



FLYONE

Skymap 2023

THE FUTURE IS ELECTRIC

FlyOnE is pioneering goods and services in the emerging green transport market to capture a large slice of the market share both in Australia and in global markets.

Bringing together industry leaders and innovators in the manufacture, supply and distribution of electric aircraft, FlyOnE is establishing market leading ESG friendly air transport solutions for corporate bodies and recreational users alike.

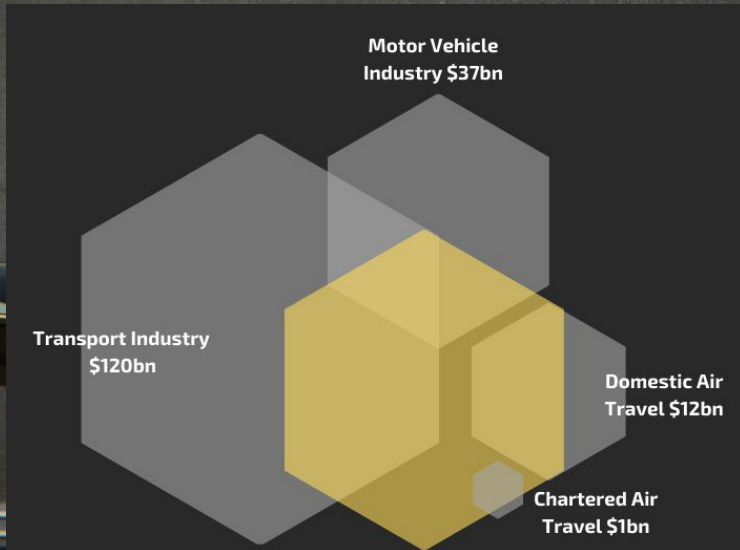
This document outlines our 'skymap' for development of the electric aircraft marketplace, detailing our areas of focus to become a market leader in electric aircraft development, manufacture, distribution and integration on 4 major fronts.

- Aircraft sales and development
- Infrastructure development
- Expedited pilot training
- Regional air travel networks

UNDERSTANDING THE OPPORTUNITY

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, point to point electric aviation solutions.

By bringing together technology developers from around the world, we are well-positioned to produce and manufacture a world-exclusive light-sport fixed-wing electric aircraft (currently in development) in conjunction with the rollout of charging infrastructure and other electric aircraft models.



Electric aviation market sector potential

In Australia, per year, these sectors achieve the following gross annual revenue

Motor Vehicle Industry \$37bn per year
Transport Industry \$120bn per year
Domestic Air Travel \$12bn per year
Non scheduled air travel \$1bn

Perth Airport accounted for \$370 Million in non scheduled (ON-DEMAND) air travel in 2019

FLYONE BUSINESS SECTORS

Aircraft sales

FlyOnE is Australia's premier electric aircraft importer. We have distribution agreements with all the most viable electric aircraft designs



Charge infrastructure

FlyOnE is integrating charge solutions at airports, this is one of the highest margin sectors



Aircraft assembly/manufacture

FlyOnE is developing distribution and assembly partnerships with aircraft designers for domestic production or assembly that will then result in greater sales margins and export opportunities.



Flight School partners

Partnering with flight school operators, we are able to syndicate ownership of new aircraft to embed with those schools

Engineering training

Supporting the growth of the electric aviation sector, we are providing engineer endorsements for the new aircraft we are importing.



Lilypad Elevate

Integrating the growing network of electric aircraft, lilypad elevate gives users access to the aircraft for Pay-per-use operation, driving syndicate profits

VIABLE BUSINESS OPPORTUNITY

FlyOnE has sought opportunities in both Urban Air Mobility (EVTOL) and Regional Air Mobility (FIXED WING STOL). 'Urban air mobility's hypothesis is Blade Runner's future. Lots and lots of autonomous and non-autonomous vertical take-off and landing aircraft are going to be wandering around cities in this vision of the future.' - **Michael Barnard**, @CleanTechnica
For various compliance, economic and power density reasons, this ambitious vision is not in our immediate air mobility future.



Cost prohibitive



Poor range capabilities



Low return on investment

FlyOnE is focusing initially on Regional Air Mobility, upgrading existing regional airports with charge infrastructure and distributing far more cost effective, efficient fixed wing zero emissions aircraft that are compliant with all current air transport regulations and controlled/non controlled airspaces.
Single propeller fixed wing electric aircraft are far more cost achievable, have greater range, are spectacularly quieter and require almost no additional infrastructure or radical changes to current air law.

FLYONE™ SALES AND DISTRIBUTION

FlyOnE has developed supply chains for existing electric aircraft and is negotiating future supply chains for emerging commercially viable aircraft.

With models from short range, low cost single seater Electric aircraft through to 9+ seater broad range commuter electric aircraft, FlyOnE will distribute a variety of different solutions to the agricultural market, recreational market, corporate transport and regional airline services within our Lilypad elevate™ network.

FlyOnE has secured the Pipistrel Electric brand ambassador role for Australia and is finalising the terms of contract.



PIPISTREL
AUSTRALIA



*1st
Generation*

NOW

*Training ops
Recreation
2 seats*

*2nd
Generation*

2023-2025

*Recreation
Short range commercial
2-4 seats*

*3rd
Generation*

2026 onwards

*Commercial ops
Corporate transport
5 - 19 seats
.5 - 2 tonne Cargo*



PIPISTREL ALPHA ELECTRO 2 SEAT ZERO EMISSIONS AIRCRAFT CURRENTLY IN SERVICE

The perfect trainer

With 1 hour flight time and 30 min reserve, the Pipistrel Alpha Electro is optimised for traffic pattern operations and recreational missions

S.T.O.L.

Powerful 1200+ fpm climb capability and reduced air speed on regenerative approach makes for a very short take off and landing capabilities

Strong Airframe

Robust and durable undercarriage for firm landings, used worldwide by civil and military flight schools

ReGen

Energy is regenerated on every runway approach in the traffic pattern

With the ever-growing cost of fuel, it is time to rethink pilot training. The solution is this first practical all-electric trainer. Technologies developed in house at Pipistrel specially for this aircraft cut the cost of pilot training by as much as 70%, making flying more affordable than ever before.

AIR ONE 2 SEAT ZERO EMISSIONS AIRCRAFT

PAYLOAD
200kg

RANGE
177km

POWER
771HP

TOP SPEED
220 km/h



ETA 2024



FlyOnE has secured 25 AIR ONE 2 seat eVTOL aircraft in the first year of manufacture for the Australian market. The Air ONE opens a unique market opportunity, allowing FlyOnE to develop the world's first Metro based eVTOL network in and around Perth. The aircraft will also be compatible with all Lilypad Elevate network nodes for regional operations.

ELECTRON 5 COMMUTER/FREIGHT ZERO EMISSIONS AIRCRAFT

ETA 2026



ELECTRON



EFFICIENCY

67 Wh/pkm at 75%
payload capacity

SPEED

300km/h, cruising at
10,000 ft

RANGE

750 KM with 500 kg
payload capacity

NOISE

<55 dB*, a petrol Turbo-fan
aircraft at takeoff power at
200 ft is 118 dB.

EMISSIONS

ZERO. All electric.

*Estimated. Awaiting sound testing in the field after finalisation of the certified design.



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PROJECT VALKYRIE

Project Valkyrie is an experimental fixed wing 2 seater all electric aircraft design and the first in our line of Zero Emissions aircraft produced by FlyOnE. Valkyrie harnesses a unique air frame design with very low drag and a very high glide ratio to maximise range and performance with limited on board stored energy. This aircraft is currently in construction and after proving viability and capability with this initial experimental aircraft, we will seek to certify the design for commercial production.

Project Valkyrie is the result of a collaboration between FlyOnE, our propulsion partner and our airframe partner.

FLY ON E VALKYRIE X M-1 ZERO EMISSIONS AIRCRAFT

2 HR FLIGHT TIME

Ducted propeller system adds up to 30% more cruise efficiency

220 KM PER HOUR

Composite airframe for light weight and high strength maximises performance

2 SEATER

A spacious comfortable cabin sports a low instrument dashboard for enhanced pilot and passenger field of view

23:1 GLIDE RATIO

Wide wingspan for a high glide ratio maximises efficiency and allows for power-off gliding flights

By combining the greatest design elements of a high efficiency light weight composite airframe with cutting edge ducted propulsion, the Valkyrie will achieve a very capable range of up to 2 hours flight time at a maximum speed of 220 km/h with a maximum takeoff weight of 600kg

4 SEAT ZERO EMISSIONS AIRCRAFT

FlyOnE is seeking to build a unique design electrified airframe in partnership with our technical development and airframe manufacture partners. We have 2 different viable 4-5 seat airframe designs (both single and twin prop) and a 2 seat airframe design. All 3 aircraft have greater payload and range capabilities than any other aircraft in their class. We have the expertise, the team, the capabilities and the resilience to move into manufacture of one or more of these unique aircraft designs. Our Series A/Pre IPO funding round will initiate the most viable and achievable of these projects.

PAYLOAD

340kg

RANGE

300km

POWER

140kW

TOP SPEED

260km

MTOW

1200kg

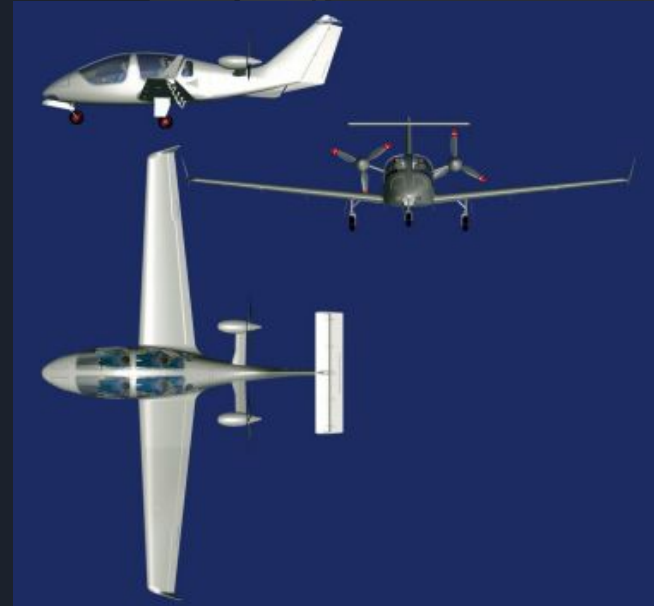
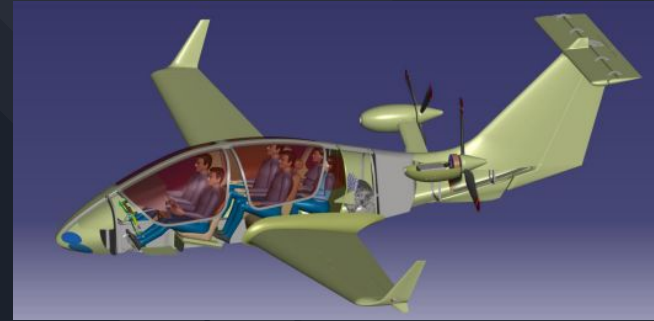


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VALKYRIE XM5

Through international partnerships, FlyOnE has engaged a network of experienced design and manufacture firms. With oversight and optimisation of the designs for safe and practical delivery to current and future aviation market demands.

With the right investment, FlyOnE is ready to engage our partners for a 2-3 year project for manufacture of a long range 4-5 seat electric twin prop aircraft that would be the most capable electric aircraft on the market in terms of range, payload and price.



A photograph showing two men in a hangar looking at a large, yellow and black ducted propeller assembly. The propeller is mounted on a stand and has four blades. The men are wearing polo shirts, one of which has a logo. The hangar has a high ceiling with skylights and metal beams.

More capable by design

Ducted airflow propulsion design allows for a more efficient conversion of stored energy into forward motion when compared to an open propeller design.

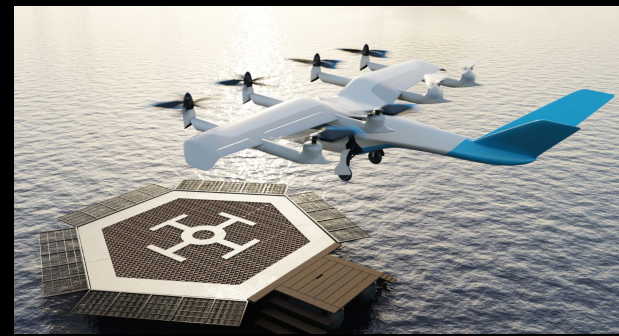
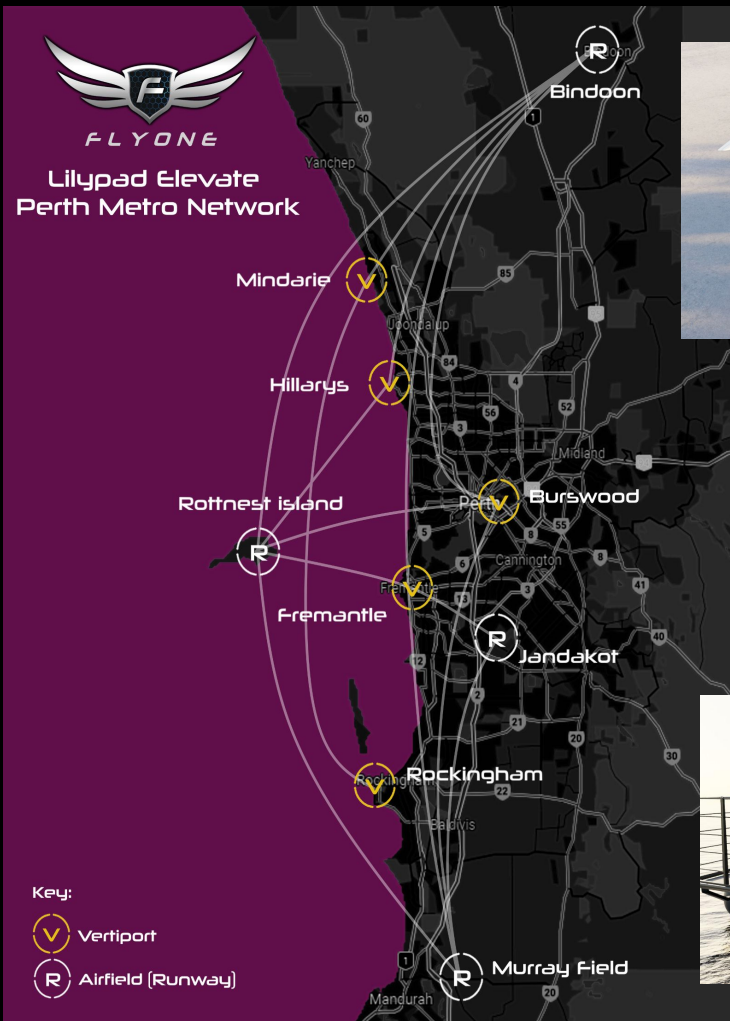
By manipulating air flow from the propeller with a unique ducted propulsion system we are able to achieve up to 30% more flight duration than alternate 'open prop' designs. Furthermore, the ducted system is considerably quieter and safer due to the semi enclosed nature of the fan assembly.

In conjunction with the unique airframe of the Project Valkyrie 2 seater electric aircraft, very practical multi hour flights times are achievable. A single prop keeps aircraft costs low and aircraft capabilities high.

Lilypad Elevate™

Our broader vision of enabling personalised air travel for more people reaches much further than individual aircraft owners and users.

Through a proposed network of green energy charging station nodes and landing areas, supplied and installed by FlyOnE, as well as fleet managed aircraft that can be hired for single use, Lilypad Elevate users can fly point to point in various electric aircraft, supplementing traditional air travel networks. Our first target sites for these nodes are depicted here, with our first site at Jandakot and Murray field Airports already active and servicing electric aircraft.





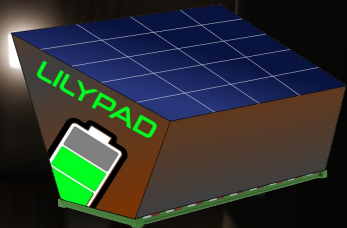
A viable Zero Emissions regional airline

Our recent partnership with European Aircraft manufacturer Electron aerospace b.v has resulted in FlyOnE pre ordering of 2 x trainer aircraft and 25 additional 5 seater extended range twin pusher prop electric commuter aircraft for the Lilypad Elevate regional aviation network.

This aircraft will be the backbone of the Lilypad Elevate regional zero emissions aviation network in Western Australia, a network that is scalable to service all regional aircraft routes in Australia and beyond.

With comfortable business class style seating and a range of 750 km, the Electron 5 is the perfect point to point electric aircraft for a viable Zero Emissions aviation network. The Electron 5 can service up to 25 regional airport locations with over 30 Point to Point nano charter routes, as well as being available for hire to the alumni and alumnae pilots endorsed to fly the electron after completing the relevant training in the Skycademy flight training school.

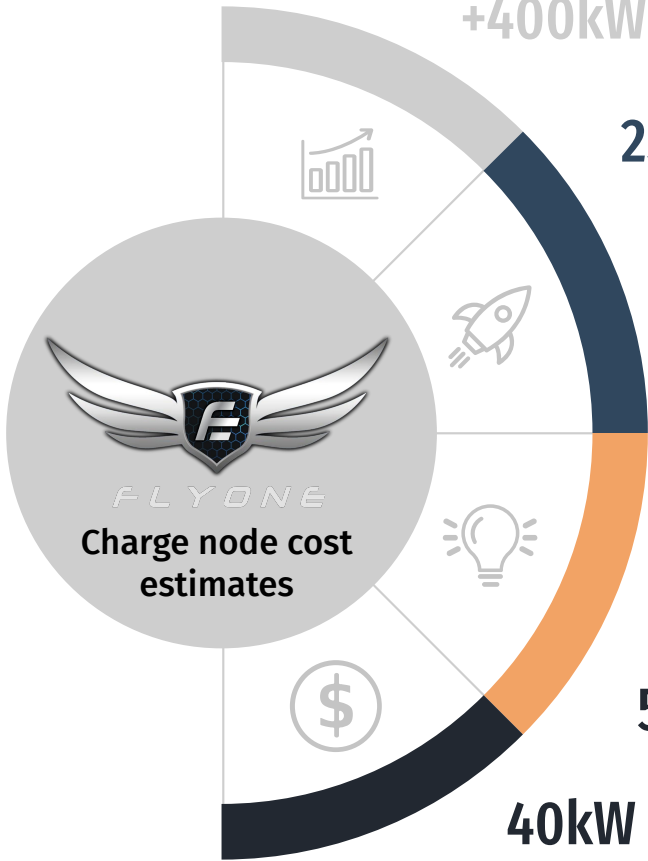
FLYONE smart Hangar



Airside

In partnership with world-leading electric aircraft charge and design developer Electro Aero, FlyOnE is developing a complete power availability charge solution capable of grid support OR completely OFF-GRID charge solutions for electric aircraft plus further charge capability of other ground vehicles such as cars, farm equipment and even backup power for homes or hangar operations.





+400kW

Larger scale commercial aircraft entering service in the late 2020's will require 400-800kW charge capacity per aircraft. This will also require extensive grid engineering and a up to 1000kW battery buffer per aircraft. Costs can only be established with a site specific viability study.

250kW



A 250kW battery buffer is recommended for a single 200kW charger or dual 80kW charge node. Approx. Cost. \$330k

200kW

5 seat eCTOL and eVTOL will enter service in 2026 and require 200kW of charge capacity. No grid will support this charge node without buffer support. Estimated cost for a 200kW Charger is \$190k

100kW



A 100kW battery buffer is recommended for a single 80kW charger or dual 40kW charge node. Approx. Cost. \$130k

80kW

4 seat GA electric aircraft will enter operation in 2023 and will require an 80kW charge node (per aircraft) for fast charge. Some metro grids will support this current draw directly. Estimated cost is \$79k

50kW



A 50kW battery buffer is recommended for a 40kW charger. Approx. Cost. \$79k

40kW

Current electric aircraft in operation now require 20-40kW charger capability, many metro grids will support this current draw directly. Estimated charger cost is \$39K for 20kW, \$79K for 40kW



smart Hangar solar COLLECTION

Accessing high current capacity green energy is difficult in both regional and metropolitan areas.

Sadly, our grid is saturated with brown energy at best and in many cases, our grid energy is produced from fossil fuel burning sources.. Making it a distant second choice over green energy to power the electric aviation future.

However, as a part of our broader delivery system of Zero Emissions Air transport solutions. FlyOnE is offering complete Smart Hangar Upgrades for regional airports. Eco-friendly prefabricated hangars built from recycled materials.. With integrated solar collection and energy storage, and stand-alone energy storing and collection nodes. Charging the aircraft with green energy makes for a truly sustainable And ESG friendly zero-emission air travel solution.

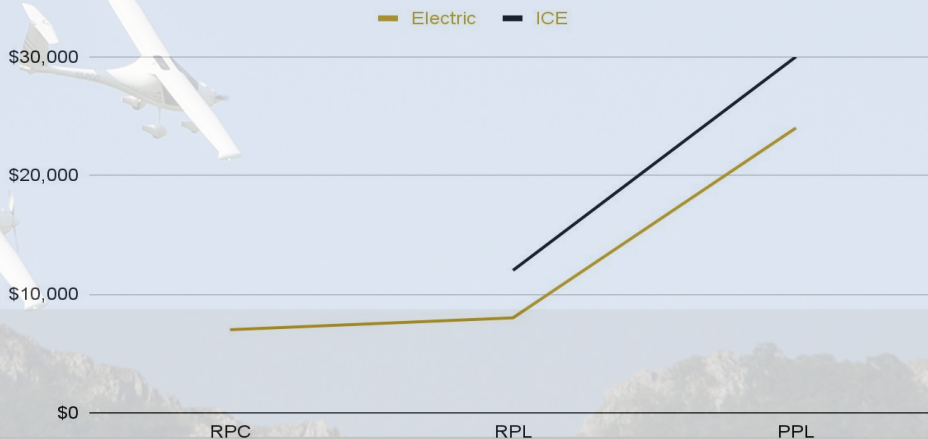


FLYONE SKYCADemy™

The FlyOnE Skycademy flight training brand is revolutionising recreational flight training in Australia. Partnering with established and experienced flight training schools to blend traditional flight training electric aviation, we are offering syndicate owned trainer aircraft for pay per use access to approved flight training school partners to utilise electric aviation and the RA-AUS training curriculum to massively reduce training costs for new pilots.

Not only does the Light Sport Category allow for more aviators to fly with a Recreational Pilot's certificate, but Skycademy partners can also advance their student from a Recreational Pilot's certificate, to a Recreational Pilots licence, to a Private Pilots licence for a massively reduced cost.

Electric vs ICE training costs



CLOUD DANCER
PILOT TRAINING





Aircraft syndication

To help bring more electric aircraft to Australian skies sooner, FlyOnE is syndicating ownership of aircraft that will be used for direct B2B hire for flight schools, for discounted recreational hire to Syndicate members or DTC to endorsed individuals.

With a modest forecast usage of approx. 10-12 hours per week, we can achieve an estimated 10-20% ROI per annum on the initial investment amount* for each syndicate member..

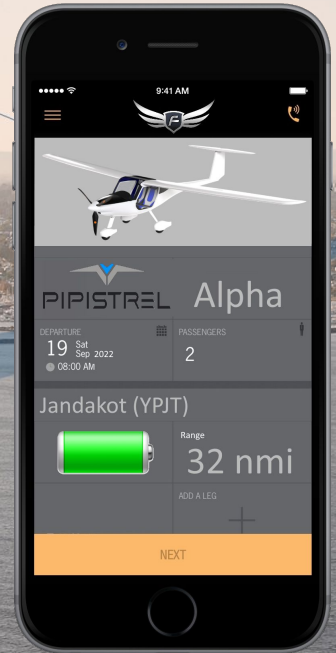
*based on a usage forecast of 500 hours per annum with regular peak operational characteristics. Market conditions and operational conditions are subject to change beyond our control.

Aircraft syndication

To make flying more accessible to more people, FlyOnE has already begun syndicating ownership of electric aircraft to new aviators and investors.

Company managed syndicate owned aircraft are available for all aviators who have completed the aircraft orientation endorsement to hire for personal use, utilising the Lilypad Elevate network of charge nodes to travel and recharge.

This also opens an opportunity for micro investors to own or part own an aircraft as a cash flow positive asset managed by FlyOnE to be leased to individual pilots or for recurring use in flight training schools.



An integrated aircraft management application will govern user access to a growing membership of Lilypad elevate users as they book aircraft for use across the growing network of charge nodes.

2022 Market Potential

1/10th

The daily operation cost of electric aviation V combustion engine aviation

3200

The amount of non electric light sport registered aircraft in Australia

174

Recreational Flight training schools not currently using electric

10000

Recreational pilots in Australia not currently flying electric

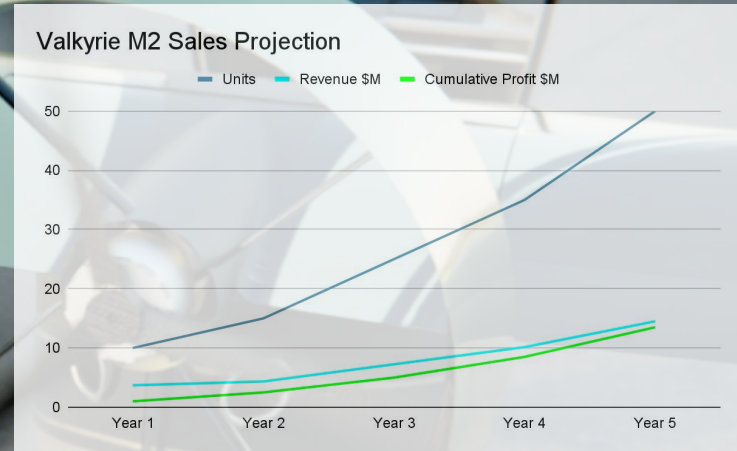
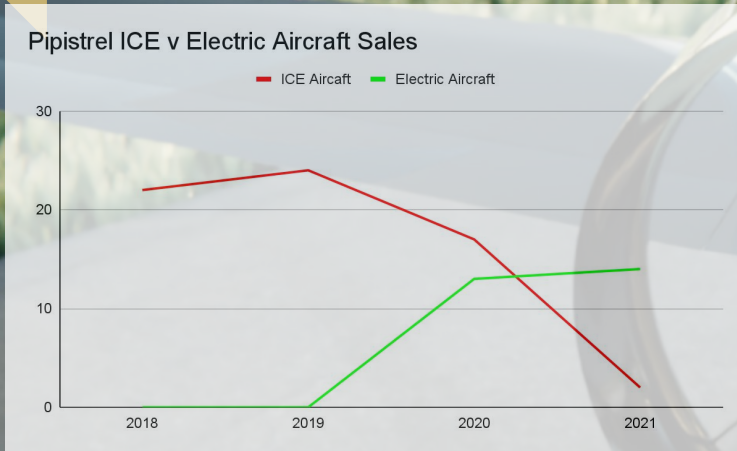
250

Regional airports in Australia not currently equipped with charge network infrastructure

In 2022, FlyOnE celebrated its first 3 aircraft imports of, the Pipistrel Alpha Electro. This aircraft has the potential to replace a great many of the current trainer aircraft in the 174 recreational flight schools in Australia as, on average, it costs \$20-\$30 less per hour to operate than a combustion engine counterpart.

In 2023, we will import and demonstrate our first 300 km range 4 seat electric aircraft. Between these and other emerging models, we expect to easily convert the majority of flight school aircraft to electric options in the coming years, as well as convert many of the 3200 current LSA aircraft to electric as they near the end of their service life. In addition, the lower cost of recreational aviation will attract more aviators requiring more aircraft and a greater volume of recreational flight operations.

The trend of sales of Petrol v Electric with our current primary aircraft supplier, Pipistrel Aviation, is exhibited in the below right graph, proving the trend of electric aviation sales is growing rapidly and as of 2021, has exceeded that of petrol aircraft of the same type..



In 2020, the global Electric Aircraft market size was USD 6753.8 million and it is expected to reach USD 9566 million by the end of 2027, with a CAGR of 4.6% between 2021 and 2027. ([source](#))

The production version of the Valkyrie (M2), will be a global product. We are negotiating assembly and shipping agreements with air frame manufacturers in both Spain and Australia.

In Australia, there are 3300 aircraft registered with RA-Aus, 99.9% of which are currently fossil fuel powered.

The opportunity this presents us domestically alone, is a customer base of over 3000 people that will be likely to convert to electric aviation for flights of up to 120 minutes (the capability of the Valkyrie M2).

Revenue projection

\$
100M
50M
20M
10M
1M
500K
100K

First flight school operations - \$10k per client

First aircraft sale - \$175k

Ongoing fixed wing aircraft sales

First 4 seat 300 km range aircraft sales

First eVTOL 2 seat aircraft sales

First 5 seat 750 km range aircraft sales

Certification and presales of Valkyrie

First Charge node infrastructure sales

Begin experimental medium range 2 seater development

First Green energy collection charge node sales

First metro eVTOL network modular charge nodes

First smart hangar airport installations

Commercial on-demand air services



2021

2022

2023

2024

2025

2026

2027

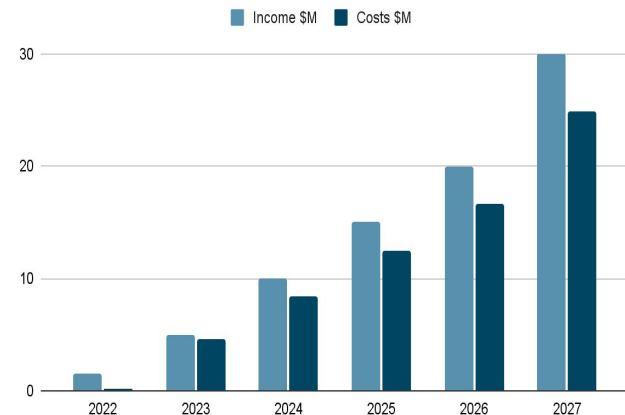
2028

Revenue projection

Forecast model.

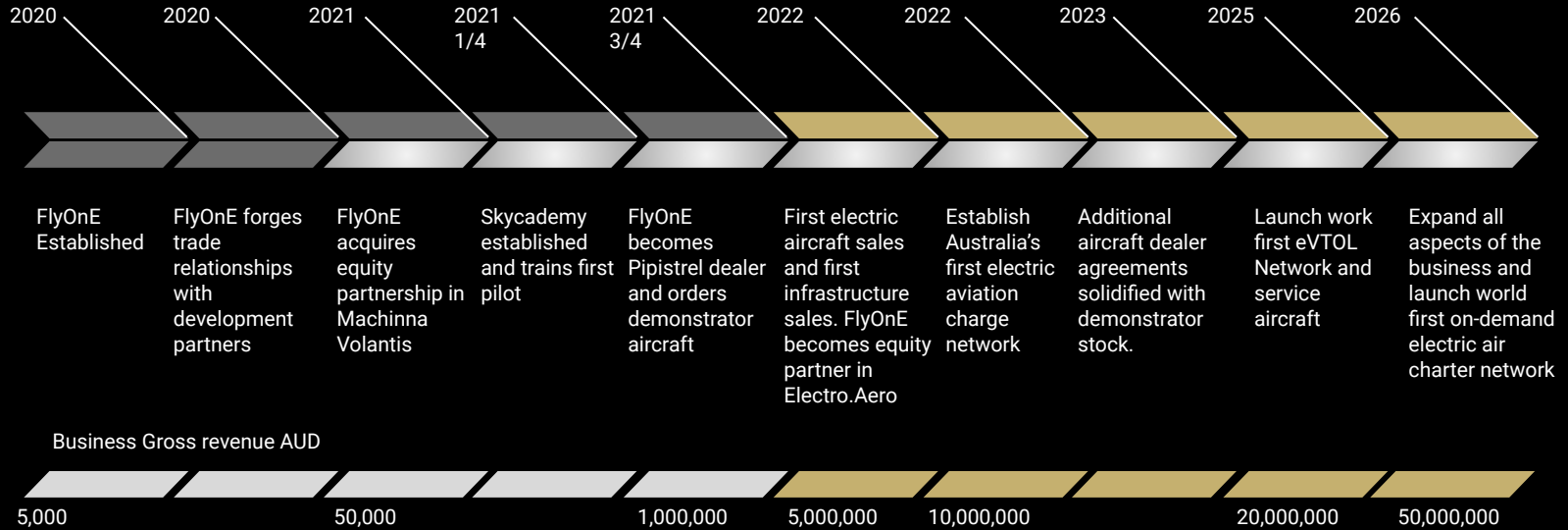
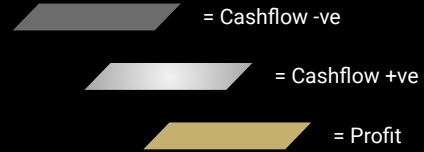
Based on current aircraft and infrastructure delivery capability, as well as existing and projected market demand, FlyOnE expects the following framework of cash flow and profitability in the next few years of trade, operating of an average of 20% Gross margin on all sales and services in Australia.

Revenue/Costs



Average margin 20%	2022	2023	2024	2025	2026	2027
Aircraft sales volume (15% Margin)	1-3 LSA	5-8 LSA 1-2 GA	10-15 LSA 6-8 GA	10 LSA 8-10 GA	10 LSA 12-15 GA	10 LSA, 20 GA
Public infrastructure (35% margin)	1-2 Sites	6-8 Sites	6-8 Sites	8-10 Sites	8-10 Sites	20-30 Sites
Projected Revenue		2,500,000	10,000,000	15,000,000	20,000,000	30,000,000
Inventory	600000	2,700,000	8,000,000	12,000,000	16,000,000	24,000,000
Gross Profit		-200,000	2,000,000	3,000,000	4,000,000	6,000,000
Projected Grant revenue		150,000				
<u>Costs</u>						
Office / Admin / Premises	5,000	5000	95,000	95,000	950,000	130,000
Professional costs	70,000	30,000	30,000	50,000	100,000	100,000
Marketing	20,000	25,000	30,000	30,000	60,000	60,000
Hardware and development	30,000	2,000,000 (RX4e)	1,000,000 (RX4e)	50,000	100,000	200,000
Employee costs	80,000	240,000	220,000	300,000	500,000	500,000
Net profit before TAX AUD\$	-850,000	-2.3M	1.6M	2.4M	3.2M	5M

FlyOnE Timeline





Series B Investment opportunities

1

Brand Partner
Cost - \$0

A FlyOnE brand alliance benefits both parties with mutual brand promotion and customer engagement reach

2

Presale deposits Cost - \$2000 to \$10000
For future and current aircraft

Presale deposits for current or future aircraft assist our development timeline

3

Scholarship Sponsors Cost - \$2000 to \$50000
Zero Emissions Pilot training Scholarships

A scholarship sponsor will enjoy long term ongoing community brand engagement while supporting education and electric aviation.

4

Syndicate Investors Cost - \$5000 to \$700000
Flight school active aircraft syndicate forecast ROI is 13-20% pa

A syndicate owner can access any other syndicate aircraft at a discounted cost per hour (depending on member level) for private use.

5

Independent Capital Investors Cost - \$200K to \$1.5M
Capital investment is required for fleet asset acquisition at an estimated ROI of 5-15% pa

Capital investment for asset acquisition and charge network infrastructure allows for faster rollout of electric air services to the Australian aviation market.

6

Series B Equity 10% equity investment of \$4M
(25% Discount for a single investor over \$3M)

Current pre money valuation of \$40 Million based on comparative market valuations, future revenue and exclusive agreements.

Community

Education

Emissions Reduction



PHASE 3 STRETCH GOAL

Project Valkyrie

To protect skyrocket our market dominance and create a more capable 90 minute flight time electric aircraft, we are seeking a stretch goal investment to create and certify the Valkyrie 2 and 5 seat electric pusher prop aircraft design and scale for manufacture.

Capital required - AUD\$2.5M

PHASE 4 STRETCH GOAL

Up to 20% Equity in our commercial aircraft supplier - Electron Aerospace

To protect our interests, secure regional distribution exclusivity and broaden our financial gain opportunities, FlyOnE seeks to become a substantial equity partner in Electron Aerospace, our primary long range commercial aircraft supply partner.

Capital required - AUD\$32M




ELECTRON

Phase 3 Stretch Goal Cont. \$8-10M

Fly OnE is exploring manufacturing opportunities with multiple airframe partners. We have entered initial negotiations to locally manufacture electric aircraft airframes under licence and assemble the aircraft propulsion and control systems in full for domestic and international sales. The high quality of manufacture capabilities and stable economy of Western Australia are appealing to our foreign aircraft partners for stable and reliable aircraft production.

There is state and regional government support in this sector, we have had an expression of interest from Murray Field Airport and the support of their local government to expand operations at the site with aircraft manufacture.

Similarly, an agenda led by Christine Tonkin, member of the Australian Legislative Assembly, seeks to bring state and federal funding to WA to support the development, manufacture and export of electric aircraft. Representatives for FlyOnE were recently present at A 'round table' discussion with other industry and technology leaders on the best way to progress with this agenda.

FlyOnE is poised to lead this sector with a viable aircraft manufacture agreement pending type certification of the aircraft by CASA for the Australian market.



Christine Tonkin

Official trade partners



Our team..



Korum Ellis
CEO and founder



Josh Portlock
Technical development



Darroné Manning
Chief Operating Officer



Adrian van Schouwen
Chief Flight instructor



Francesco Saltarel
Digital Content Creator



Joel Steinberg
Corporate Secretary and
Compliance advisor



Bruce Kerl
Head of Engineering



Matt De Vries
Sales Coordinator



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