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### *HAI US News*

### **Congress Returns from August Recess**

The midterm elections will be lawmakers' major focus for the next two months, but Congress still has work to do in Washington in the brief time

left before Nov. 8.

Since neither chamber was able to advance all 12 appropriations bills before the August recess, a short-term continuing resolution will be needed to fund the federal government beyond Sep. 30.

An agreement on how long a period of time the stopgap measure will cover and what other legislation will be attached is yet to be decided. Fortunately, a government shutdown is unlikely, as neither party can afford the political blowback in the final days before the midterms.

### **NPS Seeking Public Comment on Mount Rushmore National Memorial ATMP**

The National Park Service (NPS) and the FAA are seeking public comments on potential alternatives for an air tour management plan (ATMP) for Mount Rushmore National Memorial. Public comments will be accepted during a 30-day public scoping process from Sep. 6 through Oct. 6.

Mount Rushmore National Memorial is 1 of 24 parks of the NPS developing ATMPs in cooperation with the FAA. The potential alternatives for Mount Rushmore National Memorial include:

- No change from current conditions
- A daily limit of 25 air tours with additional modifications
- A daily limit of 13 air tours with additional modifications
- Prohibiting air tours over or within a half mile of the park.

HAI strongly encourages tour operators to submit public comments. HAI will provide a template and other information to allow for the simple submission of comments.

### **FAA Approves GAMI Unleaded Avgas STCs for Entire GA Piston Fleet**

On Sep. 1, the FAA signed off on supplemental type certificates (STCs) to allow 100-octane unleaded (G100UL) fuel from General Aviation Modifications Inc. (GAMI) to be used in every general spark-ignition engine and every airframe powered by those engines. The move was hailed by the general aviation (GA) industry as a major step in the transition to an unleaded future. The FAA's approval of the use of G100UL fuel in all piston aircraft directly addresses the industry's long-standing goal of finding unleaded solutions that can be used for the entire GA piston fleet.

In 2021, the FAA approved STCs for GAMI covering a smaller number of Cessna 172 engines and airframes, and then expanded the STC-approved model list to include essentially all lower-compression engines. While that

was seen as an encouraging step in the years-long path to supply unleaded aviation fuel to the piston aircraft fleet, the STCs did not include aircraft needing higher-octane fuel, which account for approximately two-thirds of avgas consumption. The recent announcement by the FAA addresses the needs of those higher-compression engines.

Read HAI's press release [here](#).

## **FAA Finalizes New Policy Aimed to Protect Employees Manufacturing Aircraft**

The FAA on Wednesday issued its final notice aimed at protecting aircraft manufacturing employees from undue corporate influence, specifically involving those working on the agency's behalf through the Organization Designation Authorization (ODA) program and their unit members. The notice requires multiple actions, including annual training, audits and reviews, increased communication with the FAA, and the potential for civil penalties if interference occurs between superiors and their unit members.

Employees must be trained in the new policy, and FAA organization management teams should notify their designated ODAs of the latest notice updates. ODA holders must submit their proposed procedure changes within three months of the notice or risk suspension of their FAA authorization.

Read FAA's final notice [here](#).

## ***HAI International News***

### **European Union Aviation Safety Agency (EASA) Weather Operations Webinar**

Following publication of the latest EASA rules to support all weather operations, EASA hosted a webinar on Sep. 7 to support organizations with the implementation of the different aspects of these new rules. The topic of this webinar is the implementation of enhanced flight vision systems.

The full agenda and links to the recording can be found [here](#).

### ***European Helicopter Association (EHA) Contribution***

## **EBAA: Banning Business Jets Will Halt the Sustainable Future of Aviation**

The European Business Aviation Association (EBAA) has taken note of the current political mainstream that is calling for more thorough regulation of private jet flights in the European Union. Most upsetting are the notions of either banning business jets or increasing taxes on them, both of which could deter the entire industry from developing and using sustainable technologies.

Business aviation has always been an early adopter of innovative technologies that improve aviation efficiency. Since 2009, the business aviation community has been committed to reducing the environmental impact of its products and operations through its climate commitment. In many ways, it has been ahead of the curve in mitigating its impact on climate change. For instance, over the past 15 years, emissions per hour, per flight, and per business aircraft have decreased by 36%.

The business aviation sector goes through a continuous cycle of designing advanced airframes and cutting-edge propulsion system technologies. Constant product evolution driven by research and development demonstrates why our sector is the catalyst for innovation in aviation and a leader in decarbonizing the aviation sector. The drive to innovate and improve stems from the desire to offer best-in-class service while operating smaller aircraft. In an industry that operates on thin margins, it is crucial to strike a balance between innovation and taxation. Investments in technology such as composite structures, cleaner engines, global satellite positioning, winglets, and other key advancements have enabled the industry to produce these benefits and, in turn, genuine emissions reductions.

It is also important to point out that the European business aviation industry employs almost 400,000 people and contributes close to 90 billion euro to the European GDP annually. It is an industry that provides a solution when time matters most, serving as a lifeline for communities—be it for medical transport or as a tool to help governments and businesses—while also generating local economic development. Business aviation also played a crucial role in the first phase of the COVID-19 pandemic.

Europe has a large aviation and technology heritage with state-of-the-art business aviation manufacturers, making it increasingly crucial for aviation and governments to work together. Business aviation companies are developing the sustainable aviation of tomorrow through all types of technological improvements, such as sustainable aviation fuel, electric aircraft, hydrogen-propelled engines, power-to-liquid, and more.

This type of innovation should remain at the center of the European economy, and EBAA urges European governments to support these endeavors. In short, don't deprive an industry of its ability to innovate by implementing policies that could effectively kill the industry altogether.

Last, but certainly not least, is the most obvious solution that Europe and its member states have at hand: the Single European Sky (SES). EBAA urges those who are serious about improving aviation's footprint to focus on introducing the SES, which is widely accepted as having reduced all aviation emissions in Europe by 10%. Unfortunately, this initiative has stalled for over 20 years, and EBAA urges that this discussion be reopened as soon as possible to bring it to fruition—for the betterment of the European skies and European citizens. It is time for governments and business aviation leaders to stand united behind a plan that will help us implement real solutions with real emissions reductions.

Environmental action and economic growth are not mutually exclusive; we should prioritize sustainability without sacrificing the modern-day necessity of business flying, which connects citizens, companies, and communities to economic opportunities as never before.

If recent years have shown us anything, it is that business aviation is there when connections are needed most direly. It will continue to fulfil that role, to the benefit of Europe and Europeans, for many more years to come.

### **An Open Letter to Fit for 55 Interinstitutional Negotiators**

A4E, ACI EUROPE, CANSO Europe, and ERA have written an open letter to Fit for 55 interinstitutional negotiators to emphasize the need for adjustments to the ReFuel EU and EU ETS aviation proposals. While these representatives of the European aviation ecosystem believe the Fit for 55 package is in line with many aspects of the industry's ambitions, they urge negotiators to consider adjustments such as providing for a European single market for sustainable aviation fuel (SAF), financial support for the uptake of SAF, a strict definition of SAF, and more. The full letter can be read [here](#).

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