



NORWAY'S ELFLY GROUP SIGNS CONTRACT WITH EASA FOR DEVELOPMENT OF NOEMI CONCEPTUAL PROTOTYPE AIRCRAFT

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Norway's Elfly Group signed a contract at the Paris Air Show with EASA for the development of the conceptual prototype model of its Noemi (No Emissions) clean sheet, all-electric commercial seaplane. The contract signed by Elfly's Founding CEO Eric Lithun and EASA's David Solar reinforces the company's commitment to work closely with EASA towards eventual certification (2030) of the Noemi in Europe.

This development follows the recent conclusion of the Concept-Freeze-Review of the aircraft prototype. The next step towards first flight of the full-scale aircraft includes interactions and technical discussions with the Agency. The EASA Pre-Application Contract agreement allows Elfly Group to take the initial step with the agency towards achieving the first flight of the full-scale Noemi conceptual prototype aircraft. The PAC between Elfly and EASA covers the entire process

of prototype development covering the agreement on the flight conditions necessary for the aircraft's Permit-to-Fly. The PAC is structured to reflect a type certification process. This helps both Elfly and EASA to familiarize the development and test activities towards the target for certification.

Elfly and EASA are signing a Pre-Application Contract agreement. This PAC involves agency review from the very beginning of the core development activities involving Technical Familiarization, Design, Manufacturing, Test activities and eventually agreement on the flight conditions for the prototype aircraft.



David Solar, Head of Sustainability, Research and Innovation, EASA, commented: "We're pleased to take this important first step with Elfly through the Pre-Application Contract process. The Noemi project represents an exciting and ambitious vision for the future of sustainable aviation, and we look forward to supporting Elfly as they progress towards a safe and flightworthy prototype. Collaborative early engagement is key to enabling innovative new aircraft like Noemi to reach the market in a safe and timely way. "

Eric Lithun stated: "Noemi is a platform designed to be propulsion agnostic, noting Elfly is still making a battery electric seaplane, but the Noemi platform also supports hybrid, Pratt & Whitney PT6 conventional engines and fuel, even, potentially hydrogen too - 'if someone can present a valid business case.' Noemi will serve as a valued platform for the future of aviation. We have a fuselage and wing which outperforms the venerable de Havilland Twin Otter (floatplane) by a great margin. Noemi platform is designed for the next 100 years of aviation and to go anywhere on the planet. We call it the 'go anywhere plane.'"

Elfly has amassed soft orders for 47 Noemis, worth an estimated \$500 million with further interest for 300 more from operators from all over the world. The company is working toward the first flight

of the conceptual prototype in 2027. Entry into service has a target year 2030.



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