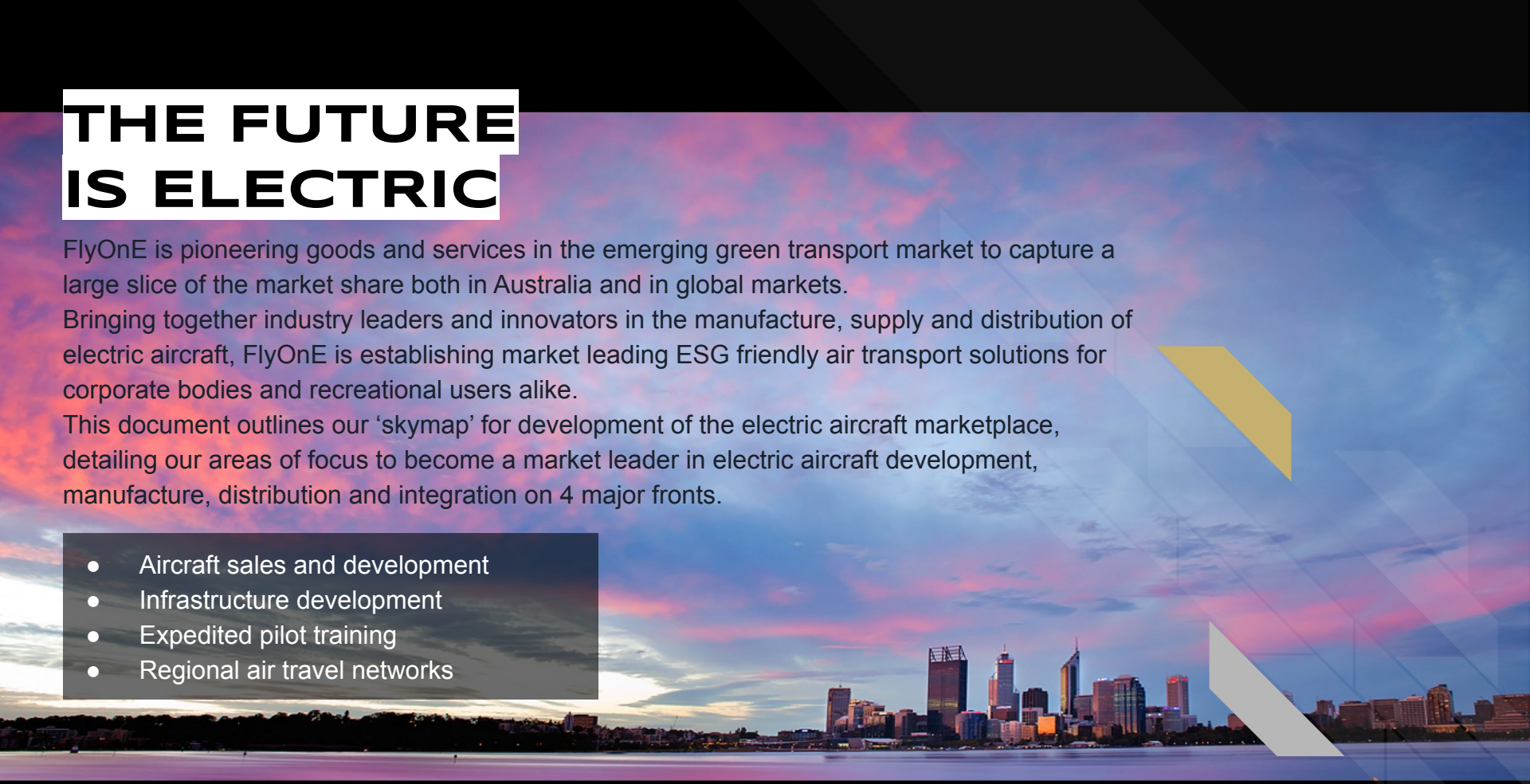

FLYONE
Skymap 2023

THE FUTURE IS ELECTRIC

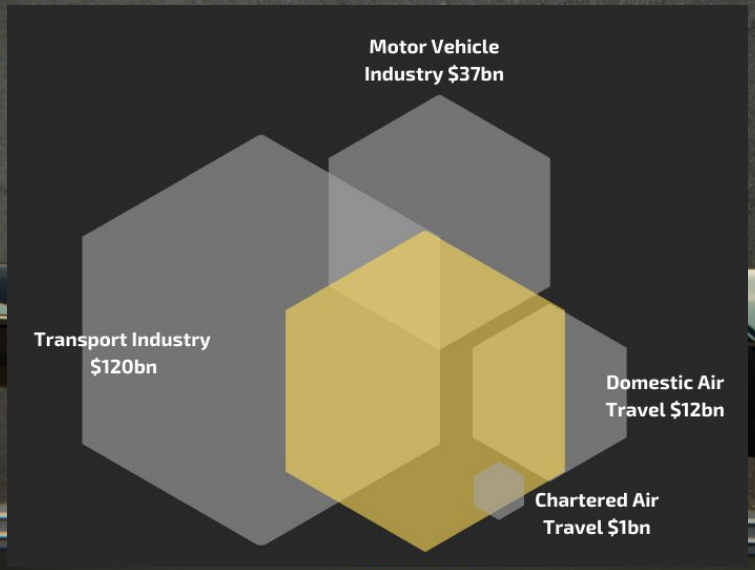
FlyOnE is pioneering goods and services in the emerging green transport market to capture a large slice of the market share both in Australia and in global markets.
Bringing together industry leaders and innovators in the manufacture, supply and distribution of electric aircraft, FlyOnE is establishing 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

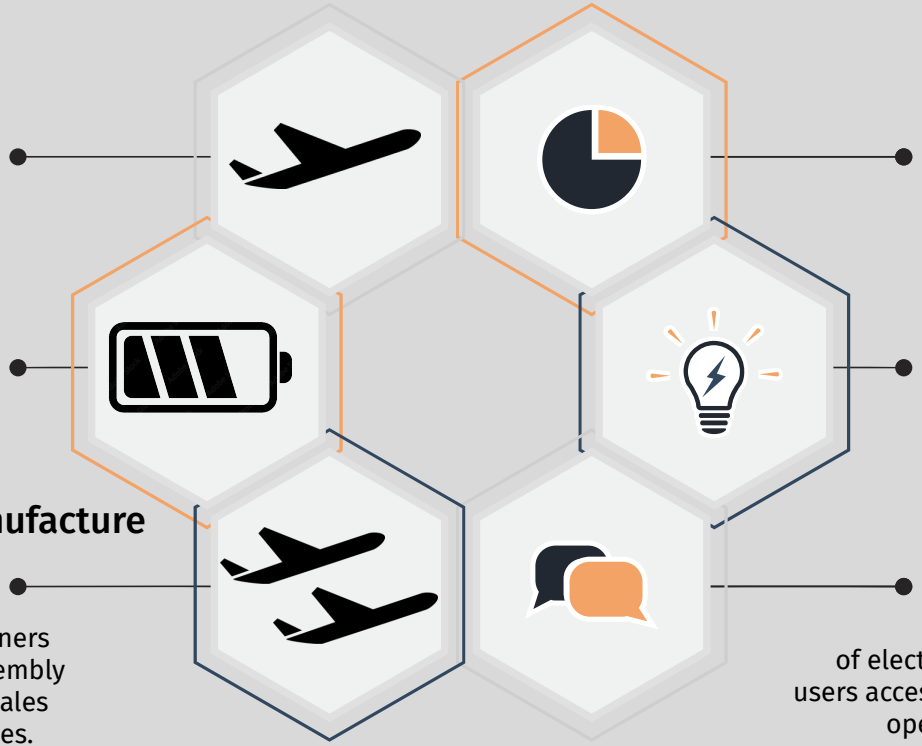
FlyOnE is Australia's premier electric aircraft importer. We have distribution agreements with all the most viable electric aircraft designs

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


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
FLYONE

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 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

ELECTRON

ETA 2026

EFFICIENCY	SPEED	RANGE	NOISE	EMISSIONS
67 Wh/pkm at 75% payload capacity	300km/h, cruising at 10,000 ft	750 KM with 500 kg payload capacity	<55 dB*, a petrol Turbo-fan aircraft at takeoff power at 200 ft is 118 dB.	ZERO. All electric.

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

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.

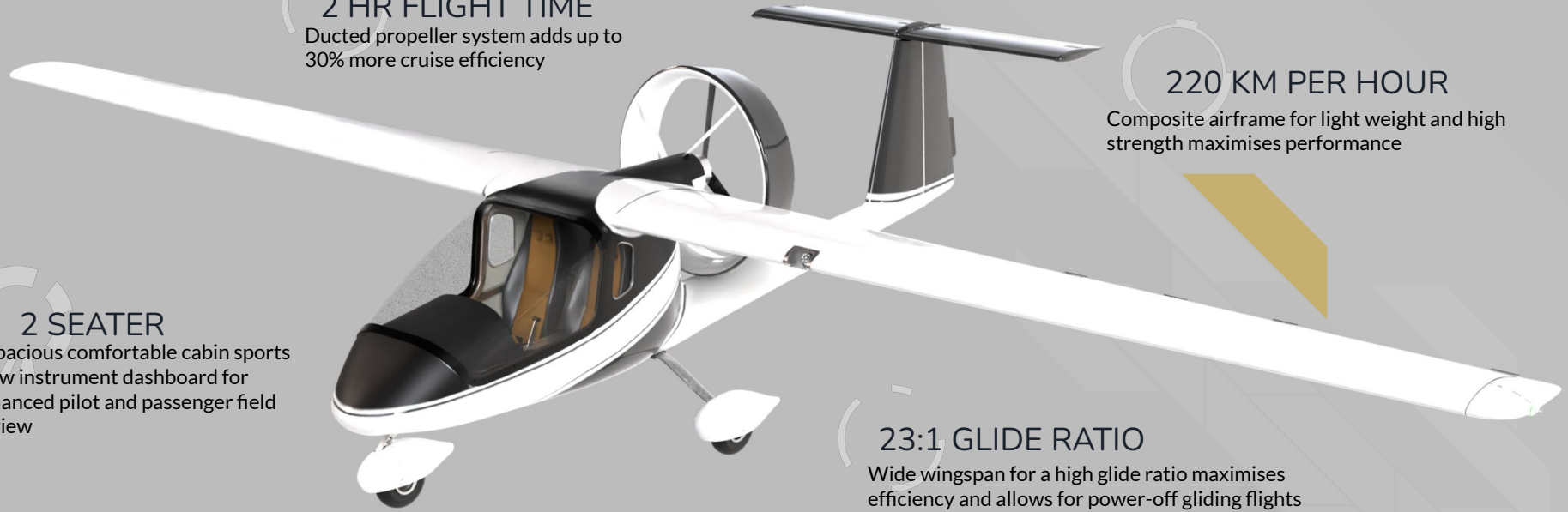
FLY ON E VALKYRIE X M-1 ZERO EMISSIONS AIRCRAFT

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

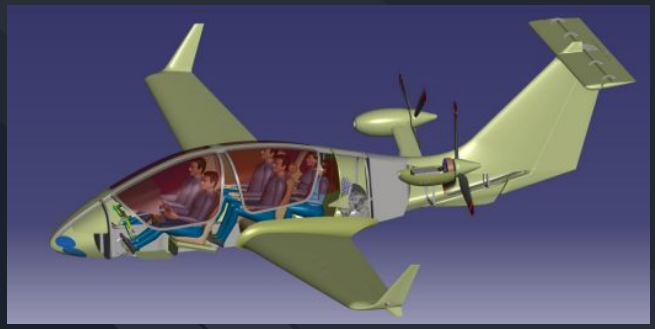
FlyOnE is seeking to build a unique design electrified airframe in partnership with our technical development and airframe manufacture partners. We have 2 different viable 4-5 seat airframe designs (both single and twin prop) and a 2 seat airframe design. All 3 aircraft have greater payload and range 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.

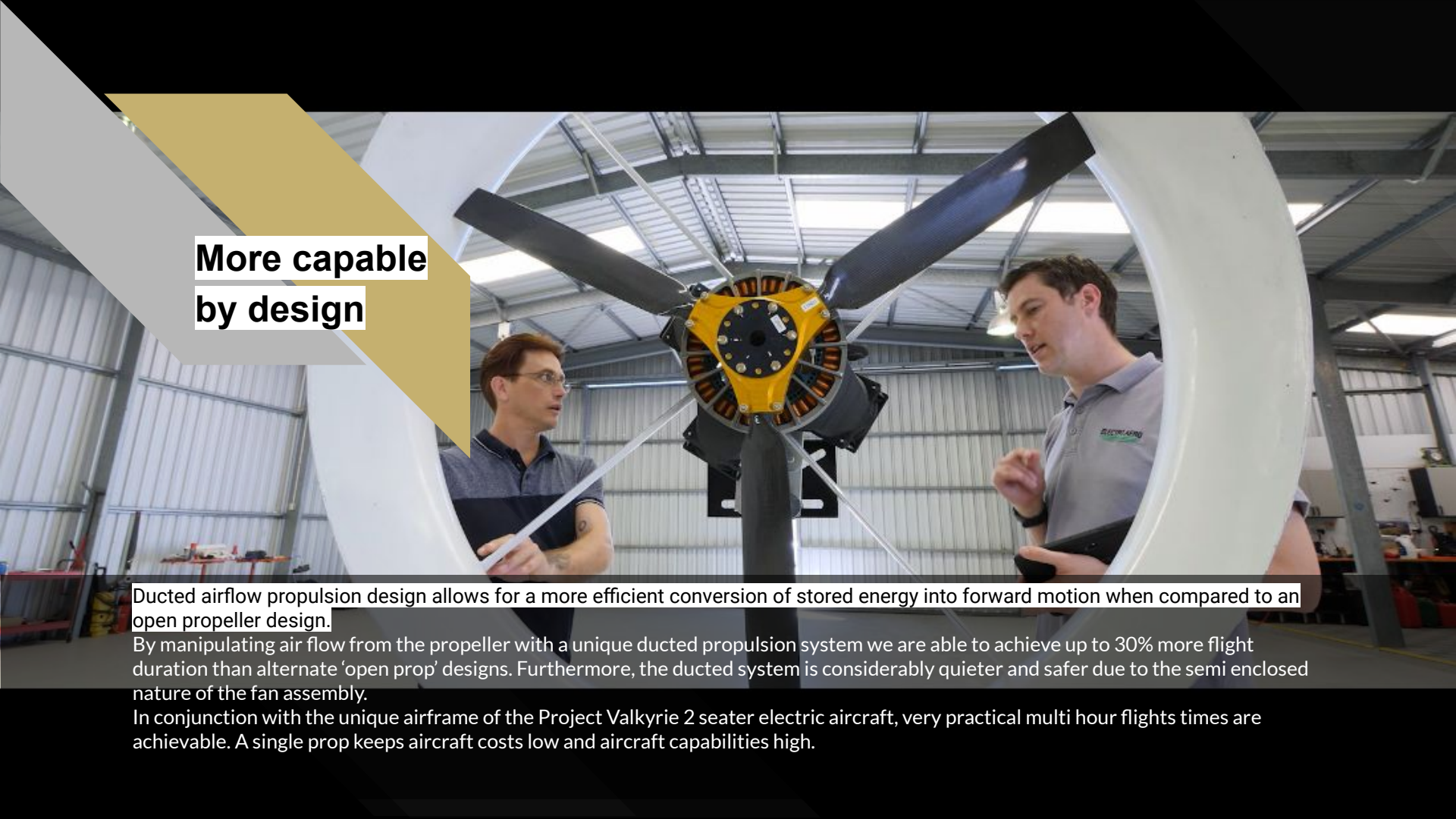
PAYLOAD	RANGE	POWER	TOP SPEED	MTOW
340kg	300km	140kW	260km	1200kg

FLYONE

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.





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.

A charger at every airport

Stage 1, 2023

Up to 12 passenger movements per site per day

Flying routes of up to 70km

Stage 2, 2024

Up to 96 passenger movements per site per day

Flying routes of up to 120km

Stage 3, 2025

Up to 192 passenger movements per site per day

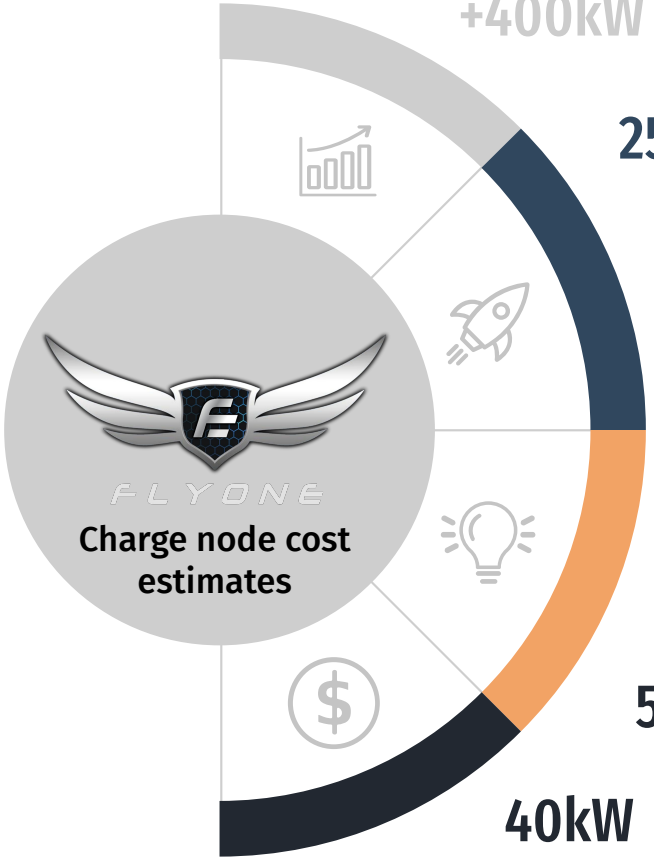
Flying routes of up to 500km

FlyOnE is not just importing the aircraft of tomorrow, not just training the pilots of tomorrow, not just opening up the Air Taxi routes of tomorrow, but also building the aviation charge node network of tomorrow.

A complete Advanced Air Mobility network will need all of the elements mentioned above. To ensure new electric pilots have a growing network of sites to fly to for recharge, FlyOnE is working with local governments and airports to roll out infrastructure to support the next wave of air transport.

LILYPAD ELEVATE CHARGE NODE

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.

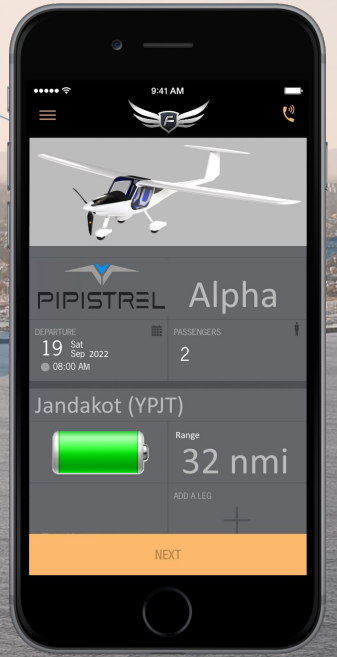
CLOUD DANCER
PILOT TRAINING

ROYAL AERO CLUB of WA

Image courtesy of Pipistrel Aircraft

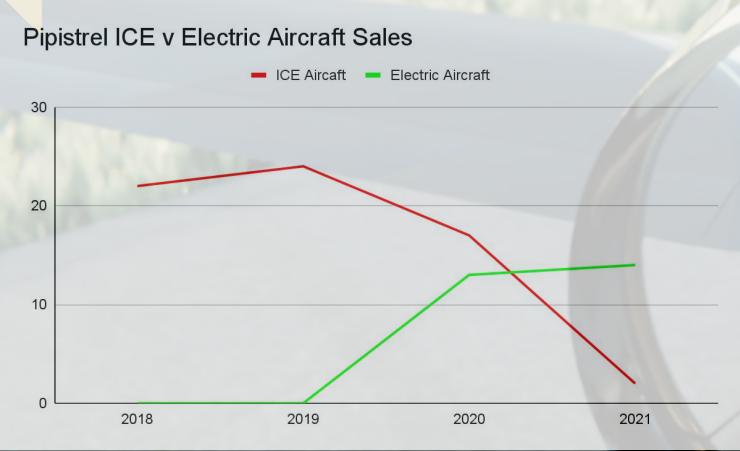
Aircraft syndication

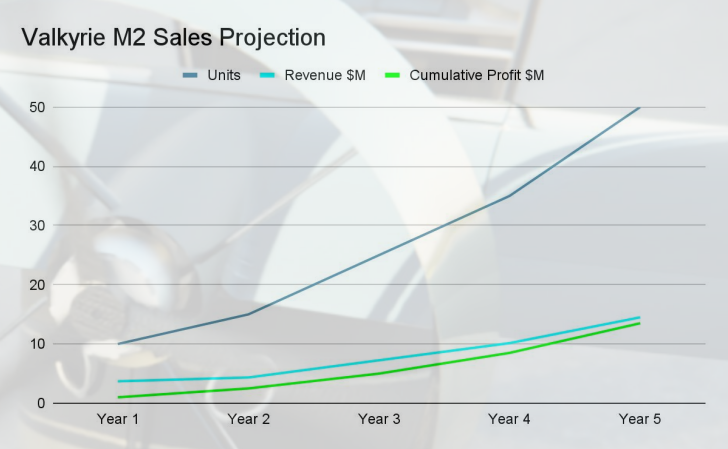
To make flying more accessible to more people, FlyOnE has already begun syndicating ownership of electric aircraft to new aviators and investors.
Company managed syndicate owned aircraft are available for all aviators who have completed the aircraft orientation endorsement to hire for personal use, utilising 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.

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

2021
2022
2023
2024
2025
2026
2027
2028

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

Begin experimental medium range 2 seater development

First Charge node infrastructure sales

First 5 seat 750 km range aircraft sales

Certification and presales of Valkyrie

First Green energy collection charge node sales

First metro eVTOL network modular charge nodes

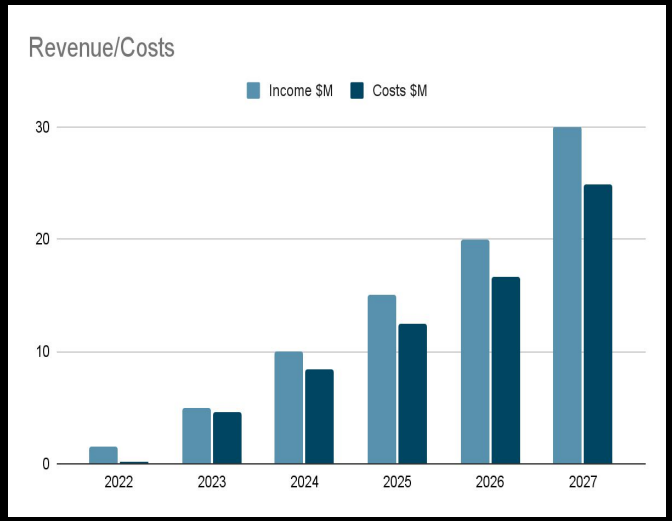
First smart hangar airport installations

Commercial on-demand air services

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.



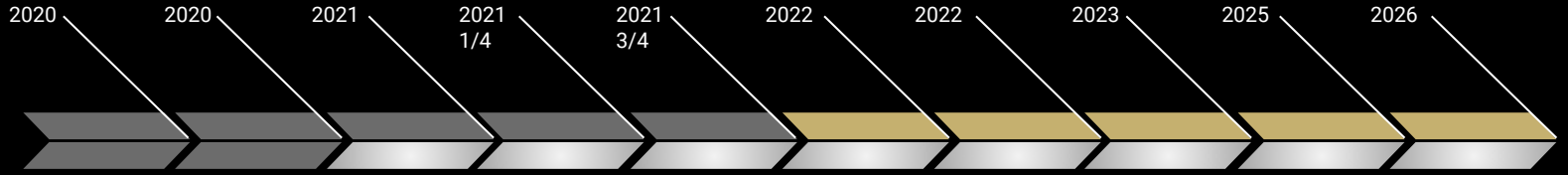
Average margin 20%	2022	2023	2024	2025	2026	2027
Aircraft sales volume (15% Margin)	1-3 LSA	5-8 LSA 1-2 GA	10-15 LSA 6-8 GA	10 LSA 8-10 GA	10 LSA 12-15 GA	10 LSA, 20 GA
Public infrastructure (35% margin)	1-2 Sites	6-8 Sites	6-8 Sites	8-10 SItes	8-10 Sites	20-30 Sites
Projected Revenue		2,500,000	10,000,000	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				
Costs						
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

= Cashflow -ve

= Cashflow +ve

= Profit



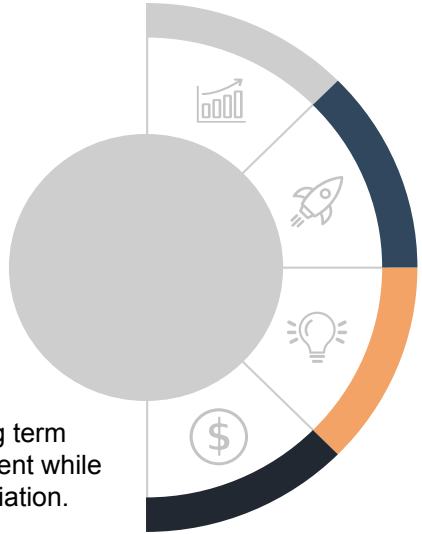
2020	2020	2021	2021 1/4	2021 3/4	2022	2022	2023	2025	2026
FlyOnE Established	FlyOnE forges trade relationships with development partners	FlyOnE acquires equity partnership in Machinna Volantis	Skycademy established and trains first pilot	FlyOnE becomes Pipistrel dealer and orders demonstrator aircraft	First electric aircraft sales and first infrastructure sales. F	Establish Australia's first electric aviation charge network	Additional aircraft dealer agreements solidified with demonstrator stock.	Launch first eVTOL Network and aircraft in Australia	Expand all aspects of the business and launch world first on-demand electric air charter network

Business Gross revenue AUD

5,000	50,000	1,000,000	5,000,000	10,000,000	20,000,000	50,000,000

The Ask..

We are seeking all and any of the following...



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 A Equity Min. $50k** Up to 10% at $4m Raise
   (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.

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 4 seat electric aircraft design and scale for manufacture.
Capital required - AUD$2.5M

Phase 4 Stretch Goal

ELECTRON

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

To protect our interests, secure regional distribution exclusivity and broaden our global revenue opportunities, FlyOnE seeks to become a substantial equity partner in Electron Aerospace, our primary long range commercial aircraft supply partner.
Capital required - AUD$32M

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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