



eIPP Consortium Framework

eVTOL Integration Pilot Program Proposal

Date: November 2025

1. Lead Applicant and Consortium Overview

Lead Applicant: Transportation Agency for Monterey County (TAMC) *Serving as the American Air Advantage eIPP Consortium Lead Applicant*

Consortium Partners: CalTrans Aeronautics · Contra Costa Transportation Authority (CCTA) · University of California (CITRIS, ITS, UCMBEST, RFS) · Joby Aviation · Archer Aviation · Wisk Aero · Elroy Air · MightyFly · Jump Aero · Pivotal · San Francisco International Airport (SFO) · San Jose International Airport (SJC) · Bell-Dancy Industries (BDI) · Skyway · ATAC · NASA Ames Research Center · Monterey County Regional Fire Protection District · Sonoma County EMS · KMRY · KSNS · KOAR · KKCI · KWVI

2. Consortium Mission and Vision

American Air Advantage (A³) aims to establish a **continuous, multi-county low-altitude mobility corridor** across **North–Central California**, enabling safe, scalable, and community-driven integration of:

- **Air Taxi Mobility**
- **Autonomous Cargo & Logistics**
- **Medical Logistics & Emergency Response**

The A³ Consortium builds on strong OEM presence, engaged local governments, UC research institutions, and a corridor-scale set of community partners. The resulting insights will support FAA policy development and contribute directly to **nationwide AAM readiness ahead of LA28** and beyond.

Our shared goal is to **generate operational, regulatory, and community insights** that will guide FAA policy and aggressively accelerate the national adoption of AAM.

3. Program Structure: 3-Track Framework (Years 1–3)

The A³ demonstration program includes **three coordinated operational tracks**, each progressing through Years 1, 2, and 3 with increasing complexity, scale, and policy relevance.



Track 1: Air Taxi Mobility (Years 1–3)

OEMs: Joby Aviation, Archer Aviation

Counties Involved: Monterey · Santa Clara · San Benito · Santa Cruz · Contra Costa · Sonoma (future expansion)

Year 1 – Demonstration Foundations (“Crawl”)

- Air taxi demonstrations serving large public events in Monterey/Santa Cruz/Santa Clara counties.
- Data collection on **community acceptance**, **noise**, **passenger flow**, and **temporary vertiport procedures**.

Year 2 – Regional Corridor Integration (“Walk”)

- Development of an **inter-county air mobility corridor** connecting Monterey Bay to Silicon Valley and Contra Costa County.
- Integration with **Class B airspace** in Santa Clara County.

Year 3 – Multi-County Demonstration Network (“Run”)

- Multi-leg, multi-county passenger operations across at least **four counties**.
- ATC, UTM, and community-engagement data to inform FAA integration guidance for LA28-scale deployments.

Track 2: Autonomous Cargo & Logistics (Years 1–3)

OEMs: Wisk Aero (autonomous) · Elroy Air · MightyFly

Counties Involved: Monterey · Santa Clara · San Benito · Contra Costa · San Joaquin

Year 1 – Initial Operations & Data Streams

- Piloted or hybrid pilot-autonomy logistics operations connecting industrial and agricultural counties.
- Development of **multi-county cargo CONOPS** for rural and peri-urban delivery.

Year 2 – Expanded Autonomous Operations

- Wisk-led autonomous research flights with NASA Ames collaboration in Santa Clara, San Benito and Monterey Counties.
- Elroy Air and MightyFly demonstrations moving inter-facility payloads across multiple counties (Contra Coast/San Joaquin).



Year 3 – Corridor-Scale Autonomous Logistics

- Cross-county cargo corridor spanning Contra Costa → San Joaquin → Santa Clara → Monterey/San Benito.
- FAA-relevant datasets for **BVLOS**, **IFR automation**, and **human factors**.

Track 3: Medical Logistics & Response (Years 1–3)

OEMs: Ampaire · Elroy Air · Jump Aero · MightyFly · Pivotal

Counties Involved: Sonoma · Contra Costa · Monterey · San Joaquin · Merced · Kern

This track addresses **rural and underserved community access**, aligned with FAA's emphasis on **public-benefit operations**.

Year 1 – Policy Memorandum & Medical Logistics Framework

- Delivery of a **Policy Memorandum for Rural EMS and Medical Logistics**.
- Establish the operational justification and technical foundations for **first-responder eVTOL deployment**.
- Ampaire: Demonstrate regional medical logistics hybrid-electric drive train efficiency and deployment.

Year 2 – Safety Demonstrations (Ampaire, Jump Aero, Pivotal, Elroy Air, Mighty Fly)

- Jump Aero: **Simplified Flight Control (SFC)** and **paramedic deployment tests**.
- Pivotal: lightweight responder access demonstrations (e.g., rapid delivery of AEDs, Narcan, trauma kits).
- MightyFly & ElroyAir: medical supplies logistics between rural communities.
- Ampaire: long-range medical goods movement demonstrations

Year 3 – County-Integrated EMS Demonstrations

- Multi-county emergency response exercises: **Sonoma ↔ Napa/Contra Costa, Monterey ↔ San Benito, and Ventura ↔ Kern**
- Integration with 911 dispatch systems, rural fire districts, and county health agencies.
- FAA data deliverables on **rural EMS ops**, **SFC**, **low-altitude emergency access**, and **UTM integration**.



The consortium's demonstration plan is structured around **three interrelated use cases**, each designed to produce actionable policy and operational data within a three-year eIPP performance period.

4. Core Cross-Cutting Components

Domain	Lead Contributors	Outputs
Airspace & UTM	NASA Ames, Skyway, Skygrid, ATAC, BDI	Multi-county airspace management, UTM data exchange
Data Science & Policy	UC CITRIS, ITS, RFS	Noise, safety, emissions, equity, workforce analytics
Workforce Development	DART, Community Colleges	Technician, dispatcher, and EMS-adjacent flight operations pipeline
Community Engagement	Counties + TAMC + CCTA + CalTrans	Equity outcomes, public briefings, EJ mapping
Infrastructure Planning	Counties + CCTA + TAMC + CalTrans	Vertiport/launch pad siting, corridor planning

5. Alignment with FAA eIPP Evaluation Criteria

Evaluation Criteria	Consortium Response Summary
U.S.-Based Aircraft & Technology	All OEMs (Joby, Archer, Wisk, Elroy, MightyFly, Jump Aero, Ampaire) are U.S.-based and engaged in FAA Type Certification projects.
Economic & Geographic Representation	Multi-state and multi-airport deployment (rural, coastal, metro) with economic benefits for the Central Coast, Bay Area, and Central Valley.
Operations Representation	Comprehensive integration of Air Taxi, Cargo, and EMS use cases providing a full spectrum of AAM applications.



Evaluation Criteria	Consortium Response Summary
Policy/Regulatory Insight Potential	Direct data contribution to FAA on MOSAIC, BVLOS, SFC, and rural access regulatory development.
Aircraft & Operational Readiness	All aircraft in advanced prototype or near-certification phase; early operational readiness within 90 days post-award.
Support for Operations	Broad consortium with formal commitments from OEMs, airports, UC system, and local agencies, ensuring data, land, and operational access.

6. Three-Year FAA-Relevant Deliverables

Year 1

- Event-based air taxi demonstrations
- Initial cargo operations
- Rural EMS Policy Memorandum

Year 2

- Regional air taxi corridor
- Autonomous cargo expansion
- Jump Aero + Pivotal safety demonstrations

Year 3

- Multi-county passenger and cargo networks
- Medical logistics and emergency response demonstrations
- Unified A³ data package to FAA covering:
 - BVLOS
 - SFC/paramedic operations
 - corridor-scale UTM integration
 - equity and noise outcomes
 - inter-county emergency mobility

7. Summary Statement



The **American Air Advantage (A³)** framework delivers a replicable, data-driven model for national **AAM deployment**—linking **rural access, regional mobility, and emergency response** to inform **urban scalability** for LA28.

Through three coordinated tracks—Air Taxi, Autonomous Cargo, and Medical Logistics— the consortium ensures the FAA receives **diverse operational data**, advancing **policy guidance** on airspace management, automation safety, and workforce transformation consistent with Executive Order **14307 – “Unleashing American Drone Dominance.”**

8. Contacts

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