Operational Expectations

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Uber Elevate
Multimodal Aerial Ridesharing
<table>
<thead>
<tr>
<th>Network Strategy Informs</th>
<th>Systems Requirements</th>
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<tbody>
<tr>
<td></td>
<td>Speed 150 Miles per hour at cruise</td>
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<td>Payload 1+4 Pilot + Passengers</td>
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<td>Range 60 Miles of max flight range</td>
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<td>Quiet -15 dB Noise improvement over helicopters</td>
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<td>Electric 3.5x Efficient over traditional turbines</td>
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<td>Reliability 2k Flight hours per year</td>
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UBER CONFIDENTIAL & PROPRIETARY
27.51 Takeoff
Takeoffs must be made in such a manner that a landing can be made safely at any point along the flight path in the event of an engine failure.

27.75 Landing
The rotorcraft must be controllable and have good handling qualities at appropriate approach and landing speeds, and, whether single or multi engine, be capable of being landed safely following complete power failure.

27.87 Limiting height-speed envelopes
Conditions of height and speed from which safe landings cannot be made in the event of a power failure must be identified.
Category A Performance

Multi-engine and system isolation features capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.
FIGURE 15 AS 355 F DEPARTURE PROFILES

Source: Reference 5.
Aircraft with Limiting H/V Envelopes

Figure 2A. Horizontal Flight Profile.

Figure 2C. Vertical Flight Profile.
Aircraft without Limiting H/V Envelopes

Figure 2B. Direct Flight Profile.