

Advanced Air Mobility Amendments

2025 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Wayne A. Harper

House Sponsor: Kay J. Christofferson

LONG TITLE**General Description:**

This bill addresses provisions related to advanced air mobility.

Highlighted Provisions:

This bill:

▸ directs the Department of Transportation to conduct a community outreach and education campaign;

▸ directs the Department of Transportation to develop an advanced air mobility toolkit;

▸ defines terms and modifies definitions related to advanced air mobility; and

▸ makes other technical changes related to advanced air mobility.

Money Appropriated in this Bill:

None

Other Special Clauses:

None

Utah Code Sections Affected:

AMENDS:

72-10-102, as last amended by Laws of Utah 2024, Chapter 483

72-10-109, as last amended by Laws of Utah 2024, Chapters 483, 485

ENACTS:

72-1-218, Utah Code Annotated 1953

72-10-703, Utah Code Annotated 1953

Be it enacted by the Legislature of the state of Utah:

Section 1. Section **72-1-218** is enacted to read:

72-1-218 . Advanced air mobility community outreach.

The department shall conduct a community outreach and public education campaign that:

(1) educates the public regarding advanced air mobility, including:

(a) the information and findings of relevant studies and reports that the department

- 31 conducts;
- 32 (b) potential use cases;
- 33 (c) potential benefits as a form of transportation;
- 34 (d) state-driven advanced air mobility initiatives;
- 35 (e) potential impacts on the economy, including job creation and other new
- 36 opportunities; and
- 37 (f) potential phasing for establishing a robust advanced air mobility system;
- 38 (2) provides and coordinates opportunities for the public to observe real world
- 39 demonstrations;
- 40 (3) coordinates with local advanced air mobility industry leaders and other groups in the
- 41 state that are promoting and planning for advanced air mobility; and
- 42 (4) provides information on how advanced air mobility could benefit and otherwise impact
- 43 communities.

44 Section 2. Section **72-10-102** is amended to read:

45 **72-10-102 . Definitions.**

46 As used in this chapter:

- 47 (1) "Acrobatics" means the intentional maneuvers of an aircraft not necessary to air
- 48 navigation.
- 49 (2)(a) "Advanced air mobility system" means a system that transports individuals and
- 50 property using piloted and unpiloted aircraft, including electric aircraft and electric
- 51 vertical takeoff and landing aircraft, in controlled or uncontrolled airspace.
- 52 (b) "Advanced air mobility system" includes each component of a system described in
- 53 Subsection (2)(a), including:
- 54 (i) the aircraft, including payload;
- 55 (ii) communications equipment;
- 56 (iii) navigation equipment;
- 57 (iv) controllers;
- 58 (v) support equipment;
- 59 (vi) an authoritative supplemental data service provider;
- 60 (vii) flight information exchange; and
- 61 [(vi)] (viii) remote and autonomous functions.
- 62 (3) "Aerial transit corridor" means an airspace volume defining a three-dimensional route
- 63 segment with performance requirements to operate within or to cross where tactical air
- 64 traffic control separation services are not provided.

- 65 (4) "Aeronautics" means transportation by aircraft, air instruction, the operation, repair, or
66 maintenance of aircraft, and the design, operation, repair, or maintenance of airports, or
67 other air navigation facilities.
- 68 (5) "Aeronautics instructor" means any individual engaged in giving or offering to give
69 instruction in aeronautics, flying, or ground subjects, either with or without:
- 70 (a) compensation or other reward;
- 71 (b) advertising the occupation;
- 72 (c) calling [his] the instructor's facilities an air school, or any equivalent term; or
- 73 (d) employing or using other instructors.
- 74 (6) "Aircraft" means any contrivance now known or in the future invented, used, or
75 designed for navigation of or flight in the air.
- 76 (7) "Air instruction" means the imparting of aeronautical information by any aviation
77 instructor or in any air school or flying club.
- 78 (8) "Airport" means any area of land, water, or both, that:
- 79 (a) is used or is made available for landing and takeoff;
- 80 (b) provides facilities for the shelter, supply, and repair of aircraft, and handling of
81 passengers and cargo;
- 82 (c) meets the minimum requirements established by the department as to size and
83 design, surface, marking, equipment, and operation; and
- 84 (d) includes all areas shown as part of the airport in the current airport layout plan as
85 approved by the Federal Aviation Administration.
- 86 (9) "Airport authority" means a political subdivision of the state, other than a county or
87 municipality, that is authorized by statute to operate an airport.
- 88 (10) "Airport operator" means a municipality, county, or airport authority that owns or
89 operates a commercial airport.
- 90 (11)(a) "Airport revenue" means:
- 91 (i) all fees, charges, rents, or other payments received by or accruing to an airport
92 operator for any of the following reasons:
- 93 (A) revenue from air carriers, tenants, lessees, purchasers of airport properties,
94 airport permittees making use of airport property and services, and other
95 parties;
- 96 (B) revenue received from the activities of others or the transfer of rights to others
97 relating to the airport, including revenue received:
- 98 (I) for the right to conduct an activity on the airport or to use or occupy airport

- 99 property;
- 100 (II) for the sale, transfer, or disposition of airport real or personal property, or
 101 any interest in that property, including transfer through a condemnation
 102 proceeding;
- 103 (III) for the sale of, or the sale or lease of rights in, mineral, natural, or
 104 agricultural products or water owned by the airport operator to be taken
 105 from the airport; and
- 106 (IV) for the right to conduct an activity on, or for the use or disposition of, real
 107 or personal property or any interest in real or personal property owned or
 108 controlled by the airport operator and used for an airport-related purpose but
 109 not located on the airport; or
- 110 (C) revenue received from activities conducted by the airport operator whether on
 111 or off the airport, which is directly connected to the airport operator's
 112 ownership or operation of the airport; and
- 113 (ii) state and local taxes on aviation fuel.
- 114 (b) "Airport revenue" does not include amounts received by an airport operator as
 115 passenger facility fees pursuant to 49 U.S.C. Sec. 40117.
- 116 (12) "Air school" means any person engaged in giving, offering to give, or advertising,
 117 representing, or holding [~~himself~~] itself out as giving, with or without compensation or
 118 other reward, instruction in aeronautics, flying, or ground subjects, or in more than one
 119 of these subjects.
- 120 (13) "Airworthiness" means conformity with requirements prescribed by the Federal
 121 Aviation Administration regarding the structure or functioning of aircraft, engine, parts,
 122 or accessories.
- 123 (14) "Authoritative supplemental data service provider" means a third party provider of
 124 unmanned aircraft system traffic management services that is approved by the
 125 department and supplies specialized data to an unmanned aircraft system service
 126 supplier or to an unmanned aircraft system operator for a variety of uses.
- 127 [~~(14)~~] (15) "Civil aircraft" means any aircraft other than a public aircraft.
- 128 [~~(15)~~] (16) "Commercial aircraft" means aircraft used for commercial purposes.
- 129 [~~(16)~~] (17) "Commercial airport" means a landing area, landing strip, or airport that may be
 130 used for commercial operations.
- 131 [~~(17)~~] (18) "Commercial flight operator" means a person who conducts commercial
 132 operations.

- 133 ~~[(18)]~~ (19) "Commercial operations" means:
- 134 (a) any operations of an aircraft for compensation or hire or any services performed
- 135 incidental to the operation of any aircraft for which a fee is charged or compensation
- 136 is received, including the servicing, maintaining, and repairing of aircraft, the rental
- 137 or charter of aircraft, the operation of flight or ground schools, the operation of
- 138 aircraft for the application or distribution of chemicals or other substances, and the
- 139 operation of aircraft for hunting and fishing; or
- 140 (b) the brokering or selling of any of these services; but
- 141 (c) does not include any operations of aircraft as common carriers certificated by the
- 142 federal government or the services incidental to those operations.
- 143 ~~[(19)]~~ (20) "Correctional facility" means the same as that term is defined in Section
- 144 77-16b-102.
- 145 ~~[(20)]~~ (21) "Dealer" means any person who is actively engaged in the business of flying for
- 146 demonstration purposes, or selling or exchanging aircraft, and who has an established
- 147 place of business.
- 148 ~~[(21)]~~ (22) "Experimental aircraft" means:
- 149 (a) any aircraft designated by the Federal Aviation Administration or the military as
- 150 experimental and used solely for the purpose of experiments, or tests regarding the
- 151 structure or functioning of aircraft, engines, or their accessories; and
- 152 (b) any aircraft designated by the Federal Aviation Administration as:
- 153 (i) being custom or amateur built; and
- 154 (ii) used for recreational, educational, or display purposes.
- 155 ~~[(22)]~~ (23) "Flight" means any kind of locomotion by aircraft while in the air.
- 156 (24) "Flight information exchange" means a model or system that allows for the consistent
- 157 exchange of flying data between an unmanned aircraft system traffic management
- 158 system and an unmanned aircraft system operator or aircraft to facilitate the coordination
- 159 of flights.
- 160 ~~[(23)]~~ (25) "Flying club" means five or more persons who for neither profit nor reward own,
- 161 lease, or use one or more aircraft for the purpose of instruction, pleasure, or both.
- 162 ~~[(24)]~~ (26) "Glider" means an aircraft heavier than air, similar to an airplane, but without a
- 163 power plant.
- 164 ~~[(25)]~~ (27) "Mechanic" means a person who constructs, repairs, adjusts, inspects, or
- 165 overhauls aircraft, engines, or accessories.
- 166 ~~[(26)]~~ (28) "Navigable airspace" means the same as that term is defined in 49 U.S.C. Sec.

167 40102.

168 ~~[(27)]~~ (29) "Parachute jumper" means any person who has passed the required test for
169 jumping with a parachute from an aircraft, and has passed an examination showing that [
170 he] the jumper possesses the required physical and mental qualifications for the jumping.

171 ~~[(28)]~~ (30) "Parachute rigger" means any person who has passed the required test for
172 packing, repairing, and maintaining parachutes.

173 ~~[(29)]~~ (31) "Passenger aircraft" means aircraft used for transporting persons, in addition to
174 the pilot or crew, with or without their necessary personal belongings.

175 ~~[(30)]~~ (32) "Person" means any individual, corporation, limited liability company, or
176 association of individuals.

177 ~~[(31)]~~ (33) "Pilot" means any person who operates the controls of an aircraft while in-flight.

178 ~~[(32)]~~ (34) "Primary glider" means any glider that has a gliding angle of less than 10 to one.

179 ~~[(33)]~~ (35) "Public aircraft" means an aircraft used exclusively in the service of any
180 government or of any political subdivision, including the government of the United
181 States, of the District of Columbia, and of any state, territory, or insular possession of
182 the United States, but not including any government-owned aircraft engaged in carrying
183 persons or goods for commercial purposes.

184 ~~[(34)]~~ (36) "Reckless flying" means the operation or piloting of any aircraft recklessly, or in
185 a manner as to endanger the property, life, or body of any person, due regard being
186 given to the prevailing weather conditions, field conditions, and to the territory being
187 flown over.

188 ~~[(35)]~~ (37) "Registration number" means the number assigned by the Federal Aviation
189 Administration to any aircraft, whether or not the number includes a letter or letters.

190 ~~[(36)]~~ (38) "Roadable aircraft" means an aircraft capable of taking off and landing from a
191 suitable airfield and is also designed to be driven on a highway as a conveyance.

192 ~~[(37)]~~ (39) "Secondary glider" means any glider that has a gliding angle between 10 to one
193 and 16 to one, inclusive.

194 ~~[(38)]~~ (40) "Soaring glider" means any glider that has a gliding angle of more than 16 to one.

195 (41) "Unmanned aircraft system service supplier" means a service supplier that:

196 (a) relays flight information between an unmanned aircraft system operator and a flight
197 management system; and

198 (b) provides information that supports unmanned aircraft system operations and assists
199 with strategic deconfliction by an unmanned aircraft system traffic management
200 system.

201 [(39)] (42) "Unmanned aircraft" means an aircraft that is:

202 (a) capable of sustaining flight; and

203 (b) operated with no possible direct human intervention from on or within the aircraft.

204 [(40)] (43) "Unmanned aircraft system" means the entire system used to operate an
205 unmanned aircraft, including:

206 (a) the unmanned aircraft, including payload;

207 (b) communications equipment;

208 (c) navigation equipment;

209 (d) controllers;

210 (e) support equipment; and

211 (f) autopilot functionality.

212 [(41)] (44) "Unmanned aircraft system traffic management" means a traffic management
213 ecosystem for uncontrolled operations, including unmanned aircraft systems, that is
214 separate from, but complementary to, the Federal Aviation Administration's air traffic
215 management system.

216 [(42)] (45) "Vertiport" means an area of land, or a structure, used or intended to be used for
217 electric, hydrogen, and hybrid vertical aircraft landings and takeoffs, including
218 associated buildings and facilities.

219 Section 3. Section **72-10-109** is amended to read:

220 **72-10-109 . Certificate of registration of aircraft required -- Exceptions.**

221 (1) Except as provided in Subsection (2), a person may not operate, pilot, or navigate, or
222 cause or authorize to be operated, piloted, or navigated within this state any civil aircraft
223 operating in this state for 181 or more days within any consecutive 12-month period
224 unless the aircraft has a current certificate of registration issued by the department.

225 (2) The state registration requirement under Subsection (1) does not apply to:

226 (a) aircraft licensed by a foreign country with which the United States has a reciprocal
227 agreement covering the operations of the registered aircraft;

228 (b) a non-passenger-carrying flight solely for inspection or test purposes authorized by
229 the Federal Aviation Administration to be made without the certificate of registration;

230 or

231 (c) aircraft operating under 14 C.F.R. Part 121, with a maximum takeoff weight
232 exceeding 35,000 pounds.

233 (3) Beginning on January 1, 2025, a person may not operate in this state an unmanned
234 aircraft system or an advanced air mobility aircraft for commercial operation for which

235 certification is required under [~~14 C.F.R. Part 107 or 135~~] federal rule unless the aircraft
236 has a current certificate of registration issued by the department.

237 (4) The department shall, on or before December 31 of each calendar year, provide to the
238 State Tax Commission a list of each aircraft for which a current certificate of registration
239 is issued by the department under Subsection (1).

240 Section 4. Section **72-10-703** is enacted to read:

241 **72-10-703 . Advanced air mobility toolkit.**

242 (1) As used in this section, "political subdivision" means the same as that term is defined in
243 Section 72-10-401.

244 (2) On or before July 1, 2026, the department shall:

245 (a) develop a toolkit for a political subdivision to address advanced air mobility,
246 including:

247 (i) model ordinances governing advanced air mobility;

248 (ii) best practices; and

249 (iii) available resources that can assist the political subdivision in developing and
250 implementing advanced air mobility policy;

251 (b) regularly maintain and update the toolkit; and

252 (c) make the toolkit publicly available on the department's website.

253 (3) The department may not require a political subdivision to adopt or implement any
254 portion of the advanced air mobility toolkit.

255 Section 5. **Effective Date.**

256 This bill takes effect on May 7, 2025.