

Q&A Signing of Lol Bristow, BETA, Avinor & CAA

Q: Which aircraft will be used for demoing?

A: It will be an ALIA CTOL, built on the production line at BETA's rate facility in Vermont, USA.

Q: What happens between the signing of the Lol and signing of the binding agreement?

A: A project team will be formed to develop a detailed concept of operations, ensure regulation/rules are made to accommodate a pre-certified aircraft operations and that appropriate infrastructure is in place to support the aircraft. Additional objectives and KPIs will be set.

Q: What is the reason behind the chosen demo locations, Stavanger and Bergen?

A: Initial demo locations were proposed by Bristow due to market potential, existing support, infrastructure, and early discussions with Avinor/CAA. Test locations are chosen based on the needs of the market players, not by Avinor.

The demo locations selected provide a controlled environment for early demoing and operational demos. It also reflects the geography of the region, showcasing the utility this technology can provide to communities across Norway and beyond.

Q: What is the objective of the demoing?

A: The purpose of the agreement is to develop solutions and knowledge related to future aircraft and requirements for airport operations/infrastructure and airspace, as well as conducting safe and efficient trials of new technology for regulatory learning and development within all relevant areas of aviation. The demoing and demonstration will be based on co-developed CONOPS, and demoing will be performed with pilot(s) onboard.

Q: What is the duration of the demoing period?

A: We have a six-month target to ensure we experience realistic weather conditions.

We are currently working through specific CONOPs and plans. Our primary objective is to gather meaningful data, so that will help guide our specific demo plans and duration.

Q: What's in this for Bristow?

A: Our stated vision is to be a leader in innovative and sustainable vertical flight solutions. Being the lead operator in the first zero emission aviation test arena, solidifies our demonstrated leadership. This program will provide Bristow the experience and intellectual property necessary to bring advanced air mobility to commercial operations. Furthermore, it will demo our theses for early adoption of AAM. Bristow plans to build on a successful program to conduct similar programs in other regions, specifically with different environments.

Q: What's in this for BETA?

A: We've flown our prototype aircraft for nearly five years at this point, and now, after manufacturing our production-intent aircraft at our scaled facility, this is a way for us to both share those real-world, in-concert learnings we've grown accustomed to demoing for — and accelerate the regulatory and community acceptance in a new region that can strongly benefit from this technology.

Q: What's in this for Avinor?

A: Avinor's main responsibility is to ensure that the airport infrastructure is ready for the first zero and low emission aircraft. This project will provide learning and experience with regards to charging infrastructure, energy needs and operative procedures from an airport point of view.

Q: What's in this for the CAA?

A: CAA's role is to facilitate and support the safe integration of new technologies. Developing an advanced regulatory sandbox together with EASA is a significant and rewarding task, but we firmly believe it can support industry, accelerate innovation processes regarding new mobility and provide us with critical competency.

Q: What will be the role of EASA in the test arena?

A: Working with N-CAA they will set the regulatory sandbox and write rules around operating in Europe.

Q: Do you expect to get in place more Letters of Intent to use Norway as an international test arena in the near future?

A: There is significant interest in Norway as an international test arena. Avinor and the CAA are engaged in dialogue with several market players with the aim of signing more Letters of Intent. With regards to whom, where and when we cannot currently give any details.