



John Meyer
Senior Director, Marketing
at Regal Rexnord
Aerospace Solutions



Julian Del Campo
Senior Business
Development Manager
at Regal Rexnord
Aerospace Solutions

Learn How Regal Rexnord Leverages Cross-Industry Experience to Accelerate AAM Development

Aviation Week Network spoke with John Meyer and Julian Del Campo of Regal Rexnord Aerospace Solutions (RRX) to learn how the company is leveraging its aerospace expertise and industrial capabilities to meet the challenges of the emerging eVTOL and Advanced Air Mobility markets.

Q Aviation Week: How do the emerging eVTOL and AAM markets impact the aerospace industry?

A John Meyer: AAM is revitalizing the industry, ushering in a new era. We're seeing the development of 20 to 30 new airframes, innovative propulsion systems, and all-electric flight controls that are replacing traditional hydraulic systems. It's a flood of new technologies arriving in a short span—transformative for the supply chain and how suppliers operate. It's the most exciting and dynamic period I can remember.

A Julian Del Campo: There's a need for new technical solutions and automation—at a scale aerospace hasn't seen. There are also infrastructure needs like vertiports and new MRO approaches. A Deloitte study projected the market to exceed \$100 billion by 2035 and create close to 280,000 new jobs. It has implications far beyond aerospace.

Q Aviation Week: What challenges do you foresee for suppliers in the AAM market?

A JM: It's a disruptor requiring transformative approaches. You're either a traditional aerospace supplier with low-volume, high-mix business, or a traditional industrial supplier experienced in high volumes.

Traditional aerospace must pivot to high volumes, with automation, new facilities,

and reimagined sub-tier strategies. Industrial suppliers must instill AS9100 processes and change their culture to meet quality systems required for aircraft that fly with passengers.

A JDC: It's about understanding market risk and where to engage. There's uncertainty about timing and which aircraft will enter service successfully.

With 26 OEMs in the SMG AAM Reality Index, how do you pick winners? You can either spread resources too thin going after too many or miss out on the successful one. Plus, there's new electromechanical fly-by-wire technologies and regulatory issues adding to timing uncertainty.

Q Aviation Week: How does RRX's experience in commercial and military aerospace translate to the AAM Market?

A JDC: We believe the best path combines influences to solve this complex problem. We have extensive aerospace and defense history, along with industrial and robotics experience that brings faster development cycles and cost-effective methods.

Also, we can leverage methodologies from other markets to balance aerospace solutions and industrial approaches, making modifications to materials and coatings to make designs suitable for aerospace requirements.

A JM: Our aerospace pedigree means we're familiar with development milestones, technical requirements, and regulatory standards—that's our DNA. Through recent acquisitions, we have a tremendous portfolio of existing designs from multiple divisions, all previously tested to rigorous aerospace environmental standards.

We build electric components and mechanical systems already used in fly-by-wire aircraft. The alignment to all-electric airplanes is a perfect match.

Q Aviation Week: How does RRX support the AAM market regarding FAA regulations?

A JM: We've actively engaged with regulators and lawmakers, meeting regularly with the FAA. The ultimate message is that the United States must prioritize AAM and eVTOL to be the global leader in these technologies and market overall.

A JDC: The 2024 Reauthorization Act and powerlift category creation were great first steps. But there's also a grassroots approach needed. With nine AS9100 facilities in the U.S., and 13 around the world, we can support broader acceptance of additional aircraft in our airways, especially for Urban Air Mobility where local support is key.

Q Aviation Week: How does RRX Aerospace Solutions serve the AAM market?

A JDC: We have one industrial division that builds 60,000 actuators per year on a single line with takt times as low as four minutes. These processes aren't a direct fit for aerospace but can help streamline it. Combining A&D certified AS9100 divisions with high-volume process expertise puts us in a unique position to support aggressive project timelines.

A JM: We're an engineering company providing engineered solutions direct to OEMs or major tier one suppliers. Our global AS9100 facilities can serve customers directly with electric motors, brakes, sensors, and mechanical products. And we've integrated our certified components into complete electromechanical actuators. Since these aircraft are fly-by-wire and we have certified, proven components, designing them into actuators is straightforward.

Recently, we hosted a Kaizen event with 68 team members from all divisions. We spent a week together, combining experts who understand high-volume processes with those who understand aerospace requirements. It's an ongoing process to better align our designs and manufacturing to this market.

About the Experts

John Meyer is Senior Director, Marketing at Regal Rexnord Aerospace Solutions, leading the Aerospace Vertical Market and overseeing Business Development, Global Strategic Accounts and Program Management. With 39 years of aerospace and defense experience, he now focuses on electric aircraft certification and service entry.

Julian Del Campo is Senior Business Development Manager at Regal Rexnord Aerospace Solutions, developing the strategic roadmap for Electro-Mechanical Actuators and driving vertical integration across divisions. His background spans Engineering and Product Management in both industrial and aerospace markets.