Skyways



AUTONOMOUS LONG-RANGE CARGO AIRCRAFT

Federal Capability Statement

LEGAL ENTITY	CAGE	UEI
Skyways Air Transportation, Inc.	88NE1	DATMBHX83MN7
NAICS	**SAM.GOV**	**UAS GROUP**
541715 (primary) · 336411 · 481212 · 541330	Registered · Active	Group 3

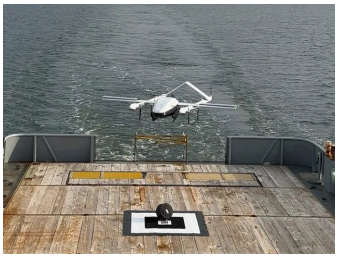
01 CAPABILITY SUMMARY

HONED BY THE WARFIGHTER. BUILT TO DELIVER.



Carrier-deck trials aboard USS Gerald R. Ford, 2021. U.S. Navy photo by Chief Mass Communication Specialist RJ Stratchko.

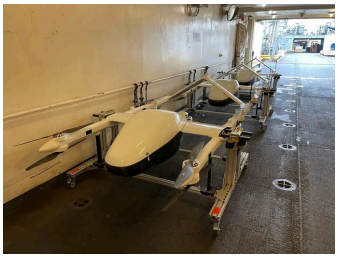
The appearance of U.S. Department of War (DoW) visual information does not imply or constitute DoW endorsement.



Shore-to-ship resupply of a vessel underway, ANTX 2022



Temperature-controlled payload demonstration, 2024



Shipboard operations



Beaconless ship acquisition, 2024

Getting supplies to troops in the field is slow, expensive and dangerous: every truck convoy and helicopter that moves cargo puts a crew at risk, and units spread across a region wait on aircraft that are scarce and costly to fly. The mission is the last tactical mile: supplies delivered to the exact point of need, through contested environments, without risking a crew to move them.

Skyways flies that mission autonomously, at range, from ship decks, remote sites and dispersed bases. The proof is flown: seven years of continuous work with the U.S. Navy, including flights from carrier, destroyer and oiler decks, and 20 resupply flights between two North Dakota bases.

WHY SKYWAYS

LAST TACTICAL MILE

Delivery to the point of need

From ship decks, austere sites and dispersed bases to the teams that need it

CONTESTED LOGISTICS

No crew in harm's way

Autonomous aircraft reduce risk, manpower and signature on resupply runs

AT RANGE

1,300+ miles one-way

With 10 lbs of cargo; the farther the flight, the lighter the load

MISSION CAPABILITY

Contested-logistics and last-tactical-mile resupply under mission-specific BVLOS authorizations, with no crew aboard the aircraft.

Ship-to-ship, shore-to-ship, and distributed-base sustainment for maritime and expeditionary operations.

Skyways V2 carried a temperature-controlled medical payload 313 miles in a stateside demonstration supporting a III Marine Expeditionary Force requirement.

Beaconless ship acquisition using onboard computer vision and precision-landing software.

A long-range autonomous air layer that complements crewed logistics rather than competing with it.

PROGRAM RECORD

Seven-year U.S. Navy relationship, beginning with selection at ANTX 2019 after the Navy evaluated more than 65 platforms.

Carrier-deck trials aboard USS Gerald R. Ford, a ship-to-ship flight of about 220 NM flown by the Navy's UX-24 test team, shore-to-ship resupply of a vessel underway at ANTX 2022, and RIMPAC 2024 aboard USS Curtis Wilbur (DDG-54).

Sole unmanned aircraft provider for the OUSD-sponsored North Dakota BVLOS logistics operation, August 2025: 20 operational BVLOS resupply flights between North Dakota bases in the national airspace.

$37 million U.S. Air Force STRATFI award, the largest STRATFI ever awarded in cargo UAS; the award funds V3's path from prototype to a design ready for low-rate production and deployment in theater.

Autonomous flights since 2017, across three continents.

HOW TO CONTRACT

By the Hour

Contractor-Owned, Contractor-Operated (COCO) managed service, procured by flight hour or mission; government-owned aircraft where the program calls for it.

By the Platform

Government-Owned, Contractor-Operated (GOCO) or direct acquisition under the program's ownership and operating approvals.

By the Mission

Outcome task order through an OTA, an SBIR Phase III IDIQ, or the STRATFI pathway.

MISSION FIT BY SERVICE AND COMMAND

SERVICE	MISSION FIT
U.S. Navy	Ship-to-ship and shore-to-ship maritime resupply for Distributed Maritime Operations (DMO).
U.S. Marine Corps	Austere-site and littoral sustainment for Expeditionary Advanced Base Operations (EABO).
U.S. Air Force	Long-range autonomous resupply for dispersed operating locations supporting Agile Combat Employment (ACE).
U.S. Army	Last-tactical-mile and temperature-controlled medical resupply.
U.S. SOCOM	Low-signature autonomous resupply for distributed special-operations teams; Commercial Solutions Opening pathway.

COMPLIANCE POSTURE

Built In The United States	Skyways designs and builds its aircraft in Austin, Texas.
NDAA Section 848	Skyreach is designed for NDAA Section 848 compliance.
DCMA Blue List	The former Blue UAS Cleared List is now managed by DCMA as the Blue List. Skyways plans to be added to the Blue List and is not currently listed.
CMMC	Skyways is working toward the CMMC level required by its contracts.
BVLOS	Skyways has demonstrated BVLOS flight under mission-specific authorizations.

02 AIRCRAFT

SKYREACH SPEC SHEET

MAXIMUM RANGE	**1,300+ miles one-way** 10 lbs cargo
MAXIMUM GROSS TAKEOFF WEIGHT	**360 lbs**
CARGO VOLUME	**7.0 ft³**
CRUISE SPEED	**70 kts nominal** 87+ kts dash
WING SPAN	**22 ft**
TAKEOFF AND LANDING	**Vertical** no runway required
FUEL CAPACITY	**86 lbs** Jet A, Jet A-1, JP-5 or JP-8
CONFIGURATION	**Skyreach** design intent

RANGE	**780+ miles one-way** 50 lbs cargo
USEFUL LOAD	**100+ lbs**
FLIGHT TIME	**18+ hours**
SERVICE CEILING	**10,000+ ft** density altitude
LENGTH	**9.5 ft**
PROPULSION	**Heavy-fuel cruise** electric vertical lift
AUTONOMY	**SkyNav** flight-operations stack

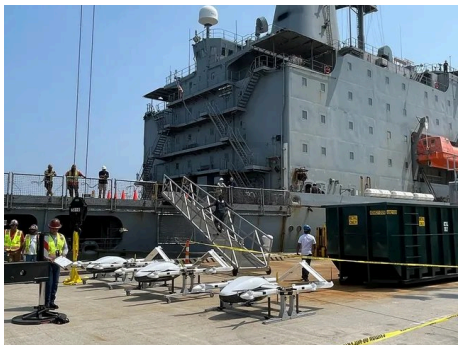
Skyreach is design intent; the missions named in this document were flown by earlier aircraft. Distances written NM are nautical miles; 1 NM is about 1.15 statute miles.



V3 in low hover



V2 positioned on a ship deck



Staged beside a U.S. Navy ship

03 COMPANY HISTORY

HISTORY OF SKYWAYS

Founded in Austin, Texas, in 2017.

Skyways has flown autonomously across three continents since 2017.

2017	Skyways Air Transportation founded in Austin, Texas.
2019	ANTX 2019: the U.S. Navy selects Skyways after evaluating more than 65 platforms for Blue Water Maritime Logistics.
2021	Carrier-deck trials aboard USS Gerald R. Ford; a ship-to-ship flight of about 220 NM flown by the Navy's UX-24 test team.
2022	ANTX 2022: shore-to-ship resupply of a vessel underway for the U.S. Navy; a single endurance flight logged more than 200 NM.
2023	Fleet Battle Problem 23-1: first unmanned logistics aircraft in a U.S. Navy fleet exercise.
2024	V3 B1 first flight; participation in RIMPAC 2024 aboard USS Curtis Wilbur (DDG-54).
2025	Aircraft deliveries to Skyports and ANA Holdings; $37 million U.S. Air Force STRATFI award; 20 BVLOS resupply flights between two North Dakota bases (OUSD-sponsored); Okinawa medical trials begin.
2026	Skyreach in flight test; ANA Okinawa medical trials completed.

04 CONTACT

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