ADVANCE MOBILITY NC

AAM Readiness Prioritization Tool for Airports

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HNTB

1. AAM Readiness Evaluation and Gap Prioritization Tool for Airports

The AAM Readiness Prioritization Tool for Airports is designed to help airports assess how prepared they are to adopt Advanced Air Mobility (AAM) technologies and identify priority areas for investment or planning. This tool provides a structured approach to assess various aspects of airport readiness, including financial resources, stakeholder engagement, infrastructure, safety, workforce, community involvement, data management, environmental considerations, and regulatory compliance. By using this tool, airports are able to identify gaps in their AAM readiness and prioritize areas for improvement, ensuring a smooth and efficient integration of AAM technologies into their operations.

1.1. Evaluation Categories

The Evaluation Categories are various aspects of airport readiness for AAM deployment. Each category includes specific criteria that help assess the airport's preparedness and identify areas for improvement. The AAM readiness categories are:

- Community Engagement: Public involvement in AAM planning and development.
- Data and Communication: Compatibility of airport systems for AAM data and communications.
- Environmental: Planning for noise, emissions, and sustainability impacts of AAM.
- Financial: Availability of funding, grants, and partnerships to support AAM efforts.
- Infrastructure Readiness: Existing physical and electrical capacity to host AAM operations.
- Regulatory & Policy Alignment: Compliance with regulations and integration into planning documents.
- Safety & Security: Emergency preparedness and cybersecurity for AAM systems.
- Stakeholder Engagement: Support and collaboration from leadership and key partners.
- Workforce: Staffing and training readiness for AAM operations and maintenance.

1.2. Instructions

1. Review each evaluation criterion in **Table 2** to determine the level at which the airport meets or supports the different AAM readiness criteria. Use the **Evaluation Criteria Assessment Options** to select the assessment choice from the drop-down list and manually fill in the associated points.

   Evaluation Criteria Assessment Options

   a. **Yes (2 points):** The criterion is fully met and actively supports AAM readiness. Infrastructure, funding, staffing, or policy is already in place and operational. No additional planning or investment is needed for this item.

   b. **Planned (1.5 points):** The criterion is not currently met, but there is a formal plan or commitment in place to address it. This may include approved budgets, scheduled projects, or documented strategies that will fulfill the requirement in the near future.

   c. **Neutral (1 point):** This option is used for subjective criteria to indicate a response that is neither positive nor negative. For instance, if the executive leadership has a neutral opinion on AAM, it means they neither actively support nor oppose AAM integration at the airport.

d. **No (0 points):** The criterion is not met, and there are no current plans to address it. This represents a gap or barrier to AAM readiness that may require future attention or investment.
e. **Unknown (0 points):** The status of the criterion is uncertain or not yet assessed. Further investigation or stakeholder input is needed to determine the airport's status on this criterion.

2. Add the points for each criterion based on the assessment options. This will give the total score for the airport's AAM readiness.
3. Based on the total score, determine the airport's AAM readiness level using the ranges in **Table 1**.

Table 1: AAM Readiness Evaluation Scores

Readiness Level	*Score Range*	*Description*
AAM Ready	39–46 points	Airport is prepared for AAM deployment, covering the majority of criteria.
AAM Near-Ready	30–38 points	Most elements are in place or planned; minor gaps may exist, but readiness is strong.
AAM Emerging	21–29 points	Some foundational elements are present; significant planning or investment is still needed.
AAM Not Ready	0–20 points	Major gaps exist; airport is in early stages or has not begun AAM planning.

4. Review the evaluation criteria where the airport did not score well (0 - 20 points). These criteria represent gaps in AAM readiness that need to be addressed. By identifying these gaps, airports can prioritize areas for improvement and develop targeted strategies to enhance their AAM readiness.

1.3. Evaluation Criteria

The Evaluation Criteria section outlines the specific criteria used to assess the airport's readiness for AAM technologies. Each criterion is evaluated based on predefined assessment options, which help determine the level of preparedness and identify areas for improvement. Use **Table 2** for the AAM readiness and gap prioritization.

Table 2: AAM Readiness Evaluation Criteria

Category	***Criteria***	***Assessment***	***Points*** *(Yes=2, Planned=1.5, Neutral=1, No=0, or Unknown=0)*
Financial	The airport has allocated annual funding to support AAM deployment, operations, and maintenance.	Select an answer.	
	The airport has secured grant funding to support AAM deployment, operations, and maintenance.	Select an answer.	
	The airport has established public-private partnerships to facilitate AAM deployment, operations, and maintenance.	Select an answer.	
Stakeholder Engagement	Executive leadership actively supports and prioritizes AAM integration at the airport.	Select an answer.	
	The airport has or is actively collaborating with utility providers to plan for AAM charging infrastructure installation and upgrade electrical systems, as needed.	Select an answer.	
Infrastructure Readiness	Existing infrastructure or available space is suitable for AAM operations, including runways and vertiports (takeoff/landing pads).	Select an answer.	
	The airport has access to existing 3-phase electrical power.	Select an answer.	
	The airport's electrical infrastructure has sufficient capacity to support AAM charging infrastructure.	Select an answer.	
	Adequate physical space is available for AAM charging stations, electrical infrastructure, aircraft storage, and maintenance facilities.	Select an answer.	
	Energy storage systems are in place to manage peak loads and ensure grid stability for AAM operations.	Select an answer.	
	Renewable energy sources (e.g., solar, wind) are integrated to support AAM charging infrastructure for improved resiliency.	Select an answer.	

Category	Criteria	Assessment	Points (Yes=2, Planned=1.5, Neutral=1, No=0, or Unknown=0)
Safety & Security	Emergency services (fire, medical, security) are equipped and trained to respond to AAM-related incidents.	Select an answer.	
	Emergency response protocols specific to AAM operations are established and regularly reviewed.	Select an answer.	
	Cybersecurity protocols are in place to protect AAM systems and infrastructure.	Select an answer.	
Workforce	Current staff capacity is sufficient to support AAM operations, or hiring plans are in place to meet future needs.	Select an answer.	
	Workforce training programs are in place to support AAM operations and maintenance.	Select an answer.	
Community Engagement	The airport has demonstrated proactive engagement with community stakeholders in the planning and development of AAM initiatives.	Select an answer.	
Data and Communication	Communication systems are compatible with and capable of integrating AAM technologies.	Select an answer.	
	The airport has systems in place to manage and integrate operational data from AAM platforms.	Select an answer.	
Environmental	Noise and environmental impacts of AAM operations are assessed and addressed in airport planning.	Select an answer.	
Regulatory & Policy Alignment	AAM is incorporated into the airport's master plan and/or regional mobility strategies.	Select an answer.	
	Current land use codes permit the development and operation of vertiports.	Select an answer.	
	The airport is actively engaged with the FAA on AAM planning and regulatory coordination.	Select an answer.	
		Total Points	