

# The AAM Rewind

## [Air Taxis at 2024 Olympics to Cost 110 Euros](#)

Augustin de Romanet, CEO of Groupe ADP, said tickets for eVTOL air taxis during the 2024 Olympic Games in Paris could cost 110 euros (USD\$119). According to local media in France, Romanet added that air taxis would be trialed on a small scale during the sporting event as only a few thousand tickets will be sold.

### Our take:

With the entry into service for VoloCity only 11 months away, we finally get an idea of the ticket pricing. At around 110 euros, it will be much lower than the 300 euros Volocopter discussed for the first 15-minutes flights back in September 2020. When we consider the estimated DOC/hr of the VoloCity, we arrive to the conclusion that the flights during the Olympics will be subsidized. This data point seems to confirm our hypothesis that OEMs and operators will have to subsidize prices at EIS to make them accessible to the wider public.



## [The ePlane Company Receives DOA for e200 eVTOL](#)

The ePlane Company has received its Design Organization Approval (DOA) from India's Directorate General of Civil Aviation (DGCA) for its e200 electric aircraft. The DOA marks a significant step in the right direction for the company's bid to obtain certification and kickstart production of the e200 eVTOL.

### Our take:

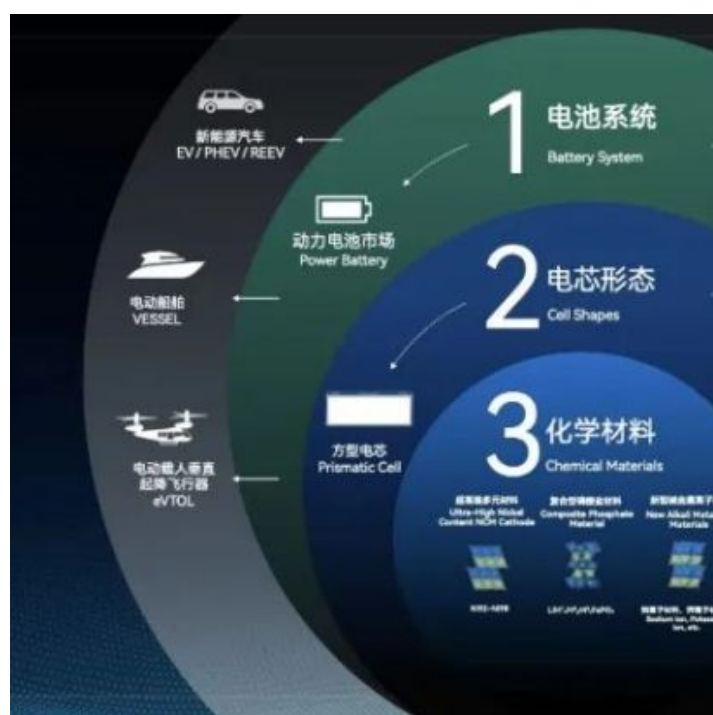
We believe that, contrary to commercial aviation, there is an opportunity in AAM to develop tailored aircraft that match the needs of specific cities, countries and regions. ePlane is progressing in the development of its e200, an aircraft tailored to low cost regions with operating costs that will allow operators to offer services at competitive prices in India and other developing regions.

## [Lilium Gets Order for Six eVTOLs from ASL Group](#)

Lilium has signed an agreement that will see the German eVTOL developer deliver six Lilium Pioneer Edition Jets to business jet operator ASL Group. The agreement, which includes deposit payments made by ASL Group, is a conversion of an earlier MoU signed between both parties during the Farnborough International Airshow in 2022.

### Our take:

Lilium has pivoted its market entry strategy a few times over its history. Born as an urban air mobility aircraft, it became a regional air mobility aircraft, and it is now targeting HNW individuals and business aviation users at EIS. This decision is opportune for two reasons: 1) business users operate their aircraft a significantly lower number of hours than commercial users and, 2) the Pioneer edition deposits are 50% of the 10 million euro price, adding, with the ASL Group order, 30 million euros to the cash reserves toward the remaining \$440 million needed for certification.



## [Zenergy Unveils Battery for eVTOLs](#)

Zenergy, the Chinese manufacturer, has officially unveiled its aviation battery that will be used to power eVTOLs. The battery will meet four major performance requirements: high energy density, safety, overall capability, and fast charging, which will be able to charge aircraft up to 80% in 15 minutes.

### Our take:

After the announcement from CATL a few weeks back, another Chinese battery manufacturer is working on aviation specific batteries. Aviation batteries need to achieve conflicting requirements - high energy density, high power density and high-rate discharge - that automotive batteries are only partially able to satisfy. What is notable in this announcement is the charging speed as well the capability of discharging at 12C, an extremely high figure that is also the figure for the Lilium Jet in hover. Could this be the battery powering the Chinese eVTOL with a similar configuration to Lilium's, the Pantuo PANTALA Concept H?

## [Cosmic Aerospace Develops 25-passenger Electric Airliner](#)

Cosmic Aerospace is developing its all-electric airliner Cosmic Skylark that can carry 25 passengers up to 1,000 km (621 miles). Aimed at reducing the air pollution generated by regional flights, Cosmic is building superior propulsion systems compared to what is currently available. The company is also designing a unique airframe for its aircraft.

### Our take:

One of the downsides of batteries is the resulting short range of the aircraft they power, even when these aircraft can use a wing and a runway. The short range relegates these vehicles to very specific routes and reduces the aircraft flexibility for its operators while increasing the fleet complexity. Cosmic Aerospace's design avoids this pitfall with a novel propulsion system integrated into a tailored airframe. Time will tell, but this is a promising start.

