





Tackling a global challenge

Incremental innovation is not enough anymore

CONTEXT ●





Tackling the most pressured industry

Business Aviation has a societal role to take

Incentivised
market

Leading aviation
innovations

PROBLEM ●





Aviation will be electric

Unlocking its full potential with hydrogen

VISION ●



3_x

Less weight

Technological breakthrough required

On par with non-negotiable safety principles

3-6_x

More volume

Product-market fit

Adapted for new value proposition

Back to basics Hydrogen as the holy grail?





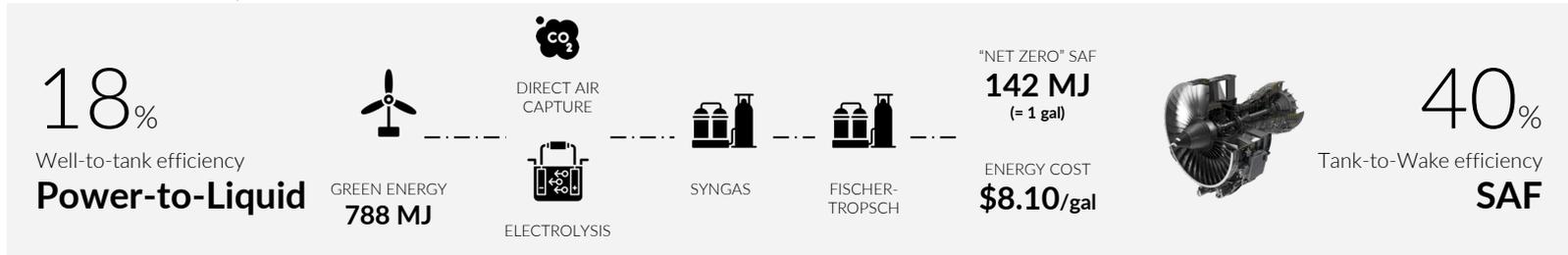
Back to basics

Energy analysis

EMISSIONS: H₂O



EMISSIONS: CO₂, NO_x, CO, H₂O





Key figures

Beyond Aero

Based in Toulouse

55 employees
90 by end of 2025

2,000 m2
Design office & Test
center

Design Organization Aircraft OEM

Aviation Experts &
Hydrogen Specialists

Skilled Advisors & Strategic
Partners

\$44M raised

Secured \$20M
in Series A funding

Co-led by Giant
Ventures
& BPI France



Beyond Aero ONE, where

Technical possibilities meet market need

SPECS

800_{NM}

1,500 Km

6-8_{PAX}

Single-Pilot operation possible

310_{Kts}

360 mph



From client traction to reduced operating costs

Economical viability

MARKET



84%

Of missions are below
1,500km / 800 NM

90%

Of flights operated by
15% of the airports.

5-8_x

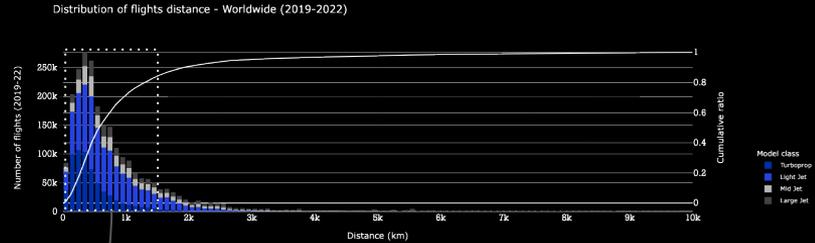
Cheaper powertrain
maintenance

100₊

Lols signed

New technology, new market need

Actual usage to drive design



Addressable market share (flights < 1,500 km)





Covering the main routes

80% in Europe

52%

of flights from Le Bourget fly less than 600 km

62%

of flights departing Paris can be done by One (<1500 km and <8 pax)

8 flights

daily between Paris and Geneva, 9 between Paris and all London airports

- Main routes
- Main business aviation airports

MARKET



Overcoming technical challenges

Safety above all

ONE ●



CONOPS proposition inspired by safety-proven industry

- Over **25k FCEVs** around the world, for general public
- 700 M-km driven with **proven safety**
- High-strength carbon-fiber tanks designed for **impact resistance**
- H2 **leak detection** sensors with **automatic shutdown** protocols
- Secure and monitored **refueling process** with multiple safety checks
- **1000+ refueling stations** worldwide over 30 years, no major incident

TECHNOLOGY'S SAFETY AND SCALABILITY
PROVEN FOR GH2

Technical challenges Operating hydrogen

ONE



Technical Challenges H₂ Infrastructure

01

Supply

On-site production
Off-site prod. + H₂ transport

02

Distribution

Fixed refueling station
Mobile refueling station
Pipelines

03

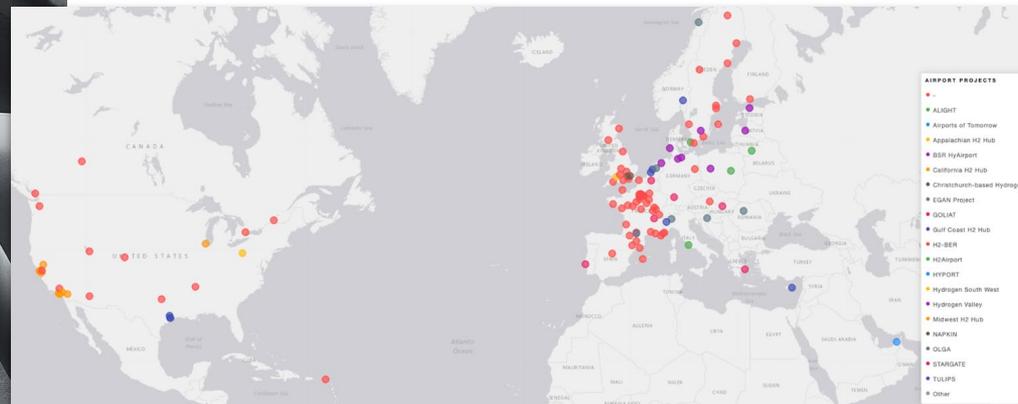
Training

Handlers
Firefighters

04

Ground operations

Procedures
Turnaround time



102 in EU &

UK

From an initial interest to an on-site demonstration of the use of H₂ in an airport environment.

21 in the US

Are interested in studying the introduction of hydrogen at their airports.

ONE ●



Advancing swiftly, with utmost safety

Current developments

ONE ●



France's first manned fully hydrogen-electric flight.

Achieved on February 13th, 2024



Moving forward with pragmatism

World-class test benches

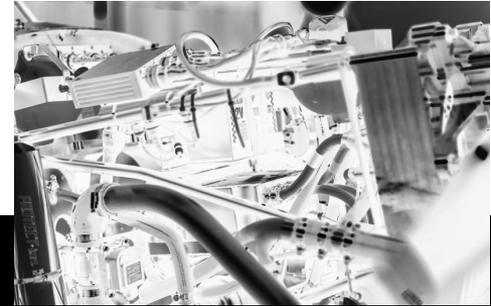


85 KW SUBSCALE
POWERTRAIN BLÉRIOT



Coming Summer 25

AIR SUPPLY
SCALE ONE



Coming Summer 25

300 KW FUEL CELL
SYSTEM SCALE ONE

ONE ●



Pre-Application Services by 2025

Regulatory Framework Review of CS-23, SC E-19, and CS-E to support BYA-I hydrogen propulsion system certification.

Familiarization and TC application

Establishing the Certification Basis and TC Application by 2026

DOA setup process

EASA Application submitted in April 2024

With EASA to shape the future
Working hand-in-hand



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