GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
OFFICE OF THE GOVERNOR
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LT. GOVERNOR

EXECUTIVE DIRECTIVE

No. 2025-4

To: State Department Directors and Autonomous Agency Heads
From: Governor Gretchen Whitmer
Date: July 17, 2025
Re: Establishing the Michigan Advanced Air Mobility Initiative

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Michigan has long been the center of American mobility innovation. Today, advanced air mobility (AAM) is a new mobility frontier, presenting an opportunity for Michigan to demonstrate next-generation industrial leadership.

As the global aviation sector grows rapidly, the United States must accelerate the commercialization of AAM technologies, especially uncrewed aircraft systems (UAS), strengthen critical supply chains, and reduce dependence on foreign manufacturing.

Michigan must play a leading role in building a strong and secure domestic AAM sector by leveraging our manufacturing core, engineering expertise, and statewide infrastructure to build, test, commercialize, and scale next-generation aviation technologies aligned with the competitive advantages in and adjacent to our core industrial base.

Today, I am establishing the Michigan AAM Initiative as a whole-of-government strategy to scale Michigan's AAM capabilities, ensure safe and efficient integration of these technologies across public and private sectors, and position our workforce, manufacturers, and infrastructure as national assets in the deployment of AAM technologies.

Section 1 of article 5 of the Michigan Constitution of 1963 vests the executive power of the State of Michigan in the governor.

Section 8 of article 5 of the Michigan Constitution of 1963 places each principal department under the supervision of the governor.

Acting under the Michigan Constitution of 1963 and Michigan law, I direct the following:

1. Definitions

For the purposes of this directive: Consistent with Federal definitions, the terms "uncrewed aircraft system" and "drone" have the meaning given to the term "unmanned aircraft system"

in 49 U.S.C. § 44801(12).

2. Statewide Plan for Emerging Aviation

a. The Michigan Advanced Air Mobility (AAM) Initiative ("the Initiative") will coordinate the implementation of the Michigan AAM Strategy ("the Plan").

b. The Office of Future Mobility and Electrification (OFME), created by Executive Directive 2020-1, shall implement the Plan through coordination with affected departments, agencies, and public bodies. This shall include the Michigan Department of Transportation (MDOT), Michigan Aeronautics Commission, Michigan Economic Development Corporation (MEDC), Department of Labor and Economic Opportunity (LEO), Michigan Department of Military and Veterans Affairs (DMVA), Office of Defense and Aerospace Innovation (ODAI) and other agencies as appropriate (collectively, the "partnership departments").

c. As part of this effort, MDOT and the Michigan Aeronautics Commission shall expand enabling infrastructure accessible to all users to support the safe, efficient, and scaled deployment of AAM technologies including Beyond Visual Line of Sight (BVLOS) operations and facilitate coordination with the FAA.

d. As part of this effort, MEDC should dedicate resources and implement strategies across programs to attract, retain, and develop high-tech, high-growth companies across the AAM sector and supply chain, with a specific focus on scaling aircraft- and component-level manufacturing in Michigan for logistics, defense, and dual-use purposes.

e. As part of this effort, LEO shall implement strategies across programs to transition existing manufacturers to support AAM technology production and scale the AAM sector workforce.

f. As part of this effort, DMVA shall instrument, make available, and market National Guard assets for testing and deployment of dual-use AAM technologies.

g. As part of this effort, ODAI shall implement programs that leverage state defense assets to accelerate testing and deployment of AAM technologies for critical national security and other dual-use applications.

h. The Plan shall advance the safe and efficient growth of the AAM sector in Michigan by developing specific strategies, regulatory tools, and procurement policies to:

    i. Scale Infrastructure and Testing Capabilities

        1. Expand standardized FAA approved corridors for Beyond Visual Line of Sight (BVLOS) operations.

        2. Enable drone testing at key sites including existing aviation, commercial, and defense assets.

3. Streamline access to defense assets for commercial and defense testing, demonstration, and evaluation.

ii. Activate Production Capacity

1. Identify resources to enable the extension of Michigan's existing manufacturers to produce AAM technologies and dual-use UAS components.

2. Work with the Make it in Michigan Competitiveness Fund to strategically attract and scale AAM OEMs and component suppliers with clear long-term growth and job creation potential.

iii. Drive Public-Sector Use and Commercial Market Growth

1. Pilot the use of AAM, especially UAS, in emergency response, healthcare logistics, infrastructure inspection, supply chain resilience, and national security applications.

2. Align state procurement practices to encourage fair evaluation of Michigan-built AAM technologies, ensuring best-in-class solutions are prioritized to maximize safety, efficiency, performance, and operational capability.

3. Establish policies that promote the safe, accelerated use of AAM in state operations.

iv. Develop and Scale the AAM Workforce

1. Develop and scale programs offering AAM specific certifications and skills through Michigan universities, community colleges, and vocational schools.

v. Build Public Understanding of AAM Technologies

1. Scale education and engagement strategies to build public trust in AAM technologies.

2. Implement programs to ensure all communities—including rural and underserved areas—benefit from AAM technologies.

vi. Align state resources to pursue external funding opportunities, including grants, tax credits, and reimbursements from the federal government, private sector, non-profit organizations, and/or philanthropic organizations.

3. AAM Leads and Department Cooperation

a. The partnership departments shall each appoint an AAM Initiative lead to work with

OFME to implement the Plan.

b. All departments and agencies are responsible for expending funds consistent with this Directive, the department's strategy, and applicable laws and regulations.

c. All reporting requirements remain with the partnership departments and other departments and agencies, as permissible by law.

d. All departments and agencies shall coordinate and cooperate with other departments and agencies, including OFME and the partnership departments, in executing the duties outlined by this Directive.

4. Oversight and Monitoring

a. In implementing this Directive, OFME shall provide centralized oversight, coordination, and, where needed, consolidation of allocated funds, in compliance with applicable laws and regulations.

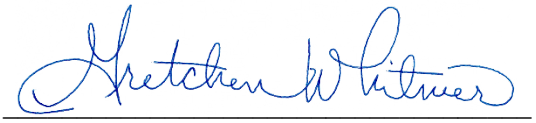
b. The AAM Initiative leads appointed by the partnership departments shall assist OFME in its monitoring and oversight.

c. OFME in collaboration with the partnership departments, shall define and monitor metrics necessary to determine the effectiveness and success of this Directive.

d. OFME must submit to me annual reports on implementation of the Plan, with the first report due no later than December 31, 2025. OFME shall make each report publicly available on its website.

This directive is effective immediately.

Thank you for your cooperation in its implementation.



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