



PIONEERING ELECTRIC FLIGHT

E L E U

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FLY ONE

ALPHA Elec

Lilypad Elevate

The future of regional and light sport aviation

Australia's first electric aviation charge network.

To enable the looming electric aircraft revolution, a reasonable amount of infrastructure will need to be added and upgraded at various air strips and air ports in both metro and regional areas.

FlyOnE is offering electric aircraft charge solutions to existing and emerging air traffic management sites, airports, airfields and vertiports to be able to service current and future electric aircraft operating in Western Australia. Just like the early days of electric cars, we will need to establish an early network of charge stations at key locations to enable the transition from internal combustion engine aircraft (ICE Aircraft) to electric aircraft counterparts.



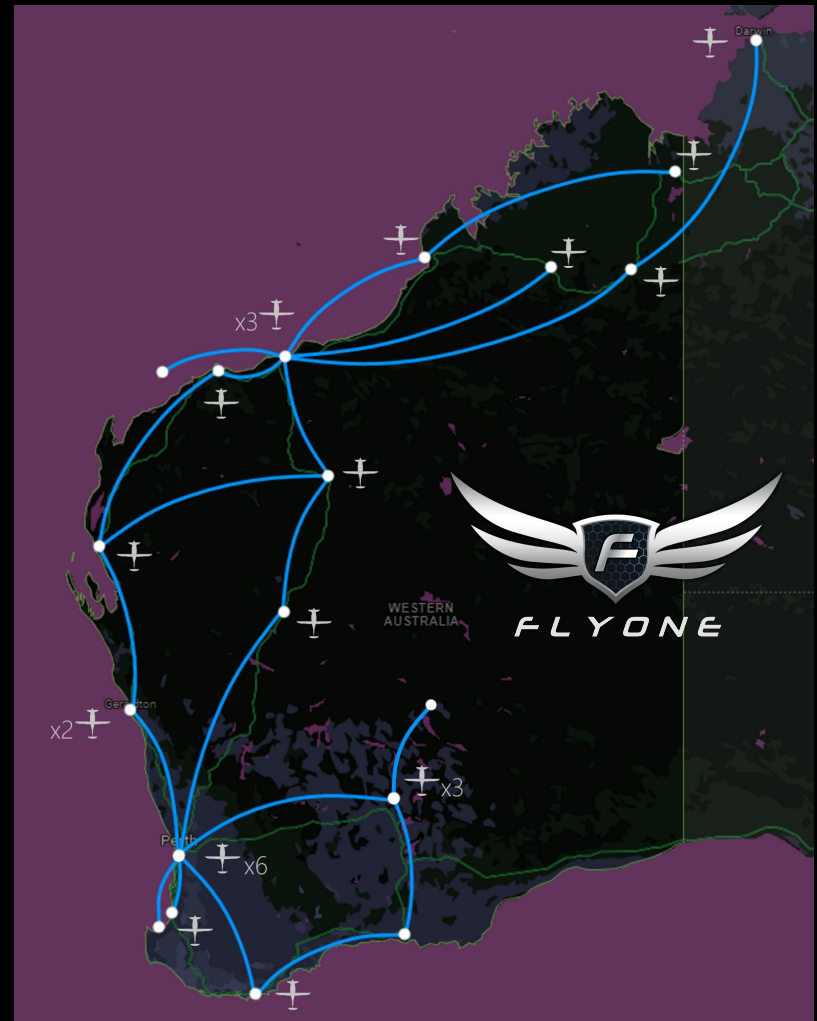
These sites will continue to serve long into the future as air strips and air ports transition into vertiports to support eVTOL aircraft and more and more of these types of aircraft become available.

The first electric charge station is established and operating at Jandakot Airport and is currently used to charge Western Australia's first electric passenger aircraft, the Pipistrel Alpha Electro, operated by FlyOnE in our [Skycademy flight school](#).

Lilypad Elevate™

FlyOnE is building a statewide network of electric charge nodes for commercial and recreational use. Through a proposed network of green energy charging station nodes and landing areas, FlyOnE will operate On-Demand Zero emissions air charter services, as well as offering 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 third Stage target sites for these nodes are depicted here, with our first site at Jandakot Airport already active and servicing currently operating electric aircraft.



Gateway to the Future

The South West region of Western Australia exhibits the perfect balance of appealing destinations, established airfields and distance separation for our Stage 1 and Stage 2 all electric aircraft network.

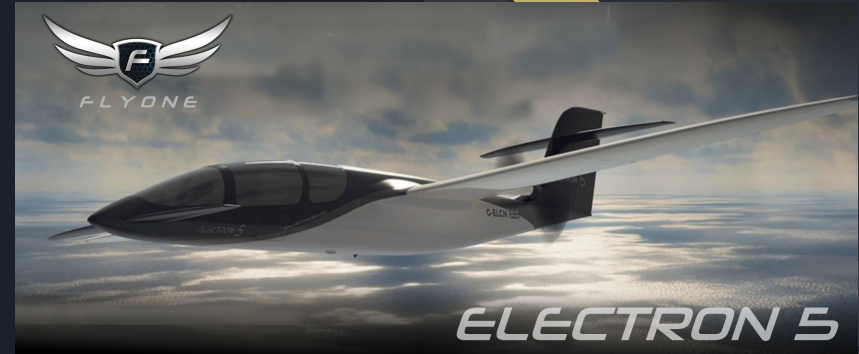
Establishing a charge node network for existing and emerging electric aircraft will prove Western Australia as an innovator and world leader in the development and integration of zero emissions air transport.

Current fixed wing recreational (self piloted) electric aircraft with an operational range of up to 130+km can easily and safely service the routes marked in white, while future 4 seat 300 km range GA registered electric aircraft can easily and safely service the routes marked in Blue.

FlyOnE is developing relationships with all the sites displayed on this map and others to build the world's first publicly accessible electric aircraft charge network.



Service Aircraft



While many electric aircraft will emerge in the market place in the near future, FlyOnE is seeking to distribute, service and support the above key makes and models, with one of these models, the LSA Alpha Electro, already in service. FlyOnE has a large scheduled roll out of the larger multiseat model Electron 5 GA charter aircraft from 2026 and the eVTOL AIR ONE from 2025.

ELECTRON 5 COMMUTER/FREIGHT ZERO EMISSIONS AIRCRAFT



ELECTRON



FlyOnE has committed to a delivery of x28 Electron 5 commercial electric aircraft with the first trainer and service aircraft due for delivery in 2026. This aircraft will service a growing electric aviation infrastructure in Western Australia to provide ON-DEMAND air transport services to remote regions up to 750km apart.

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.



PIPISTREL

WESTERN
AUSTRALIA

After ongoing negotiations with the world-leading electric aircraft developer, Pipistrel Aircraft, FlyOnE is now the official brand ambassador and stockist for Pipistrel Electric aircraft in Western Australia.



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.

Timeline

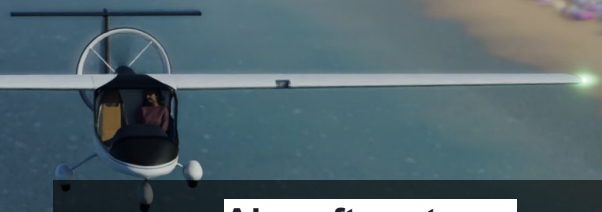
FlyOnE is rolling out electric aircraft AND relevant infrastructure to different regions as new technology releases and new aircraft become certified and available.

Beginning with the first Aircraft, the Pipistrel Alpha and Velis Electro (130 km range 2 seater) available NOW and relevant supporting (expandable) charge node infrastructure, expandable to service GA 4 and 5 seat aircraft available in the next few years.

Pipistrel Alpha Electro LSA fixed wing Trainer/Recreational aircraft and relevant charge infrastructure.

First 4 seat 300km range fixed wing GA aircraft and first eVTOL 2 seat aircraft. Upgraded higher capacity charge infrastructure

First 5 seat long range 750 km commercial passenger aircraft. Upgraded commercial capacity charge infrastructure.



Aircraft partners





The charge node hardware itself is in a convenient mobile form factor to be easily maneuvered close to the aircraft on the Apron or in a hangar.

The hardware can be stored in an aerodromes existing facilities near a 3 phase power source. Each charge node is individually metered, remotely monitored and can detect the registration of the aircraft for automatic billing purposes.

Landing requirements

Charger required

Recommended grid support



Light Sport runway



30-60kW



50-100kW



Light Sport Vertical



80-200 kW



50-200kW



Private runway or Light Commercial Operations



200kW



100-200kW



Runway Commercial operations



2x 200kW



200kW - 400kW



To suit different operational requirements, FlyOnE is building bespoke energy delivery packages for the specific aircraft requirements of each airfield or aerodrome in the Lilypad Elevate network. The above is a sample of typical energy delivery systems relevant to the service aircraft that will require the charge infrastructure.

South West Proposal

Wagin, Augusta, Manjimup

Capacity - 3 x LSA Fixed wing full charges per day
(powered from Grid energy or Green energy)
1 x 30 kW Charger and 50 kWh of stored energy to be
recharged from green energy sources
\$160K (estimated)



Collie, Margaret River, Narrogin, Busselton, Wave Rock, Denmark

Capacity - 3 x Four seater or LSA Fixed wing full charges
per day (at peak solar, x 2 at off peak times)
1 x 80 kW Charger and 200 kWh of stored energy to be
recharged from green energy sources
\$330K (estimated)



Murray Field, Bunbury, Albany

Capacity - 3 x 5 seat GA full charges per day (at peak solar)
2 x 80 kW or 1 x 200 kW Charger and 400 kWh of stored
energy to be recharged from green energy sources
\$420K (estimated)





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.



Smart Hangar proposal

FlyOnE is capable of delivering a wide range of solar power infrastructure upgrade solutions to integrate to existing airport (hangar) buildings, or even supply and build modern, efficient hangar buildings with fully integrated green energy collection capabilities.

By amalgamating a new hangar construction with integrated solar collection, stored energy systems and charging infrastructure, we can build a complete green energy, true zero emissions aviation solution at selected sites both as a showcase for the future of zero emissions air transport and recreational flight, but also serve as a long term air traffic energy solution as the small to medium range electric aviation sector grows.

Our partners, Electro.Aero and third party solar installation contractors can deliver complete energy upgrade solutions delivering zero emissions energy for electric aircraft, electric vehicles and even grid backup or airport operations..

ELECTRO.AERO™



FLYONE



Future growth opportunities

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



FlyOnE Skycademy™

FlyOnE has developed an immersion training experience for our clients that will provide a superior training curriculum with condensed learning and licensing timeframes.

This curriculum will blend Electric aircraft flight training experience with traditional aircraft training to give our graduates a unique edge, being capable and experienced in both types of propulsion systems when they pass their assessment to be qualified as 'Pilot in Command' of a light sport aircraft. We are currently partnered exclusively with Cloud Dancer Pilot Training for delivery of these services. As more aircraft in the GA section become available, we will expand our partnerships and services into the VH Class of aircraft for commercial pilot training and endorsements in these commercial aircraft to ensure availability to qualified pilots for the aircraft of the future. In addition, we are already training and endorsing engineers with factory guided and approved training modules to ensure there are enough qualified engineers to service and maintain the new generation of electric aircraft.

Expedited training methods

Zero emissions

Lower barrier to entry



South West Proposal

Western Australia's South West region has the potential to become the cradle of life for electric aviation services in Australia and indeed, the world.

While many developers in foreign regions are pouring huge volumes of money and resources into a eVTOL rideshare future that has a very narrow use case, we at FlyOnE are pursuing a much broader reach and smoother transition to electric aviation services by making incremental changes to existing operations, existing aviators and existing training facilities to assist them in the adoption of electric aviation services with currently available technology.

This allows for early progress in the sector and a transitional adoption for easier education, better safety without having to spend hundreds of millions on a revolutionary transport option (eVTOL), but still paving the way for this adoption if and when it becomes an economically viable transport option.

Due to their reliability, safety, range and availability to experienced pilots, fixed wing electric aircraft will always be a force in regional air mobility and may remain as the dominating service over VTOL operations for many decades.

The transition from combustion engine aircraft to electric in Western Australia has the potential to create a great deal of employment, tourism opportunities, technology development as well as reduce emissions and build a new, wider culture of air travel as costs are lowered by these amazing new technologies.