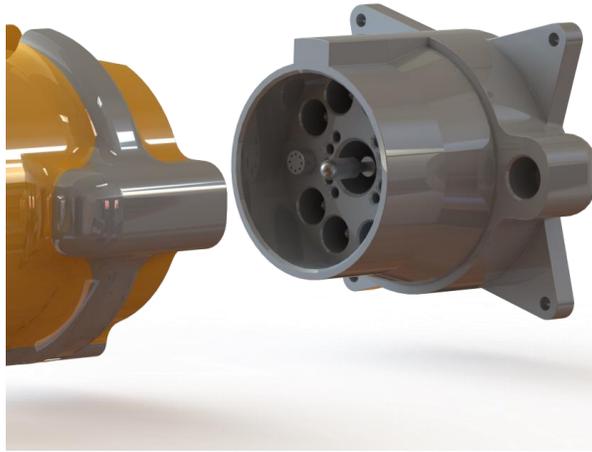


About the Network

- Funded by Nordic Innovation, an agency under the Nordic Council of Ministers.
- Runs from Q4 2019 to Q1 2022.
- Total NI funding is 4 MNOK.



The network has four objectives



1. Standards

Standardize electric air infrastructure in the Nordic countries



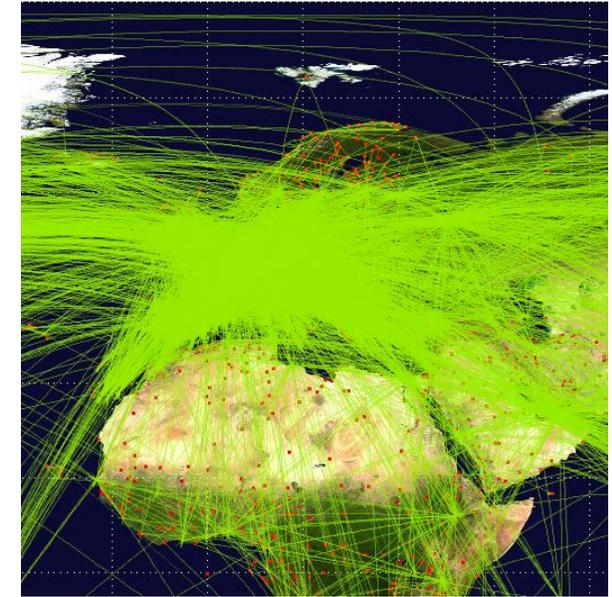
2. Business model

Develop business models for regional point-to-point connectivity between Nordic countries



3. Weatherproofing

Develop aircraft technology for Nordic weather conditions



4. Collaborate

Create a platform for European and global collaborations

Our main goal

Our main goal is to **reduce the carbon emissions for regional aviation**. We believe that **electric aviation** can be one of the fastest, most affordable and sustainable solutions for that.

Therefore we would want to gather knowledge and people from many different sectors to **collaborate within infrastructure, industry and new business modelling** and together find solutions for the Nordics.

The NEA project aims to **create a platform** to develop the **standard** for electric infrastructure, as well as coordinate all **research, development and industrialization** of electric aircraft in the Nordics, and to **increase awareness** of each other's industries and university research programs.

High expectations

We have really high expectations; this is an area where the Nordic countries already are delivering.
To give some examples:

- **Norway** aims for all short-haul flights to be 100% electric by 2040, and **Sweden** aims for all domestic air travel to be fossil-fuel free by 2030, and all international flights departing from Swedish airports by 2045
- **Finavia** in Finland and **Avinor** in Norway have both introduced the first electric aircraft in their respective countries, the trainer aircraft Pipistrel Alpha Electro
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- The Norwegian company **Elfly AS** has led the acquisition of 60 electric trainer aircraft (Bye Aerospace eFlyer) for flight schools in Sweden and Norway
- There is also a burgeoning electric aerospace industry in the Nordic countries. Swedish startup **Heart Aerospace AB** is a new Electric Aircraft OEM, and **Rolls-Royce Electric Norway AS** supplies the drivetrain for the Airbus E-Fan. Meanwhile, Airbus and SAS has signed a hybrid and electric aircraft research agreement

High expectations

However, this is regional and “stand-alone” efforts, **a combined effect of these individual efforts could put the Nordic countries in a position to lead the transition to electric regional air travel worldwide.**

This development presents an important opportunity for Nordic infrastructure and industry. Also Nordic countries are small, and in order to have a truly global impact, a collaborative project between the Nordic countries would have a much larger reach. **Together, the Nordic countries represent the world’s eleventh largest economy.**

Benefits from a Nordic perspective

The current traffic flow tend to be nationalized and centralized to the Nordic capitals. **78%** of the routes flown in the Nordic countries are domestic, and only **22%** of routes are flown between Nordic countries. Less than **2%** are international routes flown between non-capital airports.

This platform will be vital as the Nordic countries continue to lead the way towards transition for a sustainable regional mobility. Our Nordic countries have a substantial airport infrastructure that could connect regions in the whole of the Nordics. We have seen what happened when the bridge between Sweden and Denmark was build. That has been a huge success for the region. We think that similar benefits could be gained between other Nordic regions as well.

Benefits from a Nordic perspective

An electric aircraft could fundamentally change the economic equation as the cost and performance of electric propulsion is more scale invariant compared to the turbine engine where large scale is much more beneficial. This allows for flying economically also with smaller aircraft and between smaller airports.

So we think that we can get benefits both on a system level that can change our way of working together, travel and do business together in the Nordics, as well as speed-up the process towards an electric aircraft built in the Nordics. Therefore to reach a rapid climate transformation all parts of our project is very important – the infrastructure, develop the electric aviation industry as well as new business models.