



NEWS RELEASE

Archer Moves to Launch Air Taxi Trials In U.S. Cities Under White House Executive Order as DOT Unveils National AAM Strategy

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- Archer is partnering with cities across the country to submit multiple applications to launch initial air taxi operations under the White House's eVTOL Integration Pilot Program (eIPP), a first-of-its-kind public-private initiative led by the U.S. Department of Transportation (DOT) and Federal Aviation Administration (FAA) to support the safe integration of air taxis in the U.S. beginning as soon as next year.
- The applications coincide with the DOT's unveiling of its Advanced Air Mobility (AAM) National Strategy today, which lays the framework for integrating eVTOL aircraft into the national airspace.
- Archer's applications to the eIPP are proposed public-private partnerships with cities across California, Texas, Florida, Georgia and New York.
- Archer's application with the City of Huntington Beach is exclusive, meaning it is the only air taxi OEM that is part of that application. This bid supports Archer's plans for early air taxi operations in and around Los Angeles as part of its role as the Official Air Taxi Provider of the 2028 Olympic Games.

WASHINGTON--(BUSINESS WIRE)-- Archer Aviation (NYSE: ACHR) today announced it has partnered with cities across the U.S. to submit multiple applications to launch initial air taxi operations under the White House's **eVTOL Integration Pilot Program** (eIPP).

Pictured: Archer CEO and founder Adam Goldstein at the U.S. Department of Transportation for the rollout of the National AAM Strategy

Established via President Trump's **"Unleashing Drone Dominance" Executive Order**,

the eIPP is designed to accelerate adoption of electric air taxis in major cities across the country by creating operational pathways for the top American eVTOL companies.

Archer's applications focus on establishing the foundation required for long-term electric air taxi services in select U.S. cities. This includes building local operations teams, developing or upgrading infrastructure to support eVTOL flights and coordinating closely with public safety and emergency response agencies.

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Archer's application with the City of Huntington Beach, California is exclusive, meaning it is the only air taxi OEM that is a part of that application. This bid supports Archer's plans for early air taxi operations in and around Los Angeles as part of its role as the **Official Air Taxi Provider of** the 2028 Olympic Games.

Led by the DOT and FAA, the eIPP is intended to bring together industry, regulators and local governments to establish early eVTOL operations and help U.S. cities prepare for the widespread adoption of electric air taxis that is expected in the coming years.

Archer's applications come as its founder and CEO, Adam Goldstein, joined the U.S. Transportation Secretary Sean Duffy and other industry leaders in Washington, D.C. as the DOT unveiled the nation's Advanced Air Mobility (AAM) National Strategy, which lays out the framework for integrating eVTOL aircraft into the national airspace.

The National AAM Strategy outlines a coordinated roadmap to safely integrate electric vertical takeoff and landing (eVTOL) aircraft into the national airspace, aligning certification, operations, infrastructure and early deployment to enable American companies to move from flight testing into early commercial operations.

The National AAM Strategy and its accompanying action plan outline 40 recommendations to support early operations and advance President Trump's America First agenda, including strengthening domestic manufacturing, creating high-skilled jobs and reinforcing U.S. leadership in next-generation aviation.

"Since the Wright brothers first took flight in 1903, America has been at the forefront of aviation innovation," said U.S. Transportation Secretary Sean P. Duffy. "Today, we have a bold strategy to unlock the future of our skies and unleash this next chapter of aviation safely and efficiently. Advanced air mobility vehicles will benefit the American people—transforming how the flying public travels, how first responders jump into action and communities access healthcare, how businesses deliver goods, and how we defend our nation. I look forward to working together to make this dream a reality."

"We're past the question of 'if' and firmly into 'when and how,'" said Adam Goldstein, founder and CEO of Archer. "Through our close work with the Administration, DOT, FAA and other federal agencies, we now have the clearest path to market this industry has ever had. The focus now is execution—building, deploying and flying these aircraft

here in the United States.”

Casey McKeon, Mayor of Huntington Beach, commented, “We’re glad to partner with Archer to explore a safe eVTOL demonstration in Huntington Beach, bringing new opportunities to our community and keeping our city at the forefront of innovation.”

For several years, Archer has worked closely with the DOT, the FAA and other federal, state and local agencies to help shape this path to market. That collaboration has included participation in the **Advanced Air Mobility Interagency Working Group**, contributions to the development of the **Special Federal Aviation Regulation (SFAR) covering air taxis** and engagement through the crafting of the eVTOL Integration Pilot Program.

The FAA is expected to review applications submitted during this initial phase of the eIPP and announce selections in early to mid-2026, with early operational activity anticipated to begin later in the year.

About Archer

Archer is designing and developing the key enabling technologies and aircraft necessary to power the future of aviation. To learn more, visit www.archer.com.

Forward-Looking Statements

This press release contains forward-looking statements regarding Archer’s future business plans, expectations, and opportunities. These statements include those regarding the design and target specifications of its aircraft, the pace of design, development, certification, testing, manufacturing and commercialization of its planned eVTOL aircraft, or its ability to do so at all; plans to support early operations under the eIPP; anticipated benefits of acquisitions, strategic investments, and collaborations with third parties. These forward-looking statements are only predictions and may differ materially from actual results due to a variety of factors. The risks and uncertainties that could cause actual results to differ from the results predicted are more fully detailed in Archer’s filings with the Securities and Exchange Commission, including its most recent Annual Report on Form 10-K, available at www.sec.gov. Archer undertakes no obligation to update these statements as a result of new information or future events.

Source: Archer Aviation

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