



**City of Bridgeport, CT  
Mayor's Office  
999 Broad Street  
Bridgeport, CT 06604**

December 12, 2025

Federal Aviation Administration  
UAS and Emerging Technologies Branch, AAQ-590  
Attn: Mrs. Kristin T. Frantz  
1701 Columbia Ave  
College Park, GA 30337

Subject: Letter of attestation from the City of Bridgeport to submit the ***CT SKYWAY (the project)*** for the Electric Vertical Takeoff and Landing (eVTOL) and Advanced Air Mobility (AAM) Integration Pilot Program (IPP).

Dear Mrs. Frantz:

The City of Bridgeport (SLTT) is incredibly pleased to participate in the eVTOL and Advanced Air Mobility (AAM) Integration Pilot Program with the submittal of the ***CT SKYWAY (the project)***. Bridgeport is committed to full participation in the ***CT SKYWAY*** and will partner with eVERTIPORTS International Corporation, a private sector organization developing Vertiports on a national basis and whose management team was born, raised and currently reside in Connecticut. The principals of eVERTIPORTS have envisioned the creation of the ***CT SKYWAY*** to include 40 Vertiports dispersed throughout Connecticut connecting suburbs, sports venues, universities, business districts and transportation hubs to airports and all points in the region. City owned Bridgeport-Sikorsky Airport (BDR) *is* a cornerstone of this network and will serve as a regional hub to the ***CT SKYWAY*** Vertiports for maintenance, surplus aircraft storage and serve as a central base of operations for tenant operators including flight training.

The following Capability Statement summarizes our unique qualifications.

## Capability Statement

*The City of Bridgeport has been led by Mayor Joseph P. Ganim for 22 years.*

- Economic development has been a cornerstone of Mayor Ganim's mayoralty both in the 90's and today, including over a billion dollars of private investment in economic development projects that are now completed or underway. Building on previous successes of building the Harbor Yard arena and ballpark, Ganim led the effort to build a new outdoor amphitheater in Bridgeport. Under Ganim's leadership, the city is seeing the development of Bridgeport's waterfront, including a new marina, housing, retail, and hotel at Steelepointe Harbor.
- Mayor Ganim has also made it imperative that Bridgeport creates a pathway toward being a sustainable city. He has attracted companies committed to developing high-performing, low-cost batteries, that will develop a facility in Bridgeport that will assist with the City's initiative to provide and utilize clean energy while creating 200 new jobs within Bridgeport. Mayor Ganim has also welcomed the usage of innovative battery technology inside the Fire Department Headquarters in Bridgeport, making this one of the country's first deployments inside a fire station and the first public demonstration this type of battery technology in Connecticut. The battery will showcase Bridgeport's ability to lower energy costs while addressing and managing energy challenges.
- The **CT SKYWAY** will be a major economic driver in Connecticut. The **CT SKYWAY** is comprised of 40 Vertiports located throughout the State connecting the "last-mile" stops to other vertiports and airports in the region. The network forecasts:
  - \$200M in construction utilizing local labor
  - \$128M in annual revenue which includes
  - \$64M in annual payroll (800 jobs @\$80,000 avg. ea.) plus
  - \$5M in new property taxes.
- Mayor Ganim's leadership of Bridgeport embodies the eIPP evaluation criteria description of visionary, mission-focused participants that can drive the AAM National Strategy forward.

The City of Bridgeport's foundational leadership in the **CT SKYWAY application** to the eIPP RFP is a direct response to President Trump's Executive Order Executive Order 14307, *Unleashing American Drone Dominance*, dated June 6, 2025, to accelerate the deployment of safe, lawful, and scalable eVTOL and AAM operations across the United States. This application also concurrently advances the FAA's vision for integrated, interoperable AAM systems within the National Airspace System (NAS).

The City of Bridgeport's support of eVTOL and AAM deployment and development is not new, noted by its pivotal role as the owner of the Bridgeport-Sikorsky Airport, named in tribute to Igor

Sikorsky who led the commercialization of Vertical Lift Aircraft and whose company today continues to employ thousands world-wide from local headquarters. At the cornerstone of the *CT SKYWAY* is the planned *Bridgeport-Sikorsky Vertiport* which will serve as a tribute to Vertical Flight in its infancy, but more importantly, serve as a working prototype to demonstrate new Advanced Air Mobility technologies. The project involves the testing and integration of advanced and enabling eVTOL and AAM technologies to advance the safety and the scale of eVTOL cargo and passenger AAM airport integration.

The Advanced Air Mobility eIPP activities, including conducting urban air mobility trials in rural/city settings, demonstrations of short-range cargo deliveries, medical transport, emergency response missions, last-mile deliveries to densely populated urban/suburban areas, long-range intercity interstate cargo flights, short-range air taxis, the deployment and development of enabling infrastructure/technologies such as vertiports and services, charge infrastructure, vertiport management system, command and control (C2), detect-and-avoid (DAA) systems, Providers of Service to UAM (PSU) and real-time sharing of weather information.

The City of Bridgeport thanks you for your consideration in selecting this eIPP application and partnerships that will demonstrate the viability of eVTOL and AAM operations for commercial uses by leveraging public-private partnerships and deliberate coordination among cities. A selection would affirm the application with a determination to demonstrate how public and private sector partners and states can work together to accelerate the responsible deployment of emerging aviation technologies and establish a model for sustained regional innovation.

Please contact me with any questions by email or phone.

Sincerely,

Name:

Title:

City of Bridgeport, CT

Email:

Phone:



eVERTIPORTS International Corporation  
1270 6<sup>th</sup> Avenue  
New York, NY 10020

December 12, 2025

Federal Aviation Administration  
UAS and Emerging Technologies Branch, AAQ-590  
Attn: Mrs. Kristin T. Frantz  
1701 Columbia Ave  
College Park, GA 30337

Subject: Letter of attestation from *eVERTIPORTS* to participate with the **City of Bridgeport** in the *CT SKYWAY* for the Electric Vertical Takeoff and Landing (eVTOL) and Advanced Air Mobility (AAM) Integration Pilot Program (IPP).

Dear Mrs. Frantz:

*eVERTIPORTS* is incredibly pleased to participate in the eVTOL and Advanced Air Mobility (AAM) Integration Pilot Program with the **City of Bridgeport (SLTT)** in the *CT SKYWAY (the project)*. *eVERTIPORTS* is committed to full participation in the *CT SKYWAY*, including neighboring Connecticut cities and in support of the completion of all activities described in the eIPP Request for Proposal (RFP) application. The following Capability Statement summarizes our unique qualifications.

### **Capability Statement**

*eVERTIPORTS* develops and operates VERTIPORTS for eVTOLs serving the emerging Air-Taxi industry on a national basis.

- *eVERTIPORTS* management has owned and operated airport, FBO, aircraft and charter operations. In addition, they are highly experienced as owner-operator-developer-construction manager nationwide and have built high growth companies from startup to \$1.4B sales and understand how to create new revenue sources.
- *eVERTIPORTS* niche is the “last mile”, providing the most convenient sites close to home, work and play, co-located at existing real estate such as strip/enclosed shopping malls in secondary markets in addition to existing airports.

- **eVERTIPORTS** has been in the early stages of Urban Air Mobility (UAM) since 2021 as it has evolved from concept to FAA certification of a completely new aircraft class. We have met with nearly every company or agency that is part of the UAM eco-system and know what they need for a fixed-based operation with future autonomous operation. Equally important, we have figured out how to finance, design, permit, construct, lease and operate at scale with economics that work for all parties.
- **eVERTIPORTS** continues to assemble site options nationwide in partnership with real estate portfolio owners and plans to permit, secure tenant lease commitments and build and operate portfolio of Vertiports 2026-2032.
- **eVERTIPORTS** unique design includes pending patent filing applications for autonomous aircraft movement, fire protection system and highly repeatable and scalable modular security clearance pod. Overall, Vertiport design contemplates future autonomous remote piloted operations.
- **eVERTIPORTS** is comprised of serial entrepreneurs that embody the eIPP evaluation criteria description of visionary, mission-focused participants that can drive the AAM National Strategy forward.

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The City of Bridgeport will partner with eVERTIPORTS International Corporation, a private sector organization developing Vertiports on a national basis and whose management team was born, raised and currently reside in Connecticut. The principals of eVERTIPORTS have envisioned the creation of the **CT SKYWAY** to include 40 Vertiports dispersed throughout the state connecting suburbs, sports venues, universities, business districts and transportation hubs to

airports and all points in the region. Bridgeport-Sikorsky Vertiport, as a cornerstone of this network will serve as a regional hub to the **CT SKYWAY** Vertiports for maintenance, surplus aircraft storage and serve as a central base of operations for tenant operators including flight training.

The Advanced Air Mobility eIPP activities, including conducting urban air mobility trials in rural and city settings, demonstrations of short-range cargo deliveries, medical transport, emergency response missions, last-mile deliveries to densely populated urban and suburban areas, long-range intercity and interstate cargo flights, short-range air taxis, and the deployment and development of enabling infrastructure and technologies such as vertiports and services, charge infrastructure, vertiport management system, command and control (C2) and detect-and-avoid (DAA) systems, Providers of Service to UAM (PSU) and real-time sharing of weather information.

**eVERTIPORTS** thanks you for your consideration in selecting this eIPP application and partnerships that will demonstrate the viability of eVTOL and AAM operations for commercial uses by leveraging public-private partnerships and deliberate coordination among cities. A selection would affirm the application with a determination to demonstrate how public and private sector partners and states can work together to accelerate the responsible deployment of emerging aviation technologies and establish a model for sustained regional innovation.

Please contact me with any questions by email or phone.

Best regards,

A handwritten signature in black ink, appearing to read "Jim Barnes". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jim Barnes

Founder, Chairman & CEO

**eVERTIPORTS** International Corporation

*Drone & eVTOL Ground Support*

1270 6<sup>th</sup> Avenue

New York, NY 10020 United States

[jbarnes@e-vertiports.com](mailto:jbarnes@e-vertiports.com)

[www.e-vertiports.com](http://www.e-vertiports.com)

860-655-5325



**City of Bridgeport, CT  
Mayor's Office  
999 Broad Street  
Bridgeport, CT 06604**

December 12, 2025

FAA

RE: FAA RFP for Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot Program. (eIPP). Submitted via [www.SAM.gov](http://www.SAM.gov)

## **PROPOSAL RESPONSE**

Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot Program  
Participant Selection Screening Information Request

### **1 Executive Summary**

The City of Bridgeport submits the **CT SKYWAY** Vertiport Network hereafter **CT SKYWAY, the project) application** to the Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot Program (eIPP). This Screening Information Request (SIR) [1] is a direct response to President Trump's Executive Order 14307, *Unleashing American Drone Dominance*, dated June 6, 2025 [2], to accelerate the deployment and commercialization of safe, lawful, and scalable Electric Vertical Takeoff and Landing (eVTOL) and Advanced Air Mobility (AAM) operations across the United States. The application supports Strategic National Plan to Unleash American Drone Dominance as it will demonstrate broad public benefits, safety and quality of life enhancements, workforce development opportunities adding net new and high paying jobs, and mobility innovation. This application also

concurrently supports advancing the FAA’s vision for integrated, interoperable AAM systems within the National Airspace System (NAS) by providing high fidelity test and operation data which will validate research and development efforts into AAM, uncrewed vertical takeoff and landing (VTOL) and short takeoff and landing (STOL) *EVTOL* operations and enabling technologies, vertiports, vertiport management system, charging infrastructure, regulatory development and related requirements that are urgently needed.

**CT SKYWAY** and its private partners are leading an ambitious project that will enable the practical implementation of safe and effective regional intercity and interstate cargo and logistics transport systems, and air taxis for scalable AAM operations by conducting urban air mobility trials in rural settings, demonstrations of short-range cargo deliveries, medical transport, emergency response missions to remote or hard-to-reach rural and tribal areas, last-mile deliveries to densely populated urban and suburban areas, short-range air taxis, medium-range intercity and long-range interstate cargo flights, humanitarian and disaster response, essential air service, and the deployment and development of enabling infrastructure and technologies such as vertiports and Vertiport Management System (VMS) for interoperable vertiport services, interoperable chargers to scale within our multi-state demonstration corridor and beyond, command and control (C2) link and detect-and-avoid (DAA) systems, Providers of Service to UAM (PSU) airspace and mission management, and real-time sharing of weather information.

**CT SKYWAY** established a partnership with eVERTIPOINTS International Corporation as the leading private sector partner which developed the **CT SKYWAY** concept for this eIPP SIR application and is responsible for its content. eVERTIPOINTS has engaged the following responsible organizations listed herein as dedicated partners, providing full participation and support for the successful completion of all activities described in the *CT SKYWAY* eIPP SIR application.

#### Original Equipment Manufacturer (OEM)

- GridAero
- ASKA
- Supernal

#### Vertiports

- eVERTIPOINTS

#### Charging infrastructure

- BETA Technologies

## Equipment Manufacturer

- Sagetech Avionics
- Lighthouse Avionics
- Iridium
- NAL Research
- AURA Network Systems
- Elsieht

## Service Provider

- ANRA Technologies, Inc. (ANRA)
- TruWeather Solutions
- AURA Network Systems

## Airport

- Bridgeport-Sikorsky Airport (BRD) (owned by the City of Bridgeport)

## **2 Concept of Operations**

Aligned with the eVTOL and AAM eIPP Participant Selection SIR's goal, activities under the proposed eIPP will:

- Accelerate the safe testing, validation, and efficient integration of *EVTOL* and other AAM operations into the NAS;
- Generate data to inform the FAA's development of guidance and regulations;
- Foster and leverage public-private partnerships
- Provide opportunities to accelerate commercial use operations.

### **2.1 Uncrewed Aircraft Platforms**

#### **2.1.1 Uncrewed Aircraft Specifications**

Table 1 lists the participating OEM's UA specifications.

Parameter	GridAero Lifter Lite	ASKA A5	Supernal S-A2
<b>Aircraft Type</b>	STOL, uncrewed	<i>EVTOL</i>	eVTOL
<b>Length</b>	20 ft	22 ft	30 ft
<b>Wingspan</b>	40 ft	42 ft	50 ft
<b>Height</b>	10 ft	10 ft	12 ft
<b>MGTOW</b>	7,000 lbs.	6,000 lbs.	1,984
<b>Max Speed</b>	200 KTAS	150 mph	120
<b>Range</b>	4,000 NM	250 NM	60 NM
<b>Max Payload</b>	3,500 lbs.	1,000 lbs.	1,000 lbs.
<b>Capacity</b>		1+3	1 + 4
<b>Service Ceiling</b>	20,000 ft	12,000 ft	2,000
<b>Powerplant</b>	2x Diesel Piston Engines	Hybrid (Lithium-ion battery + engine)	Electric

Table 1 – UA Specifications

## 2.1.2 Uncrewed Aircraft Overview

### 2.1.2.1 GridAero Lifter Lite

GridAero Lifter Lite is an autonomous, long-range cargo STOL UA. It can carry thousands of pounds of cargo over thousands of miles, features a simple durable airframe with commercial off-the-shelf components, AI-powered navigation, including path planning, obstacle avoidance, and threat detection, even in environments where communications

might be jammed. The UA has versatile applications such as commercial regional cargo delivery and humanitarian and disaster response logistics.



### 2.1.2.2 ASKA A5

The ASKA A5 is an electric-hybrid vertical takeoff and landing (VTOL) and short takeoff and landing (STOL) for passenger, cargo, and medical delivery aircraft. The A5 is an adaptable, low operational cost vehicle that can fly manned, or unmanned. With the maximum take-off gross weight of 6,000 lbs. The current configuration will deliver a 1,000 lbs. payload over 220 NM while reducing reliance on costly infrastructure and extensive support equipment. The ASKA A5 (N901NF) holds a valid Special Airworthiness Certificate and COA (Certificate of Waiver or Authorization) issued by the FAA.



The ASKA A5 stands out from other VTOL designs with its unique ability to fold its wings in seconds and drive like a regular surface-based vehicle with the wings folded. It has the capability to demonstrate autonomy both in the air and on the ground. Its wheels are equipped with in-wheel motors which enable driving. Its self-propelled ground movement offers flexibility and independence when operating on and off airfields and does not require extensive infrastructure. Furthermore, it can also serve as a generator for other systems.

ASKA A5’s hybrid power system, multi-modal capabilities, and redundant flight control architecture make it a prime candidate for FAA eIPP demonstration and validation of VTOL technologies enabling safe NAS integration. It is the only platform demonstrating drive-and-fly VTOL missions in the U.S. ASKA was recently awarded a contract in Singapore for a Concept of Operations study integrating Drive & Fly VTOL emergency response in Singapore across multiple islands.

**2.1.2.3 Supernal**

**2.2 Vertiport, Charging infrastructure and Services**

Table 2 lists vertiport, charging infrastructure and vertiport service companies associated with this proposed project.

	<b>Company Name</b>
<b>Vertiport</b>	eVERTIPOINTS
<b>Vertiport Services</b>	ANRA Technologies
<b>Charging infrastructure</b>	BETA Technologies

Table 2 – Vertiport, Charging infrastructure, and Vertiport Services

**2.2.1 Vertiports**

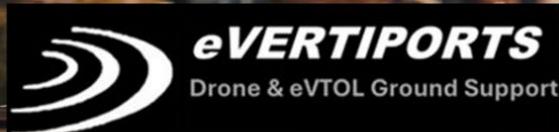
eVERTIPOINTS is a US-based company.

- eVERTIPOINTS management owns and operates airport, FBO, aircraft and charter operations. In addition, they are highly experienced as owner- operator- developer- construction manager nationwide and have built high growth companies from startup to \$1.4B sales and understand how to create new revenue sources in partnership with national real estate portfolio owners.
- eVERTIPOINTS niche is the “last mile”, providing most convenient sites close to home, work and play, co-located at existing real estate such as strip/enclosed shopping malls in secondary markets.

- eVERTIPORTS has been in the early stages of Urban Air Mobility (UAM) since 2021 as it has evolved from concept to FAA certification of a completely new aircraft class. We have met with nearly every company or agency that is part of the UAM eco-system and know what they need for a fixed-based operation with future autonomous operation. Equally important, we have figured out how to finance, design, permit, construct, lease and operate at scale with economics that work for all parties.

eVERTIPORTS Supplemental Overview for ***CT SKYWAY Application***

# eVERTIPOINTS Supplemental Overview for CT SKYWAY application to the DOT/FAA Electric Vertical Takeoff and Landing and Advanced Mobility Integration Pilot Program (eIPP)



Land close to where you want to be.TM



## Capability Statement

**eVERTIPOINTS develops and operates VERTIPOINTS for eVTOLs serving the emerging Air-Taxi Industry.**

eVERTIPOINTS management has owned and operated airport, FBO, aircraft and charter operations. In addition, they are highly experienced as owner- operator- developer- construction manager nationwide and have built high growth companies from startup to \$1.4B sales and understand how to create new revenue sources in partnership with national real estate portfolio owners.

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eVERTIPOINTS continues to assemble site options nationwide in partnership with real estate portfolio owners and plans to permit, secure tenant lease commitments and build and operate portfolio of Vertipoints 2027-2032.

eVERTIPOINTS unique design includes pending patent filing applications for autonomous aircraft movement, fire protection system and highly repeatable and scalable modular security clearance pod. Overall Vertipoint design contemplates future autonomous remote piloted operation.

eVERTIPOINTS is comprised of serial entrepreneurs that embody the eIPP evaluation criteria description of visionary, mission-focused participants that can drive the AAM National Strategy forward.





## Co-Locate at Existing Use Locations

We believe consumers will choose most convenient Vertiport that's available.



*Land close to where you want to be.™*

3



## Design Differentiators

We believe it's critical to board and park eVTOL inside for passenger comfort and safety.

We believe interior boarding:

- allows for high speed turn around for eVTOL Air-Taxi
- is a prerequisite for autonomous operation
- Provides continuous fire protection of eVTOL with Fire Canopy
- Allows for automated Vertiwagon to charge and position aircraft safely from gate to TLOF
- Assures safe storage in inclement weather
- Provides a more secure TSA environment
- Delivers desired customer experience

< >

4

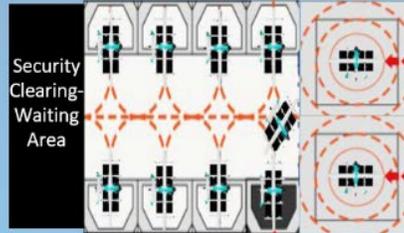
©2024-2025, eVERTIPORTS International Corp. All rights reserved. Private and Proprietary

## Design 1: Vertiport on Parking Garage Deck

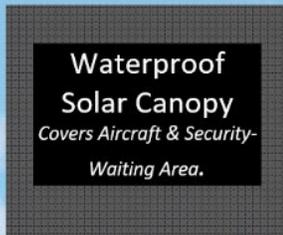
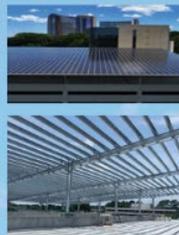
- 8 Gates
- 2 TLOF's



Top Deck-  
Current Use



(X-Ray View)



2 TLOF's

## Design 2: Vertiport Elevated on Surface Parking

- 8 Gates
- 2 TLOF's
- Elevated.
- Preserves Parking
- (Not Shown to Scale)



### Design 3: Vertiport in Anchor Store

- 8 Gates inside
- 2 TLOFs in Parking Area outside
- **Red-Passenger Area**
- **Blue-Roof Cut-Out Solar Canopy Installed**

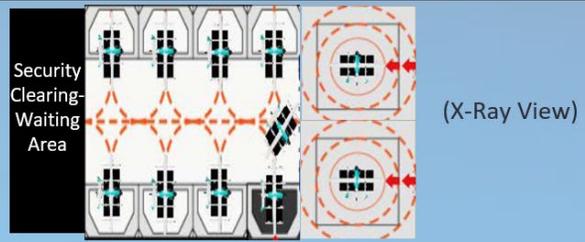
p. All rights reserved. Private and Proprietary

### Design 4: Vertiport on Anchor Store Roof Deck

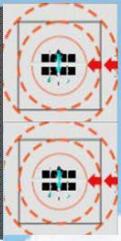
- 8 Gates
- 2 TLOF's



Passenger Access from Mall



**Waterproof Solar Canopy**  
Covers Aircraft & Security-Waiting Area.



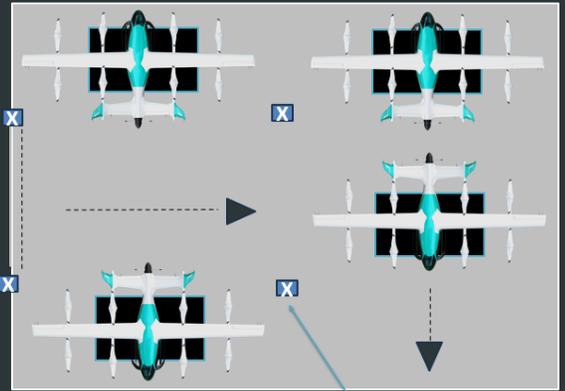
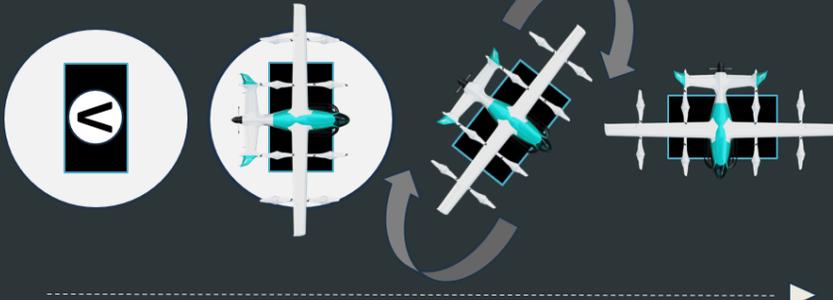
2 TLOF's

## Design Differentiators

### **VERTI-WAGON™** Multi-directional, automated-mobile landing pad.

- Allows movement laterally between legacy column buildings and entrance doors
- Maximizes parking capacity. Allows for autonomous operation.
- Provides eVTOL charging to/from gate.

Surface Parking for Landing Area



helicopter trolley shown as example



<1ft. Tolerance to aircraft or legacy columns

eVTOL image courtesy EVE

## Design Differentiators

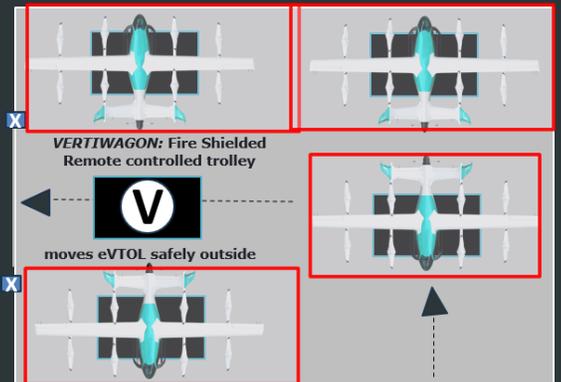
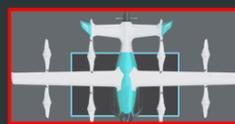
A fire blanket is the Leading Best-Practice method to extinguish an EV Fire.

**Our Design Solution: FIRE CANOPY™** 70' x 90' fire blanket mounted from ceiling above each eVTOL

In Partnership with



an industry-leading manufacturer of extreme fire blankets



Fire Blanket permanently mounted above by 4-point electric controlled firelocks.

Released by heat activated fire switch.

Extra width covers aircraft to ground.

**Fire Blanket 20' wider than aircraft**  
-----90'-----



<https://youtu.be/dgyT1ErC-IM>

eVTOL image courtesy EVE



## Design Differentiators Automated Security Clearance at Vertiport

TSA Security Clearance. Industry experts are predicting that security clearance protocols will be able to be automated in Vertiports in the next few years allowing for TSA security clearance to be performed in a suburban location with subsequent landing into secure airside space at a major airport. This time saving convenience would be of great value to a Vertiport location and streamline airport congestion. We believe it is strategic to design in the capability for these developing technologies as this will be critical for all operators.

### Modular Waiting/Security Buildings



- Provides sleek, comfortable space
- Highly repeatable --can produce 200/year
- South Carolina U.S. HQ-Netherlands origination



## Key Pillars of Permitting

To gain majority support we believe it's critical to make the community and the nation- key beneficiaries.

### Vertiport as a Community Asset (VaaCA)

-Free Staging for Fire Departments. Technology advancing for large firefighting drones/eVTOL. Use case with real time satellite detection alerts allows fire departments to deploy in swarm and knock out fire while nascent. Vertiport allows staging of (1) firefighting drone/eVTOL.

-Free Landing for First Responders.

-Free Landing for Emergency Public Health. Use case: Vaccine/Respirator/Blood Distribution.

-Pledge 1%. eVERTIPORTS is part of Pledge 1% -Committing 1% of equity, profit, product and employee time to charities of our choice. As eVERTIPORTS's Founder is an Eagle Scout, the company plans to name the local Boy Scout and Girl Scout troops as beneficiaries nationwide.

### Vertiport as a National Security Asset (VaaNSA)

-Free Landing for National Guard/U.S. Military/FEMA



We plan to secure permitting support from all beneficiaries



# Management:

Uniquely Qualified.

Comprehensive Experience.

Proven Business Builder creating \$1.4B Revenue Companies with Nationwide Coverage as Owner/Manager

- Project Management
- Construction
- Permitting
- Airport Operations
- Development
- Real Estate Brokerage
- Enterprise Operations
- Sustainability
- Multi- Location Management



**Jim Barnes**  
 Founder, CEO  
 Former: Founder, CEO  
 OAKLEAF Waste/Management  
 FM Facility Maintenance  
 Deerfield Valley Airport  
 Watch Hill Aviation



**Aaron Furman**  
 Director  
 Site Acquisitions  
 Former: COO  
 OAKLEAF Waste  
 Management



**Wes Horvath**  
 Director  
 Site Acquisitions  
 Partnerships  
 Former: Executive Safeway  
 Supermarkets, Blackhawk  
 Network, Cellfire



**David Brooke**  
 Director  
 Site Acquisitions  
 Brokerage  
 Present:  
 CEO, The Brooke Group



**Guy Rouelle**  
 Board Advisor  
 Former: Head, State of  
 Vermont Aviation  
 Present:  
 Rouelle Aviation Consultants  
 Maine Aviation Board



**Gary Sova**  
 Board Advisor  
 Former: EVP  
 Republic Services (NYSE:RSG)  
 Present:  
 Board of Directors  
 Casella Waste Management  
 (NASDAQ: CWST)



**Caroline Kretz**  
 Board Advisor  
 Present: Director  
 Community Affairs  
 Con-Edison  
 New York Bar Association



**Margherita Mauriello**  
 Board Advisor  
 Present: IT Strategy-  
 Global Program Leader  
 Stanley Black & Decker  
 Former RTX, Accenture

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## Management Uniquely Qualified in 50+ Trade Expertise Including Aviation- Construction- Development-Design-Permitting

FBO Management	Airport Management	FAA Part 91 Charter	Hangar Construction	Runway Resurfacing	Aviation Lighting	FAA Fueling Operations
Fuel Systems	Fire Suppression	Life-Safety Inspection	Elevator	Roofing	Doors- Gates- Glass	Signage
Electric	HVAC	Plumbing	Access Control	Security/Surveillance	Car Charge Installation	Power Generation
Steel Construction	Solar Construction	Parking Maintenance	Energy Management	Design	Permitting	Construction Mgmt.

## **2.2.2 Vertiport Management System**

### **2.2.2.1 ANRA Technologies**

Vertiport Management System provides vertiport services such as real-time resource monitoring, flight reservation and clearance, weather services, surveillance, integration with air traffic management systems, and vertiports interoperability. With demonstrated experience integrating required services such as a Vertiport Management Service (VMS), ANRA is well positioned to support safe, scalable, and interoperable vertiport operations.

ANRA will bring the following on-going and recent experience to bear in support of this eIPP RFP initiative:

- **Hyundai Supernal VMS.** ANRA developed a VMS prototype for Supernal's Los Angeles area Vertiport network. NASA's Vertiport Automation, Software Architecture and Requirements report provided a framework for ANRA in the development of services that enhance collaborative decision-making, scheduling, airspace management, DCB, and service synchronization.
- **NASA Strategic Deconfliction Simulation (SDS).** ANRA's PSU, Vertiport Management System, and DCB were advanced conducting intent exchange, resource coordination, procedural conformance using NASA's Sequencer and Spacing service
- **SESAR JU - project EUREKA.** An ongoing project in Europe, ANRA is helping to develop arrival, departure and turnaround processes for vertiports. The proposed solutions will consider collaborative traffic management, emergencies, network flow, and capacity management.
- **Texas Autonomy Research Institute (ARI).** ANRA's PSU, Vertiport Management System, and DCB service were deployed in a federated network for simulated multi-operator coordination and vertiport resource modeling. Assessed airspace density, latency metrics, and operator coordination logs.

### **2.2.3 Charging infrastructure**

Beta Technologies is a US-based company.

Beta Technologies' most recent product in its electric charging range is now officially the only charger designed specifically for electric aircraft that's also UL-certified. Beta

Technologies is widely known as the developer of the Alia eVTOL (electric vertical takeoff and landing), which has impressed not only a wide range of customers but also the US military. Still, Beta's vision is far wider than that – it wants to ensure the proper charging infrastructure that will help air taxis literally take off across America.

The Charge Cube developed by Beta is now the only charger of its kind to be certified by UL, a nationally recognized testing laboratory. This certification basically confirms that this charging solution is compliant with safety standards and regulations.

Right now, CCS is the internationally recognized charging standard for electric aviation, confirming a charger's compatibility with electric cars, trucks, and aircraft.

### **2.3 Equipment and Capability**

Table 3 lists the equipment and capability to conduct the test and demonstrations in accordance with the test plan.

Category	Equipment & Capability	Applicable Standard
Detect and Avoid	Detect and Avoid Air-Air Radar (ATAR) ADS-B IN 1090 MHz	[4 – 10, 22]
Aircraft Collision Avoidance	ACAS Xr ACAS Xu	[8 – 9]
Communications	VHF Transceiver Iridium C2 Link UHF Terrestrial C2 Link 4G/5G C2 Link	TSO-C169  [11 – 14]
Transponder	Mode S Enhanced Surveillance (EHS) ADS-B OUT 1090 MHz	TSO-C122 TSO-C166
Navigation	Low-Range Radio Altimeter Attitude and Heading Reference System (AHRS) Automatic path planning Terrain and obstacle avoidance APNT	TSO-C87 TSO-C201  [8] [15]
PSU	PSU Network	[24]
Weather	Weather Information	[21]
Ground Station and Support Equipment	Operations and Data Management Center	

Chase Aircraft	Chase aircraft used for flight demonstration	
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Table 3 – Equipment and Capabilities

### **2.3.1 Detect and Avoid and Collision Avoidance**

#### **2.3.1.1 Sagetech Avionics**

#### **2.3.1.2 Lighthouse Avionics**

### **2.3.2 Command and Control**

#### **2.3.1.2 Iridium**

#### **2.3.1.2 AURA Network Systems**

#### **2.3.1.2 Elsieht**

#### **2.3.1.2 NAL Research**

### **2.3.3 Ground Station and Support Equipment**

*CT SKYWAY* flight operations are conducted from state-of-the-art Operations and Data Management Center.

### **2.3.4 PSU Network**

### **2.3.4.1 ANRA Technologies**

As the nation advances toward routine AAM operations, developing the digital infrastructure to safely coordinate aircraft and vertiports is essential. ANRA provides this foundation, delivering software that manages aircraft enroute and at vertiports alongside proven fleet and low-altitude UAS airspace services. With demonstrated experience integrating required services such as a Provider of Services for UAM (PSU) and demand capacity balancing (DCB), ANRA is well positioned to support safe, scalable, and interoperable AAM operations.

ANRA will bring the following on-going and recent experience to bear in support of this eIPP RFP initiative:

- FAA Center for Advanced Aviation Technology (CAAT). The first Task Order is Cooperative Separation Evaluation with industry partners in a federated AAM environment within and beyond designated corridors.
- NASA Air Mobility Pathfinder. For Technical Capability Level 1, ANRA will investigate the interactions and info requirements between the UAM flights including the UAM pilot, PSU, and fleet manager and ATC. Also formulate consensus standards for operations planning and strategic conflict management, including DCB and sequencing and scheduling (S&S).
- FAA UAM Airspace Demonstrator. ANRA participated as a PSU and developed DCB technologies applicable for corridor operations, conducting simulations leading to live flights in collaboration with the FAA's NextGen Integration & Evaluation Capability. This effort provided interaction with FAA air traffic controllers, industry partners, and aircraft OEMs, validating Operational Intent Management, DCB, and Cooperative Flow Management.
- NASA AAM Grand Challenge (X3) and National Campaign-1 (X4). ANRA participated as a PSU, conducting interoperability tests with industry partners with a series of simulations based on several NASA scenarios. This effort provided an opportunity to develop airspace services for trajectory-based operations that are envisioned for eVTOL aircraft.
- NASA Strategic Deconfliction Simulation (SDS). ANRA's PSU, Vertiport Management System, and DCB were advanced conducting intent exchange, resource coordination, procedural conformance using NASA's Sequencer and Spacing service.
- NASA High Density Vertiplex (HDV) Operations Center. ANRA provided airspace management services and fused multiple cooperative and non-cooperative surveillance sources for display at the HDV operations center at Langley Research Center.

- SESAR JU, project EUREKA. An ongoing project in Europe, ANRA is helping to develop arrival, departure and turnaround processes for Vertiports. The proposed solutions will consider collaborative traffic management, emergencies, network flow, and capacity management.
- SESAR JU, Very Large Demo for UAM, project AMU-LED. A European project, ANRA helped to design and deliver a detailed concept of operations and definition of UAM missions followed by simulations and a large live flight demonstration campaign in the UK and Spain to verify and validate the concepts. The project allowed UAM stakeholders to specify various use cases applicable to logistics and urban transport of passengers, to design or integrate UAM environment, to test the UAS ground and airborne platforms.
- Texas Autonomy Research Institute (ARI). ANRA’s PSU, Vertiport Management System, and DCB service were deployed in a federated network for simulated multi-operator coordination and vertiport resource modeling. Assessed airspace density, latency metrics, and operator coordination logs.

**2.3.5 Weather**

**2.3.5.1 TruWeather Solutions**

**2.3.6 Contingency Management**

Careful route planning will be conducted to alleviate concerns such as noise and contingency management by avoiding congested or heavily populated areas and minimizing route segments that go through several sectors. Contingency planning and emergency situations such as interrupted communications and lost-link procedures, identification of alternate landing sites, and related procedures will be established.

All personnel directly participating in the UA operation are informed about the operating conditions, emergency procedures, contingency procedures, roles and responsibilities, and potential hazards.

**2.4 Personnel Roles and Responsibilities**

Table 4 presents the personnel roles and responsibilities associated with this proposed project.

Roles	Responsibilities
-------	------------------

Air Traffic Controller	Provide air traffic control instructions with AAM operations for flights in Class C (and B). ATC also provides services to Class E at the request of the UA remote pilot in command.
Remote Pilot in Command (RPIC)	Person aboard the aircraft who has the final authority and responsibility for the operation and safety of the flight as defined in 14 CFR Section 1.1. The responsibility of the RPIC is defined in 14 CFR § 107.19.
Operator	Part 135 operators
Visual Observer	Trained crew member, whose responsibility is defined in 14 CFR § 107.33, including monitoring the UA flight by electronic means to enhance safety.
Safety Officer	Responsible for ensuring the safe operation of beyond visual line of sight UA flight, overseeing compliance with FAA regulations, and managing all safety protocols.
Ground Support Crew	Responsible for the safe, efficient, and timely servicing of AAM aircraft at airports/vertiports.
Vertiport Manager	Manage the scheduling of vertiport resources including turnarounds and pad availability for inbound and outbound traffic, and provide resource information for AAM operations

Table 4 – Personnel Roles and Responsibilities

**2.5 What are the business use cases?**

We expect to demonstrate the following use cases and operations. These operations are regulated by Part 135.

- Urban air mobility trials in rural settings.
- Short-range cargo deliveries, medical transport, and emergency response logistics to remote or hard-to-reach rural and tribal areas.
- Last-mile deliveries to densely populated urban and suburban areas.
- Short-range air taxis.

- Medium-range intercity and long-range interstate cargo, humanitarian and disaster response logistics flights.
- Essential Air Service

<b>Business Use Case</b>	<b>VTOL/STOL (Remotely Piloted)</b>	<b>VTOL/STOL (Autonomous)</b>
Short-range cargo transport, medical transport, emergency response logistics to rural and tribal areas  Last-mile deliveries to densely populated urban and suburban areas	ASKA A5	.....
Short-range air taxis	ASKA A5	.....
Medium-range cargo transport	ASKA A5	.....
Long-range cargo transport  Humanitarian and disaster response	.....	Grid Aero Lifter Lite
Essential Air Service		Grid Aero Lifter Lite

Table 5 – Business Use Cases and Participating UA Operations

## **2.6 Proposed Operating Areas and Airspace**

### **2.6.1 Demonstration Corridor**

Memoranda of Agreement (MOAs) are established and/or expecting to be finalized between eVERTIPORTS and landlords/real estate owners in the State of Connecticut for deliberate and coordinated participation in this eIPP project.

for  
*CT SKYWAY*  
 application to the DOT/FAA  
 Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot Program  
 (eIPP)

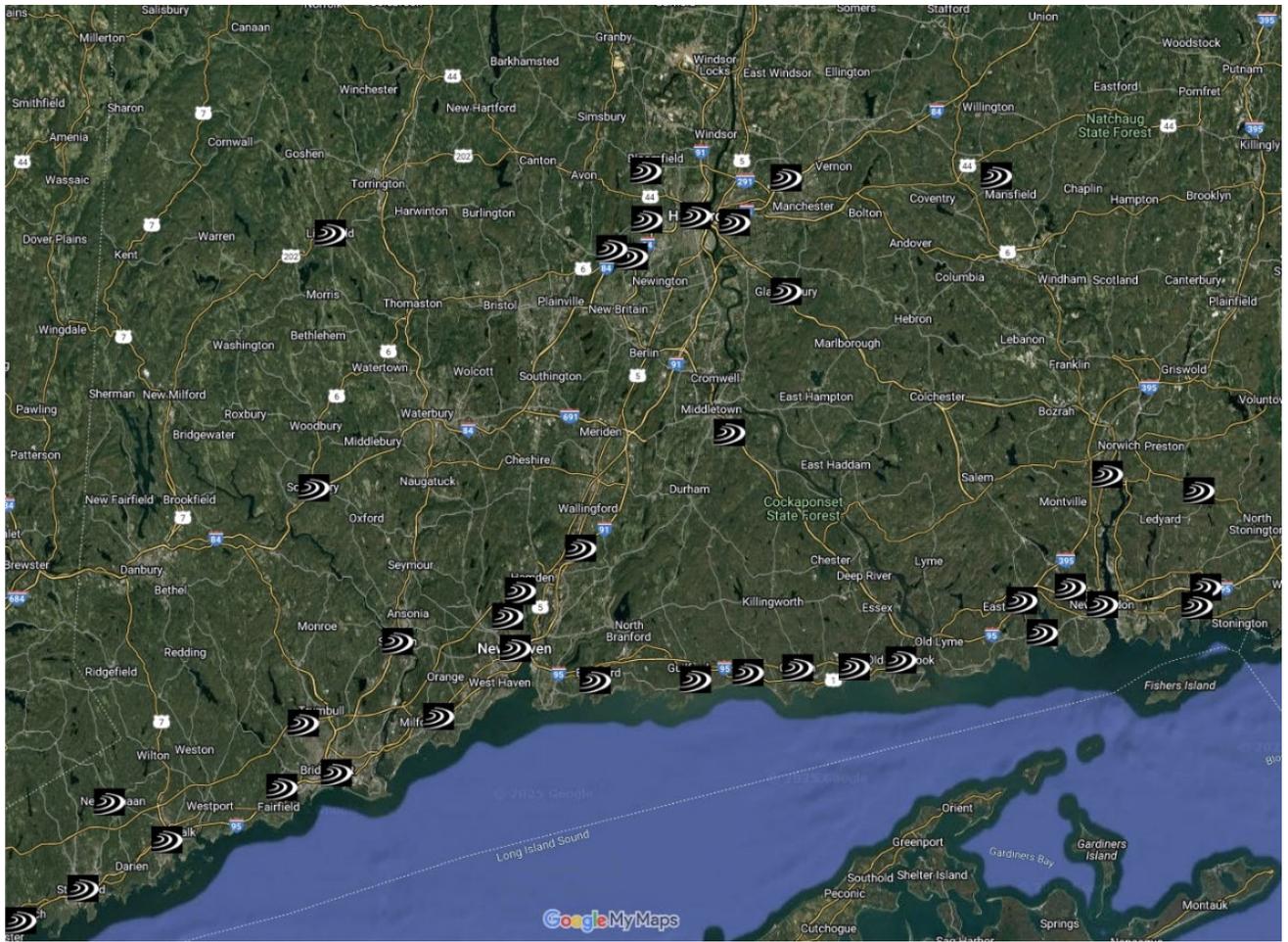
December 19, 2025

Connecticut Vertiports – 40 Sites

City	Address
Avon	Security Drive
Bloomfield	Cottage Grove Rd
Branford	Indian Neck Ave
Bridgeport	Middle St
Clinton	John St
East Hartford	Silver Ln
East Lyme	Flanders Rd
Fairfield	Loyola Dr
Farmington	Farmington Ave
Farmington	New Britain Ave
Glastonbury	Winding Brook Drive
Greenwich	Arch St
Guilford	Old Whitfield St
Hamden	Mt Carmel Ave
Hamden	Pine Rock Ave
Hartford	Church St
Ledyard	Norwich W. Rd
Litchfield	West St
Madison	Bradley Rd
Manchester	Buckland Hills Dr
Milford	Boston Post Rd
Mystic	Coogan Blvd

Mystic	Jackson Ave
New Canaan	Elm St
New Haven	Crown St
New London	Union St
Niantic	Main St
Norwalk	Putnam Ave
Old Saybrook	Elm St
Quinnipiac	Bassett Rd
Shelton	Progress Drive
Southbury	Main St N
Stamford	Greylock Place
Storrs	Storrs Rd
Stratford	Great Meadows Rd
Trumbull	Main St.
Uncasville	Mohegan Sun Blvd
Waterford	Hartford Tnpk.
West Hartford	South Main St
Westbrook	Essex Rd

CT (Table 1)



CT SKYWAY Map

CT (Image 1)

### 2.6.3 Airports

This proposed eIPP project will utilize the following airports to achieve the operation mission and operating range.

- Bridgeport-Sikorsky Airport (BRD)). A public airport outside of downtown Bridgeport, in New Haven County, CT. It is operated by the City of Bridgeport Airport Commission

### 2.6.3 Vertiports

- Listed in CT Table 1

## 3. Demonstration and Flight Operations

### 3.1 Flight Test Plan

By the end of this 3-year period, we expect to demonstrate the operationalization of advanced technologies Vertical/ Short Takeoff and Landing (*EVTOL*) and AAM technologies for safe and reliable short-range, medium-range intercity and long-range and interstate cargo and logistics transport, and short-range air taxis. Our phase approach allows us, our partners, and the FAA to accumulate valuable flight test data for *EVTOL* and AAM operations at increasing technical and operational complexities to help develop effective strategies for AAM integration and accelerate the nationwide deployment and commercialization of safe, lawful, and scalable *EVTOL* and AAM operations.

The following sections represent the targeted demonstration testing which will be conducted.

Table 6 describes the flight test matrix showing the OEM's UA participating in the identified use case demonstration.

	ASKA A5	GridAero Lifter-Lite	Supernal S-A2
Demonstration Trials	X	X	X
Use Case 2 – Last-Mile Deliveries to Densely	X	.....	X

Populated Urban and Suburban Areas			
Use Case 3 – Short-Range Air Taxis	X	.....	X
Use Case 4 – Medium-Range Intercity Cargo Flights		.....	.....
Use Case 5 – Long-Range Interstate Cargo Flights Humanitarian and Disaster Response		X	.....
Use Case 6 – Essential Air Service	.....	X	.....

Table 6 – Flight Test Matrix

### 3.1.1 Phase 1: Shakedown Testing

#### Objectives

- Conduct shakedown tests to assess the UAs and systems' performance to the test expectation.
- Document the results of each shakedown test event summarizing the ability of the UAs and systems to perform as anticipated.

### 3.1.2 Phase 2: Demonstration Trials – Urban Air Mobility Trials in Rural Settings

The CT SKYWAY Operating Area provides an exceptional environment for the demonstration of trials.

#### Objectives

- Evaluate enabling technologies for supporting eVTOL and AAM aircraft operations in uncontrolled airspace and rural areas to inform evolving regulatory framework and future service certification.

- Evaluate UA ACAS Xr DAA and collision avoidance against cooperative and non-cooperative aircraft.
- Evaluate safe and reliable C2 links.
- Evaluate weather services
- Demonstrate Common Operating Picture that enables real-time information sharing of integrated operational data.

## **Description of flight operations**

### **3.1.3 Phase 3.a: Business Use Case 1 – Short-Range Cargo Delivery, Medical Transport and Emergency Response**

The operations for the UA are expected to carry cargo from central distribution hubs to smaller distribution centers in distributed areas. The uncrewed operation represents Part 135 cargo operations. The UA flight will depart from Bridgeport-Sikorsky Airport (BRD) and arrive at Vertiports throughout the network.

## **Objectives**

- Demonstrate multiple industry collaborators with aggressive integration objectives to enable broad integration and operations.
- Demonstrate comprehensive, phased operational plans across multiple use cases and industry readiness and stakeholder support for execution.
- Demonstrate airport/vertiport-to-airport/vertiport eVTOL airspace flight test validation including air traffic control procedures with the introduction of AAM operations into the airport terminal environment with mixed crewed, uncrewed aircraft, fixed-wing and helicopter operations.
- Establish vertiport siting, sizing, development, and services at existing airports and new vertiport locations within urban areas such as business centers and cargo/freight distribution centers for AAM integration testing.
- Establish chargers and their development for eVTOL operations.
- Evaluate enabling technologies for criticality in supporting eVTOL and AAM aircraft operations in controlled airspace and urban areas to inform evolving regulatory framework and future service certification.
  - Evaluate UA ACAS Xr DAA and collision avoidance against cooperative and non-cooperative aircraft.
  - Evaluate safe and reliable C2 link.
  - Evaluate PSU services, such as strategic deconfliction and demand capacity balancing, conformance monitoring, and real-time airspace management.
  - Evaluate vertiport management services such as real-time resource monitoring, integration with air traffic management systems, and vertiports interoperability.

- Evaluate weather services.
- Demonstrate Common Operating Picture that enables real-time information sharing of integrated operational data.
- Provide policy and regulatory insight potential.
- Define roles of all partners including industry, academic, local governments and how each contributes to the program.
- Offer broad public benefits, safety and quality of life enhancements, and workforce development opportunities.

### **3.1.4 Phase 3.b: Business Use Case 2 – Last-Mile Deliveries to Densely Populated Urban and Suburban Areas**

The operations for the UA are expected to conduct last-mile deliveries from central distribution hubs to Vertiports in densely populated urban areas. The uncrewed operation represents Part 135 cargo operations. The UA departs from Bridgeport-Sikorsky Airport (BDR) and arrives at Vertiports in the CT SKYWAY network.

#### **Objectives**

Same as business use case 1 objectives in § 3.1.3.

### **3.1.5 Phase 3.c: Business Use Case 3 – Short-Range Air Taxis**

- Bridgeport-Sikorsky (BDR) to Manhattan, NY Vertiport (JRB)
- Bridgeport-Sikorsky (BDR) to Republic Airport, NY Vertiport (FRG)
- Bridgeport-Sikorsky (BDR) to Marthas Vineyard, MA Vertiport (MVY)
- Bridgeport-Sikorsky (BDR) to Stamford, CT Vertiport (TBD)
- Bridgeport-Sikorsky (BDR) to Hartford, CT Vertiport (TBD)
- Bridgeport-Sikorsky (BDR) to New Canaan, CT Vertiport (TBD)

#### **Objectives**

Same as business use case 1 objectives in 3.1.3.

#### **Description of flight operations**

The uncrewed operation represents Part 135 air taxi operations. The UA flight will depart from Bridgeport-Sikorsky Airport (BDR) and arrive at a vertiport located in the CT SKYWAY network.

### **3.1.6 Phase 4: Business Use Case 4 – Medium-Range Intercity or Interstate Cargo Flights**

#### **3.1.6.1 Scenario 1: Medium-Range Intercity Cargo Flights**

## **Objectives**

Same as business use case 1 objectives in 3.1.3.

## **Description of flight operations**

The operations for the UA are expected to carry cargo from Bridgeport-Sikorsky Airport (BDR) to various vertiports in the CT, NY, MA, RI region

### **3.1.7 Phase 5.a: Business Use Case 5 – Humanitarian and Disaster Response Flights**

## **Objectives**

- Similar to business use case 1 objectives in 3.1.3; and
- Demonstrate a multi-state/Northeast regional AAM deployment model with clear geographic diversity (suburban, rural, and tribal).

## **Description of operational airspace and flight operations**

The operations for the UA are expected to carry cargo from Bridgeport-Sikorsky Airport (BDR) to various vertiports in the CT, NY, MA, RI region

## **4 Approach and Key Deliverables**

This application will produce test and operation data, and validation results that directly support the FAA's eIPP strategic objectives.

*CT SKYWAY* and its private partners build a partnership that reflects a shared recognition that the next era of air mobility will require deliberate coordination among states, industry, municipalities, and research institutions. Through this collaboration, the partners affirm their intent to demonstrate how cities, industry, academic, and local governments can work together, across jurisdictions, disciplines, and mission areas to accelerate the responsible deployment of emerging aviation technologies and establish a model for sustained regional innovation by conducting operations in specific geographic areas with geographic diversity, urban, rural, and tribal areas.

The application leverages multiple industry collaborators and integration plans of phased operational plans across multiple use cases, with a focus on achieving expedited integration objectives to facilitate widespread operational capabilities.

This application supports advancing the FAA's vision for integrated, interoperable AAM systems within the NAS by providing non-proprietary, high-fidelity test and operation data which will validate research and development efforts into AAM, eVTOL operations,

vertiports and vertiport management system, charging infrastructure, DAA and collision avoidance, C2 link, PSU airspace and mission management services, regulatory development and related requirements [Refs. 3 – 25]. The purpose is to build a lessons learned knowledge base that informs best practices and helps identify effective strategies for AAM integration.

The proposal includes aircraft that have type certification projects. The following sections describe the safety plan, stakeholder collaboration strategy, deliverables, and timelines.

#### **4.1 Safety Plan**

**4.1.1** Develop a safety plan utilizing the *CT SKYWAY* SMS system identifying all significant risks and implementing a mitigation strategy to lower the overall risk to an acceptable level in accordance with *CT SKYWAY* standards. Deliver a Safety Case Report that includes the identification of potential hazards and risks, assessment of identified risks including likelihood and severity, and risk controls/mitigations to be applied to reduce risk to acceptable levels.

**4.1.2** Include a safety assurance section in each test card which documents all required safety provisions for that test. Conduct an independent safety review board (ISRB) including the review of all test cards prior to the first conduct to Shakedown #1 and subsequently when significant changes are made to any test cards.

#### **4.2 Waiver Requirements**

The proposed eIPP operations will require waivers and authorizations.

#### **4.3 Stakeholder Collaboration Strategy**

To execute this proposed eIPP project, collaborative test planning and activities are established among private partners and with the *CT SKYWAY*.

The eVTOL demonstrations rely on these partnerships among the OEM, vertiports/airports, charging infrastructure service, equipment manufacturers, service providers, and *CT SKYWAY* to collaboratively conduct the AAM flight operations.

#### **4.4 Data Collection and Analysis**

Data will be collected to prove the validity of flight test demonstrations. The data collected will allow for post-processing and analysis. The goal is to use the collected data and analysis results to prove that the UAs and systems can safely and reliably perform the operations described in the flight test plan in § 3.1.

#### **4.5 Key Deliverables**

Complete the demonstration flights described in the flight test plan in § 3.1. Deliverables include the following reports to the FAA.

Project Kickoff Briefing

Integrated Master Schedule

Data Analysis Plan

Safety Risk Assessment

Flight Test Plan and Test Cards

Post Flight Test Reports Monthly Project Progress Report

Quarterly Project Management Review (PMR) Briefings

Final Report – Prepare Final Report and provide to FAA for review and acceptance. The Final Report will include:

- Executive Summary
- Background
- Project Objective
- Approach
- Demonstration / Verification Results
- Challenges
- Lessons Learned
- Recommendations

Final Project Presentation – Prepare final project briefings and present to FAA. Presentation will include all components from the Final Report.

#### **4.6 Timelines and Milestones**

The following table presents the critical milestones associated with this proposed project. It outlines the phases, their execution dates, and relevant deliverables associated with the project.

Deliverables	Number Weeks on Project
TBD	TBD

## Appendix A Definitions and Acronyms

Term	Definition
Cooperative Aircraft	Aircraft carries a transponder and/or ADS-B equipment.
Essential Air Service	Essential Air Service (EAS) dates back to the Airline Deregulation Act of 1978 and created a backstop to ensure otherwise unprofitable routes in rural areas still continued to be serviced. This program subsidizes routes and offers cargo and passenger reimbursement rates with contract carriers.
Non-Cooperative Aircraft	Aircraft without any means of communicating their location through interrogation of a transponder or receipt of an Automatic Dependent Surveillance System Broadcast (ADS-B) Out broadcast.
Provider of Services to UAM (PSU)	An entity that provides services to the UAM Operator which helps meet UAM operational requirements that enable safe, efficient, and secure use of the airspace. These services include strategic deconfliction and demand capacity balancing, conformance monitoring, and real-time airspace management.
Uncrewed Aircraft (UA)	In this document, the term “uncrewed aircraft” refers to uncrewed electric vertical take-off and landing e(VTOL), aircraft.
Vertiport Management System (VMS)	A system that provides vertiport services such as real-time resource monitoring, flight reservation and clearance, weather services, surveillance, integration with air traffic management systems, and vertiports interoperability.

## Appendix B References

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### **Appendix C Letters of Attestation**

The following private sector organizations provided letters of attestation to participate in the eVTOL and AAM IPP with *CT SKYWAY*

- NFT Inc., d/b/a ASKA
- TruWeather Solutions
- Elsieht
- eVERTIPOINTS
- ANRA Technologies, Inc.
- BETA Technologies
- Lighthouse Avionics