

# Vision for social implementation of Advanced Air Mobility (AAM) in Japan

Public-Private Committee for Advanced Air Mobility dated August 28, 2025

	2025	Late 2020s (2027/2028~) (※1)	Increase in flight frequency	Early 2030s	Expansion of business scale	Late 2030s	Nationwide network formation	2040s
Significance		① <b>Solving Social Issues:</b> Avoiding urban congestion, revitalizing mobility in rural areas including mountains and Remote islands, reducing maintenance costs of infrastructure. ② <b>Creating Business Models:</b> Spread to new businesses such as vertiport (VP) installation/operation, real estate, insurance, tourism, MaaS, healthcare, etc. ③ <b>Building Industrial Base:</b> Aircraft development and mass production, supply chain for aircraft parts, training personnel for operations and maintenance.						
Overall		Start of commercial operations in some leading regions.	Gradual expansion of service areas / flight frequency.		Establishment as daily transportation by further increase of flight frequency.			Realization of a society where freely traveling through the skies using AAM has become part of everyday life
Metropolitan Areas	EXPO 2025 Osaka, Kansai, Japan ● Flights conducted around the Expo site. ● Visitors experience AAM up close, significantly increasing public awareness.	<b>Start of limited point-to-point operations</b> ● Utilizing existing and newly developed VPs, limited point-to-point operations connecting major areas begin.	<b>Expansion of intercity flights by new VPs developed</b> ● Several new VPs are developed. Intercity flights connecting central cities and nearby cities within tens of kilometers expand.		<b>Wide-area operational network in metropolitan areas formed</b> ● Operational routes expand from major cities as hubs.	<b>Connecting Wide-area operational networks</b> ● Network connectivity enables broader regional travel.		
		<b>Start of limited sightseeing flights</b> ● Commercial sightseeing flights begin in areas like bay areas, offering extraordinary experiences.	<b>Expansion of sightseeing flights, start of some urban operations</b> ● Urban operations connecting city centers and surrounding areas begin in some major areas.		<b>Expansion and networking of urban operations</b> ● With the development of diverse VPs(e.g., rooftops), urban operations expand, forming the prototype of an urban network.			
		<b>Operational validation for airport access</b> ● Know-how is accumulated in both public and private sectors through step-by-step demonstrations.	<b>Start of airport access in some areas</b> ● After resolving issues such as coordination with existing aircraft and airport facility development, airport access services connecting airports and commercial facilities in metropolitan areas begin in some areas.		<b>Expansion and establishment of airport access</b> ● With operational maturity, number of airports offering services expands; services become established at implemented airports. Some inter-airport travel begins.			
Rural Areas		<b>Start of demonstrations for sightseeing flights and cargo transport in some areas</b> ● Commercial sightseeing flights begin in scenic areas. ● Cargo transport demonstrations begin between hubs.	<b>Start of access to tourist sites/airports and cargo transport</b> ● Multiple VPs are established around key hubs, leading to the expansion of sightseeing flights. Point-to-point operations begin in areas with access challenges to tourist destinations and airports. ● Cargo transport services begin by the development of VPs at logistics hubs.		<b>Establishment of tourism use, Start of regional operations</b> ● Tourism use becomes established. ● Operations begin as a daily transportation method. ● Prototype of wide-area operational networks formed.			
Public Use		<b>Public use for emergency medical and disaster response</b> ● Used to complement existing air ambulances in underserved areas.						

(※ 1) Some areas may lead ahead of schedule. (※ 2) Private use is expected to spread alongside commercial operations.