

Advanced Air Mobility

Overair closes \$145 million Series B with Hanwha

Hanwha increased their investment in Overair by announcing an additional \$145 million of funding. Overair plans to use the funding to develop and fly a prototype eVTOL in the second half of 2023.

OUR TAKE

The funding will allow Overair to flight test its Optimum Speed Propulsion system eVTOL. However, significant additional funding will be needed for certification.

Otto plans hydrogen 19-seats Celera

Otto Aviation revealed plans for a stretched 19-seater hydrogen version of its Celera aircraft. This stretched version of its laminar flow design will be zero emissions and it has a planned EIS in 2027.

OUR TAKE

The Celera has received significant interest for its unusual design that delivers business jet performance and space with GA DOCs. The zero emission version should further reduce the DOCs.

Heart Aerospace changes cert basis to Part 25

Swedish eCTOL OEM, Heart Aerospace, has announced the change of the cert basis for their ES-19 from Part 23 to Part 25 to improve the overall product attractiveness and reduce regulatory risk.

OUR TAKE

Part 25 cert basis will lead to changes in the program scope and schedule. Could this change be dictated by the weight of the aircraft exceeding Part 23 regulations' maximum?

CAA adopts EASA eVTOL cert standards

The UK aerospace regulator, CAA, has adopted the EASA SC-VTOL regulations as the basis for eVTOL aircraft certification in the UK. They will continue to work with the FAA on concurrent cert.

OUR TAKE

The harmonization of the eVTOL certification regulations with the rest of Europe is welcome news for UK based OEMs, like Vertical Aerospace.

The Rest of Aerospace

Airbus A321 XLR first flight

Airbus completed on June 15th the first flight of the latest A320neo family derivative, the A321XLR. The over four-hour test flight marks the beginning of the cert campaign, aiming for a 2024 EIS. The aircraft offers a 4,700 nm range, opening new routes, previously reserved to twin-aisles.

OUR TAKE

Airbus continues to develop the A321 into a more and more capable aircraft. The A321XLR has attracted significant airline interest and it does not face any current or planned competition by the Boeing 737 MAX.