

U.S. Trends in AAM Policy and Related Developments: eVTOL Integration Pilot Program (eIPP)

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1. Overview

In December 2025, the U.S. Department of Transportation (DOT) released the Advanced Air Mobility National Strategy 2025¹⁾ (hereinafter referred to as the “National Strategy”) and the Advanced Air Mobility Comprehensive Plan 2025,²⁾ (hereinafter referred to as the “Action Plan”) and outlined its vision and plan for the social implementation of AAM through 2036 (for details, see the previous two reports.)^{3) 4)}

Phase 1 of the Action Plan is defined as leveraging existing programs to support innovation and begin operations; the program that carries the greatest weight in this regard is established pursuant to the June 6, 2025, Presidential Executive Order 14307: “UNLEASHING AMERICAN DRONE DOMINANCE”⁵⁾ as the electric Vertical Takeoff and Landing (eVTOL) Integration Pilot Program (eIPP).⁶⁾

Accordingly, in March 2026, the Federal Aviation Administration (FAA) announced that it had selected eight projects proposed by various consortia as the first projects under the eIPP.⁷⁾ This report provides an overview of the eIPP.

2. Overview of eIPP

As mentioned earlier, the eIPP is a program launched pursuant to Executive Order 14307⁵⁾ and the Action Plan⁶⁾, with the goal of accelerating the deployment of safe and legal eVTOL operations in the United States. In particular, while the Action Plan identifies the lack of real-world data as a challenge, the eIPP plays a significant role in Phase 1 of the plan from the perspective of acquiring real-world performance data.

As noted in aviation researcher Shinichiro Tsuru’s presentation materials,⁸⁾ this is a three-year program in which state, local, tribal, and territorial governments take the lead in forming consortia with private-sector partners that have a track record in the development, manufacturing, and operation of eVTOL aircraft, and then submit applications. Furthermore, while the eIPP itself does not receive federal funding, the Secretary of Transportation is required to make full use of all available authorities—including those related to regulations necessary for AAM operations—to support safe and timely operations under the eIPP. The Secretary is also required to utilize the information and experience gained from the eIPP to formulate regulations, policies, and plans that enable safe eVTOL operations.⁹⁾ Utilizing the eIPP offers the advantage that consortia can achieve flexible regulatory enforcement aligned with their AAM operations and pave the way for future regulatory revisions (see Table 1).

Based on this, it appears that the DOT and FAA aim to accelerate market formation and facilitate data collection—while leaving market development to local governments and the private sector—by providing an environment that grants access to flexible regulations, thereby fostering the maturation of the regulatory framework.

Table 1: Features of eIPP and Benefits of Participation⁹⁾¹⁰⁾

Feature	- The objective is to accelerate the utilization of AAM technologies developed and provided by U.S.-based entities through initiatives that contribute to the formulation of regulations and other measures for the safe operation of AAM, such as eVTOLs.
	- No funding will be provided by the federal

government (however, the possibility of utilizing other funding sources or receiving funds based on future agreements is not ruled out).

- Proposals must include a certification from a U.S.-based private-sector partner demonstrating capabilities and a track record in the development, manufacture, and operation of eVTOL aircraft and similar technologies. The aircraft must be under a type certification project (i.e., an application must have been filed).
- Through the eIPP, the DOT/FAA intends to authorize operations that exceed the scope currently permitted under AAM, provided that safety is not compromised.
- Applicable aircraft must weigh more than 1,320 pounds (approximately 598.74 kg).

Benefit	- Fostering the potential to accelerate commercialization in the region through early collaboration with local governments and industry stakeholders, as well as flexible regulatory enforcement (to generate economic spillover effects and secure a competitive advantage over latecomers) - The possibility of using feedback from information and experience gained through the program to drive regulatory amendments tailored to the company's aircraft and the region's operational environment
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It should be noted that, to date, the United States has implemented similar programs for unmanned aircraft, such as the UAS Integration Pilot Program (2017–2020)¹¹⁾ and its successor, BEYOND (2020–ongoing (through 2029)),¹²⁾ which have been used to inform the development of regulatory frameworks. The eIPP can be viewed as an extension of these projects to eVTOLs.

3. Projects at eIPP

In March 2026, the FAA announced that, following a three-month public solicitation held from September to

December 2025, more than 30 proposals were submitted and eight projects were selected.⁷⁾ Table 2 lists the selected projects.

The projects are large-scale initiatives spanning 26 states and encompass a wide range of concepts, including the following:

- Urban air taxi services
- Regional passenger transportation (including short Takeoff and Landing aircraft)
- Cargo and logistics networks
- Emergency medical response operations
- Autonomous flight technologies
- Offshore and energy-sector transportation

On the other hand, it is interesting to note that the primary objectives vary depending on the implementing entity: New York and New Jersey are focusing on urban air taxis; Texas on interstate AAM transportation services; Pennsylvania on alternatives for regional passenger transport; Louisiana on the energy sector; and Albuquerque on autonomous flight technology.

Furthermore, as shown in Table 3, the participating partners range widely—from manufacturers of eVTOLs for passenger transport to manufacturers of eSTOLs (Electric Short Take-Off and Landing) and electrified conventional aircraft, as well as manufacturers of autonomous unmanned aircraft—suggesting an overall intent to demonstrate a variety of possibilities. It is also noteworthy that BETA Technologies is participating in seven of the eight projects.

Table 2: List of eIPP Projects

Organizing Body	Overview	Partner
Port Authority of New York and New Jersey	[Urban air taxi services etc] Multiple industry partners will collaborate on 12 different operational concepts across New England, including eVTOL passenger operations at the Manhattan heliport.	Archer Aviation BETA Technologies Electra Aero Joby Aviation
Texas	[Regional passenger	Archer Aviation

Department of Transportation	transportation, Autonomous flight technologies etc.] Industry partners will support regional flights connecting Dallas, Austin, San Antonio, and eventually Houston, with air taxi networks expanding from each city to extend regional reach. In addition, Wisk Aero aims to demonstrate autonomous air taxis through this program. ¹³⁾	BETA Technologies Joby Aviation Wisk Aero
Utah Department of Transportation	[Regional passenger transportation etc.] Four states spanning the Pacific Northwest, the Rocky Mountains, and the Plains of Oklahoma will test a wide range of next-generation aircraft and operational concepts. In August 2026, Ampair and the Utah Department of Transportation conducted a demonstration flight between Salt Lake City International Airport and Cedar City Regional Airport. ¹⁴⁾	Ampaire BETA Technologies Joby Aviation and others
Pennsylvania Department of Transportation	[Regional passenger transportation etc.] The NASAO AAM Multistate Collaborative will work across 13 states to revitalize regional flights across the country, including routes similar to those supported through the Essential Air Service program. In July 2026, BETA Technologies and United Therapeutics Corporation partnered with the	BETA Technologies Electra Aero

	Pennsylvania Department of Transportation to conduct a flight test of organ transport capabilities from Virginia to Maryland. ¹⁵⁾	
Louisiana Department of Transportation and Development	[Offshore and energy-sector transportation etc.] Operations will test cargo and personnel transportation capabilities to enable flights over the high seas into the Gulf of America and to energy industry locations in Louisiana, Texas, and Mississippi.	BETA Technologies Elroy Air
Florida Department of Transportation	[Cargo and logistics networks, Emergency medical response operations, Regional passenger transportation, Autonomous flight technologies etc.] A statewide effort featuring multiple industry partners will include three phases of operations focused on cargo delivery, passenger transportation, automation, and medical response, supported by significant public and private investment.	Archer Aviation BETA Technologies Electra Aero Joby Aviation and others
North Carolina Department of Transportation	[Emergency medical response operations, Autonomous flight technologies etc.] Working with industry partners to establish piloted medical and regional operations across the state while also developing an autonomous flight operation extending into Virginia.	BETA Technologies Joby Aviation and others
City of Albuquerque	[Autonomous flight technologies etc.]	Reliable Robotics

	A focused project designed to achieve early advances in autonomous operations through an existing partnership with an advanced autonomy developer already operating in the region and coordinating with the FAA.	
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status of the social implementation of flying cars in the United States while periodically reviewing the progress of this project.

References

Table 3: Classification of eIPP Partner Companies

Classification	Onboard pilot	Company name
Development of eVTOLs for passenger transport (excluding autonomous models)	X	Archer Aviation BETA Technologies Joby Aviation
Development of eSTOLs for passenger transport (electric hybrid)	X	Electra Aero
Conversion of conventional aircraft engines to electric hybrid systems	X	Ampaire
Development of autonomous eVTOLs for passenger transport	—	Wisk Aero
Development of autonomous eVTOLs for cargo transport	—	Elroy Air
Conversion of existing aircraft to autonomous operation	—	Reliable Robotics

4. Summary

This report provides an overview of eIPP, which is regarded as a key project for the initial societal implementation of AAM in the United States.

It is a large-scale project being conducted extensively across multiple regions, and it became clear that by identifying different focal points for each region, the project as a whole is exploring a wide range of possibilities.

Going forward, it is expected that various demonstration flights will be conducted under this project, and that regulatory and other considerations based on these flights will be advanced.

For this reason, we intend to continue monitoring the

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<https://www.transportation.gov/aam-plan>

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~Advanced Air Mobility National Strategy 2025 ~

<https://www.jitti.org/reports/u.s.-trends-in-aam-policy-and-related-developments~advanced-air-mobility-national-strategy-2025~>

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11) FAA, UAS Integration Pilot Program

https://www.faa.gov/uas/programs_partnerships/completed/integration_pilot_program

12) FAA, BEYOND

https://www.faa.gov/uas/programs_partnerships/beyond

13) Wisk Aero, Wisk Announces Strategic Support for U.S.

Government's Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot Program (eIPP)

[https://wisk.aero/newsroom/wisk-announces-strategic-support-for-u.s.-government%E2%80%99s-electric-vertical-takeoff-and-landing-and-advanced-air-mobility-integration-pilot-program-\(eipp\)](https://wisk.aero/newsroom/wisk-announces-strategic-support-for-u.s.-government%E2%80%99s-electric-vertical-takeoff-and-landing-and-advanced-air-mobility-integration-pilot-program-(eipp))

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