



ADVANCED AIR MOBILITY INITIATIVE

2025 ANNUAL REPORT

MICHIGAN OFFICE OF
FUTURE MOBILITY
& ELECTRIFICATION



TABLE OF CONTENTS

LETTER FROM THE STATE OF MICHIGAN CHIEF MOBILITY OFFICER 4

EXECUTIVE SUMMARY 6

BACKGROUND 7

GLOBAL AND U.S. INDUSTRY OPPORTUNITIES 9

MICHIGAN STAKEHOLDERS AND ASSETS 11

AAM VISION AND STRATEGIC FRAMEWORK 17

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES 22

ON THE HORIZON – UPCOMING OPPORTUNITIES & PRIORITIES 42

APPENDIX 1: ACRONYM LIST 43

APPENDIX 2: MEASURING PROGRESS – AAM STRATEGY METRICS 44

APPENDIX 3: EARNED MEDIA 47

APPENDIX 4: ENDNOTES 49

LETTER FROM THE STATE OF MICHIGAN CHIEF MOBILITY OFFICER

Rapid advances in technology and growing demand for advanced aviation solutions across sectors create a timely opportunity for Michigan to lead in Advanced Air Mobility (AAM). Building on our long-standing leadership in automotive, manufacturing, and mobility, Michigan is committed to advancing the future of mobility beyond the automobile to unlock new ways of moving people, goods, and information across land, air, and water. To meet this moment, Governor Whitmer signed Executive Directive 2025-4 in July 2025 to create the Michigan AAM Initiative.

This Directive tasks state agencies, led by the Office of Future Mobility and Electrification (OFME), to safely and efficiently integrate AAM technologies across public and private sectors, and position our workforce, manufacturers, and infrastructure as national assets in the deployment of these technologies. Key partnership departments include the Michigan Department of Transportation (MDOT), Michigan Aeronautics Commission, Michigan Economic Development Corporation (MEDC), Department of Labor and Economic Opportunity (LEO), Michigan Department of Military and Veterans Affairs (DMVA), and Office of Defense and Aerospace Innovation (ODAI).

This report gives the overview of the work of the partnership departments since July 2025 and outlines the ambitious vision that we have for the state of Michigan, along with strategic initiatives, investments and resources.

In 2024, OFME created the AAM Activation Committee. Members include representatives across Michigan from government, academia, and the private sector. This statewide committee has played a critical role in developing and advancing the State's AAM strategy by aligning initiatives and resources across key stakeholders and creating a forum to identify opportunities for collaboration.

AAM committee members include:

- Matt Benson, Co-Director, Seamless Ventures/Gerald R. Ford International Airport
- Bryan Budds, Director, MDOT Aeronautics
- Robert Corder, Vice President of Attraction, Battle Creek Unlimited
- Jason DeGeorge, Associate Dean, Western Michigan University College of Aviation
- Mark de la Vergne, Director of Economic Innovation and Policy, Michigan Central
- Chris Girdwood, CEO, Detroit Region Aerotropolis Development Corporation
- Colleen Hau, Advisor, Newlab
- Judd Herzer, Mobility and Innovation Director, Michigan State University
- Camille Hoisington, Vice President of Ecosystem Development, Traverse Connect
- Colonel John T. Gutierrez, U.S. Marine Corps (Ret.), Executive Director of the Michigan Office of Defense & Aerospace Innovation (ODAI)
- Mark Ignash, Director of Strategic Initiatives & Ecosystem Development, Michigan Office of Defense & Aerospace Innovation (ODAI)
- Jim Makowske, CEO, Michigan Unmanned Aerial Systems Consortium (MUASC)
- Greg McGuire, Managing Director, Mcity
- Brigadier General Scott Meyers, Michigan National Guard
- Kevin Mull, Senior Director for Urban Strategy and Innovation, Bedrock
- Chris Olson, President, Chippewa County Economic Development

LETTER FROM THE STATE OF MICHIGAN CHIEF MOBILITY OFFICER

- Dan Radomski, Executive Director, Centropolis Accelerator at Lawrence Technological University
- Matt Rybar, President & Founder, Michigan Drone Association
- Venkat Viswanathan, Associate Professor of Aerospace Engineering, University of Michigan
- Matt Whitaker, Director of Mobility Innovation Platforms, Michigan Central
- Daniel Zbozien, Environmental Quality Analyst, Michigan Department of Environment, Great Lakes, and Energy (EGLE)

I would also like to especially acknowledge the work of my OFME colleagues and thank state leaders throughout Michigan including Director Susan Corbin (LEO), Director Phil Roos (EGLE), Quentin Messer (MEDC), Director Brad Wieferich (MDOT) and Major General Paul D. Rogers (DMVA) for supporting this initiative by offering their guidance, the availability of their staff, and other resources. Additionally, I would like to commend the leadership of the Whitmer and Trump Administrations and our supportive federal congressional delegation for recognizing the significance of this important work and positioning Michigan for success in this emerging sector.

Michigan has an ambitious strategy to seize the opportunity to lead in the production and real-life integration of AAM technologies. I am grateful for the efforts that so many have contributed towards this goal in 2025, and commend their energy, enthusiasm and dedication to propel to new heights.

Sincerely,



Justine Johnson
Chief Mobility Officer
Office of Future Mobility and Electrification (OFME)
State of Michigan

EXECUTIVE SUMMARY

Michigan's AAM strategy envisions the state as the top U.S. hub for testing, deployment, and production of AAM technologies by 2030. The strategy focuses on six core pillars:

- 1. Scale Infrastructure and Deployment Capabilities**
- 2. Activate Production Capacity**
- 3. Drive Public-Sector Use and Commercial Market Growth**
- 4. Develop and Scale the AAM Workforce**
- 5. Build Public Understanding of AAM Technologies**
- 6. Align State Resources to Pursue External Funding Opportunities**

In July 2025, Governor Gretchen Whitmer signed Executive Directive 2025-4, launching the Michigan Advanced Air Mobility (AAM) Initiative to position Michigan as a national leader in next-generation aviation technologies. This Directive tasks state agencies, led by the Office of Future Mobility and Electrification (OFME), to mobilize a whole-of-government strategy to integrate AAM technologies across public and private sectors, leveraging Michigan's strengths in manufacturing, defense, infrastructure, and talent.

Since 2024, Michigan has accelerated its AAM leadership across the six core strategic pillars, as evidenced by the deployment of \$10.35 million in AAM Activation Fund grants across eight projects, including urban drone corridors, ship-to-shore delivery pilots, and electric aircraft charging. The state has expanded its infrastructure for testing and deployment through initiatives such as Detroit's Advanced Aerial Innovation Region (AAIR), the University of Michigan's M-Air corridor, and new digital infrastructure in the Upper Peninsula, while also launching commercial pilots with CVS Health, Jack Demmer Ford, and Amazon Prime Air to demonstrate real-world applications across use cases such as supply chain logistics and medical delivery.

In parallel, Michigan has laid critical groundwork for long-term workforce and public readiness. The Department of Labor and Economic Opportunity's AAM survey has identified key talent gaps and training needs across engineering, manufacturing, and operations, informing future workforce development efforts. Public understanding and support have been strengthened through 44 outreach events and local and national media coverage in outlets such as Newsweek, The New York Times, and TechBrew, helping to position Michigan as a visible and credible leader in the emerging AAM sector.

In 2026, Michigan will continue to strive toward national leadership in AAM, building on this foundation and deploying clear performance metrics to track progress as it advances the strategic priorities outlined in this report: expanding Beyond Visual Line-of-Sight (BVLOS) corridors and dual-use infrastructure standards, growing public- and private-sector use cases, aligning training with advanced aviation jobs, engaging communities and educators, and strengthening funding, policy, and ecosystem coordination.



Governor Gretchen Whitmer with MEDC leaders after signing Executive Directive 2025-4 on July 17, 2025.

BACKGROUND



BACKGROUND

[Executive Directive 2025-4](#) established the Michigan Advanced Air Mobility (AAM) Initiative (“the Initiative”), which tasked the Michigan Office of Future Mobility and Electrification (OFME) to develop and implement a whole-of-government AAM Strategy to scale Michigan’s AAM capabilities, ensure safe and efficient integration of these technologies across public and private sectors, and position our workforce, manufacturers, and infrastructure as national assets in the deployment of AAM technologies. This Initiative will support the [Unleashing American Drone Dominance](#). [Executive Federal Orders](#) issued by President Trump in June 2025.

As part of this initiative, OFME has been instructed to formulate a strategy and provide an annual report to the Governor on activities supporting its implementation. This inaugural 2025 report outlines Michigan’s strategy to lead in AAM, beginning with background on the emerging industry and how the state’s unique stakeholders and foundational assets, including manufacturing strength, defense and testing infrastructure, a deep talent base, and critical physical and digital infrastructure, position Michigan for success.

This report introduces the State of Michigan AAM Strategic Framework and priority use cases, focused on autonomous logistics such as parts, medical, and package delivery; dual use and defense applications, drone enabled public safety, and modernized agricultural operations.

It then details the AAM strategy, progress and activities to date, and metrics across six core strategies: scaling AAM infrastructure and deployment capabilities; activating production capacity; driving public sector use and commercial market growth; developing and scaling the AAM workforce; building public understanding of AAM technologies; and aligning state resources to pursue external funding opportunities.

The report concludes with an overview of upcoming and future efforts to implement the strategy.

For a list of acronyms, see Appendix 1.

BACKGROUND

PARTNERSHIP DEPARTMENTSⁱ

The Michigan AAM Initiative is a whole-of-government strategy implemented by OFME in coordination with relevant departments, agencies, and public bodies appropriate (collectively, the “partnership departments”). Key partners in this effort include the Michigan Department of Transportation (MDOT), Michigan Aeronautics Commission, Michigan Economic Development Corporation (MEDC), Michigan Department of Labor and Economic Opportunity (LEO), Michigan Department of Military and Veterans Affairs (DMVA), and Office of Defense and Aerospace Innovation (ODAI). Per the Executive Directive, each partnership department has designated an AAM Initiative Lead (Exhibit 1).

Michigan’s AAM strategy is rooted in the state’s legacies in manufacturing, defense, and technology prowess, and emerged from years of state-wide coordination on these issues across departments under Governor Whitmer’s leadership. The strategy was more formally developed after over a year of public- and private-sector engagement, beginning with the creation of the statewide AAM Activation Committee in April 2024. Through a series of strategy sessions, partner departments defined shared objectives, priority use cases, and commitments to guide future AAM efforts. This work was further elevated at the 2025 Mackinac Policy Conference, where OFME leadership participated in panels, roundtables, and ensured an AAM-focused “Mission Mackinac” presence to showcase early impacts, build consensus, and position Michigan’s mobility ecosystem for the future of flight.

DEFINING KEY TERMS

For purposes of this report, *Advanced Air Mobility (AAM)* is an overarching term used to describe emerging aviation technologies and markets that aim to advance safe and sustainable air transportation systems. Aviation technologies may be highly automated or fully autonomous. This definition encompasses various aircraft types, including electric and hydrogen-powered, electric vertical takeoff and landing (eVTOL) aircraft, and other innovative designs.

A key emerging AAM technology is *Uncrewed Aircraft Systems (UAS)*, which consists of an Uncrewed Aircraft (UA), a flight-capable device without an onboard pilot, and its associated control stations, communication links, and support equipment necessary for safe operation. UAS can include various types of powered-lift aircraft, airplanes, helicopters, and airships. UAS operations cover a range of applications, including beyond visual line of sight (BVLOS) flights, drone-as-first-responder missions, counter-UAS activities, and package delivery.

Exhibit 1. Partnership Departments and AAM Initiative Lead

Partnership Department	AAM Initiative Lead
OFME	Justine Johnson, Chief Mobility Officer
MDOT	Bryan Budds, Director of Aeronautics
LEO	Shafiq Bari, Director of Mobility Policy
DMVA	Brigadier General Scott Meyers, Michigan National Guard
ODAI	Mark Ignash, Director of Strategic Initiatives & Ecosystem Development



GLOBAL AND U.S. INDUSTRY OPPORTUNITIES

The AAM industry is poised to grow dramatically, with the size of the U.S. passenger and cargo AAM mobility market projected to exceed \$115 billion annually by 2035 and account for more than 280,000 employment opportunities.ⁱⁱ

While Michigan’s manufacturing and engineering legacy makes it uniquely situated to establish itself as a global leader in AAM, governments across the U.S. and around the world are racing to meet the moment and plan for an AAM future.

INTERNATIONAL PLAYERS IN AAM




Currently, China dominates the global UAS market. The region around Shenzhen, China accounts for an estimated 80 percent of the global drone marketⁱⁱⁱ and is home to more than 1,700 drone and drone-related companies generating over \$10 billion

annually.^{iv} The region continues to experience rapid growth, supported by significant government investment and a strong industrial cluster that concentrates manufacturing expertise in batteries, motors, composites, and microelectronics.

Proposed U.S. sanctions restricting the use of Chinese-made parts are accelerating the push to develop secure, domestic supply chains and manufacturing. As a result, many venture-backed, fast-growing companies that previously depended on foreign suppliers are now racing to establish U.S.-based production to remain competitive and compliant.

While China is leading the UAS market, other countries are also accelerating efforts to develop AAM technology and infrastructure, with some of the key players listed in Exhibit 2.

Exhibit 2. Snapshot of Global AAM Activities^v

 <p>Asia-Pacific</p>	<ul style="list-style-type: none">• In South Korea, major milestones include Joby Aviation’s first test flight in December 2024, plans to build 40 vertiports by 2027, strong regional-level investment, and significant private-sector contributions from Hyundai and Hanwha.• In Japan, the Japanese Civil Aviation Authority is facilitating partnerships between eVTOL manufacturers and major corporations, and focusing on integration of a robust, adaptive certification process into existing air regulations.• Singapore’s Civil Aviation Authority is focused on developing progressive reforms which include lifting uncrewed aircraft registration limits, introducing digital license plates, and streamlining airspace clearance regulations.
 <p>Europe</p>	<ul style="list-style-type: none">• In France, the private sector and government are coordinating to garner local government and public support for a comprehensive AAM ecosystem that focuses on cargo delivery and emergency services.• Germany’s transport ministry aims to strengthen the country’s position as a technology hub by funding AAM research, establishing real-world test labs for eVTOL and UAS integration, and launching a 2025 project to develop key vertiport components for urban operations.^{vi}• Turkey has been quickly scaling its aviation industry, which has included testing autonomous and piloted systems and expanding uncrewed aerial vehicle (UAV) applications across defense, agriculture, and emergency response.
 <p>Middle East</p>	<ul style="list-style-type: none">• The United Arab Emirates General Civil Aviation Authority is leading rapid AAM development through investments in eVTOLs, drone technology, and vertiport infrastructure, through comprehensive regulatory framework, real-world trials, and air corridor development.• Saudi Arabia’s General Authority of Civil Aviation is working with Archer Aviation to scale eVTOL operations in the country. In addition to strategic investments, the General Authority of Civil Aviation is facilitating UAS research opportunities and developing an Uncrewed Traffic Management (UTM) program which will initially cover Saudi Arabia, Oman, and Qatar.

GLOBAL AND U.S. INDUSTRY OPPORTUNITIES

DOMESTIC AAM ACTIVITIES

In the U.S., regions and centers for innovation across the country are preparing for AAM sector growth. The states establishing the strongest foundation for an AAM future

are prioritizing robust private-public sector collaboration, leveraging university research capabilities and testing corridors, enacting comprehensive AAM policies and incentives, and investing in infrastructure upgrades (Exhibit 3).

Exhibit 3. Snapshot of Domestic AAM Activities

 <p>Ohio</p>	<p>Ohio's AAM strategy focuses on advancing cargo and freight delivery, regional air mobility, and emergency service applications. Programs like FlyOhio, the Ohio Federal Research Network (OFRN), and partnerships with the NASA Glenn Research Center and the Air Force Research Laboratory leverage collaborative efforts between government, academia, and industry. Economic incentives and workforce initiatives around AAM aim to create 15,000 jobs by 2045 and establish 81 vertiports statewide.^{vii}</p> <p>Key efforts include the \$10 million National Advanced Air Mobility Center of Excellence, over \$61 million in research funding for 35 AAM research projects through OFRN, and support for minority-owned aerospace suppliers via the federally funded Center for Advanced Air Mobility Initiative (CAAM-I). Policies outlined in the 2022 Ohio AAM Framework align state efforts around infrastructure planning, economic incentives, and regulatory considerations.^{viii} Incentives such as the Ohio Enterprise Zone Program and JobsOhio Job Creation Tax Credit underscore the state's commitment to building a robust AAM ecosystem.</p>
 <p>California</p>	<p>California is taking a proactive and policy-driven approach to developing AAM through legislation such as Senate Bill 800^{ix} and proposed Assembly Bill 431^x, which establish advisory panels, infrastructure planning, and a statewide vertiport network to support AAM operations. Partnerships among local governments, industry, and research institutions are central to its strategy, with NASA's Ames Research Center^{xi} and the Long Beach Economic Partnership's AAM Working Group^{xii} playing key roles in testing, simulation, and implementation.</p> <p>The state offers robust financial incentives through the California Alternative Energy and Advanced Transportation Financing Authority (CAEATFA) sales tax exclusions, which have attracted companies like Archer Aviation, AIBOT, and Joby Aviation and resulted in multi-million-dollar investments and hundreds of new jobs. Partnerships among local governments, industry, and research institutions are central to this strategy, with NASA's Ames Research Center^{xiii} and the Long Beach Economic Partnership's AAM Working Group^{xiv} playing key roles in testing, simulation, and implementation.</p>
 <p>Texas</p>	<p>Texas is investing in AAM infrastructure, fostering public-private partnerships, and advancing supportive legislation. A notable example is the partnership between Wisk Aero and Houston Airports to develop vertiport infrastructure at George Bush Intercontinental, William P. Hobby, and Ellington airports. The state promotes collaboration among AAM companies, universities, and local governments through the Advanced Air Mobility Advisory Committee, which is shaping statewide strategy and policy.</p> <p>Texas incentivizes innovation with research and development tax credits and the Texas Enterprise Fund, which provides grants to attract high-impact business investments. Texas A&M University-Corpus Christi's Autonomy Research Institute is one of seven FAA-designated UAS test sites and anchors AAM research in the state.</p> <p>In April 2025, the U.S. Congress authorized \$140 million to Texas A&M University-Corpus Christi to establish and operate the FAA Center for Advanced Aviation Technologies (CAAT), which will support safe integration of AAM technologies into the National Airspace System. Other proposed legislation includes the call for a state plan around AAM infrastructure and guidance for local governments around AAM advancement.</p>

MICHIGAN STAKEHOLDERS AND ASSETS

FOUNDATIONAL ASSETS

Michigan’s existing AAM assets ideally position the state to further advance an aerial mobility ecosystem (see Exhibit 7). Its robust defense infrastructure provides secure facilities, experienced personnel, and established testing grounds that foster innovation in uncrewed and advanced aircraft systems. Michigan is home to the Michigan Airspace Complex, one of the premier military training airspaces in the world. At 17,000 square miles and centered around Camp Grayling and the Alpena Combat Readiness Training Center, it is the largest overland military training airspace east of the Mississippi River. The state’s proficiency in key drone manufacturing processes, coupled with a high density of engineering talent, ensures a strong pipeline for design, development, and production. Diverse environments, including urban, rural, coastal, and inland communities offer comprehensive, scenario-based and all-weather testing of aerial vehicles. Additionally, the concentration of contract manufacturing and available production capacity supports rapid prototyping and scalable commercialization. Strategically located at the center of

major logistics networks, the state is also well-positioned to serve as a hub for advanced air mobility operations, supply chain efficiency, and national connectivity. Finally, Michigan’s existing aviation and AAM policy and regulations prioritize standardization in licensing, operations, and public and commercial use, making it a favorable environment for not only testing and deploying AAM technologies, but ensuring the safe integration of emerging technology with Michigan’s robust aviation system.

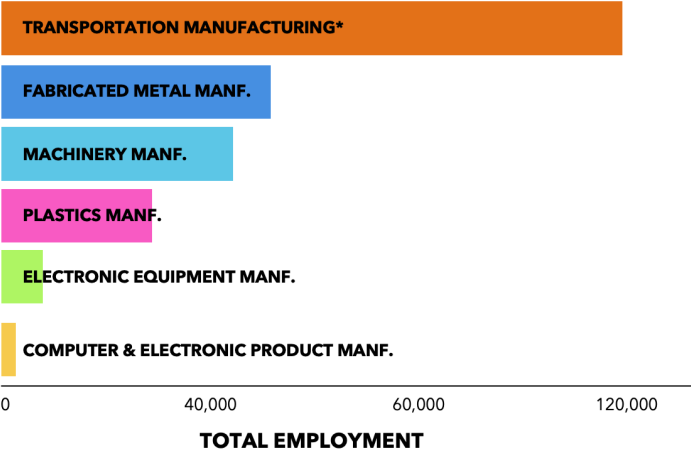
MANUFACTURING

The same assets that enable automotive industry success will be critical to U.S. drone manufacturing. Michigan’s existing supplier base can support the rapid scale-up of drones necessary for the U.S. to compete in AAM globally (Exhibit 4). Exhibit 5 outlines the critical components needed across commercial drones, many of which align with Michigan’s automotive materials needs and manufacturing capabilities.

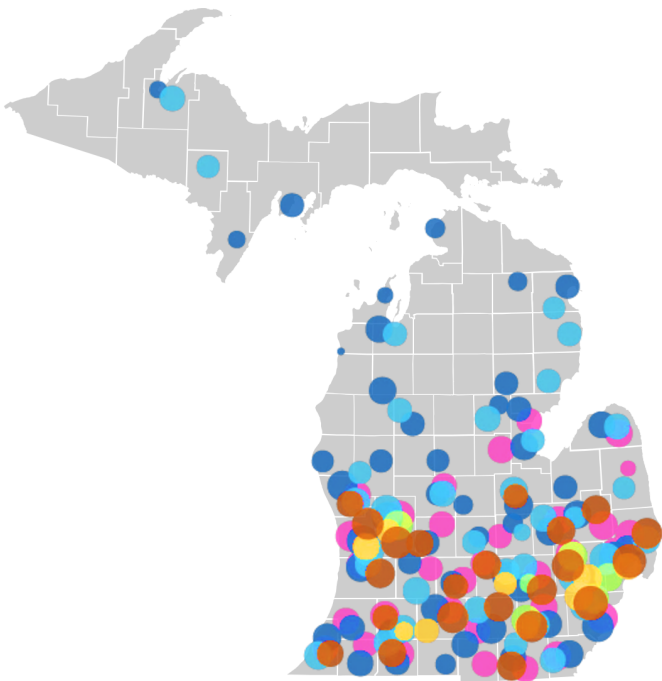
Exhibit 4. Existing supplier base

OPPORTUNITY

EXISTING SUPPLIER BASE CAN BE ACTIVATED TO SUPPORT RAPID SCALE-UP OF DRONES



*Includes automotive manufacturing, light duty truck, tanks, boats, aircraft parts, etc.



MICHIGAN STAKEHOLDERS AND ASSETS

Exhibit 5. Key components of light, medium, and heavy commercial drones

SUPPLIER BASE MAPPED TO CRITICAL DRONE COMPONENTS

	CATEGORY 1	CATEGORY 2	CATEGORY 3
	LIGHT COMMERCIAL DRONES < 250G	MEDIUM COMMERCIAL DRONES 250G - 25KG	HEAVY COMMERCIAL DRONES 25KG >
KEY COMPONENTS	<ul style="list-style-type: none"> Lightweight frame materials (carbon fiber, reinforced plastics) Small brushless motors Electronic Speed Controllers (ESCs) Flight controller Small LiPo batteries Basic sensors (GPS, accelerometer, gyroscope) Low-resolution cameras Simple radio transmitter/receiver 	<ul style="list-style-type: none"> Stronger frame materials (carbon fiber, aluminum alloys) Larger brushless motors More powerful ESCs Advanced flight controllers Larger capacity LiPo batteries or smart battery systems Advanced sensors (RTK GPS, obstacle avoidance sensors, LiDAR) High-resolution cameras or specialized payloads Long-range radio systems 	<ul style="list-style-type: none"> Heavy-duty frame materials (carbon fiber, industrial-grade aluminum) High-power brushless motors or even fuel-based engines Industrial-grade ESCs Redundant flight control systems Multiple battery packs or fuel cells Advanced sensor suites (LiDAR, multispectral cameras) Heavy-lift capability for specialized payloads Long-range, encrypted communication systems



MICHIGAN STAKEHOLDERS AND ASSETS

DEFENSE

Michigan's defense industry contributes \$30 billion in economic activity for the state, with more than 166,000 jobs and nearly 5,000 Michigan businesses serving the defense, defense aerospace and homeland security industries. The state's defense assets include significant AAM training activities and opportunities.

The [Michigan National All-Domain Warfighting Center](#) (NADWC) includes nearly 148,000 acres of training space at the Camp Grayling Maneuver Training Center and 17,000 square miles of special use airspace that extends over a portion of Lake Huron. This airspace offers training for entities across the industry and the Department of War (DoW) to prepare for the battlefield of the future and is the nexus between the NADWC's four supporting bases: [Camp Grayling Joint Maneuver Training Center](#), the [Alpena Combat Readiness Training Center](#), [Battle Creek Air National Guard Base](#), and [Selfridge Air National Guard Base](#).

Since 2012, the Michigan National Guard has hosted one of the nation's largest reserve component readiness exercises, [Northern Strike](#), a multi-national program that leverages Michigan's unique landscape and infrastructure to train thousands of participants in maritime, land, and air wartime scenarios. The training exercise takes place at Michigan National Guard installations and airports across the state, and includes testing and evaluation of counter-UAS systems and other cyberspace operations.

TALENT AND WORKFORCE

A strong automotive legacy means that Michigan is home to a high density of engineering talent and skilled manufacturing labor that can be effectively engaged to enable an AAM ecosystem. Michigan ranks first in the nation for its concentration of engineers, with nearly 255,000 skilled trades workers across the state, the eighth largest skilled trade workforce in the country.^{xv} The state is also a growing technology hub, ranking sixteenth for overall tech employment and ninth for net new tech jobs added in 2024.^{xvi} Michigan ranks in the top ten nationally for total STEM degree completions and is fourth in total manufacturing employment, with the fourth largest engineering, design, and development workforce.^{xvii}

Michigan's world-class universities are national research and academic leaders in the aviation sector. Western Michigan University offers one of the largest and most highly-ranked aviation programs in the country, with its College of Aviation located directly on the W.K. Kellogg Airport in Battle Creek. Universities across Michigan are consistently top-ranked for their engineering programs, especially the University of Michigan and Michigan Technological University. Among the schools offering drone pilot and UAS degrees and certifications

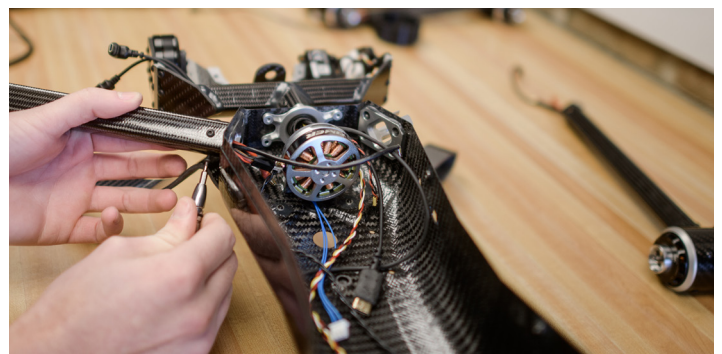
are Northwestern Michigan College, Michigan Technological University with a graduate certificate in Advanced Photogrammetry and Mapping with UAS, and a UAS in agriculture training course at Michigan State University. [FAA UAS - Collegiate Training Initiative \(UAS-CTI\)](#) schools in the state include Central Michigan University, Lansing Community College, Northwestern Michigan College, and Western Michigan University.

Across Michigan's 28 community colleges, skilled trades and apprenticeship programs prepare students for next-generation manufacturing needs in future mobility sectors, including AAM. These colleges are a critical resource for developing and adapting training programs. For example, in 2024 Governor Whitmer announced the Michigan Maritime Manufacturing (M3) Initiative, which leverages community colleges to strengthen defense manufacturing skills among Michigan's workforce. A joint effort of the U.S. Navy, U.S. Department of Defense, and U.S. Department of Labor, M3 trains workers in critical maritime construction skills, demonstrating Michigan's capacity to scale up training to meet the nation's evolving defense and mobility needs.

TESTING ASSETS

Advancing AAM technology and operations requires access to testing infrastructure with opportunities to pilot in diverse and complex environments. Michigan has a robust network of all-weather test sites around the state available for testing a range of new mobility technologies, including AAM solutions (see test site assets in Exhibit 6).

Michigan's initial AAM investments have also focused on accelerating drone testing and deployment as outlined under 'Section 1: Scale Infrastructure and Deployment Capabilities' in the 'State of Michigan AAM Strategic Programming' section of this report. These have included the Advanced Aerial Innovation Region (AAIR) in Detroit, the establishment of the University of Michigan's M-Air to build out a drone corridor between Ann Arbor and Detroit, rooftop testing capabilities at the Detroit Smart Parking Lab (DSPL), and the establishment of a drone testing region in the Upper Peninsula.



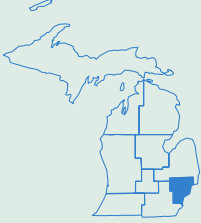
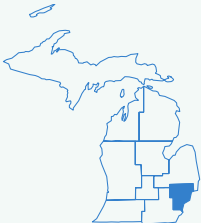
MICHIGAN STAKEHOLDERS AND ASSETS

Exhibit 6. Snapshot of Michigan's mobility test site infrastructure

Region	Test Site	Description	Key Partners
 <p>Northeast Michigan</p>	<p><u>Michigan Unmanned Aerial Systems Consortium (MUASC)</u></p>	<p>Based at the Alpena County Regional Airport, MUASC is a UAS consortium and flight test center which offers a complete turnkey solution and a broad range of services for UAS operations including flight testing, aerial operations, research and development, training and education, and manufacturing.</p>	<ul style="list-style-type: none"> • Alpena County Regional Airport • Michigan Air National Guard
 <p>Western Michigan</p>	<p><u>Ford Launchpad for Innovative Technologies and Entrepreneurship (FLITE)</u></p>	<p>Based in Grand Rapids at the Gerald R. Ford International Airport, FLITE is one of the first airport-based initiatives that offers pilot-testing of emerging air travel technology solutions in a live airport environment. Technology advancements tested at FLITE include automation, electrification, safety, passenger experience, and emerging aviation technologies to enhance efficiency, sustainability, and innovation across airport operations.</p>	<ul style="list-style-type: none"> • OFME • Seamless Ventures • Southwest Airlines • AvFlight Grand Rapids • West Michigan Aviation Academy
 <p>Southeast Michigan</p>	<p><u>University of Michigan Mcity and M-air</u></p>	<p>Based in Ann Arbor on the University of Michigan's North Campus, the Mcity Test Facility is a 32-acre, full scale outdoor lab that simulates complex urban and suburban environments with smart city infrastructure for testing connected and automated vehicles. Since 2014, Mcity has invested over \$17.4 million in more than 86 research projects on topics such as cybersecurity, pedestrian detection, accessible automated vehicle design, future city data policies, and legal and insurance issues for connected and automated vehicles. With support from OFME, Mcity is expanding to accommodate AAM testing with their M-air infrastructure and research expansion.</p>	<ul style="list-style-type: none"> • University of Michigan • Michigan Central • MDOT

MICHIGAN STAKEHOLDERS AND ASSETS

Exhibit 6. Snapshot of Michigan’s mobility test site infrastructure Cont.

Region	Test Site	Description	Key Partners
 <p>Southeast Michigan</p>	<p><u>Detroit Smart Parking Lab</u></p>	<p>With OFME support, the DSPL is expanding their ground floor operations which support parking-related mobility technologies to rooftop vertiport infrastructure to meet growing AAM testing needs.</p>	<ul style="list-style-type: none"> • MEDC • Bedrock Detroit • Ford • NextEnergy
 <p>Southeast Michigan</p>	<p><u>Advanced Aerial Innovation Region (AAIR)</u></p>	<p>Operated by Michigan Central in Detroit, the AAIR is a hub for piloting real-world commercial drone use that can address accessibility, safety, tech equity and regulatory challenges. Companies can access core infrastructure, community engagement, skills training, operations expertise, support with beyond visual line of sight (BVLOS) approvals, and shared data. and operations expertise.</p>	<ul style="list-style-type: none"> • Michigan Central • MDOT • Airspace Link • Newlab

INFRASTRUCTURE

Michigan’s multimodal transportation and testing infrastructure provides a strong AAM foundation (Exhibit 7). Michigan’s unique position on the U.S.–Canada border includes three major international crossings, including the Ambassador Bridge and Detroit–Windsor Tunnel connecting Detroit and Windsor, and the Blue Water Bridge connecting Port Huron and Sarnia. A fourth crossing will open in Detroit–Windsor in early 2026, the Gordie Howe International Bridge. Michigan’s border infrastructure combined with longstanding partnerships with Ontario and federal Canadian agencies creates opportunities for international coordination and regulatory alignment on AAM, and can facilitate cross-border air corridors that support trade, national security, and emergency response.

A dense network of more than 200 airports across the state, supported by 42 automated aviation weather stations and more than 15 licensed drone/vertiports, provides multiple takeoff and landing options for future AAM services. Michigan’s Great Lakes coastline and inland waterways further expand AAM opportunities into marine and port environments, enabling testing and deployment of drone-supported inspection, logistics, and safety operations around bridges, shipping channels, and waterfront infrastructure. These assets are complemented by existing defense and surveillance infrastructure, including radar, communications networks, and special use airspace.

MICHIGAN STAKEHOLDERS AND ASSETS

POLICY AND REGULATORY ENVIRONMENT

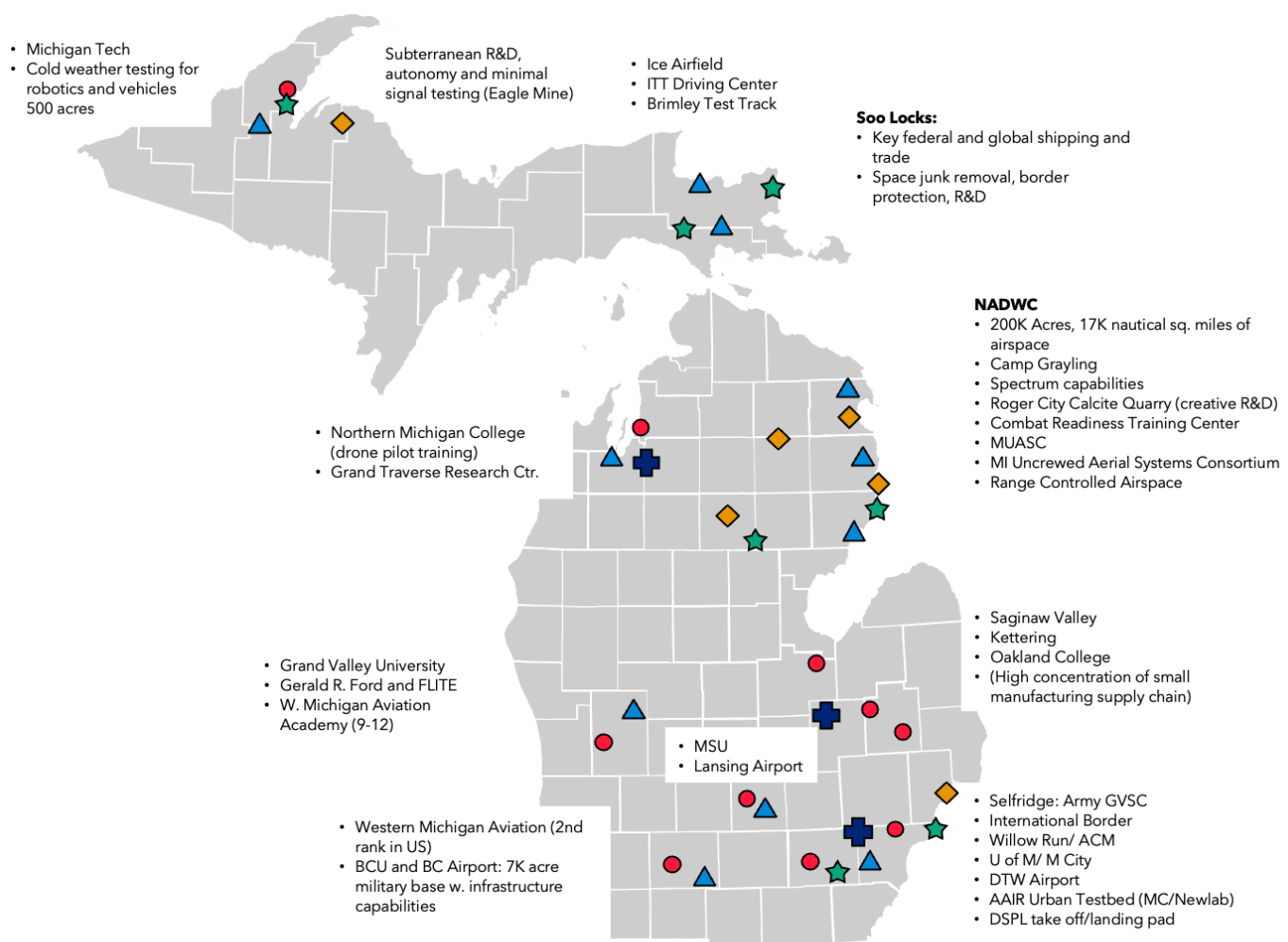
Michigan has a regulatory environment that facilitates access to opportunities for deploying and operating drone^{xviii} technology. The 2016 Unmanned Aircraft Systems Act mandates that across the state, UAS operators must comply with FAA guidelines. Municipalities are subject to this statewide mandate and are not able to create their own UAS policies, which facilitates a clear and favorable environment to deploy drone technology.

The UAS Act also mandated the creation of the Michigan Unmanned Aircraft Systems Task Force, which published a report in 2017 recommending key priorities for clear UAS rules and safety regulations, coordination across state and

federal agencies around UAS traffic management systems, and education and outreach activities for local governments, law enforcement, and UAS users.

The State of Michigan's Aeronautics Code also encourages standardized rules and regulations that facilitate access to aviation infrastructure. This Code mandates that the Michigan Aeronautics Commission has exclusive authority over approval and licensing of public use aviation facilities. All commercial operations can only be conducted at these public use aviation facilities to ensure consistent safety and licensing standards across the state. Local municipalities have jurisdiction only over private aviation facilities that are not used for commercial operations^{xix}.

Exhibit 7. Michigan's existing AAM assets



LEGEND

★ EXISTING INFRASTRUCTURE

◆ DEFENSE ASSETS

✚ INDUSTRY ANCHORS (MANUFACTURING, HEALTH)

▲ AIRPORTS/VERTIPORTS

● ACADEMIC INSTITUTION

AAM VISION AND STRATEGIC FRAMEWORK

Michigan's foundational assets, manufacturing legacy, and exceptional talent are well-positioned to meet this moment and rapidly scale the AAM sector.

TAKE-OFF — WHERE WE'RE GOING



Michigan has an ambitious strategy to seize the opportunity to lead in the production and real-life integration of AAM technologies. By 2030, our vision for AAM success includes the following:

By 2030...

Michigan has the highest concentration of AAM testing & deployments in the nation. The state offers the most comprehensive testing network featuring diverse and complex environments (e.g. cross-border, urban, high-concentration industrial, ruggedized, contested conditions, GPS denied) enabling performance and durability testing in close proximity to manufacturing for rapid iteration.

Michigan has networked UAS Infrastructure to support scaled drone operations. Statewide deployment of UAS infrastructure with standardized systems support both long-range testing and continuous BVLOS operations. Drones are being used by industry across the state to increase efficiency and supply chain resilience and by state departments to ensure public health and safety. Data generated is used to inform federal BVLOS policymaking to ensure regulation is keeping pace with sector advancements.

Companies scale from prototype to production without leaving the state. Michigan has created end-to-end supply chains and reconfigured its industrial base to support agile and high-mix drone manufacturing. Commercialization districts across the state have concentrated pilot-to-scale infrastructure, such as test sites, shared prototyping platforms, white box industrial facilities for pilot production lines and manufacturers capable of supporting component production at various scales.

Design-production cycle is faster than anywhere else. Co-location of testing and manufacturing, along with a state-backed high-touch service model that connects companies to supply chain partners across stages of growth, significantly reduces costs and time to market. Companies can move faster from design to scaled production in Michigan than anywhere else in the world.

More high-growth drone companies than anywhere in the world. Michigan has the most competitive toolkit to attract and retain more high-growth AAM companies, from targeted programming that connects startups with end-users to accelerate commercialization and adoption, to capital mechanisms that support companies across stages of growth (from non-dilutive funding for testing to blended finance for scaled production).

Michigan implements first-of-a-kind statewide policies to build the AAM market. Michigan has implemented first-of-a-kind integrated policies to de-risk demand and enable rapid scale-up of drone production by aggregating public sector demand, catalyzing adoption by the private sector, and guaranteeing revenue predictability for manufacturers.

Most competitive AAM talent. Michigan has rapidly trained more workers to become drone technicians, engineers, and operators than any other state. Thousands of Michiganders have completed programs that offer stackable AAM-related certifications and credentials, creating a workforce pipeline that is unmatched in scale and specialization.



Blueflite co-founder James McClearen displays a drone's carbon fiber airframe.

FLIGHT PATH — HOW WE GET THERE



To realize our vision, the partnership departments will lead the Michigan AAM ecosystem to deploy funding, develop programs, create policy, and mobilize resources around six strategies set forth in the Directive: (1) scale AAM infrastructure and deployment capabilities; (2) activate production capacity; (3) drive public-sector use and commercial market growth; (4) develop and scale the AAM workforce; (5) build public understanding of AAM technologies; and, (6) align state resources to pursue external funding opportunities.

AAM VISION AND STRATEGIC FRAMEWORK

SCALE INFRASTRUCTURE AND DEPLOYMENT CAPABILITIES

Michigan's strategy will develop and improve comprehensive testing networks and statewide deployment corridors with standardized systems that support component-level evaluations, full product trials, long-range testing and continuous BVLOS operations. They will include dedicated zones for durability and performance testing, as well as testbeds in diverse environments to ensure robust performance under real-world conditions. Cross-border, urban, industrial, and GPS-denied areas all present unique challenges.

The strategy also seeks to scale UAS deployment corridors equipped with standardized physical, digital, and data systems to reduce risks for commercial applications and to generate insights that inform policy. The effort will streamline non-military testing across the state's defense assets and pair these opportunities with programming to encourage use.

OBJECTIVES

- Expand standardized FAA approved corridors for BVLOS operations.
- Enable drone testing at key sites including existing aviation, commercial, and defense assets.
- Streamline access to defense assets for commercial and defense testing, demonstration, and evaluation.

ACTIVATE PRODUCTION CAPACITY

Michigan's AAM strategy leverages the state's strong automotive manufacturing base while preparing talent and suppliers for the emerging AAM and dual-use sectors. As these industries demand lower production volumes, greater customization, and faster iteration cycles than traditional automotive manufacturing, activities will prioritize supporting legacy suppliers and workers as they transition from high-volume, standardized production to more flexible, agile, high-mix, low-volume operations. Rapidly aligning and upskilling Michigan's existing workforce and supplier network will be critical to meeting AAM-specific design, production, and compliance needs and maintaining the state's leadership in next-generation manufacturing.

OBJECTIVES

- Identify resources to enable the extension of Michigan's existing manufacturers to produce AAM technologies and dual-use UAS components.
- Work with to strategically attract and scale AAM OEMs and component suppliers with clear long-term growth and job creation potential.



AAM VISION AND STRATEGIC FRAMEWORK

DRIVE PUBLIC-SECTOR USE AND COMMERCIAL MARKET GROWTH

In addition to building out testing infrastructure and production capacity, Michigan's AAM strategy also includes creating and facilitating opportunities for piloting drone technology to solve mobility challenges across the state. AAM partnership departments will engage in activities that promote drone applications particularly around the four priority use cases – advancing autonomous logistics, expanding defense applications, enhancing public safety, and modernizing agricultural technology and infrastructure (see box on page 21). Facilitating opportunities for public use of AAM technologies will also advance commercial market growth for drone and UAS companies along the supply chain.

The partner departments will also advocate for and establish policies that promote safe and effective AAM adoption. Policies and regulations may include those related to safety and interoperability considerations such as UAS infrastructure utilization guidelines, processes for cross-border drone operations, and approval processes for takeoff and landing locations. Policies related to attracting AAM manufacturing and retooling suppliers could include procurement preferences for Michigan-made AAM products, funding support for state procurement and AAM workforce programs, and FAA certification support to manufacturers. For UAS infrastructure policy, opportunities may include regulations around infrastructure ownership and operation requirements as well as revenue generation considerations.

DEVELOP AND SCALE THE AAM WORKFORCE

Key to Michigan's robust automotive and manufacturing industry has always been a highly-skilled and talented workforce. Advancing the AAM sector requires intentional efforts to train Michiganders for the high-skill jobs along the AAM value chain. This will include engaging Michigan universities, community colleges, vocational schools, and other workforce institutions to rapidly train drone technicians, engineers, and operators. Michigan agencies will collaborate with Michigan's academic institutes to establish and build on programs that offer stackable AAM-related certifications and credentials to create a workforce pipeline that can scale and specialize according to the rapid changes in the AAM sector. Training efforts will include programming and curriculum related to the skillsets identified as gaps and high priorities by defense and dual-use hardware manufacturers in the LEO-administered Drone Manufacturing Workforce survey. These include opportunities for internships, apprenticeships and co-ops, academic, and on-the-job training around both technical and managerial skills (see further details on survey results on page 37).

OBJECTIVES

- Enable UAS operations for emergency response, healthcare logistics, infrastructure inspection, supply chain resilience, and national security applications.
- Align state procurement practices to encourage fair evaluation of Michigan-built AAM technologies, ensuring best-in-class solutions are prioritized to maximize safety, efficiency, performance, and operational capability.
- Establish policies that promote the safe, accelerated use of AAM in state operations.

OBJECTIVES

- Develop and scale programs offering AAM specific certifications and skills through Michigan universities, community colleges, and vocational schools.

AAM VISION AND STRATEGIC FRAMEWORK

BUILD PUBLIC UNDERSTANDING OF AAM TECHNOLOGIES

Acceptance by the public around the use of drone technology continues to be mixed, with communities expressing concerns around privacy and safety^{xx}. In the Michigan AAM strategy, collaborating with communities and facilitating education and engagement opportunities to build public trust in AAM technology is of the utmost importance. This strategy will prioritize engagement across Michigan communities, especially in rural and underserved areas where access to drone technology can greatly improve access to goods such as medications, and services such as emergency response.

OBJECTIVES

- Scale education and engagement strategies to build public trust in AAM technologies.
- Implement programs to ensure all communities—including rural and underserved areas—benefit from AAM technologies.



AAM VISION AND STRATEGIC FRAMEWORK

ALIGN STATE RESOURCES TO PURSUE EXTERNAL FUNDING OPPORTUNITIES

To strengthen Michigan's AAM ecosystem and sustain long-term growth, state ecosystem actors will align internal resources to pursue external funding opportunities. This includes securing federal grants, tax incentives, and reimbursement programs, as well as cultivating partnerships with private-sector, non-profit, and philanthropic organizations. Coordination efforts will also include working with Michigan's congressional delegation to identify opportunities for federal funding and align on policy actions that reinforce Michigan's leadership in the drone sector.

By coordinating state agencies and leveraging Michigan's leadership in mobility innovation, these efforts aim to attract diversified funding streams that expand research, infrastructure, and deployment capacity, as well as encourage commercial growth.

OBJECTIVES

- Pursue external funding opportunities, including grants, tax credits, and reimbursements from the federal government, private sector, non-profit organizations, and/or philanthropic organizations.

MOBILITY SOLUTIONS FOR ALL MICHIGANDERS

Priority AAM Use Cases

At the core of the Executive Directive and AAM Strategy is a commitment to deploying innovative AAM technologies that support the safety, livelihoods, health, and well being of communities across Michigan. As such, strategic programming will prioritize key use cases for AAM technologies advancements. These use cases focus on advancing **autonomous logistics**, including parts, medical, and package delivery across Business-to-Business (B2B) and carrier networks; expanding **defense applications** through dual-use tech platforms, system validation, and DoD-certified UAS manufacturing; enhancing **public safety** with drone-enabled first response, medical intelligence, search and rescue, disaster response, infrastructure monitoring, and transportation safety; and modernizing **agricultural technology and infrastructure** with drone-based pesticide deployment, seeding, and crop analysis.



Autonomous Logistics

(healthcare delivery and supply chain resilience)

- Parts delivery (Automotive B2B)
- Medical supply delivery (B2B)
- Packaged delivery



Defense & national security applications

- Tech platform for defense and commercial
- Shakedown/testing and user validation
- Blue List UAS Platform for DoD Manufacturing



Public Safety

(emergency response and infrastructure inspection) (2025-26)

- Drone as a first responder
- Medical intelligence
- Search and Rescue deployments
- Disaster response
- Drones for incident management
- Infrastructure monitoring
- Work zone transportation safety



Agricultural Technology

- Pesticides, seeding, crop analysis

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

Although the Executive Directive was issued in July 2025, Michigan's AAM work under this strategy began in July 2024, with the launch of the first round of AAM Activation Funds (see Box on page 23). This section details key activities implemented under each of the six AAM Initiative strategies as outlined above. Under each strategy, we document progress to specific strategy objectives and describe the activities, regulatory tools, and procurement policies that partnership departments are undertaking to advance them. Under each section we also present the metrics that will be used to track ongoing performance.

1. Scale Infrastructure and Deployment Capabilities

Activities implemented during this reporting period and those planned for the future include the establishment of new infrastructure and the improvement and expansion of existing infrastructure to facilitate successful testing of AAM technologies. Activities to scale testing infrastructure and capabilities are happening at Michigan airports in Lansing, Battle Creek, Ypsilanti, and Traverse City; at established test sites in Detroit and Ann Arbor; in the nation-leading NADWC region, and in near-border communities in the Upper Peninsula. Activities undertaken this year to scale infrastructure and deployment capabilities as requested in Executive Directive 2025-4 include the following.



STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

Exhibit 8. Overview of Activities to Scale AAM Infrastructure and Testing

Activity Applicable use case(s)	AAM Partnership Department Leads	Meets AAM Objective: Scale Infrastructure & Deployment		
		Expands FAA corridors for BVLOS ops	Enable drone testing	Streamline access to defense assets
Scale up Advanced Aerial Innovation Region (AAIR)* Autonomous Logistics	MDOT, OFME	✓	✓	
Ship-to-Shore Drone Delivery* Autonomous Logistics, Defense and National Security, Public Safety	MDOT, OFME	✓	✓	
Electric Aircraft Charging Infrastructure* Autonomous Logistics, Defense and National Security, Public Safety, Agricultural Technologies	MDOT, OFME		✓	
Uncrewed Triple Challenge (UTC) 2025 Autonomous Logistics, Defense and National Security	OFME, DMVA, ODAI	✓	✓	✓
NADWC UAS Corridor Autonomous Logistics, Defense and National Security, Public Safety	OFME, MDOT, DMVA, ODAI	✓	✓	✓
MDOT UAS Communications Mesh Test Deployment Autonomous Logistics, Public Safety	MDOT		✓	
Detroit Smart Parking Lab Rooftop Expansion Autonomous Logistics, Public Safety	OFME		✓	
M-air at University of Michigan* Autonomous Logistics, Public Safety	OFME, MDOT	✓	✓	
Chippewa County Operations Center Autonomous Logistics, Defense and National Security, Public Safety	OFME	✓	✓	
Ford Launchpad for Innovative Technologies & Entrepreneurship (FLITE) Round 8 grants Public Safety	OFME		✓	
CyberDrone Challenge 2025 Defense and National Security, Public Safety	ODAI		✓	✓

*indicates an AAM Activation Fund project

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES



PROGRAM SPOTLIGHT AAM Activation Fund

Starting in 2024, the State of Michigan launched the AAM Activation Fund to identify AAM projects that can validate the technical and economic feasibility of key AAM use cases, generate critical data to inform policy making and accelerate AAM readiness and growth in the state.



Round 1

In July 2024, Lieutenant Governor Gilchrist announced \$6.25 million in funding to four projects to scale critical AAM infrastructure and deploy pilots. Round 1 projects focused on establishing and building up urban UAS infrastructure, supporting rural medical delivery, piloting ship-to-shore drone delivery, and building out charging infrastructure for eVTOLs at regional airports (see AAIR, Electric Aircraft Charging Infrastructure, Ship-to-Shore Drone Delivery initiatives in Section 1, and Traverse Connect initiative in Section 3).

Round 2

In July 2025, Governor Gretchen Whitmer announced an additional \$4.1 million in funding to support three new projects and scale the Traverse Connect Round 1 project (see Traverse Connect initiative in Section 3). This round of funds focuses on piloting drone transport of auto parts as well as enabling CVS Health's first commercial drone operation (see Jack Demmer Ford and CVS Health project descriptions under Section 3). Round 2 also includes funding for an ambitious UAS test corridor between Ann Arbor and Detroit (See M-air initiative in this Section 1).

ADVANCED AERIAL INNOVATION REGION (AAIR)

Round 1 of the AAM Activation Fund included \$2,450,000 to Michigan Central's [Advanced Aerial Innovation Region](#) to scale digital and physical infrastructure such as radar, radio systems and a launch pad, and to launch a series of pilots across use cases such as building inspection for energy efficiency, middle-mile movement of goods between manufacturing facilities, and movement of critical supplies on hospital campuses. Each pilot is aimed at generating techno-economic data to accelerate the adoption of BVLOS UAS operations.



STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

AAM IN ACTION: AERIALOOP PILOTS CARGO DRONE IN THE AAIR



In September 2025, drone logistics company Aerialoop collaborated with Michigan Central, OFME, MDOT and Airspace Link to leverage the AAIR urban test bed. Aerialoop has completed more than 600 flights as of November 2025 carrying lightweight small batch prototype parts manufactured at Newlab between properties along their 1-mile roundtrip drone route.

With clearance from the Federal Aviation Administration (FAA), the drone pilot flies BVLOS from the roof of Newlab above the adjacent railroad corridor, demonstrating the commercial and logistical potential of middle-mile drone operations in a real-world urban setting.



Michigan Central photo

SHIP-TO-SHORE DRONE DELIVERY

In May 2025, Skyports Drone Services launched the first of three proofs of concept BVLOS ship-to-shore drone delivery flights from DeTour Village in Michigan's Upper Peninsula to Interlake Steamships vessels. During the pilot, drones delivered light cargo to the vessels, including oil samples, potable water, mail, and linens. These pilot flights were funded by a \$512,168 grant from Round One of the AAM Activation Fund. The ship-to-shore pilots aim to validate the potential of drones to reduce emissions from anchored vessels and optimize maritime logistics in the Great Lakes.

ELECTRIC AIRCRAFT CHARGING INFRASTRUCTURE

The first round of the AAM Activation Fund also included a \$2.6 million grant to BETA Technologies to install multimodal chargers at Cherry Capital Airport (TVC), Capital Region International Airport (LAN), West Michigan Regional Airport (BIV) and Willow Run Airport (YIP).



Government and industry leaders join BETA Technologies at a ribbon-cutting ceremony at Capital Region International Airport in Lansing (BETA Technologies photo)

This foundational intrastate charging network will support next-generation aircraft and drive down costs for regional transportation operators. The first charger was unveiled in July 2025 at the Capital Region International Airport, making it Michigan's first electric aircraft charger. It uses BETA's UL-certified, multimodal Charge Cube, which can charge electric aircraft in under an hour and can also power ground vehicles.

UNCREWED TRIPLE CHALLENGE (UTC) 2025

The UTC was a first-of-its-kind competition held on May 20, 2025 which challenged competitors to autonomously transport a package across northern Michigan by water, air, and land to spur innovation, investment, and jobs in the state's autonomous mobility sector. Ten startups competed across 58.5 miles by air, 23.5 miles through rugged terrain on land, and over 5 nautical miles of open water. The event also featured a Camp Grayling exhibit area for companies in uncrewed systems and defense innovation hosted by the Michigan National Guard, MEDC, and ODAI and attracted public, government, academic, and industry audiences. OFME and partners are currently in discussions regarding plans for future UTC events.

STRATEGIC PROGRAMMING — PROGRESS AND ACTIVITIES

AAM IN ACTION: AMERICAN DRONE COMPANY BREAKS WORLD RECORD AT 2025 UTC



SiFly's Q12 multirotor drone **broke a world record** at Michigan's 63-mile Uncrewed Triple Challenge, flying 26 miles with a 10-pound payload in tough wind conditions—a feat previously deemed impossible due to battery limits.

- Old Limits: 11-mile max, 30-minute flights, 2-pound payloads
- SiFly UTC New Record: 26 miles (2.3x farther), 3-hour endurance, 10-pound payload

This breakthrough redefines drone capabilities, showcasing greater endurance and heavier payloads that could be relevant across use cases, including to support faster and more reliable search-and-rescue operations. This demonstration shows a future for helicopter-level performance with drone-level costs and challenges China's drone dominance.



SiFly photo

NADWC UAS CORRIDOR

A new dual-use UAS corridor in the National All-Domain Warfighting Center (NADWC) region was supported by a \$3.95M investment from MDOT and in partnership with MEDC and the Michigan National Guard. Through a partnership with Thales, the UAS infrastructure includes two sensor suites consisting of ground-based radar, ADS-B, and an unmanned traffic management software that enables BVLOS operations up to 4,000 feet above ground level within a 60-mile

air corridor between Grayling and Alpena. This new asset will enable defense and dual-use UAS innovation across the public and private sector.

MDOT UNMANNED AIRCRAFT SYSTEMS (UAS) COMMUNICATIONS MESH TEST DEPLOYMENT

In September 2025, MDOT published a [final report](#) outlining results from their test deployment of a short-range wireless mesh network, to determine whether it could reliably support BVLOS drone operations and integrate with connected ground vehicle systems. Conducted at the Lansing MDOT State Offices and Logistics Facility and at Coleman A. Young International Airport in Detroit, the project tested Dedicated Short-Range Communications (DSRC) and Cellular Vehicle-to-Everything (C-V2X) technologies. It confirmed that these mesh-based networks can enable dependable, real-time communication for UAS and multimodal coordination within Michigan's intelligent transportation systems. Results demonstrated successful data transmission and C5ISR capabilities, while also identifying key deployment challenges related to signal range and physical obstructions that affect network performance. The report's findings and recommendations highlight a path forward for developing and deploying UAS into Michigan's connected transportation infrastructure.

DETROIT SMART PARKING LAB ROOFTOP DRONE TESTING SPACE

In September 2025, OFME announced a \$1.5 million investment to [establish a rooftop drone testing space at the Detroit Smart Parking Lab](#) (DSPL), funded in part through a federal Economic Development Administration (EDA) Build Back Better Regional Challenge Global Epicenter of Mobility (GEM) grant. At DSPL, innovators are now able to use the rooftop upgrades to test new AAM applications in the surrounding AAIR and Transportation Innovation Zone, which offers streamlined permitting, regulatory support, and safe urban airspace access.



Government and industry leaders at a ribbon-cutting ceremony for the new DSPL drone launchpad on September 25, 2025 (Bedrock photo)

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

M-AIR, UNIVERSITY OF MICHIGAN

As part of the AAM Activation Fund Round 2, \$1 million was awarded to the University of Michigan to build a testbed to evaluate autonomous drones, VTOL aircraft, and other AAM innovations in a realistic urban environment. In partnership with Michigan Central, the university plans to build a 40-mile corridor between its campus in Ann Arbor and Detroit, equipped with a drone traffic management system for BVLOS operations.



Mcity photo

CHIPPEWA COUNTY OPERATIONS CENTER

Funded partly through OFME's Michigan Mobility Funding Platform (MMFP), in October 2025 ANRA Technologies launched a project to build the digital infrastructure needed to turn Chippewa County in the eastern Upper Peninsula into a near-border testbed and operations hub for safe, scalable, FAA-authorized UAS missions. The technology and partnerships resulting from this program will support real-world testing for cross-border trade, security, and infrastructure monitoring.

FORD LAUNCHPAD FOR INNOVATIVE TECHNOLOGIES & ENTREPRENEURSHIP (FLITE) GRANTS

Supported by OFME, the FLITE program began in 2022 and provides grant funding and live airport testing at Gerald R. Ford International Airport for advanced aerial mobility startups piloting solutions to improve aviation safety, infrastructure, maintenance, operations, and ground coordination. The eighth round of grants were announced in September 2025, supporting five companies to test and develop their technologies which aim to solve a variety of aviation and mobility challenges, including autonomous wildlife mitigation, AI-driven infrastructure monitoring, rapid drone-based aircraft inspections, and cognitive co-pilot and perception systems.

CYBERDRONE CHALLENGE 2025

The 2nd Annual [CyberDrone Challenge](#) was held in September 2025 at Camp Grayling. Led and hosted by ODAI, the event brought together students, government, industry, and the security community to learn about uncrewed aerial vehicle (UAV) cybersecurity vulnerabilities and ways to help secure them.

Students came from universities across the country and spent three days learning about drone operations from industry experts and then had the opportunity to apply their new skills on physical drones. The next CyberDrone Challenge will be held in June 2026.

Scale Infrastructure and Deployment Capabilities – Metrics

To measure success, the partnership departments have identified the following metrics that coincide with the Governor's Directive:

1. To support expanding standardized FAA approved corridors for BVLOS operations, the partners will identify the number of infrastructure nodes, track the number of BVLOS waivers (FA 107.31) in MI, and track the number of miles flown under those waivers.
2. To support the enablement of drone testing at key aviation, commercial, and defense asset sites, the partners will log/track the number of active test sites, and the number of drone ports and vertiports in Michigan.
3. To streamline access to defense assets for commercial and defense testing, demonstration and evaluation, the partners will track the number of deployments across defense assets.

A complete breakdown of metrics and progress to date can be found in Appendix 2.

2. Activate Production Capacity

Current and upcoming activities are focused on attracting and scaling AAM companies, supporting early-stage product development, and strengthening Michigan's manufacturing and supply chain base for an AAM future. Efforts span targeted business support programs for mobility innovators that prototype and commercialize new AAM technologies; strategic company attraction efforts; coordinated manufacturing industry collaboration; and development of online tools and resources that connect Michigan-based firms to resources, partners, and opportunities across the AAM value chain. This section provides further information on activities to activate production capacity undertaken in 2025.

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

Exhibit 9. Overview of Activities to Activate Production Capacity

Activity Applicable use case(s)	AAM Partnership Department Leads	Meets AAM Objective: Activate Production Capacity	
		Enable AAM manufacturing	Strategic attraction and scaling
Make it in MI Prototype Grant Autonomous Logistics, Defense and National Security, Public Safety, Agricultural Technologies	OFME, ODAI	✓	✓
Autonomous Systems Industry Consortium (ASIC)	OFME, ODAI	✓	✓
Connect Space*	OFME	✓	✓
MI Hub for Manufacturers*	OFME	✓	✓
AAM Manufacturer Network*	OFME	✓	✓

*See activity descriptions in box on page 30.

AAM IN ACTION: Drone Company Moves Headquarters from Silicon Valley to Detroit

OFME grant recipient Birdstop held a ribbon-cutting for its new Detroit headquarters after relocating from the West Coast. The move was driven by Michigan's manufacturing strengths, investment from Detroit Venture Partners, and funding from the Make It in Michigan Prototype Grant Program.

Birdstop is leveraging Detroit's supply chain and talent pool, hiring locally and relocating staff from across the country. The company aims to build on Detroit's manufacturing legacy by advancing drone innovation and plans to employ hundreds at its new HQ.



Birdstop CEO Keith Miao speaking at the Birdstop ribbon-cutting event (Birdstop photo)

"Standing on the shoulders of Detroit's manufacturing heritage, Birdstop aims to rewrite the story of domestic drone production. The United States still manufactures more than ten million automobiles each year - each a complex system of hardware and software not unlike a drone. Far from losing its manufacturing edge, Detroit holds the many parts needed to construct a new American drone industry."

KEITH MIAO, CEO, BIRDSTOP

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

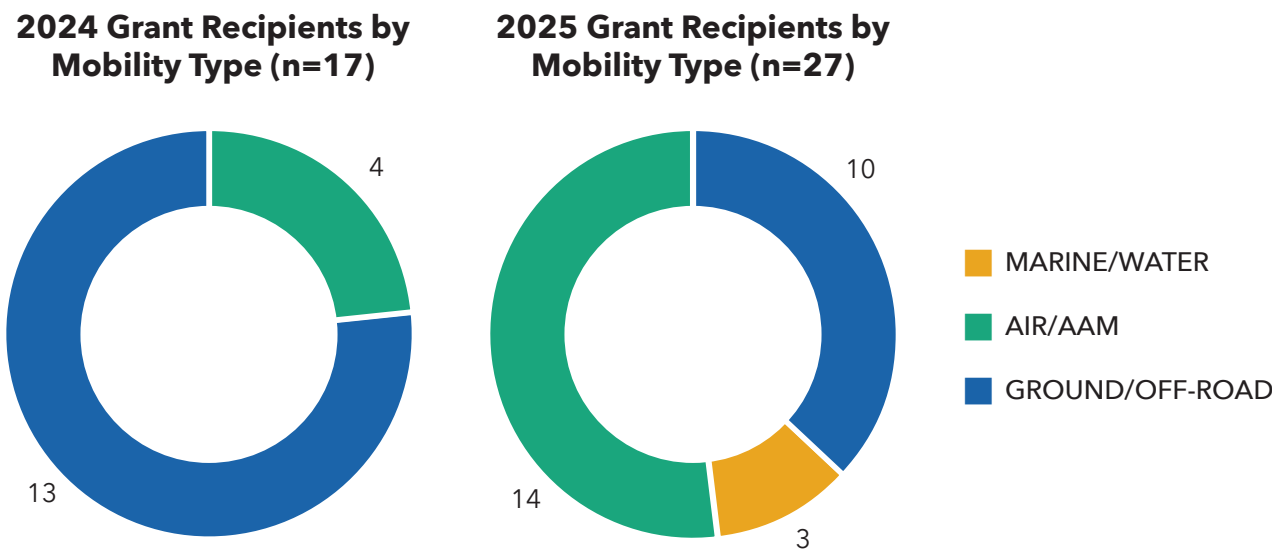
MAKE IT IN MICHIGAN PROTOTYPE GRANT PROGRAM

OFME and Centrepolis Accelerator at Lawrence Technological University launched the prototype grant program in 2024 in response to challenges reported by early-stage ‘hardtech’ companies around lack of resources for product development and prototyping. The program focuses on both start-ups and established firms with emerging mobility and cleantech systems across all transportation modes (air/AAM, ground/off-road, marine/water). It dedicates services and funding to disadvantaged businesses, firms in distressed or rural communities, and companies relocating to Michigan or opening new operations in the State. Due to the popularity of

this program, the critical need for Michigan’s entrepreneurial ecosystem, and the alignment with the State’s ‘Make it in Michigan’ strategy, OFME, Centrepolis, and ODAI expanded this program in 2025 and increased the total funding pool from \$828,000 in 2024 to \$2 million. While companies from across the mobility ecosystem are represented in this program, there was a significant effort to recruit AAM applicants in 2025 (Exhibit 10).

From 2024 to 2025, the program was able to provide grants to 10 more companies (from 17 to 27) and diversify the type of mobility technology funded, with an increase in companies in 2025 focused on AAM technology.

Exhibit 10. Make it in Michigan Prototype Grant Program Recipients by mobility technology focus



STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

MICHIGAN AUTONOMOUS SYSTEMS INDUSTRY CONSORTIUM (ASIC)

ASIC is a collaborative initiative announced in June 2025 by Centrepolis' Defense Hardtech Accelerator and supported by ODAI and OFME. The group will collaborate to position Michigan as a national leader in autonomous drone technology development and manufacturing and will aim to accelerate the commercialization of cutting-edge drone technologies from concept to demonstrations to deployment to production.

STRENGTHENING SUPPLY CHAIN RESOURCES

MEDC and partners are working on developing and improving a suite of tools to connect local manufacturers and businesses with technical assistance, capital, workforce training, and information required for effective engagement in Michigan's AAM ecosystem. A snapshot of the resources available and in development are documented in the box below.

MEDC SUPPLY CHAIN RESILIENCY (SCR) CONNECT SPACE

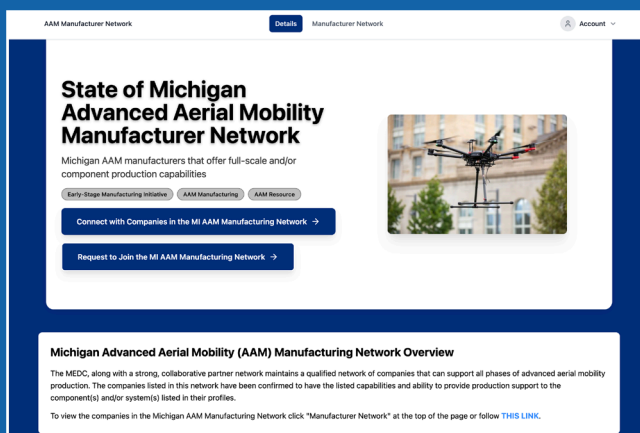
Connect Space is the online platform of the MEDC's Supply Chain Resiliency (SCR) program. The space is designed for businesses to connect directly to each other and to purchasing, investment, and resource opportunities in Michigan. In Fall 2025, the SCR team created an AAM-focused section on the Connect Space landing page. Currently the space offers information about drone pilot training programs offered in Michigan, as well as information around the Michigan AAM Manufacturer Network. MEDC will continue to update this resource with relevant AAM content.

COMING SOON...STATE OF MICHIGAN AAM MANUFACTURER NETWORK.

The MEDC, along with a strong, collaborative partner network, maintains a qualified directory of companies with operations in Michigan that can support all phases of AAM production. The companies listed in this network have been confirmed to have capabilities to provide production support to the component(s) and/or system(s) reported. Access to the network is currently in a closed beta version, and a full launch of the network is expected in January 2026.

MI HUB FOR MANUFACTURERS

The **MI Hub for Manufacturers** was launched in June 2025 and is a free, centralized platform designed to connect Michigan-based manufacturers -- from early-stage companies to established firms -- with programs, services, and funding opportunities that support business growth, innovation, and resilience. The MEDC is building out this online connection system for purchasing components, co-developing products, and integrating manufacturing technologies to improve scaling viability, including for those manufacturers along the AAM supply chain.



STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

Activate Production Capacity – Metrics

To measure success, the partnership departments have identified the following metrics that coincide with the Governor's Directive:

- To align with identifying resources to enable Michigan's existing manufacturers to produce AAM technologies and dual-use UAS components, the partners will track the number of suppliers and/or manufacturers with net new drone capabilities.
- To align strategic attraction and scaling support of AAM OEM and component suppliers, the partners will track the number of net new companies attracted and the total facilitated/leveraged AAM investments.

A complete breakdown of metrics and progress to date can be found in Appendix 2.

3. Drive Public-Sector Use and Commercial Market Growth

During this reporting period, implemented and upcoming activities focused on expanding public use and commercial adoption of AAM technologies. Efforts were aimed at fostering public-private partnerships, supporting pilot programs that demonstrate the value of AAM in real-world settings, and advancing statewide initiatives that strengthen Michigan's role as a testbed for innovation.

These activities include launching mobility challenges to attract industry participation, promoting early deployment projects in logistics, healthcare, and public safety, and leveraging partnerships with major private-sector leaders to validate and scale AAM-enabled delivery and emergency response operations. The following section details specific projects and collaborations AAM sector growth in Michigan.



STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

Exhibit 11. Overview of Activities to Drive Public-Sector Use and Commercial Market Growth

Activity Applicable use case(s)	AAM Partnership Department Leads	Meets AAM Objective: Drive Public-Sector Use and Commercial Market Growth		
		Pilot AAM use	Procurement practices	AAM policies
Statewide Challenges Autonomous Logistics, Defense and National Security, Public Safety, Agricultural Technologies	OFME, MDOT	✓	✓	✓
CVS Health Drone Medical Delivery Operation Autonomous Logistics, Public Safety	OFME	✓		
Jack Demmer Ford Auto Parts Drone Delivery* Autonomous Logistics	OFME	✓		
Traverse Connect Medical Drone Delivery* Autonomous Logistics, Public Safety	OFME	✓		
Amazon Drone Operations Autonomous Logistics	N/A	✓		
Policy Advocacy Autonomous Logistics, Defense and National Security, Public Safety, Agricultural Technologies	OFME, MDOT, LEO, DMVA, ODAI	✓	✓	✓

*indicates an AAM Activation Fund project



STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES



AAM STATEWIDE MOBILITY CHALLENGES

OFME launched the AAM Statewide Mobility Challenges in September 2025 in collaboration with five state agencies seeking innovative AAM solutions to address mobility challenges. Challenges were identified and defined in collaborative sessions with the Michigan State Police (MSP), the Department of Natural Resources (DNR), the Michigan Department of Transportation (MDOT), Department of

Department of Environment, Great Lakes, and Energy, (EGLE) and the Michigan Department of Agriculture and Rural Development (MDARD), and will be rolled out from September 2025 through April 2026. This grant program will seek applications from companies that can integrate technology smoothly with existing systems, deliver measurable economic benefits to Michigan, carry out regulation-compliant deployments, secure matching funds, and demonstrate long-term scalability and sustainability.

Exhibit 12. Statewide Mobility Challenge Information and Rollout

Department	Challenge	Application Deadline
Michigan State Police	The MSP aim to implement an advanced drone detection system to address the growing threat of unauthorized drones across critical sectors. This system will support security efforts at prisons, public events, and training areas.	Applications closed November 2025
Michigan Department of Natural Resources	DNR seeks to modernize aerial operations by replacing non-NDAA drones and adding VTOL fixed-wing mapping capacity. Upgrades will expand safe, compliant coverage for wildfire, forest health, and large-scale mapping activities.	Applications closed December 2025
Michigan Department of Transportation	MDOT aims to deploy a next-generation road intelligence platform that leverages connected vehicle data and drone observation to provide real-time situational awareness across the road network. The platform will enable near-miss evaluations and predict crash risks by integrating aerial and ground monitoring, while also analyzing complex variables like work zones, border crossings, and weather impacts.	Applications close January 2026
Michigan Department of Environment, Great Lakes, and Energy	EGLE seeks Advanced Aerial Mobility solutions that expand real time air and water sensing, add flexible on demand deployments after incidents, and automate data collection to improve coverage, speed, and decision readiness across Michigan.	Applications close February 2026
Michigan Department of Agriculture and Rural Development	OFME is currently in discussions with MDARD to finalize their scope.	Applications will open in February 2026 and close in March 2026.

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

SCALING TRAVERSE CITY'S DRONE INITIATIVE FOCUSED ON MEDICAL DELIVERY & PUBLIC SAFETY

As part of Round 1 of the AAM Activation Fund, Traverse Connect was awarded \$689,000 in partnership with Munson Healthcare, DroneUp, blueflite, Northwestern Michigan College, Central Michigan University's Rural Health Equity Institute, and the Freshwater Research Innovation Center. The project tested the use of UAS for use cases including delivery of medical supplies and other critical

healthcare services to improve rural health outcomes. They also tested drones for use cases including marine surveying, water sampling and testing, bathymetric mapping, and emergency response support around the Lake Michigan area.

In Round 2 of the AAM Activation Fund, Traverse Connect will leverage an additional \$950,000 grant to expand on Round 1 activities and will use UAS to enhance the transportation of critical medical supplies, laboratory samples, and essential equipment across Munson Healthcare's network of clinics.



AAM IN ACTION: BLUEFLITE SUCCESS IN MICHIGAN *From Prototype to Pilot to Production and Public Use*

Blueflite is a cargo drone OEM headquartered in Brighton, Michigan. As a 2024 Make It in Michigan Prototyping Grant Program grantee, it fast-tracked development of its advanced drone platform for last-mile delivery. Now, Blueflite is advancing mobility logistics by using its drones to test medical supply and lab sample delivery in northern Michigan with Traverse Connect and Munson Healthcare, with an aim to streamline lab operations and achieve faster test results and treatment to patients.

In September 2025 as part of the AAM Activation Fund Traverse Connect pilot, Blueflite conducted a drone demonstration simulating a Coast Guard search-and-rescue mission over East Grand Traverse Bay to showcase BVLOS flight capabilities. Also in September 2025, Blueflite's public sector affiliate Darkflite won a \$1.2 million Phase II Small Business Innovation Research (SBIR) grant to advance rapid military medical emergency response.

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

CVS HEALTH'S DRONE MEDICAL DELIVERY OPERATION.

As part of Round 2 of the AAM Activation Fund, Michigan will be the first state to support CVS Health's drone initiative with a \$1.5 million grant. The project will leverage UAS to address critical challenges in health care. Through this program, CVS Health will utilize drones to move more efficiently move specialty pharmaceuticals from their Troy, MI distribution center to nearby pharmacies.

JACK DEMMER FORD'S AUTO PARTS DRONE DELIVERY

Round 2 of the AAM Activation Fund awarded Jack Demmer Ford a \$740,000 grant to partner with DroneUp, Blueflite, and Airspace Link, to test the use of drones for rapid delivery of high-demand automotive parts within a 12-mile radius of dealerships. By leveraging drone delivery, the project aims at addressing current logistics challenges caused by road congestion and workforce shortages in urban settings like metro Detroit, with the aim of creating a more resilient and efficient supply chain.

AMAZON DRONE OPERATIONS IN MICHIGAN

In July 2025 Amazon held a community meet-and-greet event in Pontiac to introduce Amazon Prime Air, a drone delivery service option for customers within a 7.5-mile radius of the Amazon's Pontiac distribution center. In November 2025, the service was expanded to Hazel Park. This program is the culmination of inter-agency efforts beginning in 2024 to advocate that Michigan host one the nation's first communities to participate in Prime Air.

POLICY EFFORTS AND COUNCIL ON FUTURE MOBILITY AND ELECTRIFICATION (CFME) ACTION COMMITTEES

The CFME is an advisory body that convenes to conduct analysis and recommendations for mobility policy across the state. Two CFME action teams are focused on AAM policies in Michigan. The "Policy & Regulatory Innovation in Aerial/Marine Mobility" team has reviewed the AAM policy needs and opportunities in Michigan and identified a preliminary set of economic development-focused policies to explore further, with the goal of developing actionable recommendations in 2026.

The "Made in Michigan - Innovation Driven Economic Development" team conducted an initial assessment of economic opportunities in the AAM sector and identified AAM manufacturing and supply chain as the potential focus area for this action team to work on. As the first step of this process, the team organized a panel discussion at CFME's November 2025 meeting to explore how Michigan can adapt and develop capabilities and policies to effectively leverage opportunities in AAM manufacturing.

The CFME is also working to define where CFME can add the most value in advancing safe, scalable AAM deployment and integration with other autonomous transportation modes.

Drive Public Sector Use and Commercial Market Growth – Metrics

To measure success, the partnership departments have identified the following metrics that coincide with the Governor's Directive:

1. To support the piloting of AAM, especially in UAS in emergency response, healthcare logistics, infrastructure inspection, supply chain resilience, and national security applications, the partners will develop and track the number of State-supported AAM deployments.
2. To support aligning state procurement practices to encourage fair evaluation of Michigan-built AAM technologies, the partners will track the number of public and private purchase commitments and facilitated revenue directed to Michigan companies.
3. To align with establishing policies that promote the safe, accelerated use of AAM in state operations, the partners will track policies and regulations that are implemented that enable advanced aviation growth in Michigan.

A complete breakdown of metrics and progress to date can be found in Appendix 2.

4. Develop and Scale the AAM Workforce

Early progress around developing and scaling the AAM workforce includes collecting information that will inform the development of intentional and strategic activities starting in early 2026.

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

Exhibit 13. Overview of Activities to Scale the AAM Workforce

Activity Applicable use case(s)	AAM Partnership Department Leads	Meets AAM Objective: Develop and Scale the AAM Workforce
		Develop and scale AAM certifications and skills programs
AAM Workforce survey and needs assessment Autonomous Logistics, Defense and National Security, Public Safety, Agricultural Technologies	LEO	✓

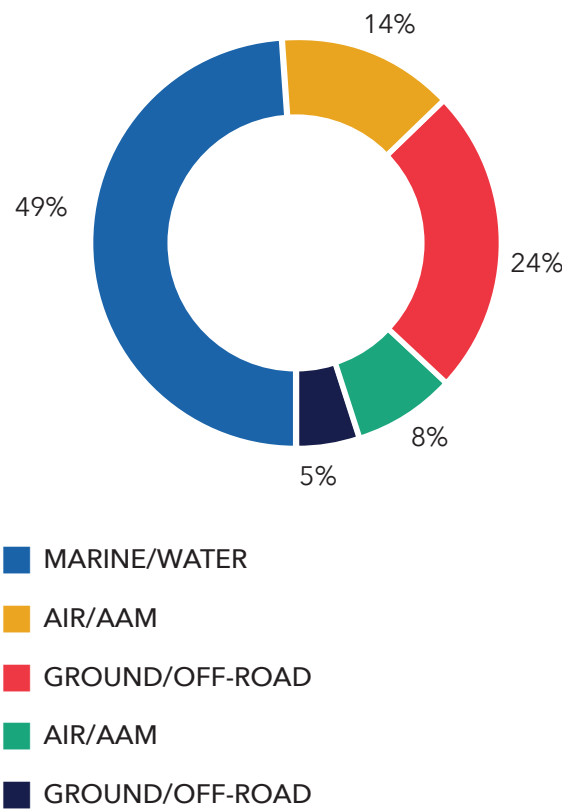
AAM WORKFORCE SURVEY AND NEEDS ASSESSMENT

In order to effectively allocate support to AAM workforce activities, the partner organizations first need a comprehensive understanding of the state of AAM talent in Michigan and the current challenges and opportunities present in the ecosystem. To cultivate this understanding, the Department of Labor and Economic Opportunity (LEO) distributed a survey in October 2025 to the Michigan Drone Consortium members and defense and dual-use hardware manufacturers. As of early December 2025, 36 representatives of manufacturing companies completed the survey. Manufacturers that completed the survey represented small, mid-size, and large companies, and respondents included those based in southeast, west, and northern Michigan. Primary business focus of survey respondents included a range of drone design, engineering, manufacturing, software, and components (Exhibit 14). ‘Other’ primary business focus included a mix of specialized manufacturing and engineering (such as metal and aluminum components, die casting, carbon fiber structures, transmissions, aerospace seating, land and autonomous vehicle parts), research and development testing services (academic and industrial research, testing, and advisory services), and niche applications and infrastructure (construction for aerospace/defense, entertainment light shows using drones and lasers, and others).

The results will inform programming to prepare Michigan students and workers with the skills required to thrive in the AAM sector. It collected information on how employers are thinking about future workforce opportunities, what skills and roles will be most in demand, skill and training gaps encountered, current training opportunities available to employees, and any resources and support required. LEO will continue to assess the results and lead the development of initiatives to be launched in the coming months.

Exhibit 14. LEO workforce survey respondents

Survey Respondent Primary Business Focus (n=36)



*This data represents preliminary results from the LEO-distributed survey. The survey is still open and finalized results will be assessed after the survey closes in December 2025.

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

The initial analysis of the workforce survey results indicated that almost all of the survey respondents are planning to hire in the next 12-24 months; however, there are significant challenges that need to be addressed. The primary roles for which AAM manufacturers are hiring are in engineering and management (Exhibit 15).

Nearly half (43%) of the respondent companies indicated that they were having trouble filling open positions, with lack of local availability of specific skills (40%), lack of industry experience (37%) and lack of technical skills (27%) listed as the primary reasons for those challenges (Exhibit 15).

To address the current skills gaps, the majority of respondent companies are currently developing their own internal training programs and/or collaborating with training providers or schools. This initiative will provide structure and support to help elevate and standardize training protocols for the most in-demand skills, in ways that work best for the industry. Based on the initial survey responses, the primary training methods for which AAM companies need resources are internships/co-ops (63%), on-the-job training (54%), and recruitment (46%). When asked what types of training would benefit the responders’

workforce, the frequently mentioned answers include skilled trades and technical hands-on training (welding, machining, soldering), CNC machining and programming, blueprint reading and GDT, advanced manufacturing and automation technologies, and soft skills training.

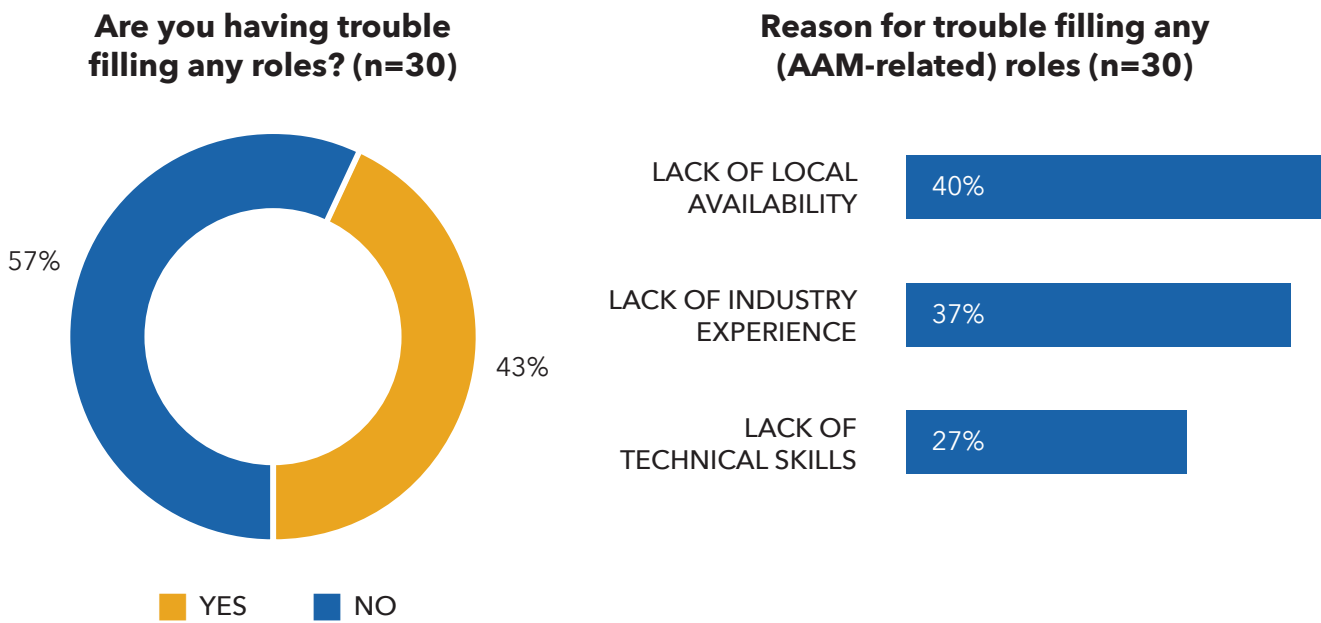
Develop and Scale the AAM Workforce – Metrics

To measure success, the partnership departments have identified the following metric that coincides with the Governor’s Directive:

- 1. To develop and scale programs offering AAM specific certifications and skills through Michigan’s universities, community colleges and vocational schools, partners will track the number of AAM training programs created and/or supported, the number of new UAS pilot certifications issued in Michigan, and the number of new Part 108 operators in Michigan.

A complete breakdown of metrics and progress to date can be found in Appendix 2.

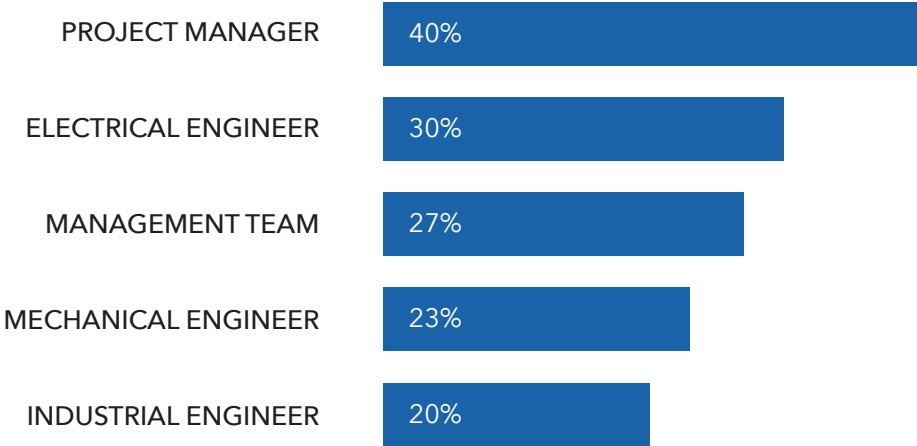
Exhibit 15. Snapshot of LEO workforce survey results



STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

Exhibit 15. Snapshot of LEO workforce survey results cont.

Current in-demand AAM roles for hire (n=30)



STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

5. Build Public Understanding of AAM Technologies

During this reporting period, Michigan AAM ecosystem actors have leveraged state and national events to highlight the

successes and opportunities for scaling AAM technology in the state. As a result of these events and intentional marketing and communications campaigns, earned media coverage has grown about AAM activities in Michigan in local, state, and national publications.

Exhibit 16. Overview of Activities to Build Public Understanding of AAM Technologies

Activity Applicable use case(s)	AAM Partnership Department Leads	Meets AAM Objective: Build Public Understanding of AAM Technologies	
		Scale education and engagement	Implement programs across communities
AAM event engagement Autonomous Logistics, Defense and National Security, Public Safety, Agricultural Technologies	OFME, MDOT, LEO, DMVA, ODAI	✓	✓
AAM media amplification Autonomous Logistics, Defense and National Security, Public Safety, Agricultural Technologies	OFME, MDOT, LEO, DMVA, ODAI	✓	✓

AAM EVENT PARTICIPATION

Since the release of the Executive Directive, OFME and partners have participated in a number of events to socialize and amplify information about the AAM ecosystem strategy and activities to various industry and community audiences within Michigan and across the country. Engagements have

included presentations at regional and national conferences (RECESS, Forth Roadmap, ITS Michigan, UAS Summit, Business Insider AV/AI event) and participation in industry showcases (Council of Great Lakes Governors and Premiers, The Battery Show – Michigan Showcase). Exhibit 17 highlights a few of these events.

Exhibit 17. AAM amplification through events



Traverse Connect and Coast Guard Search and Rescue Demonstration - September 2025

Northwestern Michigan College's UAS program, blueflite, and the U.S. Coast Guard demonstrated a simulated BVLOS-enabled drone search-and-rescue mission over East Grand Traverse Bay.



Drone Donut Delivery - September 2025

During Michigan Central's 'Drone Day', an Aerialoop drone was piloted by an 18-year-old graduate of Michigan Central's Drone Pilot Certification Training Program to deliver donuts from Newlab to Hart Plaza, where Detroit Mayor Mike Duggan and construction workers received delivery. The 2.3 mile delivery route was the longest drone delivery from Michigan Central to date.



AAM Panel at the Mobility Innovation Exchange Conference - September 2025

At OFME's 2nd annual conference, AAM featured prominently among topics of conversations amongst attendees, including in the AAM Statewide panel, where state agencies leaders discussed how emerging technology can solve state challenges.

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

AAM MEDIA AMPLIFICATION

Beginning with Governor Gretchen Whitmer’s announcement of this AAM Initiative and AAM Activation Fund in July, OFME, MEDC, and other agencies have scaled efforts to seek earned media coverage highlighting Michigan AAM

projects and successes. Media coverage has spanned across mediums (television, video, radio, online, print, etc.) and across outlets with diverse audiences, including technology-specific publications as well as mainstream news. Exhibit 18 shows a small sample of headlines since July, and a more comprehensive list is found in Appendix 3.

Exhibit 18. Samples of Michigan AAM headlines across local, state, and national media

Ann
Arbor
Times

University of Michigan launches
flight corridor for drone and
electric aircraft testing

Bridge
MICHIGAN

Michigan corn mazes come to
life with GPS, drones and
creative inspiration

S&P Global

Michigan mobility officer
details state plans for drone
technology, development

The
New York
Times

Satellites and Drones are
Unlocking Benefits ‘Hidden in
Plain Sight’ in Michigan

Build Public Understanding of AAM Technologies – Metrics

To measure success, the partnership departments have identified the following metrics that coincide with the Governor’s Directive:

1. To scale education and engagement to build public trust in AAM technologies, the partners will track the number of public outreach events focused on raising awareness and improving UAS/AAM knowledge, as well as the number of public safety responses by uncrewed aircraft including disaster response, first response, transportation safety, search and rescue, infrastructure monitoring and related incidents.

To track implementation of programs ensuring that all communities (urban and rural) benefit from AAM technologies, the partners will track the aggregated number of AAM jobs created (direct and indirect) since the implementation of this Directive.

A complete breakdown of metrics and progress to date can be found in Appendix 2.

6. Align State Resources to Pursue Diverse Funding Opportunities

State partners are identifying and collaborating on efforts to pursue several funding opportunities, and are considering opportunities by the FAA, Economic Development Administration, and U.S. Department of Transportation. Partnership departments are also working closely with Michigan’s congressional delegation to position the state for federal opportunities and to advance supportive federal policy. Updates around the results of these efforts will be provided as part of future reporting.

STRATEGIC PROGRAMMING – PROGRESS AND ACTIVITIES

Exhibit 19. Overview of activities to pursue diverse funding opportunities

Activity	AAM Partnership Department Leads	Meets AAM Objective: Align state resources to pursue external funding opportunities
		Pursue external funding opportunities
Ongoing federal grant considerations	OFME, MDOT, LEO, DMVA, ODAI	✓

Align state resources to pursue external funding – Metrics

To measure success, the partnership departments have identified the following metrics that coincide with the Governor’s Directive:

1. To align state resources to pursue external funding opportunities (grants, tax credits, federal reimbursements, private sector, non-profit and/or philanthropic support), the partners will track the amount of AAM-related funds and investments allocated in Michigan since the signing of the directive; and the number of organizations receiving

funding to deploy or manufacture drones in Michigan.

It is important to note that metrics under this objective also support strategic efforts to attract private investment. Those metrics are currently reported under the ‘Activate Production Capacity’ section, specifically, tracking the number of net new companies attracted and the total facilitated/leveraged AAM investments. Those will also inform progress under this objective.

A complete breakdown of metrics and progress to date can be found in Appendix 2.



ON THE HORIZON – UPCOMING OPPORTUNITIES & PRIORITIES

Governor Whitmer's Executive Directive charged the partnership departments to activate a bold strategy to make Michigan a national leader in the AAM sector.

The activities and initiatives established and deployed starting in 2024 have bolstered the state's AAM infrastructure and testing ecosystem, advanced AAM manufacturing capabilities, supported upskilling Michigan talent pool, and amplified AAM progress through earned media and industry events. In 2026, the partnership departments will continue ongoing activities and pursue strategic programming, funding opportunities, and policy to build on progress. Key priorities over the next year include the following.

SCALE AAM INFRASTRUCTURE AND DEPLOYMENT CAPABILITIES

- Ensure interoperability of UAS infrastructure by creating requirements and oversight systems to enable dual use applications and usability for AAM operators. Michigan will prioritize publishing AAM infrastructure interoperability requirements that include low-altitude sensors and radar systems.
- OFME and MDOT Aeronautics will collaborate to identify cross-border drone opportunities, including testing and real-world deployments.

ACTIVATE PRODUCTION CAPACITY

- Provide targeted assistance to Michigan manufacturers engaged in defense and commercial production of new and emerging aircraft to obtain AAM-related certifications, especially FAA approvals and those required for inclusion on the DoW Blue UAS Cleared List.

DRIVE PUBLIC-SECTOR USE AND COMMERCIAL MARKET

- Continue to expand FAA-compliant digital and physical BVLOS public infrastructure for testing and deployments for public and private AAM operations.
- Continue support for statewide AAM challenges for drone technologies with procurement preferences for Michigan-made AAM products and technologies.
- Engage the CFME to develop proactive policy recommendations that will inform state legislation on economic development opportunities to attract, retain, and grow the AAM industry in Michigan.

DEVELOP AND SCALE THE AAM WORKFORCE

- OFME and LEO will collaborate to create training and retooling programs that support manufacturers to expand AAM manufacturing capabilities in motors, batteries, cameras and sensors, and more.
- Leverage proven Michigan-based models, such as the Michigan Maritime Manufacturing Initiative, to develop stackable credentials within apprenticeship and academic programs, ensuring workers are skilled and ready for job opportunities in the emerging aviation industry.

EXPAND PUBLIC UNDERSTANDING OF AAM TECHNOLOGIES

- Collaborate with academic partners at the K-12 levels, community colleges, and universities to ensure baseline curriculum about the AAM industry is taught to learners of all ages.
- Continue to engage with industry stakeholders to educate and inform communities about the utility of UAS technology in public safety, healthcare, agriculture, defense, and logistics.
- Continue to amplify Michigan's AAM capabilities and success stories on state, national, and international stages, including at the Association for Uncrewed Vehicle Systems International (AUVSI) XPONENTIAL conference, which will be held for the first time in Michigan in May 2026.

ALIGN STATE RESOURCES TO PURSUE EXTERNAL FUNDING OPPORTUNITIES

- Continue to monitor and pursue private, philanthropic, and federal opportunities that align and augment the state's AAM goals and activities.
- Develop a revenue structure that can be generated from the use of AAM infrastructure and operations.

ENSURE ECOSYSTEM COORDINATION AND ENGAGEMENT

Over the coming months, OFME will continue to work with partner departments to define and finalize metrics and data collection efforts that accurately reflect the progress being made in this strategy. OFME will also continue to engage sector leaders across Michigan through various events and activities, including via the AAM Activation Committee. The AAM Activation Committee convened in December 2025 and focused on activity updates and 2026 priority-setting.

APPENDIX 1: ACRONYM LIST

AAM	Advanced Air Mobility
AAIR	Advanced Aerial Innovation Region
AUVSI	Association for Uncrewed Vehicle Systems International
BVLOS	Beyond Visual Line of Sight
CFME	Council on Future Mobility & Electrification
DMVA	Michigan Department of Military and Veteran Affairs
DNR	Michigan Department of Natural Resources
EDA	Economic Development Administration
EGLE	Michigan Department of Environment, Great Lakes, and Energy
EVTOL	Electric Vertical Take-Off and Landing aircraft
FAA	Federal Aviation Administration
LEO	Department of Labor and Economic Opportunity
MDARD	Michigan Department of Agriculture and Rural Development
MDOT	Michigan Department of Transportation
MEDC	Michigan Economic Development Corporation
MSP	Michigan State Police
MUASC	Michigan Unmanned Aerial Systems Consortium
NADWC	Michigan National All-Domain Warfighting Center
ODAI	Office of Defense and Aerospace Innovation
OFME	Office of Future Mobility and Electrification
UAS	Uncrewed Aerial System
UAV	Uncrewed Aerial Vehicle
UTC	Uncrewed Triple Challenge

APPENDIX 2: MEASURING PROGRESS

— AAM STRATEGY METRICS

Objectives	Metrics	Data Assumption/ Definition	Reporting Frequency	Status (as of December 2025)
SCALE INFRASTRUCTURE AND DEPLOYMENT CAPABILITIES				
Expand standardized FAA approved corridors for Beyond Visual Line of Sight (BVLOS) operations.	Number of Infrastructure Nodes in Michigan	Infrastructure nodes include flight enablement systems (i.e. radar) and ground and/or telecommunications systems that receive AAM/UAS flight information. Additional nodes installed under this strategy will enable BVLOS operations and movement between testing sites or existing AAM assets.	Semi-Annual	8 nodes
	Number of Beyond Visual Line of Sight Aircraft Operation (BVLOS) waivers (FAA 107.31) issued in MI	BVLOS waivers are issued by the FAA to specific projects/deployments to allow BVLOS operation. Capturing and recording the number of FAA approved BVLOS projects in MI is imperative to the success of this strategy.	Semi-Annual	6 waivers
	Number of miles flown under BVLOS waivers (FAA 107.31) in MI	BVLOS waivers are issued by the FAA, but MDOT Aeronautics track take-offs and landings between test sites/nodes. The volume of take-offs/landings, and distance between notes will inform this section.	Annual	TBD – as of December 2025 this number is not available.
Enable drone testing at key sites including existing aviation, commercial, and defense assets.	Number of active test sites	Test sites active as of 2025 include: NADWC, Selfridge, DSPL, U-M Mair, AAIR (Michigan Central), FLITE at GRR, Northsky Innovation Zone (Traverse Connect), Mich-Air at Battle Creek, Jackson Airport/Zephyr Systems. Adding new test sites is imperative to this strategy. New test sites would require a dedicated environment or technology related to AAM activity and deployments and will be tracked by OFME and MDOT.	Annual	9 test sites
	Number of drone ports and vertiports in MI	Droneports and vertiports are licensed take-off and landing locations throughout Michigan. Adding new droneports and vertiports is imperative to this state strategy.	Annual	10 permitted droneports; 0 vertiports
Streamline access to defense assets for commercial and defense testing, demonstration, and evaluation.	Number of deployments across defense assets	A deployment is a demonstration, exercise, operation, etc. of UAS and/or Enhanced Aviation Technology funded with State of Michigan or Federal dollars or with advisory/staff support. Defense assets are those that are owned, operated or maintained by the MI Air National Guard, MI Department of Military and Veterans Affairs, and/or the US Government. As of 2025, Michigan has NADWC and Selfridge as available defense assets.	Semi-Annual	9 deployments

Objectives	Metrics	Data Assumption/ Definition	Reporting Frequency	Status (as of December 2025)
ACTIVATE PRODUCTION CAPACITY				
Identify resources to enable the extension of Michigan's existing manufacturers to produce AAM technologies and dual-use UAS components.	Number of suppliers / manufacturers with net new drone capabilities	These include companies that OFME and/or partner departments have confirmed are actively manufacturing drones or drone components. List is created and maintained by Centrepolis.	Semi-Annual	43 companies
Work with the Make it in Michigan Competitiveness Fund to strategically attract and scale AAM OEMs and component suppliers with clear long-term growth and job creation potential.*	Net new companies attracted	For established businesses, this tracks investments made into Michigan annually (i.e. Michigan Strategic Fund awards) to companies meeting the criteria since July 2024. With respect to start-up attraction, ecosystem partners tracking inbound investments to Michigan include MEDC, NextEnergy, Michigan Central, Centrepolis, FLITE, MDOT Aero and more.	Annual	1 company attracted. 4 companies in the attraction pipeline.
	Total facilitated AAM Investments and/or leveraged State investments.	These include projects financially supported by OFME or State of MI, or projects that have been provided advisory support or staff that created AAM-related investment. Also considering US investments into MI testing assets. (e.g. MING/DMVA buying drones for deployment or testing)	Annual	MDOT and DMVA report \$9,655,695 in confirmed state investments. The MEDC reports up to an additional \$32,822,835 in the investment pipeline.
DRIVE PUBLIC SECTOR USE AND COMMERCIAL MARKET GROWTH				
Pilot the use of AAM, especially UAS, in emergency response, healthcare logistics, infrastructure inspection, supply chain resilience, and national security applications.	Number of State-supported AAM deployments	A deployment is a demonstration, exercise, operation, etc. of UAS and/or Advanced Aviation Technology funded with State of Michigan dollars or supported with advisory/staff support.	Semi Annual	4 deployments
Align state procurement practices to encourage fair evaluation of Michigan-built AAM technologies, ensuring best-in-class solutions are prioritized to maximize safety, efficiency, performance, and operational capability.	Number of purchase commitments (public and private) and facilitated revenue directed to Michigan companies.	Purchase commitments are tracked by B2B or Government to Business requests and connections made and contracts awarded or received. Data tracked by MEDC supply chain resiliency tools regarding incoming supply chain support requests. Future data to include surveys to attracted or established AAM companies.	Semi-Annual	TBD - As of December 2025, this number is not available.
Establish policies that promote the safe, accelerated use of AAM in state operations.	Number of policies and regulations implemented that enable advanced aviation growth in Michigan	Leveraging CFME outputs or those of partner organizations like the Michigan Unmanned Aerial Systems Task Force, tracking policy recommendations or resolutions that are adopted and implemented or legislated.	Annual	6 policies or regulations have been implemented. An additional 5 are being considered for implementation as of December 2025.

Objectives	Metrics	Data Assumption/ Definition	Reporting Frequency	Status (as of December 2025)
DEVELOP AND SCALE THE AAM WORKFORCE				
Develop and scale programs offering AAM specific certifications and skills through Michigan universities, community colleges, and vocational schools.	Number of active AAM training programs created and/or supported.	Tracking the number of programs created or supported by OFME, LEO, MEDC or others to identify and cultivate talent. Talent initiatives are almost universally identified by industry, and their creation is supported by LEO.	Annual	1 training program
	Number of new UAS pilot certifications issued in Michigan	Tracking the number of new UAS pilot certifications issued in Michigan.	Annual	TBD - As of December 2025, this number is not available.
	Number of new Part 108 operators in Michigan	Tracking the number of new Part 108 operators in Michigan.	Annual	TBD - As of December 2025, this number is not available.
BUILD PUBLIC UNDERSTANDING OF AAM TECHNOLOGIES				
Scale education and engagement strategies to build public trust in AAM technologies.	Number of public outreach events focused on raising awareness and improving knowledge around UAS and AAM topics	Tracking the number of events coordinated or attended by a partner organization that promotes, discusses, or otherwise advances Michigan's AAM ecosystem, strategy, or progress.	Semi-Annually	44 events
	Number of public safety incident responses by uncrewed aircraft, with incidents including disaster response, first responder activities, transportation safety, search and rescue operations, infrastructure monitoring, and related incidents.	Tracking the number of reported incidents from the Michigan State Police's drone as a first responder (DFR) program and counter-UAS operations as well as DFR and Counter UAS (C-UAS) operations more broadly throughout Michigan since July 2024.	Annual	338 first responder missions flown, C-UAS tracked 3414 drone flights with 1043 clear FAA violations.
Implement programs to ensure all communities—including rural and underserved areas—benefit from AAM technologies.	Aggregated number of AAM/ UAS-related jobs created (direct and indirect jobs) as a result of the Executive Directive/after July 2025.	<p>Direct jobs are tracked annually via MSF data at MEDC. For the purpose of this strategy, direct jobs are tracked back to July 2024.</p> <p>Indirect jobs are aggregated by annual survey from MEDC/OFME to Michigan Mobility Funding Platform recipients, Centropolis Accelerator fund recipients, AAM activation fund recipients, Michigan Central/Newlab, and others.</p>	Semi-Annual	<p>0 jobs created as of 11/20/2025</p> <p>202 potential jobs in the attraction pipeline</p> <p>Indirect jobs - TBD - As of December 2025, this number is not available.</p>
ALIGN STATE RESOURCES TO PURSUE DIVERSE FUNDING OPPORTUNITIES				
Align state resources to pursue external funding opportunities, including grants, tax credits, and reimbursements from the federal government, private sector, non-profit organizations, and/or philanthropic organizations.[1]	Amount of AAM-related funds and investments allocated in MI since July 2025.	<p>Tracking funds received from DoD, DoE, DoT, Dept. of Commerce, EDA or other into Michigan. Acknowledging that often times funds need to be stacked, future data may include leveraged state funding via the MSF, Competitiveness Fund, and other resources that can be used to secure additional investment.</p> <p>Tracked by pulling data from USASpending.gov and surveys to key partners.</p>	Annual	\$1,289,114
	Number of organizations receiving federal funding to deploy or manufacture drones in MI (public and private)	Tracking funds received from DoD, DoE, DoT, Dept. of Commerce, EDA to partner departments or the broader AAM test-site ecosystem including MDOT, DMVA, MEDC, LEO, DNR, MDARD, MSP, Traverse Connect, Battle Creek Unlimited, Michigan Central, U-M, MSU, Bedrock and more.	Annual	6 organizations

[1] Contributing metrics to track this objective also include those aligned with the objective listed under 'activate production capacity' - Work with the Make it in Michigan Competitiveness Fund to strategically attract and scale AAM OEMs and component suppliers with clear long-term growth and job creation potential.

APPENDIX 3: EARNED MEDIA

Below is a sample of earned media coverage related to Michigan AAM efforts since the July 2025 launch of the Executive Directive. This list is not exhaustive.

Date	Headline & Link	Publication
November 17, 2025	Michigan's All-In Approach to Mobility Goes Far Beyond Cars	Newsweek
November 3, 2025	How a rural Michigan healthcare system is using drones to improve care	Tech Brew
October 26, 2025	Chippewa County Takes Flight: A Hub for Near-Border Drone Operations	dronelife
October 24, 2025	ANRA leads Chippewa drone initiative	Airports International
October 24, 2025	Inside a commercial drone operation	YouTube Future in the Making
October 23, 2025	Near-Border Drone Operations in Upper Eastern Michigan	sUAS News
October 22, 2025	ANRA and partners to develop UTM operations centre in Chippewa County, Michigan	Unmanned Airspace
October 22, 2025	New drone operations center to launch in Chippewa County	The Newberry News
October 20, 2025	Association bringing drone soccer to Upper Michigan	Upper Michigan Source
October 10, 2025	Detroit turns to drones in new era of transportation	Route Fifty
October 10, 2025	US ag drone market set to hit \$13B by 2030, says new report	Michigan Farm News
October 7, 2025	FBI Partners With Michigan On Drone Enforcement Near Detroit Airport	DroneXL
October 6, 2025	Michigan Launches Challenges to Accelerate Advanced Air Mobility Integration	DBusiness
October 6, 2025	Michigan corn mazes come to life with GPS, drones and creative inspiration	Bridge Michigan
September 29, 2025	Michigan Co-op's Drones Play Pivotal Role in Mutual Aid Damage Assessment	NRECA
September 25, 2025	Detroit parking garage gets rooftop drone launchpad in aerial innovation push	Crain's Detroit Business
September 25, 2025	Detroit drone delivery testing starts in Corktown	Fox 2 Detroit
September 24, 2025	Inside Michigan Central Drone Day: The Future of Drone Deliveries	UAS Weekly
September 22, 2025	Satellites and Drones are Unlocking Benefits 'Hidden in Plain Sight' in Michigan	New York Times
September 22, 2025	Detroit showcases aerial mobility know-how with drone-delivered donuts	TechBrew
September 18, 2025	Detroit doughnuts arrive by drone	Axios Detroit
August 19, 2025	Michigan mobility officer details state plans for drone technology, development	S&P Global
August 14, 2025	Michigan's First Electric Aircraft Charger Unveiled at Lansing Airport	WBCK
August 14, 2025	Michigan aims for takeoff as a drone industry hub	Detroit News
August 14, 2025	Michigan acts to grow advanced air mobility industry in the state	Smart Cities Dive
July 30, 2025	POLL: Would you fly in an electric plane?	UpNorthLive
July 30, 2025	Why Lansing was one of the first four airports in Michigan to get a charger for electric planes	Lansing State Journal
July 30, 2025	Electric aircraft deemed the 'future of aviation' displayed in Lansing	WLNS

Date	Headline & Link	Publication
July 28, 2025	Michigan Launches Statewide Initiative to Accelerate Advanced Air Mobility Growth	Advanced Air Mobility International
July 28, 2025	These flying taxi companies want to soar over gridlock – for the cost of an Uber	Detroit News
July 28, 2025	Michigan Expands Advanced Air Mobility Initiative with \$4.1M in New Funding	DBusiness
July 28, 2025	Michigan's Air Mobility Research Corridor to Advance Electric Air Travel and Beyond-line-of-sight Drones	Environmental News Network
July 26, 2025	Startups And Drones: A Tale Of Two State Grants	The Ticker
July 25, 2025	Gilbert-backed drone startup to move HQ to Detroit from West Coast	Crains Detroit Business
July 23, 2025	New air mobility corridor in Michigan will enable research into eVTOLs	Charged EVs
July 23, 2025	Michigan Allocates \$4.1M for New AAM Initiatives	Flying Magazine
July 23, 2025	Republicans Applaud Whitmer's Executive Directive Establishing the Michigan Advanced Air Mobility Initiative	Thumbwind
July 22, 2025	Developing Economic Opportunity with Aviation/Aerospace in the Caribbean	Future Aviation Aerospace Workforce
July 22, 2025	Michigan-Backed Initiative Uses Drones For Auto Parts Delivery	Aviation Week
July 22, 2025	Michigan-Backed Pilot Project Aims to Modernize Automotive Logistics with Aerial Delivery	Drone Life
July 21, 2025	Michigan launches Advanced Air Mobility initiative	Airport Technology
July 21, 2025	Munson drones to begin new phase of testing	WCMU
July 19, 2025	New air mobility corridor to advance eVTOLs and beyond-line-of-sight UAVs	Wevolver
July 19, 2025	Governor Whitmer Reveals Michigan Advanced Air Mobility Initiative	Pulse 2.0
July 18, 2025	University of Michigan To Build AAM Test Corridor	Aviation Week
July 18, 2025	Gov. Whitmer Signs Executive Directive to Create the Advanced Air Mobility Initiative	WHMI
July 18, 2025	Michigan Advanced Air Mobility (AAM) Initiative established	Aerospace and Manufacturing Design
July 17, 2025	Gov. Whitmer signs executive directive aimed at bolstering drone industry in Michigan	WZZM 13
July 17, 2025	Michigan invests in drone projects delivering drugs and auto parts	Crains Detroit Business
July 17, 2025	University of Michigan launches flight corridor for drone and electric aircraft testing	Ann Arbor Times
July 17, 2025	With M-Air Launch, Michigan leans into momentum of drone executive order	The Air Current

APPENDIX 4: ENDNOTES

- i Definitions are informed by the Federal Aviation Administration’s definitions as outlined in their 2023 Advanced Air Mobility Implementation Plan.
- ii 2021. Deloitte. [Advanced air mobility](#)
- iii 2024. Atlantic Council. [A global strategy to secure UAS supply chains](#)
- iv 2024. Shenzhen Government Online. [Drones propel low-altitude economy](#)
- v 2025. Advanced Air Mobility Institute. [Global Advanced Air Mobility Summary Report](#)
- vi 2024. German Federal Ministry for Digital and Transport. [Advanced Air Mobility Strategy](#)
- vii 2023. JobsOhio. [Ohio Flying High in Advanced Air Mobility](#)
- viii 2022. DriveOhio. [Advanced Air Mobility Framework](#)
- ix California Legislature. SB 800: Advanced Air Mobility, Zero-Emission, and Electrification Aviation Advisory Panel.
- x California Legislature. AB 431: Advanced Air Mobility Infrastructure Act.
- xi 2023. Vertical Magazine. [Joby, NASA simulation demonstrates up to 120 air taxi operations per hour in busy airspace](#)
- xii 2024. Long Beach Economic Partnership. [Flying Drone Taxis - Transportation of the Future?](#)
- xiii 2023. Vertical Magazine. [Joby, NASA simulation demonstrates up to 120 air taxi operations per hour in busy airspace](#)
- xiv 2024. Long Beach Economic Partnership. [Flying Drone Taxis - Transportation of the Future?](#)
- xv 2025. MEDC. [Michigan Workforce and Talent](#)
- xvi 2025. CompTIA. [State of the Tech Workforce](#)
- xvii 2025. MEDC. [Michigan Workforce and Talent](#)
- xviii 2016. State of Michigan. Unmanned Aircraft Systems Act (Act 436 of 2016)
- xix 1945. Aeronautics Code of the State of Michigan (Act 327 of 1945)
- xx Miron, M., Whetham, D., Auzanneau, M., & Hill, A. (2023). Public Drone Perception. Technology in Society, 73, Article 102246.

ACKNOWLEDGMENTS

This report was developed under the leadership of Chief Mobility Officer Justine Johnson. It was compiled and prepared by Lauren Else, with support from OFME team members Charlie Tyson, Ryan Michael, Colin Dillon, Kathryn Snorrason, Shafiq Bari, and Janine Robar.

Graphics and design were provided by MEDC staff Mark Warner, Matt Penniman, and Maggie Cox.

Newlab Detroit and Antenna Group provided strategic and marketing support.

Collaboration, feedback, and technical input were provided by staff and partners from the following organizations:

Executive Office of the Governor: Karen Kudelko, Daniel Osher, and Zoe Ahlstrom;

Michigan Department of Transportation (MDOT): Bryan Budds and Linn Smith;

Department of Labor and Economic Opportunity (LEO): Susan Corbin, Jonathan Smith, Kate Bell, Amanda Lawrence, Reynaldo Guzman, and Anne Pentiak;

Michigan Department of Military and Veterans Affairs (DMVA): Colonel Raymond Stemitz, Brigadier General Scott Meyers, and Major General Paul D. Rogers;

Office of Defense and Aerospace Innovation (ODAI): Colonel John T. Gutierrez and Mark Ignash; and

Michigan Economic Development Corporation (MEDC): Ben Marchionna and Melanie Brown.