



Introduction to CAMI

November, 2020

Anna Dietrich, Co-Executive Director
anna@communityairmobility.org

Yolanka Wulff, Co-Executive Director
yolanka@communityairmobility.org



Supporting the responsible integration of the third dimension into our daily transportation needs through education, communication, and collaboration.

CAMI is a 501(c)(3) nonprofit organization dedicated to the responsible integration of advanced air mobility into communities by providing education, communication, and collaboration.

CAMI understands the importance of connecting communities and industry by working with all stakeholders to develop advanced air mobility that integrates with existing and future urban and regional transportation systems.

CAMI educates and equips state and local decision makers, planners, and the public with the information they need to set policies and design infrastructure and systems to successfully integrate aviation into daily transportation options.

TECHNOLOGY IS REDEFINING FLIGHT

Courtesy of Radius Capital

Tech Drivers

Propulsion
Electrification

Autonomous
Systems

Mobility Services

New Capabilities



eVTOL



Electric and
Hybrid-electric

Solution Areas

Moving goods

Moving people

Automating tasks

Thematic
Benefits

Lowers the barriers for leveraging UAVs to get jobs done
Lowers the operating cost of small aircraft on short routes
Increases the number of access points to the air
Stimulates latent demand for flight where ground transportation is used today

What is Advanced Air Mobility?



Nothing new: regional airline travel and helicopter service (e.g., Blade) are current/historical forms of AAM in service today.

Everything new: electric aircraft make AAM safer, quieter, greener, and more economical than ever before.

Urban Air Mobility, or UAM, refers to shorter distance urban use cases. Regional Air Mobility, or RAM refers to travel over longer distances away from the urban core.

AAM may share airspace with UAS* but is not UAS: autonomy helps pilot operators but (in most concepts) doesn't replace them in initial operations.

*UAS = unmanned aircraft systems

Zones of Operation:

- City Center
- Suburbs to City
- Edge City to (Edge) City
- Rural Access
- Hub Airport Access

Types of Operation:

- Airline (micro haul)
- Air Metro
- On Demand (air taxi)
- Airport Shuttle
- Emergency Services



Today's aviation industry operates separately from other forms of urban transportation

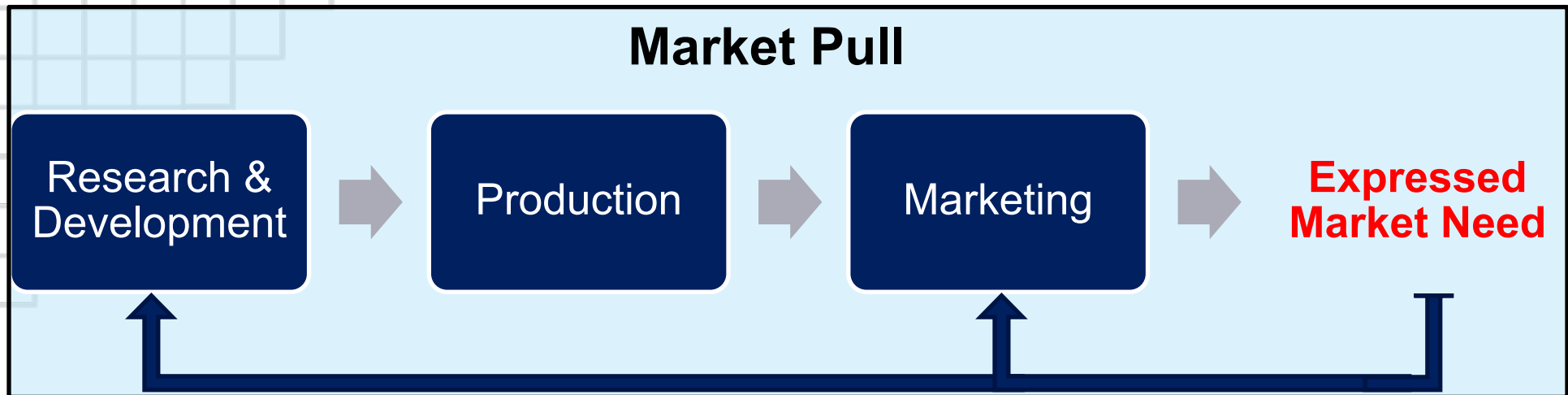
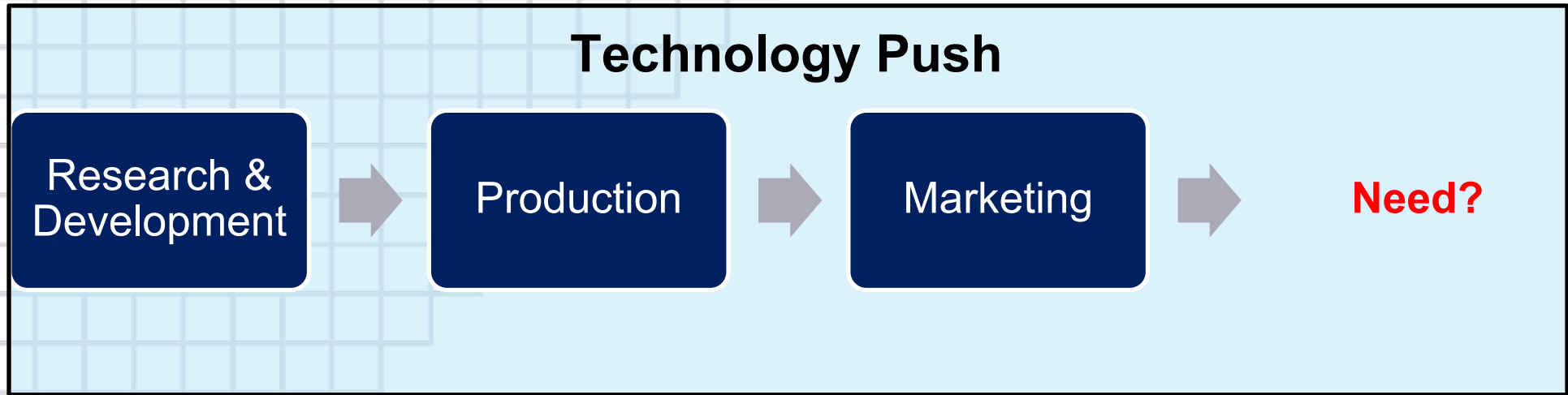
- Passengers leave behind the urban environment when they enter airport premises
- Ground traffic is restricted and controlled



Advanced Air Mobility requires aviation to integrate into an existing urban transportation system that has its own challenges

- Traffic Congestion
- Urban Sprawl
- Environmental Impacts
- Transit under/over use
- Noise
- ... and others

AAM: Technology push vs. Market pull





VS



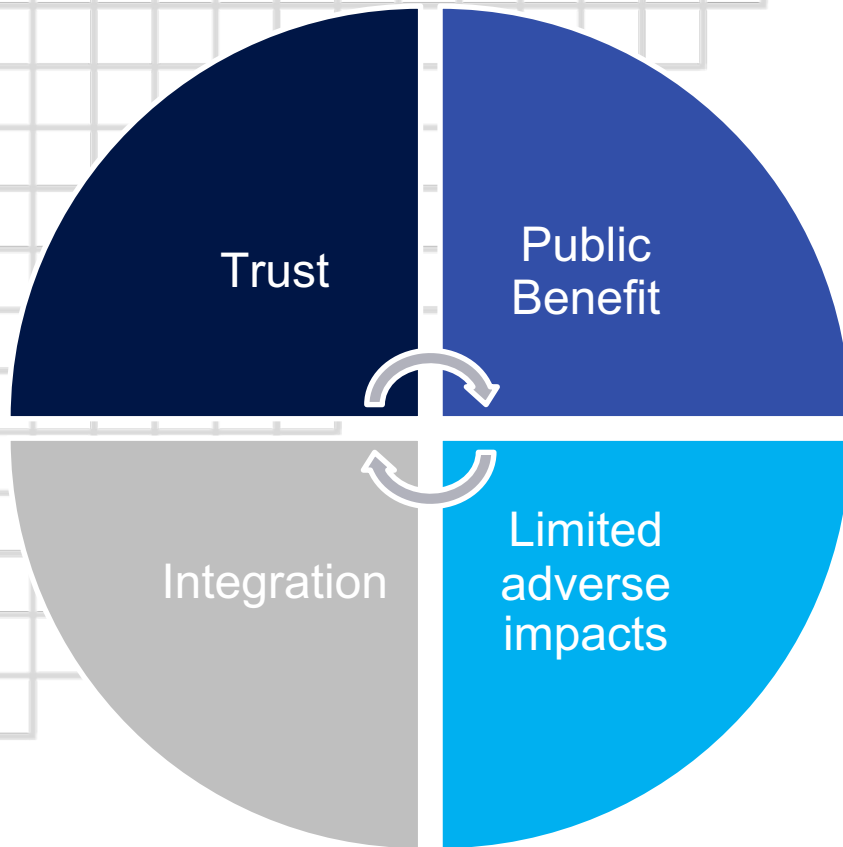
VS



UAM requires the industry to interact with new jurisdictions and players

- FAA – certification, airspace management
- Federal code & preemption
- State and local regulations – e.g., land use, zoning, transportation regulation
- State common law – liability, property rights, nuisance

Public Acceptance is multifaceted:



Trust

- Safe Vehicles
- Safe Infrastructure
- Secure Operations

Public Benefit

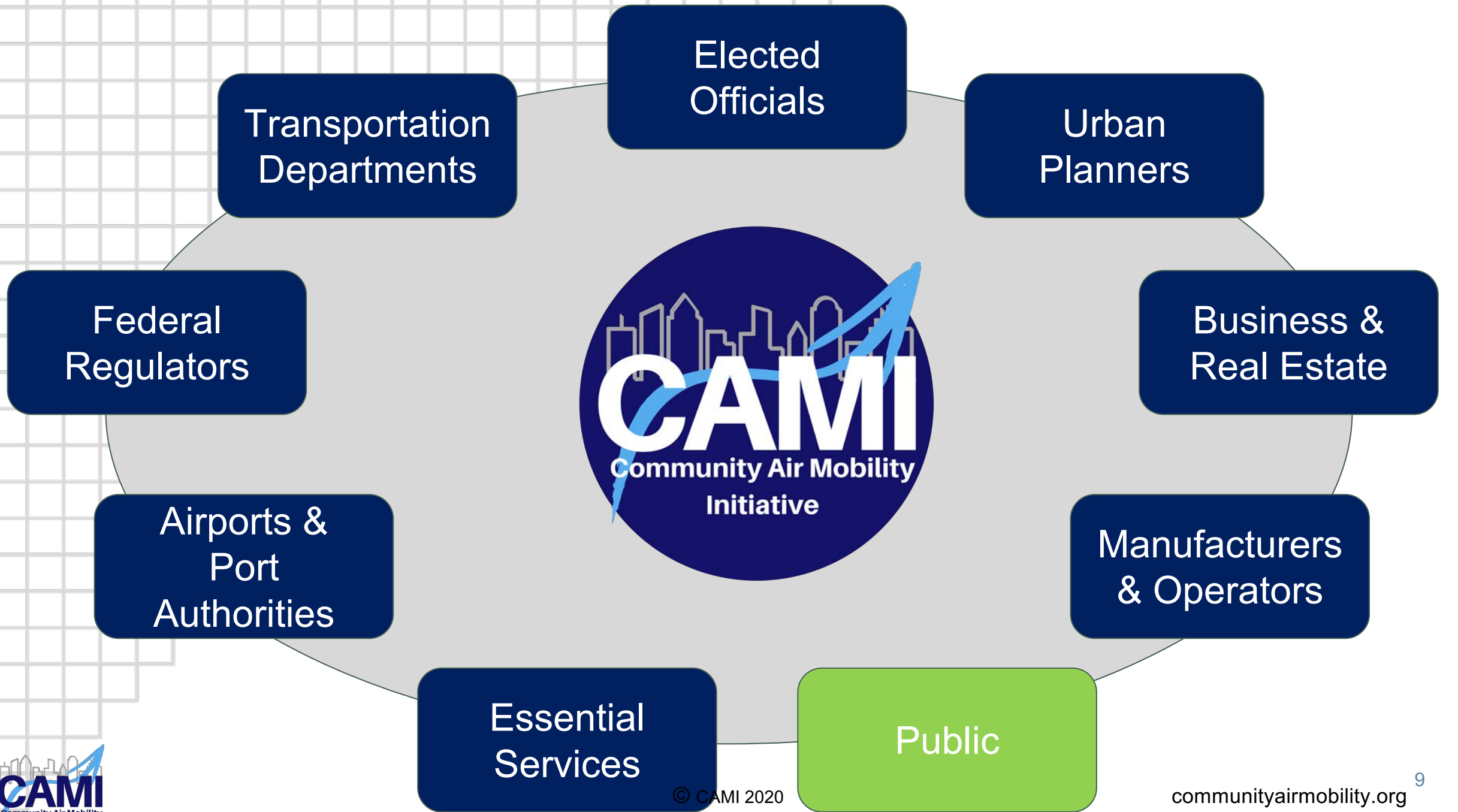
- Emergency Services
- Increased travel options
- Economic opportunities

Integration

- Existing transit & roads
- Grid capacity
- Social Equity

Limited Adverse Impacts

- Noise and visual impact
- Emissions and environment
- Privacy



Elected Officials

Urban Planners

Business & Real Estate

Manufacturers & Operators

Public

Essential Services

Airports & Port Authorities

Federal Regulators

Transportation Departments



CAMI Leadership



Anna Dietrich, Co-Executive Director

Founding COO, Terrafugia
Chair GAMA EPIC EVTOL
Certification & Gov't Relations
UMASS Boston Public Policy
see: www.annamdietrich.com

Leadership in ASTM F44 & F37
ASTM AC377 (Autonomy) & AC433 (EVTOL)
S.B., S.M. MIT Aero/Astro
Private Pilot



Yolanka Wulff, J.D., Co-Executive Director

Sustainable Aviation Consultant
Deep industry experience
Non-profit business attorney
Former planning commissioner

Communications & Public Affairs
Standards development involvement
CAFE Foundation Executive Director
Former land use hearing examiner

Expert Contributors



R. Alexander
Infrastructure



A. Cohen
Future Mobility



D. Divakaran
State Ops



A. Hall
Operations



B. Yap
State Ops



L. Maurice
Env. Impact



P. Shannon
Radius Capital



D. Swanson
Infrastructure



P. Vascik
Policy

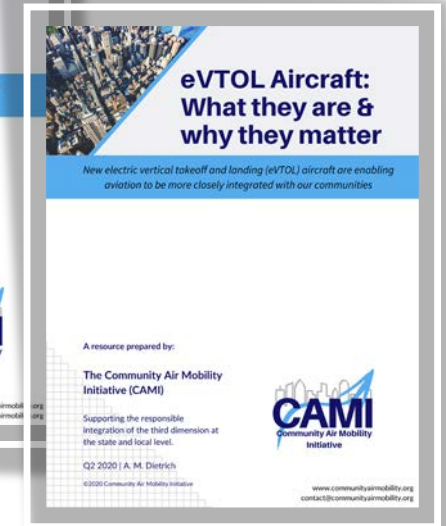
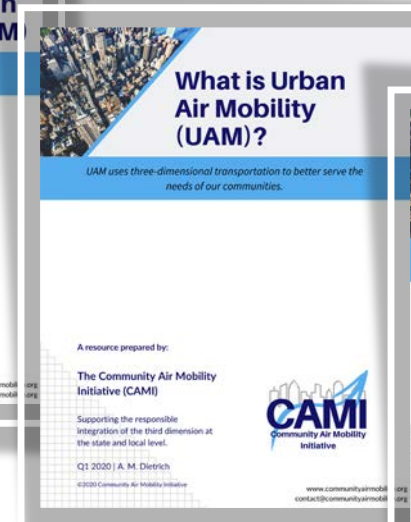
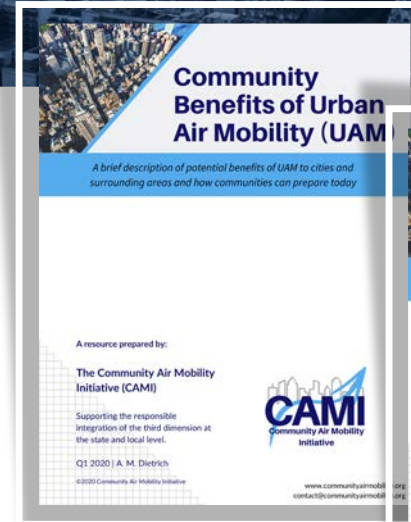


D. Nelson
Noise

CAMI's Online Resources

CAMI Notes:

- **What is Urban Air Mobility?**
- **Community Benefits of Urban Air Mobility**
- **eVTOL Aircraft: What they are & why they matter**
- **Urban Air Mobility Operations Overview**
- **Legal Considerations for Urban Air Mobility Part 1: Aviation Law**
- **Components of Public Acceptance for AAM & UAM**



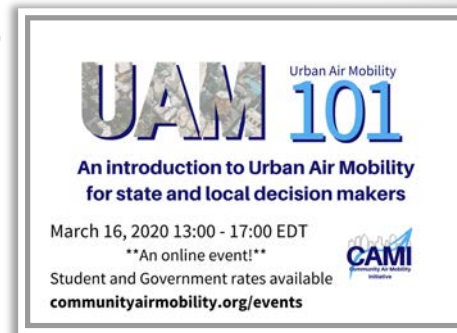
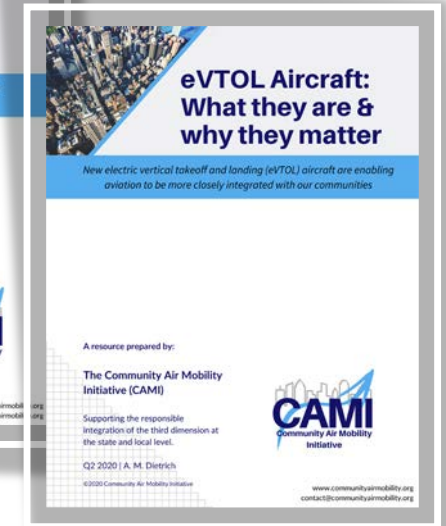
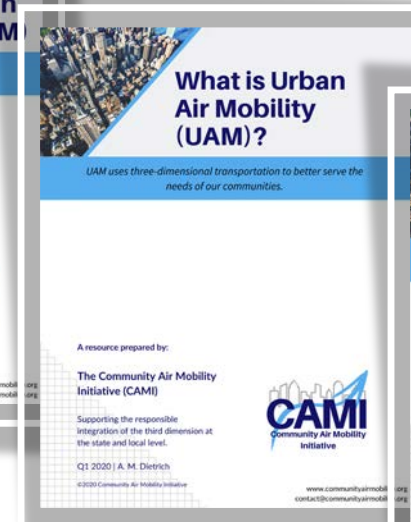
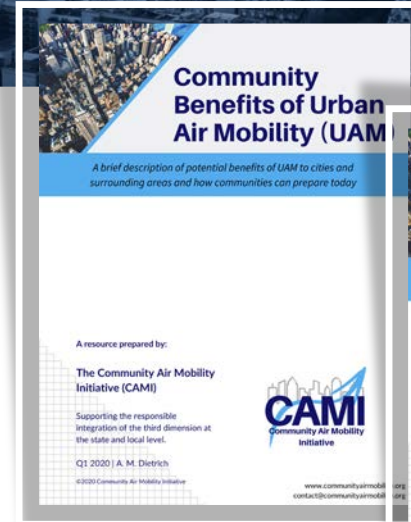
CAMI's Online Resources

Videos

- UAM 101
- American Planning Association: Advanced Air Mobility

Guidebooks (coming soon)

- Why We Need Advanced Air Mobility for our Cities
- A Planner's Guide to Advanced Air Mobility
- Incorporating Advanced Air Mobility into Regional and GA Airports
- Foundational Information for Advanced Air Mobility



Recent events of note:



Aircraft Noise & Emissions Symposium
March 1-3, 2020



UCDAVIS
UNIVERSITY OF CALIFORNIA



AGILITY PRIME
TAKE FLIGHT



The Community Air Mobility Initiative Presents:

UAM 101 Urban Air Mobility

An introduction to Urban Air Mobility (UAM) for state and local decision makers

March 16, 2020
Presentations: 13:00-17:00 EDT
ONLINE EVENT
Student, government, and member rates!

www.communityairmobility.org/events
contact@communityairmobility.org



CAMI Community Air Mobility Initiative

Online Education

Advanced Air Mobility - Integrating the Third Dimension into Metropolitan Transportation Systems



American Planning Association
Creating Great Communities for All



2020 Spring Acoustics Technical and Urban Air Mobility Noise Working Groups



April 7-9, 2020
NASA Langley Research Center, Hampton, VA



AVIATION LAW SYMPOSIUM
JANUARY 24, 2020
Developing and Managing City/County Operated Airports

Attorneys, managers, and federal stakeholders will come together for the purpose of sharing knowledge on best practices for developing and managing public use airports

University of La Verne | College of Law

CAMI's 2020 Activities: Reaching out to the AAM Ecosystem Stakeholders

States / Provinces / Tribes / Regions

- Cascadia Innovation Corridor
- Choctaw Nation
- DOAV (Virginia)
- GDOT
- MassDOT
- MI DOT
- MnDOT
- NCDOT
- OH DOT
- USDOT
- UT DOT
- WSDOT

Cities

- LADOT
- Minneapolis
- Orlando
- San Jose
- Tampa / TBARTA
- Monterey Bay DART

Airports / Port Authorities

- Port of Bremerton
- MassPort
- Opa-Locka
- Santa Monica Airport Assn
- SeaTac
- Sebring Airport
- Valley EV Aviation
- WA Public Ports Assn

Associations / Other

- American Planning Assn
- ASTM
- Canadian Air Mobility
- Flight Crowd
- GAMA
- NASAO
- NBAA
- NCTCOG
- Nat'l League of Cities
- SAE
- VFS



CAMI's 2020 Activities: Engaging with our Members



The Community Air Mobility Initiative

A nonprofit organization founded to support the responsible integration of aviation into communities
www.communityairmobility.org

Integrating Electric Aviation Charging Infrastructure into ZEV Infrastructure Submission in support of Electrify America Cycle 3 Investments August 13, 2020

The past ten years have witnessed the growth of a new industry – advanced air mobility (AAM) – through the development and confluence of key technologies: electrification of propulsion, autonomy, and mobility-as-a-service networks. While the industry is still in its early phases, it is growing rapidly, with the first fully electric aircraft flying and on the path to certification and commercial applications. Some of these aircraft are fixed-wing electric or hybrid-electric vehicles; others are electric vertical takeoff and landing (eVTOL) craft with multiple rotors, distributed propulsion, tilt wings and other new technologies. What is unique about this new class of electric aircraft is that they are greener, quieter, more economical and safer than traditional fossil fuel aircraft.

We strongly recommend that Electrify America consider funding electric transportation infrastructure – both existing and new – that includes electric aviation, in order to advance this new form of transportation while at the same time adding strength to the overall value that charging infrastructure brings to a community. We are available to work with Electrify America to develop a program that funds electric charging infrastructure that serves multiple modes of transportation.

Community Air Mobility Initiative

Yolanka Wulff
Co-Executive Director

Canadian Air Mobility
JR Hammond
Founder / CEO

Valley EV Aviation – Ground Innovations Coalition
Joseph Oldham
CEO, New Vision Aviation

The Community Air Mobility Initiative (CAMI) is a 501(c)(3) nonprofit organization founded to support the responsible integration of urban air mobility into communities through education, communication and advocacy. CAMI connects communities and industry by providing resources to decision makers, the public, and the media at the state and local level. CAMI is dedicated to providing communities and the decision makers that support them with the information and tools that will be vital to the successful integration of aviation into our daily transportation options. CAMI is supported by its members, which represent a wide spectrum of stakeholders in the emerging urban air mobility industry:




CARL DIETRICH
Jump Aero

7:22
2020

TURBULENCE AHEAD?

13:30
PST


PETER SHANNON
Radias Capital

PRACTICAL BARRIERS TO eVTOL EMERGENCE

WEBINAR

WEDNESDAY JULY 22
13:30 - 15:00 PST

bit.ly/eVTOLBarriers


YOLANKA WULFF
Community Air Mobility Initiative


KIRSTEN BARTOK
AirFinance

- **UAPC – Choctaw Nation, MassDot**
- **Electrify America submission – Black & Veatch**
- **Jump Aero – webinar**
- **Air Mobility Council – GAMA, NBAA, VFS**
- **Guidebook for Cities – sponsored by Bell**
- **Guidebook of Foundational Information – suggested by Joby**
- **Guidebook for Airports – in collaboration with Sebring Regional Airport and HMMH**





Urban Air Policy Collaborative



VISION

The Urban Air Policy Collaborative aims to unify local governments on policy issues pertaining to the integration and operation of UAM technologies into existing transportation networks.

GOALS

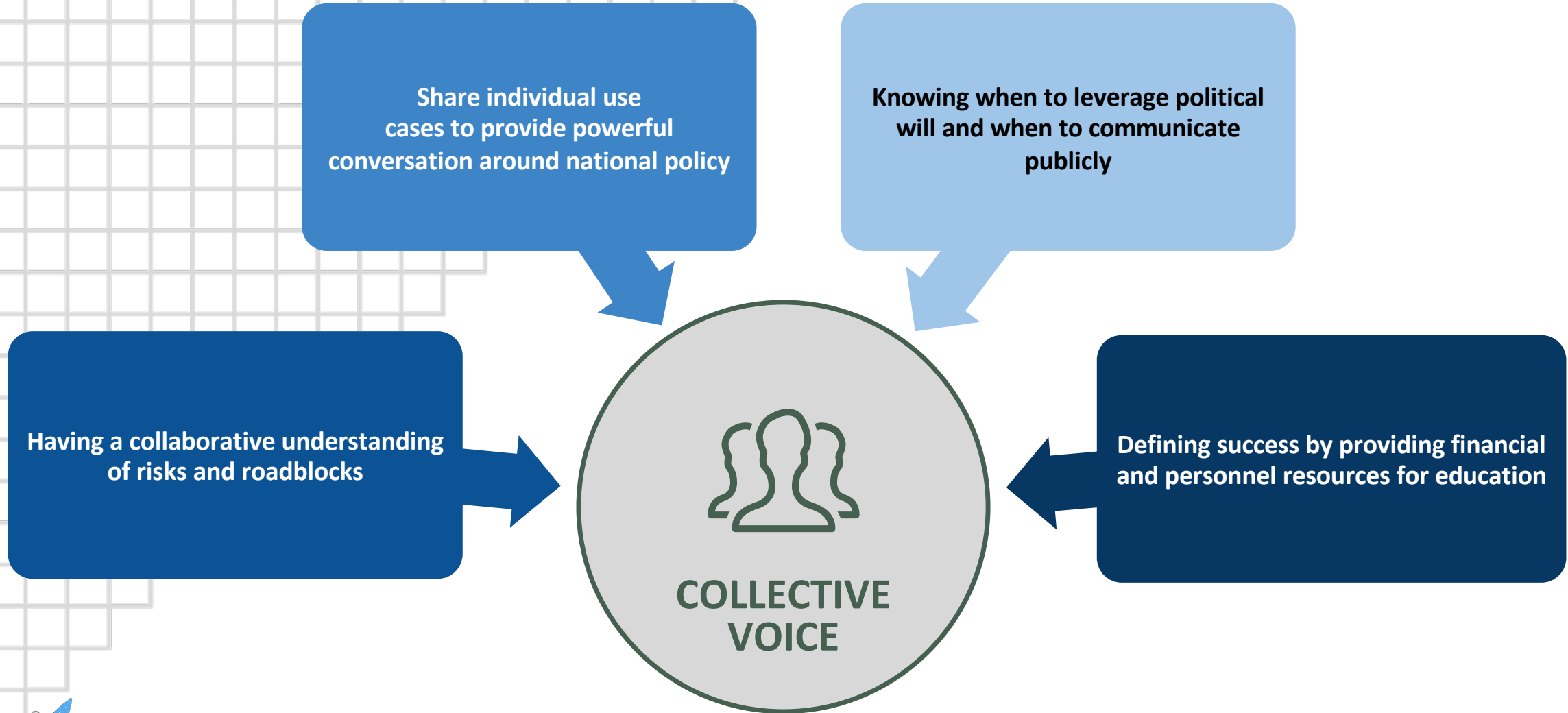
To provide a forum for local governments to **anticipate and integrate** this important and emerging mode of transportation into our **existing transportation network** in a way that is **safe, sustainable, equitable, and noise-free**.

To give a **voice to local governments** that can feed into adjacent efforts such as the NASA AAM National Campaign, USCM, OMF etc.

URBAN AIR POLICY COLLABORATIVE | Cohort 2020 Participants



Using a Collective Voice



Beginning in January 2021, the Urban Air Policy Collaborative will continue as an ongoing program of the Community Air Mobility Initiative (CAMI). The UAPC will consist of two parts.

- **UAPC Cohorts** - four month long introductory programs for state and local organizations and their leaders.
- **The Urban Air Policy Collaborative Forum** - comprised of state and local organizations and their leaders who have completed a UAPC cohort program and joined CAMI, as well as other CAMI Members representing the spectrum of AAM stakeholders.

CAMI's 2020 Activities: Measuring Our Impact



- **22 events**
- **~ 25 media pieces**
- **~ 7000 total presentation views**
- **~ 550 UAM 101 views**
- **~ 1700 visits to website Resources**
- **~ 675 LinkedIn followers**
- **~ 2000 LinkedIn page visits**

Thank you to our Members!

CAMI understands the importance of working with all stakeholders to develop an advanced air mobility that integrates with existing and future urban and regional transportation systems.

CAMI's Members represent the spectrum of stakeholders, prioritize safety, and recognize the importance of working with local communities.



Membership Levels

Membership levels are not based on organization revenue are simply indicative of the organizations' commitment to supporting CAMI and the local decision makers it serves.

CAMI is a 501(c)(3) nonprofit. We are happy to facilitate networking and connections but we do not lobby.

Members are not obligated to participate in CAMI's activities but their input is always welcome.

Dues are used to support CAMI's mission and fund resource development and hosting events.

Membership is a strong signal that an organization is committed to being a good neighbor and working WITH communities.



SUPPORTING

\$50,000

- Priority visibility as industry leader in consortium materials, events, and website
- Participation in CAMI's Board of Directors
- ... and the following



GENERAL

\$25,000

- Priority inclusion in materials and events
- ... and the following



ASSOCIATE

\$10,000

- Participate in marketing and public relations efforts as appropriate
- ... and the following



ECOSYSTEM

\$5,000

- Open to interested qualifying commercial organizations who wish to support the successful integration of urban air mobility
- Member discounts on event registration



NONPROFIT/GOVERNMENT

\$2,500

- Open to academic, governmental, and non-profit organizations who wish to support the successful integration of urban air mobility
- Member (and government if applicable) discounts on event registration



Supporting the responsible integration of the third dimension into our daily transportation needs through education, communication, and collaboration.

www.communityairmobility.org