

ARIZONA DEPARTMENT OF TRANSPORTATION
Multimodal Planning Division
Aeronautics Group

Advanced Air Mobility (AAM)
Mission Statement & Forward Plan

April 2026 — Established under Arizona SB 1307, Chapter 185 (2025)

1. Legislative Foundation

SB 1307 (Chapter 185) establishes the statutory framework for AAM in Arizona and creates two specific ADOT obligations, both effective beginning September 1, 2026:

Mandate	Statutory Requirement (A.R.S. § 28-9002)
Statewide Plan	Through consultation with political subdivisions owning/controlling public airports, commercial carriers, FAA, and other stakeholders — develop a statewide plan or update the statewide aviation plan to include public vertiports, electric aircraft charging stations, and the infrastructure needs of AAM.
Designated Expert	Designate a person with AAM expertise as a resource for local and regional jurisdictions developing or implementing AAM. That person shall establish working relationships with airport-owning subdivisions, commercial carriers, FAA, USDOT, and other relevant stakeholders.

Note: The educational materials requirement in SB 1307 was assigned to the Arizona Commerce Authority (ACA) under § 41-1529 — not ADOT. ACA is a coordination partner, not a shared obligation.

2. Mission Statement

The ADOT Aeronautics Group Advanced Air Mobility effort serves as Arizona’s statewide resource for the responsible integration of advanced air mobility — including eVTOL, eCTOL, and powered lift aircraft. We build the partnerships, plans, and practical guidance that enable Arizona’s airports, communities, and industry partners to prepare for and benefit from the next generation of aviation.

3. Scope

This effort is a function within the ADOT Aeronautics Group, operating under the State Airport Engineer. Realistic scope management is essential. SB 1307 is enabling legislation — our role is planning, coordination, and serving as a statewide resource, not regulation, enforcement, or infrastructure development.

- **Statewide Plan:** Lead the development or update of the statewide airport plan to incorporate AAM infrastructure needs, in consultation with required stakeholders. Near-term, this means ensuring the current State Airport System Plan (SASP) update's AAM chapter is substantive and defensible.
- **Designated Expert Function:** Serve as ADOT's official AAM point of contact for local and regional jurisdictions, airports, carriers, FAA, and USDOT as required by statute.
- **Stakeholder Relationships:** Proactively build working relationships across Arizona's ~67 public-use airports and with relevant state, federal, and industry partners.
- **Internal Subject Matter Expert:** Serve as the primary AAM resource within ADOT, tracking regulatory developments, industry activity, and peer state approaches.

4. Forward Plan

The forward plan is organized into three phases. Since this effort requires building the initial framework and determining the scope and vision of the initiative, and since the AAM industry itself is in its early stages in Arizona, the emphasis is on building a solid foundation before committing to major deliverables.

Phase 1 — Foundation (Now through Summer 2026)

Objective: Establish the effort internally, confirm scope and expectations with leadership, and prepare for external engagement.

- **Internal alignment:** Brief the State Airport Engineer and Group Manager on statutory mandates, scope, and this forward plan. Confirm shared expectations on deliverables, timelines, and the effort's realistic capacity as a single-position function.
- **SASP AAM chapter review:** Review and strengthen the AAM chapter already included in the current SASP update. Ensure it references SB 1307 accurately, describes the designated expert role, and frames the infrastructure planning obligation in a way that satisfies the statute's September 1, 2026 trigger.
 - Coordinate with the SASP project team on any additions before the document is finalized in fall 2026
- **Know the landscape:** Conduct an inventory of Arizona's ~67 public-use airports: ownership, size, existing infrastructure, and relative AAM relevance. Identify which airports are most likely early candidates for AAM activity.

- **Connect with FAA:** Establish initial contact with FAA Western-Pacific Region counterparts. Understand current eVTOL certification status, eVTOL Integration Pilot Program (eIPP) developments, and any Arizona-relevant activity.
- **Connect with ACA:** Establish a working relationship with the Arizona Commerce Authority on their educational materials obligation. Identify where coordination adds value and avoid duplication of effort.
- **Support Interstate Coordination:** Take immediate action to proactively engage with Utah Department of Transportation (UDOT) in their eIPP participation and their uFLY program.
- **Monitor industry:** Track AAM operators, manufacturers, and developers with Arizona interest. No formal outreach during this phase — situational awareness only at this stage.

Phase 2 — Stakeholder Engagement (Fall 2026 through 2027)

Objective: Fulfill the statutory stakeholder relationship requirement and begin meaningful engagement with airports and jurisdictions.

- **SASP adoption:** Support finalization and adoption of the current SASP update, including its AAM chapter, in fall 2026. This satisfies the statewide plan mandate for the near term.
- **Airport outreach:** Begin systematic outreach to political subdivisions owning or controlling public airports. Introduce the effort, gauge AAM awareness and interest, and begin building the working relationships required by statute.
 - Prioritize larger airports and those in high-growth corridors: Phoenix metro, Tucson, Prescott, Flagstaff
 - Enlist Airport Planner support for scheduling, logistics, and follow-up as bandwidth allows
- **Commercial carrier outreach:** Contact Arizona-based commercial carriers as required by statute.
- **Federal coordination:** Formalize working relationships with the FAA and USDOT. Establish a regular communication cadence.
- **Inbound inquiry process:** As the designated expert, begin formally fielding questions from local jurisdictions. Establish a simple intake and tracking process so inquiries are documented and responded to consistently.

Phase 3 — Ongoing Resource Function & Plan Evolution (2028 and beyond)

Objective: Operate as a mature statewide resource and position the effort for deeper AAM planning in the next SASP cycle.

- **Ongoing designated expert function:** Continue serving as the statewide resource for local and regional jurisdictions as AAM activity in Arizona grows.
- **Next SASP cycle:** The next full SASP update (anticipated ~5 years) presents the natural opportunity for a comprehensive AAM planning effort — with far more industry data, FAA rulemaking, and real-world Arizona activity to plan around than exists today.
- **Standalone AAM plan:** If AAM activity accelerates significantly before the next SASP cycle, a standalone AAM plan may become warranted. This remains an open question for leadership and is deferred until the landscape is clearer.
- **Stay current:** Monitor FAA rulemaking, industry developments, eIPP outcomes, and peer state approaches on an ongoing basis.

5. Key Relationships to Build

Partner	Relationship Type	Why It Matters
FAA Western-Pacific Region	Required / Federal	Airspace integration, eVTOL certification, eIPP coordination
USDOT	Required / Federal	Statutory requirement; federal funding and policy alignment
Utah DOT	Coordination / State	ADOT confirmed Arizona's role as a partner state in Utah DOT's uFLY program following its selection under the FAA's eIPP. <i>(See Attached letter)</i>
Arizona Airport Owners/Sponsors (~67)	Required / State & Local	Primary consultation partners for statewide plan; early AAM adopters
Commercial Air Carriers	Required / Industry	Statutory consultation requirement; operational integration
Arizona Commerce Authority	Coordination / State	Parallel AAM educational materials mandate; avoid duplication
AAM Industry (operators, OEMs, manufacturers)	Informational / Industry	Understand what is coming and when; track Arizona interest
Peer State DOTs	Informational / National	Learn from states further along (Texas, Florida, North Carolina)
National Association of State Aviation Officials (NASAO)	Informational / National	Leverage current membership with NASAO to stay apprised of AAM trends, best practices and comparable initiatives
City of Phoenix Aviation	Coordination / State	City of Phoenix Aviation published a December 2025 AAM framework for integrating AAM into their three airports.
Maricopa Association of Governments (MAG)	Coordination / State	MAG released an AAM white paper in 2026 providing an overview of the AAM landscape and to highlight considerations for the MAG region.

6. Guiding Principles

- **Maintain Statutory Clarity:** This effort's mandates come from SB 1307. When scope questions arise, return to the statute. The AAM Planner serves as a resource for planning and coordination rather than a regulatory agent, builder or funding provider.
- **Realistic Pacing:** This is a newly designated single-position effort in an emerging field. The priority should be to focus on selective milestones that will advance the effort, rather than attempting to master a broad scope immediately.
- **Build Relationships:** To ensure that the statewide plan is effective, it must reflect real input from stakeholders. A significant aspect of this effort will be to invest in relationships with key players in the AAM field and be a valuable asset to the aviation community.

- **Stay Current:** The AAM regulatory and technology landscape is changing rapidly. Monitoring FAA rulemaking, eIPP developments, and peer state activity is critical, and a core element of this position.
- **Thorough Documentation:** The first AAM Planner will set the precedent for future efforts. Decisions, processes and contacts should be well documented from the beginning.

7. Designated Expert (SB 1307)

The Aeronautics Group has selected Jeff Webbe, AAE, ACE as the AAM Planner and he will report to Tim Morrison P.E., the State Airport Engineer.

Position	Primary Role	Responsibilities
AAM Planner (SB 1307 Designated Expert)	Lead; statutory designated AAM expert; reports to State Airport Engineer	Full-time AAM focus; accountable for all statutory deliverables
State Airport Engineer	Direct supervisor to AAM Planner	Oversight; escalation path; upward connectivity to Group Manager

8. Attachments

Attached to this document are biographical summaries for key personnel and the State of Arizona Attestation letter.

- Designate Expert bio – Jeff Webbe, AAE, ACE
- Attestation Letter Electric Vertical Takeoff and Landing Integration Pilot Program (eIPP)

Jeff Webbe, A.A.E., ACE AAM Planner, ADOT Aeronautics Group

Jeff Webbe serves as Arizona's designated Advanced Air Mobility (AAM) Planner within the ADOT Aeronautics Group, a position established under SB 1307. He brings to the role an extensive aviation career spanning airport administration, state grants management, and public safety aviation, along with active experience as a commercial pilot, flight instructor, and FAA Part 107 unmanned aircraft systems pilot.

Most recently, Jeff served as Airport Grants Manager with ADOT Aeronautics, where he administered a statewide portfolio of capital improvement projects for public-use airports, ensuring regulatory compliance and providing technical support to airport sponsors and consultants. Prior to that, he served as Airport Administrator at Buckeye Municipal Airport, overseeing all facets of the general aviation facility and coordinating with local, state, and federal stakeholders.

Jeff is a veteran of the United State Air Force and before his aviation management career, he served more than 20 years with the Phoenix Police Department. Jeff retired as a Police Sergeant and during his tenure, he oversaw the department's Air Support Unit airplane section, giving him firsthand experience managing aviation operations in a public safety context.

Jeff holds the Accredited Airport Executive (AAE) credential from the American Association of Airport Executives — a nationally recognized designation in the airport profession. He holds a Master's degree in Educational Leadership from Northern Arizona University.

ARIZONA LETTER OF ATTESTATION

Jan 20, 2026

From: Arizona Department of Transportation

Subject: Attestation

To Whom It May Concern,

The Arizona Department of Transportation (ADOT) has been asked to offer this letter of attestation regarding the State of Utah's proposal to the U.S. Department of Transportation and the Federal Aviation Administration's Electric Vertical Takeoff and Landing Integration Pilot Program (eIPP) as described in Screening Information Request (SIR) No. 697DCK-25-R-00445.

State Authority and Commitment

ADOT is responsible for planning, designing, constructing, maintaining, and operating the state's highway transportation system. In addition, the Department provides driver's license and registration services, is responsible for commercial vehicle enforcement and registration compliance, operates the Grand Canyon National Park Airport, and maintains the state fleet of vehicles.

Operational Readiness and Support

During the 2025 Legislative Session, Governor Hobbs signed Senate Bill 1307 (SB1307) related to advanced air mobility infrastructure (AAM). Pursuant to the law, ADOT's Aeronautics Group is currently planning for the integration of advanced air mobility, including public vertiports and related electric aircraft charging infrastructure, into the State Airports System Plan (SASP), which is scheduled to be completed by September 1, 2026. The SASP update will provide important insight into how Arizona's airports can remain highly advanced, safe, and responsive to the public's needs today and throughout the 20-year planning horizon.

Public-Private Partnership and MOU Status

Should the State of Utah be selected, ADOT will coordinate with UDOT, participating public-use airports and local governments, tribal partners where applicable, and U.S.-based Electric Vertical Take-Off and Landing (eVTOL) manufacturers and operators to support safe eVTOL operations under the eIPP. ADOT further attests its commitment to sign a Memorandum of Understanding (MOU) or equivalent agreement to formalize its participation in the eIPP, including shared governance, coordination, and implementation responsibilities.

Experience in eVTOL and Advanced Air Mobility

Pursuant to SB1307, ADOT has established working relationships with political subdivisions of the state that own or control one of Arizona's 67 public-use airports, and by September 2026, will have designated a subject matter expert in AAM within the Department to serve as a resource for local and regional jurisdictions that are developing or implementing advanced air mobility.

Data Sharing and FAA Coordination

The State of Arizona acknowledges and supports the importance of FAA-aligned data collection, information sharing, and reporting associated with eIPP activities, and affirms its willingness to participate in project governance, coordination, and data-sharing frameworks as established through applicable agreements.

Authorized State Point of Contact:

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Sincerely,



Jennifer Toth
ADOT Director