



ASSEMBLY — 42ND SESSION

TECHNICAL COMMISSION

Agenda Item 24: Aviation Safety and Air Navigation Priority Initiatives

THE UNITED STATES FEDERAL AVIATION ADMINISTRATION ADVANCED AIR MOBILITY ACTIVITIES

(Presented by the United States)

EXECUTIVE SUMMARY

This paper provides an overview of the United States (U.S.) Federal Aviation Administration and U.S. Department of Transportation initiatives to safely integrate Advanced Air Mobility (AAM) operations into the U.S. National Airspace System. AAM continues to evolve rapidly, driven by emerging technologies such as electric vertical take-off and landing aircraft and increasing levels of automation. This paper offers a strategic update on the U.S. approach to AAM integration and highlights efforts to support global harmonization and collaboration.

<i>Strategic Goals:</i>	This working paper relates to the Strategic Goals <i>Every Flight is Safe and Secure</i> ; and <i>Aviation Delivers Seamless, Accessible, and Reliable Mobility for All</i> .
<i>Financial implications:</i>	This paper contains no significant financial implications.
<i>References:</i>	Not applicable

1. INTRODUCTION

1.1 Advanced Air Mobility (AAM) refers to a rapidly emerging sector of the aerospace industry focused on the safe and efficient integration of highly automated, electric-powered aircraft and electric vertical take-off and landing aircraft (eVTOL), often categorized as powered-lift and commonly known as air taxis, into the National Airspace System (NAS). AAM encompasses a range of new and emerging technologies applied across novel aircraft types and aviation operations.

1.2 Guided by a proven methodology that prioritizes safety, data-driven decision-making, and a systematic certification process, the United States (U.S.) Federal Aviation Administration (FAA) is taking a flexible and adaptive approach to integrating AAM into the NAS, leveraging existing regulatory frameworks wherever possible. The FAA is working across U.S. Government agencies to deploy AAM technologies with the overarching goals of enhancing safety, security, national defense, economic competitiveness, enabling new transportation options, and improving quality of life. This paper outlines the

United States' coordinated approach to advancing AAM technologies while maintaining the highest standards of safety and promoting innovation.

2. DISCUSSION

2.1 In 2022, the U.S. Congress directed the Department of Transportation (DOT) to establish the AAM Interagency Working Group to coordinate efforts related to AAM across the federal government, including the safety, infrastructure, physical security, cybersecurity, and federal investment necessary to bolster the AAM ecosystem, particularly passenger-carrying aircraft, in the United States. Since that time, the AAM Interagency Working Group, comprised of nearly 20 U.S. departments and agencies, has been engaging with industry, communities, all levels of government, and special interest groups to develop a cohesive strategy. The strategy will include more than 35 recommendations to modernize airspace, enhance infrastructure, ensure security, advance autonomy, engage with communities effectively, develop an adept workforce, and open new aviation markets. After much deliberation and coordinated efforts, the Working Group is finalizing the AAM National Strategy and Comprehensive Plan for publication this year and will begin immediate work toward implementation through Executive Orders issued by the current U.S. Presidential Administration to start realizing AAM operations as soon as possible.

2.2 In support of near-term operational readiness, the FAA published the [Powered-Lift Special Federal Aviation Regulation \(SFAR\)](#) in November 2024. This SFAR introduced both permanent and temporary (10-year) rule changes to enable the recognition of powered-lift within the FAA's existing regulatory framework. It establishes a comprehensive framework for pilot certification, training, and operational standards, including for those aircraft using electric power. Most importantly, the rule clarifies the operational rules for these aircraft, the final steps towards integrating powered-lift safely and efficiently into the U.S. NAS. This final rule aligns with the standards in ICAO Annex 1, Personnel Licensing, to require the powered-lift pilots to have a type rating. The final rule highlights the requirement that operators are to comply with the Standards in Annex 2 — *Rules of the Air*. Finally, while Annex 8 — *Airworthiness of Aircraft* does not address powered-lift, the final rule applies airworthiness standards for special class aircraft consistent with the intent of Annex 8.

2.3 To facilitate ground infrastructure readiness, the FAA released documents¹ offering interim design guidance for vertiports intended to support eVTOL operations and supplement existing heliport guidance.² These standards and guidance are for the planning, design, and construction of heliports serving VTOL and eVTOL aircraft. These interim measures will serve as the foundation until a fully performance-based Advisory Circular is developed. The FAA is using existing policy, regulations, and infrastructure as a baseline for vertiport guidance and regulations development; however, it will be the responsibility of the operators, manufacturers, state and local governments, and other stakeholders to plan, develop, and enable vertiport infrastructure.

2.4 To prepare for the growing presence of autonomous systems in aviation, the FAA is laying the groundwork for their safe integration. This included the establishment of the Autonomy Working Group (AWG), which addresses the regulatory and operational challenges of managing the NAS with pilotless AAM aircraft. The AWG is tasked with developing a cohesive framework and roadmap to guide the safe and scalable integration of autonomy-based capabilities in commercial, private, and public operations. An autonomy framework will define levels of automation and autonomy to support new technology integration

¹ FAA Engineering Brief (EB) 105

² Advisory Circular 150

while maintaining the integrity and safety of legacy NAS systems. The FAA is working with multiple applicants to determine requirements appropriate to their aircraft and operation.

2.5 In April 2025, the U.S. Transportation Secretary announced that the Texas A&M University System will be the managing entity to establish and operate the FAA's Center for Advanced Aviation Technologies. The Center will support the research, testing, and integration of emerging aviation technologies into the NAS, in alignment with global efforts to enable safe, secure, and efficient integration of new entrants. This research center will help accelerate the maturation of emerging aviation technologies and serve as a key enabler for long-term AAM development through data-driven experimentation and academic-industry collaboration. This approach represents a whole-of-community strategy, fostering collaboration across key State, Local, Tribal, and Territorial (SLTT) governments and stakeholders.

2.6 The U.S. is actively researching eVTOL technologies, such as Human-In-The-Loop simulation testing, to learn about the operational feasibility of assimilating eVTOL aircraft into various operating environments, in collaboration with key site airports. This will allow for early operations in collaboration with airport authorities, where Original Equipment Manufacturers have shown interest. The FAA has also entered into numerous Cooperative Research and Development Agreements with academia and industry partners, allowing for data to be collected utilizing the unique capabilities of the FAA's Full-scale Aircraft Structural Test Evaluation and Research facility. Additionally, the FAA collaborates with the U.S. National Aeronautics and Space Administration (NASA) to develop system architectures, test scenarios, and digital service-based frameworks for future airspace integration.

2.7 In response to the U.S. Presidential Executive Order *Unleashing American Drone Dominance*, released on June 6, 2025, the FAA is establishing the eVTOL Integration Pilot Program to accelerate the safe deployment of eVTOL operations across the U.S. In July 2025, the FAA completed key milestones, including finalizing the requirements package and acquisition strategy. The FAA anticipates publicly issuing the Request for Proposals (RFP) in September 2025. Following the RFP release, the FAA will select pilot projects with final selections anticipated by March 2026. Selected pilot projects will test and validate operational concepts, infrastructure needs, and community integration approaches for eVTOL aircraft. Formal pilot program agreements will establish goals, timelines, and safety data-sharing responsibilities. The program will play a critical role in shaping safe, lawful, and scalable eVTOL integration into the NAS.

2.8 The FAA is working with international partners to adopt common certification and integration standards, where appropriate, to enable international transferability across the global AAM ecosystem. The FAA is an active member of the ICAO AAM Study Group and participates in all AAM SG Working Groups (WGs), including the Vision WG, Guidance Development WG, and Explore WG. Additionally, the FAA holds a leadership position as co-chair of the Guidance Development WG, where it offers strategic direction and technical expertise to help guide the group's work to support ICAO's vision for AAM. Through active engagement in AAM SG meetings, the U.S. and other Member States have the opportunity to foster international collaboration and knowledge-sharing, while contributing to the development of globally recognized standards and best practices. This engagement ensures that evolving AAM frameworks are informed by cutting-edge technological advancements and support the safe and continued growth of the global industry.

2.9 AAM will integrate into the transportation network in a more localized and community-oriented way than traditional aviation. The FAA is committed to early and meaningful communication with local communities and organizations. As AAM evolves, the FAA will continue to engage representatives from SLTT entities, partners from foreign authorities, industry, and other aviation community stakeholders.

We encourage AAM aircraft manufacturers and operators to engage their communities early to educate the public and understand how these new operations may affect them.

2.10 The FAA continues to reinforce that aircraft operating under an FAA-issued experimental airworthiness certificate may not be used for revenue service, regardless of whether the aircraft is operated domestically or internationally. Maintaining this consistent policy position is critical for preserving the integrity of the certification process and ensuring safety.

3. CONCLUSION

3.1 The safe and efficient integration of AAM aircraft into the NAS requires adherence to the same stringent safety and performance standards that define today's manned aviation operations. As AAM technologies such as VTOL and eVTOL aircraft evolve, it is essential that the global aviation community collaboratively ensures that new entrants meet or exceed established safety benchmarks. Sustained international coordination, information sharing, and harmonized regulatory approaches will be critical to achieving a seamless and secure integration.

3.2 The meeting is invited to note the content of this information paper and visit the FAA's AAM website for more detailed information: <https://www.faa.gov/air-taxis>.

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