

Answers to questions for clarification about - Deployment of multi-rotor unmanned aircraft in managed airspace – 2<sup>nd</sup> call for proposals

1. Is it possible for companies, that do not have IP at high readiness level but have suitable aviation solutions to separately submit a proposal?

Answer: It is possible to submit a proposal. However, the lower the readiness of the IP - the smaller in the chance to receive support from the program.

2. Does the presence of a foreign partner in a submitting group can affect the amount of support the group can receive?

Answer: Assuming there is a good reason for partnering with the foreign partner, then no.

3. As part of the proposal, we will be required to purchase aircrafts / air taxis from foreign manufacturer since there are no Israeli manufacturers. Will the Innovation Authority allow part of the budget to be used for this issue?

Answer: Absolutely. Although it should be noted that the recognition of expenses will be in the form of depreciation (assuming the end of the pilot period the aircraft will still have a significant value).

In case of a lease contract with the manufacturer, there will be a full recognition of the expenses.

4. As part of the contents of the call for proposals, a variety of pilots will be held at different locations around Israel. This deployment requires extensive logistical and administrative assessments. Is it possible to get the pre-planned locations to prepare the needed resources?

Answer: The flights which are part of the project will be in urban areas. The meaning of each week of flights is mainly presence on the site and the operation of the planes.

5. Does the proposal on a platform route with passengers have to be an air operator or is it sufficient only to cooperate with an air operator?

Answer: Both options are possible.