



## ELIXIR AIRCRAFT DELIVERS THE 1ST OF ITS 12 ELIXIR ORDERS TO EGNATIA AVIATION

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**On 9 April 2025, at the Aero Friedrichshafen air show in Germany, Elixir Aircraft delivered the first of the Elixir ordered in 2024 to the Greek flying school, Egnatia Aviation. The aircraft, in the livery of its new operator and of the aircraft rental company Green Aerolease, was flown from La Rochelle. It is part of the first batch of six aircraft to be delivered in 2025 and will be based at Kavala-Amygdaleon airport.**

Egnatia Aviation ordered twelve Elixir aircraft back in October 2024. On display alongside two other Elixir aircraft with the same 'school' configuration (Rotax 912 100 hp engine, glass cockpit), this first aircraft will be flying to its 'Lydia' base in Kavala-Amygdaleon, Greece, as soon as the show closes. A further five aircraft are scheduled for delivery in 2025, with the second batch of six in 2026.

Dimitris Lymperakis, President of Egnatia Aviation commented: "We're delighted to take delivery of our first Elixir at the Aero Friedrichshafen air show. This aircraft meets our operational needs perfectly, as it will give our cadets the same flying experience as that which awaits them in their careers as professional pilots. I would like to thank Elixir Aircraft for meeting the delivery deadline

and for this magnificent livery."

Cyril Champenois, co-founder and Sales Director of Elixir Aircraft stated: "This first delivery to Egnatia Aviation is an important step in the growth of Elixir Aircraft. The Elixir aircraft operated by this renowned school will train pilots for more than sixty airlines around the world. I would like to thank Egnatia Aviation for the confidence it has shown in us by renewing its fleet."

The growing demand for new airline pilots (500,000 pilots to be recruited between now and 2050, according to IATA) means that schools around the world need to maintain a fully operational fleet, while anticipating its renewal by 4th generation aircraft. The Elixir, with its low parts count and lightweight all-carbon structure offering low operating costs, fuel consumption and maintenance, has arrived on the world market at just the right time. With thirty aircraft already in operation in France, European deliveries in progress (Scotland, Spain, Greece) and signs of interest from other continents (200 orders in the United States, discussions in Asia), Elixir Aircraft is asserting its globalisation strategy. The acceleration of production rates and the extension of industrial infrastructures are in line with this ambition.

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