AEROVOLT

Building the global network for electric powered flight.

Problem

Every electric aircraft, drone and eVTOL will need charging facilities.

No current available charging infrastructure is in place, either at airports, drone ports or vertiports.

Charging needs to be entirely standardised allowing multiple operators to use one system for their aircraft.

Solution

Sign up key airports and landing sites into exclusivity to provide airside charging for 15+ years. **Lock out all competition.**

Roll out required infrastructure and service to meet multiple aircraft operator requirements.

Retain future control of the aircraft charging market and install chargers to meet required demand.

Market Size

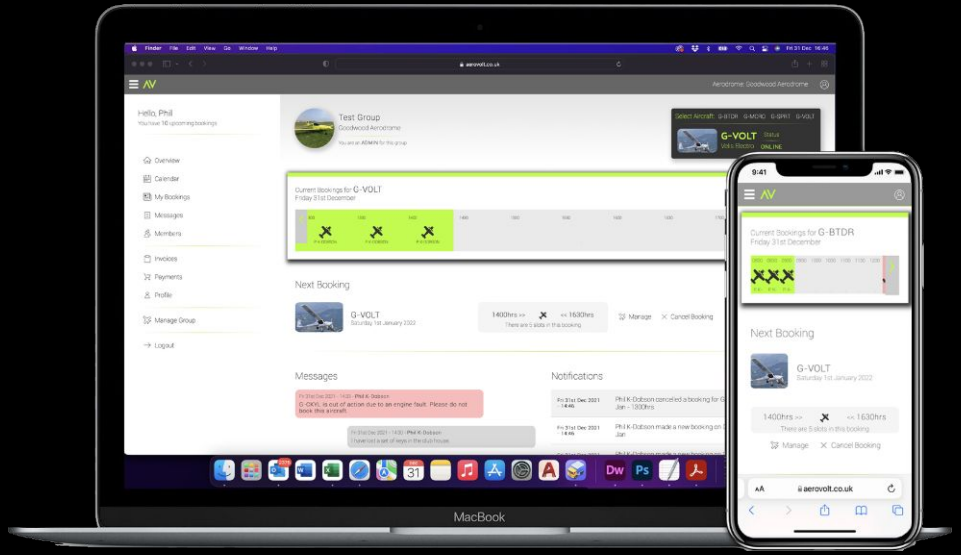
Electric aircraft market size **$9B 2022 / $30B 2030**

Drone market size **$19B 2021 / $61B 2028**

Number of Available Sites

Type	UK	Europe	USA
Airports	500+	3,200	19,000

Aerovolt provides the software and hardware infrastructure.



SQUADRON

Aircraft charging management.

What does it do?

The software allows aircraft chargers to operate in both a public and commercial capacity.

Remote charger management including monitoring, scheduling and multi system access.

Can be easily integrated into any other drone, eVTOL or electric aircraft operator system via API. Already being integrated into air traffic control systems.

Business model

Airports 85% Aerovolt / 15% Airport kWh revenue share

Drone/Vertiports kWh / Minimum usage charges

Monthly subscription gives operators access to charging facilities across all installation types.

£1.20 per kWh - current live pricing.

Unit economics.



Light Aircraft 2024 onward

1x 22KW Charger
£30,000+
(per annum)

Flight School Usage



Drone/eVTOL ~2025/26

1x 320KW Charger
£650,000+
(per annum)

Frequent hourly service



Regional ~2028

1x 320KW Charger
£450,000+
(per annum)

Regular short 4-5 flight daily service

15,000 electric aircraft on order globally.

Lilium eVTOL	750
Eviation Alice	600
Vertical eVTOL	1,500
Eve eVTOL	2,850
Archer eVTOL	2,200
Bye Aerospace Trainer	450

Drone/Vertiport Charging

Aerovolt already has charging systems in use at the UK's first drone/vertiport.





Snowdonia Aerospace Centre >

Land and expand.

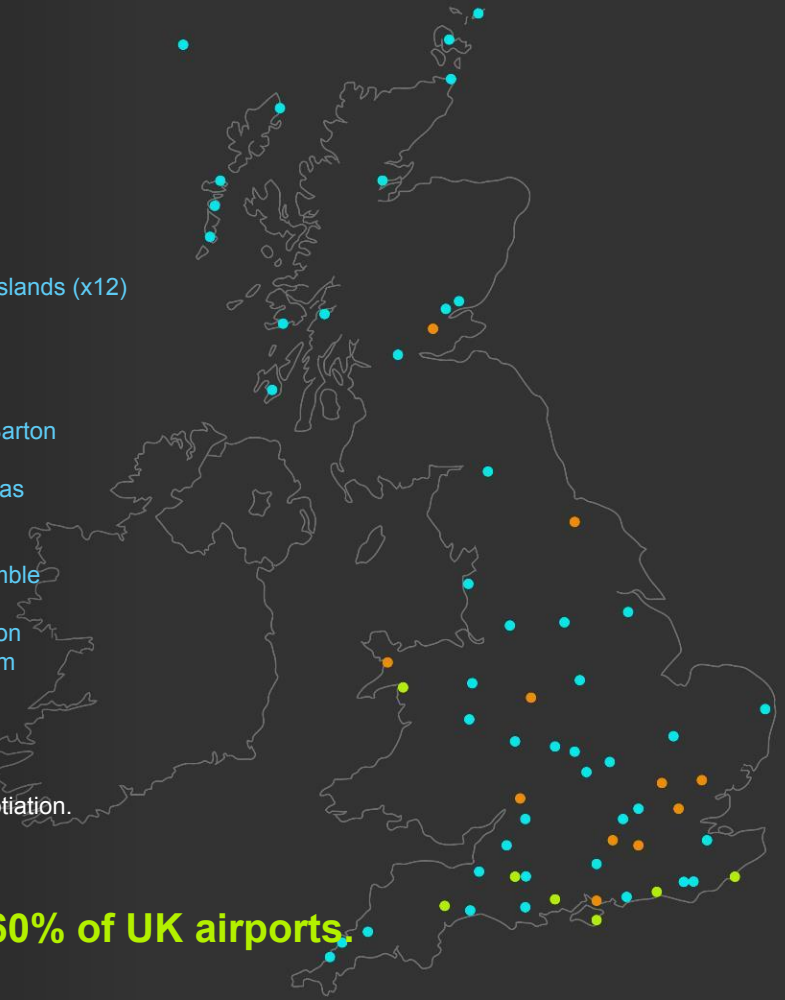
INSTALLED
1. Brighton City
2. Lydd
3. Sandown
4. Henstridge
5. Dunkeswell
6. Bournemouth
7. Snowdonia

COMMITTED
8. Lee-on-Solent
9. Derby
10. Blackbushe
11. Redhill
12. Cambridge
13. Gloucestershire
14. Balado
15. Tatenhill
16. North Weald
17. Teeside International
18. Caernarfon

IN NEGOTIATIONS
19. Bicester
20. Cumbernauld
21. Deanland
22. Sleap
23. Welshpool
24. Elstree
25. Newquay
26. Wycombe Air Park
27. Oxford
28. Humberside
29. Carlisle
30. Biggin Hill
31. Blackpool
32. Kittyhawk
33. Eyres
34. Fairway Common
35. North Moor
36. New Farm
37. Brown Shutters
38. Popham
39. Rochester
40. Andrewsfield
41. Oban
42. Highlands & Islands (x12)
43. Beccles
44. Goodwood
45. Bodmin
46. Perranporth
47. Manchester Barton
48. Perth
49. Compton Abbas
50. Nottingham
51. Sheffield
52. Cotswold/Kemble
53. Coventry
54. Wolverhampton
55. White Waltham

UNITED STATES

First sites in negotiation.



Aerovolt is already engaged with over 60% of UK airports.



We're already first

We're already ahead

We'd like to stay ahead

And we want to own the aircraft charging market for the next 2 decades

Currently raising.

Aerovolt Team



Philip Kingsley-Dobson
Founder / CEO
Private pilot & web systems developer



Alan Kingsley-Dobson
Co-Founder / COO
16 years project management, Project build & installation



Guy Haydon
Chief Commercial Officer
8 years in the EV industry with Instavolt & Siemens.

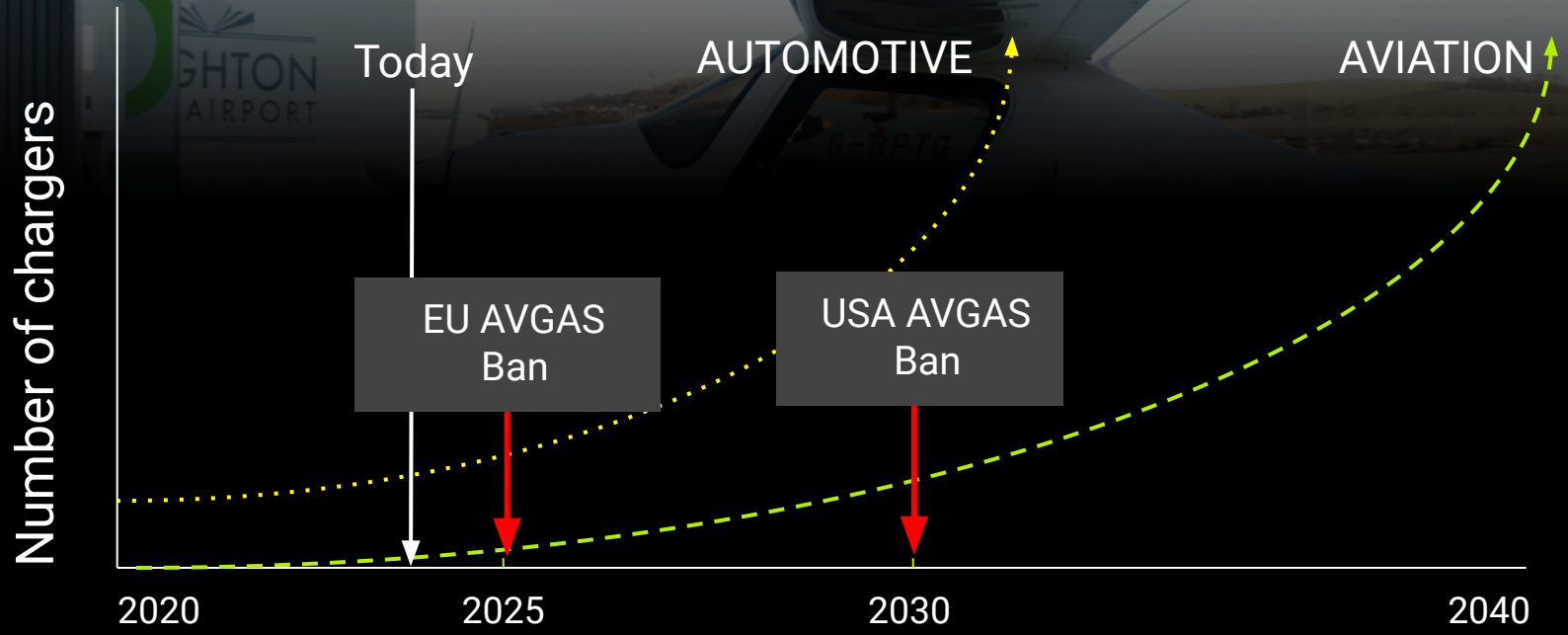
Board Advisor
Andrew J Scott; 6x entrepreneur turned investor & aviation enthusiast. >150 companies backed. First $500k cheque invested in Aerovolt.

AEROVOLT

Appendices follow.

Why now?

The transition to electric flight has begun but there is no operating infrastructure.



Competitive landscape.

All alternative **fuels** are competition against electric.

However, leaded fuel will become too expensive for most operations in the next 2-3 years with the AVGAS ban coming into force in May 2025.

BETA Technologies (US) building a charger for their eVTOL vehicle.

Chargers are only certified for use once an aircraft type certificate is issued. Meaning this charging station could be 3-5 years before approved for public use.

Other **charging manufacturers.**

EATON Switzerland have done an exclusive deal with Aerovolt, locking out all competition in the UK for the next few years; but it will be important to monitor charging manufacturers going forward.

Aerovolt are also assessing the feasibility of own-built hardware chargers to lower cost & increase efficiency.

Defensibility: Regulatory barriers to entry and first mover advantage.

Charges and charging software need FAA/CAA regulatory approval. Chargers must be certified on each aircraft.

Billing, payments and charger management.

Air Traffic Control, and major navigation app, integration.

Aviation authority approval in every jurisdiction.

Squadron software specs.

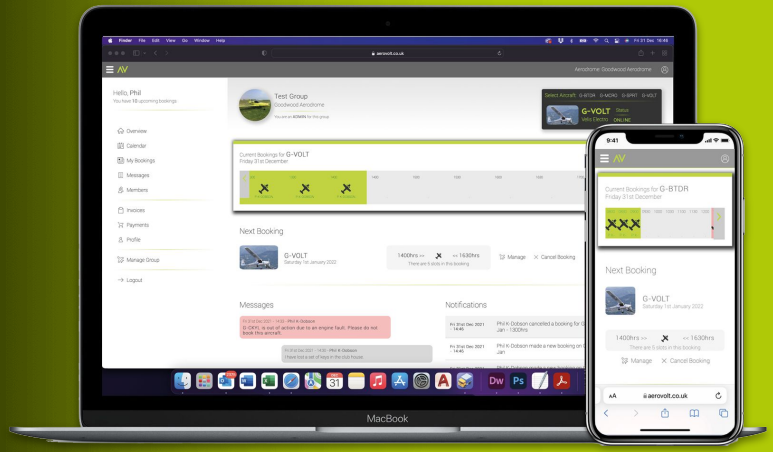
Local, national and international electric fleet operations.

Air authority approved.

Integrated with the Air Traffic; FIS-B and NATS integration.

Billing, charger and fleet management.

Digital cockpit integration inc. SkyDemon and Garmin Pilot navigation applications.



Why now?

30%
of all light aircraft **instantly made redundant** when in 2025 leaded aviation fuel ban starts in EU.

100's
of electric aircraft in development as of 2022; 3 launched to-date.

$3.7B
invested in eVTOL & UAVs in 2021 alone.

2020
First certified electric aircraft enters service.

2021
No Infrastructure

2022
No Infrastructure

2023
Aerovolt launches in July 2023



UK launched.
Launching in the US
Q3 2024.