

ADVANCED AIR MOBILITY INSTRUCTIONS FOR COMMENT

DEADLINE AUGUST 16, 2023

[CLICK HERE FOR COMMENT PORTAL](#)*

*Note: Ignore the portal's stated deadline of 7/17/23 because it has been extended to August 16, 2023.

Fill in all fields:

1. **Comment** – See suggested comment below and copy/paste the entire comment ending with CONCLUSION section into this field. Also, there is a character limit, so please don't add to the comment. If you prefer to write your own comment or use only a portion of the pre-written comment, please include at least the first sentence and link referring to Studio City For Quiet Skies' submitted comment.
2. **What is your comment about?** – Click on dropdown menu and click Public Comment(s).
3. **Upload File(s)** – Ignore this field.
4. **Email** – Add your email.
 - Check the box to “opt to receive email confirmation of submission and tracking number?”
 - Note that your email will not be posted publicly.
5. **Tell us about yourself! I am...**
 - Click “An Individual” (not Anonymous) so that you can include your city/state.
 - Fill in the required fields of First Name and Last Name (or just your last initial if you want to maintain your privacy).
 - Please also fill in your city and state so that DOT and FAA know which cities do not want AAM.
 - Do not add your phone number.
6. **Check the box:** “I read and understand the statement above.”
7. **Click “SUBMIT COMMENT”**

PLEASE NOTE: The portal can be a little “buggy” and may give you an error message, but PLEASE KEEP TRYING. It will work. Thank you!

SUGGESTED COMMENT (COPY/PASTE ENTIRE COMMENT BELOW INTO [COMMENT PORTAL](#))

I incorporate by reference and support the comment opposing AAM submitted by Studio City For Quiet Skies, Comment ID DOT-OST-2023-0079-0021:

<https://www.regulations.gov/comment/DOT-OST-2023-0079-0021>

The ambitious plan to commercialize AAM by 2025, scaling up by 2028, lacks specific federal regulation and demands deceleration. Communities that would be subject to noise/health impacts OPPOSE AAM. The following is required:

STUDIES/RESEARCH: The rush to implement AAM must be slowed. Short-term focus should be on conducting thorough health/environmental studies, cost-benefit analysis, comprehensive/independent research, pilot programs, data analysis, community outreach to ensure responsible innovation, and addressing potential adverse impacts to people on the ground.

ENVIRONMENTAL REVIEW: Environmental review must be thorough and not streamlined as indicated by FAA in its Innovate 28 AAM Implementation Plan.

ASSESS CUMULATIVE IMPACTS: Stacking AAM below other aircraft (commercial, G.A., helicopters) at 400 AGL, and across multiple airports, has the potential to significantly impact noise levels, visual pollution, and the overall well-being of people, as well as having privacy and security implications. Adverse Cumulative Impacts on health, quality of life, sleep, and environment must be thoroughly studied as part of NEPA and closely monitored during early pilot programs. It is crucial to address health/environmental impacts through implementation of strict emission standards, exercise of local control over ground infrastructure, flight restrictions, and appropriate regulations. Zero-emissions should be prioritized, and regs should ensure AAM operations adhere to land use rules, protect wildlife corridors/natural habitats, and avoid high fire zones.

SET BENCHMARKS FOR DEVELOPMENT: Key considerations include benchmarks for development, staged rollouts, pilot programs, community engagement, equitable access, reducing noise/environmental impacts, and prioritizing public welfare.

FEDERAL REGULATORY FRAMEWORK: The public rejects the fly now, regulate later approach. Studies/research must guide the establishment of a Regulatory Framework before AAM implementation to ensure responsible integration. Establish new rules specifically designed for new entrants like AAM, rather than modifying existing regs to include AAM. Do not include AAM in ANCA. Federal regs must address major concerns regarding safety, noise, health, privacy, economic damage, environmental, and quality of life impacts on the ground.

PUBLIC AS FULL STAKEHOLDER: The public is unaware of how this world-changing tech will alter the character of neighborhoods, impacting quality of life for all. Providing the public full stakeholder status, along with ensuring absolute transparency, are crucial, and DOT should prioritize input from the public rather than solely industry perspectives.

PUBLIC ENGAGEMENT: Learn lessons from flawed programs like NextGen. Community engagement for AAM should involve representation of community stakeholders, early involvement in decision-making processes and at every stage of implementation, meaningful

dialogue and collaboration, and elevation of environmental impacts as a co-equal priority. Community understanding/acceptance must not be the goal of community engagement.

LOCAL CONTROL: FAA must not dispute states', cities', and regions' local control over land use, infrastructure, electricity, aircraft operations, and impacts that allows for tailored approaches prioritizing the well-being of communities. Rushed implementation without comprehensive regulation risks inadequate oversight.

MODEL NOISE PRIOR TO IMPLEMENTATION: Proper noise assessment is essential to ensure communities are not exposed to increased noise levels. Metrics, used for decision-making purposes, including N-above, T-above, Lmax, A and C weighting, must be used to accurately assess noise. Cumulative noise effects from other aircraft should also be computed to understand overall noise burdens.

EQUITY: AAM for the sole purpose of transporting the uber-wealthy must be avoided and distinguished from medical transport, with data collection differentiating between these applications for informed decision-making/regulation.

NO NEED BUT GREED: FAA has not demonstrated actual need for AAM beyond limited emergency applications. The wealthy skipping traffic does not demonstrate need. The climate crisis must not be ignored to accommodate a frivolous new industry that could strain electric grids nationwide.

CONCLUSION: It must be considered whether benefits of AAM outweigh the substantial cost to the public and environment. By prioritizing studies, research, pilot programs, data analysis, community impacts, and state/local regulation, while involving the public in decision-making, it can be determined as to whether AAM implementation should proceed.