



General Aviation  
Manufacturers Association



NBAA  
NATIONAL BUSINESS AVIATION ASSOCIATION



Reference: E.O. 12866 meeting with powered-lift industry stakeholder group (summary of organizations and participants provided at the end of this document)

## **Powered- Lift Industry Stakeholder Support for FAA**

### **Powered-Lift Special Federal Aviation Regulation (SFAR)**

The upcoming publication of the FAA's SFAR for integration of powered-lift expected in October is a pivotal step to enable the initial certification of pilots and operations for a new category of special class powered-lift, including eVTOL technologies. This powered-lift SFAR rulemaking should be prioritized to issue a final rule as early as possible in 2024. This aligns with the FAA's commitment to U.S. companies investing in the development of powered-lift aircraft and operations to enable entry-into-service of these new aircraft by 2025 and provide a clear pathway for economic growth and global leadership in advancing new transportation services and benefits to communities.

If this powered-lift SFAR is not issued in a timely manner, there will be significant economic impact on this sector which includes U.S. businesses, U.S. jobs and local communities and future opportunity for large impact on the U.S. economy. There was strong industry consensus and support across all aviation sectors related to the importance of an interim transitional rule to enable operations and pilot licensing for new powered-lift aircraft. While the final rule may not fully incorporate all of the industry consensus recommendations, it is important that it reflects the FAA's commitment to provide flexible pathways to meet the core objectives of training and certifying powered-lift pilots and establishing the appropriate operational guidelines. This approach will not only support immediate needs but also lay the groundwork for more permanent regulations in the future.

- As a transitional measure, the SFAR is intended to establish alternate requirements for the certification of initial groups of powered-lift pilots and initial operating rules to safely enable early powered-lift operations. The following provides industry stakeholder's principal comments for which there is general consensus support :
  - Initial pilot qualification for powered-lift should be achieved through a type rating based on existing airplane or helicopter ratings, providing a flexible certification pathway. This is consistent with internationally agreed ICAO standards (Annex 1, Section 2.1.1.4).

- Industry supports an initial operational framework for powered-lift operations similar to helicopter regulations, aligning with ICAO Doc. 10103 guidance these new types of aircraft.
- Flight Simulation Training Devices (FSTDs) should be utilized for scenario-based training, including handling engine failures, emergencies, and instrument conditions, ensuring safety without risk to lives. FSTDs should be qualified only at the necessary fidelity level to accurately represent the aircraft and the situations for which they will be used.
- Training and checking of pilots to operate single-pilot aircraft is safely conducted in aircraft with a single set of pilot controls [14 CFR part 61.45(e), 61.64(f & g)]. A requirement for a second type-certified dual-control aircraft only for limited training would significantly delay the ability to train pilots and enable entry-into-service of many powered-lift aircraft with no improvement in safety.
- Energy reserve requirements should be scaled to the intended operations and be performance-based, ensuring operational flexibility and efficiency.
- There is a broad industry consensus on these recommendations, evidenced by numerous consistent comments from various stakeholders.
- International collaboration and harmonizing approaches, particularly in pilot qualifications, enhances global aviation safety coordination and facilitates worldwide safety promotion efforts, enabling skills and certifications and U.S. manufactured aircraft to be globally transferable.

#### Meeting Participants:

Karina Perez, Aerospace Industries Association (AIA)  
 Max Rosen, Association for Uncrewed Vehicle Systems International (AUVSI)  
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