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SHAPING THE FUTURE OF ADVANCED AIR MOBILITY

August 2026

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BUILDING ZURI WITHOUT FOLLOWING THE CROWD

JOBY AVIATION AND VIRGIN ATLANTIC FINALISE ELECTRIC AIR TAXI PARTNERSHIP IN UK

VERTICAL AEROSPACE IMPRESSES AT FARNBOROUGH AIR SHOW WITH HISTORIC FLIGHT

ASCENDANCE TO HOST EVTOL INSIGHTS' EUROPE CONFERENCE IN OCTOBER

ARCHER AVIATION REVEALS HALO, DUAL-USE AIRCRAFT BUILT ALONGSIDE ANDURIL

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Welcome



July has been another landmark month for the Advanced Air Mobility industry, with progress across certification, flight testing and commercial partnerships culminating in a highly successful Farnborough International Airshow.

AAM featured more prominently than ever at one of aviation's most prestigious events. Vertical Aerospace captured headlines with its public transition flight from vertical to wing-borne cruise, while BETA Technologies once again demonstrated the maturity of its programme by flying its ALIA aircraft. Elsewhere, Joby Aviation and Virgin Atlantic showcased their plans to introduce electric air taxi services in the UK, and Archer Aviation and Anduril Industries expanded their strategic partnership, highlighting the growing role of Advanced Air Mobility technologies in both commercial and defence applications.

Beyond Farnborough, the industry continued to gather pace. Eve Air Mobility announced further progress in its certification programme and growing commercial commitments, while manufacturers, suppliers and infrastructure providers continued to demonstrate that attention is increasingly shifting from aircraft development to preparing for commercial operations.

Our team spent the week at Farnborough speaking with OEMs, regulators, investors and suppliers from across the globe. One thing became clear: the conversation is no longer centred on whether Advanced Air Mobility will happen, but how the industry can safely, efficiently and sustainably bring these aircraft into everyday service.

That momentum is reflected throughout this month's edition of eVTOL Insights' digital magazine. Thank you to everyone who met with the eVTOL Insights team during Farnborough, and to all of our readers and partners for your continued support. We hope you enjoy this month's edition as we look ahead to another exciting few months for the global AAM industry.

Enjoy the magazine.

— Jason Pritchard, Executive Editor, eVTOL Insights

Honeywell and Enigma Aerospace Collaborate on Phoenix UAS Mission Systems Integration

Honeywell Aerospace and Enigma Aerospace have signed a Memorandum of Understanding to explore integrating advanced mission systems onto Enigma's Phoenix Series autonomous unmanned aircraft system (UAS).

The agreement focuses on enhancing the Phoenix platform's capabilities for operation in contested environments, including GPS-denied and communications-degraded settings. The collaboration will examine Honeywell's navigation, mission systems, and electronic warfare technologies.

Key areas of interest include resilient positioning, navigation and timing (PNT), alternative navigation, defensive electronic warfare, secure command and control communications, defensive cyber systems, and small form-factor mission payloads.

Initial evaluations will test Honeywell's VersaWave SATCOM unit, Ground Control Station, and ONEBOX flight controller on the Phoenix aircraft, with potential expansion to additional systems.

The Phoenix is designed as a runway-independent autonomous logistics aircraft for contested-logistics missions. Enigma aims to support both military and eventual commercial logistics needs in challenging operational conditions.

Matt Milas, President of Defense and Space at Honeywell Aerospace, emphasized the importance of robust navigation, communications, and electronic warfare systems for autonomous platforms in contested environments. Reese Mozer, CEO of Enigma



Aerospace, highlighted the need for systems that can operate effectively when traditional aids are disrupted.

The companies plan to pursue joint development activities with the goal of delivering capabilities to U.S. and allied defense customers in compliance with applicable regulations. Further details on timelines or specific integration milestones were not disclosed.

Eve Air Mobility Partners with Florida DOT to Advance eVTOL Integration at SunTrax

Eve Air Mobility has entered a partnership with the Florida Department of Transportation (FDOT) to support the development of Advanced Air Mobility (AAM) infrastructure and operations in the state. The collaboration will center on SunTrax Air, FDOT's dedicated research and testing facility for next-generation aviation technologies.

The initiative combines Eve's experience in eVTOL aircraft design, operations, and services with SunTrax Air's testing environment. The partners will examine infrastructure requirements, operational procedures, airspace integration, and passenger experience factors needed for safe commercial eVTOL deployment in Florida.

"Florida recognizes its strategic role in the future of Advanced Air Mobility and is proactively building the ecosystem needed to support it," said Johann Bordais, CEO of Eve Air Mobility. "Chief Will Watts and the FDOT team understand that successfully introducing a new mode of transportation requires alignment across aircraft, infrastructure, operations, and communities. Building on Embraer's longstanding relationship with the state, Eve is proud to bring its expertise to help advance Florida's vision and readiness for eVTOL operations."

FDOT Secretary Jared W. Perdue, P.E., described the collaboration as progress toward implementing Advanced Air Mobility. "The unique resources and infrastructure found only at SunTrax will play a key role in Eve's research and testing needed to ensure the safe integration of Advanced Air Mobility into our transportation system," he said.

SunTrax Air functions as Florida's primary hub for AAM research, testing, and validation. The facility provides a controlled setting to evaluate technologies, operational concepts, and supporting infrastructure. Through this partnership, the organizations plan to assess real-world readiness, including how eVTOL services could fit into the broader transportation network.

By focusing on practical testing at SunTrax, the partnership aims to generate data and insights that could inform regulatory frameworks, infrastructure planning, and future commercial operations.



BETA Technologies Completes First Multistate Electric Aircraft Flights Under FAA's eIPP Program

BETA Technologies has conducted the first electric aircraft flights under the Federal Aviation Administration's eVTOL Integration Pilot Program (eIPP), marking a step in testing advanced air mobility operations within existing airspace.

The flights covered approximately 275 nautical miles across Virginia and Maryland, connecting airports in Blacksburg and Charlottesville, Virginia, with Frederick and Baltimore County, Maryland. The operations were supported by the Pennsylvania Department of Transportation, the Virginia Department of Aviation, and the Maryland Aviation Administration.

BETA was selected for seven of the FAA's eight eIPP launch programs, the highest participation among electric aircraft developers. The program aims to evaluate how electric vertical takeoff and landing (eVTOL) and other advanced aircraft can integrate safely into current aviation systems.

"United Therapeutics contracted BETA to build an electric aircraft capable of delivering lifesaving cargo, and today we delivered on that agreement," said Kyle Clark, founder and chief executive officer of BETA Technologies. "Our long-term partnership with United Therapeutics has shaped BETA and our mission to build the aircraft, infrastructure, and operational ecosystem... today's successful missions set the stage for routine medical applications through electric flight at a much lower cost nationwide."

The initial campaign included flights carrying manufactured organs in partnership with United Therapeutics. The companies are collaborating on electric CTOL and VTOL aircraft for future organ delivery operations.

The goal is to reduce costs, improve reliability, and lower emissions for time-sensitive medical logistics. United Therapeutics' subsidiary, Unither Bioelectronics, has worked with BETA on autonomous flight technologies, aircraft design, and charging infrastructure.

The companies aim to improve the affordability, reliability, and sustainability of organ transportation by reducing costs and emissions compared to traditional methods.



Electra to Usher in the Next Era of Aviation with Advanced Production Facility in Springfield, Ohio

Electra will establish its first production facility for the EL9 Ultra Short Aircraft in Springfield, Ohio, which will bring its nine-passenger hybrid-electric aircraft from development into scaled commercial production.

The $850 million investment will create 1,975 new jobs, anchor production of the EL9 Ultra Short and help meet demand for Direct Aviation, a new category of accessible, point-to-point air mobility.

The new facility will be located at AirPark Ohio, adjacent to Springfield-Beckley Municipal Airport.

"Electra is opening a new era of aviation, one where flight is direct, accessible, and closer to the communities it serves," said Marc Allen, CEO of Electra. "This agreement is the moment that our vision moves from demonstration into reality. In Springfield and Clark County, we found the rare combination this next era requires: a ready site, a skilled workforce, a deep aerospace and defense ecosystem, and state and local leaders with the commitment and vision to build it with us."

The new 96-acre facility will house production of the EL9 Ultra Short. The initial phase of development will start immediately with design, while construction of the facility will begin next year. The initial phase will support capacity for up to 400 aircraft per year. A second phase of development will expand capacity to up to 800 aircraft per year.

"Ohio is where flight began, and the Dayton-Springfield area has become the national epicenter for advanced air mobility – the place where the next generation of aircraft is being designed, tested, and now built at scale," said Ohio Governor Mike DeWine. "Electra's decision to bring nearly 2,000 new jobs to Springfield will be transformative for Clark County, demonstrating Ohio's unique ability to lead America into aviation's next era."





North America Conference
Phoenix, Arizona - April 2027

eVTOL Insights is pleased to announce its next North America Conference will be in Phoenix, Arizona and is scheduled for late April 2027. Exact dates and venue details will be confirmed in due course.

Following the continued growth and success of its North America Conference series, the latest of which happened at the National Advanced Air Mobility Center of Excellence in Ohio last week, eVTOL Insights is bringing its event to one of the United States' fastest-growing innovation hubs.

Phoenix offers a dynamic ecosystem for aerospace, technology and mobility, making it an ideal location to convene global industry leaders, policymakers, investors and innovators shaping the future of eVTOL aircraft and urban air mobility.

The 2027 conference will build on previous editions, by delivering high-level keynote presentations, panel discussions and networking opportunities. Attendees can expect in-depth insights into a host of different industry topics, from certification, infrastructure, operations and emerging technologies driving the AAM market forward.

Two site visits will also be organised either side of the conference, giving delegates an exclusive opportunity to go behind the scenes of companies working in this industry.

And in addition to the conference, eVTOL Insights will once again host its Global AAM Awards after the program finishes, recognising continued excellence in Individual, Team and Company categories.

Speaker and sponsorship opportunities are now available, with various packages to cater for additional exposure and awareness.

For more information, please contact Sam Bromley, Sales Manager at eVTOL Insights, via email. He can be reached via sam@evtolinsights.com

Further details, including confirmed dates, venue, speaker announcements and registration information, will be released in the coming months.



CEO Feature: Michal Illich

Building Zuri Without Following the Crowd

How CEO Michal Illich's quiet conviction is helping shape a different future for Advanced Air Mobility

In an industry built on bold promises and ambitious timelines, Michal Illich has spent almost a decade taking a different approach.

While many Advanced Air Mobility developers raced to capture headlines with visions of all-electric urban air taxis, the founder and CEO of Zuri quietly focused on something less glamorous, but, in his view, far more important: making decisions grounded in engineering reality and commercial practicality.

The Prague-based company has never been one to follow industry trends. Instead, it has consistently questioned them.

That willingness to challenge conventional thinking has become one of Zuri's defining characteristics and perhaps more significantly, a reflection of Illich's own leadership philosophy.

"From day one, we made three major choices," he recalls. "Hybrid power rather than just battery-electric, a real wing instead of a multicopter, and focusing on vertical take-off. Those three choices were dictated by the mission. They weren't based on fashion that would fade away. They were substantial, physics-based decisions."

Nearly nine years later, those principles remain unchanged.

While much of the industry has gradually begun embracing hybrid propulsion and regional missions as practical routes towards commercial operations, Illich doesn't speak about being proved right. Instead, he talks about patience.

"In recent years this differentiator became consensus," he says. "The industry starts to agree with us, but we just have an eight-year head start."

There is little triumph in his voice, only quiet confidence that disciplined decision-making eventually stands the test of time.

Leading Through Conviction

Throughout our conversation, one word surfaces repeatedly: **discipline**.

Not the discipline associated with corporate management manuals, but the discipline to trust evidence over excitement, to resist changing direction every time the market shifts and to focus relentlessly on the next achievable milestone.

It's a philosophy that has shaped every stage of Zuri's development.

"For us, the method never changed," Illich explains. "We fly small, cheap sub-scale aircraft, verify all the assumptions, and that allows us, with quite a minimal investment, to prove everything step by step."

That method has enabled Zuri to build and fly 15 aircraft, including multiple full-scale demonstrators, while operating with a fraction of the funding secured by many better-known competitors.

"We've invested around €7 million so far," he says. "That has allowed us to fly 15 aircraft with hundreds of flights."

For Illich, those numbers are not just a measure of engineering progress. They are evidence that careful capital allocation can be just as important as technical innovation.

CEO Feature: Michal Ilich



In a sector where fundraising announcements often dominate headlines, he believes the real measure of success is how effectively companies convert investment into learning.

"Every stage flies before the next one starts," he says. "The rule that resolves all our decisions is: does it move us towards the technology demonstrator and its first flight? Everything else has to wait."

It's a deceptively simple framework, yet one that says much about how Illich leads.

Rather than allowing the company to become distracted by competing priorities, every decision is measured against a single objective. If it doesn't move the programme forward, it can wait.

That clarity has become one of Zuri's greatest strengths.

Learning to Become a CEO

Listening to Illich today, it's easy to assume he has always approached the business with the perspective of a seasoned chief executive.

He quickly dispels that idea.

Like many founders with deep technical backgrounds, his instinct in the early years was to solve engineering problems first and think about the commercial implications later.

Over time, however, he realised that building an aircraft and building an aerospace company require very different skill sets.

"In the past it was definitely the technology," he says when asked where his attention was focused. "Right now, it's the business. We don't need any new inventions now. What remains is flight testing, verification and starting to sell to customers."

That shift, from engineer to entrepreneur, is one of the defining themes of his leadership journey.

As the technology matured, so too did his responsibilities.

Today, conversations that once centred on aerodynamics and propulsion are just as likely to focus on certification pathways, partnerships, regulatory strategy and customer adoption.

"The highest leverage business decision we're making today isn't an engineering one, it's our regulatory strategy."

It's an observation that many founders across emerging technology sectors will recognise.

In the early stages of a company, success often depends on solving technical challenges. As organisations grow, leadership becomes less about designing products and more about creating the conditions for those products to succeed commercially.

Rather than treating every decision as irreversible, Illich sees entrepreneurship as a process of continuous learning.

One example is the company's growing focus on uncrewed cargo operations as the first commercial application for its technology, a decision which reflects his instinct to let evidence rather than assumptions shape strategy.

It is also a reminder that leadership sometimes means recognising when the smartest route to a long-term ambition isn't necessarily the most obvious one.

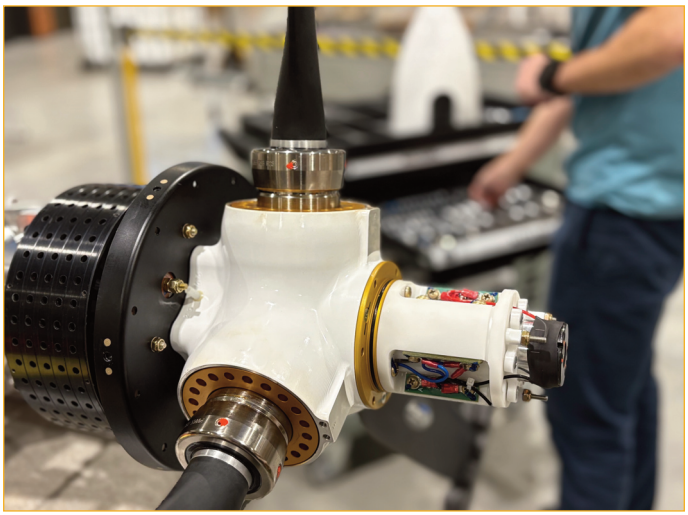
As our conversation continues, it becomes clear that this willingness to question accepted wisdom extends well beyond Zuri's commercial roadmap. It shapes the way Illich views the entire Advanced Air Mobility industry, from the questions it asks about battery technology to the metrics he believes will ultimately determine success.

And if there is one belief that underpins his vision for both Zuri and the wider sector, it is that great aviation companies are not built on promises alone. They are built one proof at a time.



CEO Feature: Michal Ilich







Building a Business Before Building an Industry

For Illich, the biggest strategic decisions facing Zuri today have little to do with aerodynamics or propulsion.

Instead, they centre on a far more fundamental question: how do you build an aviation business that can sustain itself?

It is here that his thinking perhaps differs most noticeably from many within the Advanced Air Mobility sector.

While much of the industry's attention has focused on certifying passenger aircraft as quickly as possible, Zuri has deliberately chosen a different route. The company's immediate commercial priority is uncrewed cargo operations, a decision Illich believes makes both regulatory and economic sense.

"Passengers are still the main use case we're working towards," he explains. "But we recently determined that uncrewed cargo is actually the fastest road to get there."

Rather than waiting for the lengthy certification process associated with passenger transport, Zuri intends to begin commercial operations under EASA's Specific Category.

"It doesn't need a full type certification," he says. "The revenues help fund the later passenger aircraft."

Listening to Illich, it becomes clear that this isn't a regulatory shortcut. It is an entrepreneurial philosophy.

Rather than viewing cargo as a compromise, he sees it as the commercial foundation upon which a passenger business can be built.

"Starting with urban air taxis is actually one of the hardest things you can do," he says. "You need lots of vertiports, much higher safety requirements because you're flying over densely populated cities, and significant infrastructure investment. We start with regional cargo routes and everything becomes orders of magnitude easier and cheaper."

It is another example of Illich's willingness to question accepted wisdom.

Throughout the interview, he repeatedly returns to the idea that the industry sometimes asks the wrong questions.

Changing the Conversation

Ask Illich what the Advanced Air Mobility sector misunderstands most, and he doesn't hesitate.

"For ten years I've watched people ask: 'When will batteries become good enough?' The answer is still not yet."

Instead, he believes companies should concentrate on the opportunities that already exist.

"The better question is: which missions can be flown profitably with the technology we already have?"

That pragmatic outlook shapes almost every opinion he shares.

Rather than debating terminology, he prefers to discuss customer outcomes.

"I can call it a cargo drone, UAS, eVTOL or Advanced Air Mobility," he says with a smile. "Those category names are just noise. What matters to customers is real payload, good range and the ability to fly from any point to any other without a runway."

It is a reminder that, despite working in one of aviation's newest sectors, Illich ultimately thinks like a business builder. Customers are not buying technology. They are buying capability.

"Nobody buys an aircraft—they buy a route," he says. "If you can fly supplies offshore in one hour instead of half a day by boat, that's what the customer cares about."

It is perhaps the simplest explanation of Zuri's strategy—and one that reflects his determination to keep the company focused on solving real-world problems rather than pursuing technology for its own sake.

Credibility Over Hype

That commercial mindset is also reflected in the way Zuri presents itself.

In an industry where ambitious performance claims often generate headlines, Illich believes credibility is earned through restraint.

"We're almost the only company publishing range with the mandatory reserve already subtracted," he explains. "Others usually



publish absolute range, which is both physically and legally impossible to fly on a real mission."

For him, conservative figures are not a disadvantage.

They are a long-term investment in trust.

"We're critical to ourselves and publish our results quite conservatively," he says. "But even those conservative numbers still make a great business case."

The same philosophy extends to fundraising and company growth.

Although Zuri has operated with significantly less capital than many of its international peers, Illich believes efficiency has become one of the company's competitive strengths.

Looking back, however, he is honest about the lessons he has learned.

"Our last investment round was three times oversubscribed," he reflects. "Looking back, I probably should have taken a short break and started fundraising again sooner."

It's another example of the openness that characterises much of our conversation.

Illich is quick to celebrate progress, but equally willing to acknowledge where experience has changed his thinking.

Looking Beyond First Flight

As our interview draws to a close, I ask Illich what success would look like five years from now. He doesn't mention valuations, market share or industry accolades. Instead, he talks about milestones. Completing the next-generation demonstrator. Flying the full flight envelope. Operating daily cargo missions. Generating revenues that help fund the passenger aircraft.

"Hopefully the uncrewed cargo aircraft will be flying daily paid missions," he says. "The revenue should help fund the six-seat passenger aircraft so we're not continually diluting our early investors."

He also hopes Zuri can contribute something broader to the industry.

"I'd like us to publish real dispatch rates, weather capability and measured operating costs so people have benchmark numbers rather than projections."

That desire to replace aspiration with evidence feels entirely consistent with the leadership philosophy that has shaped Zuri since its earliest days.

The Founder Behind the Vision

Reflecting on almost a decade of building Zuri, Illich is surprisingly philosophical.

"Aircraft companies are a series of proofs," he says. "We try to make each one cheap and make it public very soon."

Perhaps that simple observation captures his approach better than any discussion of propulsion systems or certification pathways ever could.

Throughout our conversation, he rarely speaks in the language of disruption. Instead, he talks about patience, discipline, validation and learning.

Those qualities have shaped the aircraft Zuri is developing and the company itself.

Before we finish, Illich shares one memory that still stands above all the others.

Watching an aircraft lift into the air for the first time is always a milestone for an aerospace founder. For him, however, it carried an added significance.

The machine rising from the ground had begun life years earlier as a sketch drawn with his children's crayons.

"Watching the hardware that I initially sketched with my kids' crayons eight years ago lift off the ground. It's a great feeling and never stops amusing me."



Archer has announced Halo, the commercial variant of a jointly-developed dual-use platform built to serve both defense and commercial applications.

Anduril unveiled Thunder, the defense variant of the platform, on day one of the Farnborough International Airshow. The two variants share the same airframe, hybrid powertrain and core systems, with configurable payload depending on mission requirements.

This new dual-use autonomous VTOL aircraft platform, highlighted by its Halo (commercial) and Thunder (defense) variants, features a clean-sheet design, bringing the commercial VTOL sector's rapid innovation in electric propulsion and rotor design directly into a performance-optimized configuration.

The tiltrotor configuration, series hybrid-electric powertrain, and rotor technology provides this platform with the range necessary to support global self-deployment. Alternatively, the aircraft can be packed into a standard shipping container for transport by air, road, rail, or sea, offering the multi-modal transport logistics required to reach where it needs to be.

Adam Goldstein, Founder and CEO of Archer, said: "Over the past eight years we've engineered, tested and scaled the technology this platform is built on. The powertrain, the batteries, the motors, the manufacturing. We partnered with Anduril to take all of that knowledge and build something new: a clean-sheet aircraft in a completely different class of range, speed and payload. I believe this is the most sophisticated vertical lift aircraft platform ever developed—it's exactly what our customers need."

Halo arrives amid a growing need for commercial logistics to move heavy payloads long distances, fast, into places with no runway, at a fraction of the cost of legacy platforms. Highlighting this demand, Archer announced Marubeni Aerospace Corporation as a strategic launch partner for Halo.

The partnership will focus on joint market research, use case identification and future introduction of Halo.



Vertical Aerospace Makes History with First Public eVTOL Transition Flight at Farnborough International Airshow

Vertical Aerospace made history by completing the first public eVTOL flight at Farnborough International Airshow, switching from helicopter mode to airplane mode and back again.

At 1:46PM local time, in front of a global audience of aerospace leaders, regulators, operators and media, Simon Davies, Vertical's Chief Test Pilot, flew Vertical's full-scale prototype, completing a transition flight by moving from vertical take-off to wingborne cruise and back to vertical landing.

The flight marks another historic first for Farnborough and a major milestone for the advanced air mobility industry, demonstrating how electric aviation is moving from concept to commercial reality.

Stuart Simpson, CEO of Vertical Aerospace: "For more than a century, Farnborough has been the stage where aviation's next chapter has been written. Today, we're proud that Vertical has added another first to that remarkable history.

"Successfully demonstrating a public transition flight here is more than a technical milestone — it is proof that electric aviation is moving from promise to commercial reality."

Kevin Craven, CEO of ADS Group, the UK trade association advancing aerospace, defence and security and space, adds: "Vertical's successful flight is another important milestone for UK aerospace innovation and a strong signal of the momentum building behind the UK's advanced air mobility sector.

"It shows how British companies are helping shape the next generation of aerospace technologies and turning innovation into real-world capability right here at Farnborough Airshow."

Vertical's successful demonstration caps a year of significant commercial and technology milestones and highlights the growing momentum behind the UK's advanced air mobility sector.

The company recently announced a strategic partnership with Near Earth Autonomy to integrate advanced autonomous flight capability into Val and announced Sigma Air Mobility, an advanced air mobility operator and member of the Luxaviation Group, as a new customer.



Odys Aviation and ST Engineering Sign MoU for Hybrid-Electric Power System in DrN-600 UAS

Odys Aviation and ST Engineering's Commercial Aerospace business have signed a Memorandum of Understanding to develop a hybrid-electric power system for the DrN-600 medium-lift cargo unmanned aircraft system.

The agreement positions Odys as the hybrid architecture developer, initial prototype supplier, and potential scaled production partner for the DrN-600 EHPS program. The companies plan to validate technical and commercial parameters as an initial step, with the intention of entering a definitive agreement.

"For five years, our team has designed, built, and flown proprietary Hybrid Power Systems that deliver range and endurance others can't match," said James Dorris, CEO of Odys Aviation.

"This agreement is a milestone: for the first time, we're bringing that proven propulsion technology to a partner's aerial platform. ST Engineering is a world leader in aerospace and unmanned systems, and their confidence in Odys validates what we've believed from the start, that our Hybrid Power System is a category-defining capability in its own right."

Odys' proprietary Hybrid Power System is engineered to deliver reliable, high-density power across a wide performance envelope, from 20 kW to more than 4 MW.

Built on five years of flight-proven experience, the system combines the endurance and power output required for the most demanding missions with a modular architecture adaptable to a broad range of aircraft, defense, and energy applications.

ST Engineering's DrN-600 is part of ST Engineering's DroNet solution, targeting commercial cargo operations with a focus on autonomy, compliance, and economics. Certification is targeted for 2028, with prototype trials ongoing.

With a maximum take-off mass of under 600 kg, it is capable of carrying up to 100 kg in a large cargo compartment that supports various standard pallet sizes.

Horizon Aircraft Signs LOI with V-Star for Up to 100 hybrid-electric Cavorite X7 aircraft

Horizon Aircraft has signed a Letter of Intent with V-Star Powered Lift Aviation Pty Ltd, an Australian-based aircraft operator specializing in advanced power-lift aircraft, to purchase five Cavorite X7 hybrid-electric VTOL aircraft with options to purchase up to an additional 95 aircraft.

V-Star intends to secure the delivery slots for these five aircraft with a firm deposit upon execution of the definitive agreement.

V-Star provides innovative, cost-effective aviation solutions with particular expertise in critical emergency services.

The addition of Cavorite X7s into V-Star's fleet will significantly reduce medevac response times and patient transfers, and search and rescue missions can be executed faster and more cost-efficiently.

V-Star CEO Tony Laws commented, "Flying at nearly twice the speed of helicopters, the addition of Cavorite X7s to our fleet will be a critical advantage to help people in need when minutes matter.

"V-Star is committed to delivering leading powered-lift technologies across Australia to improve outcomes on critical missions, and this LOI with Horizon Aircraft brings us one step closer to a new standard for emergency services operations and cost-effective transport solutions in regional Australia."

Horizon Aircraft Co-Founder and CEO Brandon Robinson said: "V-Star's intention of moving to a firm order to deploy Cavorite X7s for time-critical missions makes this LOI significant. As more operators learn how the X7 is a compelling operational and economic alternative to helicopters, we believe a significant transformation will occur across emergency air services worldwide."



Urban-Air Port picks AirClad to accelerate the commercialisation of Advanced Air Mobility

Urban-Air Port (UAP), the company behind Air One, the world's first operational public Advanced Air Mobility hub, and AirClad, specialists in advanced engineered building systems, product engineering and advanced manufacturing, today announced a strategic collaboration to accelerate the commercialisation of Advanced Air Mobility (AAM).

The collaboration combines Urban-Air Port's expertise in deployable AAM infrastructure systems and operational integration with AirClad's strengths in product engineering and advanced manufacturing. Together, the companies will develop the next generation of affordable, product-led solutions designed to enable the rapid deployment of connected Advanced Air Mobility networks.



Nick Crosbie, CEO at AirClad, said: "Advanced Air Mobility is approaching an important milestone. As the industry moves towards commercial deployment, success will depend on solutions that can be delivered repeatedly, efficiently and affordably.

"Urban-Air Port has established an important benchmark through Air One, and we're excited to combine our expertise in product engineering and advanced manufacturing with Urban-Air Port's deployable AAM infrastructure systems and operational expertise to help enable the next phase of AAM."

AirClad redefines architecture as a premium, scalable product. By productising the built environment, we seamlessly integrate UAP operational specifications and advanced technological infrastructure directly into our manufacturing core.

Urban-Air Port's patented Vertical Airfield architecture delivers up to a 90% smaller operational footprint than conventional vertical take-off infrastructure while significantly reducing both capital and operating costs.

Combined with AirClad's expertise in modular engineering, advanced manufacturing and rapid deployment, the solution enables high-throughput vertiports to be produced, assembled and replicated at speed—making commercially viable AAM networks achievable from day one rather than over decades.

Andrea Wu, CEO at Urban-Air Port, commented: "Commercial AAM must launch as a network—not evolve into one. Commercial viability will be achieved through connected networks that provide sufficient destinations and flight frequency to create a compelling passenger experience and a sustainable business case from day one."

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Sora Aviation and Toray Advanced Composites sign MoU at Farnborough International Airshow

Sora Aviation has signed a Memorandum of Understanding (MoU) with Toray Advanced Composites focused on the supply of advanced composite material solutions for the S-1, a first-of-its-kind, 30-seat eVTOL aircraft, designed in the UK.



Under the MoU, Toray Advanced Composites and Sora Aviation will work together to integrate advanced carbon fibre composite materials throughout the S-1 airframe and proprotor blades. These materials will be utilised in both primary and secondary structures, where minimising weight while maximising strength, durability and fatigue resistance is critical. Their application will contribute to improved aircraft performance, increased energy efficiency and long-term operational reliability.

Dr Stuart Morris, Business Growth Leader – Aerospace at Toray Advanced Composites, said: "We are proud to support the S-1 programme and collaborate with Sora Aviation on the development of this pioneering aircraft. By combining Toray's expertise in advanced materials with Sora's innovative approach to aircraft design, we are helping to accelerate the delivery of a next-generation aerospace platform."

The S-1 is a 'clean-sheet' design, optimised for high capacity on routes that typify dominant projected use cases. Its simple, fully electric design promises a safe, zero-emission and affordable alternative to today's congested cities. The collaboration between Sora Aviation and Toray Advanced Composites supports certification compliance, industrialisation readiness, and long term maintainability.

"The S-1 is a UK aircraft programme built on strong industrial partnerships," said Malcolm Foster, Chief Technical Officer at Sora Aviation. "Working with Toray Advanced Composites allows us to combine advanced materials expertise with industrial reliability, supporting our ambition to deliver a highly efficient.



eVTOL Insights' Europe Conference 2026

eVTOL Insights has released an early draft of the agenda planned for its Europe Conference, which takes place in Toulouse, France on October 15th.

It is hoped the early release will provide potential delegates with a sneak peek at discussions set to take place when leaders from across the Advanced Air Mobility (AAM), uncrewed aviation and next-generation aerospace sectors gather in one of Europe's biggest aerospace hubs.

The conference will aim to bring together aircraft developers, drone operators, regulators, airports, air navigation service providers, investors, manufacturers and policymakers to explore how the industry can move from demonstrations and pilot projects towards large-scale deployment and commercial success.

Four Key Themes

The conference programme will be structured around four core pillars:

1. Commercialising Aerial Services

2. Scaling Autonomy

3. Integrating Airspace

4. Building Europe's Aviation Future

Potential speakers interested in contributing to keynote presentations, fireside chats or panel discussions are encouraged to register their interest. The draft agenda is intended as a framework for discussion and remains subject to refinement as industry input is gathered in the lead-up to the event.

Located at the heart of Europe's aerospace industry, Toulouse provides the ideal backdrop for discussions focused on the next phase of aviation innovation and deployment.

Early bird tickets are currently on sale for £500 until September 4th. After this date, tickets will go on general sale for £700. Students can also attend the event for £200.

The price includes entry to an evening networking reception, scheduled for the 14th, the conference on the 15th and a site visit planned on the 16th.

To buy your tickets, please click here.

For all speaker enquiries, please email jason@evtolinsights.com.

Host of the eVTOL Insights Europe Conference announced

French hybrid-electric aviation company Ascendance has been announced as the host of the eVTOL Insights Europe Conference on October 15th, with delegates also invited to an exclusive behind-the-scenes tour of the company's facilities the following day.

The partnership will provide attendees with a rare opportunity to experience first-hand one of Europe's most exciting Advanced Air Mobility innovators, while gaining exclusive insight into the development of Ascendance's ATEA hybrid-electric VTOL aircraft and its STERNA propulsion system.

Following a full day of fireside chats, panel discussions and keynote presentations about the global Advanced Air Mobility market, delegates will be welcomed to Ascendance's headquarters on October 16th for a guided factory tour. The visit will offer a rare look inside the company's engineering, manufacturing and testing facilities, showcasing the technologies helping to shape the future of sustainable aviation.

The exclusive site visit will allow delegates to learn more about the progress being made across both programmes, hear directly from Ascendance's team and gain valuable insight into the technical and industrial challenges involved in bringing next-generation aircraft to market.

Ahead of the conference, delegates will also have the opportunity to visit Musée Aeroscopia on October 14th, one of Europe's premier aviation museums. Located adjacent to Toulouse-Blagnac Airport, the museum is home to an exceptional collection of historic aircraft, including the iconic Concorde, Airbus A300B, A380 and numerous military and civil aviation exhibits.

Tickets to attend eVTOL Insights' Europe Conference in Toulouse are now on sale for £500 until September 4th. The price includes entry to the conference and site visits, as well as the numerous networking receptions. After September 4th, tickets will go on general sale for £700.



Joby Aviation and Virgin Atlantic Finalize Partnership for UK Air Taxi Services

Joby Aviation and Virgin Atlantic have signed a definitive multi-year agreement to introduce electric air taxi services in the United Kingdom.

The partnership was at the Farnborough International Airshow on the 22nd of July, and builds on a 2025 announcement and establishes Virgin Atlantic as Joby's exclusive airline partner in the UK. It complements Joby's existing exclusivity arrangement with Delta Air Lines, which holds a 49 per cent stake in Virgin Atlantic.

Virgin Atlantic will integrate Joby's air taxi services into its booking channels, including its mobile app and website. Travelers will be able to book seamless connections between long-haul flights and Joby's short-range electric air taxi flights.

Initial focus will be on Virgin Atlantic's hubs at London Heathrow and Manchester Airport. Manchester will serve as a key connection point for northern England. Early planned routes include Manchester Airport to Leeds in approximately 15 minutes and Heathrow to Central London in as little as eight minutes — journeys that currently take over an hour by road.

Joby will be responsible for aircraft operations, route management, and securing regulatory approvals from the UK Civil Aviation Authority. Virgin Atlantic will support infrastructure integration and customer acquisition. The network is expected to expand to additional UK cities and communities over time.

"Virgin Atlantic's dedication to a world-class customer experience makes them the right partner to represent Joby in the UK, and this agreement reflects the next step in that relationship," said JoeBen Bevirt, Founder and CEO of Joby Aviation. "The UK is one of the most exciting markets for this technology, and this partnership could drive significant opportunities for Joby as we bring air taxi service to some of the country's busiest cities."



LYTE Aviation Partners with AMROS Global on Hybrid-Electric Powerplant for eVTOL

LYTE Aviation and AMROS Global have partnered to develop and deliver the PowerBridge HyVolt, a hybrid-electric propulsion system for LYTE's 40-seat hybrid-hydrogen eVTOL aircraft, known as the SkyBus.

The PowerBridge HyVolt system combines conventional turbine engines with electric propulsion. According to LYTE, the integration is intended to support a 1,000 km range in fully electric cruise mode, targeting both defense and commercial applications where payload and range requirements have historically limited electric aviation options.

"Our work on the first 40-seat hybrid-hydrogen electric VTOL was only the beginning. With our PowerBridge HyVolt, we are advancing toward fully electric cruise flight with a 1,000 km range," said Freshta Farzam, CEO and Founder of LYTE Aviation. "This partnership with AMROS supports development and commercialization of the system, which is also intended as a platform for other OEMs in the industry."

The companies aim to advance the hybrid-hydrogen eVTOL toward certification and operations within the next few years. The PowerBridge HyVolt is designed to reduce fuel burn and emissions by increasing the share of electric propulsion.

"Innovation only succeeds when groundbreaking engineering is matched with operational expertise and a clear certification pathway. We are proud to support LYTE Aviation in bringing PowerBridge HyVolt from concept to commercial reality," said Eros Tavani, Founder and Member of the Board at AMROS Global.

AMROS Global, a Switzerland-based company, provides aircraft technical management services including Continuing Airworthiness Management (CAMO), aircraft transitions, and engineering support. The company is supporting LYTE with the development and commercialization of the PowerBridge HyVolt solution.



Apian and Wing Drones Now Delivering NHS Pathology Samples in Southwest London



Drones have become a regular part of logistics for South West London Pathology (SWLP), transporting urgent samples between healthcare facilities in the region.

Since February 2026, drones operated in partnership with Apian have been picking up pathology samples from the Nelson Health Centre in Raynes Park and delivering them to the SWLP laboratory at St George's Hospital in Tooting.

The flight time is just over three minutes, compared to significantly longer road journeys, particularly during periods of heavy traffic or extreme weather.

Apian is partnering with Wing, an Alphabet company with extensive commercial drone delivery experience, to scale the technology.

SWLP serves a patient population of 1.8 million people and processes 51 million samples annually for NHS trusts and GP services in southwest London. The organization is working with Apian to expand drone routes to additional hospitals including St Helier, Croydon, and Kingston, as well as more primary care sites.

Simon Brewer, Managing Director of SWLP, stated that while the pathology network is investing in automation and digitization, logistics remain a bottleneck. Drones provide faster, cheaper, and lower-emission transport for urgent samples. Over 2,000 patients have already benefited from deliveries up to 85% faster than ground logistics.

The electric drones produce 98% less CO2 per delivery compared to vans and are up to 23% cheaper than urgent couriers on some routes. The service is expected to reduce reliance on traditional vehicles across the network. Kate Slemeck, Managing Director at St George's University Hospitals NHS Foundation Trust, said the technology is helping provide faster and greener care while maintaining patient safety.

Avtrain Opens UK Office in Bristol to Support Drone and AAM Regulatory Approvals

Avtrain, a European drone training and regulatory consultancy, has established a UK office in Bristol to expand support for operators seeking Civil Aviation Authority approvals.

The new base will focus on UK Specific Operations Risk Assessment (SORA) applications for Operational Authorisations and help eligible operators prepare for the CAA's developing Light UAS Operator Certificate (LUC) framework. It will complement Avtrain's existing Dublin headquarters, which continues to handle EASA-related work across Europe.

Avtrain provides end-to-end regulatory support, including concept of operations development, SORA preparation, risk integrity evidence, operations manuals, safety management systems, compliance monitoring and application readiness. The Bristol office will also assist clients working on Advanced Air Mobility projects that require organisational and safety foundations for growth.

The firm recently supported Manna Air Delivery through its UK CAA SORA SAIL III Operational Authorisation process and the full Recognised Assessment Entity for Flightworthiness (RAE(F)) assessment. That work resulted in the grant of the first SAIL Mark Certificate issued in the UK.

Capt Julie Garland, founder and CEO of Avtrain, said the Bristol location reflects the company's long-term commitment to the UK market and its strong aerospace ecosystem. "Our clients need practical, expert support to translate ambitious concepts of operation into robust UK CAA applications and operational systems," she said. "The Bristol office will allow us to be closer to them as they progress through UK SORA and prepare for the opportunities presented by LUC."

The UK CAA is currently running a 12-month LUC trial to assess whether operators with mature safety and compliance systems can authorise certain Specific Category operations without separate applications for each activity.

Participants include Bristow, sees.ai, Skyports, Matternet and Callen-Lenz. Avtrain brings experience from working with EASA LUC holders certified by the Irish Aviation Authority.



TCab has announced the appointment of Intercrus, an Advanced Air Mobility (AAM) solutions provider and aviation ecosystem partner, as its authorized partner in Indonesia.

The partnership strengthens TCab's long-term commitment to developing AAM opportunities in the country and builds on months of collaboration already underway.

TCab and Intercrus have been actively engaging with Indonesian aviation stakeholders, exploring regulatory pathways, and working with local industry partners to evaluate practical applications for TCab's E20 eVTOL aircraft.

With a vision to accelerate the development of next-generation air mobility in Indonesia, Intercrus focuses on advancing AAM solutions and building partnerships across the local aviation ecosystem to support the future growth of AAM in the country.

Intercrus has also been collaborating with PT Dirgantara Indonesia (PTDI), Indonesia's state-owned aerospace company, on initiatives related to advanced air mobility development and aerospace ecosystem advancement.

Prior to this announcement, TCab and Intercrus had initiated discussions with Indonesia's Directorate General of Civil Aviation (DGCA) regarding potential regulatory sandbox pathways for future E20 trial operations.

In parallel, both parties have been engaging with local operators to conduct feasibility studies across potential deployment scenarios, supporting the development of a practical and compliant approach for future AAM operations in Indonesia.



As part of broader ecosystem development efforts, TCab and Intercrus are also engaging with key Indonesian aviation and industry stakeholders to explore opportunities for collaboration and knowledge exchange around the future of advanced air mobility.

Yon Wui Ng, Founder of TCab Tech, said: "Indonesia represents one of the most promising markets for Advanced Air Mobility, with strong potential across tourism, regional connectivity, and other specialized aviation applications. Building a sustainable AAM ecosystem requires close collaboration with local partners, regulators, operators, and industry stakeholders."

Aeroberm Releases Vertiport Market Study for Shenzhen and Greater Bay Area

Aeroberm, a Skyportz business, has published a market study on vertiport infrastructure for Shenzhen and the Greater Bay Area as the region advances its low-altitude economy initiatives.

The report was released at LEAP East 2026 in Hong Kong. It coincides with Hong Kong's "Regulatory Sandbox X" program, which has selected EHang and AutoFlight for initial eVTOL trial projects in partnership with local entities.

Shenzhen, across the border, has already constructed 1,284 low-altitude take-off and landing sites, exceeding its 2026 target of 1,200. The city has invested 12 billion yuan (approximately US$1.7 billion) in low-altitude infrastructure, though most facilities currently support drones and logistics rather than passenger eVTOL operations.

Aeroberm's study forecasts demand for dedicated passenger vertiports. It projects 500–1,000 modular passenger vertipads by 2030, increasing to 1,500–2,000 by 2035 and 7,000–8,000 by 2045.

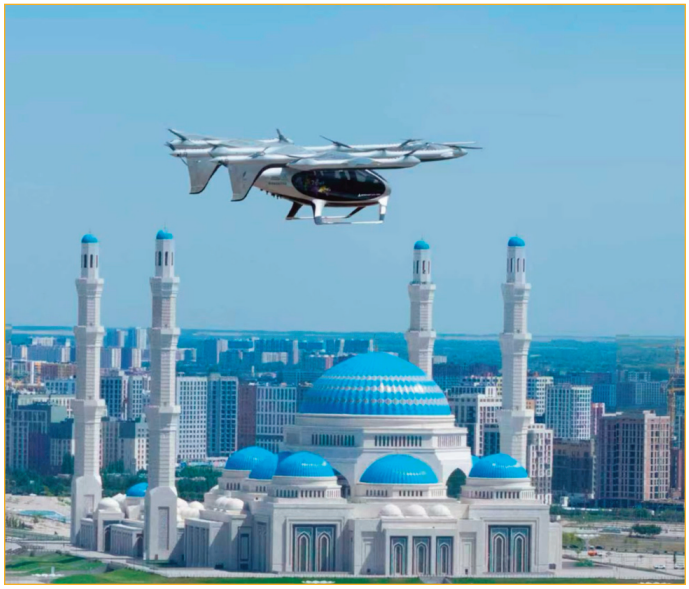
The Shenzhen air taxi market is expected to reach US$1.5–2 billion annually by 2035 and US$4–6 billion by 2045, supporting around 54 million passenger trips per year. Nationally, China's air taxi sector could grow to US$40–60 billion by 2045.

Clem Newton-Brown, Founder and CEO of Skyportz, noted that while Shenzhen has developed an advanced logistics network, purpose-built passenger vertiports remain a key gap. Aeroberm's modular vertipad system is designed to address challenges including rotor downwash, noise, and battery fire risks.

Skyportz is engaged in discussions with local infrastructure partners for deployment in the Greater Bay Area. Aeroberm's full-scale prototype is currently in fabrication ahead of commercial launch.



AutoFlight Completes First Air Taxi Demonstration In Kazakhstan's 'Games of the Future' in Astana



AutoFlight, alongside its strategic partner Alatau Advance Air Group Ltd. showcased Advanced Air Mobility through live eVTOL demonstration flights and themed activities during the Games of the Future 2026 in Astana, Kazakhstan.

AutoFlight has successfully completed its first Air Taxi demonstration flight in Astana, which took place on the 24th of July.

The demonstration was conducted with special approval from the Aviation Administration of Kazakhstan and attended by more than 300 guests.

Following demonstration flights, the ton-class eVTOL aircraft will remain on display throughout the Games of the Future 2026 as part of the official public exhibition.

The Astana demonstration marks another milestone in the company's continued expansion across Central Asia, coming not long after AutoFlight's initial eVTOL flight in Alatu City back in May. Through its strategic partnership with AAAG, AutoFlight is supporting the development of Advanced Air Mobility in Kazakhstan, where continued investment in aviation innovation, smart infrastructure and regional connectivity is creating strong momentum for the industry.

Sergey Khegay, Chief Executive Officer of AAAG, said: "The demonstration flights in Astana are not a standalone event but part of a systematic effort to introduce urban air mobility in Kazakhstan. The country is steadily building a comprehensive ecosystem: the necessary legislation has been adopted, infrastructure development is underway, and international cooperation with leading global companies continues to expand. Our goal is to make innovative air transport an integral part of Kazakhstan's transportation system.

Jia Xie, Senior Vice President of AutoFlight emphasized that there is "tremendous potential for large eVTOL aircraft across Central Asia — from urban air mobility and regional transportation to aerial tourism, logistics and emergency response… these real-world applications demonstrate how Advanced Air Mobility can deliver safe, efficient and sustainable transportation solutions for the region."

SkyDrive Partners with Bangkok Airways and Thai Firms to Develop eVTOL Operations in Thailand

SkyDrive has entered a Memorandum of Understanding (MOU) with three Thai companies: Bangkok Airways Public Company Limited, Saha Pathana Inter-Holding Public Company Limited (SPI), and Saha Tokyu Corporation Company Limited.

The partnership aims to develop a roadmap for potential eVTOL operations in Thailand, including route planning, ticket sales systems, and maintenance infrastructure focused on Sri Racha, Bangkok, and Koh Samui.

The agreement builds on a prior 2024 MOU between SkyDrive, SPI, and Saha Tokyu that examined the feasibility of introducing SkyDrive's aircraft in the country. Bangkok Airways, a regional airline, now joins the collaboration to explore commercial applications.

The four parties will collaborate on phased initiatives, starting with aircraft demonstrations to build awareness and assess purchase interest. They will also address support systems for sales, storage, maintenance, pilot training, and personnel development as operations potentially scale. Longer-term plans include evaluating opportunities to localize additional business functions based on market demand.

Tomohiro Fukuzawa, CEO of SkyDrive Inc., showed a strong awareness of how important eVTOL operations could be in the unique circumstances of Thailand's current transport situation. "We are delighted to partner with Bangkok Airways, SPI, and Saha Tokyu — three of Thailand's leading companies. Thailand's rapid growth brings challenges like traffic congestion and emissions. Since 2024, we have worked with Saha Pathana Inter-Holding and Saha Tokyu to address these issues with our zero-emission SKYDRIVE eVTOL."

This new agreement builds on an initial MOU signed in June 2024 between SPI, Saha Tokyu, and SkyDrive to study the feasibility of introducing SkyDrive's SKYDRIVE eVTOL aircraft in Thailand. Bangkok Airways has now joined the partnership, bringing its extensive aviation expertise to explore more concrete commercial applications.



eVTOL INSIGHTS

SHAPING THE FUTURE OF ADVANCED AIR MOBILITY



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