



July 14, 2023

The Honorable Sam Graves  
Chairman  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Rick Larsen  
Ranking Member  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Garret Graves  
Chairman  
Subcommittee on Aviation  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Steve Cohen  
Ranking Member  
Subcommittee on Aviation  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

Dear Chairman Graves, Ranking Member Larsen, Chairman Graves, and Ranking Member Cohen,

Joby Aviation writes to express its strong support for the amendment in the nature of a substitute to H.R. 3935, the *Securing Growth and Robust Leadership in American Innovation Act*, which ensures the United States' global leadership in the future of aviation. This bipartisan legislation, which passed out of Committee with unanimous support, is a testament to your collegial, bipartisan leadership.

The legislation contains crucial provisions that ensure the timely entry into service, and infrastructure development for powered-lift aircraft. While our powered-lift aircraft are designed to integrate seamlessly into the existing system, it is nonetheless imperative that policymakers secure our nation's longstanding global leadership of aviation in the years ahead through measures tailored to accelerate integration of new aircraft designs and technologies. The *Securing Growth and Robust Leadership in American Innovation Act* accomplishes this with precision.

In addition to this legislation, the Federal Aviation Administration must do its part to sustain United States leadership. Specifically, the FAA must act expeditiously to complete the Special Federal Aviation Regulation (SFAR) for powered-lift aircraft. The FAA has committed to publishing it by December 2024. The Act's directive from Congress guarantees that, in the absence of timely rulemaking for powered-lift aircraft, an interim pathway will be established. This pathway will encompass pilot training requirements supplemented by simulation opportunities, include commercial airplane and helicopter pilots, and adhere to the powered-lift framework outlined by the International Civil Aviation Organization. Furthermore, the Act



appropriately underscores the significance of performance-based rulemaking for powered-lift aircraft.

Today, powered-lift aircraft operate in the NAS, and this Act further clarifies a more efficient operational pathway and integration for U.S. leadership. The timely publication of the SFAR will demonstrate the United States' global leadership, and this Act recognizes areas where clarification and modernization are necessary to ensure the seamless integration of powered-lift aircraft into the NAS. For instance, it mandates the Administrator of the FAA to update air traffic orders and policies, thereby enabling the utilization of existing air traffic procedures by powered-lift aircraft. Additionally, the Act ensures that powered-lift aircraft can utilize both existing airport, heliports, and future vertiports for safe takeoff and landing operations, all governed by a comprehensive regulatory framework.

Thank you for your attention to this matter. We firmly believe that the *Securing Growth and Robust Leadership in American Innovation Act* is pivotal in supporting the advancement of powered-lift aircraft and maintaining the United States' position as a leader in aviation.

Sincerely,

DocuSigned by:

A handwritten signature in black ink that reads "Greg Bowles".

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Greg Bowles  
Joby Aviation, Head of Government Affairs