

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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AGENDA ITEM 3: AVIATION SAFETY

**UPDATE OF ADVANCED AIR MOBILITY ROADMAP
TOWARD ITS SOCIAL IMPLEMENTATION IN JAPAN**

(Presented by Japan)

SUMMARY

As Advanced Air Mobility (AAM) gains momentum worldwide, Japan is advancing social implementation through initiatives such as demonstration flights at the Expo 2025 Osaka, Kansai. In March 2026, Japan has developed the “Advanced Air Mobility Roadmap” and the ConOps, specifying the target for commercial operations as 2027–2028 and outlining a long-term vision through 2040. Building on these efforts, Japan aims that APAC region would lead the global AAM development by promoting regional collaboration and sharing best practices internationally.

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1. INTRODUCTION

1.1 The global implementation of AAM is strongly anticipated, with various manufacturers around world are being actively engaged in its development. These efforts aim to establish a strong position in this emerging market, which is expected to become a new mode of air transportation in the future.

1.2 Some AAM manufacturers have already conducted a number of flight tests and have begun type certification procedures with regulatory authorities in their respective state of design. Furthermore, with the implementation of AAM operations in mind, some companies are examining viable operational routes and working on the development and operation of vertiports.

1.3 In Japan, AAM demonstration flights were successfully conducted at the Osaka-Kansai Expo, representing a tangible outcome of the public-private efforts to promote the introduction of AAM.

2. DISCUSSION

2.1 At the Osaka-Kansai Expo held for about 6 months in 2025, AAM demonstration flights and mock-up exhibits were conducted. To realize this, the JCAB completed the development of regulatory frameworks and technical standards related to aircraft, pilot licensing, operations, and vertiports by the end of FY2023, and developed a system for traffic management by the end of FY2024.

2.2 Three AAM aircraft operated at the Osaka-Kansai Expo: SkyDrive's "SD-05", LIFT Aircraft's "HEXA", and Joby Aviation's "Joby S4". HEXA conducted 29 demonstration flights in April and July, while SD-05 conducted 17 flights from July to August, and Joby S4 conducted 35 flights from September to October. In addition, Archer Aviation's "Midnight" was exhibited as a mock-up during the Expo.

2.3 For flights during the Osaka-Kansai Expo, three vertiports were prepared as takeoff and landing sites: "EXPO Vertiport", "Osaka Port Vertiport" and "Amagasaki Phoenix Vertiport". These vertiports were constructed in accordance with the "Vertiport Design Guidelines" published by the Japan Civil Aviation Bureau (JCAB). The "EXPO Vertiport" was equipped with a hangar, aircraft charging facilities, weather observing equipment, a passenger lounge, and entry and exit gates. The total site area was approximately 7,944 square meters.

2.4 JCAB established a Public-Private Committee for Advanced Air Mobility in 2018 to discuss the implementation of AAM ahead of the rest of the world, and developed a roadmap toward the launch of full-scale commercial operations in Japan. In March 2026, the roadmap and the ConOps for AAM were revised to clearly specified the target of launching commercial operations as 2027/2028. The roadmap further defines the development phases of AAM in Japan based on maturity levels. The period in the mid-2020s is positioned as "Phase 0", focusing on test flights and proof-of-concept operations prior to commercial operations. The late 2020s is defined as "Phase 1", marking the commencement of commercial operations with low-density operations. The period in the early 2030s is identified as the first half of "Phase 2", during which scaled operations are expected to be realized with medium- to high-density services, including both piloted and remotely piloted operations. The second half of "Phase 2", corresponding to the late 2030s, is defined as the phase for the partial implementation of automated and autonomous operations. Looking further ahead, the 2040s and beyond are defined as "Phase 3", in which automated and autonomous operations are deployed on a full-

scale and free air mobility is expected to be a part of everyday life.

2.5 JCAB has been working on harmonizing regulations and standards in coordination with relevant authorities in order to enable the smooth issuance of type certificate for both domestic and foreign AAM aircraft, and to reduce the burden associated with the start of commercial operations with these aircraft.

2.6 Regarding the status of ICAO's AAM related activities, AAM2024 was held for the purpose of sharing the development status of each country, and AAM2026 is scheduled to be held in Bangkok in the coming December. The AAM SG is developing the vision for AAM, conducting gap analysis and drafting recommendations. Japan is actively participating in the AAM SG and contributing to these activities based on the experience gained through the Osaka-Kansai Expo. Japan is also communicating with other authorities and making efforts to harmonize standards. In order to promote the implementation of AAM, it is expected that internationally harmonized standards and guidelines will be developed under the leadership of ICAO, while utilizing the experiences gained through the Osaka-Kansai Expo as a precedent case.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) take note of Japan's efforts; and encourage States to share best practices and experiences, and to enhance collaboration in the Asia-Pacific region in order to lead the implementation of AAM; and
- b) agree on the importance of developing internationally harmonized standards and guidelines under the leadership of ICAO while referring to precedent cases in order to facilitate the smooth implementation of AAMs.

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