



GOTLAND SWEDEN BACKS 'NOEMI' ELECTRIC SEAPLANE FOR ZERO-EMISSION FLIGHTS

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Elfly Group announced a partnering with the government of Gotland, Sweden, to pursue its goal of zero-emission commercial flights to the island by 2027. Both parties recently signed a Letter of Intent to explore deeper collaboration. Located in the Baltic Sea off Sweden's east coast, Gotland is the largest of Sweden's islands, some 90km east of the mainland. Region Gotland is passionate about securing more sustainable solutions like 'Noemi' and would like to have at least one commercial operator flying electric aircraft from the island in the future.

Eric Lithun, CEO of Elfly Group commented: "We are excited to partner with Region Gotland in this groundbreaking initiative as we move towards a greener future. Our electric seaplane Noemi can create new opportunities for Gotland and showcase the potential of zero-emission solutions in many markets worldwide. We will contribute to Gotland so that it reaches its goal to start commercial zero-emission flights by 2030."

Meit Fohlin, Social Democrats, Chairman of the Regional Board, Gotland, said: "One of our biggest regional development requirements is securing good communications to and from the island. We are working actively to get electric flights to Gotland. We are, accordingly, pleased and proud to be able to announce today that with this Letter of Intent we are initiating a deeper collaboration with Elfly Group."

Maria Fiskerud, project manager at Science Park Gotland, added: "We have the right environment to prepare for electric aviation together, which in turn can contribute to the development of eco travel, both in the Nordics and beyond. Everything is already in place within the ecosystem – from the airport and its electricity capacity to interested aircraft manufacturers like Elfly, aircraft operators and customers."

Interest in next generation seaplane travel is mounting. Speaking last month at Revolution.aero in London Eric Lithun highlighted: "These new electric seaplanes are certifiable to both VFR and IFR conditions - today. Huge amounts of funding have been poured into eVTOLs that don't have the regulations to certify, so they have a lot of work to do to get certificated. We are working within the rules and regulations of today. Commercial next generation electric seaplane operations don't need costly infrastructure, just a small pontoon with chargers, dockside. The water is our runway."

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