



Air Taxi Readiness Index 2022

Assessing the preparedness of 60 territories in the race for Advanced Air Mobility

Aviation 2030 series



Reader guide

The Air Taxi Readiness Index (ATRI) is a tool to facilitate discussion on the level of preparedness for the upcoming generation of passenger-carrying Short or Vertical Take-off and Landing (S/VTOL) vehicles in 60 selected territories. It is a composite index that combines over 47 individual, existing metrics from a range of sources into a single score. The metrics are arranged across five pillars: consumer acceptance; infrastructure; policy & legislation; technology & innovation; business opportunity. Each territory receives a score for each pillar, and these are aggregated into totals for that territory, enabling the resulting ranking.¹

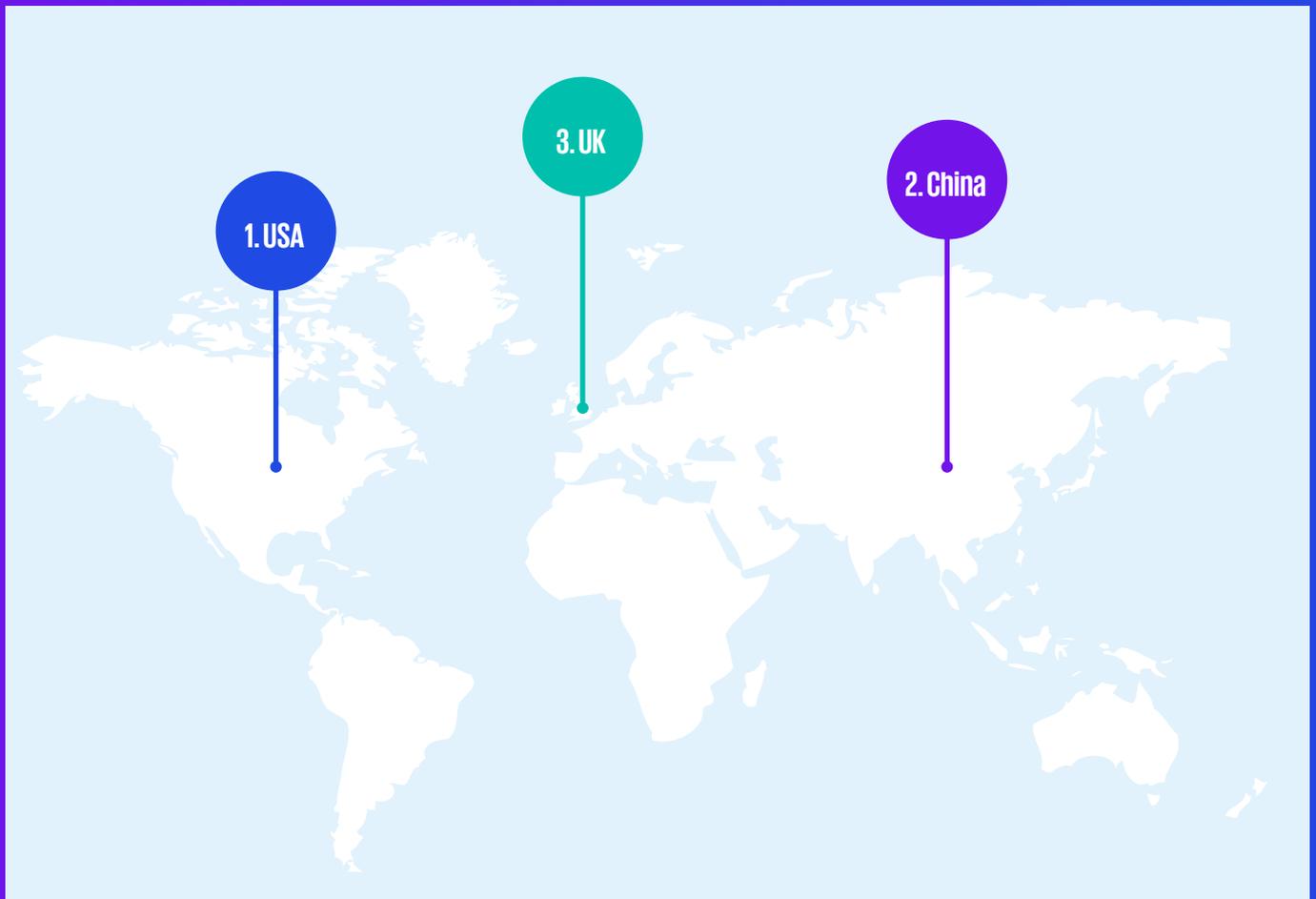
Scores are based on normalized results from pre-existing KPMG and third-party secondary sources (end noted), with weighting applied to reflect metric relevance as a proxy.

The index is to be used to form comparisons between countries' preparedness levels for air taxi adoption. It is not meant to be exhaustive or definitive in terms of predicting air taxi adoption rates, nor will it accurately predict speed to market. Its intended audience is public and private bodies alike looking to understand the benefits of early adoption of this technology, and the suitability of different territories for relevant pilots and investment. We use 'S/VTOL' and 'air taxi' interchangeably throughout, referring to vehicles capable of short-haul airspace passenger transportation, piloted or unpiloted.² The ATRI 2022 is an update of the ATRI 2021 version, with 35 new territories and 13 new metrics, plus a whole new pillar for 'business opportunity' - therefore, ranking comparisons between this year and last year are necessarily imperfect. Finally, we note that the rankings of certain territories (e.g. India, Israel) will look surprisingly low to some readers, but they are a reflection of the data available and the methodology adopted here, and do not of course define the future positions of those countries. Rather than tinkering the scores for specific territories therefore, we use a number of case studies to allow for qualitative description.

¹ While urban centres will be a key driver in the S/VTOL roll-out, and we will therefore see intra-national disparities in market development, we think a national lens most relevant. This reflects the importance of national policies, national aviation authorities and air traffic management, as well as the potential from the outset for S/VTOL to be about more than intra-urban transport and be a cost-effective form of inter-regional connectivity as well as integrated airspace as a regional connection network for traditional domestic and international aviation.

² It is therefore a proxy for the wider and emerging AAM landscape, but we are aware adoption rates for cargo, utility, military and passenger use cases will also differ with local context, and therefore involve a different mix of metrics.

Index results



Overall rankings

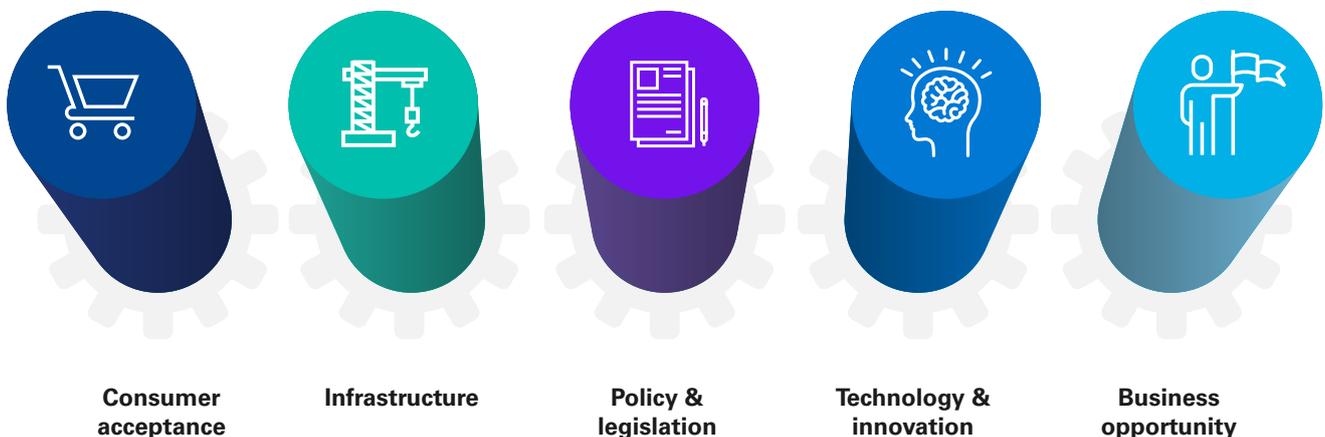
US	1	Spain	16	Poland	31	Peru	46
China	2	New Zealand	17	Czech Republic	32	Bulgaria	47
UK	3	Finland	18	Chile	33	Morocco	48
France	4	Denmark	19	Portugal	34	Egypt	49
Germany	5	Ireland	20	Greece	35	Kenya	50
Japan	6	UAE	21	Luxembourg	36	Algeria	51
Canada	7	Austria	22	South Africa	37	Pakistan	52
Brazil	8	Italy	23	Hungary	38	Bangladesh	53
Australia	9	Russia	24	Argentina	39	Paraguay	54
Singapore	10	Mexico	25	Colombia	40	Ecuador	55
South Korea	11	India	26	Philippines	41	Nigeria	56
Netherlands	12	Saudi Arabia	27	Romania	42	Bolivia	57
Sweden	13	Belgium	28	Vietnam	43	Guatemala	58
Norway	14	Israel	29	Uruguay	44	Ethiopia	59
Switzerland	15	Turkey	30	Ukraine	45	Angola	60

Introduction: the aerial mobility revolution

The breathless excitement that has surrounded several VTOL original equipment manufacturers or OEMs in recent years is beginning to cool, as stratospheric growth predictions and fizzy product announcements are tempered by more sober funding rounds, regulatory clarifications and even the inevitable test accidents. Whilst still a market of great promise, Advanced Air Mobility (AAM) is necessarily moving into a new phase, as the initial hype cycle of startup and investor activity comes to a close and the hard work of certification, delivery, and driving the many new concepts and models to full commercialization has to happen. Some OEMs are more advanced than others down this commercialization runway, and inevitably the coming years will see a winnowing of the many young companies that have sprung up. The same can be said for burgeoning vertiport and AAM operator companies, although expect them to enter the limelight once several OEM models are fully certified.

KPMG's global series 'Aviation 2030' and the KPMG Autonomous Vehicles Readiness Index have both covered aerial mobility and autonomous vehicle (AV) trends around the world. The KPMG ATRI, first published in 2021, builds on that AV methodology to provide specific insight into the readiness of countries to embrace the new age of urban and regional aerial mobility.

The 5 pillars



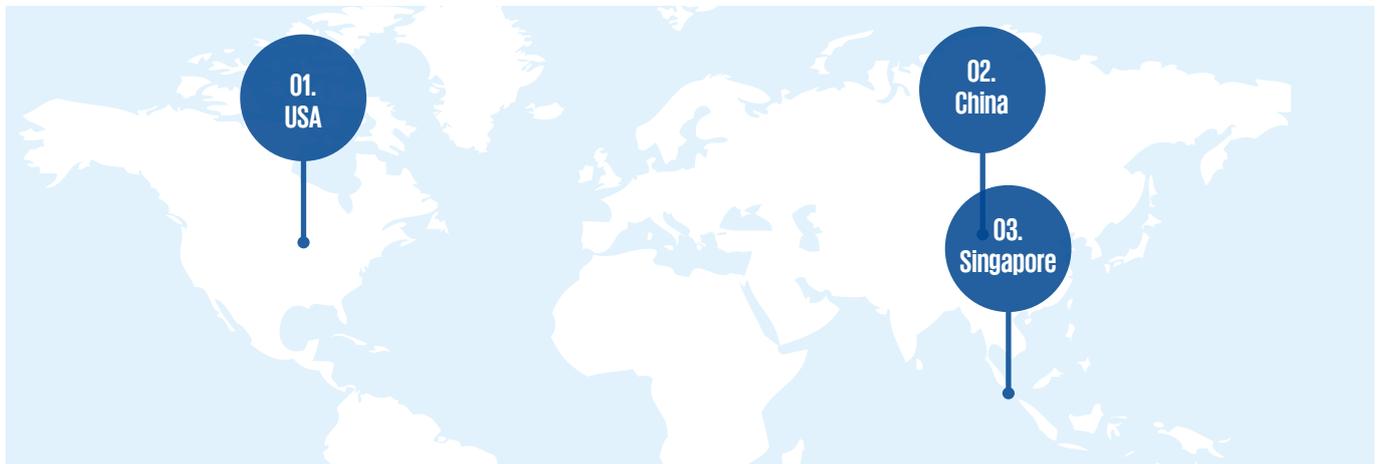


01 Consumer acceptance

Populations differ markedly in their willingness to accept S/VTOL technology. The consumer acceptance pillar aims to measure those differences through readily available proxies, aggregating data across nine internationally available measures for:

- Civil technology use³
- Individual readiness to use technology⁴
- Digital skills⁵
- Market size⁶
- Innovation capability⁷
- Consumer ICT adoption rates⁸
- Ride hailing & taxi market penetration⁹
- Passenger air traffic volumes per capita¹⁰
- Advanced Air Mobility (AAM) launch cities¹¹

As in 2021, the US leads this pillar, with China in second place. Singapore and Brazil in third and fourth bolster a strong presence at the top for Asia and South America.



Rankings

US	1	Spain	16	Portugal	31	South Africa	46
China	2	Australia	17	Turkey	32	Egypt	47
Singapore	3	Netherlands	18	Italy	33	Philippines	48
Brazil	4	Russia	19	Luxembourg	34	Algeria	49
Finland	5	Israel	20	Argentina	35	Ecuador	50
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3 2019 Change Readiness Index, KPMG International, May 2019
 4 Portulans Institute Individual Readiness Index 2021
 5 The Digital Skills Gap Index (DSGI), 2021
 6 World Economic Forum, Global Competitiveness Report 2019

7 World Economic Forum, Global Competitiveness Report 2019
 8 World Economic Forum, Global Competitiveness Report 2019
 9 Statista (shared mobility services), 2021

10 Citypopulation, 2020
 11 AAM Launch Cities, 2022

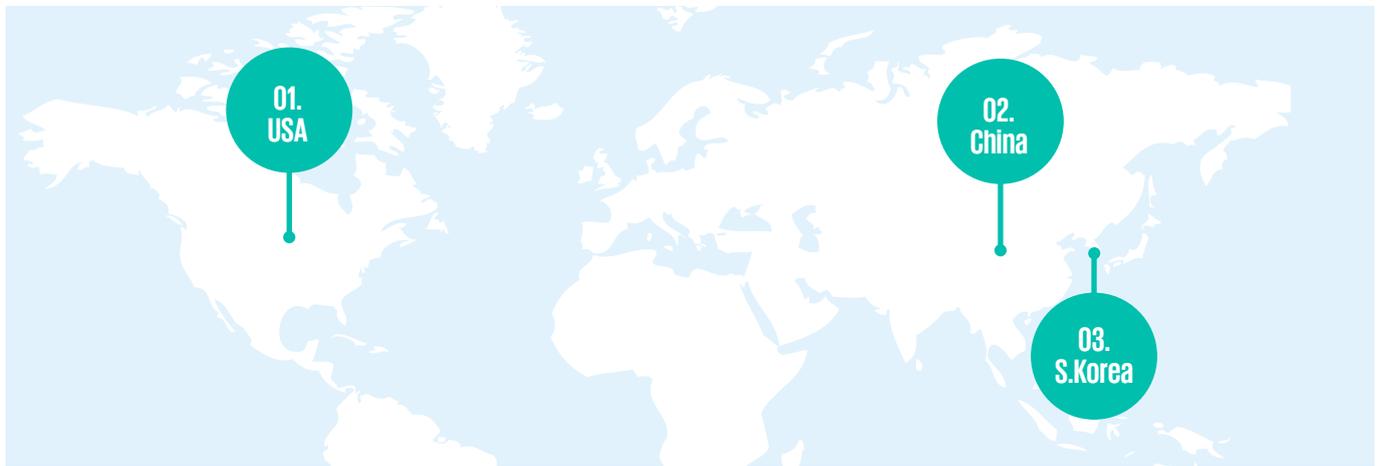


02 Infrastructure

An extensive range of infrastructure is necessary to support widespread use of S/VTOL vehicles in urban environments in particular. The infrastructure pillar incorporates metrics for:

- EV charging stations¹²
- 4G coverage¹³
- Quantity of air traffic¹⁴
- Technology infrastructure change readiness¹⁵
- Mobile connection speed¹⁶
- Broadband¹⁷
- Climate suitability (with 18-30 degrees Celsius, sunny with low rain and humidity levels considered ideal for VTOL use)¹⁸
- Ground congestion¹⁹
- Skyscraper density (as a proxy for downtown landing sites)²⁰

The US has moved to the top of the pillar in 2022, China down to second, with South Korea, UAE and Japan making up the top five. With Brazil in 14th, this demonstrates that an existing commercial network of heliports in itself only helps part of the way.



Rankings

US	1	Russia	16	Philippines	31	Egypt	46
China	2	Mexico	17	Romania	32	Bulgaria	47
South Korea	3	Colombia	18	Hungary	33	Morocco	48
UAE	4	Denmark	19	Sweden	34	Kenya	49
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Brazil	14	Norway	29	Vietnam	44	Ethiopia	59
Chile	15	Poland	30	Czech Republic	45	Angola	60

12 Global EV Outlook 2022 and several sources for territories not in the index.

13 'The State of Mobile Network Experience 2020: One Year Into the 5G Era', May 2020 Sam Fenwick and Hardik Khatri

14 'Air transport, passengers carried', World Bank, International Civil Aviation Organization and Civil Aviation Statistics of the World, 2019

15 '2019 Change Readiness Index', KPMG International, May 2019

16 'Speedtest Global Index': Global Median Speeds, February 2022: mobile

17 'Speedtest Global Index': Global Median Speeds February 2022: fixed broadband

18 STC Climate Index 2021, Global Residence Index

19 TomTom Global Traffic Index, 2021

20 Countries by number of 150m+ buildings, 2022, Council on Tall Buildings and Urban Habitat



03 Policy and legislation

This pillar comprises nine metrics:

- Transparency²¹
- Energy efficiency regulation²²
- Government readiness for change²³
- Future orientation of government²⁴
- Data sharing environment²⁵
- Cybersecurity regulation²⁶
- Efficiency of legal system²⁷
- Ease of doing business²⁸
- Startup business environment²⁹

Note AAM-specific policy and regulation remains an emerging field, with no widely-accepted ranking or quantification of what remain inherently qualitative differences in regulatory environments. As such, we take the approach that wider measures of policy and regulatory maturity are good proxies for a territory’s ultimate competency on AAM. The top spot here is taken by the UK, making this pillar by far the UK’s best performance, and the only pillar the US has not dominated, coming second place. Third, fourth, and fifth slots were taken by Denmark, Canada and the Netherlands, in what was generally a strong pillar for European countries.



Rankings

UK	1	Japan	16	Uruguay	31	Egypt	46
US	2	South Korea	17	Saudi Arabia	32	Colombia	47
Denmark	3	Ireland	18	Russia	33	Argentina	48
Canada	4	Israel	19	Hungary	34	Ukraine	49
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21 'Corruption Perceptions Index', Transparency International, 2021
 22 World Economic Forum, Global Competitiveness Report 2020
 23 KPMG Change Readiness Index 2019
 24 World Economic Forum, Global Competitiveness Report 2020
 25 The Network Readiness Index 2021

26 The Network Readiness Index 2021
 27 World Economic Forum, Global Competitiveness Report 2020
 28 World Bank, Doing Business 2020
 29 Global Startup Ecosystem Index 2022, StartupBlink

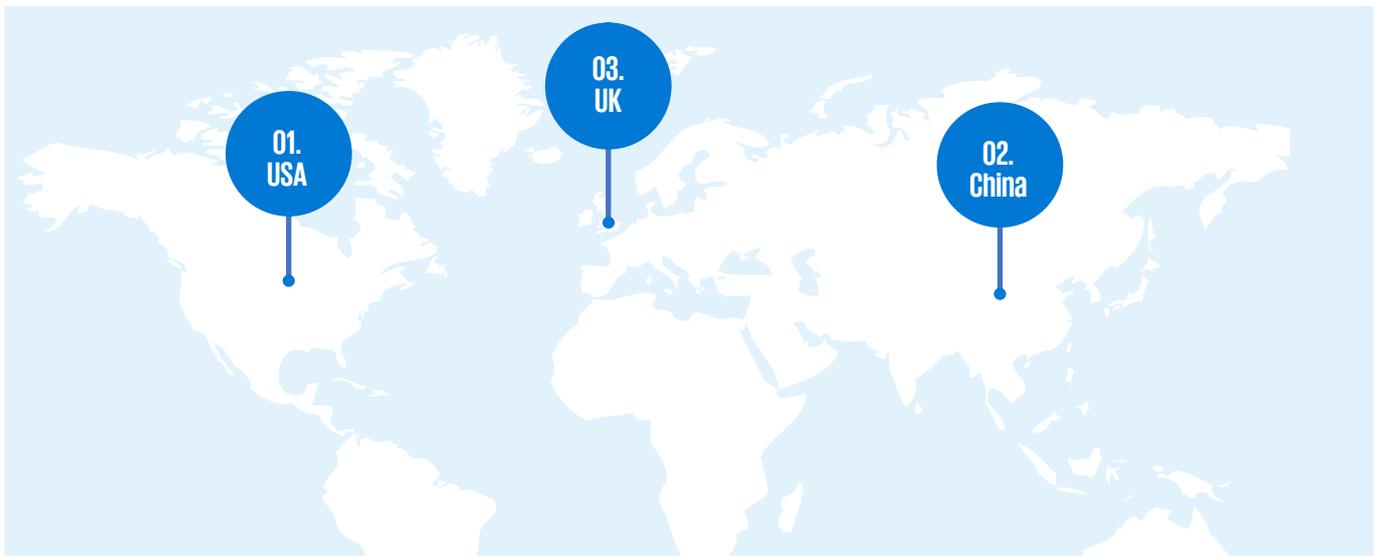


04 Technology and innovation

The technology and innovation pillar comprises ten metrics:

- Availability of latest technology³⁰
- Innovation capability³¹
- Cybersecurity³²
- AV-related patents³³
- Assessment of cloud computing, AI³⁴
- Industry investment in drone technology³⁵
- Drone technology firm HQs³⁶
- Drone-related patents³⁷
- Drone market share³⁸
- S/VTOL orders³⁹

The US remains the clear leader in this pillar, whilst the Netherlands and Singapore are replaced in second and third spots by China and the UK, respectively. Japan and Brazil complete the top five.



Rankings

US	1	Netherlands	16	Poland	31	Colombia	46
China	2	Finland	17	Israel	32	Egypt	47
UK	3	Denmark	18	Hungary	33	Kenya	48
Japan	4	Norway	19	Greece	34	Argentina	49
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30 The Technology And Innovation Report 2021, UNCTAD

31 Global Innovation Index 2021, World Intellectual Property Organization

32 Global Cybersecurity Index 2020, International Telecommunication Union

33 Autonomous Vehicles Readiness Index 2020, KPMG

34 Digital economy with GCI 2020: Intelligent Connectivity, Huawei

35 PitchBook, 2022

36 PitchBook, 2022

37 PatSeer, 2022

38 Statista, 2022

39 AAM reality index, 2022, SMG Consulting



05 Business opportunity

The business opportunity pillar, new for 2022, comprises the following ten metrics in order to gauge the overall commercial potential of each territory as an AAM marketplace:

- Adjusted net national income⁴⁰
- Urbanization⁴¹
- Tourism⁴²
- Helicopter market maturity⁴³
- Helicopter deal size⁴⁴
- Population density⁴⁵
- Passenger traffic⁴⁶
- LOPA (layout of passenger accommodations)⁴⁷
- Aviation passenger demand⁴⁸
- Forecast aviation passenger demand⁴⁹

The US dominates again in this pillar, followed by the UK, France, Canada and Germany.



Rankings

US	1	Italy	16	Czech Republic	31	Pakistan	46
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40 World Bank, 2019
 41 Our World In Data 2020
 42 UNWTO 2019
 43 KPMG Analysis, 2019
 44 PitchBook 2022

45 Demographia World Urban Areas, 2021
 46 Individual sources, 2021
 47 Fleet March 2022
 48 Airbus, 2022
 49 Airbus, 2022



Singapore and Paris are two densely populated cities where Volocopter's VoloCity can add value to residents as an additional and efficient mode of transportation.

We have fantastic communication with the city, regulators, and partners who are truly supportive throughout the local flight certification process, infrastructure, and operations to make urban air mobility a reality."

Christian Bauer, Chief Commercial Officer of Volocopter



A big contributing factor making affordable, sustainable and safe advanced air mobility a reality around the world, appears to be partly about who the main eVTOL players can forge meaningful and prosperous partnerships with. The US are at the forefront of investing in this rapidly growing market, with United Airlines making a pre-order with Archer worth \$1 billion, and an agreement to also purchase 400 eVTOL aircraft from Eve.

The level of investment in the UK is also strong. £9.5 million has been granted by the UK Government's Future Flight Challenge to help demonstrate the feasibility of advanced air mobility in the country. In addition to this, Virgin Atlantic have partnered with Vertical Aerospace, who are also a UK company, giving them the option to purchase 150 eVTOL aircraft.

These partnerships have been a massive milestone for the industry which showcases the growing acceptance around the world for this exciting aviation revolution. In turn, this will help drive the process of getting eVTOLs certified and being able to operate commercially more quickly in the countries pumping in the most capital."

Teddy Fisher, Founder, eVTOL Careers

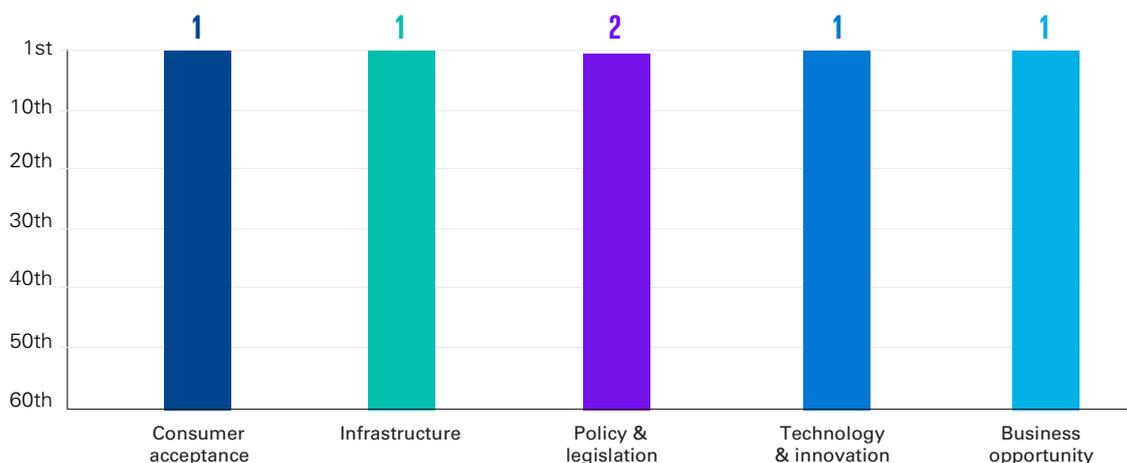
Select national profiles

Here we profile the top 3 territories in our ranking, with a sample of others in the wider index.



The view of Jono Anderson, KPMG in the US:

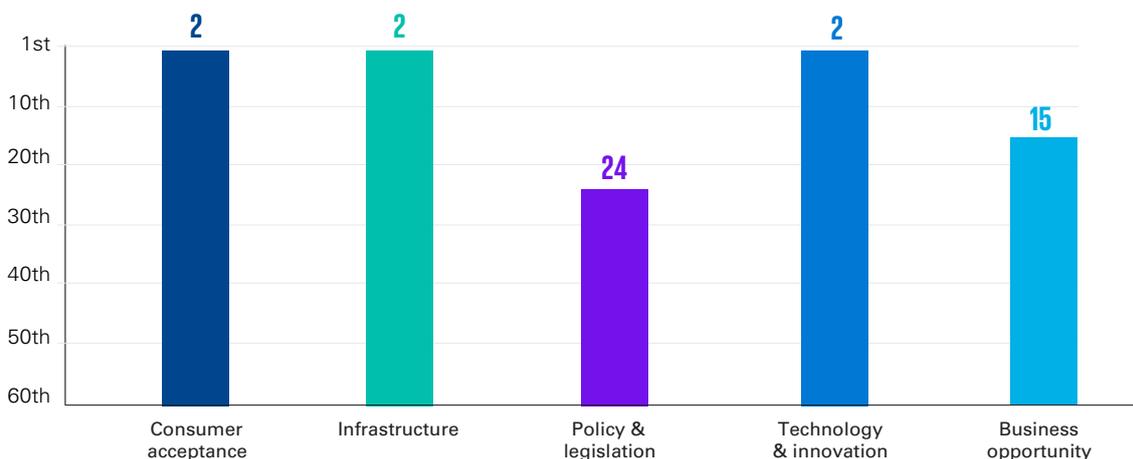
- As in 2021, the US dominates the ATRI, coming first overall and finishing top outright in four out of five pillars.
- The US has the highest air traffic volume of any country in the index, indicating strong consumer demand for air travel, as well as a highly developed air traffic control infrastructure, which should form a sound basis for AAM regulation.
- The US FAA has this year announced changes to its certification pathway for fixed-wing eVTOL aircraft, which will now be certified through as 'powered lift' aircraft rather than small planes. In addition, the FAA has released draft guidelines for vertiport design.
- Of all markets where AAM starts to move beyond urban point-to-point travel, it's predicted that the US represents a significant opportunity for airside regional connectivity into a developed airport market. While not captured in this year's index, the US has a comparatively high number of underutilized regional airports and airfields – particularly relevant for a longer range STOL market less dependent on regulatory changes and the ability of air traffic to handle higher urban flight densities.
- Given the US's wide variety of urban and rural environments and federal model, various players are already actively developing the frameworks within which AAM will operate.
- With world-leading centres of technological innovation in both digital and aerospace, the US has produced some of the front runners in the AAM space, such as Joby Aviation and Wisk Aero. The US is also a leader in terms of relevant patents filed.
- As noted previously, the west coast of the US also enjoys favorable climatic conditions for the regular use of VTOL technologies, with its relatively stable, dependable temperatures and (for the southwest) low rainfall.





The view of Norbert Meyring, KPMG in China:

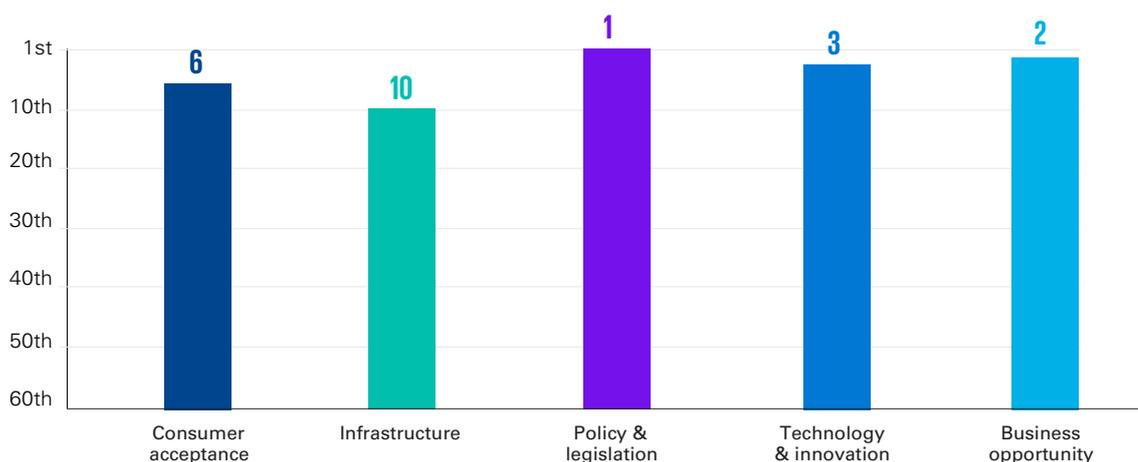
- China jumps from 6th to 2nd place this year with the inclusion of more metrics, coming second in consumer acceptance, infrastructure, and technology and innovation. Business opportunity and policy and legislation were the two weaker pillars, underperforming the others.
- China remains especially dominant in some metrics, such as market size, ride hailing and taxi market penetration, air traffic quantity and skyscraper density. Its modest performances in policy and legislation can be accounted for by its data-sharing environment and transparency levels, whilst the business opportunity pillar score is depressed by low net national income – clearly an example where China’s scale and urban vs. rural contrasts mean that affordability will differ widely by province.
- Guangzhou-based Ehang remains one of the major global players, having performed numerous demo flights around the world. It is moving ahead with automated designs, both short-range for city travel and long-range for intercity travel, as well as vertiports in China and Europe, and has taken orders for units from Chinese metropolitan governments. It is one of several China-native OEMs in this space, while Volkswagen’s global entry into AAM designs is notable by its initial China-centric approach.





The view of Joe Taylor, KPMG in the UK:

- The UK is ranked third overall, up 1 place from its 2021 position, with strong performances across policy and legislation, business opportunity, and consumer acceptance. The relatively low score for infrastructure is largely accounted for by broadband and mobile connection speeds.
- The UK is the overall leader in policy and legislation, reflecting mature regulatory functions and significant government investment. Operators, aircraft manufacturers, air traffic management, physical assets and infrastructure providers are being encouraged to work together to create viable and sustainable concepts of operation. The UK's Civil Aviation Authority is also choosing to adopt the European Aviation Safety Agency's certification standards for next-generation eVTOL aircraft (SC-VTOL).
- The country which safely develops the best overall ecosystem, not the best aircraft, will likely win the race to a truly viable air taxi concept market, and so whilst it doesn't score the highest in infrastructure or technology, the UK's strong performance in policy and legislation gives it a strong hand to play.
- Aligning with ambitious targets for decarbonizing aviation by 2040, the government is investing GBP84m for new technology for green aviation to develop new aircraft and propulsion systems, and GBP125m in a future flight challenge aimed at greening aviation through advancing electric and autonomous flight technologies.
- The Civil Aviation Authority's Future Air Mobility Regulatory Sandbox is already supporting successful programs including dozens of companies looking at real-world use cases for autonomous mobility. This initiative is complemented by a number of accelerators for start-ups, run by UK Research and Innovation and public sector catapults.
- UK developments over the past year have been numerous. For example, Eve Air Mobility has announced the completion of the Concept of Operations (CONOPS) for airspace integration of urban air mobility in the UK. Furthermore, Connected Places Catapult, in partnership with the UK Research and Innovation (UKRI) Future Flight Challenge, launched a plan to select and fund 11 SMEs to trial and test their solutions in areas of data driven aviation, smart airports and advanced air mobility. In addition, based on a government grant and a match from Hyundai, Urban-Air Port demonstrated what was arguably the world's first full-scale popup vertiport in Coventry.
- The geography and existing transport environment of the UK provides diverse use cases for the air taxi market. This includes shuttle services to complement ageing and complex city transport networks, improving regional and rural connectivity that bypasses a London-centric radial system (think Cambridge connectivity to Oxford or Heathrow), and supporting coastal and islands economic activity (think ports, off-shore oil and gas, and cost efficient 'air bridges' linking Great Britain with Northern Ireland and the Scottish islands).





AAM helps cities around the world to unlock future economic growth and close the transport access gap. Given the great socio-economical and sustainability promises advanced AAM use cases offer, ensuring the security, safety and resilience of the AAM systems is essential for the success of such use cases as well as building confidence in the technology and its benefits.

Various regions worldwide, particularly the US and UK, are taking great steps in creating and developing the underpinning pillars for safe and sustainable deployments. The Future of Flight Programme and the CAA Regulatory Sandbox are great examples of multi-million investments by the British government which advance and nourish the AAM supply chain across and support the safe and secure deployment of AAM use cases. ANGOKA is proud to be part of this ecosystem and our collaboration with national and international Telecoms, OEMs, and UTMs to deliver secure and safe airways for various AAM use cases, such as air taxis, first response, and medical delivery across the UK.”

Shadi Razak, Co-Founder and CTO, ANGOKA



Within 5 years of certification we want to be operating in 20 cities, delivering 1.4 million flights per year. This means we are carefully thinking about challenges and opportunities presented by each country and the cities within those countries. While we have not officially announced our intended launch cities and dates, we are considering a number of both US and other cities, such as Los Angeles, New York, Paris, London, Tokyo and Brisbane.

Part of our work every day is addressing industry challenges such as regulatory developments, improvements in battery performance, and public acceptance of self-flying aircraft. Our engagement with cities and governments from the US and New Zealand helps us understand the challenges they face and the benefits that they are seeking. We will continue to work with governments, regulators, industry and communities as we plan our market entry explaining and showcasing the long-term economics of self-flying air taxis.

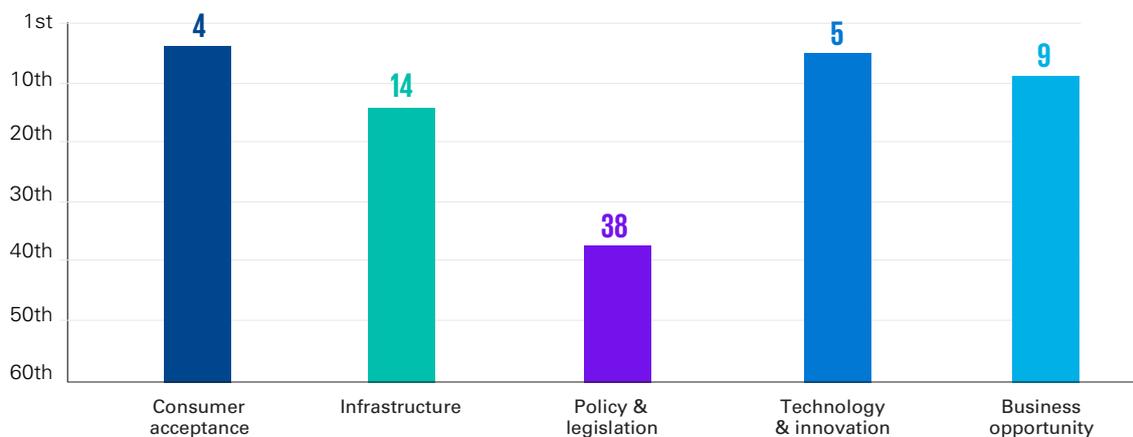
In recent months we see more pull from markets. This is promising. This KPMG Air Taxi Readiness Index study is another validating source of how real the AAM space has become.”

Gary Gysin, CEO, Wisk



The view of Camila Andersen, KPMG in Brazil:

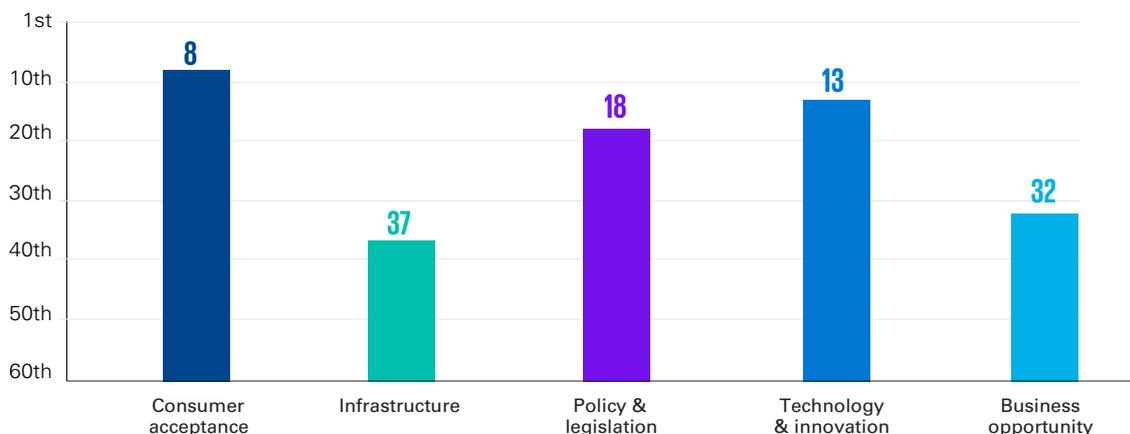
- Brazil comes in at 8th, a significant improvement of 17 places on its 2021 ranking, driven largely by the addition of the business opportunity pillar to the index, which takes greater account of Brazil's scale and depth as a potential air taxi adopter.
- Brazil is a large and tempting market, scoring highly on consumer acceptance, technology and innovation, and business opportunity, with a developed helicopter market and the highest quantity of air traffic in South America. Its numerous sprawling and congested cities present ideal opportunities for air taxi adoption.
- Brazil is already developing its operating framework for air taxis, with Eve Urban Air Mobility, a spin-out of Embraer, and Helisul Aviation, currently working with other industry partners to prove concepts using helicopters and to assess vertiport and eVTOL boarding feasibility.
- For these reasons, Brazil is often assumed to be a major global market for AAM in future. However, if we look at the helicopter market as a proxy, for example, it is largely confined to the urban areas of São Paulo, Rio de Janeiro, Curitiba and Porto Alegre.
- Once S/VTOL ranges improve, a genuinely more national network for AAM can emerge, reflecting the relative popularity of commercial flights in general, including cannibalization of some regional routes. However, any moves towards automation will need significant improvements to the national telecoms network.





The view of Chris Brown, KPMG in Ireland:

- Ireland sits above the middle of the rankings, similar to its relative position within a smaller territory number in 2021. Its strongest performance is in consumer acceptance, with infrastructure and business opportunity being its weakest, due to factors like low national population density, and a modest helicopter market today.
- Its lack of sprawling urban settings might not suggest an abundance of use cases for urban air mobility, but like other affluent territories without metropolises (think the Nordics, New Zealand and much of Australia) there is a strong case for rural connectivity – consistently a political priority – at significantly better return on investment and greater future flexibility than, for example, new investment in rail.
- The same can be said for the tourism potential of passenger AAM across the island, linking the likes of Dublin airport with areas currently off the beaten track for bus tours (e.g. Armagh in Northern Ireland) or dramatically reducing travel time to tourism staples (e.g. the Ring of Kerry, an almost 5 hour drive from Dublin).
- In drone delivery, Ireland’s Manna pioneers use cases in smaller urban communities – which itself gives the regulator and air traffic control hands-on experience that will be relevant for future passenger AAM.
- Finally, consider that Ireland already plays a disproportionately large role in aviation’s value chain and its innovations to date include having incubated the emergence of an aviation leasing sector and become the global hub for that industry, with more than one in every four commercial aircraft today on the planet leased out of Ireland. This same sector has the potential to become a major facilitator in S/VTOL vehicle placements into markets globally, with Avolon-e, the AAM-focused division of a traditional aircraft lessor setting the pace with over 500 provisional S/VTOL vehicle orders from operators globally (see their case study on the following page).



An external perspective: Avolon-e



As the first aircraft lessor to meaningfully enter the AAM space, consider Avolon-e's perspectives on how they see territories emerging in the long-term:

Avolon's ambition is to take a leading role in the decarbonisation of aviation by connecting our customers with the latest technology through our affiliate Avolon-e. In 2021, we identified eVTOL as the first step in this journey, partnering with Vertical Aerospace via an investment in the company and commitment for 500 VX4 aircraft. In the ensuing year, Avolon-e placed its entire VX4 pre-order with five customers, confirming demand for these zero operating emissions aircraft outstrips supply. Avolon-e has partnered with GOL in Brazil, JAL in Japan, AirAsia in Malaysia, Gözen Holdings in Turkey, and Air Greenland. These partners allow Avolon-e to access some of the highest potential air taxi markets.

Brazil is one of the biggest urban helicopter markets worldwide and the arrival of eVTOL will help existing and new operators provide a quieter and more affordable experience, leveraging the extensive heliport infrastructure. For instance, in Sao Paulo, there are over 260 registered heliports and more than 400 civilian helicopters. Brazil's aviation regulator ANAC has clear ambitions to be a global leader in eVTOL and the existing aviation manufacturing ecosystem presents multiple opportunities for production and in-service support for eVTOLs.

The combination of Japan's concentrated population centres, high disposable incomes, and a culture of technology adoption set the country up as a key eVTOL opportunity. In 2025, Osaka will host the World Expo. Airlines, infrastructure developers, regulators, and government authorities are motivated to leverage the Expo to demonstrate the potential of eVTOLs in Japan.

Malaysia and Turkey are exciting markets for air taxi deployment. Dynamic population growth and the opportunity to bypass significant traffic congestion create the right conditions for future adoption. These regions offer enormous growth potential as eVTOL manufacturers certify and deliver products that meet a mass-market price point. To enable this growth, local physical and regulatory infrastructure will be required to evolve in parallel.

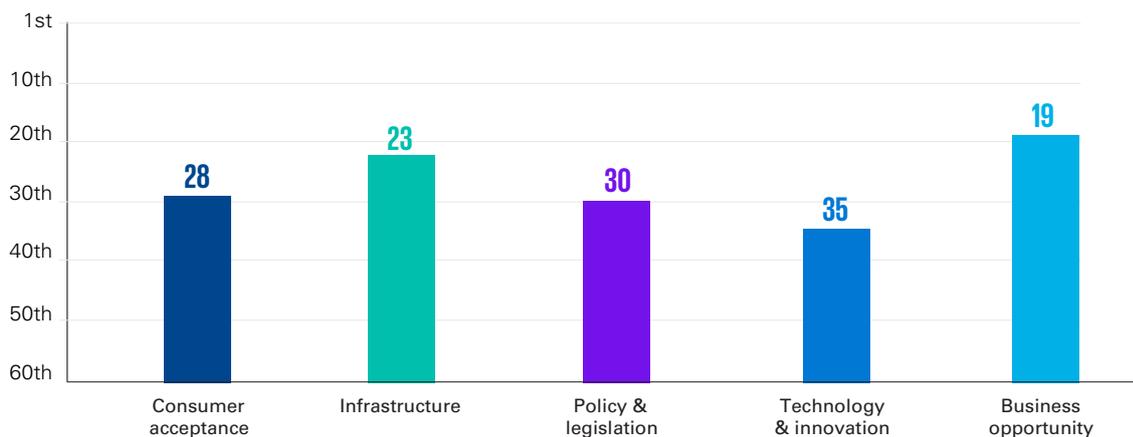
Avolon-e is working closely with our airline partners to further commercialize the VX4, discovering new insights daily on the challenges and opportunities of air taxis. Only through close collaboration across all stakeholders will this future vision of Advanced Air Mobility be realised, and we are excited to play our part.

Marc Tembleque, Head of Avolon-e



View from Vasudevan S, KPMG in India:

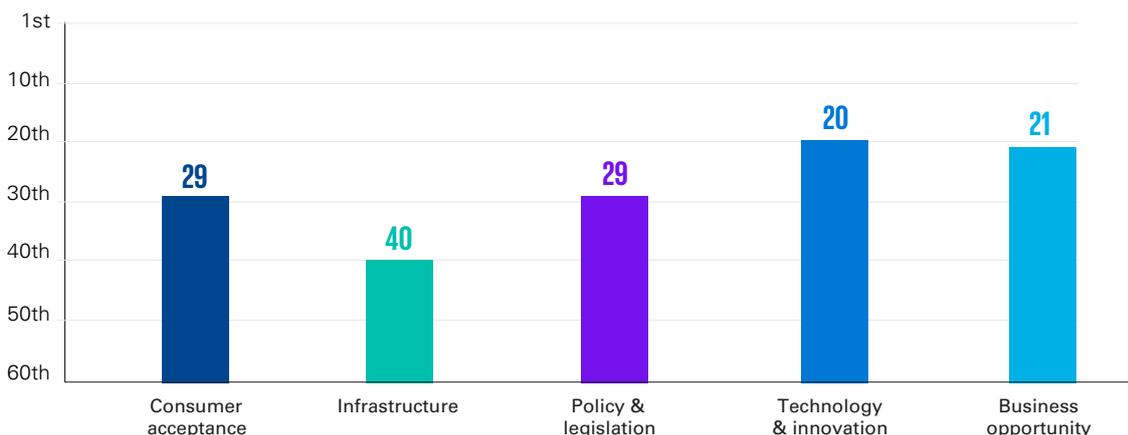
- India ranks relatively consistent performances across each of the five pillars, having no rank lower than 26 and none higher than 16. Unsurprisingly, one of its strongest individual metrics is its potential market size.
- As India is to become the world’s most populous country soon and it faces increasing road congestion in its urban areas, it has obvious potential for air taxis. That is also well reflected by its relative strength in the business opportunity pillar. However, there are a few obstacles that India will need to overcome to seize that opportunity.
- India already has a developed aviation policy with key focus areas augmenting regional airport infrastructure and enhancing air connectivity to Tier-2 and Tier-3 cities. The government subsidizes operators for connecting remote regions, with connectivity a major issue in India.
- Entrepreneur interest in eVTOL air taxis is high and the government has indicated its intention to support such activity. Some states, such as Haryana, have already seen the establishment of non-VTOL inter-city air taxi services. The first air taxi service was launched in January 2021.
- 2021 also saw new drone rules passed allowing for heavier payloads, which was reported as paving the way for air taxis. In particular, it was clarified that drone corridors will likely be developed for cargo deliveries and a drone promotion council should facilitate a drone-friendly regulatory regime in the country. This could lead to a future integration with air taxi services. A few domestic organizations and a host of medium and small enterprises are developing manufacturing capabilities of drone technologies, but the pathway from drones to air taxis is still in its infancy.





The view of Ozturk Taspinar, KPMG in Belgium:

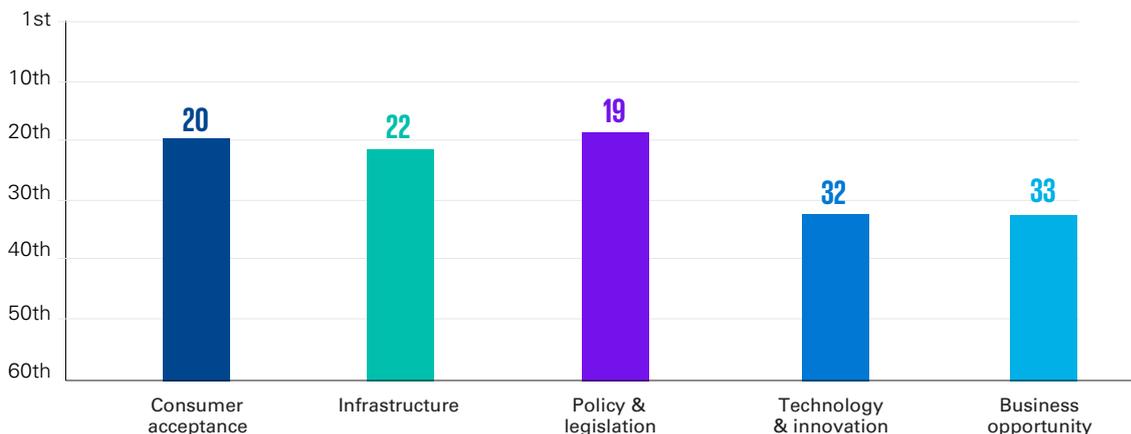
- Belgium sits mid-table, while dropping on ranking compared to 2021. While it's score for Technology & innovation and Business opportunity are relatively high, Belgium is significantly below par for infrastructure. Nonetheless, Belgium enjoys certain unique features that have the potential to play into its air taxi readiness.
- Belgium occupies a unique position as host of the EU legislative capital, with high population density, a rich and active ecosystem of entrepreneurs in Aviation, deep infrastructure networks, and a federated governance system, all of which have both upsides and downsides for its air taxi adoption. Compared with last year's report Belgium has progressed relatively slow on all of these domains, compared with the front runners.
- Belgium's compact scale and active ecosystem makes it a particularly suitable location to translate domestic flights into S/VTOL air mobility solutions, which is reflected in its relatively strong business opportunity score.
- However, it's multi-layered government structures are complicating the governance framework for S/VTOL initiatives. One important indicator is the lack of a central (national) vision, strategy and funding program, and the too scattered regionalization of the (limited) funding is not encouraging national strategic initiatives that have long term impact. As mentioned last year, the implementation of U-space requires coordination by a national government entity.
- This has a knock-on effect on infrastructure. With a dense and solid 4G/4G+ and initial 5G connectivity going live, all other infrastructure scores require coordinated investments and seamless and swift administrative processes to bring them up to speed with top performers on this indicator. The absence of progress in these indicators has already resulted in a brain drain of knowledge, several startups disappearing from the scene and a drop of Belgium in the overall ranking.
- Some initiatives stand out: SkeyDrone's air risk mitigation framework shows the promising potential to enable scalable BVLOS flights in and around seaports and airports in the period prior to U-space. In the coastal region, key stakeholders have joined forces in an initiative to build a 'West Flanders Droneport'. Helicus drove a consortium towards a European first of BVLOS flights between hospitals and the Port of Antwerp-Bruges and a network of automated drones will be offered as a service by the consortium "the 6th network" as from the end of 2022.
- Belgian consumer acceptance has been positively influenced in recent times through the adoption of drones in a wider range of public uses including agriculture, medical, policing, crowd management, industrial, and drought control. However, a more coordinated approach to encourage collaboration within the ecosystem will likely be key to lift performance on this metric further. Living Tomorrow has initiated building one of these ecosystems.
- Policy and legislation is a key driver of the Belgium's mid-ranking. The adoption of the European U-space regulatory package is expected to be a key milestone for Belgium. A consortium of public and private companies led by Air Navigation Service Provider Skeyes has succeeded in obtaining European subsidies for Belgian U-space implementation. A critical success factor for this implementation will be the active participation of the Belgian Civil Aviation Authority and the timely certification of Belgian U-space actors (CISP, USSPs). For this a national U-space Competent Authority needs to be established first.
- While several geo-zones and geo-zone managers have matured and gained more experience (Port of Antwerp-Bruges, skeyes, Brussels Airport Company), others made little to no progress. The facilitation of the use of drone applications and use case experimentations could benefit from cross geo-zone collaboration to attract bigger investors and industry player's use cases. For this to happen the civil aviation authority will have to be able to take an active and coordinated role.
- Considering the above it is believed that the Belgian air mobility value chain has what it takes to become a global air taxi front runner, generating significant value to its citizens, economy, and sustainability agenda, for this Belgium will have to unlock central coordination, and resolve some of its key administrative hurdles for this community.





View from Erez Henig, KPMG in Israel:

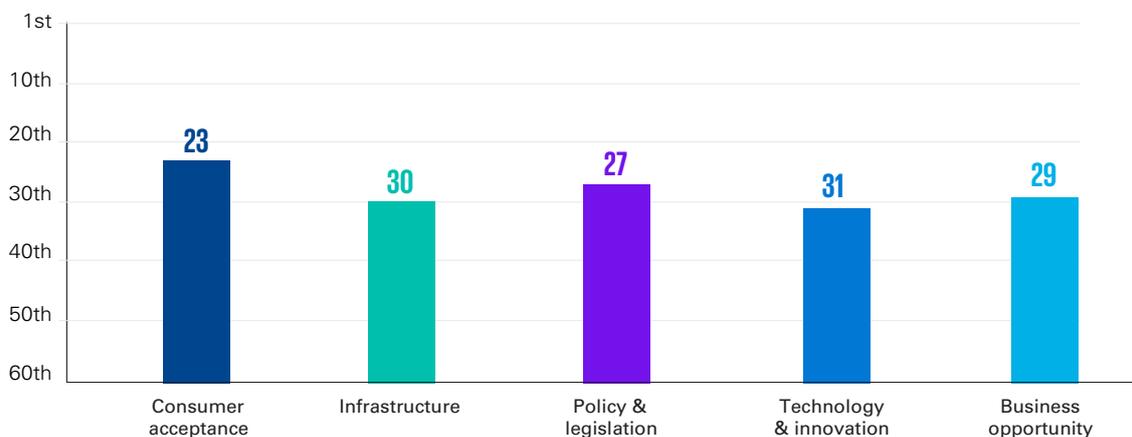
- Israel's highest performance this year is in policy and legislation and its lowest in business opportunity.
- Israel has a vibrant unmanned aircraft and drone industry with a large number of companies developing technologies and products in numerous segments of the advanced air mobility ecosystem, including a number of aircraft OEMs currently working on eVTOL concepts suitable for air taxi operations.
- The Government of Israel launched in 2021 the Israel National Drone Initiative (INDI), a joint initiative of the Israel Innovation Authority, Ayalon Highways, Civil Aviation Authority of Israel, Israel Ministry of Transportation, and Israel Center for the Fourth Industrial Revolution (C4IR) with the support of the World Economic Forum.
- In the past two years, INDI has been able to scale up the Israeli civil and commercial UAV industry from no operation at all to 6,400 sorties. While this is currently specific to drones rather than passenger-carrying vehicles, it suggests Israel's relative maturity on the autonomous pathway, therefore becoming more relevant for those AAM players seeking automation from their first commercial launch, like Wisk.
- The INDI initiative managed to work together, remove regulatory barriers and allow the delivery of blood, medical applications, commercial goods and food via air with drones in the most dense area of the country, demonstrating:
 - Thousands of sorties in and near real urban areas, developing BVLOS (beyond visual line of sight) capabilities and automatic control systems within a U-Space architecture.
 - Blood and medical products deliveries between hospitals in Israel.
 - Using delivery applications to allow live commercial use of drone delivery in urban area.
 - Tactical deconfliction scenario with a real manned aircraft entering the airspace and testing the USSP response.
 - Global operations – allowing UAV companies to join the U-Space simultaneously from several locations around the world and test scenarios together.
 - Testing and adopting Drone Identification Devices (RID) to monitor the airspace and share with airspace users.
 - Testing of indoor search and rescue drones.
 - Shielded and monitored operations protocol – zero coordination and transparency to manned ATM.
- INDI is now entering its second phase, with a new call for proposals, with the goal of achieving countrywide deployment of drone activity, connecting drone operations to the national supervisory and control infrastructures, and opening the skies to regular managed and automatic commercial activity throughout the entire country.





View from Andrzej Musial, KPMG in Poland:

- Poland sits mid-table, with its worst performance, as in 2021, in the technology and innovation pillar, and its highest in consumer acceptance. Overall there is remarkable consistency in its scores.
- Poland has very long experience in performing beyond visual line of sight (BVLOS) operations, e.g, Polish border guard or regular long distance medical deliveries performed on distances around 70km between Warsaw CTR and neighboring cities.
- Poland is currently developing five related programs:
 1. Digital Poland Program (POPC) - digitalization of processes concerning drones.
 2. E-identification service - online verification of the legality of drone flight by the Public Order Services.
 3. Dynamic safety and security – digital support of public law and order services, e.g. secret service/police, and security for mass events, gatherings and crisis management.
 4. E-SORA - digitalization of administrative processes at Civil Aviation Authority, e.g. registration of drones, granting permissions, ratings to drone pilots.
 5. DTM Autonomy – system for autonomous drone flights deployed in three areas in Poland.
- Poland aims to be aligned with the EU legislation for air taxis. Europe is still waiting for the guidelines (AMC/GM) regarding U-space, which will be the natural operating environment for these types of flights, and intends to adopt them when ready. The main issues are immature legislation on drones heavier than 25kg, and lack of infrastructure and guidelines for advanced UAM. Commercial operations for 25kg+ drones require both AOC and civil aviation authority permission followed by complex and expensive SORA safety analysis.
- Commercial operations for 25kg+ drones require both AOC and civil aviation authority permission followed by complex and expensive SORA safety analysis.
- There are some major works in progress on Polish Aviation Law. Most proposals refer to drone operations, but there are as yet no proposals for 25kg+ drone operations.





The development of the Advanced Air Mobility AAM market showed rapid acceleration leading up to 2022, which saw private markets and commercial partners alike investing in the technology at scale in the United States, Europe and Asia.

As the data in this report outlines, creating a commercial eVTOL sector goes beyond just creating the technology. Indeed, there is an extensive landscape of technologies, policies and investments that need to be formed in tandem to create the ecosystem required for successful initial operations of commercially viable use cases. The complexity of this should not be underestimated: governments need to update their policies to adjust to rapidly innovating technology while creating effective and widespread infrastructure; investors need to balance risk and investment liquidity with the long-term needs of eVTOL businesses; venture capital-backed startups need to carefully manage competitive pressure to innovate quickly with lengthy technology certification processes; and commercial partners need to understand opaque market entry dynamics to limit their exposure.

The results of the Air Taxi Readiness Index, which places the United States, China and the United Kingdom as the most advanced for AAM markets, should not come as a surprise. These geographies, already home to the most sophisticated aviation markets in the world, are poised to have a first-mover advantage in not only proving out the technology and the entire ecosystem, but in capturing significant economic value created by this system.

However, the key to turning this upcoming market into a commercial reality comes down to integration. Each piece of technology, legislation, investment, use case and infrastructure touches upon their own unique and complex ecosystem. Further, there are large variations across geographical, political and economic landscapes that will determine the rate of progress in each location.”

Sinead O'Sullivan, Managing Partner, Space & eVTOL, Oneiros Aerospace

Concluding thoughts

While the financial markets have calmed somewhat since the 2021 investment bulge, air taxis have lost none of their promise, with more and more countries entering the race to see them widely adopted, a fact we reflect in our expanded index. To conclude, we consider some implications by stakeholder type.

OEMs & supply chain

- OEMs looking to achieve dominance in the S/VTOL market need to actively drive high-level policy planning for integration of the technology across airspace management, infrastructure planning, and public acceptance.
- Particularly with the currently crowded field of aspirant OEMs and operators, consistency across borders will help scale the commercial feasibility of air taxis generally.
- The currently crowded field of well-financed startups, tech companies and car manufacturers is likely to consolidate. We note that many, by their own estimates, still have insufficient funding to reach commercialization.
- In terms of relative supply of vehicle design by market niche, it is our view that the landscape for very short urban air mobility vehicles is already more than well served by OEMs, and that a potentially larger market for longer range inter-city and rural connectivity vehicles – one that is easier to integrate into underutilized airfields and existing air traffic management – is underserved in comparison.

Investors & lessors

- Last year we foresaw a new cohort of S/VTOL-only lessors drawn to this growing market – a mix of private capital and institutional sub-brands – in addition to existing aviation lessors. Over the last year the entrance of Avolon-e has shown that the latter will indeed participate. The question now is how many other traditional aviation lessors get involved before the AAM market is up and running – balancing the risk of a new asset class with the potential to reduce the carbon intensity of their portfolios.

Operators & Mobility as a Service providers

- The first wave of provisional vehicle orders (and there are well over five thousand, although many have few if any break penalties) reflect the wide variety of potential users – existing helicopter operators, corporate jet users, logistics players, utilities. We also expect local consortia to become a prominent feature as public-private partnerships seek to de-risk new concepts.
- But it is the level of early interest by commercial airlines that has caught some by surprise, with household names in their respective countries – from United to Virgin Atlantic, AirAsia to GOL, American to JAL – seeing the potential for airside regional connectivity.
- The more cautious airlines, as well as low cost airlines with simple fleets and those most stung by COVID may be expected to sit the first rounds of AAM out. However, our modelling elsewhere suggests that not only will AAM cannibalize regional and narrowbody routes of 250-400km by the 2040s thanks to better door-to-door times for the customer, but energy costs per passenger km of eS/VTOLs will also be significantly cheaper for operators. When this realization is met – and suitably evidenced to stakeholders – we expect AAM fleets to become commonplace for commercial airlines.



Infrastructure incl. airports, energy providers & public transport bodies

- As flagged last year, downtown vertiport infrastructure will mean a significant need for asset repurposing and the engineering opportunities that come with that (particularly in high-density, built heritage zones, like European cities).
- Meanwhile, major urban brownfield regeneration sites and lower density centres like North American cities offer the opportunity to integrate grander AAM thinking from the outset.
- As we've increasingly run the numbers on vehicle movements, however, we see major bottlenecks in the availability of downtown sites. Instead, we see relatively low risk opportunities for existing underutilized airfields / regional airports, along with suburban settings from park'n'ride locations to 20th century business parks and malls looking for renewed relevance. Existing airport operators, local councils and real estate owners therefore should be actively exploring their relevance to AAM connectivity.
- With a majority of the upcoming S/TOL generation being electric, grid transmission and energy storage will be a key dependency in infrastructure – and we expect larger national and international forecourt brands to explore AAM as a natural extension of their transition to EV.

National policy makers

- Policy makers have widely different degrees of public acceptance and knowledge to contend with. This will involve assuaging concerns around noise and environmental impact. We see the early adoption of AAM for emergency services as a pragmatic way to improve public acceptance.
- As flagged previously, Air Navigation Service Providers (ANSPs) will require investment to digitalize, increasingly automate and scale air traffic management infrastructure. Avoid penny-pinching on ANSP contracts if AAM build-out is also a strategic priority.

Air Navigation Service Providers & regulators

- The need for regulators to engage is urgent in many jurisdictions to avoid unplanned deployment and the PR setbacks likely attendant on that.
- We can expect new players from tech, independent start-ups and space agencies to enter the Unmanned Aircraft System Traffic Management (UTM) market.
- There will be new revenue opportunities from the provision of training, licensing and consultancy work in the area of airspace designs, systems integration and operations set-up, as well as UTM services to AAM operators.
- Regulators will be critical to the commercial viability of AAM operators in each jurisdiction and will need to actively seek out global best practices to ensure their home industry is not left behind.

Appendix

Normalized scores

	Country	 Consumer acceptance									 Infrastructure										
		Civil Technology Use	Individual Readiness	Digital Skills	Market Size	Innovation Capability	Consumer ICT Adoption	Ride-Hailing & Taxi Market Penetration	Volume Air Traffic per Capita	AAM Launch Cities	Pillar Score	EV Charging Stations	4G Coverage	Quantity of Air Traffic	Technology Infrastructure Change Readiness	Mobile Connection Speed	Broadband	Climate	Ground Congestion	Skyscraper Density	Pillar Score
North America	Canada	0.80	0.87	0.83	0.77	0.85	0.76	0.58	0.07	n/a	8.24	0.11	0.95	0.10	0.69	0.57	0.52	0.53	0.38	0.84	4.89
	Mexico	0.35	0.87	0.51	0.81	0.50	0.59	0.63	0.01	0.10	7.47	0.01	0.88	0.08	0.60	0.17	0.20	0.98	0.63	0.71	4.41
	US	0.94	0.92	0.81	1.00	0.97	0.80	0.75	0.08	1.00	12.77	0.79	0.98	1.00	0.80	0.46	0.74	0.68	0.31	0.97	8.74
South America	Argentina	0.33	0.98	0.60	0.69	0.48	0.62	0.59	0.01	n/a	6.84	0.00	0.87	0.02	0.74	0.15	0.21	0.79	0.41	0.51	3.74
	Bolivia	0.20	0.95	n/a	0.46	0.32	0.55	0.27	0.01	n/a	4.23	0.00	0.83	0.00	0.51	0.12	0.12	0.64	n/a	n/a	2.23
	Brazil	0.28	0.75	0.50	0.81	0.56	0.63	0.61	0.01	0.80	9.41	0.00	0.81	0.11	0.66	0.18	0.46	0.76	0.56	0.75	4.50
	Chile	0.46	0.92	0.49	0.63	0.49	0.68	0.50	0.03	0.10	6.77	0.00	0.83	0.02	0.71	0.12	1.00	0.95	0.52	0.29	4.49
	Colombia	0.32	0.77	0.55	0.67	0.42	0.54	0.58	0.02	0.10	6.65	0.00	0.82	0.04	0.68	0.10	0.33	0.76	0.96	0.62	4.38
	Ecuador	0.29	0.74	0.50	0.54	0.38	0.51	0.26	0.01	n/a	4.82	0.00	0.72	0.01	0.51	0.15	0.18	0.83	n/a	n/a	2.39
	Guatemala	0.28	0.57	n/a	0.51	0.36	0.41	0.14	0.00	n/a	3.57	0.00	0.78	0.00	0.57	0.13	0.11	0.91	n/a	n/a	2.51
	Paraguay	0.29	0.75	0.44	0.47	0.26	0.49	0.29	0.00	n/a	4.51	0.00	0.83	0.00	0.55	0.11	0.28	0.66	n/a	n/a	2.43
	Peru	0.29	0.75	0.63	0.62	0.38	0.49	0.72	0.02	n/a	6.58	0.00	0.86	0.02	0.59	0.11	0.23	0.95	0.57	n/a	3.39
	Uruguay	0.43	0.90	0.64	0.45	0.44	0.86	0.60	n/a	n/a	6.40	0.00	0.90	n/a	0.79	0.24	0.46	0.88	0.51	0.00	3.79
Asia	Bangladesh	0.23	0.47	0.44	0.67	0.35	0.42	0.08	0.00	n/a	4.16	0.00	0.81	0.01	0.44	0.07	0.16	0.35	n/a	0.17	2.03
	China	0.69	0.90	0.86	1.00	0.75	0.85	0.99	0.01	n/a	10.03	1.00	n/a	0.71	0.64	0.64	0.79	0.58	0.52	0.98	7.29
	India	0.39	0.65	0.64	0.94	0.59	0.35	0.58	0.00	n/a	7.16	0.01	0.96	0.18	0.51	0.10	0.24	0.49	0.62	0.81	4.27
	Israel	0.74	0.80	0.91	0.60	0.85	0.73	0.56	0.02	n/a	7.53	0.01	0.76	0.01	0.79	0.18	0.46	0.86	0.62	0.60	4.30
	Japan	0.48	0.69	0.76	0.87	0.90	0.93	0.27	0.03	0.10	7.50	0.20	1.00	0.14	0.85	0.32	0.59	0.54	0.56	0.92	5.40
	Pakistan	0.32	0.39	0.50	0.71	0.41	0.27	0.24	0.00	n/a	4.74	n/a	0.82	0.01	0.34	0.12	0.05	0.66	n/a	0.21	2.22
	Philippines	0.40	0.63	0.65	0.71	0.44	0.54	0.16	0.01	n/a	5.28	0.00	0.83	0.05	0.58	0.13	0.25	0.30	1.00	0.83	4.07
	Russia	0.52	0.82	0.77	0.84	0.61	0.83	0.58	0.02	n/a	7.83	0.00	0.83	0.12	0.81	0.14	0.33	0.46	0.81	0.73	4.48
	Saudi Arabia	0.58	0.89	0.81	0.76	0.58	0.75	0.77	0.03	0.10	8.55	n/a	0.87	0.05	0.69	0.69	0.40	0.65	0.13	0.67	4.26
	Singapore	0.65	0.93	1.00	0.72	0.87	0.94	0.87	0.21	0.10	9.65	0.02	0.96	0.05	0.88	0.48	0.98	0.22	0.47	0.79	4.95
	South Korea	0.65	0.97	0.90	0.79	0.91	1.00	0.63	0.05	0.10	9.02	0.74	1.00	0.10	0.85	0.81	0.52	0.56	n/a	0.94	5.71
	Turkey	0.45	1.00	0.58	0.79	0.51	0.62	0.46	0.04	n/a	6.95	0.01	0.88	0.12	0.57	0.24	0.14	0.74	0.51	0.78	4.22
	UAE	0.67	0.87	0.96	0.70	0.60	0.99	0.79	0.30	0.10	9.17	0.00	0.93	0.10	1.00	1.00	0.55	0.61	0.15	0.95	5.51
Vietnam	0.36	0.83	0.64	0.72	0.42	0.74	0.54	0.01	n/a	6.79	n/a	0.89	0.06	0.62	0.29	0.34	0.37	n/a	0.68	3.36	
Europe	Austria	0.61	0.90	0.83	0.65	0.86	0.71	0.50	0.04	n/a	7.40	0.07	0.93	0.05	0.92	0.41	0.28	0.73	0.49	0.33	4.31
	Belgium	0.75	0.84	0.83	0.69	0.82	0.72	0.35	0.03	n/a	7.14	0.09	0.94	0.02	0.67	0.39	0.41	0.56	0.48	n/a	3.58
	Bulgaria	0.44	0.86	0.64	0.55	0.52	0.79	0.26	0.00	n/a	5.68	0.00	n/a	0.00	0.67	0.65	0.29	0.61	0.68	n/a	2.92

Appendix

Normalized scores

Country	 Policy and legislation										 Technology and innovation											
	Transparency	Energy Efficiency Regulation	Government Readiness For Change	Future Orientation of Government	Data-Sharing Environment	Efficiency of the Legal System in Challenging Regulations	Drone Regulation	Ease of Doing Business	Start-up Business Environment	Pillar Score	Availability of Latest Technology	Innovation Capability	Cyber Security	AI-Related Patents	Assesment of Cloud Computing , AI...	Industry Investments in Drone Technology	Drone Technology Firm Headquarters	Drone-Related Patents	Market Share of Drones	AAM Orders	Pillar Score	
North America	Canada	0.84	0.84	0.90	0.85	0.90	0.98	0.91	0.92	0.54	7.67	0.89	0.88	0.98	0.01	0.80	0.06	0.05	0.05	0.04	0.05	4.24
	Mexico	0.35	0.82	0.25	0.69	0.73	0.81	0.64	0.83	0.09	5.23	0.54	0.58	0.82	0.00	0.49	n/a	n/a	0.01	0.01	n/a	2.46
	US	0.76	0.78	0.87	0.84	0.82	1.00	0.74	0.97	1.00	7.77	1.00	0.98	1.00	0.30	1.00	1.00	1.00	1.00	1.00	1.00	18.28
South America	Argentina	0.43	0.74	0.00	0.60	0.37	0.49	0.77	0.68	0.09	4.17	0.49	0.45	0.50	n/a	0.52	n/a	n/a	0.00	0.01	0.00	1.99
	Bolivia	0.34	0.35	0.05	0.47	0.28	0.15	0.14	0.60	0.00	2.37	0.24	0.21	0.16	n/a	0.37	n/a	n/a	0.00	0.00	n/a	0.98
	Brazil	0.43	0.87	0.11	0.60	0.59	0.97	0.66	0.68	0.15	5.06	0.65	0.57	0.97	0.00	0.54	0.00	0.01	0.02	0.02	0.35	6.26
	Chile	0.76	0.79	0.73	0.79	0.47	0.68	0.67	0.84	0.10	5.83	0.57	0.60	0.69	0.00	0.62	n/a	n/a	0.00	0.01	n/a	2.49
	Colombia	0.44	0.41	0.41	0.55	0.52	0.63	0.43	0.81	0.08	4.28	0.44	0.49	0.64	n/a	0.48	n/a	n/a	0.00	0.00	n/a	2.06
	Ecuador	0.41	0.52	0.22	0.55	0.21	0.25	0.32	0.66	0.01	3.15	0.34	0.31	0.26	n/a	0.44	n/a	n/a	0.00	0.00	n/a	1.35
	Guatemala	0.28	0.32	0.18	0.49	0.24	0.12	0.32	0.72	0.00	2.66	0.28	0.23	0.13	n/a	n/a	n/a	n/a	n/a	0.00	n/a	0.65
	Paraguay	0.34	0.28	0.59	0.48	0.28	0.56	0.40	0.68	0.00	3.62	0.29	0.33	0.57	n/a	0.43	n/a	n/a	n/a	0.00	n/a	1.62
	Peru	0.41	0.35	0.35	0.55	0.33	0.55	0.39	0.79	0.03	3.76	0.36	0.47	0.56	n/a	0.46	n/a	n/a	0.00	0.00	n/a	1.85
	Uruguay	0.83	0.69	0.78	0.70	0.61	0.75	0.57	0.71	0.05	5.68	0.47	0.51	0.75	n/a	0.57	n/a	n/a	0.00	0.00	n/a	2.31
Asia	Bangladesh	0.30	0.32	0.37	0.58	0.10	0.81	0.45	0.52	0.00	3.44	0.26	0.12	0.81	n/a	0.34	n/a	n/a	n/a	0.00	n/a	1.54
	China	0.51	0.85	0.81	0.80	0.19	0.92	0.84	0.90	0.32	6.14	0.76	0.91	0.93	0.05	0.71	0.72	0.44	0.39	0.95	0.59	11.73
	India	0.45	0.79	0.65	0.86	0.43	0.97	0.58	0.82	0.19	5.74	0.62	0.65	0.98	0.00	0.43	0.03	0.04	0.06	0.01	n/a	2.81
	Israel	0.67	0.81	0.78	0.71	0.46	0.90	0.75	0.88	0.69	6.67	0.84	0.89	0.91	0.05	n/a	0.09	0.11	0.07	0.01	n/a	2.96
	Japan	0.83	0.84	0.88	0.85	0.75	0.98	0.80	0.90	0.18	7.01	0.87	0.90	0.98	1.00	0.86	0.07	0.06	0.13	0.06	0.22	7.18
	Pakistan	0.32	0.38	0.16	0.64	0.03	0.64	0.59	0.70	0.01	3.48	0.20	0.25	0.65	n/a	0.32	n/a	n/a	n/a	0.00	n/a	1.42
	Philippines	0.38	0.67	0.68	0.70	0.55	0.77	0.45	0.72	0.05	4.97	0.60	0.61	0.77	n/a	0.44	n/a	n/a	n/a	0.00	n/a	2.42
	Russia	0.33	0.63	0.56	0.67	0.48	0.98	0.84	0.90	0.14	5.54	0.75	0.66	0.98	0.01	0.57	0.01	0.02	0.04	0.02	n/a	3.06
	Saudi Arabia	0.60	0.64	0.84	0.78	0.18	1.00	0.76	0.82	0.01	5.65	0.57	0.50	1.00	n/a	0.61	n/a	n/a	0.01	0.01	0.07	3.38
	Singapore	0.97	0.82	0.99	0.92	0.53	0.98	0.77	0.99	0.36	7.32	0.95	0.94	0.99	0.02	0.93	0.02	0.03	0.01	0.00	0.14	5.33
	South Korea	0.70	0.89	0.75	0.85	0.81	0.98	0.79	0.97	0.18	6.94	0.93	0.96	0.99	0.86	0.82	0.07	0.02	0.56	0.02	n/a	5.22
	Turkey	0.43	0.73	0.52	0.70	0.37	0.97	0.63	0.88	0.08	5.32	0.55	0.69	0.97	n/a	0.53	n/a	n/a	0.01	0.01	0.05	3.26
	UAE	0.78	0.71	0.98	0.91	0.26	0.98	0.91	0.93	0.14	6.61	0.63	0.75	0.98	0.00	0.71	0.01	0.01	0.00	0.00	0.02	3.27
Vietnam	0.44	0.79	0.36	0.75	0.17	0.94	0.56	0.80	0.05	4.86	0.49	0.67	0.95	n/a	0.47	n/a	n/a	0.00	0.00	n/a	2.58	
Europe	Austria	0.84	0.92	0.85	0.84	0.70	0.94	0.86	0.91	0.16	7.01	0.79	0.86	0.94	0.04	0.76	0.00	n/a	0.02	0.01	n/a	3.42
	Belgium	0.83	0.90	0.80	0.76	0.45	0.96	0.92	0.01	0.17	5.81	0.90	0.83	0.96	0.01	0.76	0.01	0.02	0.01	0.01	n/a	3.51
	Bulgaria	0.48	0.78	0.39	0.77	0.37	0.67	0.50	0.83	0.09	4.88	0.57	0.73	0.67	n/a	0.60	n/a	n/a	0.00	0.00	n/a	2.58

Appendix

Normalized scores

Country	Business Opportunity											Overall Score (Average)	
	Adj. Net National Income	Urbanization	Tourism	Helicopter Market Maturity	Helicopter Deal Size	Population Density	Passenger Traffic	LOPA	Country's Propensity to Fly - Total	Country's Propensity to Fly - Per Capita	Pillar Score		
North America	Canada	0.84	0.83	0.78	1.00	1.00	0.05	0.81	0.90	0.68	0.42	9.77	6.96
	Mexico	0.58	0.82	0.15	0.92	0.52	0.08	0.29	0.46	0.07	0.38	7.05	5.32
	US	0.12	0.81	0.46	0.64	0.01	0.24	0.29	0.50	0.07	0.10	13.31	12.17
South America	Argentina	0.12	0.87	0.03	0.91	0.04	0.19	0.12	0.33	0.11	0.08	5.35	4.42
	Bolivia	0.08	0.81	0.02	0.36	n/a	0.45	0.20	0.22	0.04	0.13	1.71	2.30
	Brazil	0.12	0.92	0.05	0.51	n/a	0.14	0.24	0.21	0.02	0.09	8.25	6.70
	Chile	0.09	0.78	0.02	0.15	n/a	0.27	0.14	0.09	0.02	0.11	4.66	4.85
	Colombia	0.18	0.88	0.03	0.39	n/a	0.25	0.14	0.23	0.02	0.20	4.46	4.37
	Ecuador	0.06	0.52	0.01	0.04	n/a	0.20	n/a	n/a	0.00	0.02	1.90	2.72
	Guatemala	0.07	0.64	0.01	0.08	n/a	0.27	n/a	0.25	0.01	0.06	1.05	2.09
	Paraguay	0.05	0.70	0.01	0.10	n/a	0.07	n/a	0.10	0.01	0.09	1.52	2.74
	Peru	0.07	0.62	0.02	0.09	n/a	0.12	0.01	n/a	0.00	0.02	2.60	3.64
	Uruguay	0.21	0.96	0.02	0.03	n/a	0.13	0.01	n/a	0.00	0.06	1.61	3.96
Asia	Bangladesh	0.74	1.00	0.09	0.23	0.03	0.31	0.39	1.00	0.03	0.84	3.30	2.89
	China	0.60	0.87	0.12	0.05	0.04	0.12	0.50	0.60	0.04	0.59	7.50	8.54
	India	0.57	0.93	0.02	0.31	0.06	0.13	0.14	0.34	0.01	0.32	6.51	5.30
	Israel	0.29	0.84	0.10	0.33	0.00	0.11	0.16	0.45	0.05	0.24	4.68	5.23
	Japan	0.14	0.75	0.12	0.61	0.05	0.08	0.59	0.22	0.09	0.14	7.78	6.97
	Pakistan	0.03	0.35	0.08	0.64	0.06	0.60	0.28	0.32	0.28	0.02	2.62	2.90
	Philippines	0.13	0.61	0.77	0.43	0.20	0.69	0.43	0.53	1.00	0.10	4.34	4.22
	Russia	0.39	0.81	0.08	0.48	0.08	0.22	0.41	0.42	0.07	0.25	6.44	5.47
	Saudi Arabia	0.50	0.92	0.15	0.60	0.26	0.13	0.50	0.73	0.14	0.24	4.57	5.28
	Singapore	0.02	0.37	n/a	0.18	n/a	0.40	0.04	0.53	0.01	0.01	6.01	6.65
	South Korea	0.03	0.38	0.00	0.23	n/a	1.00	0.04	0.25	0.01	0.01	6.06	6.59
	Turkey	0.05	0.47	0.04	0.40	n/a	0.35	0.28	0.22	0.05	0.07	6.24	5.20
	UAE	0.03	0.37	0.08	0.08	n/a	0.23	0.67	0.46	0.10	0.10	3.86	5.68
	Vietnam	0.12	0.76	0.24	0.54	0.04	0.30	0.39	0.29	0.12	0.21	2.64	4.04
Europe	Austria	0.67	0.92	0.09	0.57	0.64	0.07	0.41	0.91	0.03	0.35	5.74	5.58
	Belgium	0.55	0.84	0.19	0.87	0.47	0.17	1.00	0.88	0.14	0.45	6.35	5.28
	Bulgaria	1.00	0.74	0.06	0.77	0.07	0.10	0.18	0.54	0.03	0.60	2.11	3.63

Appendix

Normalized scores

	Country	Consumer acceptance									Infrastructure										
		Civil Technology Use	Individual Readiness	Digital Skills	Market Size	Innovation Capability	Consumer ICT Adoption	Ride-Hailing & Taxi Market Penetration	Volume Air Traffic Per Capita	AAM Launch Cities	Pillar Score	EV Charging Stations	4G Coverage	Quantity of Air Traffic	Technology Infrastructure Change Readiness	Mobile Connection Speed	Broadband	Climate	Ground Congestion	Skyscraper Density	Pillar Score
Europe	Czech Republic	0.64	0.74	0.71	0.65	0.66	0.74	0.55	0.02	n/a	7.09	0.01	0.93	0.01	0.65	0.33	0.24	0.54	0.49	n/a	3.21
	Denmark	0.80	0.92	0.87	0.60	0.88	0.90	0.42	0.00	n/a	7.42	0.03	0.92	0.05	0.78	0.65	0.83	0.50	0.48	n/a	4.35
	Finland	0.92	0.92	0.96	0.58	0.87	0.87	1.00	0.07	n/a	9.34	0.05	0.94	0.02	0.82	0.48	0.45	0.41	0.38	n/a	3.59
	France	0.56	0.84	0.82	0.82	0.89	0.79	0.52	0.03	0.10	8.24	0.38	0.87	0.08	0.77	0.42	0.48	0.71	0.55	0.63	5.04
	Germany	0.66	0.89	0.91	0.86	1.00	0.75	0.35	0.04	0.10	8.19	0.36	0.87	0.12	0.80	0.39	0.36	0.56	0.57	0.59	4.85
	Greece	0.41	0.96	0.62	0.60	0.52	0.70	0.50	0.04	n/a	6.54	0.01	0.88	0.02	0.66	0.41	0.17	0.76	0.53	n/a	3.47
	Hungary	0.36	0.81	0.67	0.63	0.55	0.69	0.47	0.09	n/a	6.46	0.02	0.94	0.04	0.67	0.30	0.54	0.66	0.71	n/a	3.96
	Ireland	0.70	0.83	0.83	0.65	0.75	0.72	0.75	1.00	n/a	9.03	0.02	0.71	0.18	0.69	0.19	0.35	0.56	0.68	n/a	3.75
	Italy	0.47	0.84	0.68	0.79	0.75	0.69	0.26	0.01	0.10	6.93	0.16	0.91	0.03	0.81	0.26	0.27	0.69	0.53	0.43	4.14
	Luxembourg	n/a	0.72	0.92	0.50	0.79	0.84	0.68	0.10	n/a	6.90	0.01	n/a	0.00	n/a	0.57	0.47	0.49	0.77	n/a	2.32
	Netherlands	0.87	0.97	0.92	0.74	0.88	0.82	0.36	0.07	n/a	7.85	0.60	0.97	0.05	0.81	0.80	0.53	0.58	0.45	0.41	5.31
	Norway	0.90	0.95	0.92	0.61	0.78	0.90	0.65	n/a	n/a	8.26	0.13	0.97	0.05	0.74	0.88	0.53	0.39	0.34	n/a	4.14
	Poland	0.52	0.78	0.72	0.74	0.57	0.70	0.64	0.01	n/a	7.43	0.03	0.89	0.01	0.75	0.28	0.44	0.54	0.69	0.49	4.13
	Portugal	0.54	0.85	0.81	0.60	0.62	0.77	0.51	0.05	n/a	6.96	0.03	0.89	0.02	0.69	0.60	0.54	0.93	0.41	n/a	4.16
	Romania	0.41	0.81	0.60	0.65	0.49	0.78	0.45	0.01	n/a	6.40	0.00	0.87	0.01	0.63	0.25	0.69	0.60	0.94	n/a	4.00
	Spain	0.52	0.97	0.76	0.77	0.74	0.84	0.67	0.05	n/a	8.18	0.06	0.92	0.10	0.77	0.26	0.69	0.80	0.36	0.52	4.66
	Sweden	1.00	0.88	0.94	0.65	0.91	0.95	0.65	n/a	n/a	8.59	0.10	0.95	0.05	0.79	0.45	0.52	0.41	0.43	0.06	3.88
	Switzerland	0.75	0.87	0.92	0.66	0.94	0.85	0.33	0.10	n/a	7.40	0.06	0.95	0.03	0.76	0.57	0.57	0.60	0.62	0.05	4.27
	UK	0.79	0.87	0.92	0.82	0.90	0.79	0.71	0.07	0.10	9.22	0.26	0.91	0.15	0.85	0.37	0.32	0.54	0.58	0.65	4.92
Ukraine	0.46	0.90	0.62	0.63	0.46	0.56	0.34	0.01	n/a	5.93	0.06	0.73	0.01	0.67	0.22	0.27	0.50	0.96	0.02	3.45	
Oceania	Australia	0.85	0.96	0.78	0.73	0.80	0.79	0.56	0.09	n/a	8.13	0.02	0.95	0.08	0.79	0.51	0.26	0.81	0.48	0.89	4.96
	New Zealand	0.82	0.86	0.79	0.54	0.70	0.84	0.50	0.10	n/a	7.24	0.00	0.83	0.02	0.86	0.37	0.58	0.73	0.54	0.37	4.32
Africa	Algeria	0.24	0.67	0.49	0.66	0.40	0.57	0.22	0.00	n/a	5.00	n/a	0.66	0.01	0.45	0.08	0.05	0.84	n/a	0.19	2.29
	Angola	n/a	0.43	0.28	0.54	0.22	0.33	0.20	0.00	n/a	3.48	n/a	n/a	0.00	0.18	0.19	0.06	0.96	n/a	n/a	1.39
	Egypt	0.32	0.71	0.56	0.74	0.46	0.44	0.25	0.00	n/a	5.46	0.00	0.77	0.01	0.51	0.14	0.20	0.85	0.41	n/a	2.92
	Ethiopia	0.27	0.19	0.36	0.55	0.33	0.22	0.04	0.00	n/a	3.13	n/a	n/a	0.01	0.32	0.17	0.02	0.88	n/a	0.16	1.59
	Kenya	0.75	0.55	0.62	0.53	0.42	0.38	0.12	0.00	n/a	4.68	n/a	0.84	0.01	0.44	0.12	0.04	0.99	n/a	0.22	2.67
	Morocco	0.30	0.67	0.53	0.60	0.40	0.50	0.18	0.01	n/a	4.76	0.00	0.84	0.01	0.67	0.20	0.07	1.00	n/a	n/a	2.81
	Nigeria	0.23	0.48	0.46	0.71	0.37	0.36	0.10	0.00	n/a	4.32	n/a	0.76	0.01	0.35	0.14	0.05	0.75	n/a	0.08	2.15
South Africa	0.34	0.68	0.56	0.69	0.52	0.54	0.30	0.01	n/a	5.60	0.00	0.85	0.03	0.70	0.25	0.16	0.95	0.48	0.40	3.87	

Appendix

Normalized scores

Country	 Policy and legislation										 Technology and innovation										
	Transparency	Energy Efficiency Regulation	Government Readiness for Change	Future Orientation of Government	Data-Sharing Environment	Efficiency of the Legal System in Challenging Regulations	Drone Regulation	Ease of Doing Business	Start-up Business Environment	Pillar Score	Availability of Latest Technology	Innovation Capability	Cyber Security	AI-Related Patents	Assesment of Cloud Computing , AI...	Industry Investments in Drone Technology	Drone Technology Firm Headquarters	Drone-Related Patents	Market Share of Drones	SVTOL Orders	Pillar Score
Czech Republic	0.61	0.89	0.79	0.72	0.44	0.74	0.82	0.88	0.12	6.02	0.75	0.82	0.74	0.01	0.66	n/a	n/a	0.01	0.01	n/a	2.99
Denmark	1.00	1.00	0.95	0.93	0.70	0.92	1.00	0.98	0.22	7.70	0.92	0.93	0.93	0.01	0.89	0.02	0.01	0.01	0.01	n/a	3.72
Finland	1.00	0.97	0.93	0.94	0.56	0.96	0.92	0.92	0.27	7.47	0.87	0.95	0.96	0.02	0.87	0.01	n/a	0.01	0.01	0.01	3.80
France	0.81	0.90	0.83	0.87	0.85	0.89	0.87	0.88	0.32	7.22	0.89	0.92	0.98	0.01	0.80	0.06	0.06	0.16	0.12	0.08	4.77
Germany	0.91	0.87	0.94	0.97	0.69	0.98	0.96	0.92	0.39	7.63	0.92	0.92	0.97	0.85	0.80	0.07	0.05	0.25	0.10	0.06	5.51
Greece	0.56	0.88	0.17	0.61	0.39	0.94	0.62	0.79	0.07	5.02	0.66	0.64	0.94	n/a	0.60	n/a	n/a	0.00	0.00	n/a	2.85
Hungary	0.49	0.94	0.51	0.78	0.23	0.91	0.70	0.85	0.07	5.48	0.67	0.74	0.91	0.01	0.62	n/a	n/a	0.00	0.00	n/a	2.96
Ireland	0.84	0.95	0.81	0.90	0.47	0.86	0.82	0.92	0.24	6.80	0.92	0.86	0.86	n/a	0.79	0.00	0.01	0.02	0.00	0.07	4.16
Italy	0.64	0.81	0.57	0.70	0.56	0.96	0.72	0.84	0.12	5.93	0.76	0.78	0.96	0.01	0.69	0.02	0.01	0.03	0.04	0.02	3.46
Luxembourg	0.92	0.82	n/a	1.00	0.75	0.97	0.89	0.80	0.08	6.24	0.87	0.83	0.97	n/a	0.80	n/a	n/a	0.00	0.00	n/a	3.48
Netherlands	0.93	1.00	0.91	0.96	0.75	0.97	0.93	0.88	0.31	7.65	0.95	0.95	0.97	0.03	0.86	0.01	n/a	0.02	0.02	n/a	3.82
Norway	0.97	0.83	0.96	0.90	0.74	0.97	0.74	0.95	0.16	7.20	0.86	0.85	0.97	0.01	0.84	0.01	0.01	0.01	0.01	n/a	3.57
Poland	0.64	0.85	0.72	0.59	0.34	0.94	0.78	0.88	0.11	5.84	0.73	0.70	0.94	n/a	0.59	n/a	n/a	0.01	0.02	n/a	2.98
Portugal	0.70	0.96	0.67	0.81	0.42	0.97	0.75	0.88	0.14	6.31	0.71	0.77	0.97	n/a	0.70	0.00	0.01	0.00	0.00	n/a	3.17
Romania	0.51	0.93	0.54	0.72	0.41	0.76	0.38	0.84	0.08	5.19	0.60	0.64	0.76	n/a	0.57	n/a	n/a	0.01	0.01	n/a	2.59
Spain	0.69	0.95	0.63	0.73	0.73	0.98	0.78	0.90	0.22	6.61	0.83	0.77	0.99	0.01	0.70	n/a	0.01	0.03	0.02	0.05	3.86
Sweden	0.97	0.96	0.96	0.88	0.70	0.94	0.83	0.94	0.44	7.62	0.96	0.98	0.95	0.35	0.92	0.01	0.02	0.02	0.02	n/a	4.22
Switzerland	0.95	0.87	0.99	0.94	0.57	0.87	0.96	0.88	0.31	7.36	0.97	0.99	0.87	n/a	0.93	0.04	0.06	0.03	0.01	n/a	3.91
UK	0.89	0.88	0.92	0.92	1.00	1.00	0.98	0.96	0.81	8.35	0.96	0.97	1.00	0.11	0.86	0.09	0.13	0.07	0.09	0.32	7.53
Ukraine	0.36	0.55	0.13	0.60	0.36	0.65	0.44	0.81	0.07	3.97	0.56	0.63	0.66	n/a	0.49	n/a	n/a	0.00	0.00	n/a	2.35
Australia	0.83	0.80	0.89	0.83	0.81	0.97	0.84	0.94	0.34	7.25	0.90	0.81	0.97	0.05	0.83	0.03	0.04	0.02	0.07	0.12	4.96
New Zealand	1.00	0.74	0.93	0.75	0.79	0.84	0.88	1.00	0.13	7.06	0.79	0.80	0.84	0.01	0.83	0.00	n/a	0.00	0.01	0.01	3.41
Algeria	0.38	0.61	0.23	0.60	0.40	0.33	0.52	0.56	0.00	3.63	0.31	0.09	0.34	n/a	0.37	n/a	n/a	0.00	0.00	n/a	1.11
Angola	0.33	0.12	0.07	0.40	0.19	0.11	0.26	0.48	0.00	1.96	n/a	0.00	0.13	n/a	n/a	n/a	n/a	0.00	0.00	n/a	0.13
Egypt	0.38	0.67	0.40	0.73	0.14	0.95	0.55	0.69	0.03	4.53	0.38	0.29	0.95	n/a	0.41	n/a	n/a	n/a	0.00	n/a	2.04
Ethiopia	0.44	0.29	0.21	0.50	0.16	0.26	0.55	0.55	0.01	2.97	0.05	0.05	0.28	n/a	0.26	n/a	n/a	0.00	0.00	n/a	0.64
Kenya	0.34	0.55	0.49	0.73	0.40	0.81	0.55	0.84	0.03	4.76	0.28	0.36	0.82	n/a	0.36	n/a	n/a	0.00	0.00	0.02	2.01
Morocco	0.44	0.61	0.60	0.74	0.17	0.82	0.74	0.85	0.01	4.98	0.45	0.42	0.82	n/a	0.44	n/a	n/a	n/a	0.00	n/a	2.13
Nigeria	0.27	0.20	0.04	0.46	0.21	0.84	0.35	0.66	0.03	3.07	0.20	0.11	0.85	n/a	0.31	n/a	n/a	n/a	0.01	n/a	1.47
South Africa	0.50	0.70	0.10	0.74	0.34	0.78	0.56	0.77	0.07	4.56	0.55	0.54	0.78	n/a	0.47	0.01	0.02	0.00	0.01	n/a	2.38

Appendix

Normalized scores

Country	Business Opportunity											Overall Score (Average)
	Adj. Net National Income	Urbanization	Tourism	Helicopter Market Maturity	Helicopter Deal Size	Population Density	Passenger Traffic	LOPA	Country's Propensity to Fly - Total	Country's Propensity to Fly - Per Capita	Pillar Score	
Czech Republic	0.26	0.74	0.17	0.48	0.01	0.10	0.10	n/a	0.01	0.20	4.94	4.85
Denmark	0.79	0.88	0.16	0.48	n/a	0.08	0.17	0.03	0.02	0.58	6.11	5.86
Finland	0.61	0.86	0.02	0.52	0.01	0.06	0.13	0.57	0.01	0.32	6.23	6.09
France	0.51	0.81	1.00	0.81	0.40	0.10	0.62	0.34	0.09	0.29	9.84	7.02
Germany	0.60	0.77	0.19	0.86	0.03	0.08	0.21	0.44	0.11	0.28	8.73	6.98
Greece	0.25	0.80	0.16	0.47	0.00	0.16	0.15	0.06	0.03	0.69	5.58	4.69
Hungary	0.21	0.72	0.29	0.30	0.02	0.07	0.09	n/a	0.01	0.19	3.69	4.51
Ireland	0.66	0.64	0.06	0.31	0.14	0.08	0.19	0.08	0.02	0.82	4.89	5.72
Italy	0.43	0.71	0.45	0.67	0.06	0.07	0.25	0.30	0.10	0.35	7.41	5.57
Luxembourg	0.92	0.91	0.00	0.20	0.00	0.08	0.03	n/a	0.00	0.78	4.14	4.61
Netherlands	0.67	0.92	0.09	0.57	0.64	0.07	0.41	0.91	0.03	0.35	8.07	6.54
Norway	0.93	0.83	0.03	0.79	0.01	0.10	0.16	0.05	0.03	1.00	8.64	6.36
Poland	0.20	0.60	0.42	0.55	0.02	0.10	0.11	0.16	0.03	0.11	5.57	5.19
Portugal	0.28	0.66	0.08	0.09	0.00	0.08	0.18	0.37	0.03	0.59	2.92	4.70
Romania	0.17	0.54	0.06	0.15	0.00	0.12	0.08	0.10	0.02	0.12	2.30	4.09
Spain	0.38	0.81	0.60	0.62	0.02	0.12	0.36	0.20	0.13	0.63	7.59	6.18
Sweden	0.67	0.88	0.04	0.62	0.50	0.11	0.15	0.42	0.02	0.45	7.59	6.38
Switzerland	1.00	0.74	0.06	0.77	0.07	0.10	0.18	0.54	0.03	0.60	8.72	6.33
UK	0.55	0.84	0.19	0.87	0.47	0.17	1.00	0.88	0.14	0.45	10.79	8.16
Ukraine	0.05	0.70	0.06	0.33	n/a	0.10	0.09	n/a	0.01	0.06	3.38	3.82
Australia	0.64	0.86	0.04	0.74	0.05	0.06	0.26	0.33	0.09	0.64	8.14	6.69
New Zealand	0.52	0.87	0.02	0.81	0.00	0.07	0.12	0.37	0.02	0.76	8.46	6.10
Algeria	0.05	0.74	0.01	0.13	n/a	0.22	0.04	0.48	0.01	0.03	2.50	2.91
Angola	0.03	0.67	0.00	0.02	n/a	0.24	0.02	0.43	0.01	0.01	1.55	1.70
Egypt	0.04	0.43	0.06	0.12	n/a	0.27	0.11	0.29	0.02	0.03	2.08	3.40
Ethiopia	0.01	0.22	0.00	0.02	n/a	0.24	n/a	0.45	0.00	0.01	1.07	1.88
Kenya	0.02	0.28	0.01	0.09	n/a	0.19	0.07	0.21	0.01	0.02	1.42	3.11
Morocco	0.04	0.64	0.06	0.27	n/a	0.24	0.06	0.44	0.01	0.06	3.48	3.63
Nigeria	0.03	0.52	0.02	0.20	0.00	0.21	n/a	0.20	0.00	0.01	2.37	2.68
South Africa	0.07	0.67	0.07	0.75	n/a	0.09	0.12	0.28	0.02	0.08	6.66	4.61

With thanks to the graduate students at University College Dublin Michael Smurfit Graduate Business School and Prof. John Cassidy.

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Produced by: KPMG's Creative Services.
Publication Date: September 2022. (8498)