

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		①Solving Social Issues: Avoiding urban congestion, revitalizing mobility in rural areas including mountains and Remote islands, reducing maintenance costs of infrastructure. ②Creating Business Models: Spread to new businesses such as vertiport (VP) installation/operation, real estate, insurance, tourism, MaaS, healthcare, etc. ③Building Industrial Base: 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.	Start of limited point-to-point operations ● Utilizing existing and newly developed VPs, limited point-to-point operations connecting major areas begin.	Expansion of intercity flights by new VPs developed ● Several new VPs are developed. Intercity flights connecting central cities and nearby cities within tens of kilometers expand.		Wide-area operational network in metropolitan areas formed ● Operational routes expand from major cities as hubs.	Connecting Wide-area operational networks ● Network connectivity enables broader regional travel.		
		Start of limited sightseeing flights ● Commercial sightseeing flights begin in areas like bay areas, offering extraordinary experiences.	Expansion of sightseeing flights, start of some urban operations ● Urban operations connecting city centers and surrounding areas begin in some major areas.		Expansion and networking of urban operations ● With the development of diverse VPs(e.g., rooftops), urban operations expand, forming the prototype of an urban network.			
		Operational validation for airport access ● Know-how is accumulated in both public and private sectors through step-by-step demonstrations.	Start of airport access in some areas ● 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.		Expansion and establishment of airport access ● With operational maturity, number of airports offering services expands; services become established at implemented airports. Some inter-airport travel begins.			
Rural Areas		Start of demonstrations for sightseeing flights and cargo transport in some areas ● Commercial sightseeing flights begin in scenic areas. ● Cargo transport demonstrations begin between hubs.	Start of access to tourist sites/airports and cargo transport ● 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.		Establishment of tourism use, Start of regional operations ● Tourism use becomes established. ● Operations begin as a daily transportation method. ● Prototype of wide-area operational networks formed.			
Public Use		Public use for emergency medical and disaster response ● 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.