

**WRITTEN TESTIMONY OF  
TYLER PAINTER  
CHIEF FINANCIAL OFFICER  
WISK AERO**

**BEFORE THE  
HOUSE TRANSPORTATION & INFRASTRUCTURE COMMITTEE  
SUBCOMMITTEE ON AVIATION**

**ON  
"AMERICA BUILDS: THE STATE OF THE ADVANCED AIR MOBILITY INDUSTRY"**

**DECEMBER 3, 2025**



Chairman Nehls, Ranking Member Carson, and Members of the Committee, thank you for this opportunity to testify about the state of the Advanced Air Mobility (AAM) industry and how the United States can continue to lead this emerging global market.

My name is Tyler Painter, CFO of Wisk Aero, an American AAM company committed to making safe, everyday flight a reality for everyone. Just like the U.S. led previous advancements in aviation, I am confident that today's investments and focus on AAM are laying the foundation for the U.S. to lead this technological revolution in mobility.

Thanks to the recent work of this Committee and regulatory efforts of the Federal Aviation Administration (FAA) and the Department of Transportation (DOT), the foundational state of the U.S. AAM industry is strong. However, for the U.S. to lead AAM and aviation globally, we must also prioritize the development of a regulatory framework to enable autonomy. The U.S. AAM National Strategy, implemented through the new Electric Vertical Takeoff and Landing (eVTOL) and AAM Integration Pilot Program (eIPP), will be a key vehicle to inform that framework.

Wisk, a Boeing subsidiary, aims to be the first to design and manufacture an FAA-certified, autonomous passenger-carrying air taxi. Safety is at the core of everything we do. Our learnings over fifteen years and six generations of aircraft will culminate in the safe integration of our Gen 6 aircraft into the National Airspace System (NAS).

Autonomy is not a new or radical advancement in aviation, but rather an evolution of what exists today. Increasing levels of autonomy have and will continue to improve safety. Most functions on commercial aircraft involve automation today. While our Wisk aircraft do not have a pilot onboard, human oversight remains critical. Remote crewmembers will supervise and communicate with Air Traffic Control (ATC). Our aircraft will initially fly along pre-determined routes to pre-determined destinations. This approach will ensure predictability and safe integration of our aircraft into today's airspace.

We are excited to launch our service in the U.S., bringing time savings to commuters and new workforce opportunities to local communities. Texas is one location where we plan to operate. Last year, we announced a partnership with the City of Sugar Land, Texas to identify and assess locations for vertiports and potential training and maintenance facilities at Sugar Land Regional Airport, which will serve as a gateway for the establishment of a larger Wisk network throughout the Greater Houston region.

The AAM industry is fortunate to have a forward-leaning FAA Administrator who prioritizes safety and innovation. Administrator Bedford and DOT Secretary Duffy's willingness to work with industry to chart regulatory pathways for new technologies is crucial. Our partnerships, like those in Houston, are strengthened by this Administration's focus on AAM and the creation of the eIPP. Wisk looks forward to participating in this program alongside our partners.

Wisk also commends this Committee and the Administration's focus on modernizing the NAS by building the Brand New Air Traffic Control System. As Chairman Nehls has stated, this effort is about more than modernizing ATC, but about modernizing the entire NAS for existing and future operations. Fortunately, there is existing technology that can both enhance the safety of today's airspace and future-proof it for autonomous operations. Wisk, and our affiliate SkyGrid, are architecting modern airspace management tools to reduce the burden on ATC and safely integrate increasingly autonomous aircraft into the NAS. This includes moving our system into the digital era, embracing open architecture systems and digital communications and implementing a new set of innovative flight rules to take full advantage of today's technology.

I would also like to thank this Committee for its bipartisan work on the 2024 FAA Reauthorization Act. A key provision was the creation of the Center for Advanced Aviation Technologies (CAAT) in Texas. Wisk looks forward to unlocking key autonomy elements through both the CAAT and eIPP.

In conclusion, I am confident the U.S. will remain the global leader in aviation, and that we will define and lead the global AAM industry. To achieve this, we must create and exercise a robust and practical regulatory framework to enable autonomy. Execution of the AAM National Strategy, through the eIPP, will enable early operations here in the U.S. and provide insights needed to inform new policies. Wisk looks forward to continuing to work with you to make safe, everyday flight a reality for everyone. Thank you, and I look forward to your questions.