The POINT

NOVEMBER 2025

ADVANCED AIR MOBILITY VERTIPORT
FEASIBILITY STUDY

NEXA Advisors
A NEXA Capital Company

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CONTENTS

GLOSSARY

AAM	Advanced Air Mobility
AGL	Above Ground Level
ASOS	Automated Surface Observing System
ASTM	American Society for Testing and Materials
ATC	Air Traffic Control
AWOS	Automated Weather Observing System
BVLOS	Beyond Visual Line of Sight
CAPEX	Capital Expenses
CFR	Code of Federal Regulations
CNS	Communications, Navigation, and Surveillance
DWOW	Downwash and Outwash
EBITDA	Earnings Before Interest, Taxes, Depreciation, and Amortization
eCTOL	electric Conventional Take-Off and Landing
eSTOL	electric Short Take-Off and Landing
eVTOL	electric Vertical Take-Off and Landing
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FOD	Foreign Object and Debris
IBC	International Building Code
ICC	International Code Council
IFR	Instrument Flight Rules
LAANC	Low Altitude Authorization and Notification Capability
MSL	Mean Sea Level
NFPA	National Fire Protection Association
NOTAM	Notice to Air Missions
NPIAS	National Plan of Integrated Airport Systems
NPRM	Notice of Proposed Rulemaking
OPEX	Operating Expenses
P3	Public Private Partnership
SLC	Salt Lake City International Airport
UAS	Uncrewed Aerial Systems
UDOT	Utah Department of Transportation
UTM	UAS Traffic Management or Urban air mobility Traffic Management
VFR	Visual Flight Rules

KEY FINDINGS

- Rigorous safety, technical, operational, and economic evaluations demonstrate that a vertiport **at The Point is not only feasible but well-supported by data**.
- **~430,000 passengers** are forecast over the first fifteen years of operations, reaching 55,000 passengers annually at that time.
- **Initial routes will connect Salt Lake City and Provo**, with future expansions anticipated to serve universities, sports venues, healthcare hubs, and visitor traffic to The Point.
- Average ticket prices are forecast to decline to **$60–$70 per trip** (real 2025 dollars) by maturity.
- **Projected economics:** ~$25M in total revenues vs. ~$21M in operating expenses and ~$6M in capital investment (indicative breakeven/positive cash flow).
- **Break-even is achieved** near the end of the period, with positive terminal cash flow and initial profitability occurring several years before the close of the end of the forecast period.
- A public-private partnership (P3) **model is recommended**, allowing an experienced operator to fund construction and initial operations while minimizing public investment.
- **Retail drone deliveries** will operate outside the vertiport and use separate “nest” sites.

EXECUTIVE SUMMARY

The Point is positioned to become one of Utah's most transformative developments — a 600-acre, state-owned greenfield site designed from the ground up as a 21st-century Innovation Community. Envisioned as a place where technological advancement, sustainable living, and community well-being converge, The Point will feature vibrant neighborhoods, green spaces, retail and entertainment districts, and cutting-edge employment hubs.

> ***"The Point offers a once-in-a-generation chance to shape Utah's future. Adding Advanced Air Mobility here will link this fast-growing region to the world, strengthen our economy, and set the standard for innovation nationwide."***
>
> **Utah Governor Spencer J. Cox**

The community is designed to integrate residential, office, retail, and civic spaces so daily needs are met within a short walk or ride. With its ambition to become a leading life sciences center, The Point will build on Utah's global reputation in medical research, biotech, and healthcare innovation.

Figure 1 - The Point is a 600-acre tract of state-owned land in Draper, Utah, situated at the boundary of Salt Lake and Utah Counties. Formerly the site of the Utah State Prison, its planned redevelopment marks one of the most pivotal urban initiatives in Utah's history.

Utah has emerged as a national leader in next-generation transportation, driven by forward-thinking policies, strong industry partnerships, and an innovation-friendly ecosystem. And now, as part of that seamlessly connected, future-ready intermodal network, The Point will debut Utah's next leap in transportation: Advanced Air Mobility (AAM).

AAM refers to small, state-of-the-art aircraft powered by advanced battery technology, with lightweight electric motors, innovative composites, and enhanced autonomous flight systems. AAM aircraft include eVTOLs (electric Vertical Take-Off and Landing), eSTOLs (electric Short Take-Off and Landing), eCTOLs (electric Conventional Take-Off and Landing), and Uncrewed Aerial Systems (UAS), often called drones. The first passenger-carrying eCTOL and eVTOL aircraft are expected to be certified for commercial flight operations by late 2027 and will be designed to be operated with a pilot, but will eventually be operated autonomously.

Figure 2 – Rendering of aircraft takeoff from The Point vertiport.

AAM is the next air transportation revolution, and many cities across the U.S. and throughout the world are now exploring how to integrate it into existing networks. The Point – planned from inception with AAM operations in mind – offers a first-mover advantage by showing how advanced aerial mobility can be efficiently integrated into a new community, avoiding the higher costs and challenges of retrofitting existing infrastructure.

A vertiport – specialized infrastructure for vertical takeoff and landing (VTOL) aircraft – functions both as an operational site for aircraft and as a multimodal hub, enabling seamless transfers between air and ground transport.

The leading Advanced Air Mobility manufacturers – Joby Aviation, BETA Technologies, and Archer Aviation – are all well-capitalized and advancing rapidly toward commercial operations. Each has attracted substantial investment and strategic partnerships from major aerospace and transportation leaders, including Boeing, Delta Air Lines,

American Airlines, and United Airlines. These relationships provide both financial strength and operational expertise, reinforcing confidence that certified eVTOL aircraft will be available within the next decade to support early vertiport deployment at The Point.

Recognizing this opportunity, Point of the Mountain State Land Authority engaged NEXA Advisors to prepare a comprehensive AAM vertiport utilization and feasibility study as the foundation for an AAM master plan.

Our Findings:

- **Types of Demand:** The Point vertiport will initially focus on **regional air mobility** and **on-demand air taxi** services. Other use cases — such as medevac and healthcare operations, cargo logistics, airport shuttles, and business aviation — will represent smaller volumes in the near term but are expected to expand steadily as the community grows and the statewide AAM network matures.

- **Vertiport Site Selection:** Out of six potential sites examined, Site Two, a purpose-built vertiport atop a centrally located parking deck in The Point's Hub, was selected for its optimal accessibility, compliance with FAA approach and departure criteria, integration with transit connections, and future-ready design that avoids costly retrofits.

- **Passenger Forecast:** After fifteen years of operation, cumulative passenger demand is projected at approximately **430,000 passengers, with an estimated annual passenger demand reaching 55,000** at that time.

- **Average Ticket Prices:** Short air taxi flights are forecasted to drop over time as services increase and are forecasted to be as low as $60-$70 (in 2025 dollars) by 2045.

- **Airspace Analysis**: The Point can **safely support near-term piloted eVTOL routes** and future autonomous operations, with feasible air corridors for passenger, cargo, and medevac flights to key destinations including Salt Lake City, Salt Lake City International Airport (SLC), University of Utah, Provo, regional hospitals, and nearby mountain recreation areas, in compliance with the surrounding airspace.

- **Physical Constraints**: Despite the limitations of nearby powerlines, future construction, and surrounding terrain, the current site design provides adequate clearance and routing options, allowing for **safe, efficient approach and departure paths** that comply with current and expected FAA standards.

- **Climate Constraints:** The Point's location in a narrow Wasatch Front valley creates unique microclimate conditions — such as canyon winds, winter inversions, and seasonal temperature extremes — that will impact AAM performance and reliability, underscoring the **need for an on-site weather station** and integration into the Utah Department of Transportation's (UDOT's) micro-weather "sandbox" for localized forecasting and safety.

- **DroneTraffic:** Drone delivery demand is accelerating nationally, with operators such as Walmart, DoorDash, Wing, and Zipline demonstrating repeatable, high-volume operations. **Dozens of drone deliveries per day are expected at The Point**, with peaks around mealtimes and evenings. Preparations for drone operations include **reserving rooftop or perimeter nodes,** integrating UAS Traffic Management (UTM) systems for strategic deconfliction with eVTOL flights, and enabling micro-weather sensing to support safe, efficient drone and passenger operations.

- **Shared Mobility:** The Point vertiport's success will hinge on **seamless integration with ground transportation**, connecting passengers directly to commuter rail, light rail, last-mile circulators, and shared-mobility options to create a fully multimodal, sustainable transportation hub.

> ***"Bringing AAM to The Point will allow us to continue to build a thriving economy in the center of our state. It's a unique chance to create a master plan, considering the kinds of companies we want there and what they—and The Point's residents—will need to thrive. You don't often have the opportunity to take a blank sheet of paper and start fresh, but we have that opportunity with the Point."***
>
> **Senator Ann Millner, Utah State Senate**

- **Revenues vs. Expenses:** At the forecasted level of utilization for the Point Vertiport (430,000 cumulative passenger in 15 years of operation, with 55,000 passengers annually at that time), the vertiport demonstrates a **viable business case.** Total revenues are projected at ~$25 million, against ~$21 million in operating expenses and ~$6 million in capital investment. Break-even is achieved near the end of the period, with positive terminal cash flow and initial profitability occurring several years before the close of the projection window.

- **Vertiport Financial Projections:** Revenues are forecasted to ramp up after five years of operation and grow to nearly **$3 million annually** in the next 15 years, with profitability improving steadily as early borrowings of an estimated $6 million are repaid and cash reserves build over time.

- **Vertiport Cost:** The estimated cost of developing a vertiport is projected to range between $**6 million and $8 million, including the cost to construct a sixth level to the garage.** Final expenditures will vary based on several factors. For example, construction timelines can affect costs through delays, labor availability, or supply chain disruptions. Regulatory requirements may evolve, potentially requiring additional safety systems, environmental compliance measures, or design modifications to meet aviation authority standards.

Stakeholder Outreach

For this project, we interviewed a diverse range of stakeholders representing state and local leadership, economic development experts, industry innovators, and community planners. Their insights highlight how AAM is viewed not only as infrastructure, but as a catalyst for innovation, economic growth, and statewide connectivity.

Participants shared perspectives on integrating aviation with multimodal transportation networks, preparing for Utah's 2034 Winter Olympics, and creating a hub for research, workforce development, and cutting-edge industries. Many also emphasized the importance of public engagement, safety, and sustainability to ensure that The Point evolves as a forward-looking, future-ready community.

> ***"The Point is designed to be a model for 21st-century development—where innovation, connectivity, and sustainability intersect. The inclusion of an Advanced Air Mobility vertiport aligns perfectly with that vision, positioning The Point as a future-ready community that embraces cutting-edge transportation solutions to drive economic growth and improve quality of life. It's a bold step that reinforces our commitment to building not just for today, but for generations to come."***
>
> **Michael Ambre, Executive Director, Point of the Mountain State Land Authority**

The Point's Role in Advancing Utah's AAM Vision

Figure 3 – On January 28, 2025, eVTOL manufacturer BETA Technologies signed a Memorandum of Understanding (MOU) for collaboration with Utah, backed by the Governor's Office, UDOT, and 47G Utah Aerospace & Defense Association.

Utah is emerging as a national leader in Advanced Air Mobility following the groundbreaking Memorandum of Understanding (MOU) signed on January 28, 2025, between the State of Utah and BETA Technologies, supported by the Governor's Office, UDOT, and 47G Utah Aerospace & Defense Association. Under the MOU, BETA's conventional takeoff and landing (cVTOL) aircraft, known as ALIA, conducted a statewide tour with flight demonstrations at six Utah airports — showcasing the state's readiness to support next-generation air transportation. Building on this success, 47G and UDOT are now engaging with additional AAM manufacturers to host future demonstration projects, further positioning Utah at the forefront of AAM innovation and deployment.

As part of Utah's planned statewide AAM network, The Point's vertiport will serve as a critical node linking the Wasatch Front to regional and rural destinations across the state. Utah's AAM strategy calls for a connected system of vertiports, initially focused on airports to support passenger, cargo, medical, and emergency operations, with seamless integration into the national airspace system. By leveraging the proximity of Salt Lake City Airport and other key logistics and population hubs, The Point will have the potential for direct connections to Utah's network of 46 public-use airports, supporting use cases from regional air taxi service and airport shuttles to just-in-time cargo delivery.

A vertiport at The Point provides:

- **Greenfield opportunity**: As a greenfield, master-planned community, The Point is uniquely positioned to integrate vertiport infrastructure seamlessly from the outset, eliminating retrofit costs and ensuring that air mobility is embedded into its multimodal network as demand grows.

- **Sustainable, multimodal integration**: The Point's commitment to a walkable, low-emissions city directly mirrors the state's AAM goal to reduce vehicle miles traveled, cut emissions, and integrate air mobility into a clean, multimodal ecosystem.

- **Economic development and workforce growth**: Utah's AAM vision includes cultivating new industry clusters, particularly in areas including life sciences, advanced manufacturing, and aerospace & defense. The Point is positioned to become **a national hub for life sciences and innovation,** offering synergy between physical infrastructure, such as a vertiport, and the knowledge economy sectors Utah seeks to grow.

- **Leadership and replicability**: Utah has positioned itself as a first-mover in Advanced Air Mobility with the goal of having an established AAM network in time for the 2034 Olympics. By embedding AAM into The Point's design, the state demonstrates how purpose-built urbanism and emerging air mobility can co-evolve, creating a model that other U.S. states and international cities can replicate to meet climate, equity, and mobility goals.

- **Community access and equity**: Both The Point and the Utah Statewide AAM strategy place a premium on public engagement and access, ensuring that infrastructure like vertiports is developed not just for commercial viability, but to serve communities equitably and support statewide mobility access.

Figure 4 –In March 2025, BETA Technologies brought its ALIA aircraft to Utah to conduct a statewide demonstration tour, showcasing its zero-emissions aircraft across several airports and highlighting Advanced Air Mobility options for the region.

Its design as a greenfield, multimodal site ensures compatibility with future network upgrades, including expanded charging infrastructure, advanced CNS (communications, navigation, and surveillance) systems, and integration with statewide route management tools developed under Project ALTA, Utah's statewide initiative to build an Advanced Air Mobility network. Over time, The Point will not only anchor AAM activity in Utah but also demonstrate the scalability and interoperability of a statewide Advanced Air Mobility system envisioned to be fully operational by the 2034 Winter Olympics.

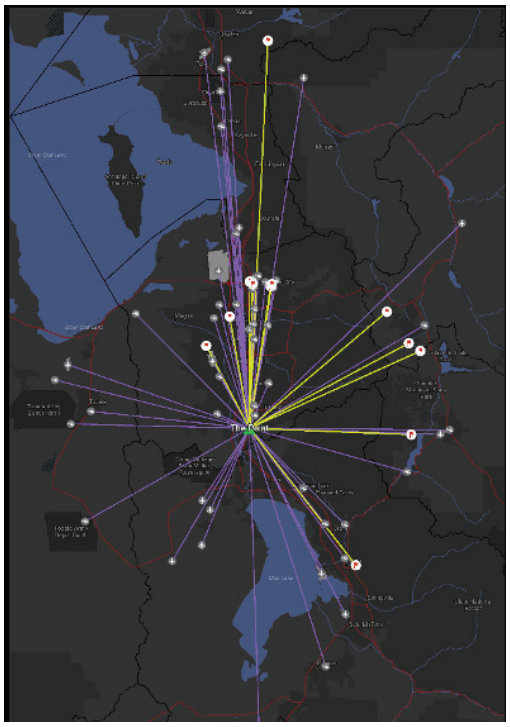
AAM Economic Benefits

As part of Utah's connected AAM network, The Point will share in the substantial economic uplift projected statewide. According to the *2025 Utah AAM Economic Impact and Community Benefit Analysis*, statewide deployment of AAM services between 2025 and 2045 is forecast to create more than 11,000 new full-time jobs across aerospace manufacturing, aircraft operations, software engineering, maintenance, and customer services.[1]

This activity is expected to generate over $8 billion in new economic output and approximately $1.8 billion in local, state, and federal tax revenues, with significant additional benefits anticipated if an OEM manufacturer locates in Utah.[2]

Over the same period, AAM infrastructure and operations will contribute more than $8 billion to Utah's GDP, with growth accelerating as the network scales statewide.[3] By anchoring a northern hub of this network, The Point's innovation ecosystem — already attracting life sciences, advanced manufacturing, and technology companies — will provide a natural synergy between AAM operations and the knowledge economy sectors Utah is cultivating. This integration will not only catalyze high-value job creation and workforce training but also help distribute the economic benefits across the Wasatch Front and beyond, reinforcing the state's vision for innovation-driven, sustainable prosperity.

Figure 6 - Summary of UDOT's study: Economic and Community Benefits of Advanced Air Mobility.



Beyond transportation, the Point vertiport will serve as a sandbox for innovation, anchoring the state's rapidly growing Silicon Slopes and Aerospace & Defense sectors, while supporting the growth of the Life Science industry. It will also act as an epicenter for academic research and workforce development, driving advancements in technology and education to prepare Utah for the next era of mobility.

Figure 5 - Potential AAM routes originating from The Point, highlighting diverse use cases such as commuter travel, airport access, regional business connectivity, and emergency or medical transport.

1 https://site.utah.gov/connect/wp-content/uploads/sites/50/2025/03/Utah-AAM-EIA-FINAL.pdf?utm
2 Ibid.
3 Ibid.

1. UTILIZATION DEMAND STUDY

All forecasts for Advanced Air Mobility begin with a single, essential question: **What will the demand be?** Who will use the vertiport, for what purposes, how frequently, and at what price point? How will that demand evolve through the first fifteen years of operation?

Only after establishing these forecasts can planners meaningfully address questions of vertiport design: its size, access and parking needs, airspace clearances, and other operational requirements, which are the focus of Section 2.

1.1 Trip Demand Projection

Factor	Demand Input	Description
1	Airport O/D Traffic	Historic and projected Origination & Departing Passenger Traffic
2	Mobility Substitutes	Other options – Taxi, Public Transit, Private Vehicle Costs, Fuel
3	Per Capita GDP	Weighted input according to latest GDP (PPP) of each City
4	Distances & Congestion	Average travel distances, congestion, airports to city centers, road infrastructure
5	CIMI Human Capital Indicator	IESE Cities in Motion Index (CIMI) human capital score, 10 factors including education
6	Population Density	Weighted to population density and proximity to city employment areas (downtown, industry, factories)
7	Livability	Cost of living, disposable income, taxation all weighted and averaged
8	Fortune 1000 Presence	3 ranked scores to determine passenger demand and high value transportation
9	Business Aviation Activity	Business aviation activity weighted across various cities
10	Existing Heliports	IMPORTANT data point: This is the starting point for AAM infrastructure

Figure 7 - Passenger demand elasticity factors applied to Utah AAM forecasts.

Trip demand projections for a vertiport located at The Point draw upon the UDOT Division of Aeronautics' analytical framework. UDOT's methodology incorporates Utah's demographic and economic context, along with mobility and infrastructure indicators, to estimate future demand across key AAM use cases. Ten major variables are included in the model, as shown in Figure 7.

These factors are applied across multiple use cases, including cargo, regional air mobility, on-demand air taxi, medevac and healthcare missions, airport shuttle services, and business aviation. Together, they provide a multidimensional assessment of where and how demand is most likely to materialize.

The newly determined demand values for The Point vertiport are then applied to NEXA's business case models to generate estimates for facility and infrastructure requirements, operating costs, ticket pricing, and projected revenues. Figure 8 illustrates the business case development process used by NEXA to derive these estimates.

1.2 Projection of Usage at the Point

Based on the UDOT framework and NEXA demand modeling, the most probable usage of a vertiport at The Point will be concentrated in two primary categories: regional air mobility and on-demand air taxi services.

While The Point is geographically positioned between Salt Lake City and Provo, its purpose extends beyond functioning as a midpoint connector. The site is being developed as a destination for economic activity, with offices, research institutions, residential communities, and innovation districts planned over time. The vertiport reinforces this identity by enabling fast aerial access from both north and south, while also serving trips directly to The Point itself.

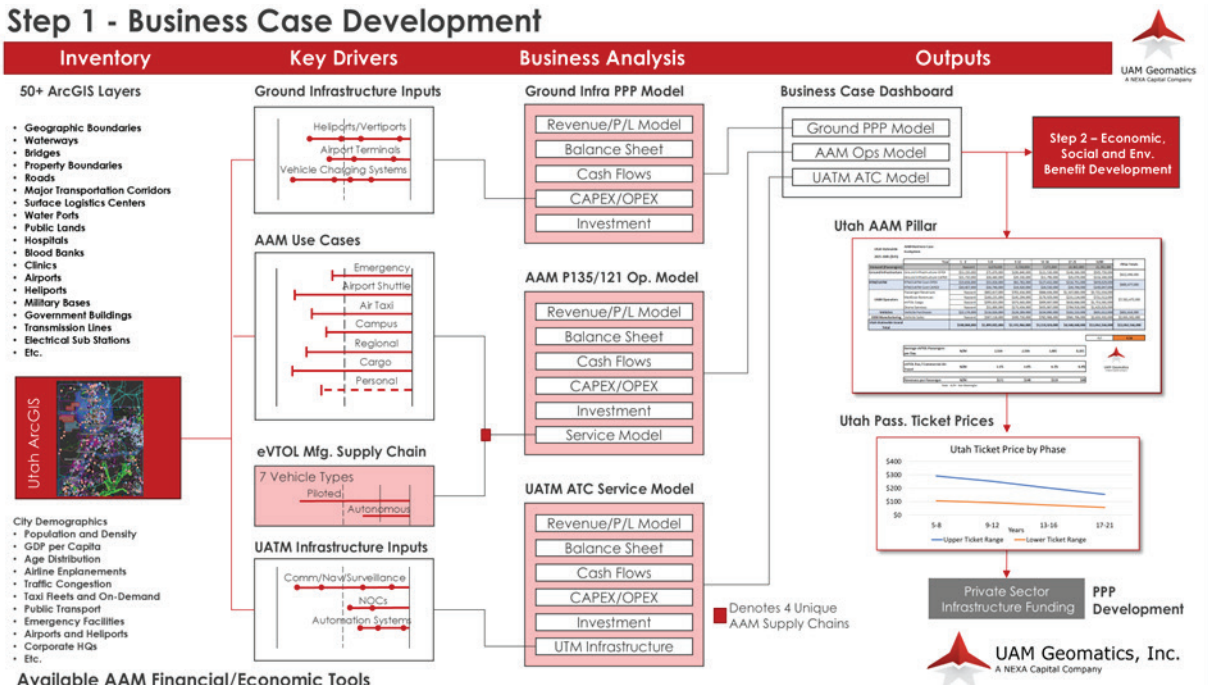


Figure 8 - NEXA Advisors' financial and economic tools analyze the four supply chains (vertiports, UTM, operators, and aircraft) to assess AAM business viability, city by city. The entire State of Utah has been analyzed using the tool set.

Other use cases, including medevac and healthcare operations, cargo, airport shuttle services, and business aviation, will remain smaller in volume but still grow steadily as the community and business base expand.

NEXA's analysis models (Figure 8) four interrelated supply chains that together define the Advanced Air Mobility ecosystem: Ground Infrastructure, Passenger and Cargo Operations, Aircraft Manufacturing and Supply Chain, and Uncrewed Air Traffic Management (UATM or UTM). Using over 50 ArcGIS data layers — including demographics, transportation corridors, airports, utilities, and economic drivers — each supply chain is evaluated through financial models assessing revenues, capital and operating costs (CAPEX/OPEX), cash flows, and investment potential. These models feed into an integrated business case dashboard, which forecasts ticket pricing, identifies opportunities for public-private partnerships (P3s), and quantifies the economic, social, and environmental benefits of AAM deployment across Utah.

Near-, Mid-, and Long-Term Usage:

Using the UDOT framework, NEXA modeling identifies "most probable" trip volumes for The Point within Utah's projected aerial corridor network:

- **Near-Term (initial phase, first five years of operations):** Usage will begin at a modest level, driven largely by regional air mobility trips and airport access. Medevac and business aviation will contribute additional baseline demand. As early office and residential development comes online, the vertiport begins to provide a differentiating amenity that supports the attraction of companies and residents to The Point.

> ***"From the beginning, we recognized that integrating an Advanced Air Mobility vertiport into The Point would be a powerful asset—one that reinforces our commitment to innovation, sustainability, and long-term economic growth. This once-in-a-generation development deserves forward-thinking infrastructure that connects people and opportunity, and AAM does just that."***
>
> **Lowry Snow, Co-Chair, Point of the Mountain State Land Authority**

- **Mid-Term (growth phase, second five to ten years):** As The Point continues to build out and more businesses and residents move into the community, usage across all categories gradually increases. Regional air mobility and on-demand taxi services dominate, supported by steady growth in airport shuttle and healthcare operations. By this stage, The Point is functioning not only as a connector between Salt Lake City and Provo, but also as a destination in its own right, generating trips that originate or terminate there.

- **Long-Term (mature system, 15 years into operation):** With The Point fully established as a center of economic and residential activity, cumulative passenger demand is projected at approximately **430,000 passengers, reaching 55,000 passengers annually.** At this level of utilization, the vertiport demonstrates a viable business case: total revenues are projected at ~$25 million, against ~$21 million in operating expenses and ~$6 million in capital investment. Break-even is achieved near the end of the period, with positive terminal cash flow and initial profitability occurring several years before the close of the projection window.

- **Regional air mobility and on-demand air taxi** remain the core drivers, but other use cases also see consistent growth due to the larger population, higher density of businesses, and expanded institutional presence. By this stage, the vertiport's role is firmly dual-purpose: a key connector within Utah's aerial corridor and a destination that anchors economic development at The Point.

- **Statewide ticket prices** for short eVTOL flights are forecasted to start at as high as $300 per seat, but as demand increases, to be as low as $60-$70 (in 2025 dollars) by 2045.[4]

4 *Ibid.*

In addition to direct passenger activity, the vertiport generates broader non-direct benefits that reinforce The Point's role as an emerging hub:

- **Economic development catalyst:** The vertiport adds value to The Point's master plan by making it more attractive for companies, research institutions, and residents to locate there, accelerating the pace of development.
- **Regional connectivity enhancement:** The facility strengthens north-south mobility between Salt Lake City and Provo while also extending access to surrounding communities.
- **Emergency preparedness and resilience:** Healthcare and medevac missions grow in importance as the population increases, providing critical public service functions alongside passenger transport.
- **Innovation and investment attraction:** By anchoring Advanced Air Mobility at The Point, the vertiport signals Utah's leadership in next-generation infrastructure, drawing new investment, technology pilots, and talent.
- **Opportunities:** Long-term projections confirm that The Point is well-positioned within Utah's emerging aviation network, supported by population growth, high-value business activity, and the need for congestion relief in the Salt Lake–Provo corridor.
- **Constraints:** Early- and mid-term operations show financial pressure, with investment recovery delayed until cumulative passenger demand builds significantly. Profitability depends on trip scaling, network integration, and operational efficiency improvements.
- **Corporate attraction:** Beyond passenger volumes, the presence of a vertiport at The Point will strengthen the location's appeal as a hub for corporate activity. Companies seeking seamless connectivity to airports, business districts, and regional markets will have a strong incentive to establish offices nearby. Easy access to aerial mobility will serve as a differentiator in attracting firms in technology, life sciences, finance, and logistics, aligning with Utah's broader economic development goals.

> ***"Utah leads the nation in infrastructure—delivering on time, under budget, and through strong partnerships at every level of government. An Advanced Air Mobility vertiport at The Point builds on that legacy, keeps us at the forefront of innovation, and unlocks new economic opportunities for our region."***
>
> **Congressman Burgess Owens (UT-04)**

- **Strategic value:** Even prior to break-even, the vertiport will create meaningful regional benefits by supporting emergency response, enhancing airport access, and enabling business and cargo trips. Its eventual financial viability, combined with statewide connectivity benefits, reinforces The Point's role as a cornerstone in Utah's long-term AAM system.

By leveraging UDOT's analysis and aligning assumptions with NEXA projections, these demand estimates offer a grounded, data-driven view of the potential for a vertiport at The Point. Ongoing collaboration with UDOT's Division of Aeronautics will be necessary to refine assumptions and validate corridor-level demand as Utah's aerial mobility ecosystem matures.

1.3 Opportunities for Ride Sharing: The Point Vertiport within a Network

The success of a vertiport at The Point will not rely solely on aviation connections; it will also depend on seamless integration with ground transportation systems. As envisioned, The Point's development plan includes a proposed FrontRunner commuter rail station, a last-mile circulator system, light rail transit connections, and shared-mobility services such as car share and micro-mobility options. By directly linking vertiport passengers with these ground modes, The Point can reduce reliance on private vehicles and create a more efficient, sustainable transportation ecosystem.

- **FrontRunner commuter rail:** A direct interface between the vertiport and the regional rail station provides convenient, car-free access to Salt Lake City, Provo, and points beyond, positioning The Point as a true multimodal hub.
- **Last-mile circulator:** A dedicated circulator network ensures that passengers arriving by air taxi can easily move within The Point district, connecting offices, residential areas, and commercial destinations.
- **Light rail transit:** As regional light rail expands, the vertiport can anchor a transfer point for travelers moving between ground and air systems, providing a unique mobility interchange.
- **Car share and micro-mobility:** Short-distance needs can be met by shared vehicles, bikes, and scooters, reducing the number of single-occupancy car trips and enhancing land-use efficiency.

> ***"The Point presents a once-in-a-generation opportunity to anchor Utah's life sciences sector with a forward-looking hub for research, innovation, and commercialization. Life sciences is one of the fastest-growing sectors of the Utah economy, and The Point is ideally positioned to catalyze even greater expansion. As we work to strengthen Utah's global leadership in biotechnology, biopharma, and medical devices, Advanced Air Mobility—including drone delivery and air taxi services—will set us apart from other markets. These technologies enable faster, more reliable transport of critical samples, medical supplies, and time-sensitive therapies, directly supporting the needs of life sciences research and healthcare delivery. We strongly support The Point as a center of excellence for life sciences, enabled by smart, integrated transportation solutions like AAM."***
>
> **Kelvyn Cullimore, President & CEO, BioUtah**

By leveraging land use planning and transit-oriented design, the vertiport supports The Point's broader sustainability goals. Linking air taxi passengers directly to high-capacity ground transit reduces parking demand, lowers roadway congestion, and minimizes the environmental footprint of increased mobility. Over time, these connections will play a key role in managing growth at The Point while maintaining livability.

As Utah's AAM network expands, The Point will gain increased connectivity not only with Salt Lake City and Provo but also with regional destinations across the state. The combination of direct air links and ground-based multimodal access will allow passengers to seamlessly transition between local, regional, and intercity trips. Over time, this integration will transform The Point from a single node into a fully connected mobility hub, capable of supporting diverse trip types while amplifying its role as a center for economic and social activity.

The vertiport's integration with ground transportation networks elevates its strategic value beyond passenger volumes. It enables The Point to:

- Serve as a multimodal gateway, blending aerial and terrestrial modes into a single mobility ecosystem.
- Attract employers and residents who prioritize accessibility and connectivity, reinforcing The Point as both a destination and a connector.
- Advance Utah's leadership in sustainable, future-ready infrastructure by demonstrating how AAM can reduce vehicular trips and complement existing transit investments.

By integrating with The Point's ground transportation ecosystem, the vertiport will function as a high-efficiency hub, aligned with the long-term vision of The Point as both a connector and a destination, supporting growth, accessibility and innovation.

1.4 Drone Operations at the Point

Across the United States, drone delivery is transitioning from pilot projects to early commercial deployment, with major retailers testing operations in select metropolitan markets. DoorDash and Wing began app-based deliveries in Charlotte, NC in May 2025 (within approximately a four-mile radius service area[5]), while Walmart and Wing are scaling to some100 additional stores nationwide after building volume in Dallas–Fort Worth (about 1,000 orders/day from 18 stores).[6]

In August 2025, Chipotle and Zipline announced a partnership for drone delivery of food in Rowlett, Texas.[7] These data points suggest sustained, repeatable demand at neighborhood scale rather than occasional demonstrations.[8]

Anticipating Drone Trip Demand at The Point

Anticipating drone trip demand at The Point requires planning for both volume and timing. Order volumes from active programs suggest dozens of drone flights per node per day at maturity, with activity clustering around mealtimes and evenings; Walmart/Wing's DFW experience — roughly 55 orders per store per day on average — offers a reasonable planning benchmark.[9] These volumes will arrive in sharp, short peaks (for example, lunch and dinner), which means ground facilities need queuing capacity and air traffic management slotting to smooth departures and avoid vertiport push periods.

5 https://www.axios.com/local/charlotte/2025/05/14/drone-deliveries-wing-doordash?utm
6 https://wing.com/news/wing-and-walmart-announce-world-s-largest-drone-delivery-expansion-ever?utm
7 https://dronelife.com/2025/08/21/chipotle-partners-with-zipline-to-launch-drone-delivery-in-dallas/
8 https://ir.doordash.com/news/news-details/2025/DoorDash-Expands-Drone-Delivery-Partnership-with-Wing-in-Charlotte/default.aspx?utm; https://www.restaurantdive.com/news/doordash-wing-drone-delivery-charlotte-north-carolina/748088/?utm; https://www.wired.com/story/walmart-wing-expand-drone-delivery/?utm
9 https://www.wired.com/story/walmart-wing-expand-drone-delivery/?utm

Network topology also shapes demand. Leading providers such as Zipline's "Platform 2" use distributed "Nests" — small launch/landing/recharge nodes placed on rooftops or compact pads close to customers and coordinated as a mesh.[10] Because these systems are not sited at large vertiports, The Point's vertiport would likely see minimal use from routine retail drone delivery, with demand concentrated instead on specialized missions — such as life sciences movements tied to laboratories on campus.[11]

Figure 9– Zipotle, a new drone delivery service formed by Zipline and Chipotle, is one of many partnerships driving the rapid expansion of routine, high-volume aerial delivery — a trend The Point is planning for as it integrates advanced drone operations into its multimodal mobility ecosystem. (Photo courtesy of Chipotle.)

Regulatory Context: Airspace and Approvals for Drone Use

Since 2023, FAA authorizations for increasingly complex BVLOS (Beyond Visual Line of Sight) drone operations — especially in package delivery — have risen significantly, supporting broader deployment beyond one-off waivers. In early August 2025, the FAA released a landmark BVLOS Notice of Proposed Rulemaking (NPRM), setting forth a performance-based regulatory framework aimed at enabling routine, scalable operations with tailored pathways — permits for lower-risk activities and certificates for more complex missions — alongside altitude limits, remote ID requirements, and strategic deconfliction mechanisms via Automated Data Service Providers.[12]

Local tactical access to controlled airspace is managed through LAANC (Low Altitude Authorization and Notification Capability), which automates near-real-time airspace authorizations below 400 feet using data exchange between FAA and UAS Service Suppliers.[13] At a broader level, the FAA's UTM framework outlines how multiple BVLOS operations are managed collaboratively — through flight planning, intent sharing, and conflict management — outside traditional air traffic control services.[14]

10 https://www.zipline.com/technology
11 https://www.faa.gov/uas/advanced_operations/traffic_management?utm
12 https://www.aloft.ai/blog/help-shape-the-future-of-bvlos-with-aloft-the-faas-nprm/?utm
13 https://www.faa.gov/uas/getting_started/laanc?utm
14 https://www.faa.gov/uas/advanced_operations/traffic_management?utm_source=chatgpt.com

Implication for The Point: Planning should assume routine BVLOS drone operations during the site's lifespan, requiring participation in air traffic management systems for strategic deconfliction. This will influence air corridor design and operational coordination between drone delivery traffic and passenger eVTOL operations.

Drone Airspace Interactions with eVTOL Operations at The Point

Drones typically operate below 400 feet AGL (Above Ground Level), while eVTOL aircraft are expected to operate below 5,000 feet AGL, with approach and departure paths intersecting with drones. To separate these operations, drone traffic should be geo-fenced into corridors offset from the vertiport's final approach and initial climb, with time-of-day metering during peak vertiport movements. Air Traffic Management services will broker intent sharing, conformance monitoring, and conflict resolution across these users.[15]

Drone launch and recovery near vertiport surfaces will need to be managed to avoid creating transient obstacles — such as crane-height issues during construction — and should tie into NOTAM (Notice to Air Missions — real-time alerts about potential hazards or changes affecting flight operations) or NOTAM-like advisories as rules mature.[16] Because drone operations are highly sensitive to low-level winds, precipitation, and winter inversions, co-located micro-weather sensing will improve go/no-go accuracy for both drone and eVTOL aircraft. This approach dovetails with The Point's on-site weather-station concept described in Section 2.4.

> ***"The Point's vertiport is a major step in strengthening Utah's statewide Advanced Air Mobility network. At 47G and through Project ALTA, we see it as more than infrastructure—it's a clear signal to the industry that Utah continues to lead. This vertiport will attract commercial tenants seeking direct access to cutting-edge transportation solutions that link seamlessly with universities, airports, and other innovation hubs statewide. It will also open The Point's doors to rural Utah residents as The Point becomes the Destination."***
>
> **Chris Metts, Executive Director, 47G/ Project ALTA**

Drone Service-Facility Implications Beyond the Vertiport

It is recommended that The Point incorporate several small drone pads — on rooftops or in setback ground locations — each roughly one to two parking spaces in size, with battery-swap or charging capability, secure staging, and basic weather protection. Power and data stubs should be installed during the core-and-shell phase to avoid costly retrofits later.

We also recommend that participating retailers or life sciences tenants dedicate modest back-of-house areas for packaging, quality assurance, and handoff to drones, including cold-chain capabilities for health items or food.

At street level, the plan should include smart parcel lockers and short-stay curb or indoor pickup zones to support hybrid handoffs with ground robots or runners in areas where aerial drop precision is not feasible. Finally, a small operations node should be established to integrate with Air Traffic Management, enabling the site to ingest flight intents, local micro-weather data, and operational constraints, while coordinating procedures with emerging municipal model ordinances.

15 *https://www.faa.gov/uas/advanced_operations/traffic_management?utm*
16 *https://www.faa.gov/newsroom/BVLOS_NPRM_website_version.pdf?utm*

Drone Community, Safety, and Environmental Considerations

Community, safety, and environmental considerations should be built into drone operations from the outset to ensure that aerial delivery services are efficient, equitable, and publicly accepted. By proactively addressing these elements, The Point can foster trust and create a scalable framework for integrating drone logistics into the community.

Noise and privacy: Newer platforms emphasize quieter propulsors and tethered "droid" drops that avoid property overflight/landing; nonetheless, set flight-line buffers over public rights-of-way where practical and publish community-facing flight maps.

Ground risk: Apply UTM-supported route selection to minimize overflight of crowds and sensitive uses; coordinate with local public-safety agencies on recovery procedures.[17]

Emissions: All-electric drones can reduce vehicle miles traveled for short-haul errands; quantify benefits in The Point's sustainability reporting as volumes rise.

Near-Term Drone Recommendations for The Point

Near-term drone recommendations for The Point focus on enabling infrastructure, procedures, and community engagement. Reserve two to three rooftop or perimeter locations for future drone Nests and make them power- and data-ready during core and shell. Adopt UTM-aligned policies for altitude layering, corridor routing, and peak-time coordination with vertiport operations to reduce conflicts and smooth flows. Test a single life sciences corridor for samples and supplies to validate operations and community acceptance before any retail scale-up. Finally, stand up a public-facing information page and complaint portal to track sentiment and build trust as service expands.

17 *https://www.faa.gov/uas/advanced_operations/traffic_management?utm*

2. VERTIPORT TECHNICAL FEASIBILITY ANALYSIS

Vertiports are the ground infrastructure that enables electric vertical takeoff and landing (eVTOL) aircraft operations. Similar to traditional heliports, vertiports provide designated areas for takeoff and landing but are distinguished by their integration of electric charging systems and other facilities to support AAM operations.

Figure 10 - Vertiports vary widely in cost and complexity — from simple ground-based vertipads to full-service facilities with passenger amenities, maintenance areas, and integrated multimodal access.

There are several types of vertiports that vary by capability and level of service: heliports that have been upgraded with AAM-specific infrastructure such as charging stations and parking; limited-service vertipads, which offer basic landing capability with minimal charging or passenger facilities; full-service vertiports, purpose-built for AAM operations with comprehensive charging, maintenance, and passenger amenities; and airports serving as multiports, integrating vertiport operations alongside conventional aviation activities to support regional connectivity.

Having established forecasted AAM demand we can now evaluate the factors that define the most suitable vertiport location at The Point:

Size and Weight of Aircraft: It will be important to forecast and anticipate future aircraft that may operate at this facility in the next 10 to 20 years. Designing to the minimum criteria based on aircraft size and weight for today's aircraft and standards could create a situation of obsolescence in a short period of time. For this reason, it is recommended that any current aircraft under consideration — specifically their controlling dimensions and max gross weight — be increased by a factor of 60%. This will account for future aircraft size and weight increases.

While the dimensions of this increased footprint will not need to be built out initially, they should be incorporated into the master plan to prevent future obsolescence and to ensure proper spacing and separation. Additionally, the landing surface should be designed to handle both the static and dynamic loads of heavier, next-generation aircraft.

Figure 11 – Rendering of The Point terminal's front door which opens directly onto the landing pad.

Increases in Flight Volume: The ability of the proposed facility to handle higher flight volumes in the future depends on whether the site can physically expand. Therefore, it will be important to select a location that allows for growth, as real estate at The Point will become increasingly limited as the development builds out.

Passenger Access: Maximizing the utility of this location will require ensuring convenient access for all potential passengers. For a parking garage rooftop site, optimal end-to-end connectivity with other transportation modes may be achieved by providing a dedicated vertiport elevator accessible at street level from both the parking garage interior and the street.

Figure 12 – The current design includes a separate elevator to provide The Point vertiport passengers with easy access.

Figure 13 – Elevator inside passenger terminal.

2.1 Public Agency Regulations Review and Summary

Division of Responsibilities: Federal vs. State

The planning, siting, and operation of an Advanced Air Mobility vertiport at The Point are governed by a dual regulatory framework: the FAA retains exclusive authority over the national airspace system — including airspace integration, aircraft certification, safety standards, and flight procedures — while the Utah Department of Transportation's Division of Aeronautics oversees ground-based infrastructure, vertiport policies, statewide airport electrification, and community integration. UDOT's responsibilities require early coordination with FAA; for example, FAA rules dictate approach and departure corridors and obstacle clearance requirements, while UDOT regulations shape the operational policies of the vertiport itself.

Federal/FAA Oversight

The FAA regulates obstacles near vertiports through mandatory Form 7460 filings and maintains the obstacle database. FAA rules will also guide certification, safety, and integration of AAM aircraft and vertiports into the national airspace system.

Regulatory Framework: The development of vertical flight infrastructure in every U.S. state will be governed by aviation regulations set forth in Title 14 of the Code of Federal Regulations (CFR). Key sections applicable to this infrastructure include:

- **Part 77**: Safe, Efficient Use, and Preservation of Navigable Airspace.
- **Part 157**: Notice of Construction, Alteration, Activation, and Deactivation of Airports

Figure 14 - These regulatory standards — FAA Engineering Brief 105A, FAA Heliport Advisory Circular 150/5390-2D, NFPA-418, the International Building Code, and the International Fire Code — must be applied in the design and development of the vertiport to ensure compliance, safety, and operational efficiency.

Currently, the guidance from the FAA in regard to developing vertical flight infrastructure for Advanced Air Mobility is to follow FAA Engineering Brief (EB) 105(A), Vertiport Design, dated December 27, 2024, in conjunction with the FAA Advisory Circular 150/5390-2D, Heliport Design.

It is anticipated that within the next 18-24 months (Spring or Summer of 2027) the FAA will combine FAA AC 150/5390-2D with EB-105A to form a new Vertical Flight Infrastructure Advisory Circular. When this new document is published, the Advisory Circular 2D and Engineering Brief 105A and AC will be canceled. All guidance and standards for vertical flight infrastructure, as it pertains to FAA standards and regulations, will be organized in the new document.

Utah Department of Transportation (UDOT) Division of Aeronautics

In 2023, the Utah Legislature passed S.B. 24: Advanced Air Mobility Amendments, which legally defined vertiports in state code and assigned regulatory authority over AAM systems to UDOT's Division of Aeronautics. Key provisions include:

- Statewide oversight: UDOT is responsible for vertiport policies.
- Anti-monopolization clause: Legislation prohibits exclusive control of vertiports by a single operator, ensuring open access for all aircraft providers.
- Funding and infrastructure: The Legislature budget funds for aircraft electrification infrastructure. Plans include creating a northern and southern Utah charging network for electric aircraft.
- Community toolkit development: UDOT is developing model ordinances for community outreach for cities/municipalities, which will be updated annually, though this is not mandatory, and will serve as a template for communities.

Related State Legislation: S.B. 161 (Advanced Air Mobility Revisions)

S.B. 161 authorized a UDOT-led study of vertiport siting and sandbox testing, identified potential co-located infrastructure opportunities (e.g., rail stations, parking structures), and preemptively prohibited monopolization of vertiport ownership.

Additional Considerations re UDOT

- UDOT currently anticipates developing a statewide vertiport program in the near future.
- UDOT may recommend vertiport locations based on existing studies, starting with airports, but may also include non-airport locations.
- Oversight of off-airport vertiports presents additional challenges for a variety of reasons, since UDOT may not own these facilities.
- In Utah, non-FAA National Plan of Integrated Airport Systems (NPIAS) airports may receive up to 90% of project costs through federal and state funding programs, but the funding model for vertiports has not yet been defined.

Overall State Regulatory Landscape

Together, S.B. 24 and S.B. 161 centralize vertiport regulation at the state level, give UDOT authority to set rules and registration requirements, and limit local regulatory power except where expressly authorized. Federal FAA standards will continue to govern airspace integration and safety, while Utah's framework establishes statewide consistency, funding support, and pathways for community acceptance and electrification planning.

Safe Operations

To ensure that safe operations are maintained, it is recommended that the vertiport institute the appropriate policies and procedures in keeping with the FAA Safety Management Program as outlined in the Code of Federal Regulations Title 14 Part-5, Safety Management Systems.

While heliports in the U.S. are currently exempt from the requirements for certified airports under CFR Title 14 Part 139, Certification of Airports, Section 139.402 (Components of an Airport Safety Management System) offers a strong framework for implementing a Safety Management System for aviation infrastructure supporting public transportation.

National Fire Protection Association (NFPA)

Numerous municipalities across the U.S. rely on NFPA standards as both guidance and regulatory requirements for developing and operating aviation infrastructure. The NFPA currently publishes more than 300 codes recognized in over 50 countries.

For this effort, one of the most relevant documents is NFPA 418 (2024), Standard for Heliports and Vertiports. Municipalities may adopt this standard directly or by reference through other adopted codes.

A common challenge, however, is that many municipalities reference outdated NFPA standards — some still cite versions published as far back as 2011 despite more recent updates. Collaborating with local authorities to recognize and adopt the latest standards will be essential to ensuring safety and compliance in the development of new aviation infrastructure.

NFPA-418 (2024) states the following in reference to the application of Federal Aviation Administration standards concerning heliports and vertiports:

- 6.2.2: The design of the heliport or helistop, including all the aeronautical components, shall be in accordance with FAA AC 150/5390-2D, Heliport Design Advisory Circular, or equivalent criteria.
- 6.2.3: The design of the vertiport or vertistop, including all aeronautical components, shall be in accordance with FAA Engineering Brief No. 105 for Vertiports, or equivalent design criteria.

Because the International Building Code (IBC) references NFPA 418 — stating that "rooftop heliports and helistops shall comply with NFPA 418" — and vertiports are expected to be included in this reference in the future, compliance with both FAA and NFPA standards will be mandatory in Utah.

International Building and Fire Code

The International Code Council (ICC) publishes numerous codes adopted by state and local authorities, including standards that currently apply to airports and heliports. With its next revision in 2027, the ICC is expected to incorporate new standards addressing vertiport design and safety.

According to the Department of Public Safety Utah State Fire Marshal's Office, the current adopted codes and standards as of May 2025 are as follows:

- Reference: https://firemarshal.utah.gov .
- International Building Code (IBC) 2021.
- International Fire Code (IFC) 2021.

Neither of these codes currently references standards for vertiports or defines the term itself. It will be important for the community to collaborate with state and local authorities to recognize and adopt updated standards as soon as they become available.

City of Draper and Adjacent Cities

Now is the time to collaborate with local municipalities to help shape land-use policies related to vertiports and eVTOL operations. Establishing a Conditional Use Permitting process for vertiports in advance will have a significant positive impact on future infrastructure development.

A key element of creating effective local ordinances will be referencing the appropriate federal regulations, guidelines, and definitions. Doing so will promote harmonization across the state and support long-term success.

Noise Ordinances

In Salt Lake County, the health department works with local law enforcement agencies to enforce the county's noise regulation. In general, the noise regulation prohibits loud noise at night between the hours of 10:00 p.m. and 7:00 a.m. The regulation also sets limits for extremely loud noise during daytime hours.

A demonstration of the noise that an eVTOL makes during approach, departure and ground operations should be accomplished in conjunction with a formal noise study conducted by a licensed and certified acoustic expert. This will then provide the data necessary to determine the noise impact that the vertiport may have on the surrounding community. Based on currently available information published by some eVTOL manufacturers, it is anticipated that eVTOL aircraft will operate at a lower decibel rate than that of traditional helicopters.

2.2 Vertiport Site Selection and Access Analysis

Because The Point will consist of dense development and numerous vertical structures, it is advantageous to site the vertiport on a building that rises above surrounding obstacles, ensuring compliant approach and departure corridors. At least two paths, separated by a minimum of 135 degrees, are required to meet FAA criteria. Furthermore, any obstacles within 4,000 feet must be identified and confirmed to lie below — or outside — the protected surface.

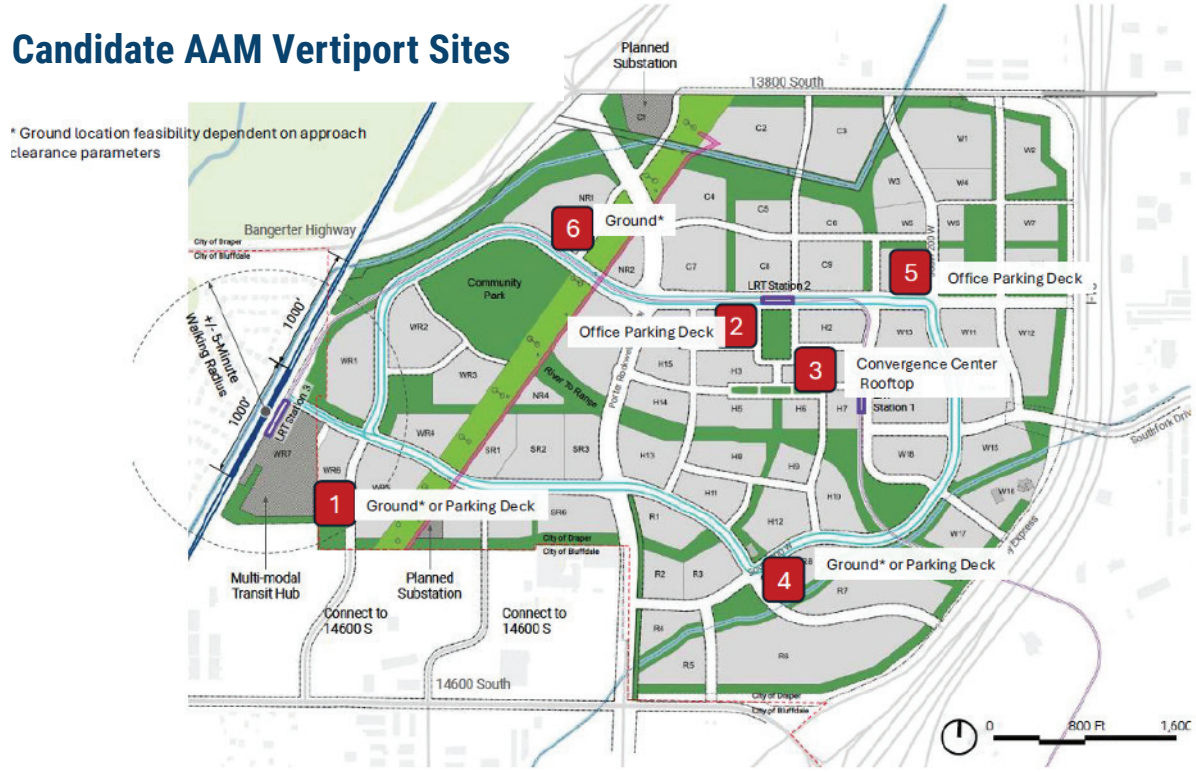


Figure 15 – Six potential vertiport sites were analyzed.

We evaluated six locations for suitability for the vertiport site based on multiple considerations. In addition to airspace access, we considered:

- Conceptual estimate of daily generated trips.
- Proposed project roadways best accommodating projected trips.
- Convenient access from off-site subregional locations.
- Convenient access from within The Point.
- Potential impacts to adjacent land uses.

The six sites were as follows:

Site 1: A vertiport located near the train station, which would initially be developed as a greenfield site and later transitioned to a rooftop installation on a parking deck.

Site 2: *Selected Site:* A vertiport atop a parking deck connected to an office building in the Hub — the center of the initial development.

Site 3: Vertiport situated on the rooftop of Convergence Hall, also centrally located within the Hub.

Site 4: A vertiport located in the Range District, starting as a greenfield site with the potential to either remain as such or be upgraded to a parking deck installation.

Site 5: A vertiport placed on top of a parking deck that is integrated with an office building in the Wasatch District.

Site 6: A vertiport planned as a greenfield site within the North River District.

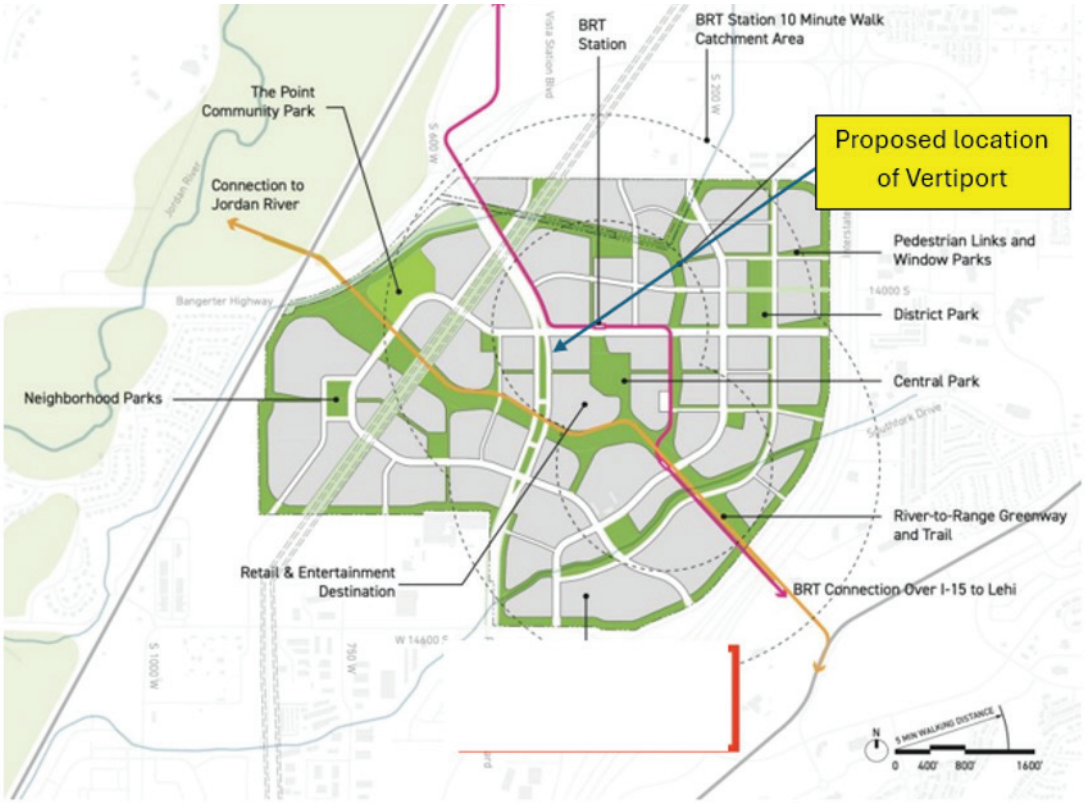


Figure16 – Close-up of proposed location of The Point's vertiport.

Site Two was selected for its central position within the Hub, strong potential for future integration, the highest projected demand, strongest economics, and full compliance with FAA requirements. Figure 16 illustrates the proposed location of the vertiport atop a planned parking structure within the Point development plan.

Although the parking deck is still under conceptual design and development, incorporating the vertiport into the new structure enables it to be purpose-built for aviation operations, avoiding costly retrofits. Its location ensures direct access to commercial activity and transit connections, including bus routes, offering greater accessibility than Sites Four and Six, which are farther from the Hub.

While Site One is closer to the train station, it is the farthest from the Hub and constrained by nearby power lines, limiting its integration with the broader urban mobility network. Site Five, also on an office parking deck, is further from the city center than Site Two. Site Three, at Convergence Hall, was rejected as it would require far more complex vertiport infrastructure than other locations due the current conceptual design, which includes multiple buildings and residential housing. Overall, Site Two provides the optimal balance of accessibility, future-ready design, and risk mitigation, making it the most strategic and sustainable option.

2.3 Airspace and Obstacle Environment

Before any specific vertiport location was chosen, the surrounding airspace was analyzed to confirm compatible approach/departure paths, altitude strata, and route protection – constraints that ultimately determine whether a site is viable and what capacity it can support. Utilizing UDOT analysis, regional/sub-regional modeling, and other sources, we identified a "most probable" aerial corridor network on a near-, mid-, and long-term basis and shared/validated our assumptions with the UDOT Division of Aeronautics.

Figure 17 - Rendering of parked aircraft charging as passengers disembark at The Point vertiport.

"Utah's business community thrives on innovation, efficiency, and connectivity—qualities that Advanced Air Mobility will elevate to a new level. As we look toward the future of economic growth, AAM technologies like vertiports and drone delivery systems will be critical in supporting commerce, improving logistics, and enhancing access across the state. By embracing AAM at The Point and beyond, Utah is reinforcing its position as a national leader in innovation and creating the infrastructure necessary for the next generation of business success."

Derek Miller, President & CEO, Salt Lake Chamber of Commerce

The business case analysis shows that The Point has several routes that will attract cargo and passenger traffic, including routes to Salt Lake City, SLC, University of Utah, Provo, regional hospitals, and recreation areas in the mountains to the east. From an air route perspective, all of these destinations/origins are feasible from a vertiport located at The Point in the near term utilizing piloted eVTOL aircraft flying under Visual Flight Rules (VFR) as well as supporting future transition to flights under Instrument Flight Rules (IFR) conditions and ultimately fully autonomous flights.

The airspace over and around The Point is complex due to its proximity to Salt Lake City, SLC, Hill Air Force Base, Provo, and Ogden, as well as the Wasatch Range to the east, which restricts low-altitude flights in that direction. Additionally,

The Point lies beneath the initial approach path to SLC airport from the south, which limits available flight altitudes in the immediate area. Despite these constraints, the airspace directly surrounding The Point contains sufficient low-altitude corridors free of obstacles to support all proposed approach and departure paths while remaining fully compliant with FAA requirements.

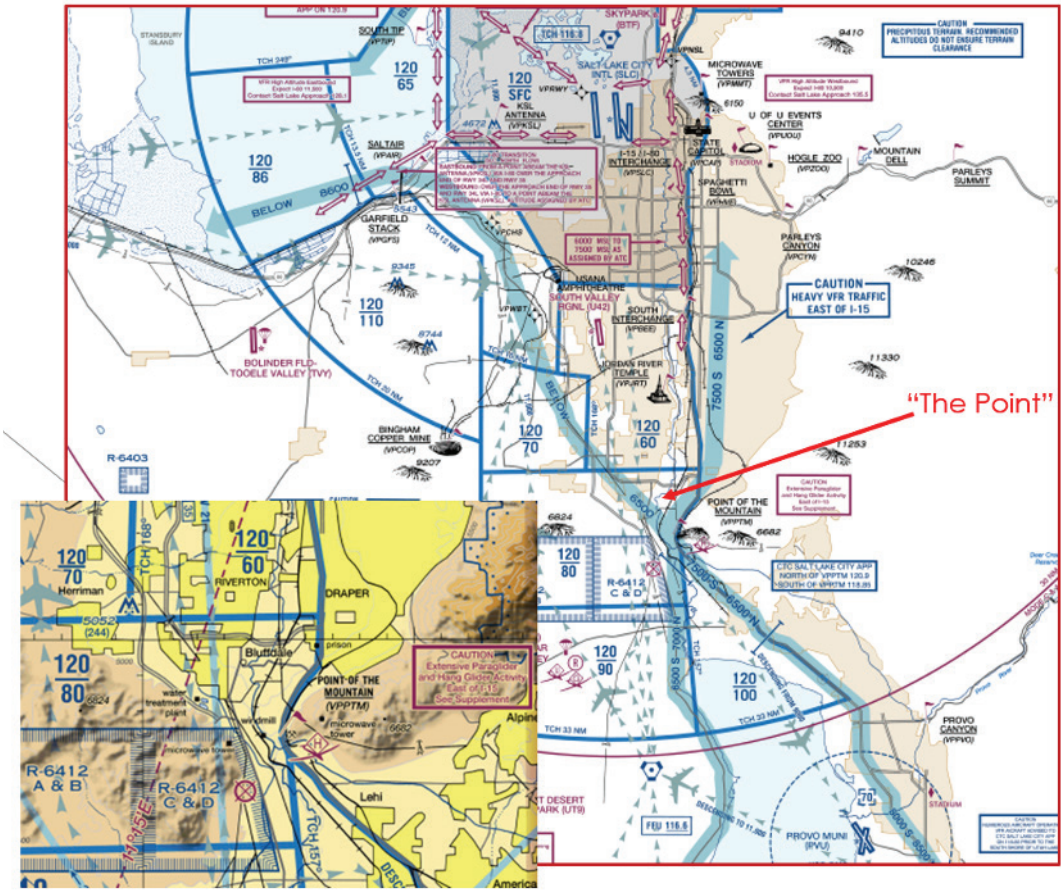


Figure 18 - This sectional chart, used for flight operations, illustrates that while The Point is a greenfield development, its surrounding airspace includes numerous considerations and constraints.

Although The Point is a greenfield development, the surrounding airspace and physical obstacle environment is extensive and varied, requiring careful procedure design, routing, and community considerations.

Physical obstacles:

- Mountainous terrain to the east, south, and west.
- Dense population to the north (heightened noise/overflight sensitivity).
- Microwave towers on both sides of the valley to the south.
- Wind turbines to the south (~160 ft AGL).
- Recreational airpark to the southeast (gliders/hang gliders).
- Powerlines, buildings, and other man-made obstacles across the corridor.

Airspace:

- Site elevation: approximately 4,450 ft Mean Sea Level (MSL).
- Class B floor ~8,000 ft MSL over the site (lowering to ~6,000 ft MSL to the north).
- Proximity to southern approach/departure corridors for South Valley Regional Airport.
- Influence from southern approach/departure flows to/from SLC.
- Heavily used VFR routes to the east, south, and west.
- Military restricted airspace to the southwest.

Obstacle Registration and Temporary Obstacles

All obstacles — temporary or permanent — that pose a potential hazard to aviation due to their height or proximity to a public airport, heliport, or vertiport must be submitted to the FAA on Form 7460 for review and approval. The form requires details on the structure's type, height, and location. The FAA will then provide feedback on approval status and any additional requirements. Approved obstacles are entered into the FAA obstacle database and, in the case of many temporary obstacles, also require the issuance of a NOTAM to alert aircraft operators.

Notional Arrival and Departure Paths for The Point Vertiport

Although none of the challenges discussed necessarily prevent the construction and effective operation of a vertiport at The Point, the design of approach and departure paths will affect operational efficiency, the potential impacts of future construction, and the ability of operators to conduct direct routes to popular destinations. Figure 19 below illustrates a notional VFR departure and arrival path design, showing both northern and southern approaches optimized to avoid obstacles, minimize future construction impacts, and provide efficient access to traffic corridors leading to Salt Lake City, Provo, and the mountain areas to the east.

Figure 19 - Notional VFR departure and arrival path design (in blue).

Current FAA regulations require that aircraft approach and departure paths remain clear of obstructions within a defined surface extending from the edge of the vertipad out to 4,000 feet. This surface rises at a slope of 8:1 (1 foot for every 8 feet of horizontal distance) and must be at least 500 feet wide, centered on the approach path. Beyond this distance, aircraft must maintain a minimum of 35 feet of clearance from all obstacles, whether natural (such as terrain) or manmade (such as buildings).

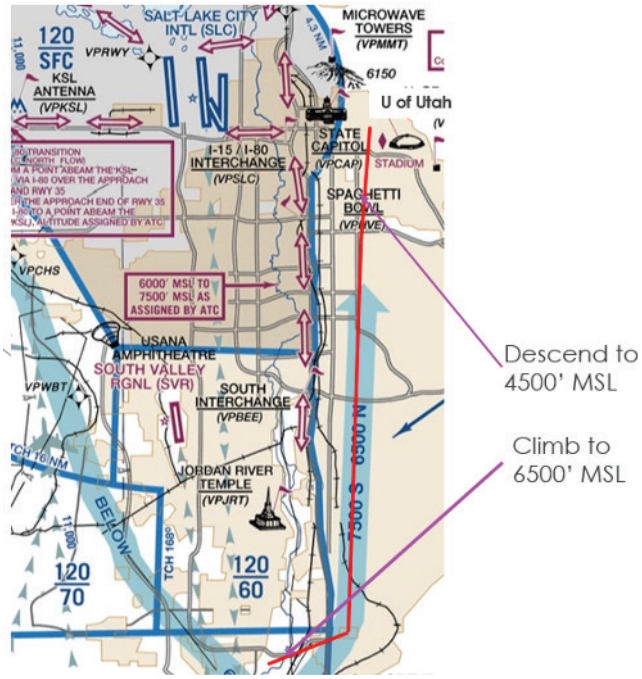


Figure 20 - Notional VFR flight path to downtown Salt Lake City or SLC (in red).

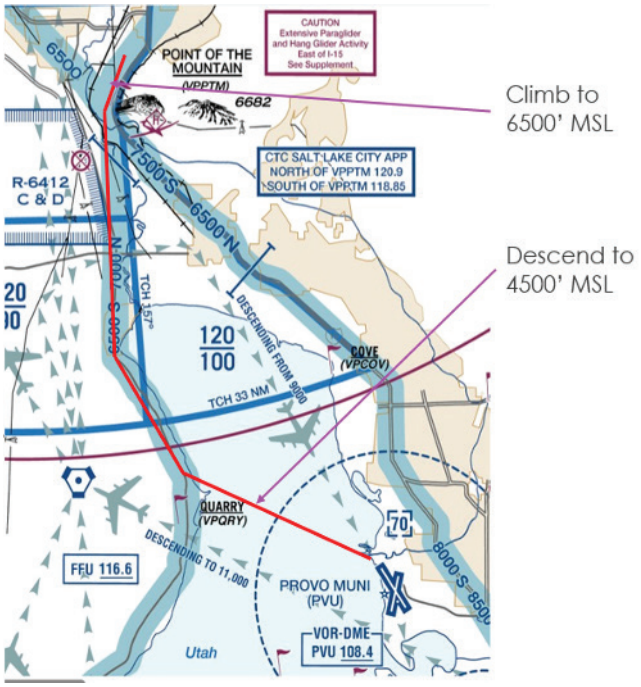


Figure 21 - Notional VFR Flight Path to Provo (in red).

The proposed departure and arrival paths offer compliance to the 8:1 obstacle surface (assuming the building heights remain close to what is currently envisioned), avoidance of the powerline, and alignment with the major VFR flight corridors to Salt Lake City and Provo. Figures 20 and 21 show examples of flight routes to/from both Salt Lake City (downtown or SLC) and Provo, respectively.

Both routes are clear of obstacles and avoid controlled airspace to Provo and downtown Salt Lake City. The northern route enables SLC as an origin/destination but requires ATC coordination to fly in the Class B airspace around and over, similar to the requirement for General Aviation aircraft, unless the eVTOL aircraft is piloted and instrumented for IFR operations and has an approved flight plan.

Figure 20 depicts the published VFR transition corridor along the Salt Lake Valley beneath the SLC Class B. Traffic follows the I-15 spine past common visual reporting points — including the I-15/I-80 Interchange, the State Capitol, the South Interchange, the Jordan River Temple, and near South Valley Regional — while remaining clear of SLC arrival/departure paths. Within the corridor, VFR aircraft typically use opposite-direction altitudes (about 6,500 MSL one way and 7,500 MSL the other), with ATC assigning altitudes between roughly 6,000–7,500 MSL when operating inside the Class B.

The figure also notes local constraints such as microwave towers and dense urban areas. For The Point, aligning AAM procedures with this established corridor helps deconflict with legacy traffic, respect Class B shelves, and minimize overflight of neighborhoods.

Figure 21 illustrates a notional VFR routing from The Point to Provo Municipal Airport (PVU). Southbound departures climb to approximately 6,500 feet MSL to remain clear of terrain and beneath the Class B shelves, then follow the established valley VFR corridor before crossing Utah Lake to set up for the east-side approach, with descent beginning near 4,500 feet MSL.

Northbound returns would typically use the reciprocal corridor at about 7,500 feet MSL in accordance with VFR hemispheric altitudes. The routing minimizes overflight of dense neighborhoods, deconflicts with South Valley and SLC approach/departure flows, and accounts for local recreational activity near Point of the Mountain. Final procedures will be refined with ATC and airport stakeholders and adjusted for weather, traffic, and community considerations.

2.4 Project Physical Constraints

In collaboration with Point of the Mountain State Land Authority planning team, we evaluated potential obstacles to vertiport development and identified land-use, building, and other physical constraints that could influence site selection.

Identified Local Obstacles

Two potential obstacles exist near the proposed vertiport site. The first is the most recent design of the parking garage on top of which the vertiport is planned, which currently remains lower than the required vertiport elevation. The second is a set of high-power transmission lines running southwest to northeast, located approximately 1,500 feet northwest of the site and reaching an estimated 150 feet AGL at their highest point. For a northwest departure, FAA standards require the minimum approach surface to clear the top of the powerline structure by at least 35 feet.

> ***"The Point is envisioned to be an innovation community, a showcase and testing ground for emerging technologies and best-practices from which other projects in the state can learn. It is also one of the most transit-oriented new development projects in the country. Unlike entirely private sector projects driven solely by financial parameters, The Point, as a Public-Private Partnership, provides a unique opportunity to flexibly blend economic needs with larger social benefits."***
>
> **Steve Kellenberg, Planning Director, Point of the Mountain State Land Authority**

At 1,500 feet from the vertiport, the 8:1 approach slope equates to an additional 187 feet of altitude above the vertiport platform. Adding the 60-foot vertiport height yields a minimum obstacle surface of 247 feet AGL, providing approximately 97 feet of clearance above the transmission lines, well exceeding the required margin. This analysis assumes that ground elevation along the powerline corridor is consistent with the vertiport site, as indicated by Google Earth data.

FAA Obstacle Database

The FAA provides an obstacle database for all structures over 200 feet AGL and lower structures affecting F.A.R. (Federal Aviation Regulations) Part 77 in the vicinity of airports with approach procedures. Figures 22 and 23 show the results from the FAA obstacle database for the areas north and south of The Point, respectively. Obstacles are identified by blue dots on the map, with each map showing the highest obstacle near the point and along potential arrival and departure paths. These maps show that there are no structures with the potential to impact the approach or departure path of The Point vertiport given their distance from the vertiport and their maximum height.

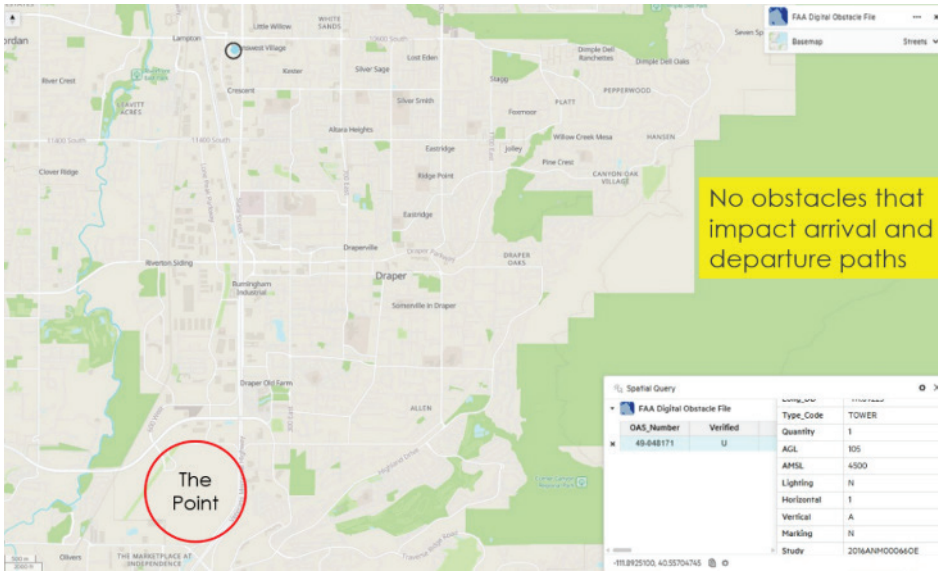


Figure 22 – FAA obstacle database north of The Point.

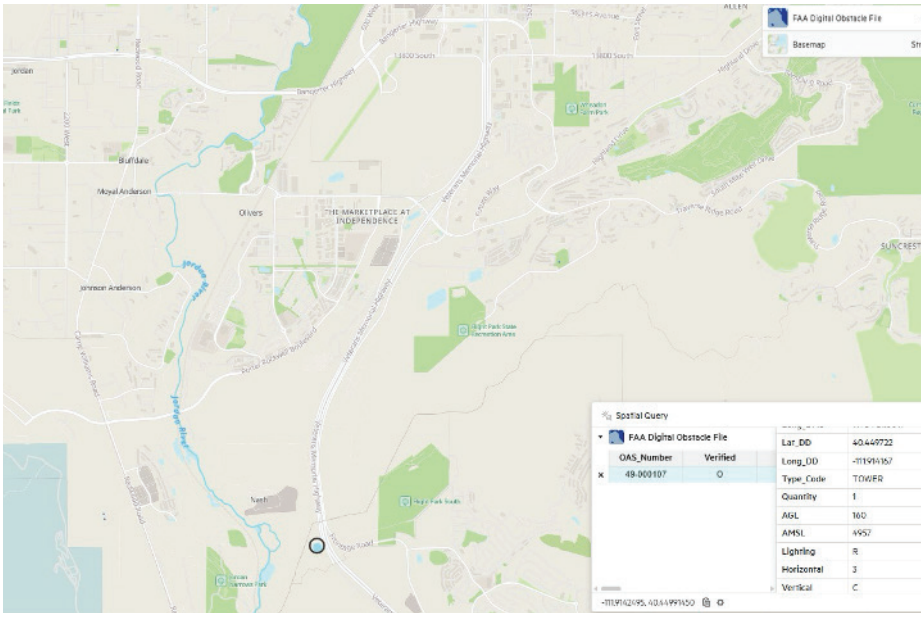


Figure 23 – FAA obstacle database plot south of The Point.

Potential Tall Buildings

Based on current design information provided, there are currently no buildings in the general vicinity of the proposed vertiport location which exceed the height of the vertiport deck above the garage selected. Figure 24 shows the location of the selected site and the surrounding planned structures. It is important to note that changes to the site design, particularly increasing the nearby building height or reducing the height of the selected garage structure, could impact the suitability of this location for vertiport placement.

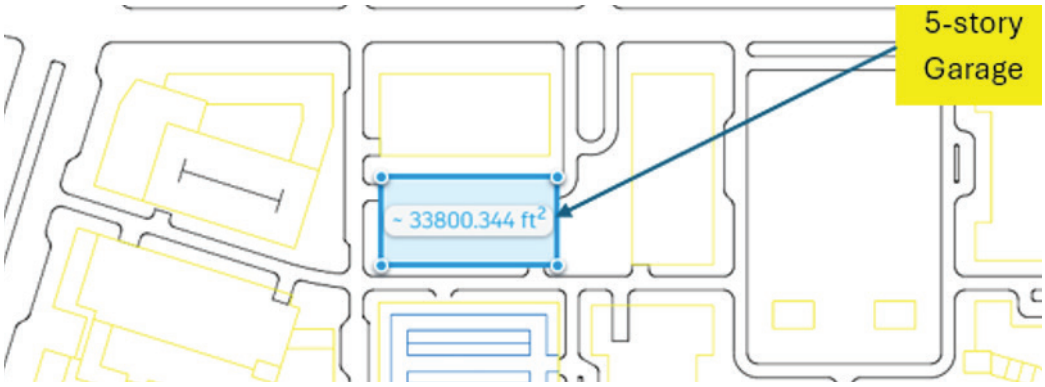


Figure 24 - The vertiport deck will be constructed as an added level atop the planned parking garage, preserving approach and departure surfaces while avoiding conflicts with adjacent buildings.

To protect the airspace surrounding the vertiport, it is recommended that zoning be established during the master planning process to restrict construction of buildings, antennas, power lines, and other potential obstructions within the designated airspace. These restrictions should prevent penetrations of the FAA-defined approach and transitional surfaces. An additional option would be to establish legal easements with neighboring landowners to limit such construction within the protected area.

In the current design rendering, the garage structure is approximately 50 feet AGL. Adding a deck to support the vertiport would raise the height by about 10 feet, placing the facility at roughly 60 feet AGL. Given the FAA sectional showing ground level at 4,460 feet MSL, the vertiport elevation would be approximately 4,520 feet MSL.

Potential Future Construction Cranes

For any construction cranes used in proximity to the vertiport — whether short-term or long-term — it is recommended that filing FAA Form 7460, Notice of Proposed Construction or Alteration, be required. The results should be provided to the local zoning commission and planning board to ensure that any potential conflicts are identified and addressed before a crane is erected, allowing appropriate mitigation strategies to be implemented in advance.

Powerlines/EMI Issues

For the chosen location, power lines and associated EMI issues are determined not to be a factor due to distances between the flight lines and the power lines.

Power Requirements

The building will have power serviced from the sub-station in proximity to The Point development plan and will support 880V power levels for battery fast recharging. Electricity costs have been incorporated into the CAPEX estimates.

Proposed Trees

It is unlikely that even tall trees will have any impact on flight operations as the landing area is sufficiently elevated above ground level.

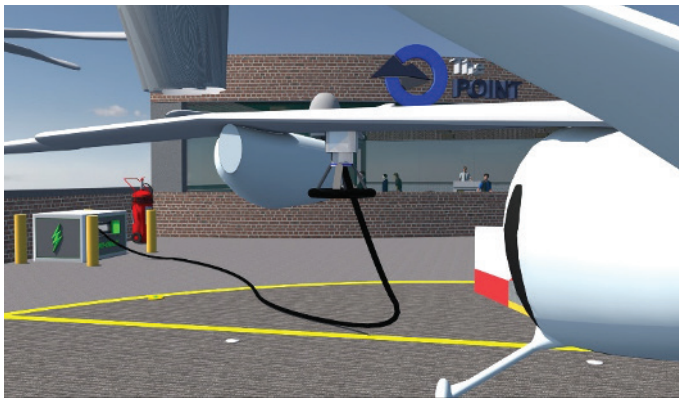


Figure 25 – The proposed location will have sufficient power for aircraft charging.

Fire Safety (Water Volume)

Currently, no published standards specify the required minimum water volume for a vertiport. It is anticipated that the next revision of NFPA 418, Standard for Heliports and Vertiports — expected in 2028 — will provide clarification on this requirement.

We recommend that the vertiport design incorporate accommodations to provide twice the required number of standpipes, as well as double the minimum water volume currently mandated for a standard parking garage in this area.

Climate Impacts and Constraints

Like all AAM operations in Utah, The Point will be subject to "microweather" — localized atmospheric conditions on a neighborhood scale not typically captured by conventional aviation weather systems. Operating within the atmospheric boundary layer, AAM aircraft are especially vulnerable to turbulence, low-level wind shear, and gusts generated by the Wasatch Range. These can include canyon winds and "wind tunnel" effects caused by air moving through mountain passes or the valley itself. Such small-scale phenomena are often invisible to Automated Weather Observing Stations (AWOS) located at airports.

The Point sits in a narrow valley along the Wasatch Front, flanked by high terrain to the east and west. This geography creates distinctive microclimate conditions that differ from those observed at the nearest airport weather stations — South Valley Regional Airport and Provo Municipal Airport. While those stations provide baseline data, they are located in broader valley areas where winds and visibility may not reflect the more confined, funneling conditions at The Point.

> ***"An on-site weather station with ceiling and visibility measurements will provide precise conditions at the vertiport, offering a clear comparison to the nearest reporting stations at South Valley and Provo."***
>
> **Don Berchoff, CEO, Truweather Solutions**

Winter inversions are a particular challenge in this region, frequently trapping pollution, reducing visibility, and at times persisting for days. These inversions can also produce freezing fog, which poses risks for AAM operations. Seasonal extremes are notable: winter temperatures in the single digits or teens can degrade electric aircraft battery efficiency, while summer temperatures regularly exceed 90 degrees, occasionally raising density altitude concerns that may reduce aircraft performance. Precipitation is less of a limiting factor, though summer thunderstorms and winter snow events occur with enough frequency to influence scheduling and reliability.

Because AAM aircraft rely on electric propulsion, uncertainties in wind and precipitation translate directly into uncertainties in range, payload capacity, and recharge cycles. This magnifies the so-called "weather tax" — lost revenue from flight cancellations due to marginal conditions. To mitigate these risks, a dedicated on-site weather station at The Point is recommended, with ceiling and visibility sensors, wind measurement, and freezing fog detection. A sensor package meeting these requirements is available for under $35,000. Such an installation would generate the localized data needed to support flight planning, improve reliability, and inform micro-weather forecasting models.

Figure 26 – The Wasatch Range will influence weather at The Point by funneling winds, trapping winter inversions that reduce visibility, and intensifying snowfall and storms — factors that will shape vertiport design and daily AAM operations.

In addition, Utah's broader weather sensing network of 33 AWOS/ASOS (Automated Surface Observing System) stations provides a strong foundation, but it does not yet cover the needs of low-altitude AAM operations outside traditional airports. Emerging standards, such as ASTM F3673-23 for Weather Information Providers, call for high-resolution sensing and reporting tailored to advanced mobility. Incorporating The Point into UDOT's AAM "sandbox" testbed for micro-weather could support development of urban and street-scale forecasts, enhancing safety and operational efficiency at this flagship site.

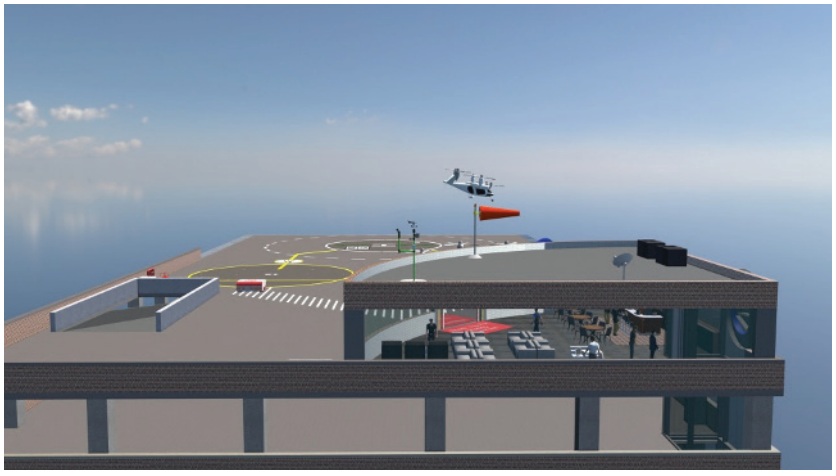


Figure 27 – The rooftop vertiport will also need to support weather equipment.

2.5 Potential Environmental Impacts

We were tasked with evaluating impacts on local existing and projected residential and other uses, both on and off-site, resulting from various vertiport locations including but not limited to the following considerations.

Noise

As mentioned earlier, it is recommended that an appropriately certificated and licensed acoustic engineer be retained to conduct a noise study of the site. This should include determining the ambient noise levels of the site as well as actual aircraft flights into and out of the site.

Blowing Debris

A notable addition to the recent Vertiport Engineering Brief EB-105A is the inclusion of the terms "Downwash and Outwash" (DWOW), defined by the FAA as the downward and outward movement of air caused by the action of rotating rotor blades, propellers, or ducted fans. When this air strikes the ground or another surface, it causes a turbulent outflow of air from the aircraft. Although this phenomenon is well-documented in the helicopter industry, EB-105A marks the first time the FAA has assigned a specific velocity to DWOW for planning purposes.

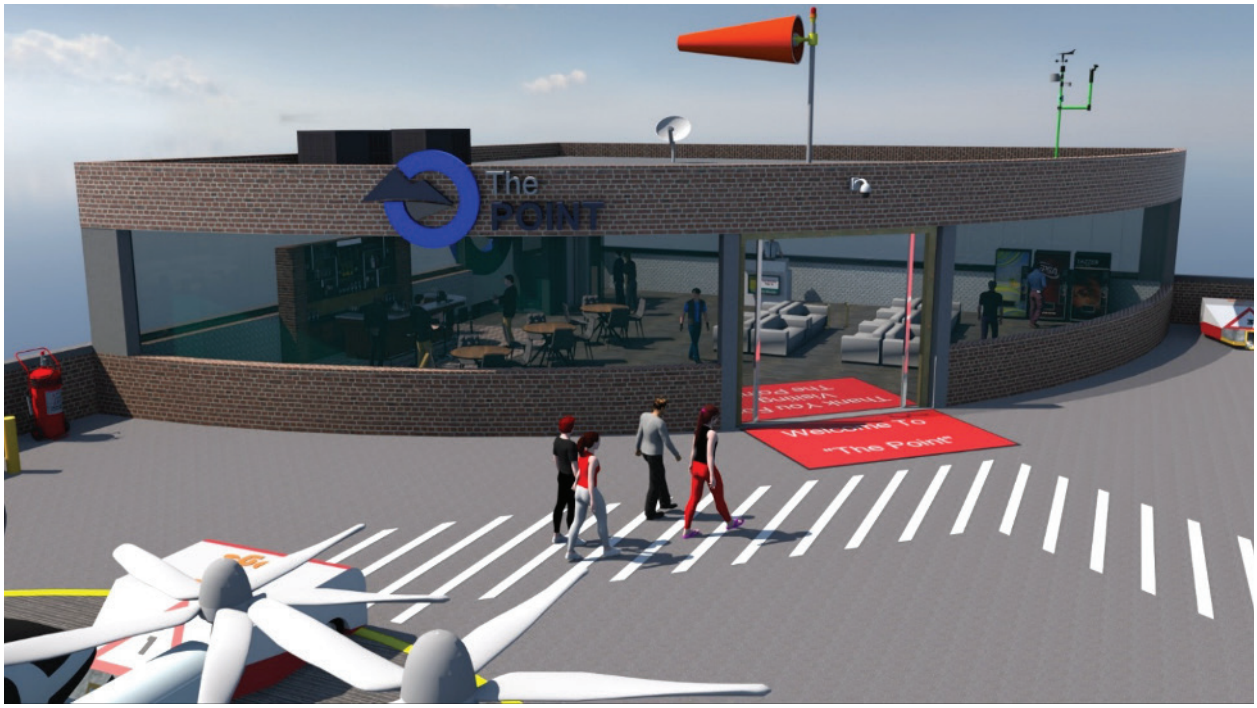


Figure 28 – Entrance to the vertiport from the landing pad.

The Downwash/Outwash Caution Area is defined as any area where downwash and/or outwash velocities may meet or exceed 34.5 mph. The FAA Rotorwash Analysis Handbook (1994) states, *"…the majority of rotorwash-related mishaps can be avoided if separation distances are maintained so that impacting rotorwash-generated velocities do not exceed 30 to 40 knots across the ground."*

At a minimum, to mitigate the risk from eVTOL Downwash and Outwash, the following recommendations should be considered:

- Maintain the area on and within the vicinity of the landing and parking area free from any objects that may be impacted by the aircraft's downwash and outwash.
- Institute a Foreign Object and Debris (FOD) policy designed to identify and properly dispose of any debris identified by staff members.
- Conduct daily FOD Inspections and catalog and record any FOD found.
- Do not load or unload passengers during landing and takeoff.
- Follow the recommendations found in FAA AC 150/5210-24A – Airport Foreign Object Debris (FOD) Management.

> ***"Given the Point's location, near transportation hubs and tech centers, the development could transform commuting and infrastructure development. We are positioned better than any county in America right for integration and AAM technologies.***
>
> **Curtis Blair, President and CEO, Utah Valley Chamber of Commerce**

Lighting

All lighting associated with the vertiport as outlined in the current Engineering Brief (EB) 105A – Vertiport Design, to include lighting for the Touchdown and Liftoff and Final Approach and Takeoff Areas, alignment lights, windsock lights, obstruction lights, and airport beacons should conform to the appropriate standards as outlined in the following FAA documents:

- FAA EB-105A, Vertiport Design.
- FAA AC 150/5390-2D, Heliport Design.
- Future FAA Advisory Circular for Heliports and Vertiports.
- FAA AC 70/7460-1M, Obstruction Marking and Lighting.
- FAA AC 150/5345-27F, FAA Specification for Wind Cone Assemblies.
- FAA AC 150/3545-12F, Specification for Airport and Heliport Beacons.
- FAA AC 150/5340-30J, Design and Installation Details for Airport Visual Aids.
- FAA AC 150/5345-46F, Specification for Runway, Taxiway, Heliport, and Vertiport Light Fixtures.

All other lighting, other than the lighting identified above, should conform to the standards as developed by the Illuminating Engineering Society and published by ANSI in ANSI/IES RP-37-22 – Lighting Airport Outdoor Environments.

Static discharge

FAA guidelines for protecting aircraft against the accumulation of static charges should be followed. Guidance on acceptable means of compliance is provided in FAA Advisory Circular AC 25.899-1, Electrical Bonding and Protection Against Static Electricity (10/22/07).

Lightning Protection Equipment

Guidance for lightning protection equipment at heliports and vertiports is provided in NFPA 780, Standard for the Installation of Lightning Protection Systems (2026). It is recommended that NFPA 780, Chapter 5 – Protection for Miscellaneous Structures and Special Occupancies, Section 5.8 – Rooftop Helipads be followed. While vertiports are not yet specifically addressed in this standard, they are expected to be included in the next revision.

2.6 Conceptual Vertiport Configuration and Costs

The Point vertiport is envisioned as a compact, efficient facility supporting near-term regional air mobility and on-demand air taxi operations. It will primarily serve 3–6 passenger eVTOL aircraft, with occasional use by medevac and small cargo vehicles. The layout features a single take-off and landing pad with two dual-use charging stands that also function as short-term parking, eliminating the need for overnight storage and reducing the site footprint. The landing pad will be built to full aviation standards with proper lighting, guidance, and safety buffers, while maintaining low-profile structures to avoid airspace conflicts.

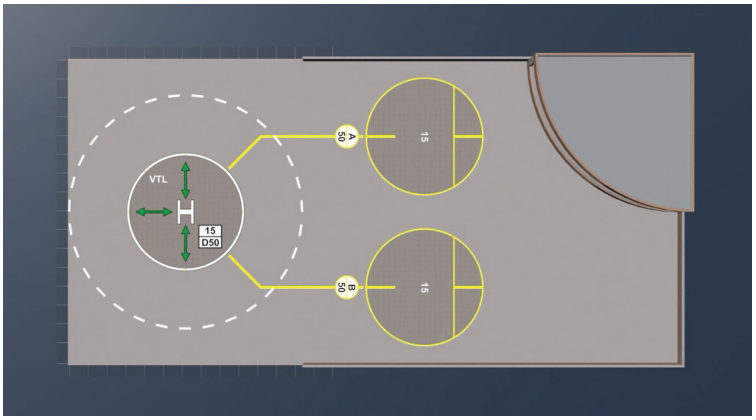


Figure 29 - Conceptual design with single take-off and landing pad with two dual use charging stands and short-term parking.

This single-pad configuration with charging-enabled staging positions provides a cost-efficient yet scalable design that supports near- and mid-term demand, simplifies permitting, and defers capital investment until expansion is warranted.

Aircraft would be moved using a tug from the landing/take-off pad to the short-term pads. Vehicles and supplies would be brought to the vertiport via a ramp from the lower level of the garage.

Typical drop-off/pick-up cycles target ~5–10 minutes (helicopter analogs today). All movements would be slot-controlled by the operator's dispatch/Air Traffic Management coordination to prevent queueing on the deck.

Passenger areas will include sheltered waiting zones, ticketing kiosks, and circulation space seamlessly connected to The Point's multimodal network. Back-of-house functions will be contained in small, efficient spaces for staff, security, and IT systems.

AAM Sample Vertiport Components (CAPEX & OPEX)

- Network Design Studies
- Environmental Studies
- Airspace Flight Design 3D Visualizations Studies
- Concession Agreements
- Secure Project Financing
- Purchase or Lease Land
- Construction Permitting
- Architectural and Engineering
- Site Preparation and Construction
- Foundation Modifications
- Platforms, Egress, Walkways
- Elevators
- Airport AAM Passenger Facilities
- Airport Commercial eVTOL terminals
- Passenger Shelters
- Lighting Systems
- CNS Systems (ILS, Beacons, etc.)
- IT and Security Systems
- Perimeter Systems
- Parking
- Power Grid Updates
- FAA (etc.) Permitting and Certification
- Recharging Capability and Systems
- Fire Suppression Systems
- Aeronautical Chart Preparation
- Operators, Maintenance Staff and Related Workforce

Figure 30 – The Point vertiport will require a wide range of systems, infrastructure, and support elements — from site preparation, architectural design, and passenger facilities to power, safety, and recharging systems — to ensure seamless operations and regulatory compliance.

The Point vertiport development requires investments across planning, permitting, construction, and specialized aviation systems as seen in Figure 30. NEXA validated these cost assumptions through discussions with leading Subject Matter Experts who provided valuable insights in planning and constructing next-generation vertiport infrastructure.

Globally, vertiport development remains in the pre-operational phase, with demonstration sites and prototype facilities under construction in Europe, the United States, the Middle East, and Asia. Industry forecasts project the market to grow from roughly $0.4 billion in 2023 to over $10 billion by 2030, yet no vertiports are currently open for passenger service as aircraft certification, safety standards, and airspace integration frameworks continue to evolve. The first operational vertiports are expected to launch later this decade, once eVTOL certification and regulatory approvals align to support regular commercial operations.

Major cost factors for The Point vertiport include:

1. **Pre-Construction and Planning:**
    - Site selection and environmental studies.
    - Airspace and flight approach assessments.
    - Concession agreements and project financing.
    - Regulatory coordination and permitting.
2. **Construction and Infrastructure:**
    - Architectural and engineering design to add additional level.
    - Site preparation and structural work (foundation or building modification when using a garage platform).
    - Construction of the take-off/landing pad, access platform, and egress systems (elevators, stairs).
    - Passenger shelters and circulation facilities.
    - Parking and vehicular access improvements.
    - General site lighting and aviation-specific pad/taxiway lighting.
    - Communication, navigation, and surveillance (CNS) systems.
    - IT and security infrastructure.
    - Power grid upgrades to support dual charging stands.
    - Fire suppression systems, inspections, and commissioning.

3. **Operational Systems and Aviation-Specific Components:**

    - Charging capability for multiple aircraft types (primary recharging systems).
    - Aeronautical chart preparation and airspace approach templates.
    - Passenger facility furnishings and operational fit-out.

Figure 31 – The current design includes a single takeoff and landing pad.

The estimated cost of developing a vertiport is projected to range between $6 million and $8 million, including the cost to add the additional level. NEXA received cost estimates to add the parking garage level from the engineering firms and designers.

Final expenditures will vary based on several factors. For example, construction timelines can affect costs through delays, labor availability, or supply chain disruptions. Regulatory requirements may evolve, potentially requiring additional safety systems, environmental compliance measures, or design modifications to meet aviation authority standards. The configuration and location of the vertiport site chosen may also play a role, with ground-level sites generally less costly than rooftop facilities, which require added structural reinforcement and access systems. These considerations underscore the need for flexible budgeting and proactive planning throughout the development process.

Another cost consideration is access. Vertiport entry should be restricted to authorized personnel, credentialed passengers, and approved service providers. There are three options for limiting access to the vertiport:

- Only provide access to the elevator on the first floor rather than the entire parking garage.
- Incorporate a scanner in the first-floor elevator lobby that would require passengers to provide a digital code or bar code from an application on their smart phone to gain access to the vertiport.
- Incorporate a ticket agents' station at the first-floor elevator lobby.

The Point Vertiport Financials

According to NEXA's forecasts, vertiport revenues begin ramping up about five years after operations commence and grow steadily for the next 15 years, reaching nearly $3 million annually (in today's dollars) by the end of the forecast period. Profitability follows a similar trajectory: EBITDA (Earnings Before Interest, Taxes, Depreciation, and Amortization) increases consistently year over year, while net operating profit after taxes is initially negative but turns positive around year five and continues to strengthen thereafter. This progression reflects a business model that transitions from early-stage investment and infrastructure development to sustainable long-term profitability.

Vertiports are expected to be financed and operated through public-private partnerships (P3s) — collaborative arrangements in which a public entity (such as a state or regional development authority) partners with a private infrastructure operator or investor. Under this model, the private partner provides capital for construction and early operations in exchange for the right to operate the facility and recover costs through user fees, leases, or concession revenues. This approach reduces the upfront financial burden on public agencies, accelerates project delivery, and leverages private-sector expertise in financing, design, and operations — ultimately supporting a scalable, self-sustaining vertiport network across Utah.

The financial model assumes rent for exclusive use of the rooftop level, along with proportional allocations for public-area operations and maintenance. Vertiport development would follow an airport-style concession or P3 model, in which an experienced infrastructure operator provides the upfront capital investment (CAPEX) and carries initial operating expenses (OPEX) during the early years of operation. In return, the operator receives concession rights to manage the vertiport and recover costs through user fees, leases, and service revenues. Under this structure, the State or project developer grants access and air rights, while the garage owner participates as a party to the agreement. This approach minimizes public-sector financial exposure, accelerates delivery, and ensures professional long-term operation of the facility.

To support this growth, the project takes on a loan of approximately $6–8 million, which is serviced monthly and fully repaid over 15 years. Meanwhile, once the business becomes profitable, cash reserves gradually build, ending higher after 15 years than at inception. Overall, we recommend a strategy in which upfront borrowing finances early expansion, with revenue growth and improving margins enabling both debt repayment and the accumulation of cash reserves over time.

CONCLUSION

Our analysis shows that the development of a vertiport at The Point is feasible and that no airspace, electrical, or physical barriers exist to prevent inclusion of a vertiport in the overall design of The Point. Of the six potential sites evaluated, Site Two, situated at the heart of the Hub, offers the most convenient, accessible, and future-ready location overall. It aligns with FAA safety requirements, integrates seamlessly with transit connections, and provides room for growth as demand increases.

The vertiport's importance extends far beyond its technical feasibility. For residents and businesses at The Point, it will become a vital connector — linking offices, laboratories, neighborhoods, and institutions to regional airports, hospitals, and recreational destinations. For the entire state of Utah, it will anchor a statewide network of vertiports, strengthening emergency response capabilities, supporting life sciences and logistics, and enhancing workforce mobility. By embedding aerial connectivity into the master plan, The Point will set the standard for how infrastructure can directly enrich community life while powering long-term economic growth.

> ***"Utah will be able to recruit top talent and attract companies that align with the state's ecosystem and culture. The ability to land at Salt Lake City International Airport and reach The Point in under 15 minutes will be a powerful advantage—drawing leading-edge companies and fueling innovation."***
>
> **Lance Soffe, Director of Targeted Industries, Governor's Office of Economic Opportunity**

Figure 32 – Rendering of an eVTOL taking off from The Point vertiport.

The Point also positions Utah as a global leader in Advanced Air Mobility planning. Unlike cities forced to retrofit, Utah is designing this infrastructure into a greenfield site from the beginning, creating a model of how future communities can integrate AAM into their very fabric. This leadership will attract industry investment, spur research, and showcase Utah's commitment to innovation, sustainability, and connectivity on an international stage.

Looking ahead, the vision is clear and inspiring. Within the next decade, The Point residents will travel quickly by air taxi to Salt Lake City, Provo, or regional hospitals. Drones will deliver medical samples or urgent supplies directly across the campus. Visitors arriving for the 2034 Olympics will experience firsthand Utah's role as a pioneer in future-ready transportation. What begins as a single vertiport at The Point will, over time, evolve into a cornerstone of Utah's connected, resilient, and globally recognized mobility system.

This is more than a feasibility study — it is a blueprint for progress. The vertiport at The Point is practical, achievable, and transformative. If realized with vision and determination, it will not only serve Utahns today but will stand as a beacon of leadership for communities across the nation and the world.