

The AAM Rewind

Eve Backs eVTOL Prototype Despite Q1 Loss Doubling

Eve Air Mobility plans to push forward with the construction of its full-scale eVTOL prototype in the second half of 2023 despite its Q1 net loss more than doubling. The company's net loss totaled USD\$25.8 million in Q1 2023, significantly higher than the USD\$10 million in the same period last year.

Our take:

Eve is advancing in the development of its eVTOL and is forecasting an increased spend in the coming years, in line with what the other OEMs project, but at a much lower rate as the company takes advantage of the lower workforce costs in Brazil and of the master agreement with parent Embraer. One item that jumped to our eyes is the very different tail configuration of the wind tunnel model depicted in its investor deck, a configuration we think is more representative of the final vehicle than the previous artist renderings. We now have twin tails on the booms that run the length of the eVTOL and no more ducts surrounding the propellers.



Volatus Forms Insurance Partnership with Marsh McLennan

Volatus Infrastructure has signed a strategic partnership with Marsh McLennan to provide insurance solutions to its customers. Volatus co-founder Grant Fisk said the provision of insurance will ensure customers have peace of mind when flying in eVTOLs.

Our take:

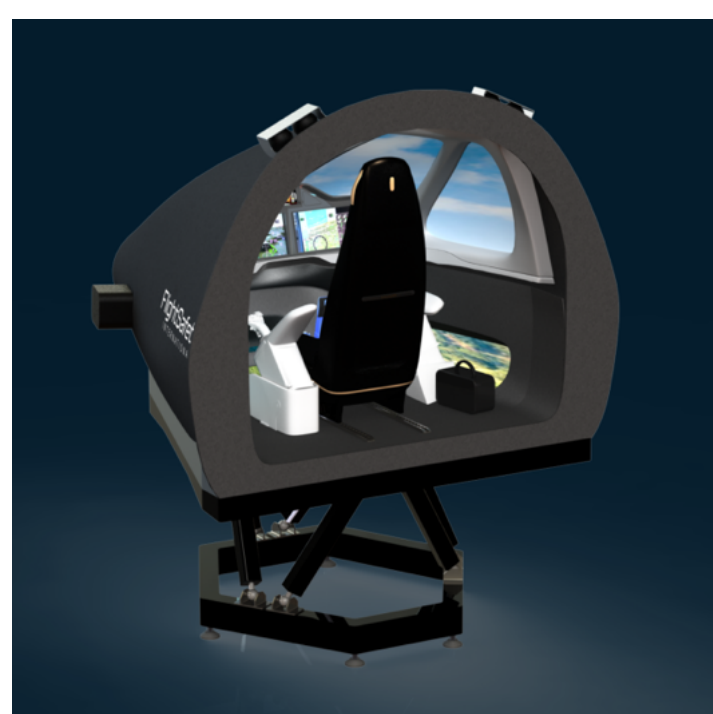
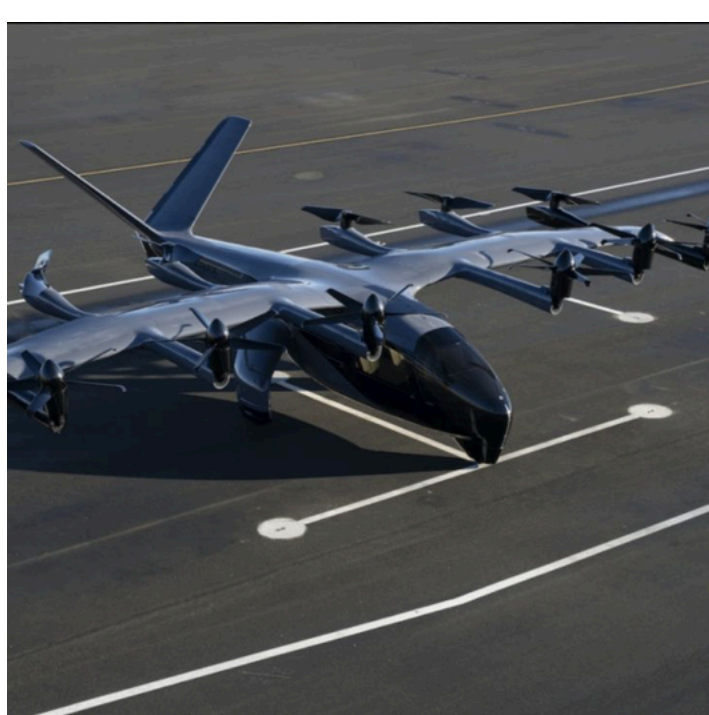
This announcement does not seem to have received the proper airtime in the AAM industry. The commitment of insurance companies to the AAM market is a necessary step if we want to see these aircraft in operation. Marsh is a large insurer, with a diversified product portfolio of aviation solutions and we think that its early involvement in the market could position it as a thought leader, guiding how AAM insurance offerings develop.

Archer Completes Final Assembly of First Midnight Aircraft

Archer Aviation has completed the final assembly of its inaugural Midnight electric aircraft and plans to conduct the first test flight this summer. The aircraft was shipped from Archer's Palo Alto facility to the company's flight-testing premises in Salinas, California last week.

Our take:

Archer continues in its march toward certification with the rollout of the prototype Midnight eVTOL. This is the first full-scale aircraft the company will fly. However, with the conforming aircraft being already in production, we wonder how any lessons learnt from flight testing will be incorporated into the six Midnight aircraft that will fly for credit. The extremely compressed schedule of the flight testing and for credit certification flights is the biggest risk we have identified for Archer.



Lilium Partners with FSI for Pilot Training

Lilium, the German eVTOL manufacturer, has partnered with FlightSafety International (FSI) to develop flight simulation technology that will be used to train pilots. The flight training devices being developed include mixed-reality simulators and a flight simulator that resembles the cockpit of the Lilium Jet.

Our take:

The selection of a training provider is a fundamental step in the progression of an AAM OEM towards Entry into Service (EiS). It takes around 36 months to go from selection of a training provider to graduating the first operator's pilots and technicians. The timing of this announcement suggests the graduation of the first pilots by 2026, a date that is aligned with a 2026 EiS for the Lilium aircraft, following the forecasted 2025 certification.

Aura Aero Unveils Final ERA Design, Delays Service Entry Target

Aura Aero has delayed the service entry target of its 19-seater hybrid Electric Regional Aircraft (ERA) by a year to 2028. The company also unveiled the final design of the ERA. The major changes to the aircraft include shifting from six electric motors to eight and switching from a U-tail to a T-tail configuration.

Our take:

Aura has unveiled an updated configuration for its ERA regional electric-hybrid aircraft. The airplane will be capable of flying up to 900 nm, with a much shorter all-electric range. The range, speed and altitude performance of the aircraft seem to match the current regional airlines requirements better than many competitors. Furthermore, agreements with Thales and Safran significantly de-risk the aircraft EiS. With all these positive accomplishments, we are left wondering why the company decided to develop in-house such a complex system as the flight controls HW and SW.

