

GREEN AVIATION MAKES TRAVEL EASIER

# Kjeller is the local airport for 1 mill.

■ ■ The government wants everyday travel to be easier and increased competitiveness for business, according to targets in the new aviation strategy. Kjeller is the local airport for 1 million in the Oslo area and a competitive advantage for business as the country's first green airport. **After 30 years, the Storting can fulfill the Fornebu pledge about a perfectly good local airport near the capital.**

# Oslo's local airport is a unique attraction as arena for aviation and innovation.



Green regional aviation "is the start of new, cheaper, cleaner and better ways to fly".

ZERO after demo flight with electric aircraft.



ILLUSTRATION: URBAN SKY



# An arena for future aviation

"Newton airport" for our children and young people!

Pilots, investors and other enthusiasts take the initiative to establish Kjeller Luftfart. We invite you to join us in taking care of cultural heritage and investing in easier everyday travel for over 1 million people who live in the Oslo area.



We invite private and public to invest in green aviation!

**Our first airport - a valuable and socially critical infrastructure.**

Each share in the company has a value of NOK 110.

Mark payments with name, address, email and mobile number.

► More about the prospectus: [kjelleraviation.no](https://kjelleraviation.no)

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# Local airport at Kjeller for 1 million in the Oslo area

## "Existing airports must be preserved"

■ ■ A new aviation strategy was presented by the government in January. It states that without Kjeller it is "difficult to find a fully satisfactory alternative" as a local airport in the Oslo area.

How popular will it be if Lillestrøm prioritizes apartment blocks at the expense of the opportunities for green regional aviation and smart mobility for 1 mill. in the Oslo area?

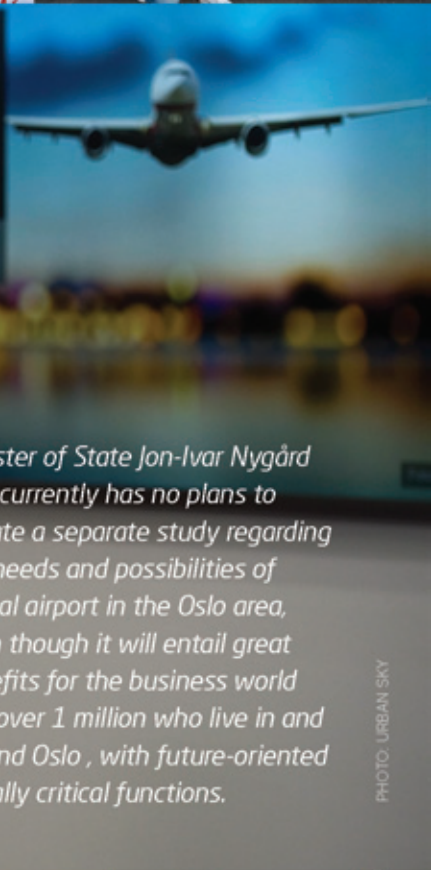
It is 30 years since the Storting decided to move Oslo Airport from Fornebu to Gardermoen. The Storting therefore came up with

a promise to the general aviation community, called the Fornebu promise, about a fully functional replacement airport for Fornebu.

In recent years, access to Rygge for the school flying community has also been severely restricted.

Today's government announces that the existing network of airports must be preserved and strengthened in the National Transport Plan (NTP) for 2025-2036. It could have an impact on the future of Kjeller - the country's first airport and main airport on land.





*Minister of State Jon-Ivar Nygård (Ap) currently has no plans to initiate a separate study regarding the needs and possibilities of a local airport in the Oslo area, even though it will entail great benefits for the business world and over 1 million who live in and around Oslo, with future-oriented socially critical functions.*

PHOTO: URBAN SKY



[kjelleraviation.com](http://kjelleraviation.com)



Former CEO of Avinor, Dag Falk-Petersen



Former director at Oslo Airport, Nic Nilsen

**"A jewel in Norwegian aviation and aviation history"**

# Flight veterans worried about the future of Kjeller

## Will look at a solution with the government

■ ■ "We are genuinely concerned and sorry. Kjeller is one of the world's oldest airports that has been in continuous operation. Destroying it is almost impossible to live with. This is a jewel in Norwegian aviation and aviation history, and it is a history that we believe we have to take care of," says former CEO of Avinor, Dag Falk-Petersen, and former director of OSL in Gardermoen, Nic. Nilsen, to RB.

"We think the attitude is one-sided, and does not include the possibilities. [...] We also believe there are opportunities, for example, for the electrification of aviation, so here one can imagine that Kjeller could be a place to help develop this. Here at Kjeller, there is a lot of expertise, with the Royal Norwegian Air Forces, Kongsberg Defense & Aerospace, and other expertise environments".





Former CEO of Avinor, Dag Falk-Petersen

## Hope the flight activity at Kjeller continues

# "Destroying Kjeller is almost impossible to live with"

## "I feel that the crying is taking me"

■ ■ "We want the best for Lillestrøm, and do not interfere in how the politicians seek urban development, but we primarily want the politicians to decide on continued operation now in March. We believe this is a wise decision, both for Lillestrøm and for aviation in the future. There is a fantastic opportunity here, but also a big downside, if the flight activity is removed," says Dag Falk-Petersen.

The veterans believe it is not right that the municipality has to bear the costs of a center for veteran aircraft. "Today, for example, we have the Norwegian Aviation Museum, which is under the Ministry of Culture. We have to see if it can be solved like this at Kjeller as well, in addition to voluntary efforts. It is the aviation community that finances the operation of the vintage aircraft association today".

# No solution 30 years after the 'Fornebu promise'

## CAA Norway issued a strong warning in 2015

■ ■ Transport minister Jon-Ivar Nygård (Ap) says that it is exciting to find a replacement for Fornebu. "It has so far proven that it is not an easy matter to solve" because "there are somewhat unclear planning processes" in Lillestrøm and because an airport future at Kjeller "in that case will require large investments".

Despite great ambitions for green aviation and the government's goal of a 55% reduction in greenhouse gas emissions by 2030, SD has no plans to start a work process to map the needs and possibilities of a local airport in the Oslo area.

Plans for apartment blocks at Kjeller Airport are "unfortunate for Norwegian aviation", says the CAA Norway, which in 2015 issued a strong warning to the municipality and expresses a clear need for a local airport in the Oslo area.

With war in Europe and a uncertain security political situation, there are sources reporting that the Royal Norwegian Air Forces will be at Kjeller airport until 2028, or probably longer. Kjeller forms an important part of the total defense in the Oslo area with its socially critical functions in a tense situation.





artsstrategi

Former aviation director Stein Erik Nodeland prepared an objection, quickly changed to input by the Solberg Government, with a strong warning against the municipal plan for Skedsmo, now Lillestrøm municipality in 2014-2015. Nodeland's successor is the current aviation director Lars E. de Lange Kobberstad (pictured), here photographed during the government's presentation of the new aviation strategy in January.



PHOTO: URBAN SKY



# Critical infrastructure and first green local airport

## 4-5 years to the first green flight routes

■ ■ A majority of 66.3%, more than six out of ten of the 85,000 living in the new large municipality of Lillestrøm, will preserve Kjeller as a living airport, according to a survey by InFact in 2022.

Kjeller is the country's first green airport and a high-tech aviation center that will provide major benefits for more than 1 million people living in the Oslo area. The transition to green aviation also increase accessibility for travelers.

Avinor and the CAA Norway have ambitions for Norway to be a leading

nation in the transition to green aviation. According to Widerøe, the first climate-neutral passenger planes will take off and fly from Norwegian airports in 4-5 years.

The transition to green aviation makes the proposal for a KDP (municipal subdivision plan) for Kjeller from the municipal director appear outdated, with proposals for large-scale development of apartment blocks. According to the Norwegian Air Sports Federation, it is "particularly bad timing to close down airports close to the city center now".



# Kjeller is the gravity centre



30 years since the Fornebu promise from the Storting



“It is not an easy matter to solve”

Minister Jon-Ivar Nygård (Ap) believes it is exciting to find a replacement for Fornebu. “It has proven so far that it is not an easy matter to solve” because “there are somewhat unclear planning processes” in Lillestrøm and because Kjeller “in that case will require large investments”.

“Unfortunate for norwegian aviation”

In 2015, the Norwegian Civil Aviation Authority sent a strong warning and expressed a clear need for a local airport in the Oslo area. CAA Norway claimed that plans for apartment blocks at Kjeller without a replacement airport are “unfortunate for Norwegian aviation”.

# Everything in place at Kjeller to make “a great local airport”

## Challenging to build new airports

■ ■ According to a report from Avinor in 2021, Kjeller is the only local airport that can fulfill the Fornebu promise that was given by the Storting in 1992, provided that a third runway at OSL at Gardermoen is kept out of the assessments.

### **The ownership of Keller**

The Storting and the current government now have the opportunity to take care of a unique and authentic aviation historical cultural heritage in combination with investment in green aviation in Norway. This could open the way for the airport at Kjeller to be transferred from the Ministry

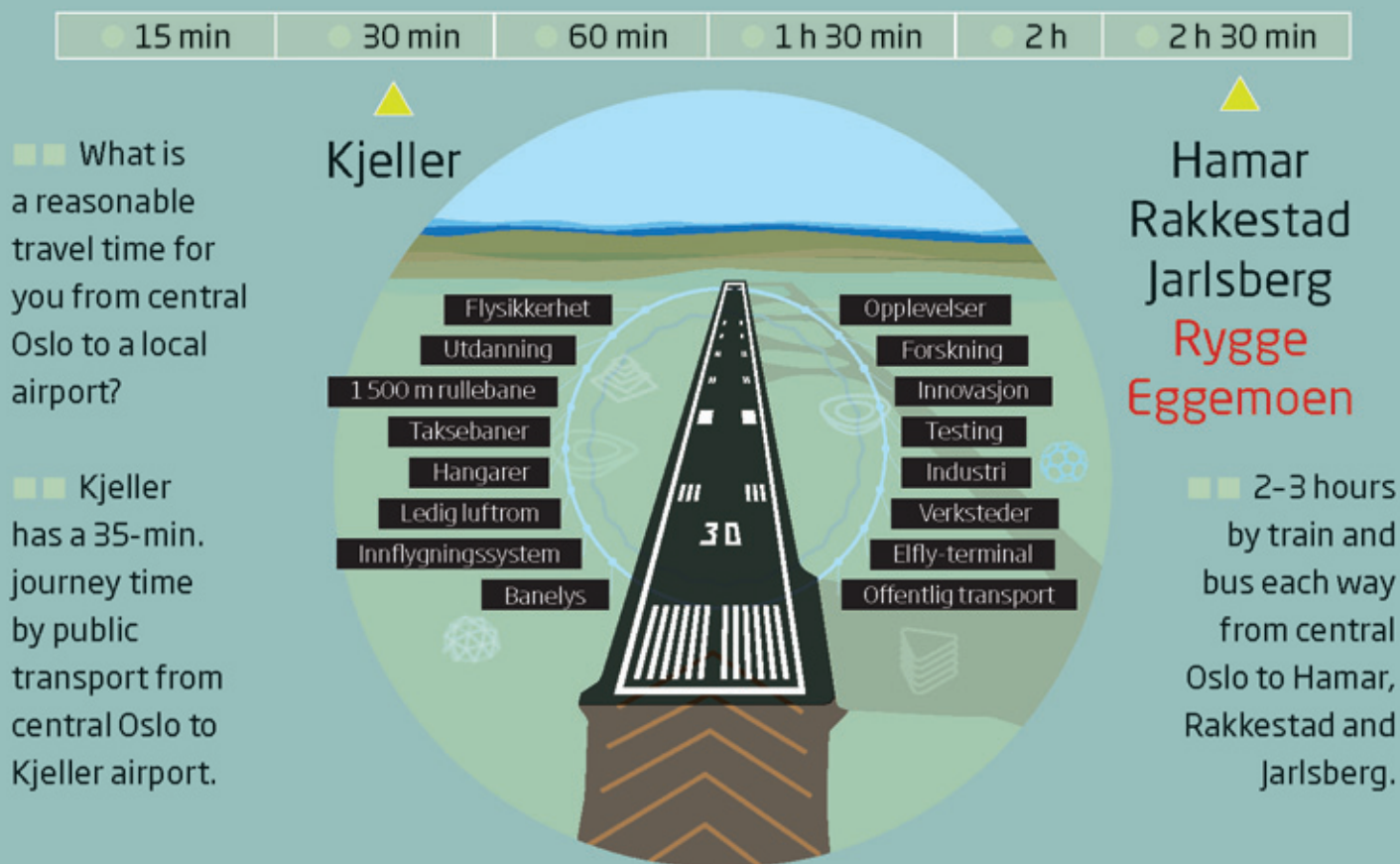
of Defense to Avinor and the Ministry of Transport, possibly in collaboration with the Ministry of Culture and Equality, the Ministry of Climate and Environment, the Ministry of Trade, Industry and Fisheries and the Ministry of Justice and Public Security.

In the Oslo area, it is extra challenging to build new local airports, if it turns out to be possible at all. It will probably have a much larger cost framework than a further development of Kjeller, where everything is in place to make “a great local airport”, according to employees of the Norwegian Civil Aviation Authority in Bodø.



# The future is electric.

Proximity to airports means efficient travel.  
Choice of local airport for the Oslo area  
means a lot for transport and tourism.



# Join in the financing of heritage and green aviation!

## Invites to Plan 2030 on green aviation

■ ■ An analysis from Menon Economics concludes that it is economically profitable to preserve Kjeller as a sustainable airport.

indication that the state will contribute financially. Lillestrøm municipality does not have the money," mayor Jørgen Vik (Ap) tells Flynytt.

"Someone has to pay for this. Menon says it is willingness to pay. It is an unprotected claim. In my view, the money must be allocated by the State. I have worked to get a clarification from the government as to whether they will grant. There has been no

Urban Sky and the initiators behind Kjeller Luftfart invite actors to send input and participate in 'Plan 2030 on green aviation and mobility in the Oslo region'. "I believe that the golden age of the short-haul network has not yet arrived," says Jon-Ivar Nygård (Ap).



*The municipal director (left) wants apartment blocks at the country's most popular local airport and wreck Kjeller as a cultural attraction with innovation and green aviation. Kjeller could become a hot election campaign issue this autumn.*





# NLF praises Kjeller airport

*Municipal director Trine Myrvold Wikstrøm and mayor Jørgen Vik (Ap) on stage with a presentation of Lillestrøm's core values during the Business Conference on 10 January 2020.*

*Minister Jon-Ivar Nygård (Ap) was able to log 20 minutes after demo flight at Kjeller in 2022, here together with general secretary John Eirik Laupsa of the NLF (right).*

“The bureaucrats have no concept of cultural-historical values. They will take care of aviation history by naming streets and creating a science centre. If the administration in Lillestrøm municipality had been allowed to decide in Oslo, Akershus Fortress and Frognerparken would have been reduced to housing and kindergartens a long time ago,” says general secretary in Norwegian Air Sports Federation (NLF), John Eirik Laupsa, to Flynytt.

# A local airport strengthens innovation at Romerike

## Valuable airport and tourist attraction

■ ■ In November 2022, the transport ministers from Iceland, Finland, Sweden and Norway agreed to follow up Vision 2030 about the Nordic region as the world's most sustainable and integrated region.

### Great benefits for 1 million

A central local airport can strengthen the innovation environment at Kjeller with green aviation, technology, research, innovation, new companies and new jobs.

A collaboration across interests and sectors makes it possible to create a tourist attraction, an innovation center for aviation and new emission-free transport options for over 1 million inhabitants in the Oslo area.

Oslo airport/OSL at Gardermoen will also be able to get a future-oriented relief airport, similar to what Bromma is for Arlanda in Sweden and Roskilde is for Kastrup in Denmark.

*New government will further develop Bromma, near Gamla Stan in Stockholm. In 2019, Roskilde was named Europe's best public airport by Business Air News (the airport on the far right).*









# Kjeller can be the start of green regional aviation

## Will create a research center for aviation

■ ■ With Norway's new target of a 55% reduction of greenhouse gases before 2030, it is urgent to make decisions also within aviation.

The world's first regional electric passenger plane had its first test flight last autumn. The debutante will be followed by several new regional aircraft types with emission-free propulsion that are expected in the passenger market around 2028.

*The world's first flight for Eviation Alice on September 27, 2022. The test flight over Moses Lake Airport east of Seattle lasted for 8 minutes.*



### **New research centre**

According to the government's new aviation strategy, the Research Council of Norway is now inviting academics to apply for support for the possible establishment of a research center for climate-neutral and sustainable aviation.

For over 110 years, Kjeller has been the entire nation's test and innovation base for aviation, both civil and military. A future-oriented local airport for the Oslo area could finally be the start of the phasing in of green regional aviation in Norway.





Inger-Lise M. Næstvik  
daglig leder, Kunnskapsbyen Lillestrøm



NATIONAL TRANSPORT PLAN 2025-2036



PHOTO: REGINA JENSEN

**Input seminar for NTP, February 13, 2023**

# “Kjeller to play an important role in green aviation”

## New opportunities for Lillestrøm

■ ■ Kunnskapsbyen Lillestrøm will develop “Kjeller as an economic engine for the region”, according to general manager, who in February participated in an input seminar in Oslo on NTP 2025-2036. She writes June 2022 that Kjeller is Romerike’s “unpolished jewel” and “can play an important role in green aviation. There are good views for the further development of Kjeller as a high-tech aviation center and local airport for the Oslo area. According to the new aviation strategy, the Research Council of Norway seek to establish new research centers for environmentally friendly energy. The development of green aviation at Kjeller can contribute to strengthening Romerike as an innovation district and ensuring full thrust forward for Vision 2030 of the Nordic region as the world’s most sustainable and integrated region.

# Requests a new report about the future of Kjeller

"More than just a vintage flight center..."

■ ■ Secretary General John Eirik Laupsa in the NLF has called for a new report on the future of Kjeller airport.

He believes that more people will "open their eyes to the fact that the airport at Kjeller can represent something more than just a vintage aviation center in the future" and justifies it with "in particular of the opportunities the development in electric aviation and urban aviation mobility (UAM) will give the municipality".

*Secretary General  
John Eirik Laupsa in  
the Norwegian Air  
Sports Federation.*



After the decision in the municipality on 9 September 2020, Lillestrøm has probably spent millions of kroner on ordering studies and drawing up a separate municipal sub-plan with scenarios for the dense packing of apartment blocks at Kjeller Airport.

Plans for large-scale development just in the middle of the former Sognavassdraget, which is filled with extensive rubbish dumps laid before the Second World War, involve a high economic risk in a municipality that already has major landfill challenges at the construction sites in Brånåsdalen and on Skjetten.



## NTP 2025-2036



Et effektivt, miljøvennlig og trygt transportsystem i hele landet i 2050

Enklere reisehverdag og økt konkurranseevne for næringslivet

Mer for pengene

Effektiv bruk av ny teknologi

Nullvisjon for drepte og hardt skadde

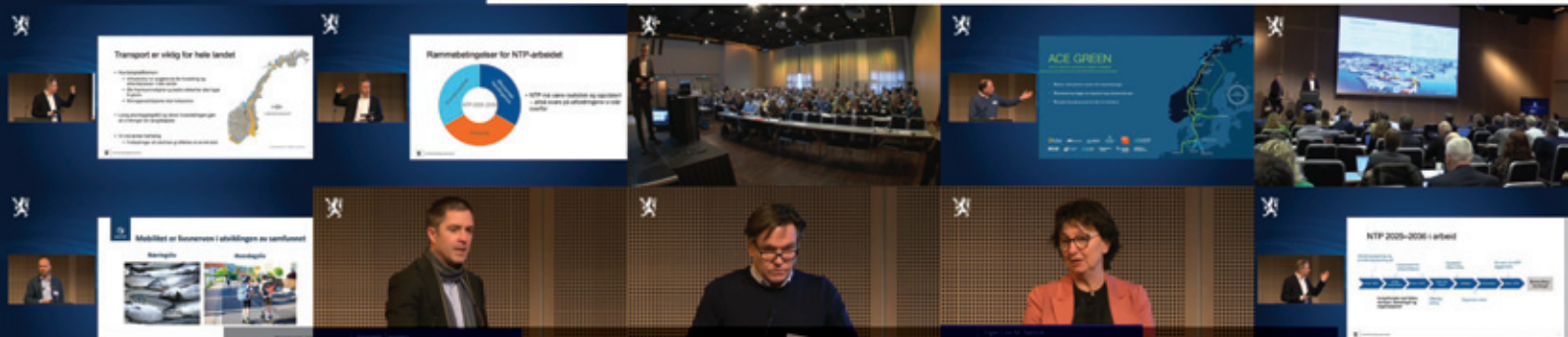
Bidra til oppfyllelse av Norges klima- og miljømål

1. Ta vare på det vi har

2. Utnytte eksisterende kapasitet bedre

3. Forenlig med klimamålene

PHOTO: REGJERINGEN



## Input seminar for NTP, February 13, 2023

# "Will take care of what we have"

■ ■ "An efficient, environmentally friendly and safe transport system throughout the country in 2050" forms the target structure in the National Transport Plan - NTP 2025-2036. Among the important goals are easier everyday travel and increased competitiveness for the business world. During SD's input seminar for the NTP in Oslo on 13 February, Minister Jon-Ivar Nygård (Ap) stated that two main approaches in the new NTP will be to... "1. Take care of what we have and build new where we have to" and "2. Make better use of existing capacity and transport offers".



# First all-electric passenger plane

**First test flight Sept. 27, 2022**

■ ■ The world's first all-electric passenger plane, Alice, took off in the early hours of the morning on September 27, 2022 at Moses Lake, Grant County International Airport in Washington State. The maiden voyage lasted eight minutes. "It went exactly as we thought it would. Very responsive, very quick on the throttle and it came in for a fantastic landing. I couldn't be happier," said test pilot Steve Crane.





# First prototype with hydrogen

**First test flight March 2, 2023**

■ ■ On March 2, Universal Hydrogen's prototype aircraft completed its first flight with a hydrogen-powered engine on its right wing, a 15-minute test flight over Moses Lake with a converted de Havilland Dash 8-300 turboprop that seats 40 passengers. "The aircraft handled beautifully, and the noise and vibration from the fuel cell powertrain is significantly lower than the conventional turbine engine," says test pilot Alex Kroll.

# Easier everyday travel and higher competitiveness

Minister will “take care of what we have”

■ ■ During the government’s input seminar for NTP 2025-2036 in Oslo on February 13, Minister Jon-Ivar Nygård stated that two key main approaches in the new NTP will be to...

1. “Take care of what we have and build new where we have to” and 2. “Make better use of existing capacity and transport services”.

Emissions from each individual flight have decreased by 80 percent over the past 50 years. The transition to more climate-friendly aviation creates new opportunities for the export industry and the many travelers in Norway.

According to the government, “An efficient, environmentally friendly and safe transport system throughout the country in 2050” forms the target structure in the National Transport Plan - NTP 2025-2036. Among the important goals are an easier travel routine and increased competitiveness for the business world.

All over the world billions of dollars are being invested in the development of new and emission-free aircraft systems. Rolls-Royce Electrical Norway in Trondheim is a world leader in the development of emission-free engines for new regional passenger aircraft.





How will  
**green energy**  
contribute to  
new travel offers  
and needs?



What does the  
green shift in  
aviation mean  
for business  
and districts?



Green focus on  
infrastructure,  
research,  
innovation and  
education.



ILLUSTRATION: HEART AEROSPACE

# Investments in green aviation

■ ■ The government aims for Norway to take “a leading role in aviation’s transition to a sustainable future” and looks for a new local airport for the Oslo area. SAS has signed a ‘Letter of Support’ with the intention of adding the hybrid-electric ES-30 from Heart Aerospace to SAS’ regional fleet. A new green local airport for the Oslo area will strengthen professional environments in research, innovation, education and technology development.

# The government will "strengthen aviation"

"Important for the entire population"

■ ■ "Aviation is important for the entire population. It is important for the industry and it is important for the nation. Therefore, the aviation strategy is also important. The government wants to take action to protect and develop Norwegian aviation", says Minister Jon-Ivar Nygård.

Norway and Germany have recently entered into agreements to strengthen cooperation on green industry, batteries, raw materials, the aerospace industry, energy security, hydrogen and CCS (carbon capture and storage). Two IPCEI agreements cover hydrogen and battery technology. Increased

cooperation with Germany can speed up the green shift in Norwegian aviation as well.

## **Expect a tripling by 2050**

NASA predicts a sharp increase in the utilization and values of local and regional airports. Clean Aviation and Eurocontrol estimate a tripling of the number of zero-emission and low-emission flights in the years up to 2050.



*Jon-Ivar Nygård (Ap) presented the government's new aviation strategy in the R5 auditorium on 27 January.*





Preserve the past. Create the future.



Kjeller as unique cultural heritage and national identity.  
A cultural attraction with green and sustainable aviation.

[kjelleraviation.com](http://kjelleraviation.com)

# SINTEF: Green aviation with great value for Norway

Kjeller is the first test and innovation base

■ ■ Green aviation is already underway with two-seater electrified school and training aircraft. Since 2018, Kjeller has been Scandinavia's first test and innovation airport for electric aircraft in collaboration between Avinor, SAS, ZERO and the Norwegian Air Sports Federation.

"Norway is a country that is ideally suited for testing and piloting new and environmentally friendly aircraft, and in the long term, when aviation has gone through the green shift, air travel will be the most environmentally friendly way to travel", states Transport Minister Jon-Ivar Nygård (Ap).

The phasing in of green aviation makes it possible to use Norway as an arena to "create national values, competitiveness and sustainable social solutions of great value for both Norway and the world", according to SINTEF.



*Test pilot Steven Crane taxis out in the Eviation Alice before takeoff from Moses Lake Airport east of Seattle in the early morning hours of Sept. 27, 2022. Photo: Eviation*



# Triple by 2050

■ ■ According to forecasts by Clean Aviation JU in the EU, we can expect a tripling of air traffic in the decades leading up to 2050. The Norwegian Air Sports Federation estimates that electrification can contribute to the number of flights multiplying. Emission-free regional aviation will in a few years become an efficient and climate-smart transport solution.

ILLUSTRATION: URBAN SKY



# The golden age of regional aviation has “not arrived”

## The government “open up to new solutions”

■ ■ This opens up great opportunities for the innovation environments at Kjeller. The Institute of Energy Technology (IFE) is a national leader in renewable energy and is behind the national strategy ‘Energy21’.

“I believe that the golden age of the short-haul network has not yet arrived. With new technology and new forms of energy in aviation, you will probably see people travel from the short-haul network to major airports and then out to longer distances to a greater extent than today. The Norwegian

infrastructure already facilitates this. That’s why we want to open up new solutions”, says Jon-Ivar Nygård.

The minister adds that the government will strengthen the Avinor model and “maintain all current airports”.

In the autumn there are local elections. Lillestrøm has a good chance to seize the opportunities and take part in the ambitions for Norway to become a leading nation in the transition to emission-free, sustainable and safe aviation.



# Fly smart. Fly regionally.

■ ■ The green shift will triple the number of flights up to 2050, with a need for more airports, according to Clean Aviation JU in the EU.

■ ■ A report from Avinor in 2021–2022 writes off the NATO base at Rygge and privately owned Eggemoen at Hønefoss as future local airports for the Oslo area. For the first time, Avinor considers that Kjeller can be further developed as a possible local airport in the Oslo area in the future.

■ ■ Now the choice is between Rakkestad, Jarlsberg, Kjeller, Oslo Airport or the development of a new local airport near the center of Oslo.

■ ■ Which new local airport for the Oslo area is best for you and your family?

EGGEMOEN

HAMAR

OSL  
GARDERMOEN

KJELLER

OSLO

FORNEBU  
CLOSED  
IN 1998

RYGGE  
NATO  
BASE

RAKKESTAD

JARLSBERG







Nygård  
mar 2023

"I believe that the golden age of the short-haul network has not yet arrived. With new technology and new forms of energy in aviation, you will probably see more people traveling from the short-haul network into major airports and then out to longer distances than today," says Transport Minister Jon-Ivar Nygård.

FOTO: URBAN SKY







# Our largest Newton arena

## NEWTON'S 1ST LAW (LAW OF INERTIA)

A body remains at rest or continues in a straight line of motion with constant speed if no force acts on the body or if the sum of the forces acting on it equals zero.

## NEWTON'S 2ND LAW

The acceleration of a body is directly proportional with the resultant force acting on the body, and vice versa proportional to the body's mass.

## NEWTON'S 3RD LAW

If two bodies affect each other, the force that acts from the first body on the second equal in size and oppositely directed to the force acting from the second body against the first.





One of the world's oldest airports...



Einar Sem-Jacobsen and Roald Amundsen



HRH King Haakon VII at Kjeller flyplass



Test pilot Odd Svang-Rasmussen

Test pilot Knut Lande and Starfighter CF-104



DH82A Tiger Moth 189 «Rittmesteren»

... is an ideal local airport for the Oslo area.





# Living cultural heritage



**Vigelandsparken**



**Holmenkollen**



**Akershus Fortress**



**Museums on Bygdøy**



**Kjeller aerodrome**



**Fetsund Lenser**



**Ekebergsletta**

Bli med i bevaring  
av kulturarven  
med muligheter  
for videreutvikling  
av Kjeller flyplass!

La flyplassen leve!



Join in the preservation  
of the cultural heritage  
with opportunities  
for further development  
of Kjeller airport!

Let the airport live!





# Join Kjeller Luftfart AS!



ILLUSTRATION: EVATION

## Preserve the past. Create the future.



KJELLER  
AVIATION