



FLYONE
SKYMAP

Proposal By
FlyOne
Sustainable Aviation

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F L Y O N E

‘Australia’s most abundant natural resource, essentially limitless in supply, is barely being utilised’

There is a new gold rush coming... a new iron grab, a new nickel dash. But it’s not in the ground, it’s in the sky.

The rise of electric aircraft presents a new business opportunity, to service the transport sector with lower cost, lower noise, renewable energy aircraft linking key Metro locations with eVTOL aircraft, and key regional locations with eCTOL aircraft.

Airspace and solar energy is abundant in Australia and now we have the means to leverage these resources with a powerful economical return mechanism. This is known as **advanced air mobility** and is the beginning of the world’s next transport superhighway.

AUSTRALIA'S ELECTRIC AIR TRANSPORT NETWORK



FlyOnE Sustainable Aviation is transforming legacy air transport networks by introducing renewable energy powered, modern, efficient, lower-cost aircraft to build a new Advanced Air Mobility network.

The lower cost of operations of renewable energy powered aircraft offers new possibilities in the economics of bespoke luxury on-demand passenger and cargo air transport movements between 100-300km.



PROOF OF CONCEPT COMPLETE

FlyOnE has clocked over 140,000 passenger kms of commercialised electric flight operations in Australia since commencing air operations in 2022.

With the experience we have gained in establishing electric aircraft operations in Perth, Western Australia and Melbourne, Victoria, Australia, FlyOnE Sustainable Aviation has been able to forge distribution partnerships with the world's most viable Next-Gen electric aircraft projects, and we have gained the operational experience and expertise required to scale these operations in other regions around the globe.



1300+
PASSENGER
MOVEMENTS TO DATE



5
ACTIVE CHARGE
NODES



3
FLIGHT SCHOOLS
FLYING ELECTRIC



40+
CERTIFIED
ELECTRIC PILOTS

ELECTRIC AIRCRAFT

MARKET DEVELOPMENT

As of 2020, there are over 10,000 2-6 seat aircraft in Australia with an average age of 37.5 years old*. The market potential of replacing these aircraft in the next 20 years with Electric substitutes is over \$1B even if there is Zero growth in the sector.

FlyOnE has secured brand partnerships with leading-edge electric aircraft developers worldwide to import and support electric aircraft in Australia and other regions. The following developers have partnered with FlyOnE as their Brand ambassador in Australia for sales, training and service..



First to market globally, Pipistrel is the tip of the sword in breaking through to an established electric aircraft marketplace. We have 3 in our fleet and 1 more on order.



Leading the next generation of electric aircraft, the GA-certified E Flyer 2 will have double the endurance of the Pipistrel and suit the next segment of Pilot training. We have 3 on Pre Order (in the first 50 to be delivered)



The Air ONE eVTOL is the most viable personal eVTOL with market scalability. A low price point and low complexity makes it accessible to more new and existing aviators. We have 23 on pre-order (in the first 100 to be delivered)



The Electron 5 will be the breakthrough commuter, with an extended range and efficiency from the twin prop canard wing design. Market entry 2028. We have 25 on pre-order (in the first 100 to be delivered)

\$1B+ MARKET POTENTIAL IN AUSTRALIA ALONE

*Source - Bureau of infrastructure and transport [LINK](#)



ON-DEMAND AIR TRANSPORT

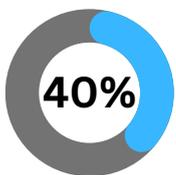
Australia's electric air transport network is now flying!

FlyOnE is building an interconnected network of charge nodes, servicing a variety of electric passenger aircraft, from self piloted 2 seat aircraft to commercially piloted 5 (and up to 9) seat aircraft.

Through a network of green energy charge nodes and landing areas, Lilypad Elevate™ users can fly point-to-point on-demand in various zero-emissions aircraft.

The Australian regional airline market is approximately 12m passenger movements a year worth approximately \$7bn.

\$88M PER YEAR PASSENGER REVENUE



Air Charter Revenue EBITDA

The Australian regional airline market is approximately 12m passenger movements a year worth approximately \$7bn.

Working to a total capacity goal of 196 passenger movements per day, per site..

And allowing for 165 days per year of non flyable days due to weather... at even 50% capacity, that's \$88M per year in ticket revenue with an average 'per-head-price' of \$150.. for an EBITDA of around \$40M



Stage 1, 2023

Up to 12 passenger movements per site per day

Flying routes of up to 100km



Stage 2, 2025

Up to 96 passenger movements per site per day

Flying routes of up to 150km



Stage 3, 2027

Up to 192 passenger movements per site per day

Flying routes of up to 500km

The required capital to establish a network of aircraft and chargers to accommodate this duty cycle of passenger movements per annum is around \$400M, with an operational life of around 15-25 years.



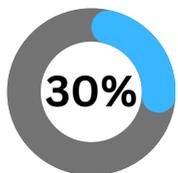
ADVANCED PILOT TRAINING



FlyOnE has already embedded new electric and non-electric trainer aircraft in Australian flight schools to offer advanced training capabilities at a fraction of the cost and a fraction of the emissions of legacy trainer aircraft. With these newer, more efficient aircraft designs, Pilots can be trained to a greater level in a shorter time at a lower cost.

The next generation of electric aircraft will open up a new sector of private aviation. Far more attractive, far safer and far more capable than a traditional helicopter, personal e-vtol aircraft will appeal to a younger and more mainstream consumer, but will still require detailed pilot training to safely operate.

Fly On E has engaged with local high schools in Perth and Melbourne to establish flight training pathway programs with students to boost usage of the aircraft and introduce more new Pilots to the marvel of electric flight.



Pilot training profit margin **\$6M PER YEAR PILOT TRAINING REVENUE**

'Boeing estimates the world will need to produce 640,000 pilots over the next 20 years as rising middle-class wealth in developing nations sees the number of passengers double to 8 billion.

About 40 per cent of those pilots will be needed in the Asia Pacific region.'

- Sydney Morning Herald

Australia Produced around 1700 pilots last year, there is a clear and present opportunity to massively expand this with smarter operations and training partnerships with Asia-Pacific regions.

A complete student pilot training program, from zero hours to Commercial Pilot, is worth AUD \$80k over an average of 2 years (completion time per student pilot). If we can expand Australia's pilot training capacity by just 10%, that's around \$6M per year in Pilot training revenue, with a gross margin of around 30%.



ENERGY SUPPLY GATEWAYS

The uptake of electric aviation in particular regions, even at a 'base' airport, will require supporting charge infrastructure at neighboring airports and points of interest (for e-tol). In Australia, we have a growing network of 5 active charge nodes servicing the current electric aircraft of today, with plans to scale this network to 30 locations by 2030.

The existing airport network in some regions of Australia is well-spaced to support the electrification of flight training as well as private ops and on-demand, luxury micro charter services.



Qantas spends about 28% of its annual revenue on Fuel alone.

and this figure is even higher for some smaller operators (less passengers per flight)
FlyOnE is positioning itself to be the primary infrastructure provider for electric air operations as we roll out new electric aircraft options and thus far has a monopoly on electric aircraft charge stations in Australia.

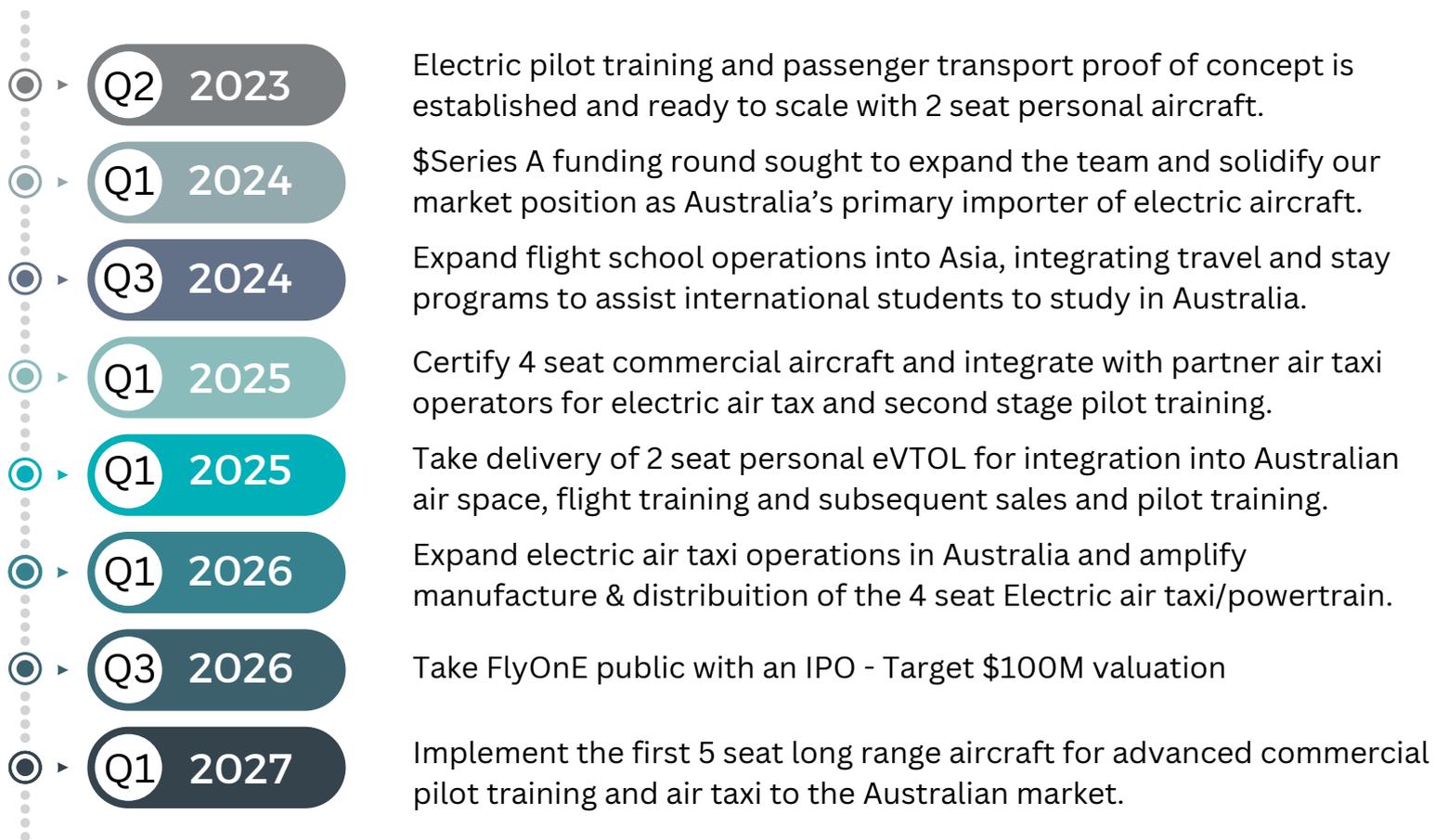
FlyOnE is ready to scale infrastructure and electric aircraft operations in Australia to build a new Advanced Air Mobility Network in key areas with advanced training methods renewable energy collection and supply systems for a truly renewable point-to-point advanced air transport solution.





Business development timeline

Since conception and foundation in 2021, much of the early establishment and proofs of concept have been completed. The business is now ready to scale into widespread cost-reduced pilot training with the supply of aircraft to current and future flight school partners, ahead of our expansion into aircraft powertrain manufacture and commercial aviation services. The following timeline outlines an estimation of the milestones and maturity of the business required to reach absolute of the business outline expressed in this document.



While dates and timelines may vary with market conditions and developments, the order of these goals is somewhat fixed, with each leveraging from the prior and establishing the groundwork for the next.

ABOUT OUR TEAM

We are on the cusp of a short to medium-range transport revolution. Emerging technologies and a change of perspective is making space for the development of ESG friendly, zero emissions, low carbon electric aviation solutions.

Our powerful team are world leaders in the deployment and operation of electric aircraft.



KORUM E

FOUNDER

CEO and founder Korum E has a long history of customer fulfillment and business development in the consumer electronics field. A passion for sustainability, engineering and aviation has resulted in FlyOnE, Australia's premier electric aviation operator and supplier.



JOSH PORTLOCK

CTO

Our Chief Technical Officer Josh brings decades of technical and design experience to the team. He currently advises various major EVTOL developers and is also the head designer of our charger partner Electro.Aero



CHRIS ROSS

ANALYTICS

In charge of fleet data and analytics, Chris draws on decades of experience with major pharmaceutical manufacturers and distributors for high-level data analysis and collection systems for the management of our fleet operations metrics.



DARRONE MANNING

Our Chief Operating Officer Darroné brings a wealth of experience and capability to FlyOnE. As we grow and evolve, her guiding hand and keen eye for detail will keep FlyOnE on track to lead the charge for electric aviation in Australia.



PAUL STRIKE

Paul Strike is a 40 year aviation veteran and flight school operator. Heading up all sorts of safety and compliance groups and training agendas, he is also our chief compliance officer.



JOEL STEINBERG

Joel is our business growth and compliance advisor, assisting with all aspects of finance, compliance, company structure and growth planning.



FRANCESCO SALTAREL

Francesco is our talented young digital design artist, his fine work helps create visualisations of the technical design teams prototypes.



BRUCE KERL

Bruce Kerl brings over 40 years experience of service and maintenance with major airlines to the FlyOnE service and engineering department. Overseeing aircraft maintenance and training for new electric aircraft owners and operators.

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