

For immediate release:

Stralis Aircraft plants its European flag as EVIA AERO takes on a commercial representative role across the region.

Brisbane, Australia / Bremen, Germany — 16 March 2026 — EVIA AERO has taken its relationship with Stralis Aircraft (“Stralis”) a step further, announcing it is becoming the company’s commercial representative across Europe.

It’s an exciting progression for both parties, building on an already strong relationship — EVIA AERO previously signed as Stralis’ first European customer and single largest retrofit client.

Under this new agreement, EVIA AERO will serve as the primary point of contact for new customers and business partners across Europe, further developing Stralis’ go-to-market and sales strategy in the region.

EVIA AERO will also engage with industry and community stakeholders, monitor market developments, and identify growth opportunities. Most notably, EVIA AERO will be Stralis’ extended arm in one of the world’s most diverse markets for drones and regional aviation.

The timing is significant. Europe is facing a convergence of regulatory, economic, and security pressures that are making zero-emission and energy-sovereign aviation a matter of survival. The EU is phasing out the production of leaded Avgas (100LL) from May 2025. Germany has also introduced carbon pricing for aviation fuels.

It’s against this backdrop that the hydrogen aircraft market is moving from demonstration to commercialisation, with Europe holding the dominant share of the global activity.



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Both EVIA AERO and Stralis see this bolstered relationship as a natural progression. In January this year, EVIA AERO committed to five Bonanza-A36-HE aircraft retrofits. This was on top of a May 2025 commitment to a fleet of Beechcraft 1900D 19-seat regional aircraft.

The most recent agreement sees EVIA AERO move from customer to active commercial partner, with a clear mandate to represent Stralis across the region.

Most hydrogen aviation activity globally remains at the R&D, demonstrator, or letter-of-intent stage. A formalised commercial partnership represents a more mature commercial structure than is currently typical in the sector.

Bob Criner, CEO and Co-Founder of Stralis, says it's a compelling indicator that, with the help of EVIA AERO, Stralis is leading the market.

"Stralis is looking beyond initial technology demonstration towards building the commercial infrastructure needed to scale," he says.

"I couldn't think of a more equipped partner than EVIA AERO. Their team has consistently demonstrated they understand not just aircraft, but the full ecosystem required to make hydrogen-electric aviation commercially viable in Europe."

Formalising this collaboration will position EVIA AERO as a trusted and knowledgeable first point of contact for airlines, airports and other partners across the region. Florian Kruse, founder and CEO of EVIA AERO, says demand for zero-emission aircrafts is growing.

"The performance profile of Stralis, with its lightweight high-temperature PEM fuel cell that allows aircraft to fly considerably further than battery-electric solutions, makes it well suited to European regional routes."

"We're ready to be the boots-on-the-ground presence to help Stralis roll out hydrogen-electric aviation across Europe."

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Noteworthy facts

- **EVIA AERO is transitioning from a customer to a commercial partner.** EVIA AERO's relationship with Stralis has progressed through three distinct stages in under a year — from launch customer to largest single retrofit client, and now to European commercial representative.
- **The relationship represents the largest single-customer fleet of hydrogen-electric conversions to date.** In January this year, EVIA AERO committed to five Bonanza-A36-HE retrofits.
- **This announcement signals a market move from ambition to action.** Most hydrogen aviation activity remains at the R&D, demonstrator, or letter-of-intent stage. This formalised commercial partnership is among the most mature structures in the hydrogen-electric aviation sector.
- **It's at a time when Europe's regional aviation is under enormous pressure.** The EU moved to phase out the production of leaded Avgas (100LL) from May 2025. Germany has also introduced carbon pricing for aviation fuels. Hydrogen-electric offers the most credible alternative.
- **The only emission from Stralis' hydrogen-electric propulsion is water.** Hydrogen-electric propulsion offers a genuinely transformative pathway, with the only emission from a hydrogen-electric fuel cell powertrain being water vapour.
- **It will allow for zero-emission regional air connectivity across Europe.** EVIA AERO is an innovative aviation company dedicated to establishing a point-to-point network with multiple daily connections between key European business regions, operated by electric and hydrogen-powered aircraft fuelled with locally produced green energy.
- **The partnership signals an end-to-end value chain.** The EVIA AERO business model spans the full sustainable aviation value chain—from decentralised, energy-autonomous power generation (solar and hydrogen) at partner airports to energy storage and flight operations.
- **Airports to utilise green mobility to reduce costs.** Through joint ventures and strategic partnerships, EVIA AERO enables airports to actively promote green mobility while also achieving significant reductions in energy costs. This holistic approach directly supports the transformation of the aviation sector toward climate-neutral operations.



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Stralis hydrogen-electric propulsion systems

Stralis' high-temperature PEM fuel-cell technology is significantly lighter than existing alternatives, potentially enabling aircraft to fly ten times farther than battery-electric solutions at a lower cost than fossil-fuel-powered planes. The company is already testing its hydrogen-electric propulsion systems on the ground and plans to achieve the first flight of its six-seat technology demonstrator aircraft later this year. Stralis is also adapting the technology to drone applications, enabling longer flights with all the benefits of operating electrically. The technology is also being adapted by Stralis for drone applications, which will allow for extended flight times while offering all the advantages of electric operation.

Hydrogen-electric propulsion systems have fewer moving parts and operate at lower temperatures compared to existing aircraft engines, which is predicted to reduce engine maintenance costs by between 40% and 60%. This is similar to the maintenance cost reductions observed between combustion-engine and electric cars. The hydrogen stored on board in a tank powers a fuel cell that generates electricity, which drives an electric motor that turns a propeller. Hydrogen-electric propulsion systems can be used for aircraft battery replacement, retrofitting airframes, new clean-sheet designs, or even as auxiliary power units (APUs) onboard larger aircraft.

More information for editors

Global climate goals and international industry commitments require the aviation sector to achieve net-zero emissions by 2050. This means that by the mid-2030s, the sector needs to be actively deploying zero-emission technologies and solutions. One solution that can genuinely reduce CO₂ and non-CO₂ emissions is hydrogen-electric propulsion. The only emission released from a hydrogen-electric fuel cell powertrain is water.

ACI Europe (Airport Council International in Europe) aims to cut carbon emissions from European airports by 50% by 2030 compared to 2019 levels, focusing on energy-efficient technologies. The organisation also works towards achieving carbon-neutral airport operations by 2030, supporting the wider aviation industry's commitment to environmental sustainability.

Green hydrogen is produced through electrolysis of water using renewable electricity. Hydrogen's energy density is three times that of kerosene and sustainable aviation fuel (SAF), and it is over 100 times that of batteries, with a relatively fast refuelling capability when using liquid hydrogen.¹ Hydrogen is therefore ideally suited for flight, offering improved payload range over all other energy storage alternatives.

NASA has been using liquid hydrogen to power spacecraft for more than half a century, and powering aircraft with liquid hydrogen is not a new concept – the first successful flight took place in 1957. In the last five years, the aviation sector has turned to liquid hydrogen as a future fuel to reduce emissions, costs and noise.

Globally, most domestic aviation services could be operated using emerging battery-electric (short-range) and hydrogen-electric (medium-range) technologies, potentially reducing an estimated 50% of global air travel CO₂ emissions from flights under 2200km.² Considering both emissions reduction and aircraft performance in terms of range and power, hydrogen-electric aircraft present a credible alternative.

¹ energy.gov/eere/fuelcells/hydrogen-storage

² theicct.org/sites/default/files/publications/ICCT_CO2-commercl-aviation-2018_20190918.pdf

EVIA AERO

EVIA AERO is an innovative aviation company dedicated to establishing zero-emission regional flight connections across Europe. EVIA AERO's business model covers the entire value chain of sustainable aviation: from decentralised, self-sufficient energy generation through photovoltaic and hydrogen facilities at partner airports, to energy storage and flight operations. Through joint ventures and collaborations, airports are not only involved in promoting green mobility but also benefit from cost reductions in energy supply.

Through this holistic approach, EVIA AERO actively drives the necessary transformation of aviation towards climate-friendly mobility. The future-oriented start-up aims to implement a point-to-point route model with multiple daily connections between European economic regions. The flights will be operated by electric or hydrogen-powered aircraft, fuelled by locally generated green energy.

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Stralis Aircraft

Stralis was founded on a singular idea—to be the world's leading emission-free aircraft company producing high-performance, low-operating cost, hydrogen-electric propulsion systems and aircraft at scale. The propulsion system incorporates their proprietary high-temperature next-generation fuel cell, which is six times lighter than the current state of the art. Their hydrogen-electric aircraft will travel ten times farther than battery-electric alternatives and will be 50% cheaper to operate than fossil-fuel-powered aircraft. Stralis has letters of intent to buy the aircraft from 11 airlines across Australia, New Zealand, Asia, the USA, and Europe.

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