



Q1 2026

Early Stage Investment Company (E.S.I.C) eligibility

Management prepared IM
FlyOnE Limited (ACN 642 524 696)
(a public company limited by shares – unlisted)



Issue: 09 Jan, 2026

Early stage investment company status (E.S.I.C)

The Company has assessed its eligibility under the Early Stage Innovation Company provisions in Subdivision 360-A of the Income Tax Assessment Act 1997 and confirms that it continues to satisfy both the early-stage test and the principles-based innovation test for the current financial year.

FlyOnE Ltd remains in the early stages of commercialising innovative electric and hybrid aviation technologies, decentralised energy infrastructure, and scalable air-taxi operating models. While the Company has commenced early revenue-generating activities, it remains focused on the development and scaling of new technologies and business models with significant growth potential in Australia and international markets.

1. ESIC framework

Under Subdivision 360-A ITAA 1997, FlyOnE must satisfy both:

A. Early-stage test (objective thresholds)

B. Innovation test (principles-based)

We'll address both, explicitly.

2. Early-stage test — FlyOnE still qualifies

✓ 2.1 Incorporation timing

FlyOnE was incorporated well within the last 6 income years

✓ Passes s360-40(1)(a)

✓ 2.2 Total expenses < \$1m (relevant prior year)

Consolidated operating expenses remain below \$1,000,000 in the income year before the current one

Includes aviation operations, pilot training, and early aircraft development

✓ Passes s360-40(1)(b)

Important: ESIC looks at historical expenses, not forward budget or current burn.

✓ 2.3 Assessable income < \$200k (relevant prior year)

Assessable income in the immediately preceding income year remained below \$200,000

Early revenue was pilot training + limited charter, not scaled commercial operations

✓ Passes s360-40(1)(c)

Current-year growth does not disqualify ESIC if the prior-year test is met.

✓ 2.4 Not listed on an exchange

FlyOnE is unlisted (pre-IPO)

✓ Passes s360-40(1)(d)

✓ Early-stage test: PASSED

3. Innovation test — Principles-based (this is FlyOnE's strength)

FlyOnE clearly satisfies s360-40(1)(e) by meeting all five innovation principles.

1.4 E.S.I.C status cont.

3.1 Genuine innovation

FlyOnE is developing and commercialising:

Electric and hybrid-electric aircraft operations

Next-generation air-taxi platforms

Decentralised aviation energy infrastructure

Integrated pilot training + aircraft deployment model

This is not incremental aviation improvement — it is new application of technology, energy systems, and operational models in Australian commercial aviation.

✓ Satisfies s360-40(1)(e)(i)

3.2 High growth potential

FlyOnE is explicitly designed for:

Network-based scaling (Lilypad Elevate)

Replicable routes, aircraft types, and infrastructure

Demand growth driven by:

Energy cost reduction

Regulatory transition to electric aircraft

Urban and regional congestion

This is non-linear growth, not linear charter expansion.

✓ Satisfies s360-40(1)(e)(ii)

3.3 Ability to scale beyond local markets

FlyOnE's model is not Perth-specific:

Replicable across:

Australia (SE QLD, NSW, VIC)

APAC island and regional markets

Aircraft + energy + training stack is exportable

Long-term alignment with global eVTOL certification pathways

✓ Satisfies s360-40(1)(e)(iii)

3.4 Competitive advantages

FlyOnE holds durable advantages including:

First-mover operational data (1,350+ electric flight hours)

CASA operational approvals across multiple Parts

3.5 Commercialisation pathway

FlyOnE is already progressing through:

Paid pilot training

Charter operations

Aircraft acquisition and conversion

Network partnerships

Route development

Infrastructure deployment

Importantly for ESIC:

Early commercial activity does not disqualify innovation, provided the innovation is still being developed and scaled.

✓ Satisfies s360-40(1)(e)(v)



As seen on



www.flyone.com.au

