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H.B. No. 3134

Substitute the following for H.B. No. 3134:

By: Curry

C.S.H.B. No. 3134

A BILL TO BE ENTITLED

AN ACT

relating to advanced air mobility.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Subchapter B, Chapter 21, Transportation Code,
is amended by adding Section 21.073 to read as follows:

Sec. 21.073. ADVANCED AIR MOBILITY. (a) In this section:

(1) "Advanced air mobility" means an air
transportation system primarily using electric or hybrid aircraft,
including electric vertical takeoff and landing aircraft and
electric conventional takeoff and landing aircraft, with a gross
takeoff weight of 300 pounds or more to transport passengers or
cargo or provide services in an urban or regional setting.

(2) "Powered lift aircraft" means an aircraft capable
of vertical takeoff, vertical landing, and low-speed flight that
depends principally on:

(A) engine-driven lift devices or engine thrust
for lift during vertical takeoff or vertical landing; and

(B) nonrotating airfoil for lift during
horizontal flight.

(3) "Vertiport" means an area of land, an area of
water, or a structure, including associated buildings and
facilities, that is used or intended to be used for landing or
takeoff of advanced air mobility aircraft.

(b) A provision of this section applicable to powered lift

aircraft or electric aircraft, including electric vertical takeoff and landing aircraft and electric conventional takeoff and landing aircraft, applies only to an aircraft that:

(1) has a gross takeoff weight of 300 pounds or more;
and

(2) is capable of transporting passengers or cargo.

(c) To ensure the implementation of the highest level of public safety protocols and to ensure airspace efficiency, the department shall:

(1) establish an office within the aviation division of the department to provide technical support for advanced air mobility infrastructure at airports in this state, with a particular focus on electric aircraft and autonomous aircraft;

(2) develop a statewide strategic plan for advanced air mobility in collaboration with the United States Department of Transportation, the Federal Aviation Administration, commercial air carriers, political subdivisions of this state that own or control an airport, and any other relevant stakeholders;

(3) in collaboration with the United States Department of Transportation, the Federal Aviation Administration, commercial air carriers, political subdivisions of this state that own or control an airport, and any other relevant stakeholders, identify methods to encourage the use of uniform vertiport standards and support uniform planning and zoning enabling provisions relating to powered lift aircraft, autonomous aircraft, electric aviation, and other advances in aviation technology across the state;

(4) in conjunction with the Public Utility Commission

1 of Texas and an independent organization certified under Section
2 39.151, Utilities Code, estimate the required electric generation
3 and transmission capacity for the different implementation phases
4 of advanced air mobility in this state and evaluate the use of other
5 fuel sources with respect to advanced air mobility;

6 (5) in collaboration with the United States Department
7 of Transportation and the Federal Aviation Administration, develop
8 and provide to political subdivisions, regional councils of
9 governments, and other appropriate governmental entities a
10 guidebook and technical resources to support uniform planning and
11 zoning provisions across this state relating to powered lift
12 aircraft, electric aircraft and aviation, vertiports, and other
13 advances in advanced air mobility technology to ensure public
14 safety and airspace efficiency;

15 (6) in collaboration with the office of the governor,
16 the Texas Education Agency, and the Texas Higher Education
17 Coordinating Board, develop and lead a statewide education campaign
18 for local and regional public officials on the benefits of advanced
19 air mobility aircraft and advancements in aviation technology;

20 (7) develop and publish materials on the department's
21 Internet website to inform public officials, members of the public,
22 the aviation community, and recreational users of unmanned aircraft
23 of advanced air mobility and developments in that technology; and

24 (8) establish and administer a program under which the
25 department provides matching funds on behalf of public institutions
26 of higher education in this state in order to receive federal grants
27 relating to research and development of advanced air mobility in

1 this state.

2 (d) The department, the office of the governor, the Texas
3 Education Agency, and the Texas Higher Education Coordinating Board
4 shall jointly collaborate with school districts, institutions of
5 higher education, and interested public and private stakeholders on
6 educational opportunities relating to advanced air mobility
7 technology.

8 (e) The statewide strategic plan developed under Subsection
9 (c)(2) must:

10 (1) ensure public safety and airspace efficiency;

11 (2) prioritize public safety and ensure airspace
12 efficiency by determining short-term, medium-term, and long-term
13 goals for advanced air mobility in this state and the associated
14 economic impact of achieving those goals; and

15 (3) comprehensively address all aspects of advanced
16 air mobility in this state, including:

17 (A) advanced air mobility use cases;

18 (B) existing infrastructure and necessary
19 infrastructure upgrades, including upgrades enabling autonomous
20 operations;

21 (C) regulatory best practices; and

22 (D) updates to the Texas Airport System Plan to
23 include vertiports, electric aircraft charging, and the
24 infrastructure needs of other advances in aviation technology as
25 appropriate.

26 (f) In carrying out the requirements of Subsections (c) and
27 (e)(3), the department shall consult with the United States

1 Department of Transportation, the Federal Aviation Administration,
2 commercial air carriers, political subdivisions of this state that
3 own or control an airport, and any other relevant stakeholders.

4 (g) The commission shall adopt rules to implement the
5 program established under Subsection (c)(8). The rules must
6 specify a minimum percentage of additional matching funds that must
7 be provided by the advanced air mobility industry or other persons
8 as a condition of receiving matching funds from the department
9 under the program.

10 (h) The office established under Subsection (c)(1), in
11 exercising its duties, shall establish working relationships with
12 the United States Department of Transportation, the Federal
13 Aviation Administration, commercial air carriers, political
14 subdivisions of this state that own or control an airport, and any
15 other relevant stakeholders.

16 (i) A political subdivision of this state may not enact,
17 adopt, or enforce a rule, ordinance, order, resolution, or other
18 regulation relating to advanced air mobility, the ownership of an
19 advanced air mobility aircraft, or the aerial operation of an
20 advanced air mobility aircraft unless the political subdivision is
21 an airport operator.

22 SECTION 2. Section 21.072, Transportation Code, is
23 repealed.

24 SECTION 3. This Act takes effect September 1, 2025.