



EVIATION

Testimony of Gregory Davis

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U.S. Senate Commerce Committee

Subcommittee on Aviation Safety, Operations and Innovation

“FAA Reauthorization: Integrating New Entrants into the National Airspace System”

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My name is Gregory Davis and I am the President and CEO of Eviation Aircraft, a manufacturer of all-electric aircraft based in Arlington, Washington. We are manufacturing the world’s first all-electric aircraft, integrating battery technology with electric propulsion.

Chair Sinema, Ranking Member Cruz, Chair Cantwell and Ranking Member Wicker, and members of the Subcommittee on Aviation Safety, Operations and Innovation, thank you for the opportunity to testify on the policies and regulations needed to usher in the new era of sustainable aviation.

We are currently working towards the first flight of our zero-emission Alice commuter aircraft which will be a historic day and major milestone in electric aviation. Our goal is to show people what affordable, clean and sustainable aviation looks and sounds like for the first time in a fixed-wing, all-electric aircraft. It has taken deep collaboration across the aviation ecosystem to reach this point. It is my hope that one day this type of travel will be so prevalent in our society that we will not need to use the word “electric” to describe it.

Electric aviation has the power to transform communities across the country. Specifically, it can restore or provide essential air service to rural communities that are often underserved. Today, only 500 out of 5,000 airports are served by any commercial flights, despite 60 percent of the population being within 10 miles of an airport (active or not) and 95 percent being within 25

miles. We have already seen early market traction from forward thinking operators including Cape Air and GlobalX for passenger travel, and DHL for cargo.

Today, I am here to share my insights on key areas that must be prioritized in order to make electric aviation the standard for regional travel in the U.S and beyond. My comments will be addressed around the eCTOL - electric conventional takeoff and landing - market, while acknowledging my greater support for the advancement of all aspects of the sustainable aviation industry. eCTOLs, like Eviation's Alice, are part of the Advanced Air Mobility market and will allow us to leverage the existing airport and airspace infrastructure in the United States by increasing flights without increasing our carbon footprint.

First, we strongly encourage the FAA to look beyond the borders of the U.S. and work with global regulators, such as the European Union Aviation Safety Agency (EASA), on the path towards certifying electric aircraft. To make a significant impact on the environment, electric aviation must be supported and adopted globally. Today, aviation is the fastest-growing source of greenhouse gas emissions. By 2050, its share of climate impact is expected to be 25-50% if nothing is done. The sustainability challenge is not one country's challenge. It's a global challenge and the United States has an immediate opportunity to take a leadership role. We must act with a sense of urgency to drive environmental progress but also global competitiveness and economic opportunity and jobs in the United States.

Second, it's important that the FAA focus on clear requirements for certification of battery technology whether it pertains to all-electric or hybrid aircraft. Standards need to be applied the same internationally so that we can focus on mass adoption of electric aviation. Global standards for battery technology will ensure we stay focused on the greater task of reducing the environmental impact of aviation while also increasing the commercial availability and the economic and social benefits of aviation globally.

Third, we encourage the FAA to work with agencies from other Departments, such as the Department of Energy, on the development of charging infrastructure and battery technology. The DOE is already leading ground vehicle battery infrastructure with battery policies and incentives. The same approach could be applied to the aviation industry to ensure that technology development is aligned with certification requirements for all-electric aircraft. Further there is an opportunity to tie in the DOE on the expansion of aircraft charging networks to service rural and urban airports across the country. With the recent passing of Bill S516, we believe there is clear direction to facilitate this engagement and we look forward to working with this Committee as you consider initiatives for FAA reauthorization in 2023.

I look forward to working with the Subcommittee in the areas I outlined today and our shared goals of making all-electric flight a reality in the U.S and beyond. Thank you for the opportunity to testify today.