

August

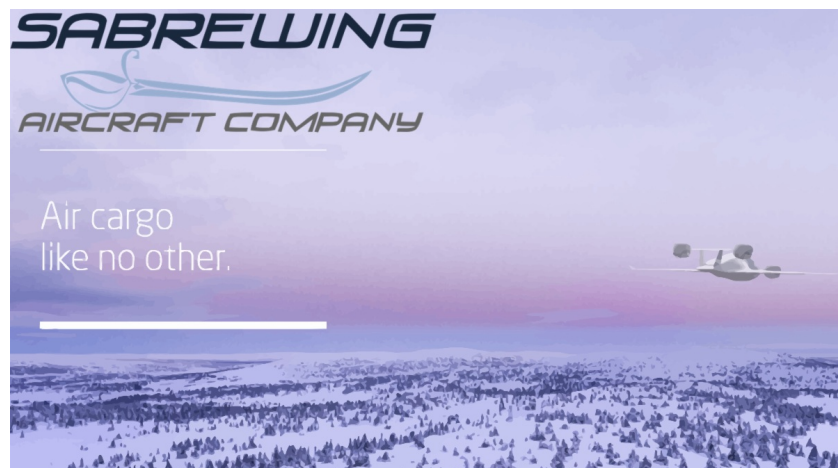
**RACCA August
2023
Newsletter**

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**The July RACCA Newsletter is brought to you by
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RACCA Fall Conference Set to Answer Tough Questions

Registration is open for the [RACCA Fall Conference](#) October 31-November 2 in Scottsdale, with Xwing Chief Compliance and Quality Officer Chief Compliance and Quality Officer Earl Lawrence leading as keynote speaker providing insights on the delicate balance innovators must strike to introduce technology advancements safely into the aviation industry.

Pratt & Whitney Canada is again sponsoring the pre-conference RACCA Golf Tournament at Troon North Golf Club (other golf sponsorships remain available) while non-golfers will tour Taliesin West, Frank Lloyd Wright's winter home and desert laboratory, capped by a traditional lunch gathering. The property is a UNESCO World Heritage site and National Historic Landmark nestled in the desert foothills of the McDowell Mountains in Scottsdale.

Networking continues at the Opening Night Cocktail Reception before the [conference schedule](#) gets underway Wednesday with our keynoter and presentations on TSA Security and Cessna's Caravan and SkyCourier. The United Aviate Academy will discuss where the next generation pilots will

come from while the same question for technicians will be answered in the afternoon. Meanwhile, RACCA's multi-plane static display will again be held on Wednesday afternoon.

Safety Management Systems (SMS) a hot topic across the industry, will be covered in a Thursday morning session entitled SMS: Culture can't save us from bad design. University of North Dakota Professor and Director of Aviation Industry Relations Kent Lovelace will brief attendees on insights from the annual pilot survey which has previously confirmed that once aspiring pilots learn about cargo careers, they are attracted to them.

Washington is always in industry minds especially this FAA Reauthorization year and Cargo Airlines Association President Steve Alterman will bring attendees up to date on the progress of the bill. Currently, Senate aviation legislators have signalled may let it lapse into a continuing resolution. (See related story below.)

Thursday afternoon will includes briefings on making SMS work for your company and and hazardous materials handling before the conference wraps up that afternoon.

The RACCA conference will include its annual Silent Auction and donations are needed to populate the offerings with all proceeds going to the [RACCA Scholarship program](#).

The Hildton Scottsdale Resorts & Villas is sold out but the overflow hotel -- the nearby Doubletree -- is now being booked. Make your [Hotel Reservations now](#).

[Sign up for Sponsorships](#) -- they are going fast. Sponsorships available include Golf Tournament Prizes and lunch, the aircraft static display,, the thank you dinner for sponsors and general sponsorships.

[See who is attending](#).

[See who is exhibiting](#).

Make Your Reservations!

RACCA Fall Meeting

October 31-November 2

Conference Registration



Book Now: Doubtletree

Hotel Booking Link

Exhibitor Space Sold Out! Contact frank@raccaonline.org to be placed on waitlist.

Look forward to seeing all of you October 31!

RACCA Scholarship Applications Open – Spread the Word

Applications are now open for the Regional Air Cargo Carriers Association (RACCA) scholarship applications designed to help aspiring pilots, aircraft maintenance technicians (AMT) and airline managers pursue their careers.

“Affording an aviation education is increasingly difficult and our members and associate members are dedicated to ensuring there is funding available,” said President Stan Bernstein. “In recent

years, we have helped students pursue AMT, airline management and pilot careers. Providing scholarships to deserving young people interested in a career in aviation is one of the most important efforts RACCA undertakes each year. The RACCA Aviation Scholarships were established for the purpose of promoting and assisting in pursuing aviation as a career choice and to make students aware of the opportunities in the air cargo industry.”

To qualify for the scholarships, applicants must be:

- A college student currently enrolled in an accredited aviation program.
- A resident of the United States.
- Currently carry a Grade Point Average of at least 3.0 on a 4.0 scale.

Scholarship # 1 will carry the additional requirement of obtaining a letter of introduction from an existing RACCA member or RACCA associate member since the goal is for candidates to learn about the air cargo industry. If there is a RACCA member or associate member in a candidate’s immediate area, candidates should arrange to visit their operation and become familiar with all the opportunities in the growing air cargo industry. If there is no member close, candidates should call a member and tell them who they are and ask questions about the air cargo industry.

The deadline for applications is October 15, 2023 and the selection will be made by November 30 and distributed on December 15 to an accredited school.

The RACCA Aviation Scholarship application is available on the [RACCA website](#).



We are Promoting Aviation, Aerospace Careers All Wrong

The aviation and aerospace industries are woefully behind the power curve when it comes to promoting aviation/aerospace careers, as evidenced by small participation at the [American School Counselors Association](#) (ASCA), a notoriously difficult, but critical, group to reach.

The industry has been talking about approaching school counselors for years and rather than nod again for the umpteenth year, I decided to check it out and it was eye opening on how much aviation and aerospace fails in promoting careers.

Aviation and aerospace are not the only industries facing workforce shortages. We must compete in an arena we know little about – Career School Counselors who start career awareness before kids even get to school. I’ve been preaching this for years since I was hooked at age five. Building trades unions have earn-while-you-learn programs paying for the training so there is no cost barrier to join the industry as we have in aviation. One told me current union members fund this and then, once the students enter the career, they pay it forward.

The message to counselors is they can join the industry with free certification education. The closest we get is the AOPA Foundation high school curriculum but, even here, aspiring pilots still face hundreds of thousands of dollars in training to get to the right seat. Meanwhile its aviation maintenance track goes a long way to get them into the workforce.

The industry must learn from other trades who already reach school counselors. [Read more](#).

Reauthorization Stalls on Simulator Flight Training, Senate May Run Out the Clock

While raising the pilot retirement age to 67 made it through the House of Representatives, provisions to include simulator training in pilot experience requirements did not and consideration of the Senate reauthorization stalled with Senate Commerce



Committee Chair Maria Cantwell saying she is in no hurry to pass legislation and go to Senate/House reconciliation before the September 30th deadline when the current reauthorization runs out. Cantwell is stuck on what she terms erroneously “lowering of standards” for pilot requirements and said the committee will not move forward until that issue is resolved. Equally opposed is Senate Aviation Subcommittee Chair Tammy Duckworth. Sen. Tammy Duckworth who colleagues on the Senate floor that a vote to change flight time requirements for pilot training would cause “an inevitable accident.” [Read more.](#)

Perhaps there is no better advocate for simulator training than House Aviation Subcommittee Chair Sam Graves, supported by former FAA Administrators Randy Babbitt and Dan Elwell, who called out The Air Line Pilots Association for its falsehoods. Posting on Twitter, Graves said the provision in the House reauthorization does not change 1500-hour rule requirement. More importantly, he said the current airline safety record has little to do with 1500-hour rule adding, international regulators adopted many safety provisions since 2010 except for the 1500-hour rule. Graves also told ALPA the quantity of hours does not equal pilot quality and using simulators helps time building pilots experience with dangerous weather and operations. [Read more.](#)

The Air Current reported Senate Aviation Subcommittee Chair Duckworth proposed maintaining the 1,500 flight-hour qualification (which the House provision already does) while implementing new flight experience requirements, including 900 hours of cross-country time, 200 hours of night flight time and 75 hours operating under instrument flight rules in actual instrument meteorological conditions (IMC). The bill is entitled: A bill to improve scheduled air service safety through enhanced aeronautical experience requirements for applicants seeking an airline transport pilot certificate with an airplane category and class rating, and for other purposes. [Read more.](#)

1,000 to One

More than 1000 aviation stakeholders support the House Reauthorization legislation. Pilot unions stand alone in opposing increasing the retirement age to 67 and improves the safety of pilot training. [Read more.](#)



CA Dennis Tajer told @USATODAY that addressing the shortage is a pipeline problem that starts in the cradle and ends in the cockpit. “There’s #pilots out there,” he said. “They’re just not getting through the pipeline quick enough.”



azcentral.com

Empty cockpits, canceled flights, crowded airports: Congress tackles pilot sh...
Shortages in flight crews are leading airlines to reduce schedules, resulting in thousands of flight delays and cancellations.

From the 'DUH' Files

First it was a pay shortage, then they cooked the books to say there were plenty of pilots basing it on the entire certificated population, not ATPs. During the recent World Airline Training Summit, they said it was a training shortage because of the pandemic. Now, it's a pipeline problem. You gotta ask...and who gave us the 1500-hour rule?

Tuition to an airline-oriented flight academy is \$100,000. Then you have to build your time at, as one aspiring airline pilot recently reported is \$400+ per hour.

"The [Aircraft Owners and Pilots Association found](#) 60% of those who earn a student pilot certificate never progress in earning additional licenses. Seventy percent to 80% drop out before obtaining a student pilot certificate," USA Today reported.

Empty cockpits, canceled flights, crowded airports: Congress tackles pilot shortage



Urgent: RFAS Needs Operators to Contact Legislators During Recess

Rally for Air Service, a 102-member coalition, is calling on operators to discuss the pilot shortage and the efficacy of simulator training with the Congressional representatives who are now back in their districts during the August Congressional recess. RFAS scheduled a member call on Tuesday, August 8 at 2 pm EST, an update on the progress of FAA reauthorization.

“It is important to reach out to your senators via email asking to set up meetings with staff or the Senator directly to communicate supporting raising the retirement age and urging support for simulator training,” it said, listing the messages they need to hear.

On the retirement age remind legislators the industry is currently short 17,000 pilots while studies predict that to balloon to 38,000 by 2030. With the inclusion of 15,000 reaching mandatory retirement over the next five years, more community air service is expected to be lost. This will drive air fares higher and reduce access to the national air transportation grid while exacerbating the delays and cancellations. Raising the pilot retirement age is among the nearest-term solutions to combating the pilot shortage. Urge senators to House’s lead and incorporate Age 67 in their bill.

On simulator training, legislators should know substituting simulator training is a critical safety measure designed to adopt the same technologies major airlines use to train their pilots and have been consistently recommended by the 2016 Air Carrier Training Aviation Rulemaking Advisory Committee (ACT ARC).

More importantly, adopting simulator training and new training techniques such as competency-based training and assessment is what professional major airline trainers have called for across the industry. Indeed, both Boeing and CAE have adopted CBTA as the future of training safer airline pilots. Airline trainers also know realistic simulator training are so well-established that expanding credit for simulator training should not be controversial. Dispel the myth the House provision calls for a reduction in pilot requirements.

Make the points simulator technology has advanced enormously in the last decade and represents a vast improvement in aviation safety and pilot training. Remind them simulators were invented precisely because training some maneuvers are just too dangerous in the sky and pilots need this experience to perform safer flight. Simulators accurately recreate operations in a fully immersive experience enabling pilots to experience aircraft malfunctions, rare events such as rapid decompression, emergency descents, high-speed rejected takeoffs and dual engine failures that cannot be duplicated or learned simply by flying in good weather. Simulators also enable training in preventive and responsive procedures to ensure the trained response is ingrained and instinctive in the heat of the moment.

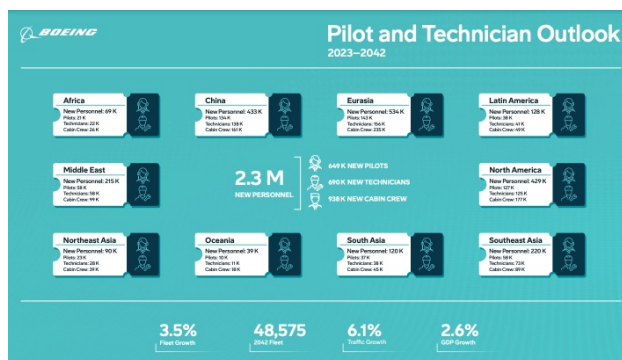
Urge support for the amended drafted by Senators Thune and Sinema directing the FAA to implement recommendations from a 2016 Air Carrier Training Aviation Rulemaking Advisory Committee (ACT ARC) to create an additional R-ATP pathway to improve pilot training. It is important to note, their amendment would NOT alter the First Officer Qualification Rule or the 1,500-hour requirement. The creation of an additional pathway is permissible under current law and can only be done if safety is enhanced.

The creation of an additional pathway is permissible under current law and can only be done if safety is enhanced. Those recommendations can be found [here](#). Remind them the ACT ARC was

co-chaired by ALPA which now hypocritically opposes the amendment and their previous work product. Urge seanners to improve aviation safety by addressing the provisions in the Thune/Sinema amendment.

Majors Now Experience Captain Shortage

Long a problem with regionals, United and others are experiencing captain problems as pilots opt for more scheduled stability over higher pay. Reuters reports United, and analysts and union officials said a “resulting shortage of captains - who function as head pilots - could cut the number of flights available to travelers by next summer.” One industry official dubbed it the “no one wants to be a junior captain syndrome.” Some smaller regional carriers have already been forced to reduce their flights by as much as 20% on staffing constraints, said Robert Mann, a former airline executive who now runs a consulting firm. Mann said increased flight cancellations and delays at U.S. airlines are largely responsible for [work-life complaints](#). “It’s not necessarily what’s in the agreement, but what happens every day in the real world,” Mann said. “The biggest complaints come with the least reliable schedule.” [Read more.](#)



Boeing Predicts 2.3M Workers Needed in Next 20 Years

The global aviation industry will need 649,000 pilots, 690,000 maintenance technicians and nearly a million cabin crew driven by the doubling of the commercial airplane fleet by 2042, according to its latest [Pilot and Technician Outlook](#). North America alone will require 429,000 new aviation workers including

127,000 pilots, 125,000 technicians and 177,000 cabin crew while China and Eurasia will exceed those numbers. [Read more.](#)



Welcome New Members: Magpie Aviation, Bayview Aviation, Electra

[Magpie Aviation](#) is a San Francisco-based startup pushing the boundaries of zero-emission flight. It is developing a range of innovative electric aircraft technologies, including an exciting new initiative for regional cargo that will be announced soon. The team brings together experience from Google/Alphabet X, Beta Technologies, Kittyhawk, Cessna/Textron, the US Air Force, Airbus, Opener and Cathay Pacific Airways. Collectively, it helped design, test and fly 20 aircraft programs.

Since [Bayview Aviation](#) began in 2003 it has concentrated in the Regional and Commuter aircraft marketplace. From becoming one of the world’s largest EMB-120 aftermarket suppliers, to expanding into supporting many more aircraft types it never lost its focus of being a reliable and dependable supplier for the regional aircraft market. It currently supports the EMB-120, ATR-42 / 72, ERJ 135 / 145, Fokker F100, B1900, King Air, DASH 8, Dornier 328 family (Turbo Prop and Jet), CRJ and PW100 series engines and components. In February 2015 Bayview Aviation was acquired by BAI Holdings, LLC and thus became a sister company to [Berry Aviation](#) of San Marcos, TX.



[Electra](#) was founded with a mission to decarbonize aviation and bring air transportation to every part of the



world. Electra's founder and CEO, Dr. John Langford, a serial aerospace entrepreneur with two prior successful exits, developed the most ambitious aircraft designs for three decades. Joined by long-time collaborators from Aurora Flight Sciences, MIT, Boeing, Airbus, Pilatus, and Hondajet, Electra's team combines deep expertise in electric flight, sustainable aircraft design, STOL/blown lift technology and aircraft certification and production [recently rolled out](#) after a year of testing its flying testbed.

Show Your Support for RACCA

Place the RACCA Logo on your website., a great idea for companies wanting to show their partnership with us and show support for RACCA efforts. Reach out to kcreedy@raccaonline.org to receive a copy of our logo and thank you for your support!



Lauren Beyer

CAA Names Successor to Steve Altman

The Cargo Airline Association (CAA) named Lauren Beyer president of the leading advocacy organization for the air cargo industry. Beyer succeeds Steve Alterman who is retiring after successfully leading the organization for more than 40 years. As president of CAA, Beyer will bring her breadth of experience to lead advocacy and inform policymakers, regulators and others on the importance and operational realities of the air cargo supply chain. Her proven expertise will be critical to building and enhancing relationships with government partners to foster strong collaboration that prioritizes the safety and security of the global air cargo industry. [Read more.](#)

UPS to release second-quarter 2023 results

UPS will announce its 2023 second-quarter results on August 8, 2023, at approximately 6:00 a.m. Eastern Time. At 8:30 a.m. ET, UPS Chief Executive Officer Carol Tomé and Chief Financial Officer Brian Newman will lead an investor conference call to discuss the results. This call will be open to the public via a live webcast. To listen, visit <https://www.investors.ups.com> and click on "Webcast." The webcast audio will be accessible on the Investor Relations website for a limited time following the call.

Raytheon Adds to Scottsdale Facility

Raytheon will open a new facility at SkySong, The Arizona State University (ASU) Scottsdale Innovation Center, adding 28,000 square feet of digital design space to the company's footprint. Scheduled to open this fall, the location will focus primarily on digital design products that support the rapid growth and demand for the company's defense portfolio, which, to date, has mostly been concentrated in southern Arizona. [Read more.](#)

Alpine Air Inks Pathway Deal with Atlas

Atlas Air and Alpine Air created a new pilot pathway program. Potential candidates selected to take part in the Atlas Air Pathway to Success program will be granted an interview with Atlas Air. To be considered, candidates must be an employee in good-standing with Alpine Air; meet Atlas Air's minimum qualifications; have 18 months of service with Alpine (reduced to 12 months with prior military flight training experience); have a letter of recommendation from Alpine Air's Chief Pilot; submit an application to Atlas Air's careers website; and complete an initial phone screening to collect data and schedule Atlas Air interview. [Read more.](#)



P&WC Logs 500M PT6 Hours

As the Pratt & Whitney Canada PT6 turns 60 this year, the company celebrated by announcing it has delivered 61,000 copies of the veteran powerplant now installed on 42,000 aircraft and reaching 500 million flight hours of service. The company also celebrates the one billionth flight hour of all its engines since 1928. Speaking at EAA AirVenture, P&WC noted its latest PT6 version has a 5,000-hour time-between-overhaul interval and requires 40% lower maintenance. [Read more.](#)

Reliable Robotics

Reliable Robotics certification plan was formally accepted by the FAA, positioning Reliable as the first autonomous aircraft company to advance a program this far with the regulator, and bringing safety-enhancing technology even closer to market. A core part of Reliable's system enables a continuous engagement autopilot which automates every phase of aircraft operation from departure gate to arrival gate with auto-taxi, auto-takeoff, auto-landing, and parking.

This combined with other technologies like a high-integrity navigation system, will improve aviation safety and prevent the most common causes of accidents. "Certifying a system like this has never been done before," said the company, "but this acceptance (a culmination of years of close collaboration with the FAA) is evidence that the FAA can and will certify systems like this." [Read more.](#)

Check out Reliable's latest video. [The Next Evolution in Aviation Safety](#)



First Ever C408 SIC, Purple Runway Updates

Mountain Air Cargo produced the first ever Cessna SkyCourier SIC pilot when Jancarlos Flusa Crespo made the grade.

MAC also revealed the recently released updates to its FedEx Purple Runway Program which is now the only guaranteed flow to the major carrier. New program highlights include an upfront FedEx mainline interview; an end to the six-month wait to join program; modified interviews to meet the candidate's experience level; guaranteed flow to FedEx mainline when program conditions are met; no college degree required and regular interaction with the FedEx team. [Read more.](#)

DHL Invests \$192M at CVG

DHL Express is investing \$192 million to construct an aircraft maintenance facility at Cincinnati/Northern Kentucky International Airport to support its expanding fleet at its primary U.S. hub. The 305,000-ft² facility gained a \$1 million incentive from the Kentucky Economic Development Finance Authority and includes dedicated space for aircraft parts storage, three maintenance parking gates and eight new aircraft gates. The new center will be situated adjacent to DHL's existing cargo operations on 50 additional acres leased from the airport. The facility will accommodate two Boeing 777 wide-body freighters side by side. The company aims to complete the project by the end of 2025. [Read more.](#)

FedEx Corp Names Dietrick EVP

FedEx named John W. Dietrich, formerly the chief executive officer of Atlas Air Worldwide, to Executive Vice President and Chief Financial Officer, effective Aug. 1, 2023. The company also announced strategic shifts within the finance organization to further bolster its ongoing transformation. As previously announced, Executive Vice President and Chief Financial Officer Michael C. Lenz will transition out of his role on July 31, 2023 and will remain with the company as a Senior Advisor until Dec. 31, 2023 to help ensure a smooth transition. [Read more](#)



UPS Releases First Jobs and Opportunity Report

UPS released its inaugural U.S. Jobs and Opportunity Report. The report debuts shortly after UPS welcomed 100,000 seasonal employees in roles that become stepping stones to professionally and personally fulfilling career and economic opportunities. The compensation and benefits offered to UPS employees are inextricably linked to the value and trust consistently seen in the UPS-customer relationship. In fact, UPSers delivered a 97.5% on-time delivery rate in the U.S. this past holiday season. [Read more.](#)

Caravan Gets Avionics Upgrade

New 2024 models of the Cessna Caravan and Cessna Grand Caravan EX will feature additional enhancements to their Garmin G1000 NXi integrated flight decks, standard since 2017, promising a better pilot experience and better performance. Additional features launched with the 2024 models offers the GDL 60 data transmitter, the GTX 345DR diversity transponder and the touchscreen Gi235 electronic standby display. [Read more.](#)

Beta Technologies Gets Gillibrand, WH Visit

It may be based in Burlington, VT, but New York is very interested in Beta Technologies which has a facility in Plattsburgh, the site of a recent visit from Senator Kirsten Gillibrand, who was accompanied by Senior Advisor to President Joe Biden and White House Infrastructure Implementation Coordinator Mitch Landrieu.

“What we’re doing here today is creating incentives for the private sector to help build a clean energy economy with some massive public investments,” Landrieu said. [Read more.](#)

Mountain Air Cargo Receives Lucky No. 7 SkyCourier

MAC adds a 7th Cessna C408 SkyCourier to its fleet. The aircraft will undergo conformity at their heavy maintenance facility in Kinston, NC and once completed will fly domestically in the US, while serving as an international standby. [Read more.](#)

FedEx Dataworks Fortifying Supply Chains

FedEx is leveraging data to help customers absorb supply-chain and market shocks using analytics, AI and machine learning. Viewing data as core to its business, the company sees data as making it more competitive with Dataworks designed to improve supply chain visibility and increase predictability by capturing real-time data about every package, shipment, delivery route, environmental condition, customer delivery location, and delivery date. [Read more.](#)

ZeroAvia Completes Flight Test Campaign

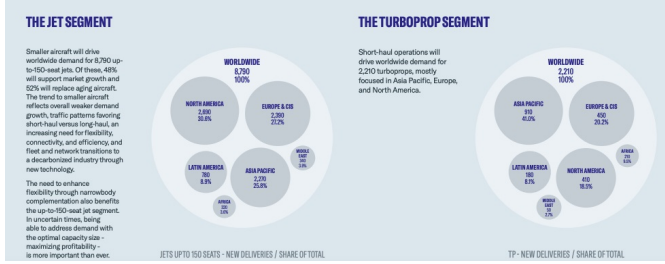
Having flown its hydrogen-powered Dornier 228 testbed airplane 10 times over the past six months, ZeroAvia wrapped up its initial flight test campaign and is now preparing for its first cross-country flights. ZeroAvia retrofitted the 19-seat twin turboprop with a prototype of its 600-kilowatt ZA600 powertrain, which uses hydrogen fuel cells to generate electricity. [Read more.](#)

Pratt & Whitney Expands P&WCSMART Portfolio for PT6A-34AG Engines

Pratt & Whitney Canada (P&WC) added three new P&WCSMART offerings designed specifically for PT6A-34AG operators: Flat Rate Overhaul Program, Propeller Strike Repair Program and Flat Rate Engine Exchange. These additions will better support customers by providing fixed costs for major engine maintenance services. It said the program will eliminate price uncertainty while delivering original equipment manufacturer (OEM)-level engine maintenance and parts, and world-class service. [Read more.](#)

Embraer Outlook

Embraer foresees world demand for 11,000 new up-to-150-seat aircraft over the next 20 years with a market value of USD 650 billion.



Replacement of aging aircraft will account for 55% of all new deliveries while 45% will be used to grow markets. World passenger traffic is expected to grow at an average annual rate of 3.2% (CAGR) between its pre-pandemic level at the end of 2019 and 2042. [Read more.](#)

SkyCourier Completes European Tour

With certification in Europe set for 2025, Textron's Cessna SkyCourier completed its 19-day demonstration tour of the continent covering France, Germany, Greece, the UK and the Channel Islands. The company said the already strong interest in the aircraft was expanded with a new pipeline of potential operators. [Read more.](#)



MAC Reaches SMS Milestone

MAC & CSA Air, Inc representatives celebrating our new Corporate SMS.

Congratulations to Mountain Air Cargo, Inc. for reaching a very important milestone. CEO Michael Bandalan said the project could not have been

completed without a strong working relationship between MAC, CSA Air, and their respective FAA Certificate Management Teams. [Read more.](#)

MX Wages Continue Upward Climb

Research by the Aircraft Mechanics Fraternal Association (AMFA) underscores the gains that mechanics are making, at least in the big-airline world. At the beginning of 2023, 10 U.S. airlines had so-called "top-of-scale" hourly wages for mechanics of at least \$50 per hour, with Southwest Airlines, whose mechanics are represented by AFMA, leading the way at nearly \$59 per hour. Add it up, and mechanics at these carriers can reasonably expect yearly annual wages of \$100,000-\$120,000 within five to eight years before adding in often-available overtime. [Read more.](#)



Regional Jet Market to Reach \$10.6 Billion Globally

Allied Market Research (AMR) published its industry forecast for the regional jet market, anticipating a \$10.6 billion market size with a 2023-32 compound annual growth rate (CAGR) of 6.4%. According to AMR, the growth is driven by an increase in air travel demand, growing needs for regional connectivity, and fleet renewal and efficiencies. According to the forecast, the commercial aircraft segment will remain the highest in market share based on platform, but the military aircraft segment is projected to attain the highest CAGR of 9.6% throughout the forecast period. Based on seating capacity, aircraft with 15-80 seats account for approximately 75% of the global regional-jet market revenue and will maintain its leadership status throughout the period. [Read more.](#)

LIFT Academy Offers \$99k in Training Incentives

Students at LIFT Academy will now be eligible for over \$99,000 in tuition reimbursements, covering the cost of the program. The pathway to Republic Airways through the LIFT Academy Program is now more affordable than ever for students who reach their completion date and commit to flying for Republic. Applications are open now until 31 October 2023, unless otherwise cancelled or extended by LIFT Academy and Republic Airways. [Read more.](#)

In other news, Purdue University is offering a new path to becoming an aviation professional with its latest partnership between Indianapolis-based [Leadership In Flight Training \(LIFT\)](#)

[Academy](#) and [Purdue Global](#), Purdue's online university for working adults. The partners create accessible education opportunities for aviation professionals. With this agreement, LIFT Academy becomes an authorized flight training partner of Purdue Global. LIFT Academy, a subsidiary of Republic Airways, has locations in Indianapolis; Columbus, Indiana; and Myrtle Beach. [Read more](#).



Emerging Tech

Zero Emission Cargoliner to be Launched by European Companies

The DANX Carousel Group and ELECTRON aerospace entered into a strategic partnership to launch Electron 5, an electric, zero-emission cargo aircraft. ELECTRON aerospace is currently developing the Electron 5 aircraft, which has been designed to transport 500 kilograms (kg) of cargo over a 500 kilometers (km) distance on a single battery charge. With its requirement for relatively short runways, the Electron 5 provides access to five times more European Union (EU) airports compared to larger freight aircraft used today, enabling cargo to be flown directly on the shortest point-to-point route and bypassing congested logistics hubs at speeds of up to 300km per hour. [Read more](#).

Amprius Unveils Industry Leading Ultra-High-Power-High-Energy Lithium-ion Battery for Aviation

Amprius Technologies, a leader in next-generation lithium-ion batteries with its Silicon Anode Platform, announced its newest ultra-high-power-high-energy lithium-ion battery with aviation applications. Leveraging the company's advanced material system capability, the cell achieves an impressive discharge rate of 10C while delivering 400 Wh/kg energy density, a major advancement for electric aviation encompassing both crewed and uncrewed aerial systems – a market projected to be collectively over \$49 billion USD by 2025. [Read more](#).

Ampaire Flies Eco EEL

A Cessna 337, equipped with a hybrid-electric engine, is set to make an historic flight between California and Alaska August 12. Ampaire's Eco EEL flight is being tested under the auspices of Launch Alaska, a climate tech accelerator program. The aircraft has an electric motor and a battery-pack drivetrain assisting a convention engine. Ampaire is developing a Cessna Caravan Eco Caravan model, flown for the first time in November, and is working on an Eco Twin Otter and its first clean-sheet design, the Tailwind. [Read more](#).

In other news, Ampaire expanded into eVTOL aircraft manufacturing with the acquisition of drone developer Talyn Air. Announcing the acquisition on July 20, Ampaire said the move will boost revenues and accelerate growth as it ventures beyond hybrid-electric propulsion systems to explore drone and eVTOL applications for both the commercial and defense sectors. [Read more](#).

Dronomics Gets IATA, ICAO Designator

Dronomics, a European cargo operator, received OY as its IATA designator and DXE for ICAO along with its Black Swan callsign, in what it says is the first such carrier gaining designations from the two authorities. The moves come after the company received its UAS operator certificate last year and the recent maiden flight of its cargo Black Swan aircraft. The company said test flights validate the technology as a commercial cargo services in Europe which will launch later this year. [Read more](#).

FAA Releases AAM Plan

FAA recently released its first implementation plan for advanced air mobility (AAM) aircraft such as eVTOL air taxis. Dubbed "Innovate28," the living document focuses on certification, operations, and infrastructure but also covers the AAM's environmental impact, community engagement and security. But the document also touches on a few other key areas.

One is assessing the environmental impacts of AAM aircraft. which will be updated periodically, is designed to enable AAM operations at scale in time for the 2028 Olympic Games in Los Angeles, when several air taxi firms are expected to take to the skies. Its publication follows the release of the FAA's [air taxi blueprint](#) and a [proposed rule](#) for AAM pilot certification and training. [Read more.](#)

Archer Midnight Ready to Fly

Archer expects its Midnight Air Taxi to fly shortly from its Salinas, CA, test facility. Midnight's maiden sortie will come after daily flight testing of its Maker prototype. Archer plans operating six confirming aircraft in the California Bay Area. [Read more.](#)

Fed Watch

FAA Workforce Grant Applications Due August 16

On July 17, the FAA opened applications for its next round of \$10 million in funding available through two aviation workforce grant programs.

The [Aircraft Pilots Workforce Development Grants](#) fund programs for students to become pilots, aerospace engineers or unmanned aircraft systems operators. The [Aviation Maintenance Technical Workers Workforce Development Grants](#) funds programs that prepare people to be aviation maintenance technicians. Potential applicants should visit the site at the links above to review answers to frequently asked questions, eligibility requirements, and guidelines that may assist them in completing their grant application.



Despite Rules, Drones Most Dangerous Around Airports

Nearly 24 near-midair collisions were identified between crewed aircraft and drones by a peer-reviewed study of 1.8 million aircraft operations and 460,000 uncrewed operations. Most of the misses occurred 1.5 miles of a runway, prompting recommendations the drone exclusion areas be expanded from 1.5 to 3.5 miles. [Read more.](#)

Remote ID For Drones Effective Next Month

The FAA released a document outlining compliance measures with the Remote ID rule, otherwise known as Part 89, requiring all drones be equipped with new Remote ID recognition and tracking technology in order to further integrate UAVs into the National Airspace System (NAS). Beginning on September 16, 2023, all pilots who are required to register their UAS must follow the new rule, which requires drones to either have a native Remote ID or be fitted with a Remote ID broadcast module like a portable transmitter. If the drone has a broadcast module, the FAA website says, that the drone must be operated within visual line-of-sight. [Read more.](#)

FAA Invests Nearly \$92 Million to Help Airports Reach Net Zero-Emissions

Airports across the country are more sustainable thanks to funding from the FAA. As part of nearly \$268 million in grants, about \$92 million will go to 21 airports for solar panels, electric buses, charging stations and electrification studies; investments that support good-paying jobs and their local communities. Also, as a part of this sustainability effort, the agency is providing funding to help general aviation airports safely transition to unleaded fuel for piston-engine aircraft. [Read more.](#)

FAA to Reduce Wait Time for Part 135 Single-Pilot Approvals

In newly issued guidance to safety inspectors on the initial certification process for certain Part 135 single-pilot applicants is designed to reduce wait times for limited operations. The guidance reduces the safety assurance system and element design documentation requirements. [Read more.](#)

FAA Completes 5G Policy Despite Objections from CAA

The final policy for operators to demonstrate radio altimeters to operate in GG-C-band areas was completed by the FAA which rejected calls for changes including those by the Cargo Airline Association and Gulfstream.

“Gulfstream and CAA requested that the FAA identify the radio altimeter technologies that meet the AD requirements,” the agency said, according to an AvWeek article. “Additionally, the FAA does not maintain a list of tolerant radio altimeters; the determination of a radio altimeter tolerant aircraft must consider the installation details, which vary from aircraft to aircraft.” [Read more.](#)

FAA Publishes Revisions to A&P Handbook

The FAA recently published long-awaited revisions to the Airframe and Powerplant Aviation Maintenance Technician Handbooks. As of today, the General Handbook has not been published but is expected shortly, according to the Aviation Technical Education Council. The handbook revisions are in response to the transition to the [Mechanic Airman Certification Standard](#) (ACS) as the testing standard on Aug. 1, 2023. The ACS became the part 147 curriculum standard last September, when the new part 147 went into effect.

Professional Development

RAA Leaders Conference

At the RAA Leaders Conference, will be held **September 19-20** where attendees will find opportunities to connect with partners and customers, learn more about critical initiatives and hear from industry influencers and decision-makers. It will be held at RAA Headquarters, 1201 15th Street NW, Washington, DC. [Register.](#)



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In Case You Missed It

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