

# AVIATION DIVISION UPDATES

ANN B. RICHART, AAE DIRECTOR

Washington State Transportation Commission Meeting  
December 10, 2025

# FULLY STAFFED

Director

Confidential Secretary

Financial Analyst

Aircraft Registration Specialist

Communications Specialist

CARB Loan Manager

Deputy Director

State Airports Coordinator

Airport Inspector

Emerging Aviation Technology &  
Land Use Planner

UAS Coordinator

Airport Aid Grants Coordinator

# POSITION WASHINGTON AVIATION FOR THE FUTURE

- Commercial Aviation Work Group
  - Provide Administrative Support
  - Manage Consultant Contract
- Developing WSDOT Drone Program – Emerging FAA Regulation
- Helping Airports be Successful
- Telling the Story of Aviation

# **WA STATE ADVANCED AIR MOBILITY (AAM) PLAN OVERVIEW**

DAVID ISON, PLANNER  
Washington State Transportation Commission Meeting  
December 10, 2025

# PRESENTATION SUMMARY



- **Project Team and Approach**
  - Project Team / Technical Assistance Committee
  - Project Elements
- **Introduction to Advanced Air Mobility (AAM)**
  - Aircraft and Infrastructure
  - Relationship to Other Transportation Modes
  - Anticipated Use Cases
- **Meeting the Proviso Requirements**
- **Examples and the Future**



### **Mead & Hunt, Inc.**

- Project Management and Technical Lead
- AAM Planning and Policy Expertise
- Aviation, Land Use and Policy Expertise

### **HMMH**

- Aircraft Noise and Land Use Expertise
- AAM Planning and Policy

### **CAMI**

- AAM Public/Community Outreach Expertise
- Regional Experience and Expertise

### **Bronlea M Consulting**

- TAC outreach/Meeting facilitation

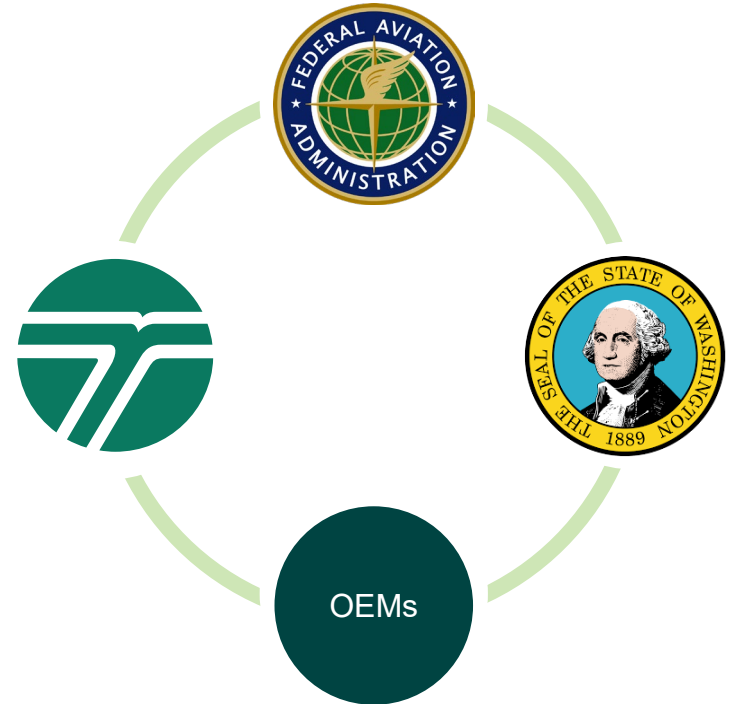
# Technical Advisory Committee (TAC)

## Diverse Input (>30 Entities/Agencies Invited)

- Federal Aviation Administration
- State Departments and Divisions
- Aviation Industry Groups
- Private Sector Industry Groups

## Four meetings to review:

- Project approach
- Findings and conclusions



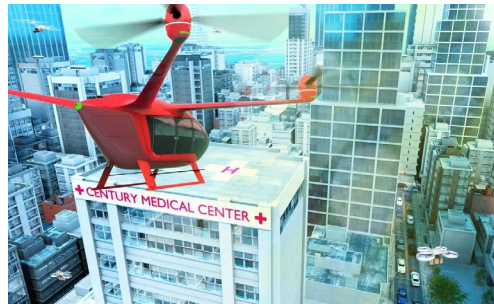
# Overview of Advanced Air Mobility (AAM)

## A Next Generation Version of an Existing Transportation Mode

- Subsector of aviation
- New component for existing systems/networks

## Key Characteristics

- Quieter
- Lower/no emissions
- Electric/hybrid propulsion
- Automation
- VTOL (vertical takeoff and landing)



## Key Takeaways:

*Aircraft/aviation in new places (cities and remote areas)*

# Aircraft

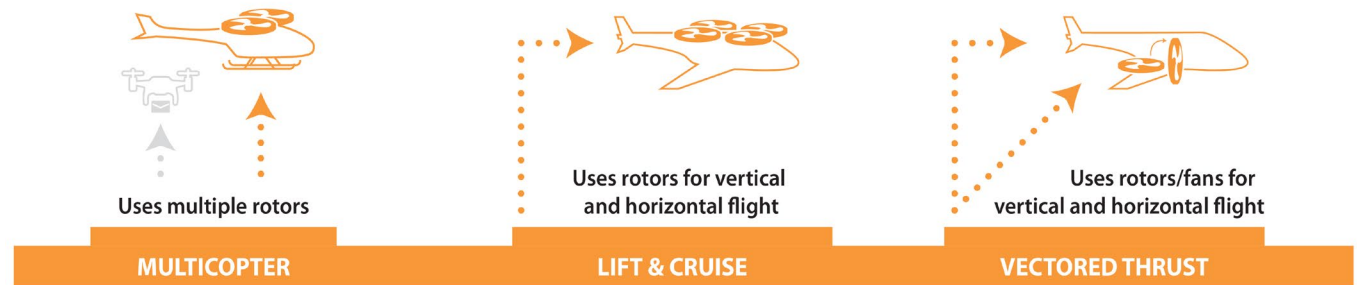


## Aircraft Characteristics

- Emerging aircraft with electric and hybrid engines
- Low-flying aircraft
- Includes retrofit of conventional aircraft to include electric motors

## Emerging Aircraft

- Multicopter
- Lift-and-Cruise
- Vectored Thrust



# Envisioned Infrastructure

## Existing Aviation Infrastructure

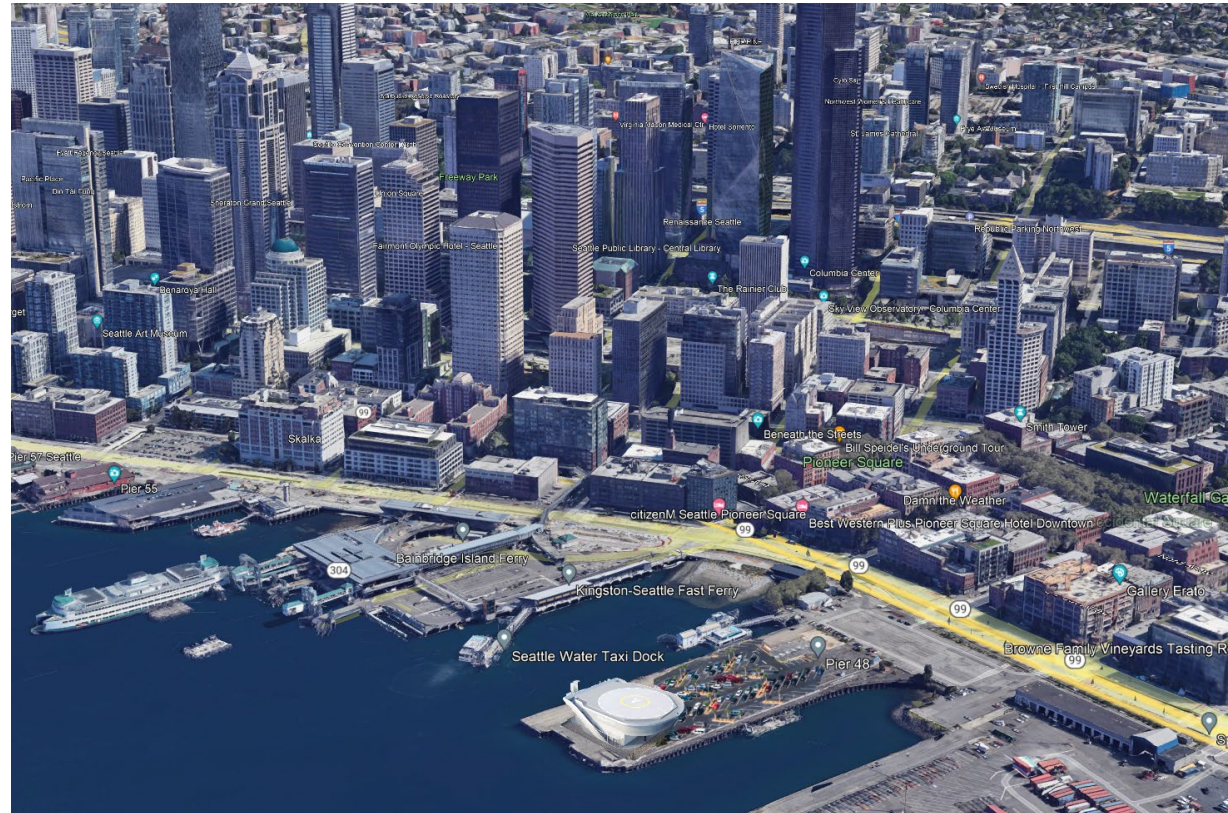
- Use airports and heliports initially
- One trip starts or ends at an airport



# Envisioned Infrastructure

## New Infrastructure: Vertiports

- Special type of heliport that includes:
  - Charging facilities
  - Aircraft parking
  - Passenger processing facilities
- Located off airports and at multimodal facilities
- Single or multiple takeoff/landing and parking locations



# Applicable Uses

## Urban Air Mobility (UAM)

- Airport Shuttle (within metro area)
- On-demand air taxi
- Corporate aviation
- Local package delivery
- Emergency services

## Regional Air Mobility (RAM)

- Regional airport shuttles/connections (beyond metro area)

## Emergency Response/Disaster Recovery Assistance

## Cargo and Freight Delivery

- Intermodal connections
- On-demand commerce



# Assessment of Proviso Requirements and How the Final Report Fulfills Them



WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION

ADVANCED AIR MOBILITY  
AIRCRAFT PLAN

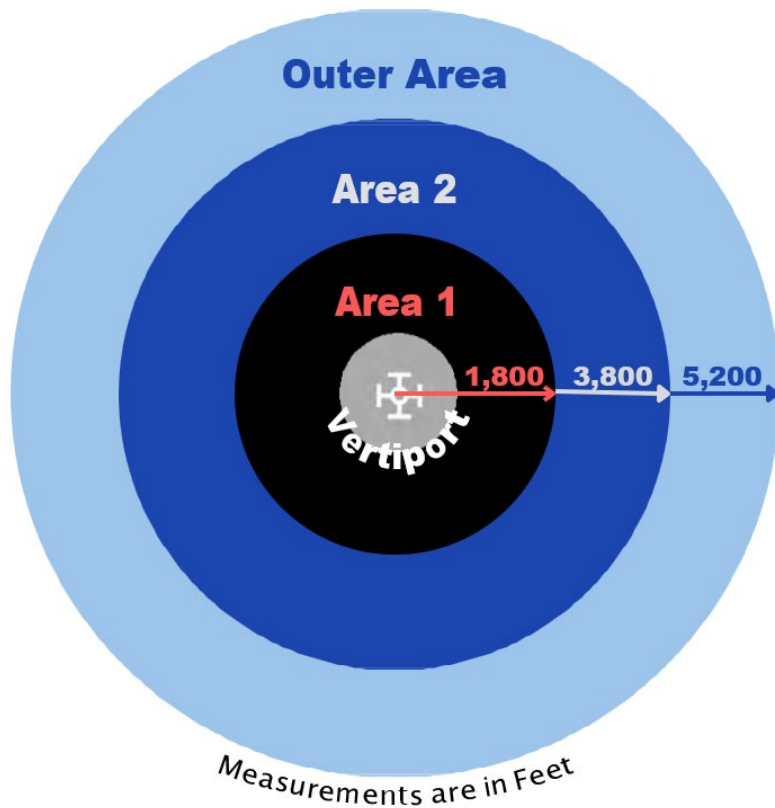
APRIL 2025

# (a) Near-, medium-, and long-term recommendations for land-use planning for AAM vertiports and vertistops

- **Near-term (2026–2030):** Early vertiport siting, minor airport and heliport modifications, airport-adjacent deployments, public engagement, and use of existing infrastructure
- **Mid-term (2030–2040):** Expansion of vertiport networks, incorporation into local/regional plans, multimodal integration
- **Long-term (2040–2050):** Full statewide vertiport network, autonomous operations, and energy-corridor integration



# Land-Use Planning Guidance



- Vertiport/vertistop typologies (vertistop, vertiport, vertihub) with footprints and siting considerations
- Notional siting studies for Seattle King Street Station and Everett Station, with zoning, compatibility, surrounding land-use, and constraints
- WSDOT added land-use supplement to existing *Airports and Land-Use Compatibility Guidebook*

# (b) An inventory of infrastructure needs for a statewide vertiport network and a recommended program to deploy funds to local governments

## *Aviation - key takeaways:*

- Robust system of diverse airports
- History of aviation presence (aircraft manufacturing, aerospace industry)
- Strong aviation/intermodal transport facilities
- Existing efforts are underway to pursue AAM and clean energy development (Chehalis-Centralia Airport and nearby airports)

*AAM operations will start at public-use airports.*

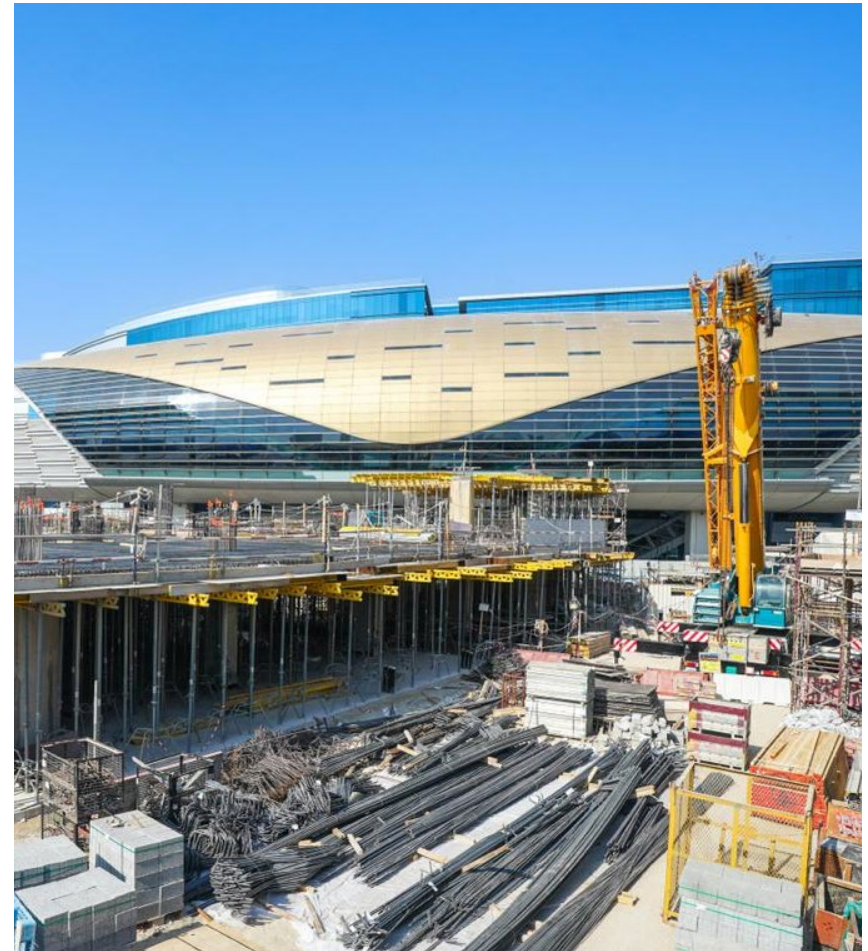


*Participating airports in the Chehalis Hub for Aviation Innovation and Sustainable Energy (CHAISE)*

# Funding Policies

**Policy Roadmap** explicitly calls for:

- State-funded vertiport development, including grant mechanisms and public-private partnerships
- Alignment with federal funding opportunities (AIP, IRA/BIL sustainability programs)
- Coordination with local governments for siting and finance



# (c) Proposed state governance structures and regulatory mechanisms to complement FAA oversight

## Federal regulatory environment:

- FAA heliport/vertiport siting, powered-lift rules, and integration of crewed/uncrewed operations

## State governance roles:

- WSDOT Aviation as the statewide coordinator
- Integration with statewide transportation planning
- Interagency collaborations (Commerce, Ecology, Energy Office, Office of Equity)

## Local regulatory roles:

- Land-use authority, zoning review
- Public engagement requirements
- Hazardous materials & building codes



## (d) Recommended policies to foster vertiport and vertistop development ensuring open access, efficient siting, and equity



### Open Public Access

- Emphasis on publicly accessible vertiport infrastructure, not exclusive/private sites
- Alignment with multimodal hubs (rail, ferry, transit) to ensure accessibility

### Efficient Land Use / Siting

- Detailed siting criteria: zoning, safety, noise, multimodal access, compatibility, school/residential buffer concerns

### Equitable Distribution

- Outreach priorities for rural areas, medically underserved regions, and tribal nations
- Policy directive to ensure access across all communities

## **(e) Recommendations (with other modal managers, MPOs, and local jurisdictions) for integrating AAM aircraft into statewide transportation plans**

- Call for explicit integration with *Washington Transportation Plan* (WTP 2040)
- Integration with the *Washington Aviation System Plan* (WASP)
- Detailed coordination with:
  - Transit agencies
  - Freight & port authorities
  - Rail system operators
  - Local governments and MPOs
  - Tribal governments
- Notional vertiport sites are chosen specifically for multimodal integration (rail + ferry + air + bus)

# **(e) Recommendations (with other modal managers, MPOs, and local jurisdictions) for integrating AAM aircraft into statewide transportation plans**

- Policy recommendations for incorporating AAM into:
  - Regional transportation plans
  - Local comprehensive plans
  - Freight mobility strategies
  - Energy corridor planning



# Statewide Transportation Plan

## Notional Facilities – Site No.1

### Notional Site No.1 – Everett Station Vertiport

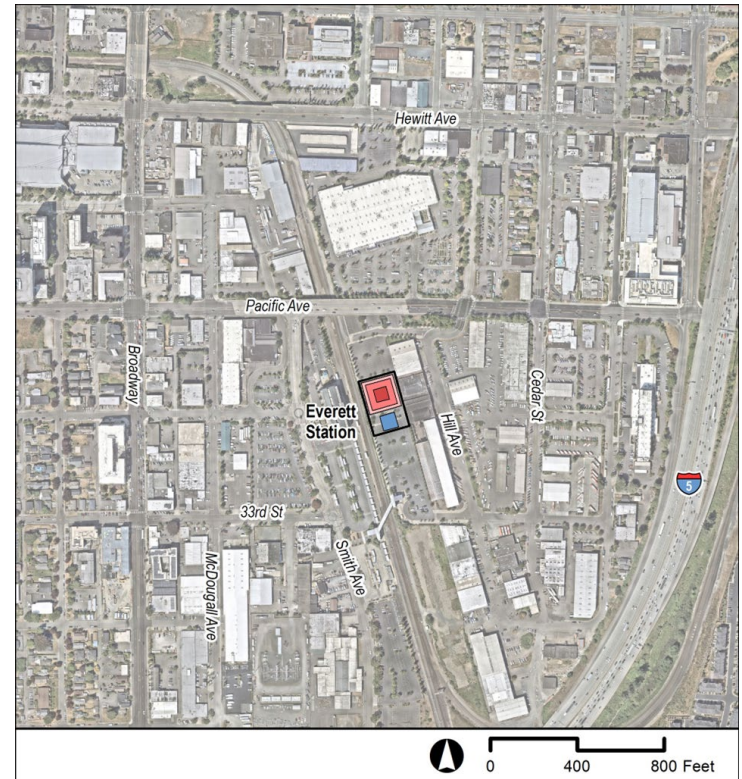
- **Description**
  - Existing multimodal transportation hub for Snohomish County
  - Link to aerospace and technology sectors
  - Adjacent to 1-5 Corridor
- **User Cases**
  - Airport Shuttle
  - Air Taxi
  - Intermodal Regional Connectivity
- **Available connections**
  - Passenger/commuter rail
  - Bus Rapid Transit, Express bus, local connections



# Statewide Transportation Plan

## Notional Facilities – Site No.1

Proposed Site	Everett Station
<b>Location</b>	Everett Station parking lot
<b>Ownership</b>	Central Puget Sound Regional Transit
<b>Nearby Features</b>	Pre-K school within 100 feet K-12 within 2,500 feet Residences within 800 feet of vertiport Places of Workship within 1,500 feet
<b>Zoning/Land Use</b>	Consistent with comprehensive plan Inconsistent with land use compatibility guidance
<b>Takeaways</b>	Available space Consistent with current/planned intermodal facility Existing land use challenges



# Statewide Transportation Plan

## Notional Facilities – Site No.2

### Notional Site No.2 – Pier 48, Seattle

- **Description**
  - Unused pier in Seattle
  - Owned by WSDOT
  - Close to downtown job centers
- **User Cases**
  - Airport shuttle
  - Air taxi
- **Available connections**
  - No existing connections
  - Transit opportunities



# Statewide Transportation Plan

## Notional Facilities – Site No.2

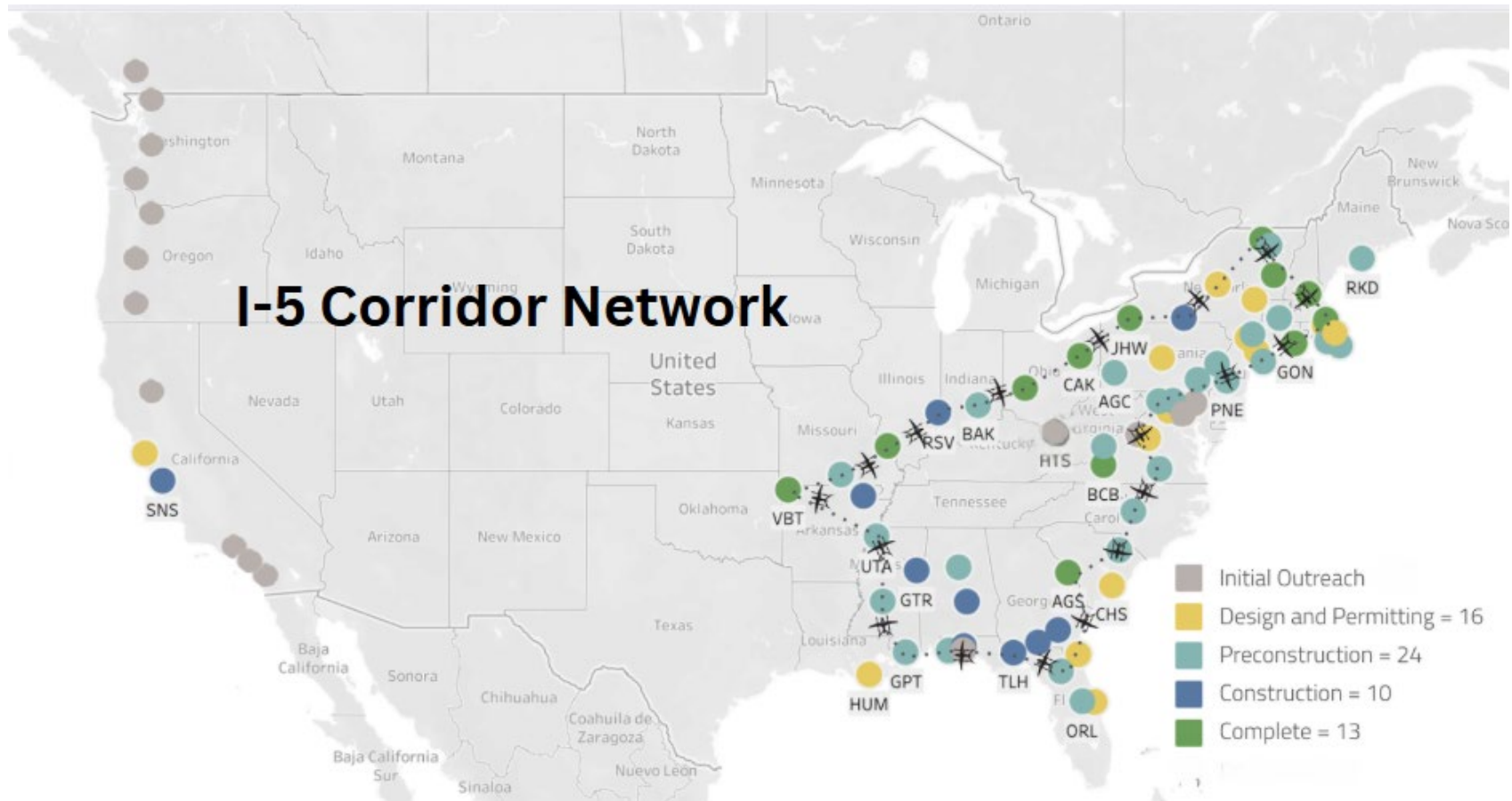
Proposed Site	Pier 48, Seattle
Location	Unused Pier
Ownership	WSDOT
Nearby Features	Highway Job centers Existing transportation infrastructure
Zoning/Land Use	Consistent with WTP goals Zoning change may be required
Takeaways	Available space Potential intermodal connection





# Statewide Transportation Plan

## Notional Networks



# WASHINGTON IS ALREADY BEHIND

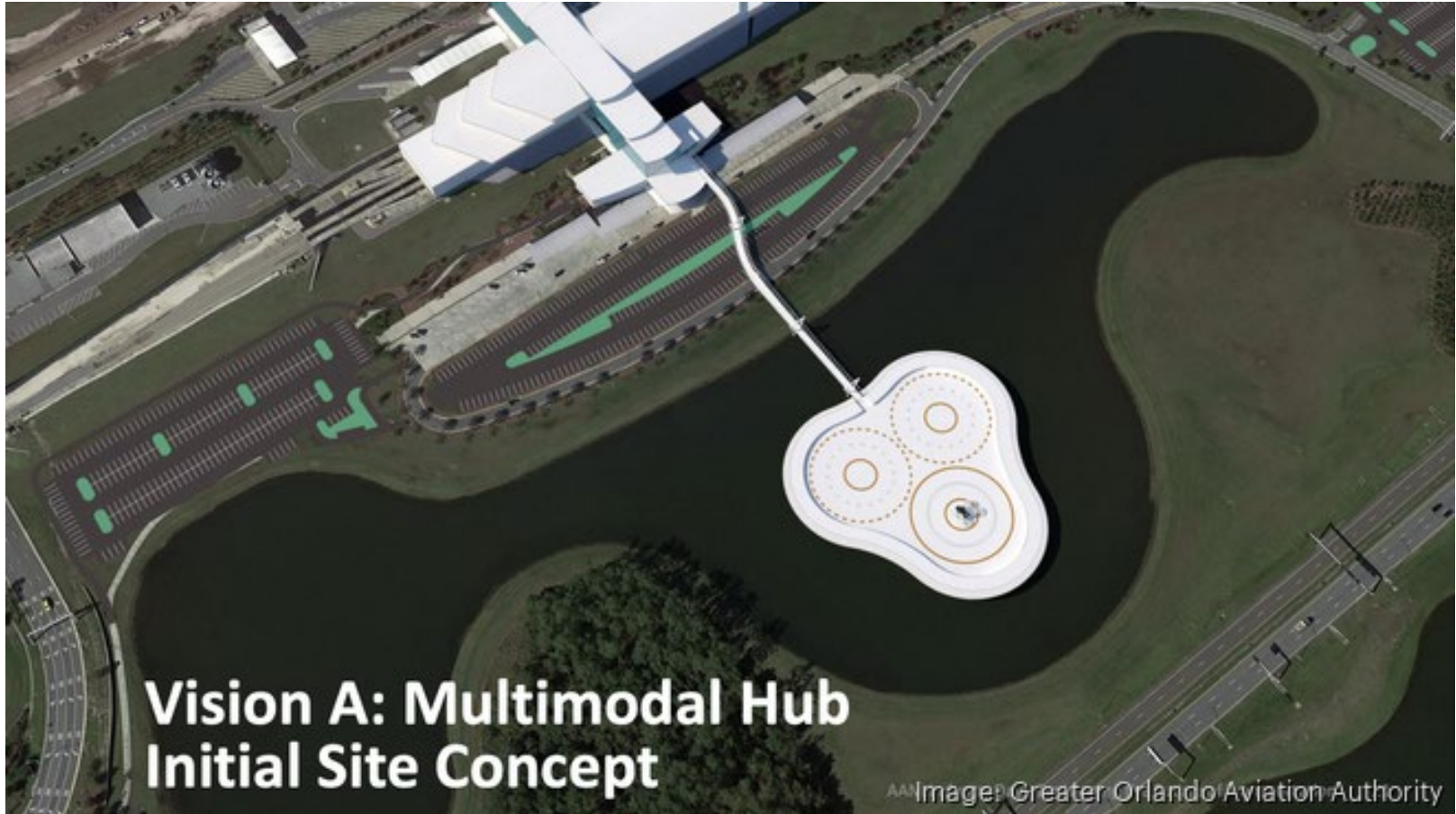
## AAM Across Florida

### EXAMPLE AAM NETWORK

Advanced Air Mobility will bring additional transportation options to Florida. This map shows a hypothetical network of sample routes, ranging from short, urban flights, to longer, regional connections.



# WASHINGTON IS ALREADY BEHIND



**Vision A: Multimodal Hub  
Initial Site Concept**

AAImage: Greater Orlando Aviation Authority

# WASHINGTON IS ALREADY BEHIND



# Vision and POLICY ROADMAP

Task	Description	YEAR 1												YEAR 2	YEAR 3	YEAR 4	YEAR 5
		1	2	3	4	5	6	7	8	9	10	11	12	1-12	1-12	1-12	1-12
<b>6.2.1</b>	<b>Legislation and Funding</b>																
	Review and Revise Legislation																
	Legislative Initiatives																
<b>6.2.2</b>	<b>Agency Education and Community Outreach (ongoing)</b>																
	Identify Stakeholders																
	Provide Consistent Messaging and Outreach and Messaging																
	Resources and Funding																
<b>6.2.3</b>	<b>Infrastructure Evaluation and Development (ongoing)</b>																
	WTP 2050																
	Engage in/Support Regional Transportation Planning Efforts																
<b>6.2.4</b>	<b>Formulate/Revise Policy, Guidance, and Best Practices for AAM</b>																
	Update Existing Plans																
	Develop Supplemental Guidance and Best Practices																
<b>6.2.5</b>	<b>Foster Ongoing Collaboration</b>																
	Collaborate with other agencies																
	Establish a Statewide Forum for State and Local Representatives																

# It's Time to Board, Washington



# Questions?

For questions regarding the Washington State  
Advanced Air Mobility Plan, please contact:

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