Ampaire and Utah Launch uFLY eIPP Program with Hybrid-Electric Regional Flights

Hybrid-electric EEL begins real-world operations in Utah under FAA eIPP program; completing regional operations across 1,340 miles of routes relevant to cargo, passenger, and community air service.

Ampaire hybrid-electric EEL aircraft in flight over Utah.

- **Ampaire begins flight operations as an official eIPP participant and OEM partner in Utah's uFLY program**, one of eight projects selected by the U.S. Department of Transportation and Federal Aviation Administration.
- **Kickoff operations connect Salt Lake City and Cedar City** using the EEL hybrid-electric aircraft and existing airport infrastructure.
- **The phased program begins with the EEL and plans to introduce the Eco Caravan**, Ampaire's planned commercial hybrid-electric aircraft upgrade, in subsequent operational phases.

LONG BEACH, Calif. – August 6, 2026 – Ampaire today announced the start of flight operations under uFLY, Utah's program with the U.S. Department of Transportation and Federal Aviation Administration's eVTOL Integration Pilot Program, known as eIPP. Ampaire is participating as an official OEM partner through uFLY and is the only hybrid-electric engine OEM participating in eIPP.

The kickoff operations use Ampaire's EEL hybrid-electric aircraft on regional routes connecting Salt Lake City and Cedar City. The flights demonstrate how hybrid-electric aviation can operate across meaningful distances and varied terrain using existing airports, without requiring new infrastructure.

On Aug. 3, Ampaire flew the EEL from Long Beach to Salt Lake City, a route covering approximately 648 miles over 4 hours 18 minutes on a single battery charge. The official uFLY kickoff centered on a Aug. 6

flight from Salt Lake City to Cedar City covering approximately 240 miles in 1 hour and 45 minutes, followed by the aircraft's scheduled return from Cedar City to Long Beach. Across the three-leg mission, the EEL is expected to cover approximately 1,340 miles over 10 flight hours and complete three takeoff-and-landing cycles.

The Salt Lake City—Cedar City corridor reflects the types of missions flown by cargo feeder operators, passenger carriers and community air-service providers. The uFLY program will evaluate operational readiness, infrastructure needs, route performance and practical use cases for advanced aircraft across a multi-state operating environment.

> *"uFLY is about moving hybrid-electric aviation from demonstration into real-world operations. Our aircraft can fly meaningful regional routes across varied terrain using the airports and operating infrastructure already in place. The propulsion system changes; the regional aviation system does not have to."* **– Kevin Noertker, co-founder and CEO of Ampaire**

Utah is leading one of eight projects selected nationwide for eIPP. The program brings together aircraft developers, operators, state partners and research institutions to conduct real-world operations and generate experience that can inform the safe integration of advanced aircraft into the National Airspace System.

> *"As we launch uFLY, we're not simply demonstrating what's possible – we're building the foundation for the future of advanced air mobility in Utah. Through continued testing, collaboration and innovation, Utah is creating a model for how advanced air mobility can strengthen urban-rural connectivity, support economic opportunity and improve mobility for Utahns across our state."* **– Matt Maas, Aeronautics Director, Utah Department of Transportation**

The formal uFLY operations build on Ampaire's July deployment between California and Utah, covering similar routes across the varied geography of the western United States.

> *"Over Utah's mountainous terrain and high-density-altitude conditions, the additional electric boost power helped us climb through conditions that would have been much more limiting in a conventional-engine-only configuration."* **– Zack Kraus, Ampaire test pilot, describing Ampaire's recent Utah operations**

The EEL is Ampaire's hybrid-electric Cessna 337 Skymaster testbed, with electric propulsion driving the nose propeller and combustion propulsion driving the aft propeller. The configuration allows Ampaire to demonstrate meaningful reduction in fuel use while retaining the range and operational flexibility needed for regional aviation.

Ampaire and its uFLY partners plan to use the EEL for early operational learning and introduce the Eco Caravan in subsequent program phases. The Eco Caravan is Ampaire's hybrid-electric upgrade for the Cessna Grand Caravan and the company's planned first commercial aircraft product. Its AMP-H570 hybrid-electric propulsion system is designed to self-charge in flight and integrate into existing aviation operations without dependence on ground charging.

This configuration allows Ampaire to realize the benefits of electric aviation, including significant reductions in fuel consumption, while retaining the range, flexibility, and operational resilience of conventional aircraft.

About Ampaire

Ampaire develops hybrid-electric propulsion systems for aircraft, focused on practical solutions that can reduce fuel burn, emissions and operating costs while using today's airports and aviation infrastructure. Headquartered at Long Beach Airport in California, Ampaire operates the world's largest fleet of flying full-scale hybrid-electric aircraft and has flown more than 38,000 hybrid-electric miles. For more information, visit www.ampaire.com.

Press Contact:
Kevin Noertker
press@ampaire.com
Access our press kit here