



Atol Aviation Background Information

Friedrichshafen, 8 April 2025

Atol Aviation's Story So Far

The new Atol Aurora LSA amphibious aircraft, unveiled at AERO2025, traces its roots back to 1988 and boasts over 1,000 flight hours on its preceding development models.

The aircraft was originally designed by Markku Koivurova, an aviator and engineer from Rovaniemi in Lapland, as an easy-to-fly and affordable flying boat for travelling across lake-rich Finland.

The key innovation in the Atol lies in its novel use of plywood and wood in aircraft construction: the surface panels are made of 0.4–0.8 millimetre plywood with a core of 5–10 millimetres of PVC foam, pressed together under vacuum in a mold — in a similar way as composite parts are cured in autoclaves — and cut to size using a water jet. The water jet creates an ideal surface on the wood by opening its cellular structure. As a result, the plywood and wood components are inherently rigid and lightweight.

The plane first emerged as an ultralight waterplane in 1988. Although it flew exceptionally well, the project faced an immediate headwind: a storm destroyed the prototype in its hangar in 1989, and in the early 1990s, Finland's financial turmoil forced also the company behind Atol into liquidation.

A decade later, airline pilot Anssi Rekula partnered with Koivurova to develop a modernized version of the original Atol.

The entirely revamped, heavier, and larger Atol 650 LSA made its first flight in April 2015.

Together, the original Atol and the new Atol accumulated over 1,000 flight hours, proving Koivurova's vision correct. The name "ATOL" stands for "Amazing Take-Off and Landing," and the aircraft lived up to that promise. Its super-light, rigid structure delivered an industry-leading 270 kg useful load, the new Rotax engine provided exceptional power and endurance, and the ergonomically designed cabin and instrument panel delighted both pilots and passengers.



Still, like many amphibious aircraft manufacturers worldwide, Atol faced challenges. Financial difficulties delayed the project, but now, with backing from visionary Swedish investors Andreas Svensson and Oskar Samuelsson, Atol Aviation is finally taking off with the fully refined Atol Aurora.

Our Vision for All-Surface Aerial Transportation

Beyond the Atol Aurora, the company believes a new golden age of amphibious flying is on the horizon.

A century ago, flying boats and waterplanes were common due to the scarcity of suitable ground airports. Today, while runways are more abundant, they remain absent in many areas — particularly in sparsely populated regions like Scandinavia, Canada, and Alaska.

Approximately 71 percent of the Earth's surface is covered by water. The ability to take off and land on water, combined with conventional landing gear for ground use, is an extraordinary advantage: amphibious aircraft can operate from locations inaccessible to other planes, and sometimes the most practical route to coastal cities is by water instead of an airport far away inland.

Helicopters and future eVTOLs can't match amphibious aircraft in comfort, speed, endurance, or economy.

We've outlined potential use cases on our website. The Atol Aurora can serve a variety of missions, from day trips in lake-rich areas to unforgettable tourism flights, from Search and Rescue (SAR) support to pilot training, and from LIDAR mapping to environmental monitoring. To name just a few.

Light Sport Aircraft (LSA) pilot training is also shorter and less expensive than traditional private pilot training, making amphibious flying accessible to a broader audience.

Only your imagination limits the possibilities of the Atol!

For more information:

atolaviation.com

sales@atolaviation.com

Tel. +358405014156