

Skyroot Aerospace: A Structural Evidence Review

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> **METHODOLOGICAL NOTE** > This review was produced by searching public web sources, the company's own website, corporate registry mirrors, and independent journalism covering Skyroot Aerospace between 2019 and September 2026, then sorting each retrieved statement by source reliability before writing the sections below. No proprietary database, paid registry access, or non-public document was used. Any researcher with a web browser and access to the same search engines and registry mirror sites can reproduce or update this review by following the steps in Section 12.

1. Purpose and Scope

This document separates what is independently verifiable about Skyroot Aerospace from what is company or media narrative. It covers corporate background, product and launch capability claims, quantitative performance claims, corporate registry status, an artificial intelligence oversight check, claims language, and public incident documentation. It does not cover Skyroot's internal engineering practices, government contract terms not made public, or the technical soundness of its propulsion design, none of which are independently accessible through public sources. Where a fact could not be corroborated across at least two source tiers, this document says so rather than presenting a single source as settled.

2. Evidence Base and Reliability Ranking

Rank	Source type	Availability for this subject
1	Government or regulatory filings	Partial. IN-SPACe publishes a list of authorized non-government entities that names Skyroot, but does not publish the underlying authorization document text for public inspection. ISRO's own site confirms the Vikram-1 launch from Sriharikota.
2	Primary company publications	Available. skyroot.in publishes vehicle specifications, payload figures, and launch-year targets for Vikram-I and Vikram-II.
3	Clinical trial registries, peer-reviewed research, or sector equivalent	Not directly applicable to a launch vehicle company. The closest equivalent, IN-SPACe's authorization registry, is treated under Rank 1 above.

Rank	Source type	Availability for this subject
4	Independent commercial registries	Available. Zauba Corp and Tofler both carry a Corporate Identification Number record for Skyroot Aerospace Private Limited with registered office, incorporation date, and director listings.
5	Independent journalism, multiple outlets	Extensive. TechCrunch, SpaceNews, Space.com, IEEE Spectrum, Business Standard, Bloomberg, and CNBC have all covered funding rounds and the Vikram-1 launch across 2019 through 2026.
6	Marketing statements, testimonials	Available. Company site and press quotes from founders carry forward-looking claims on timelines and launch cadence.

3. Corporate Background

Skyroot Aerospace Private Limited was incorporated on June 12, 2018, with the Corporate Identification Number U74999TG2018PTC125073, registered with the Registrar of Companies, Hyderabad, and its registered office listed at the GMR Hyderabad Aviation SEZ, Mamidipally, Rangareddy, Telangana [VERIFIED FACT, source 1, source 2]. The company was founded by Pawan Kumar Chandana, who serves as chief executive officer and chief technology officer, and Naga Bharath Daka, who serves as chief operating officer, both former scientists at the Indian Space Research Organisation [VERIFIED FACT, source 3, source 4].

Funding history shows a progression of institutional rounds. A pre-Series C round of approximately 27.5 million dollars closed in October 2023, led by Temasek Holdings, bringing cumulative funding at that point to roughly 95 million dollars [VERIFIED FACT, source 5]. A Series B round in August 2022 raised 51 million dollars at a valuation of 164 million dollars [VERIFIED FACT, source 6]. A further round in October 2023, led by Temasek, GIC, and LNM India Internet Ventures, set a valuation of approximately 519 million dollars [VERIFIED FACT, source 6]. In May 2026, Skyroot raised approximately 60 million dollars in a Series C round led by Sherpalo Ventures, GIC, BlackRock, Arkam Ventures, Playbook Partners, and the Shanghvi family office, reaching a post-money valuation of 1.1 billion dollars and becoming, by multiple outlets' description, India's first space-technology unicorn [VERIFIED FACT, source 6, source 7, source 8]. Total funding raised to date across these rounds is reported at approximately 160 million dollars [VERIFIED FACT, source 6].

A commercial registry mirror lists founder shareholding at approximately 22.95 percent, with institutional funds holding the largest combined block at approximately 43.42 percent, angel investors at approximately 6.16 percent, and other enterprise holders at approximately 20.25 percent [VERIFIED FACT, source 9]. This figure comes from a single independent registry aggregator rather than a primary filing, and is reported here as that aggregator's stated breakdown rather than as confirmed by the company itself.

INTERPRETATION: The unicorn valuation label attached in May 2026 press coverage reflects a private-market Series C pricing event, not a public listing or an independently audited valuation. It is accurate as a description of investor pricing at that round, and should be read as that rather than as a statement about revenue, profitability, or launch cadence, none of which are addressed by a funding round valuation.

4. Product Claims: Evidentiary Basis

Skyroot's own site describes Vikram-I as an "on-demand launch vehicle for rapid, precise, and customizable small satellite deployments," carrying a tagline of "wait no more, compromise nothing, your mission, your timeline," and lists Vikram-II as its next vehicle, powered by a cryogenic engine [VERIFIED FACT, source 10]. These are marketing statements from the primary source and are reported as such rather than as independently tested performance figures.

The company's launch history can be checked against independent journalism and ISRO's own announcement. Vikram-S, described as India's first privately developed rocket, launched on November 18, 2022, on a suborbital mission named Prarambh, reaching a peak altitude of approximately 88.8 to 89.5 kilometers [VERIFIED FACT, source 11, source 12, source 13]. Vikram-1, the company's first orbital-class vehicle, launched on July 18, 2026, from Sriharikota, reaching an approximately 450-kilometer low Earth orbit, an event ISRO's own site and multiple independent outlets confirm made India the third country, after the United States and China, to achieve a private orbital launch [VERIFIED FACT, source 14, source 15, source 16].

KEY OBSERVATION: There is a documented, multi-year gap between Skyroot's announced timelines and its achieved milestones. An April 2019 report quoted the company targeting satellite launches by mid-2021 [VERIFIED FACT, source 17]. An August 2020 TechCrunch report, covering an upper-stage engine test, described Vikram-I as on track for a first launch around December 2021 [VERIFIED FACT, source 18]. The vehicle was not unveiled in its near-final form until October 2023 [VERIFIED FACT, source 19], and its first orbital flight did not occur until July 18, 2026, roughly five years after the earliest publicly reported target date [VERIFIED FACT, source 16, source 17, source 18].

INTERPRETATION: A five-year gap between an initial public timeline and an achieved first orbital flight is a large variance for any single company to carry on its own, but it is also consistent with a documented pattern across the sector, discussed further below. Read alone, it would suggest execution risk. Read against sector history, it looks closer to the industry norm for a first-of-its-kind vehicle developed largely outside the aerospace primes.

OBSERVED PATTERN: Independent journalism covering the broader private orbital launch sector documents comparable or larger timeline slippage at other venture-backed rocket companies. Virgin Orbit debuted its LauncherOne vehicle in 2020, suffered a launch failure in January 2023, and entered bankruptcy later that year [VERIFIED FACT, source 20]. Astra Space's rocket design achieved two successful launches out of seven attempts before the company shelved that design [VERIFIED FACT, source 20]. Relativity Space's first launch in March 2023 failed to reach orbit, and its successor vehicle carries no fixed public launch date [VERIFIED FACT, source 20]. This pattern is reported here as a sector-wide characteristic, not as a claim that Skyroot's specific engineering choices resemble those companies' choices.

Even after the July 2026 orbital success, the company's own chief executive has stated that Vikram-I will be ready for commercial launches only in 2027, and that Vikram-2's first flight is targeted for the end of 2027, with a stated ambition of one launch per month by that point [VERIFIED FACT, source 21, source 22]. This means the July 2026 flight is described by the company's own leadership as a qualification milestone rather than the start of revenue-generating commercial service, and the commercial timeline itself has again moved forward from earlier public statements that implied commercial readiness closer to the original vehicle unveiling in 2023.

LIMITATION: This review could not locate a single, continuously updated public source that lists every timeline revision Skyroot has issued since 2018. The dates cited above come from discrete news reports at different points in time, and there may be intermediate announced dates that did not surface in the sources retrieved.

5. Quantitative Claims and Traceability

Skyroot's published payload figures for Vikram-I are 350 kilograms to low Earth orbit at 500 kilometers and 45 degrees inclination, and 260 kilograms to sun-synchronous polar orbit at 500 kilometers, as stated on the company's own site [VERIFIED FACT, source 10]. Independent secondary sources report a range of figures for the same vehicle, with some listing up to 480 kilograms to low Earth orbit and up to 290 kilograms to sun-synchronous orbit [OBSERVED PATTERN, source 23]. Vikram-II is stated by the company to carry up to 900 kilograms to low Earth orbit and up to 600 kilograms to sun-synchronous orbit [VERIFIED FACT, source 10].

LIMITATION: No independently disclosed test method, margin calculation, or third-party verification for these payload figures was found in public sources. Payload capacity claims of this kind are standard industry practice to publish ahead of a vehicle's operational history, and the figures should be read as design targets rather than as flight-proven capacities, since Vikram-1's first flight in July 2026 was a qualification and technology demonstration mission rather than a payload-to-orbit commercial delivery at stated maximum capacity.

The July 18, 2026 flight itself is reported with a specific, checkable figure: an upper stage that reached its planned 450-kilometer low Earth orbit approximately 15 minutes after liftoff, following a 35-minute delay caused by a technical issue detected at the five-minute mark in the countdown [VERIFIED FACT, source 16]. This is the one quantitative claim in this review with a specific, dated, independently reported outcome rather than a forward-looking target.

6. Corporate Identity and Registry Verification

The brand name Skyroot and the legal entity name Skyroot Aerospace Private Limited match without variation across the primary site, the corporate registry mirror, and independent journalism [VERIFIED FACT, source 1, source 2, source 10]. The registered Corporate Identification Number, U74999TG2018PTC125073, appears consistently across the registry mirror sources checked [VERIFIED FACT, source 1, source 2]. The company's status on these registry mirrors is listed as active [VERIFIED FACT, source 2]. No naming conflict with another entity operating in the same sector under a similar name was found during this review.

LIMITATION: This review relied on independent registry mirror sites (Zauba Corp, Tofler) rather than a direct Ministry of Corporate Affairs portal lookup, because the primary registry mirror page returned an access error during retrieval. The underlying registry record was not independently re-confirmed against the government portal itself, though two independent mirror sources agree on the same Corporate Identification Number and incorporation date.

7. Artificial Intelligence Component: Oversight Documentation

Not applicable. No AI-driven or automated customer-facing feature was identified in Skyroot's public marketing or in independent coverage. The company's public claims concern hardware, propulsion, and structural design rather than software-driven decision systems, and this review found no basis to assess AI oversight or escalation documentation for this subject.

8. Claims Language and Regulatory Positioning

Skyroot's public claims language centers on vehicle readiness dates, payload figures, and launch cadence ambitions, categories of claim that in the broader private launch sector have drawn scrutiny when actual performance has diverged sharply from announced targets, as with Virgin Orbit's and Astra's public timeline and reliability claims ahead of their respective operational setbacks [OBSERVED PATTERN, source 20]. Skyroot's own five-year gap between initial target date and achieved first orbital flight sits within a documented range for this sector, discussed in Section 4.

INTERPRETATION: Forward-looking statements about launch dates and commercial readiness are standard in this industry and are not, on their own, evidence of misrepresentation. What can be said from public sources is that Skyroot's dates have moved multiple times over a multi-year period, and that the company's own leadership continues to draw a distinction between an achieved orbital flight and the start of commercial service, a distinction that is useful for any reader relying on public statements to track progress.

No evidence was found in public sources of a formal regulatory inquiry, warning, or enforcement action directed at Skyroot specifically regarding its claims language. IN-SPACe's role is authorization of activity rather than review of marketing language, based on the public description of its mandate [VERIFIED FACT, source 24].

9. Incident and Safety Protocol Documentation

Public sources document a series of static-fire and qualification tests ahead of the Vikram-1 flight, including a Kalam-250 static test in March 2024, a Kalam-100 test with flex-nozzle thrust vector control in April 2025, and a Kalam-1200 solid rocket motor test in August 2025, all reported as successful in the sources retrieved [VERIFIED FACT, source 25, source 26, source 27]. The July 18, 2026 launch itself experienced a 35-minute hold due to a technical issue detected during the countdown, which was resolved before liftoff, and the mission subsequently reached its planned orbit [VERIFIED FACT, source 16].

This review did not find any publicly documented launch failure, static test failure, or safety incident attributed to Skyroot Aerospace across the sources retrieved. This is stated as a limitation of what could be found, not as a certification that no such event has occurred. A company operating largely government-facility-based test campaigns, as Skyroot has at ISRO's Satish Dhawan Space Centre, may

have incidents documented in internal or government channels not indexed by general web search.

LIMITATION: This review did not have access to any government incident database, insurance filing, or internal test log for Skyroot Aerospace, and relied entirely on what independent journalism and the company itself have chosen to publish about test outcomes.

10. Summary Table

Section	Evidence available	Independently verifiable	Status
Corporate and funding facts	Yes	Yes, across registry mirrors and multiple outlets	Established
Product and service claims	Yes	Partially, payload figures are company-stated design targets, launch history is independently confirmed	Open
Quantitative performance claims	Yes	Partially, no disclosed test methodology behind payload figures	Open
Corporate identity and registry	Yes	Yes, via two independent registry mirrors	Established
AI oversight documentation	Not applicable	Not applicable	Unassessed
Claims language positioning	Yes	Yes, against a documented multi-year timeline slippage pattern	Open
Incident and safety protocol	Partial	No, absence of incident reports could reflect true absence or limited public disclosure	Unassessed

This table reflects public documentation as of the reference date and is not a composite score.

11. Limitations

This review did not have direct access to the Ministry of Corporate Affairs government portal and relied on independent registry mirror sites instead, after the primary mirror page returned an access error during retrieval. It did not have access to any non-public regulatory filing, internal test log, insurance record, or government incident database. It could not confirm every intermediate timeline revision Skyroot has issued since 2018, since the dates cited come from discrete news reports rather than a single continuously updated source. It could not independently verify the payload capacity figures published by the company, since no third-party flight-proven measurement at stated maximum capacity was found in public sources. It did not find, and therefore cannot rule out, undisclosed incidents that may exist in channels not indexed by general web search.

12. Reproducibility Notes

Toolchain used: general web search and page retrieval tools, applied to the company's own site, independent registry mirror sites, and independent journalism, with no proprietary database or paid data source.

- 1 Search for "Skyroot Aerospace" alongside terms such as "incorporation," "CIN," and "MCA" to locate current corporate registry mirror records, and cross-check the Corporate Identification Number across at least two independent mirrors.
- 2 Retrieve the current version of skyroot.in to capture the latest stated vehicle specifications, payload figures, and launch-year targets, noting the retrieval date since these figures change over time.
- 3 Search independent journalism archives (TechCrunch, SpaceNews, Space.com, IEEE Spectrum, Business Standard, Bloomberg) by year, starting from 2018, to build a chronological list of announced timelines and compare each against the next year's coverage to detect slippage.
- 4 Search for the most recent funding round coverage and cross-check the reported valuation and investor list across at least two outlets before treating it as established.
- 5 Check the IN-SPACe authorizations page directly for the current list of authorized non-government entities and confirm the subject company's continued inclusion.
- 6 Search for incident-specific terms such as "static fire failure," "launch failure," or "anomaly" alongside the company name to check for any safety-relevant event not captured in general coverage.
- 7 Repeat this process at intervals, since a company at this stage of development changes its public claims and achieved milestones frequently.

13. Evolution Opportunities

- 1 Publish a single, dated timeline page showing every publicly announced launch date alongside the date it was revised or achieved. This is low cost, since the company already discloses these dates piecemeal, and it would directly resolve the largest open question in this review.
- 2 Disclose the test methodology and margin assumptions behind published payload capacity figures, distinguishing design targets from flight-demonstrated capacity. This carries moderate cost, since detailed technical disclosure is commercially sensitive, but even a summary statement would materially improve traceability.
- 3 Publish a public-facing incident and test-outcome log, including any anomalies encountered during qualification testing, not only successes. This carries higher cost given competitive and safety-disclosure sensitivities, but would close the largest unassessed section in this review.
- 4 Make registry filings directly retrievable through a government portal link on the company's own investor or corporate page, reducing reliance on third-party mirror sites. This is low cost and would strengthen Section 6 without requiring new disclosure.

14. Future Questions

What specific technical or supply chain factors caused the multi-year gap between the 2019 to 2021 target dates and the 2026 achieved orbital flight, and have those factors been resolved for Vikram-II's development? Will the July 2026 orbital flight be followed by a second Vikram-1 flight before the stated 2027 commercial-readiness date, and if so, on what timeline? What contractual or regulatory commitments, if any, exist between Skyroot and IN-SPACe or ISRO regarding launch cadence, and are any of those terms subject to public disclosure? How does the company define "commercial launch" as distinct from the qualification flight already achieved, and what criteria will mark that transition publicly? Will future funding round disclosures include revenue or contracted backlog figures, or will valuation continue to be the only publicly disclosed financial metric?

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