





# 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<sub>x</sub>

Less weight

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## Technological breakthrough required

On par with non-negotiable safety principles

3-6<sub>x</sub>

More volume

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## Product-market fit

Adapted for new value proposition

# Back to basics Hydrogen as the holy grail?

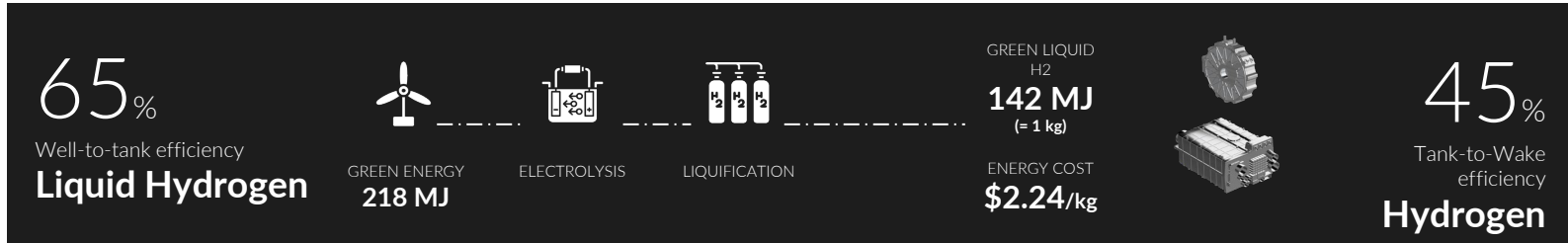




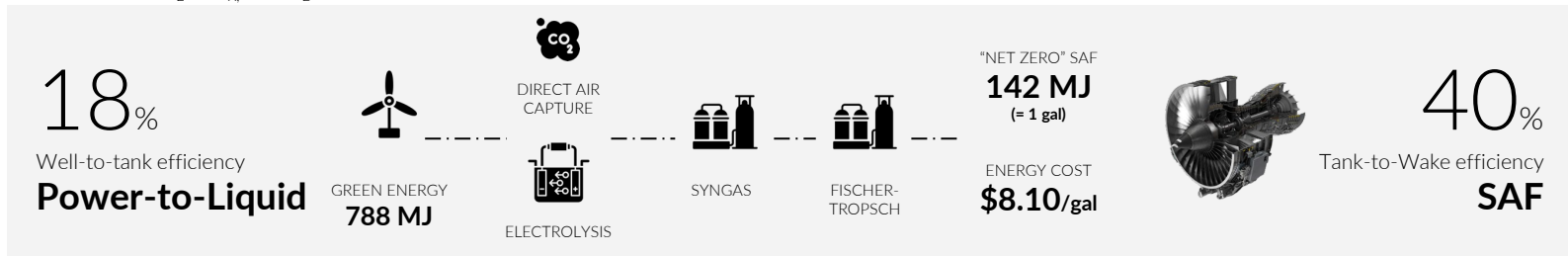
Back to basics

## Energy analysis

EMISSIONS: H<sub>2</sub>O



EMISSIONS: CO<sub>2</sub>, NO<sub>x</sub>, CO, H<sub>2</sub>O





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<sub>NM</sub>

1,500 Km

6-8<sub>PAX</sub>

Single-Pilot operation possible

310<sub>Kts</sub>

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<sub>x</sub>

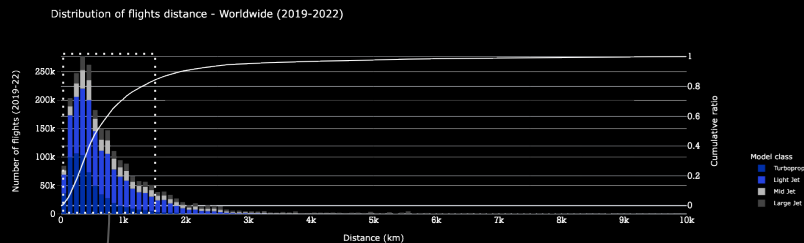
Cheaper powertrain  
maintenance

100<sub>+</sub>

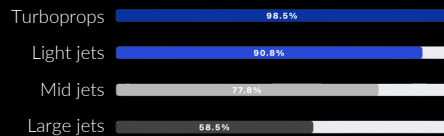
Lots signed

## 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



102 in EU &

UK

From an initial interest to an on-site demonstration of the use of H<sub>2</sub> in an airport environment.

21 in the US

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

## Technical Challenges H<sub>2</sub> Infrastructure

01

### Supply

On-site production  
Off-site prod. + H<sub>2</sub> transport

02

### Distribution

Fixed refueling station  
Mobile refueling station  
Pipelines

03

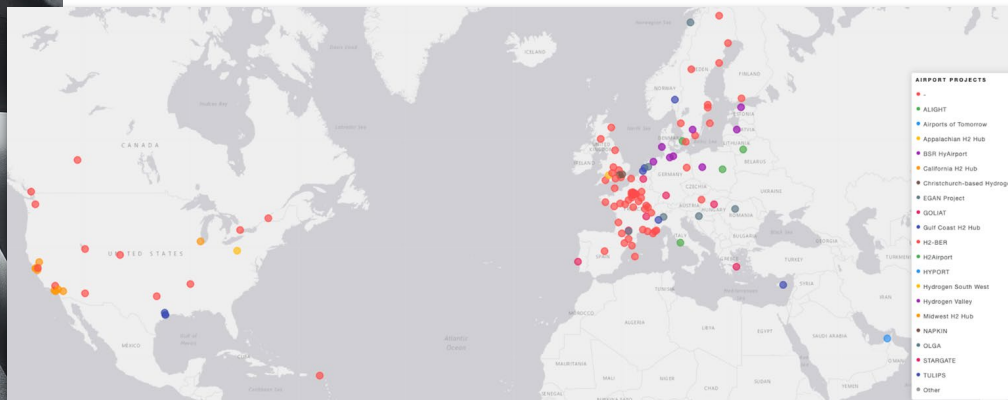
### Training

Handlers  
Firefighters

04

### Ground operations

Procedures  
Turnaround time



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

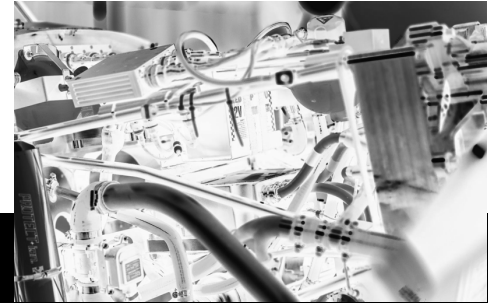


85 KW SUBSCALE  
POWERTRAIN BLÉRIOT



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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