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INDUSTRY NEWS · MIAMI

FIVE DEAD ON NW 67TH AVENUE. AMAZON WALKS AWAY.

On September 6 a Boeing 767-300 freighter operated by 21 Air for Amazon Air overran Runway 30 at Miami International after arriving from San Juan, struck a cleaning-company van and an SUV on NW 67th Avenue, and killed five people. The pilots applied full power seconds before leaving the runway. The NTSB investigation is ongoing.

Within a week, CBS News reported that former 21 Air pilots and managers had raised safety complaints for years; a negligence lawsuit was filed against Amazon, 21 Air and others citing a 32-year-old airframe, pilot error and insufficient training; and on September 13 Amazon suspended all use of the carrier.

WHY THIS MATTERS TO EVERY PART 135 OPERATOR

A customer did not wait for the NTSB. It reviewed the circumstances and pulled the contract in seven days. Under 14 CFR Part 5, "we had a manual" is not a defense — the FAA, your insurer and your biggest customer will ask whether hazards were reported, risks were assessed and corrective actions were closed. That is what an SMS is for.

Sources: CNN (Sep. 7, 2026) · CBS News (Sep. 2026) · NBC News (Sep. 13, 2026) · Wikipedia, "21 Air Flight 7598" — allegations are as reported; no findings have been issued

IS YOUR SMS REAL? BOOK A GAP REVIEW

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COMPLIANCE · U.S. AGENT FOR SERVICE

115,000 CERTIFICATE HOLDERS. 14 MONTHS OVERDUE.

Since July 7, 2025, every FAA certificate holder with a foreign address and no U.S. physical address on file must have a designated U.S. Agent for Service. Under § 3.303(d) a holder without one may not exercise the privileges of any certificate, rating or authorization — and an individual owner's aircraft registration is ineffective. No warning letter is required.

115K

individuals the FAA
estimated are subject to the
rule

6

parts covered: 47, 61, 63, 65,
67, 107

30

days to report any change of
agent to the FAA

THE RELATIVE'S-MAILBOX PROBLEM

The rule lets you name a friend or relative. The FAA serves enforcement notices, medical denials and Registry notices on that agent, and response clocks run from the mailing date. An unopened envelope in a family mailbox is a missed deadline with your name on it.

Sources: FAA Final Rule 89 FR 81312 · 14 CFR §§ 3.301–3.303 · AC 3-1 · Aviation Week, "New FAA Rule Impacts 115,000 Foreign Certificate Holders" (Jul. 2025)

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COMPLIANCE · SAFETY MANAGEMENT SYSTEMS

MAY 28, 2027. THE FINISH LINE, NOT THE START.

Every Part 135 certificate holder and every § 91.147 air tour LOA holder must develop, implement AND submit a Declaration of Compliance under 14 CFR § 5.9 by May 28, 2027. NATA's guidance is blunt: the Declaration is the culmination of the SMS process, not its initiation. New applicants need an SMS before certification.

8

months of implementation
time left

4

components the FAA
validates

§5.9(e)

the only relief — true single-
pilot operators

WASHINGTON IS WATCHING

After the January 2025 midair collision at Reagan National, the Senate advanced the FAA SMS Compliance Review Act of 2026, pressing the FAA to prove SMS programs work in practice, not on paper. Miami will only sharpen that focus.

Sources: FAA Final Rule Amdt. 5-2, 89 FR 33068 · AC 120-92D · FAA Part 5 Industry FAQ (Aug. 2025) · NATA SMS page (Feb. 2026) · NBAA Small-Operator Guide (Oct. 2025) · Aero Support 360 (Apr. 2026)

BOOK YOUR SMS GAP REVIEW NOW

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INDUSTRY NEWS · WORKFORCE

THE HIRING WAVE IS NOT SLOWING DOWN.

Boeing's 2026 Pilot & Technician Outlook, released at Farnborough in July, raised every category again: more than 2.4 million new commercial aviation professionals needed worldwide through 2045. Two-thirds replace retirements; one-third supports fleet growth.

674K

new pilots worldwide by
2045 (122,000 in North
America)

728K

new maintenance
technicians (125,000 in North
America)

1.02M

new cabin crew

493,396

FAA remote pilot certificates issued by Dec.
2025 — up 70,000 in one year

628,600

certified remote pilots the FAA projects by
2030

WHAT IT MEANS

Every one of these new pilots, mechanics and drone operators needs training — and every one living abroad with an FAA certificate needs a U.S. Agent for Service. Wenmar refers students to six FAA Part 141 and Part 142 partners, from first solo to A320 type rating.

Sources: Boeing, 2026 Pilot & Technician Outlook (Jul. 17, 2026) · AVweb (Jul. 20, 2026) · FAA Aerospace Forecast FY 2026–2046, UAS & AAM Compendium

REQUEST A TRAINING MATCH

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INDUSTRY NEWS · ELECTRIC AIRCRAFT

SPOTLIGHT: BYE AEROSPACE EFLYER 2 CLEARED TO FLY.

On September 9 the FAA issued a Special Airworthiness Certificate to Bye Aerospace's two-seat, all-electric eFlyer 2 trainer after inspecting the aircraft at Centennial Airport, Denver — clearing it to begin a phased flight-test program. Bye is the first applicant for all-electric certification under Part 23 Amendment 64 and has worked with the FAA on the framework since 2016.

- ▶ Safran ENGINEUS electric motor (already certificated in Europe), Garmin G500 TXi panel, ~3-hour endurance, one moving part in the powertrain
- ▶ Roughly 1,100 orders and letters of intent from training operators on four continents; Bye claims 80% lower operating cost than a piston trainer
- ▶ First deliveries targeted for 2028 — the eFlyer 4 four-seat variant follows
- ▶ Also in the race: Textron's Pipistrel Velis Electro (already certificated) and BRM Aero's Bristell B23 Energic (in development)

WHY FLIGHT SCHOOLS ARE WATCHING

Fuel and maintenance are the two largest costs in a training fleet. If electric trainers deliver even half the promised savings, the economics of the Private-through-Commercial pipeline change — and so does the price of producing the 674,000 pilots on page 5.

Sources: FlightGlobal (Jun. 18 & Sep. 2026) · Aviation Week (Nov. 2025) · Aerospace Testing International (Sep. 2026) · Bye Aerospace press release (Sep. 9, 2026)

ASK ABOUT OUR TRAINING PARTNERS

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ACTION PAGE · THIS MONTH

TWO RULES. FIVE ACTIONS.

- 1 Check the address on your FAA record — foreign address, no U.S. address = Part 3 applies today
- 2 Replace the relative's mailbox with a professional agent (USAS portal; report changes within 30 days)
- 3 Part 135 and air tour: run a Part 5 gap review against what actually operates, not the manual
- 4 Start the records clock — 2026 hazard reports, risk assessments and training support a 2027 Declaration
- 5 Single-pilot operators: confirm you truly qualify for § 5.9(e); with employees you meet all of Part 5

SOURCES REFERENCED IN THIS ISSUE

FAA: Final Rule 89 FR 81312 & AC 3-1; Final Rule Amdt. 5-2, 89 FR 33068, AC 120-92D & Part 5 Industry FAQ; Aerospace Forecast FY 2026–2046 — faa.gov · Aviation Week (Jul. 2025, Nov. 2025) · NATA, nata.aero (Feb. 2026) · NBAA, nbaa.org (Oct. 2025) · Boeing Pilot & Technician Outlook 2026 · CNN, CBS News, NBC News (Sep. 2026) · FlightGlobal, Aerospace Testing International, Bye Aerospace (Sep. 2026) · Aero Support 360, OnFly Air, Cogency Global, Valiair (2025–2026)

This brief is general regulatory information, not legal advice.

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