Getting Ready for Take-Off

Unlocking the Future of Urban Flight

Exploring the market, infrastructure, and regulatory steps needed to make Advanced Air Mobility a reality in the US.

steer

Welcome to the skies of tomorrow

Advanced Air Mobility (AAM) is no longer a futuristic concept. In cities across the US, the infrastructure, business models, and policy frameworks needed to enable electric vertical take-off and landing (eVTOL) aircraft are being explored, piloted, and in some cases, fast-tracked.

At Steer, we bring deep experience in transport forecasting, infrastructure strategy, and stakeholder engagement to help cities and operators make sense of this emerging sector. Over the past three years, we've been applying our tools – honed on rail, highways, and aviation – to the complex challenge of AAM. This series is the result.

In this four-part thought leadership collection, we examine:

- What AAM is and where it's gaining momentum
- How ridership in cities like New York can be forecast and evaluated
- What infrastructure – especially vertiports – will be required
- How certification and regulation are evolving in the US and globally

As the US prepares for its next leap in mobility, we hope this series informs, challenges, and inspires your work – whether you're a policymaker, investor, operator, or planner.

Our services in Advanced Air Mobility

Steer supports clients across public and private sectors with:

- Ridership forecasting:
  using behavioural modelling and mobility data
- Revenue and business case development:
  shaping commercial feasibility
- Vertiport planning:
  helping cities and developers identify scalable solutions
- Regulatory insight:
  tracking and interpreting a rapidly changing landscape
- Stakeholder strategy:
  enabling community and investor alignment

We hope you enjoy the series and find it a valuable resource as you navigate the evolving world of Advanced Air Mobility.

What is Advanced Air Mobility?

Article No. 1

Advanced Air Mobility represents a paradigm shift in how we move through and between cities. Our first article introduces the concept, explores the key players—both public and private—and outlines why cities such as New York, Los Angeles, and Miami are already beginning to prepare for this transformation.

From congestion relief to Olympic planning, the case for AAM is building quickly. We also explore the major manufacturers and vertiport developers driving this evolution and highlight the key factors—ranging from location to public perception—that will determine AAM's success.

Alejandro Obregón
Associate Director, Lead of Infrastructure NA

Advanced Air Mobility, the term used to describe this emerging aviation system, has gained significant traction in the aviation and infrastructure sectors in recent years. Global investment to make AAM a reality surged to $7 billion in 2021, signaling strong industry momentum, with stakeholders including transport regulatory bodies, AAM aircraft manufacturers, vertiport and transit system operators and local and national governments.

The vision is clear: revolutionize urban mobility by creating a new transportation system that extends to commercial, regional, cargo, and emergency transit. The system would operate electric vertical takeoff and landing (eVTOL) aircraft, supported by specialized vertical landing and takeoff infrastructure known as vertiports.

By linking vertiports with public transit hubs, airports, and major business districts, AAM can enhance connectivity, reduce road congestion, and improve travel times, fundamentally transforming urban mobility.

Which US cities are already planning for AAM?

AAM has the potential to vastly improve reliable travel times in cities where journeys are marred by traffic bottlenecks.

In New York, for example, strategically placed vertiports on rooftops, near transportation centres, and airports can provide a more time-efficient travel alternative.

In Los Angeles, a city notorious for its sprawling layout and traffic jams, AAM could improve mobility by enabling point-to-point travel across the metro area in a fraction of the time required by ground transportation. AAM could also play a critical role in the 2028 Olympic Games set to be held in Los Angeles, seamlessly connecting athletes, visitors, and residents to key venues, airports, and transit centers.

Cities like Boston and Miami are also already actively incorporating AAM into their future mobility strategies. AAM presents a transformative opportunity for improving transportation across water barriers, such as lakes, rivers, and coastal regions, as well as enhancing island-to-mainland connectivity. Traditional ferry systems and bridges often experience delays and congestion, whereas eVTOL aircraft can provide a faster and more direct travel alternative.

Who are the key stakeholders in AAM?

Despite the early-stage nature of AAM, the industry is rapidly attracting attention from city planners, infrastructure developers, airports, and private investors, with several well-funded key players leading the charge in development.

Vertiport Developers / Operators

- **Bluenest**
  A subsidiary of Globalvia, focused on designing and managing multimodal vertiports integrated with airports and urban transport hubs, alongside the development of infrastructure to access remote locations, like pilot projects undertaken in Latin America.
- **Skyports**
  A London-based company specializing in urban vertiports, with its first operational test vertiport launched in Singapore in 2019, and invested by ACS Group. In 2024, Skyports and French airport operator Groupe AdP were selected as the preferred operator of New York City's Downtown Manhattan Heliport.
- **UrbanV**
  Established by Aeroporti di Roma, SAVE Group, Aeroporto di Bologna and Aeroports de la Côte d'Azur, and planning to develop vertiport networks across Europe.
- **VertiPorts by Atlantic**
  A subsidiary of Atlantic Aviation, one of the largest FBO companies in the US, recently acquired Ferrovial Vertiports. The company operates NYC's East 34th Street Heliport.

Manufacturers of eVTOL

- **Archer Aviation**
  US-based, and planning to enter into service this year. Partnering with United Airlines.
- **Beta Technologies**
  US-based. Currently has aircraft orders from several helicopter operators, including Blade.
- **eHang**
  The Chinese manufacturer has been operating a single-seat eVTOL model since 2018, although it is uncertain when it will be able to obtain certification from EASA or FAA.
- **Eve Air Mobility**
  A subsidiary of Embraer. Planning to enter into service in 2027
- **Joby Aviation**
  US-based and has the largest funding so far. Partnering with Delta and Uber. Planning to enter into service this year.

These firms, in partnership with public authorities, are driving the AAM vision, focusing on five key success factors. Strategic vertiport locations near transit hubs, airports, and business districts will maximize accessibility. Multimodal connectivity promotes seamless integration with buses, trains, and ridesharing. Energy and charging infrastructure must support fast-charging networks for eVTOL aircraft. Air traffic management (ATM) integration is crucial for coordinating with existing and developing aviation regulations. Finally, public perception and community engagement will be key to addressing concerns about noise, safety, and urban impact, ensuring broad acceptance of AAM as a viable transportation solution.

What's next for AAM

As regulations evolve and technology matures, the pilot projects and test sites we see today will pave the way for broader adoption, potentially transforming urban mobility within the next decade. By 2035, we could see full-scale commercial operations in selected cities, while from 2035, global vertiport networks could be supporting mass eVTOL adoption.

Public-Private Partnerships will play a crucial role in ensuring that the public and private sectors collaborate effectively to develop AAM solutions tailored to the unique needs of each urban landscape.

The success of AAM will depend on co-ordinated efforts between governments, industry players, and the public. While the enabling technologies are advancing rapidly, regulatory frameworks, infrastructure development, and public perception remain key stage gates to deployment. By fostering collaboration and investing in sustainable solutions, AAM has the potential to revolutionize urban transportation, reduce congestion and provide efficient, eco-friendly travel options.

As cities continue to grow, innovative transport solutions like AAM will be crucial in shaping the future of mobility. The next decade will be critical in determining whether AAM can transition from pilot projects to a fully integrated component of urban transport networks worldwide.

Advanced Air Mobility is no longer a distant vision, it's a rapidly forming reality shaped by public and private sector innovation. As cities like New York, Los Angeles, and Miami take early steps toward integration, understanding the landscape of players, technologies, and challenges is essential. We hope this introduction has sparked your curiosity and set the stage for deeper exploration in the articles to come.

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Predicting AAM Ridership in New York City

Article No. 2

With the vision in place, the next question is: who will use AAM, and where? In our second article, we apply Steer's rigorous forecasting methodology to New York City, one of the world's most complex and congested urban environments. Drawing from a mix of cell phone data, transportation flows, and behavior modeling, we estimated ridership, flight costs, and potential revenue.

The findings were surprising—and in some cases, counterintuitive. For example, routes that appear direct may not be the most attractive due to FAA-mandated paths. Pricing, connectivity, and passenger processing times all play a major role in whether eVTOL can compete with taxis and transit.

Toni Feather
Associate, Co-leader of
Advisory Services

Over the last year, Steer's infrastructure and aviation teams have joined forces to carry out a study of potential vertiports in New York City, testing the data to find the answers for a relatively unknown technology.

While AAM is a new and innovative transport mode, the fundamentals for predicting its demand have common elements with our forecasting approach for mature modes like rail, highways and aviation.

We know the location of the vertiports is key, and that to maximize benefits they should be positioned near high traffic areas and transit hubs. Steer's New York study considered three locations: JFK Airport (JFK), Downtown Manhattan and Grand Central Station.

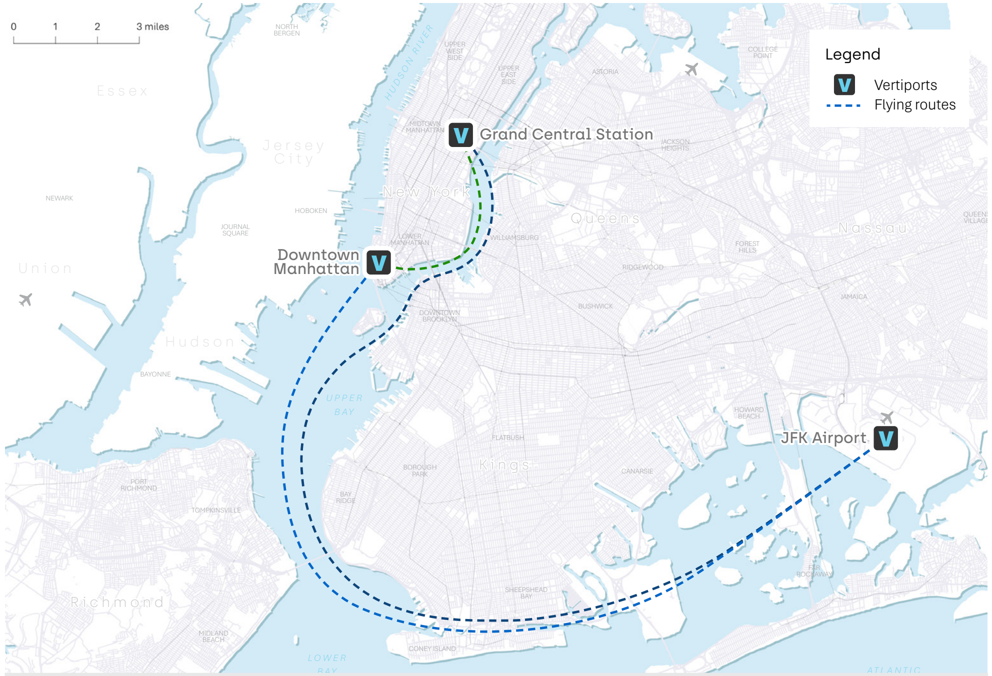
Given Federal Aviation Administration (FAA) regulations, electric Vertical Take Off and Landing aircrafts (eVTOLs) would be required to follow designated routes and altitudes to ensure safety and minimize disruptions. In particular eVTOLs will be restricted to fly over specific areas of the Hudson River corridor, thus avoiding residential areas as much as possible. The map below shows the locations and routes we considered for the study.

Based on our understanding of how the AAM would initially operate we assumed that the cost of the eVTOL will be $10 per passenger per mile, our research suggests this cost could vary between 5 and 15 $/mile depending on the type of the aircraft, route distance and city.

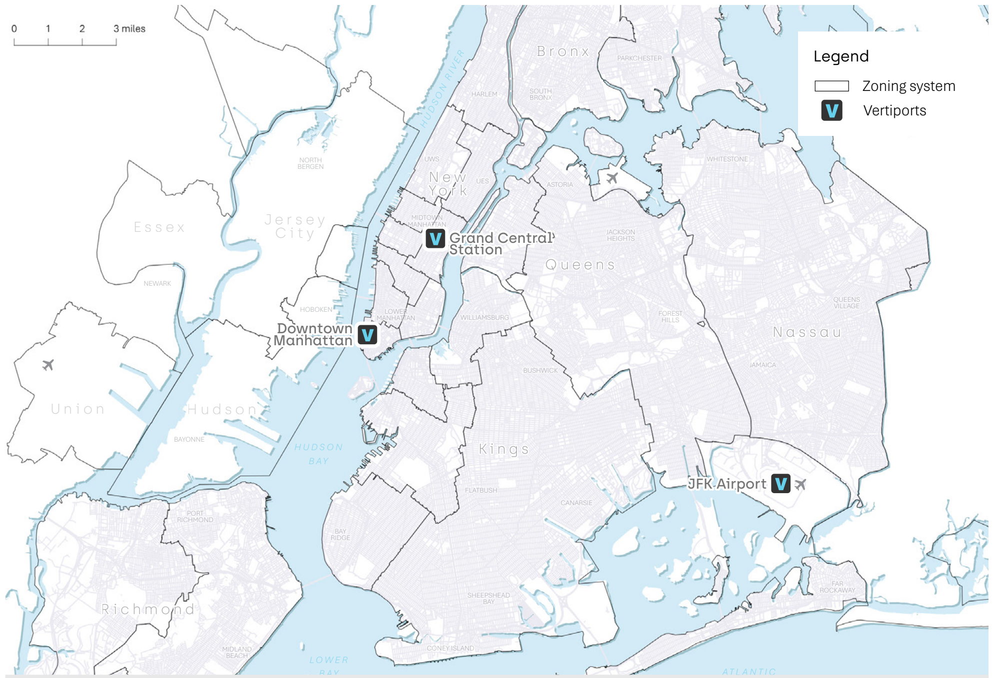
The average speed of eVTOL will be 149 mph for cruise and 75 mph for other flight stages, with processing times for passengers at 21 min in total for departing and arriving at vertiports, which aligns with current helicopter services, but is expected to decrease over time. This time allows for check-in, security controls, waiting time, safety briefing and boarding/deboarding. We assumed the AAM system would initially only operate between 6 am and 9 pm, not overnight, similar to current helicopter services in NYC.

Based on the above information, we predict flight times and costs between vertiports, excluding vertiport processing times, to be 11 minutes and $210 from JFK to Downtown Manhattan, 13 minutes and $260 from JFK to Grand Central Station, and five minutes and $140 from Downtown Manhattan to Grand Central Station.

Based on the zoning system shown in the map below, which covers New Jersey, Manhattan, Queens and Brooklyn.



Source: Steer



Source: Steer

Key findings

Using our approach, we were able to create a baseline we could use to run different scenarios and found some never-before-seen key insights on AAM.

AAM has high Ridership potential with the system we proposed, possibly moving up to 1,000 passengers per day and raising close to $55M in revenue per year. This is despite the capture rate (the percentage of air passengers likely to use the eVTOLs) remaining quite low and reducing with the amount of additional connectivity required for riders to complete their journeys—first/last-mile connectivity matters, with travelers preferring seamless integration with existing transit/taxi systems.

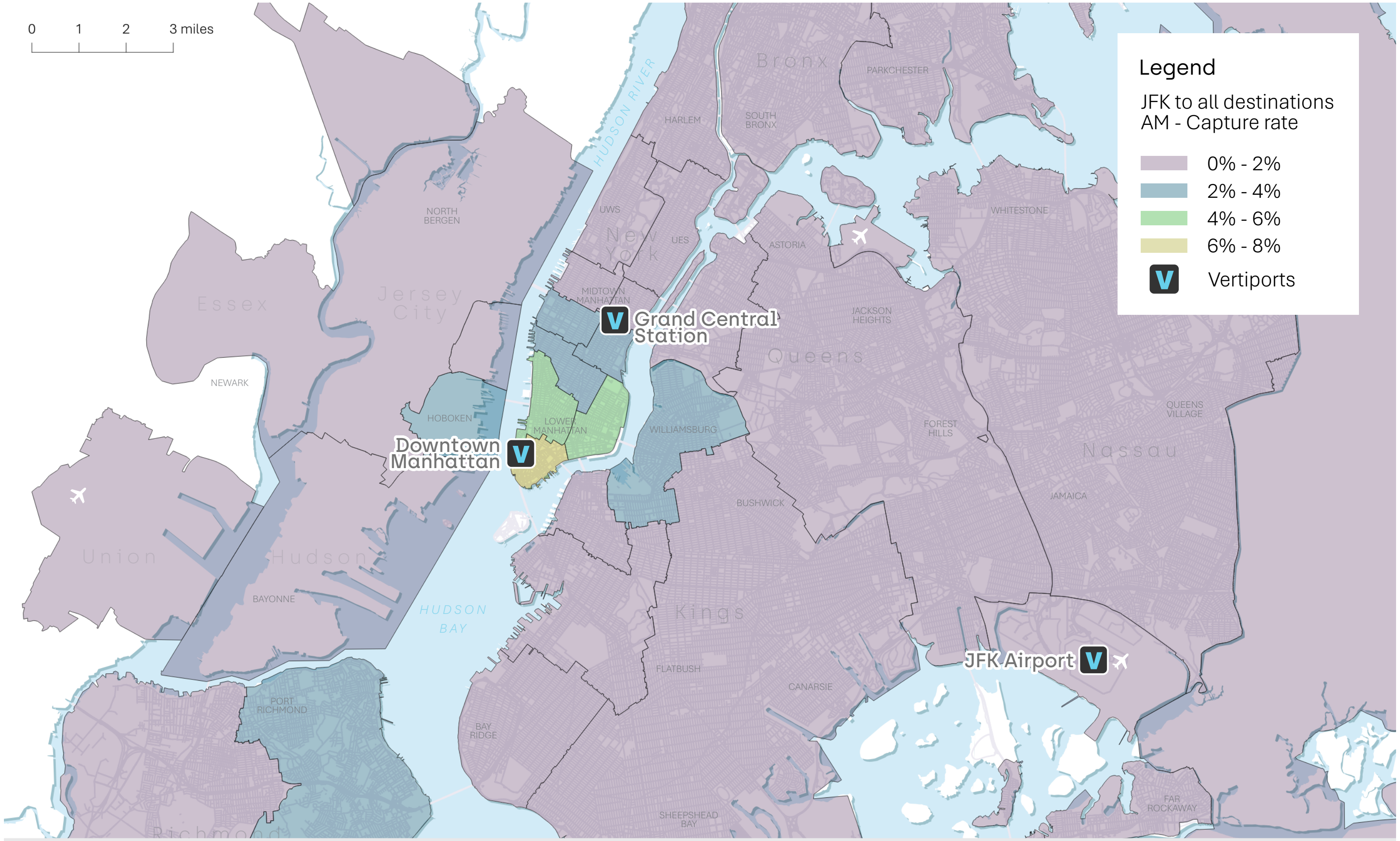
The flying path connecting each vertiport is an important assumption, with direct flight paths proving more popular in our model. The JFK to Downtown Manhattan route proved the best link, providing a competitive journey time compared to other options. In contrast, the long route from JFK to Grand Central over the river, dictated by safety measures, makes the journey time less competitive, resulting in lower-than-expected ridership.

We found that eVTOLS have a more competitive edge during peak times, when congestion is at its worst and creates unreliable travel times. Taxi users are the primary target as transit riders fall out of the affordability bracket.

In fact, we found that cost per mile is the single biggest driver, with lower fares dramatically increasing ridership. Shorter waiting times significantly improve competitiveness. As vertiport processes streamline, overall journey time will decrease, and ridership will increase. Our analysis assumed long waiting times mirroring current helicopter services, but we expect this to change as the market develops.

Our study highlights the immense potential of AAM in New York City and the importance of strategic planning, pricing, infrastructure development, and operational efficiency. As regulatory frameworks evolve and technology improves, AAM will become an increasingly viable urban mobility solution.

With the right investments, partnerships, and infrastructure, cities like New York can pioneer a new era of efficient, fast, and sustainable air mobility.



Source: Steer

The key elements of our forecasting approach are:

Inputs

In-scope demand

This is the total travel demand that could reasonably consider using the eVTOLs. We used traffic and transit data to estimate volumes for each mode and cell phone data to understand trip patterns within the study area. We have estimated the demand at the OD level for three modes: auto, taxi (including TNCs) and transit.

Segmentation

We have considered three Value of Time groups for each mode to represent different willingness to pay and travel behaviors. The combination of this segmentation and the in-scope demand by mode leads to nine different market segments that could consider the eVTOLs as part of their journey.

Travel Times and Costs of Current Modes

These are the cost components of the existing modes that travelers will consider when choosing what mode to use. They include walking time, waiting time, and in-vehicle time along with mode specific costs such as toll rates, congestion charges and parking.

AAM Times and Costs

We have used the operational assumptions discussed above and estimated times and costs associated with the AAM system. We have assumed that, if needed, the first and last leg of the trip is covered by taxi with its associated costs.

Behavioral parameters

We have adopted behavioral parameters from other studies we have done in the area to represent how people perceive the costs and what is important in their travel arrangements. Parameters are different by mode and by market segment.

Outputs

Generalized Costs

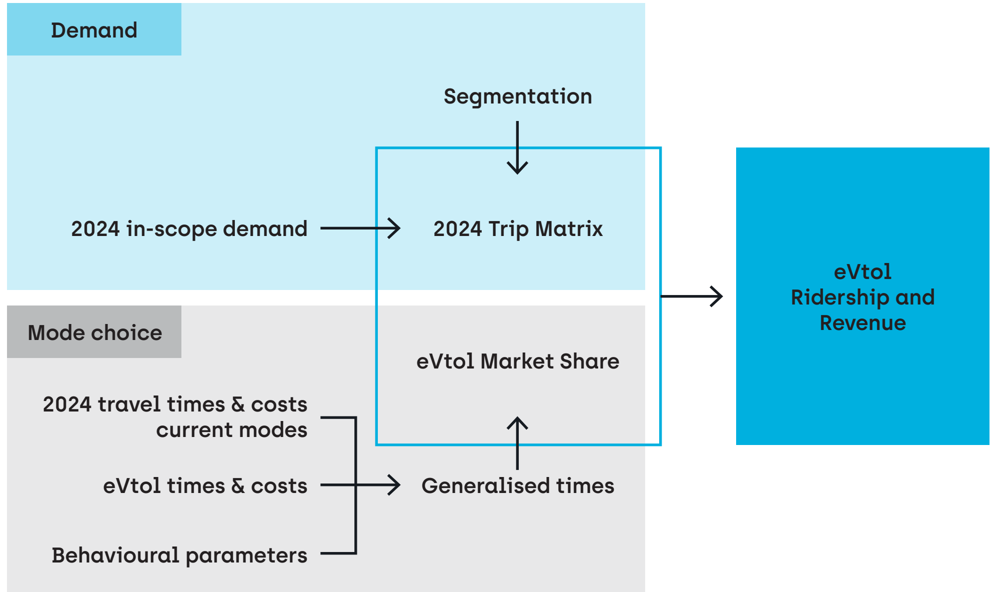
Combining the time and costs, along with the behavioral parameters, we calculated generalized costs for each existing mode as well for the AAM system.

AAM market share

Generalized costs are estimated at OD level and used as inputs into a choice model that calculates the market share for AAM. We have used a binary choice model that compares the generalized cost of each existing model versus the AAM system to estimate the expected market share.

AAM Ridership Forecasts

Expected Market shares are applied to in-scope demand, by mode and segment, to determine potential ridership. We tested different scenarios to understand the impact that different assumptions have on the forecasts.



This diagram summarizes the key elements of our forecasting framework for eVTOL ridership and revenue. It brings together demand estimates, mode choice behavior, and operational assumptions to assess the potential uptake of eVTOL services.

Our New York case study shows how data-driven insights can unlock the full potential of AAM, even in the world's most complex urban environments. If you're planning for the future of urban transport, we'd love to share more.

For more information, contact: toni.feather@steergroup.com

Understanding Vertiports and AAM Infrastructure

Article No. 3

But demand is only half the equation. To make AAM viable, we also need the right infrastructure. Our third article takes us into the anatomy of the vertiport—the linchpin of any AAM system. We break down the essential components, from landing pads and parking stands to battery cooling and fast-charging equipment. Steer has created classification models to assess vertiport capacity based on layout and scale. This analysis reveals not just how many flights can be processed, but what urban space and investment is needed to scale AAM operations in a safe and efficient manner.

Gonzalo Velasco
Director

The development of vertiports will play a pivotal role in the advanced air mobility transformation. Vertiports are specialized infrastructure designed to accommodate vertical takeoff and landing (eVTOL) aircraft, such as drones and air taxis. These facilities aim to enhance the efficiency, accessibility, and safety of urban air transport, making it a viable alternative to traditional ground-based transportation.

Vertiports are ground or elevated facilities equipped to handle VTOL aircraft operations. They provide the necessary infrastructure for takeoffs, landings, maintenance, and charging of electric VTOL (or eVTOL). Vertiports can be integrated into existing structures such as the rooftops of buildings, airports, or newly constructed standalone facilities. Their design and functionality are tailored to meet the specific requirements of urban and regional air mobility, including swift passenger boarding, efficient vehicle turnaround, and seamless connectivity with other modes of transport.

Components of vertiports

Vertiports' infrastructure comprises several key components. The landing pads are the primary area where VTOL aircraft take off and land. These pads could be equipped with advanced guidance systems to ensure precision landings and safety, similar to existing heliports and airports. They are designed to accommodate various types of VTOL aircraft, with considerations for weight, size, and rotor configurations. In the absence of aircraft parking stands or to speed up the turnaround times, landing pads can also be used as parking stands.

According to the FAA regulations, the landing pad is made up of several areas, being the Final Approach and Take Off area (FATO) the one normally used to determine the minimum size of the infrastructure required. Taking for example Archer's Midnight aircraft, which is 47 feet long (taking the largest footprint length), will require a FATO of almost 100x100 feet[1].

If the size of the vertiport allows for it and the volume of operations requires more aircraft movements and passenger numbers throughput, the vertiport can be designed with one or more aircraft parking stands. These will enable better and safer ground handling activities, including battery cooling and charging, and passenger boarding and disembarking.

For the operation of eVTOL aircraft that require battery charging during the turnarounds or overnight, vertiports must be equipped with charging stations. These stations provide fast and efficient charging solutions to minimize downtime and maximize operational efficiency. According to the National Renewable Energy Laboratory, charging the batteries of an eVTOL requires Direct-current (DC) peak charging power ranging from 300KW to 1MW per aircraft. The ground equipment to provide this level of power is being developed.

High-density batteries, like the ones powering the eVTOLs that are being certified by the FAA and EASA, reach very high temperatures during the operation, which will require cooling equipment at the parking stands. Battery swapping during a turnaround will involve higher safety risks and maneuvering of heavy equipment in an area that might already be congested with other ground handling equipment and transiting of staff and passengers.

Advanced navigation and control systems are integral to vertiports. These systems manage air traffic, ensure safe landings and takeoffs, and provide real-time data on weather conditions, aircraft status, and passenger information. Integration with broader air traffic management systems is essential for coordinated and safe operations.

Passenger terminals within vertiports are designed to provide higher volumes of operations and a better passenger experience. These terminals are equipped with ticket counters, security checks, and waiting lounges with amenities for passengers. Maintenance facilities are essential for the upkeep of VTOL aircraft, although these could be located at vertiports. The preference would likely be at airports or aerodromes where there is ample aircraft parking capacity and low charges.

Estimating capacity

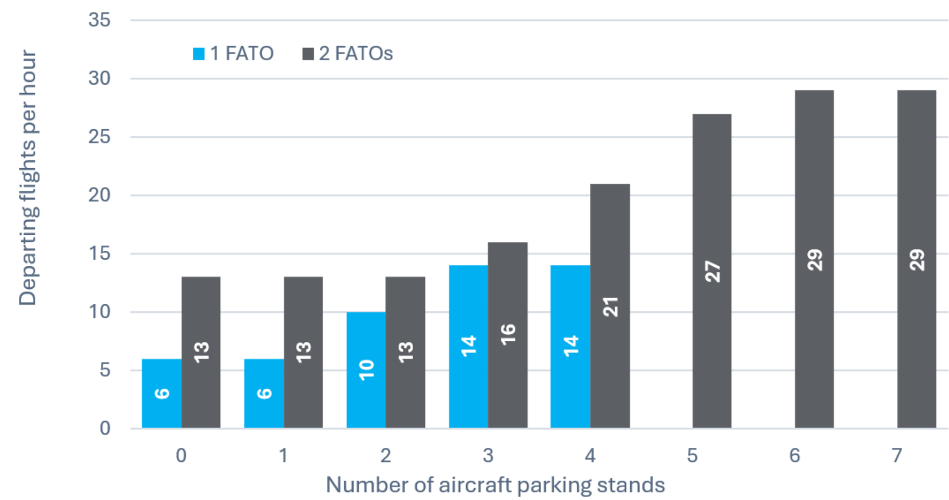
To understand how many passengers can travel on eVTOLs we need to map out the different designs and scales based on the number of landing pads (FATOs) and aircraft park stands.

The figure below shows the number of flights that can depart per hour for vertiports with one and two FATOs.

A one-FATO vertiport maximizes its throughput with three stands and hits peak use at 14 flights per hour.

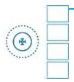
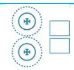
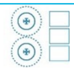
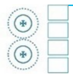
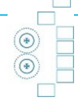
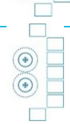
A two-FATOs vertiport maximizes its throughput with six stands, reaching maximum departures at 29 flights per hour.

Figure 1: Departing flights vertiport capacity



Source: Steer

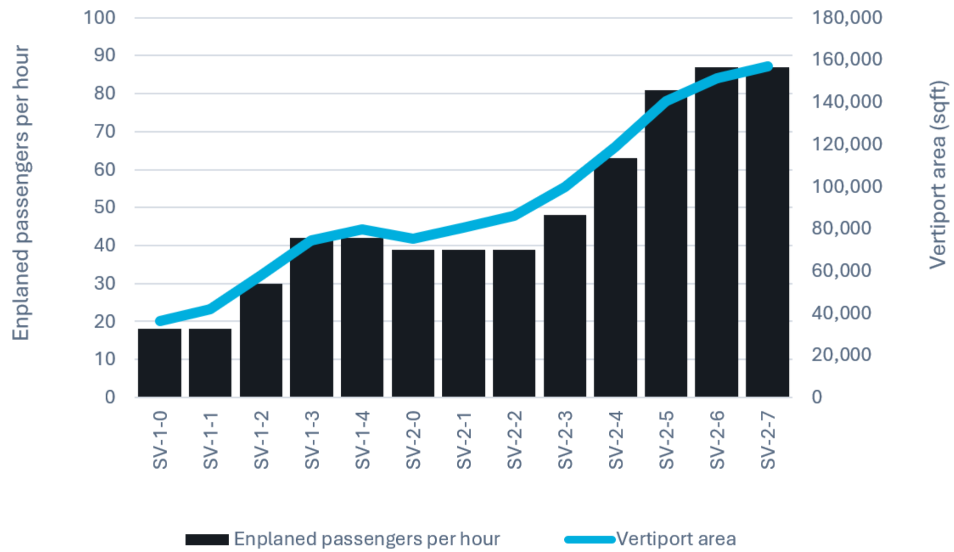
Steer has developed a classification of vertiport designs whose nomenclature captures the number of FATOs and stands as follows: Steer Vertiport (SV)-[#FATOs]-[#Stands]. For example, SV-2-3 indicates that the vertiport has 2 FATOs and 3 stands.

Vertiport type	Number of FATOs	Number of stands	Design
SV-1-0	1	0	
SV-1-1	1	1	
SV-1-2	1	2	
SV-1-3	1	3	
SV-1-4	1	4	
SV-2-0	2	0	
SV-2-1	2	1	
SV2-2	2	2	
SV2-3	2	3	
SV2-4	2	4	
SV2-5	2	5	
SV2-6	2	6	
SV2-7	2	7	

Note: The designs are schematic and do not reflect the minimum required distances.

Taking a four-seater VTOL aircraft and an assumed load factor of 75%, the number of aircraft operations can be translated into passenger numbers, as shown in the next figure. The estimation of the total area required for the vertiport infrastructure, including the landing pads, aircraft parking stands, taxiways and terminal building, is also included in the figure.

Figure 2: Enplaned passengers vertiport capacity and required area



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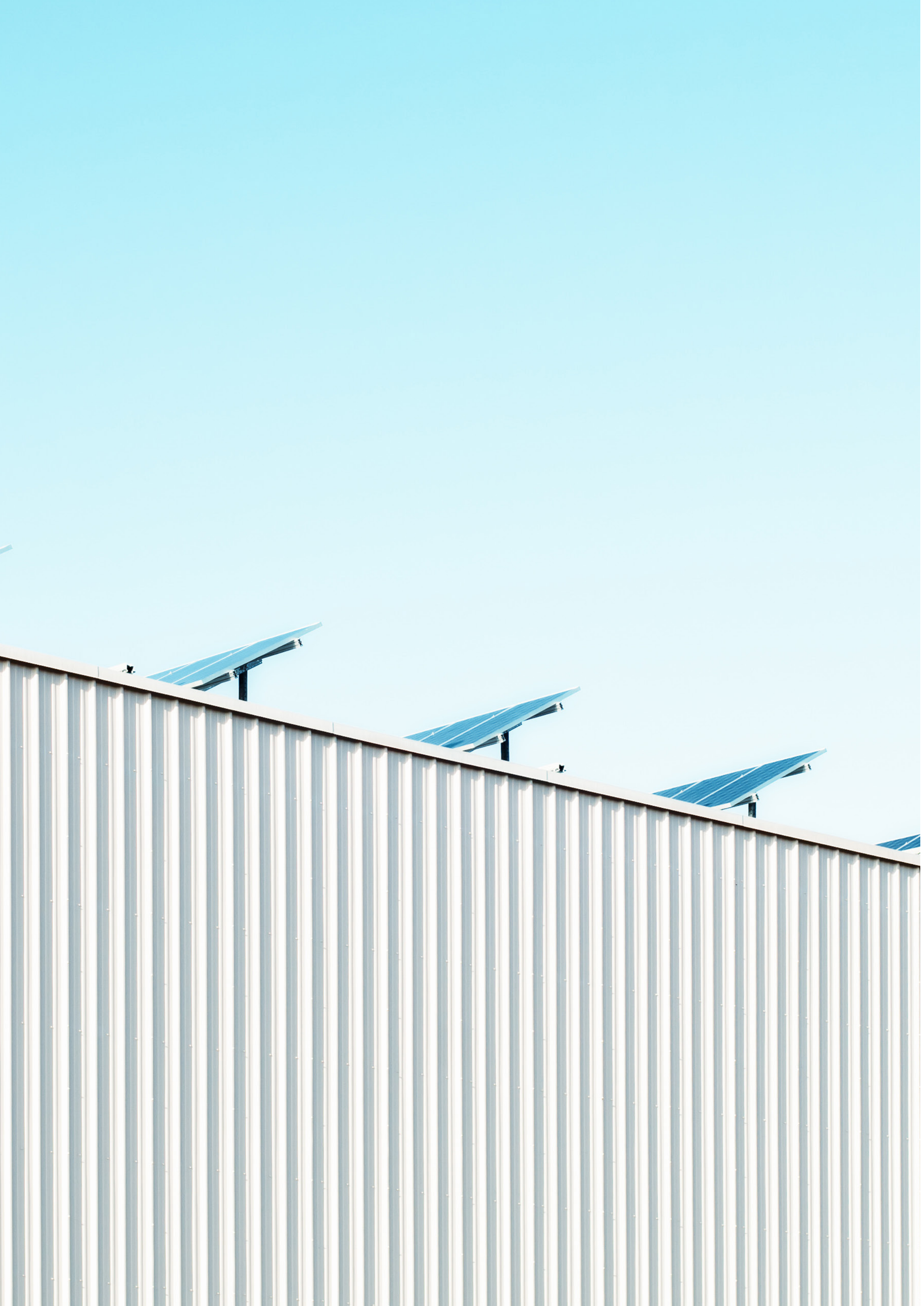


What is the future for vertiport infrastructure?

VTOLs, eVTOLs and vertiport infrastructure carry huge potential but there are challenges to address before realizing our AAM future.

A robust regulatory framework is essential to ensure safety, standardization, and seamless integration with existing airspace, requiring collaboration between governments and aviation authorities.

Public acceptance is another key consideration, with concerns about noise, safety, and social equity needing to be addressed through transparent communication and community engagement.

Urban space is limited, making it difficult to find suitable sites for which public-private partnerships on public land may provide a solution.

Technological advancements in eVTOL aircraft, batteries, and navigation systems must continue to progress to improve efficiency and reliability.

High power demand at vertiports also raises energy supply concerns, highlighting the need for on-site solutions like battery storage and solar panels.

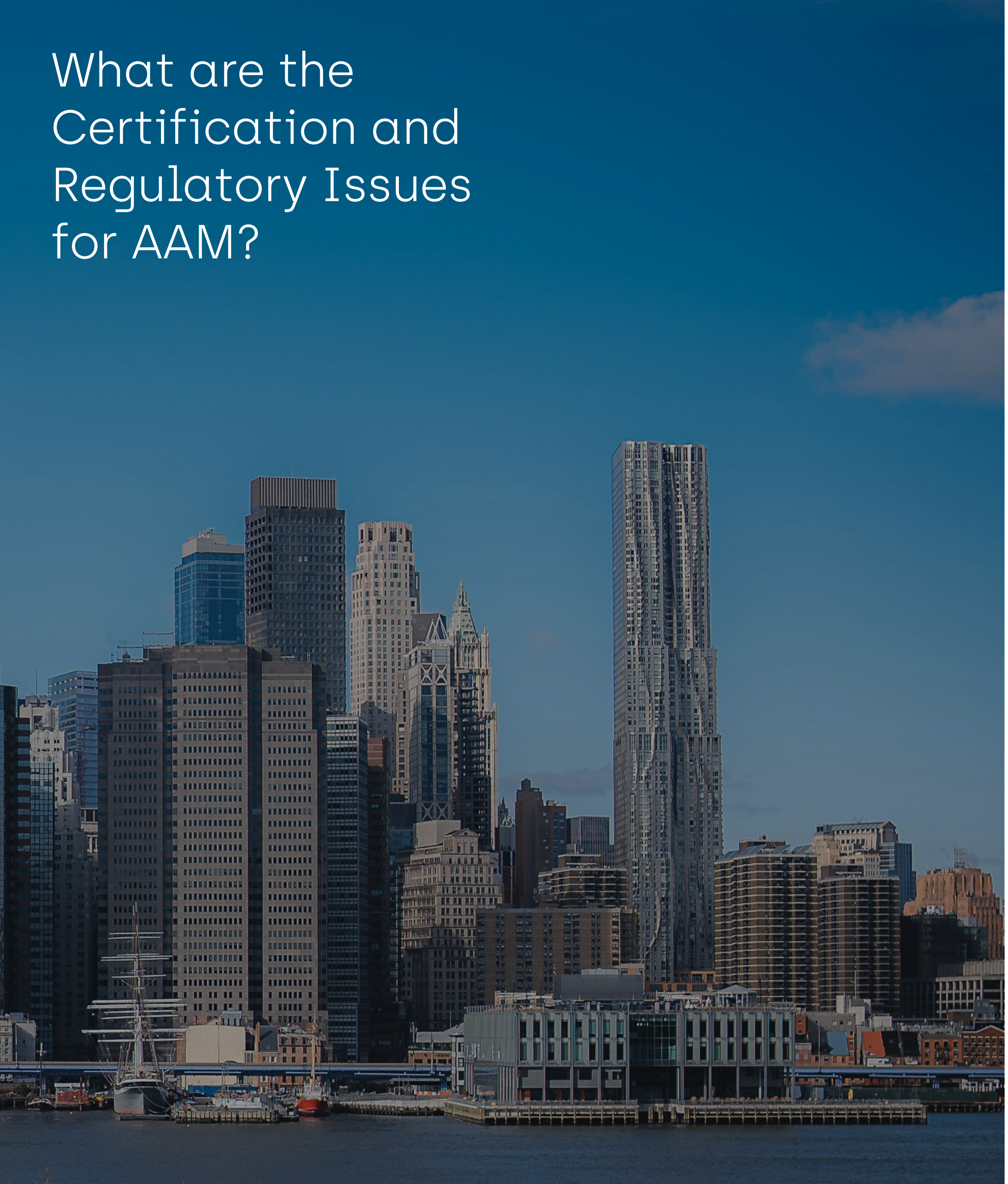
Safety remains paramount, especially near urban areas, requiring rigorous protocols, advanced systems, and well-trained staff.

However, with thoughtful planning and innovation, vertiports could become a transformative part of future urban mobility.

Building the future of air mobility starts from the ground up. Whether you're designing vertiports or setting aviation policy, our infrastructure models can guide your next move.

For more information, contact:
gonzalo.velasco@steergroup.com

What are the Certification and Regulatory Issues for AAM?



Article No. 4

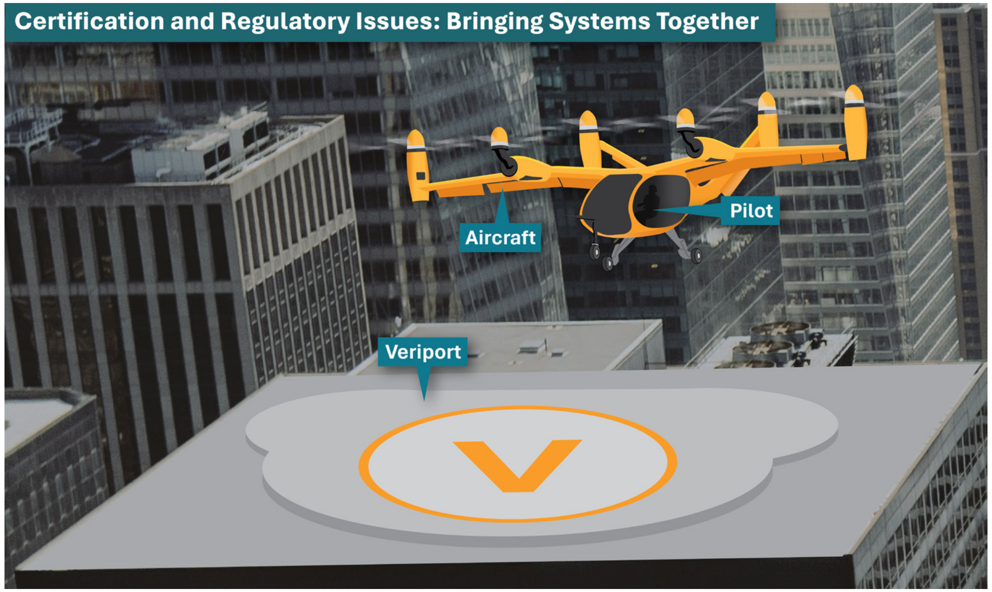
Even with demand and infrastructure in place, AAM cannot fly without clearance. Our finwal article delves into the complex—and evolving—regulatory landscape. We explore how the FAA is adapting to certify an entirely new class of aircraft, and how legislation like the 2024 FAA Reauthorization Act is speeding up the process. From pilot certification to vertiport design briefs, the framework is coming together. Yet the road (or sky) to commercial viability still hinges on collaboration between manufacturers, investors, and public authorities.

Stephen D. Van Beek
Director and Head of
North American Aviation

As noted in Steer's Advanced Air Mobility Ridership Study, the new generation of eVTOL aircraft represents a new mode of transportation, with new power systems, airframes, unique and specialized areas for takeoffs and landings (or "vertiports"), and control systems. Early entrants include EHang's AAV, an unmanned aircraft, and others, including Joby's Air Taxi, designed to carry a pilot and up to four passengers.

Given the innovations and diversity of business plans with AAM aircraft and infrastructure, and the money invested in development, the challenges for regulators including the Federal Aviation Administration (FAA) are significant. Often, the FAA is charged with certifying a new variant of an existing aircraft such as the Boeing 777-9, designed to carry up to 425 passengers. Initial flight testing began in 2020, with certification flight testing beginning in July 2024 and projected certification occurring late 2025 or early 2026.

Well over 1500 777 variants have been built and delivered and are in commercial service today. While the new 777-9 has new composite wings with folding wingtips, new General Electric engines and technologies as well as flight control systems adapted from the Boeing 787, certifying the new aircraft, ensuring it can operate at existing airports, and preparing pilots for the new aircraft are considerably less complex than certifying the aircraft and infrastructure for an entirely new mode of transport.



No company has yet received FAA's certification to operate AAM for commercial operations. To prod the FAA to expedite the approvals process for AAM, in 2024 President Biden signed into law H.R. 3935, the FAA Reauthorization Act, which declared that "the United States position itself as a global leader in advanced air mobility and states that the FAA shall work with manufacturers, prospective operators, and other relevant stakeholders to enable the safe entry of these aircraft into the national airspace system".

To expedite AAM, included in the bill were several provisions encouraging the FAA to prioritize certifications and other enabling regulatory processes:

- Section 955 requires the FAA to publish a "final rule for the operations of, and pilot requirements for, powered lift aircraft within 7 months."
- Section 956 requires the Aviation Rulemaking Advisory Committee (with representatives from government, industry and public interest groups) to "provide recommendations to the FAA on updating regulations related to new forms of propulsion mechanisms and methods."
- Section 957 requires the FAA to provide "solutions for the safe integration of powered-lift aircraft into the national airspace" and "evaluate the impact of such operations on air traffic controllers."
- Section 958 requires the FAA to update the "Vertiport Design Engineering Brief," and "publish a performance-based vertiport design advisory circular," among other requirements.

Since that time, the FAA has moved expeditiously to implement two of the principal enablers, including a final rule on pilot certification and operations. This rule adopted a framework permitting pilot qualifications in an aircraft with a single set of functioning controls (as opposed to the dual control requirement of past pilot qualifications) and adopted a performance-based approach, enabling a certification process that is responsive to the many different variants of AAM aircraft.

In December 2024, the FAA issued the Engineering Brief called for in Section 958, providing "standards and guidance for the planning, design, and construction of heliports serving vertical takeoff and landing aircraft." The facilities may also be called vertiports or vertiport heliports. Although aligning with other classes of heliport infrastructure, vertiports may be distinguished by the addition of a "VTL" on the touchdown and liftoff area. Guidance for helicopters was updated to include single, tandem (front and rear) or dual (side by side rotors). Vertiports are distinguished by serving aircraft with three or more propulsors.

As the 777 experience shows, certification can be at times a long and laborious process. That may continue for aircraft going through design approvals, flight tests, and ultimate certification for commercial service. Given the wide range of designs and the challenges of flight testing and commercial service certification, close collaboration between manufacturers and operators will be critical to obtaining approvals, satisfying both investors and the FAA, and signalling to future passengers and users that these are safe aircraft.

The path to AAM commercialization depends not only on innovation, but on trust, earned through rigorous certification, transparent regulation, and close coordination between stakeholders. If you're navigating this regulatory terrain, Steer can help you anticipate what's next and align your strategy with a rapidly evolving framework.

For more information, contact: steve.vanbeek@steergroup.com

We hope you've enjoyed this series exploring the promise and challenges of Advanced Air Mobility. As AAM advances from vision to reality, one thing is clear: innovation alone won't be enough. Successful implementation will require close collaboration, smart strategy, and a deep understanding of local context.

At Steer, we're proud to be helping partners across North America and beyond prepare for what's next, whether it's evaluating a single site or shaping a regional policy response.

From vertiport site assessments and community engagement strategies to demand forecasting and FAA readiness reviews, Steer supports public and private sector clients in navigating the AAM journey.

We're currently offering free 45-minute briefings for public agencies, infrastructure developers, and mobility operators. Each session is designed to explore:

- What AAM means for your city or business
- How demand and revenue could evolve
- What infrastructure or policy enablers you may need

Want to explore your city's AAM readiness?

If you'd like to find out more about how we can help contact:

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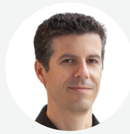
Meet our experts

At Steer, we bring together a global network of consultants with deep expertise across transportation, infrastructure, and emerging mobility.

Our work on Advanced Air Mobility is informed by specialists from across North America, Europe, and beyond, each contributing unique insights into policy, planning, technology, and implementation. Meet some of the experts leading this exciting area of work.



Alejandro Obregón
Associate Director, Lead of Infrastructure NA

Associate specializes in demand and revenue forecasting for different markets, particularly in support of Public-Private Partnership (PPP) projects.

Toni Feather
Associate, Co-leader of Advisory Services

Toni specializes in demand forecasting and investment strategies in transport. At Steer, Toni oversees consulting projects in highways, transit, aviation, and rail.

Gonzalo Velasco
Director

Alejandro has more than 20 years of experience in airport business and infrastructure development, with a focus on sustainability and innovation. He has worked for airport operators and airport investors enhancing the business resiliency and creating new business opportunities.

Matthew Clark
Head of New Mobility

Matthew leads Steer's New Mobility team and has nearly 20 years of experience in assessing and implementing new mobility services. He supports the public sector in using transport technology to meet policy goals and advises the private sector on market analysis and delivering user-focused mobility solutions.

Stephen D. Van Beek
Director and Head of North American Aviation

Stephen leads consulting projects on airport privatization, public-private partnerships, strategic planning, policy, regulation, air traffic management and commercial revenue improvement.

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Powerful solutions.

For our clients around the world, we unlock complexity with rigorous and remarkable thinking. Delivering powerful solutions that make a measurable difference.

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