

The Meeting of Regulators on AAM and UAS agreed to work on eight areas of priority through eight workstreams.

For AAM

1. **Certification, validation, and acceptance**, which covers the approach, rationale, and considerations of States of Design in categorising and certifying an electric vertical take-off and landing (eVTOL) aircraft. This will include guidance that States of Registry and States of the Operator should consider, when validating and accepting a type certificate issued by a State of Design.
2. **Entry into service**, which covers considerations and corresponding regulatory amendments that a State of Registry, State of the Operator, and State of the Aerodrome need to undertake to facilitate entry into service of eVTOL aircraft.
3. **Facilitation**, which considers the need for close collaboration between national agencies of a country – for instance, the CAAs and the infrastructure planning and security agencies – to facilitate the operationalisation of eVTOL aircraft.
4. **Economic policies and regulations**, including those needed to govern the commercial activities of eVTOL aircraft operators and vertiport operators.
5. **Capability building**, which covers how CAAs may build capability to develop policies and regulations and conduct safety oversight of the ecosystem, covering air operations, crew licensing, maintenance, and vertiport operations.
6. **Public education**, to promote public acceptance towards this new form of air transport, including approaches to address concerns on safety, security, privacy, noise.

For UAS

1. **Technical guidance**, to facilitate successful implementation of BVLOS operations, considering aircraft, pilot, and organisation.
2. **Personnel training**, including the qualifications and training required for CAA personnel and training to use the developed technical guidance materials.