VERTIPORT CERTIFICATION/LICENSING ENABLERS FOR NAA'S

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VERTIPORTS

Vertiports for VTOL operations

- Large number of vertiports – network

- Public use, commercial operations

- Mostly domestic, some international

- Urban environments: passenger and urban protection

- Will require certification/license from NAAs

- Vertistops?

- Initial operations: visual 2024/2025

- Evolution: remotely piloted/autonomous

Enablers of certification/license by NAAs

- Comprehensive set of regulations

- Need for development of AAM/UAM concepts

- NAA's vertiport team: license + oversight

  - Resources + organisation + training

  - Part of aerodromes/heliports team
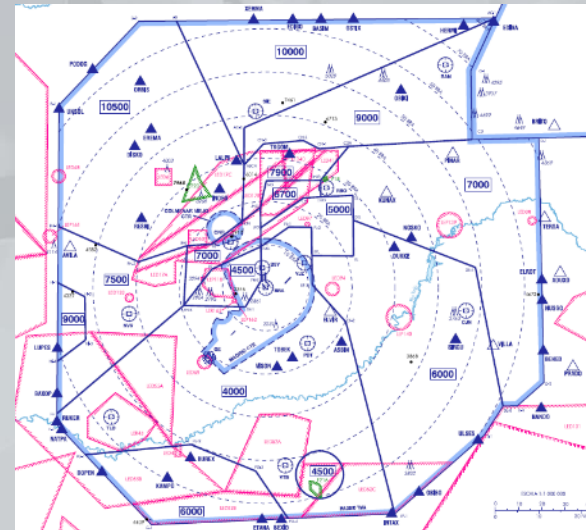
1. Airspace compatibility

- Complex airspace in urban environments -- Vertiports near or in controlled airspace

- Initially: conventional airspace / Evolution: AAM / UAM space

2. Need of support of local authorities

- Compatible land use regulation

- Commercial licences

3. Environmental impact assessment

- Noise from VTOL aircraft

- Limitation of arrival/departure paths

- Social acceptance: perceived risk / privacy issues

4. Air Transit Services and Advanced Air Mobility

- Initial ops: visual and slow tempo. *Tempo accelerando.*

- Initial ATS services: ATC, AFIS, A/A G/A comms.

- Evolution: complex AAM space and AAM services

  - Remotely piloted / autonomous aircraft

  - Density of helicopters, drones, VTOL aircraft

5. Certification/license process - NAA

- Compliance with Vertiport SARPs

- Vertiport Manual / SMS

6. Continuous oversight - NAA