

PRESS RELEASE

Faradair® lands at Duxford - reviving UK aircraft manufacturing

'Big Wings' are returning to Duxford as Faradair® is delighted to announce it is relocating its HQ and sustainable aircraft prototype development to the iconic airfield in Cambridgeshire, in collaboration with the Imperial War Museum (IWM) Duxford and Gonville & Caius College.

With a unique wing configuration and ultra-quiet, sustainable propulsion system, with state-of-art-avionics, the BEHA (Bio Electric Hybrid Aircraft) is a Short Take-Off and Landing (STOL) aircraft that will offer affordable, quiet and green, regional air transport opportunity for all.

As an early pioneer of the new air mobility sector, Faradair® intends to revive whole aircraft manufacturing with a UK designed and developed aircraft, creating jobs and revenue not just for the local community but also Internationally. In addition, the quiet flight capability and advanced safety features of the aircraft, could provide air commuters with a financially attractive and time saving alternative to expensive and congested land based alternatives.

With this announcement, Faradair® will begin the exciting development of its full-sized prototype aircraft, essentially a versatile 'flying van' that can carry an unmatched payload capability of passengers, freight, equipment and a range of other utility roles in regions throughout the world.

The innovative UK aerospace startup has championed hybrid and electric flight opportunity since 2014, evolving the BEHA design from initial concept to commuter category aircraft with the support of angel investors and industrial and academic partners. The multi-award winning company has attracted a strong advisory team and with the support of the IWM and neighbouring landowner Gonville & Caius College, it is now perfectly placed to scale-up and expand the core engineering team.

With first BEHA flight targeted for 2023/24 Faradair® is honoured to be the first aviation company to join Gonville & Caius College and IWM's ambitious new Duxford AvTech development which will create an aviation research and development facility at the famous airfield location, in alignment with many of the recently announced objectives set by the UK Government.

The Government is committed to a 'Green recovery' from the Covid-19 pandemic, with specific mention and interest in sustainable air transport. Faradair® secured the support of current **Secretary of State for Transport the Rt Hon. Grant Shapps MP** back in 2018 saying *"Faradair® reminds us of our history in aerospace innovation and how we may rebuild aircraft manufacturing facilities from General Aviation airfields."*

He continued *"I genuinely believe the Faradair® BEHA is an exciting opportunity for the UK in both civilian and non-civilian configuration and I hope we will see this new aerospace manufacturer grow, develop and create jobs with the appropriate backing and funding to prove that the UK can continue to design, and build world class, whole aircraft systems."*

With growing emphasis and interest from investors in sustainable businesses going forwards, Faradair® is perfectly placed to be part of this green recovery as Great Britain negotiates new trading relationships with nations across the world.

Managing Director of Faradair® - **Neil Cloughley** said this of the announcement – *“Moving to Duxford Airfield is a dream come true for us at Faradair®. We are so excited by the opportunity ahead of us, made possible by the fantastic and enthusiastic staff at the Imperial War Museum Duxford and Gonville & Caius College”*

“Covid-19 has highlighted the global opportunity for cleaner, quieter skies and more sustainable forms of transport, a vision our company has championed for many years now”

He continues – *“It is such a privilege to be able to now call Duxford ‘home’, a site I have visited countless times as a child and even flown a vintage Tiger Moth from the venue more recently. IWM Duxford will now not only be a site of historical significance but also a site on which to showcase the ‘future’ of aerospace. We will create jobs and inspire the thousands of school kids that visit every year, to take up STEM subjects with clear future employment opportunity with the company.”*

“In addition the opportunity to work in the innovation environment of Cambridge and with a college that has a superb plan for the Duxford Avtech development, is a genuine honour for us and we look forward to meeting local officials and potential new partners in the Cambridgeshire region. Whilst the aircraft will provide viable alternative to overcrowded and overpriced trains today in a civilian role, this sustainable utility aircraft will also perform non-civilian roles, providing increased capability, for better value operations.”

In Westminster, Faradair® also secured the support of former Head of the Defence Select Committee – **Dr Julian Lewis MP**, who has been following and supportive of the programme and in 2019 was part of a meeting with then Secretary of State for Defence **Rt Hon. Penny Mordaunt MP**, who is now Paymaster General within the Cabinet.

Dr Lewis said this of this announcement – *“Whenever military aviation technology achieves a breakthrough, it has to overcome obstacles placed in its way by those lacking enterprise and vision. The innovative BEHA project has immense potential military and civil utility, and it is hugely encouraging that the relocation to Duxford has facilitated an important step in the BEHA development journey. History will thank those who have made this possible.”*

In a move that echoes the Secretary of State for Transport's request for support, IWM Executive Director for Commerce and Operations - **John Brown** said this of the announcement *“The relocation of Faradair to IWM Duxford presents us with a fantastic opportunity to look ahead to a new Duxford that not only cherishes its rich history as a former RAF station, but also embraces pioneering developments in aviation. The historic site has a tradition of innovation and research, having been the first station to receive the Supermarine Spitfire in the Second World War, and this latest announcement exemplifies our desire to be an organisation which looks to our future as well as our past.”*

Faradair® is the first company to be part of the ‘Duxford Avtech’ regional growth development programme proposed by Gonville & Caius College, Senior Bursar – **Robert Gardiner** said this of the announcement – *“With the support of IWM, we have put forward a plan for a centre of excellence for UK aviation based on college land at Duxford. Soon after the invention of flying in the 20th Century some of its land became the airfield here. The 21st Century requires aviation to be more efficient and*

carbon-neutral and to help de-congest transport generally. The AvTech plan for general aviation, of which Faradair is an important first step, is aimed at just that."

This announcement sparks a rebirth of UK regional aircraft manufacturing. The programme provides opportunities for talented engineers and aerospace professionals to apply for new roles over the next three years, as the BEHA prototype aircraft is developed. The first aircraft will be a passenger/cargo capable Short Take-Off and Landing (STOL) hybrid electric aircraft using biofuel and electric propulsion, with development thereafter into a fully electric variant to assist nations drive towards 'net zero' emissions.

Ends – JULY 2020



High resolution images available on request

To find out more about this exciting aviation project visit www.faradair.com

Faradair can also be found at: www.facebook.com/Faradair

Twitter @Faradair

LinkedIn <https://www.linkedin.com/company/faradair-aerospace>

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Notes to editors

The BEHA (Bio Electric Hybrid Aircraft) is the vision of commercial aviation and former IT entrepreneur Neil Cloughley. He has created a company, team, brand and an aircraft design that is set to transform regional and non-civilian air mobility.

Over 100 years ago Sir Thomas Octave Murdoch Sopwith, CBE, Hon FRAeS, founded his Sopwith Aviation Company at Brooklands in Weybridge, Surrey – Neil's home town. There are some striking similarities between both men, each with an interest in aerospace and motorsport and many note the similarity between this start-up led era today and the early aviation pioneers building aircraft from sheds.

Now in its 6th year of development operations, Faradair® is delivering an aircraft that follows in the footsteps of those early pioneers.

Faradair® is developing three variants of the BEHA: The BEHA M1H is a hybrid electric variant, able to operate fossil fuel free, with minimal noise output and extreme Short Take-Off and Landing (STOL) capability. It has also announced a pilotless, fully autonomous variant (BEHA M1AT) This variant is primarily focused toward military logistics and firefighting capability. Finally the BEHA E1 will be a full electric powered variant and it is expected to be in commercial passenger operations by 2030 subject to regulatory changes and battery/hydrogen fuel cell technology improvements. The BEHA E1 will be a true 'net zero' emissions aircraft and the early BEHA M1H variants will be able to be converted to E1 status via Supplemental Type Certificate (STC).

The BEHA is a similar size to the former British Jetstream31 aircraft, with a wingspan of 17meters (55ft) and an expected cruise speed around 200kts (230mph/370kph), unpressurised with a service ceiling of around 14,000ft. It is currently undergoing final design optimisation at Swansea University and talks are ongoing with investors, customers and new aerospace partners.

Faradair

Faradair® was formed in 2014 and remains the UK's pioneering hybrid electric aircraft development company, despite the proliferation of new companies in this sector and negligible UK Aerospace innovation funding support. This multi-award winning aerospace start-up is working with a growing list of partners to deliver an innovative prototype aircraft and propulsion systems that is set for flight trials within the next three years. Whilst Faradair's early vision for hybrid electric regional air transport is now being adopted by many of the major tier 1 aerospace primes, its BEHA aircraft design comes from a 30 year family history in joined-wing Unmanned Air Vehicle (UAV) technology, dating back to the 1980's.

The company is privately owned, with the majority of shares still owned by Neil Cloughley. The company will relocate HQ from Cirencester and take up residence at Duxford Airfield on September the 1st 2020. It intends to add staff in the coming months, with continued growth over the next three years.

Duxford Avtech

Gonville & Caius College and Imperial War Museum are working together to bring forward a new aviation technology centre at Duxford. Early phases will be built on land at IWM Duxford, owned by Gonville & Caius and Imperial War Museum. Later phases are under consideration by the joint planning authority for the next Local Plan. The development is planned on the A505, along with new homes, country park and new community facilities at Duxford Village.

The plan focuses on innovation which brings together the innovation, manufacturing, skills and investment required in a single campus to facilitate transport, hybrid propulsion and electric aircraft, drone technology and the hardware and software technologies which support all aspects of general aviation.

Duxford Avtech provides access to the heritage of IWM Duxford, specialist aeronautical skills, airport and facilities for testing and excellent transport links including public transport and road improvements. The proposal protects and sustains air infrastructure and benefits from support from the aviation industry and Government and the opportunity to live and work in Duxford.