



Aviation Innovation and Global Competitiveness Act

Led in the Senate by: Senators Peter Welch (D-Vt.); Ted Budd (R-N.C.); Ben Ray Lujan (D-NM); John Curtis (R-Utah); Alex Padilla (D-Calif.); Cynthia Lummis (R-Wyo.); Tim Sheehy (R-Mont.); Jerry Moran (R-Kan.); Todd Young (R-Ind.)

Introduced in the House by: Representatives Troy E. Nehls (R-TX-22); Jimmy Panetta (D-CA-19); Jay Obernolte (R-CA-23); André Carson (D-IN-07)

Background: The United States is ushering in a new era of flight with Advanced Air Mobility (AAM), a sector of aviation that introduces innovative aircraft—such as hybrid and electric vertical take-off and landing (eVTOL) aircraft and conventional fixed-wing airplanes—to American communities. AAM will move people and cargo in a way that is quieter, safer, and more affordable, enhancing connectivity in both urban and rural areas with emergency response, regional transportation, and increased cargo and logistics. U.S. AAM companies are on the leading edge of bringing these technologies to market, and the market for AAM in the U.S. is estimated to reach \$115 billion annually by 2035, potentially creating more than 280,000 jobs. Supporting the growth of this industry in the United States is essential to national security, aerospace exports, and economic growth in communities nationwide.

While the FAA has made substantial progress on rulemaking and regulatory frameworks for AAM aircraft – including promulgation of a Special Federal Aviation Regulation (SFAR) for pilot training and certification, the recently announced [Roadmap AAM Type Certification](#), and the eVTOL Integration Pilot Program – important work remains to ensure our country can maintain a competitive advantage in aerospace. Critical to this is the safe, efficient, and transparent certification of new emerging aviation technologies. Without this, U.S. AAM manufacturers risk delays to production, job creation, and investment, and the U.S. will cede leadership to foreign adversaries.

Legislation: The *Aviation Innovation and Global Competitiveness Act* would enhance transparency, predictability, and accountability in the FAA type certification process for AAM aircraft to help companies succeed and cement the United States' role as a global leader in aviation. The legislation would also support FAA staffing capacity and prevent gridlock in the certification process by providing more clarity and transparency for industry applicants.

Specifically, the legislation:

- Establishes standard expected timelines for the FAA's type certification process for AAM aircraft for the Agency to respond to petitions for exemptions of aircraft type, and to develop means of compliance for aircraft outside of the existing types of AAM aircraft.
- Sets transparent and reliable standard expected ranges of time for the issue paper process, so that type certification applicants know how long reviews will take, reducing uncertainty and delays.
- Directs the FAA to define when an issue paper is required in the certification process, while providing flexibility for the Agency on complex, safety issues.
- Directs the FAA to report to the relevant congressional committees on the status of implementing the certification regulations and managing workload.
- Clarifies when the FAA can delegate routine compliance findings to qualified personnel, allowing Agency experts to focus on complex, safety-critical issues.
- Updates delegation guidance for type certification to cover new and novel technologies related to AAM, including eVTOL aircraft.

Supporting Organizations: The *Aviation Innovation and Global Competitiveness Act* is endorsed by over a dozen aviation industry leaders, including the Aerospace Industries Association (AIA); Beta Technologies; Boeing; General Aviation Manufacturers Association (GAMA); National Air Transportation Association (NATA); Professional Aviation Safety Specialist, AFL-CIO (PASS); Wisk Aero, and more. Read the full list of supporters [here](#).