AURA AERO

PRESS KIT 2023

SUMMARY

THE ORIGIN OF AURA AERO VALUES & OBJECTIVES

AURA AERO IS COMMITTED TO SERVE MANKIND BY DESIGNING AND MANUFACTURING AIRCRAFT THAT ACCELERATE AIR TRANSPORT DECARBONIZATION.

AURA AERO, a pioneer in decarbonized aviation, founded in 2018, industrializes disruptive technologies for the aviation of tomorrow, by combining the best in the aeronautical industry and digital technologies.

Conscious of the climate challenges that aviation is facing today and will face tomorrow, AURA AERO is committed to contribute to the objective of **reducing emissions by 55% in 2035 and reaching carbon neutrality in 2050**.

The company designs and manufactures aircraft with unrivalled efficiency, on the growing market of **eco-efficient and low carbon emission vehicles.**

AURA AERO is a member of the Steering Committee of AZEA, Alliance for Zero Emission Aviation, an initiative of the European Union.

In addition to its many stakeholders (entrepreneurs, aeronautical experts…), to venture capital firm Innovacom and to the BPI (French Public Investment Bank), AURA AERO benefits from the support of the Occitanie Region, for the industrialization and development phase of its first aircraft, INTEGRAL R, and for the development of INTEGRAL E and ERA. AURA AERO has also been a laureate of the France Relance modernization fund for automobile and aeronautics.

EMBARK WITH US IN THIS ADVENTURE!

A RANGE OF AIRCRAFT FOR TRAINING, LEASURE, AEROBATICS & REGIONAL TRANSPORT

With the INTEGRAL program, a family of two-seater aircraft with an aerobatics capability, and with ERA (Electric Regional Aircraft), a regional transport 19-seater, AURA AERO addresses the challenges of the mobility of today and tomorrow.

THE INTEGRAL FAMILY

The INTEGRAL range of two-seater training aircraft with an aerobatics capability includes **3 models**. It offers complementary characteristics depending on the needs of operators, combining **safety & high performance** with **unrivalled operational efficiency.**

ECO-CONCEPTION

The company designs its aircraft anticipating the impact of their use and their ability to be recycled.
AURA AERO takes into account, from the start, the environmental impact that its aircraft will have throughout their lifecycle, in order to reduce it as much as possible.

ERGONOMY

Offering spacious & ergonomic cockpits, the aircraft in this range make the daily life of pilots and instructors easier.
They are equipped with seats and rudders that can be adjusted in a few seconds.

SAFETY

The whole range is equipped with Whole Aircraft Rescue Parachute. The INTEGRAL R & INTEGRAL S models are equipped with anti-crash fuel tanks (new for this range of aircraft).

CONTROL OF OPERATING COSTS

Preventive maintenance is facilitated by the digital approach and the design.

CHOICE OF NOBLE AND LASTING MATERIALS

The wood-carbon combination ensure lightness, resistance and easy implementation.

INTEGRAL R

Thermal engine aircraft

TECHNICAL SPECIFICATIONS

Configuration: Two-Seater / Side by Side / Taildragger Landing Gear
Length: 7.26 m (23,82 ft)
Wingspan: 8.78 m (28,80 ft)
Height: 2.48 m (8,13 ft)
Maximum Take-Off Weight (MTOW): 1 005 kg (2 216 lbs)
Safety: Whole Rescue Parachute, Anti-deflagration fuel tanks
Engine: Lycoming AEIO-390 / A3B6 (210 hp @ 2 700 rpm)
Propeller: MTV-15-B-C/C193-25 (constant speed)

Load factor: +8,5 / -8,5 G (@795 kg / Cat A1)
Load factor: +7,5 / -7,5 G (@910 kg / Cat A2)
Cruise speed: 278 km/h (150 kt) (@8 000 ft / 75%)
Stall speed: 107 km/h (58 kt) (@910 kg / Cat A2)
VNE : 360 km/h (193 kt)
Range: 980 km (530 NM)
Fuel capacity: 159 L (42 gal US)
Luggage: 30 kg

integral R

22 June 2020: 1st flight
2023: CS23 certification (ongoing)
2023: 1st deliveries

INTEGRAL S

Thermal engine aircraft

TECHNICAL SPECIFICATIONS

Configuration: Two-Seater / Side by Side / Tricycle Landing Gear
Length: 7.26 m (23,82 ft)
Wingspan: 8.78 m (28,80 ft)
Height: 2.23 m (7,31 ft)
Maximum Take-Off Weight (MTOW): 1 005 kg (2 216 lbs)
Safety: Whole Rescue Parachute, Anti-deflagration fuel tanks
Engine: Lycoming IO-360-M1A (180 hp @ 2 700 rpm) - INTEGRAL S - VFR & IFR

Engine: Lycoming AEIO-360-M1A (180 hp @ 2 700 rpm) - INTEGRAL S - Aerobatic
Propeller: Constant speed
Load factor: +6 / -4 G (@960 kg / Cat A2)
Load factor: +5 / -3 G (@1005 kg / Cat BC)
Range: 926 km (500 NM)
Fuel capacity: 159 L (42 gal US)
Luggage: 30 kg

integral S

2023: 1st flight
2023: CS23 certification (ongoing)
2023: 1st deliveries

INTEGRAL E

Electric powered aircraft

TECHNICAL SPECIFICATIONS

Configuration: Two-Seater / Side by Side

Length: 7.26 m (23,82 ft)

Wingspan: 8.78 m (28,80 ft)

Height: 2,23 m (7,31 ft) - E^S / 2,48 m (8,13 ft) - E^R

Safety: Whole Rescue Parachute

Engine: SAFRAN ENGINeUS

Battery recharge: E^S & E^R : < 30 min

Endurance : E^S & E^R : 60 min

integral E

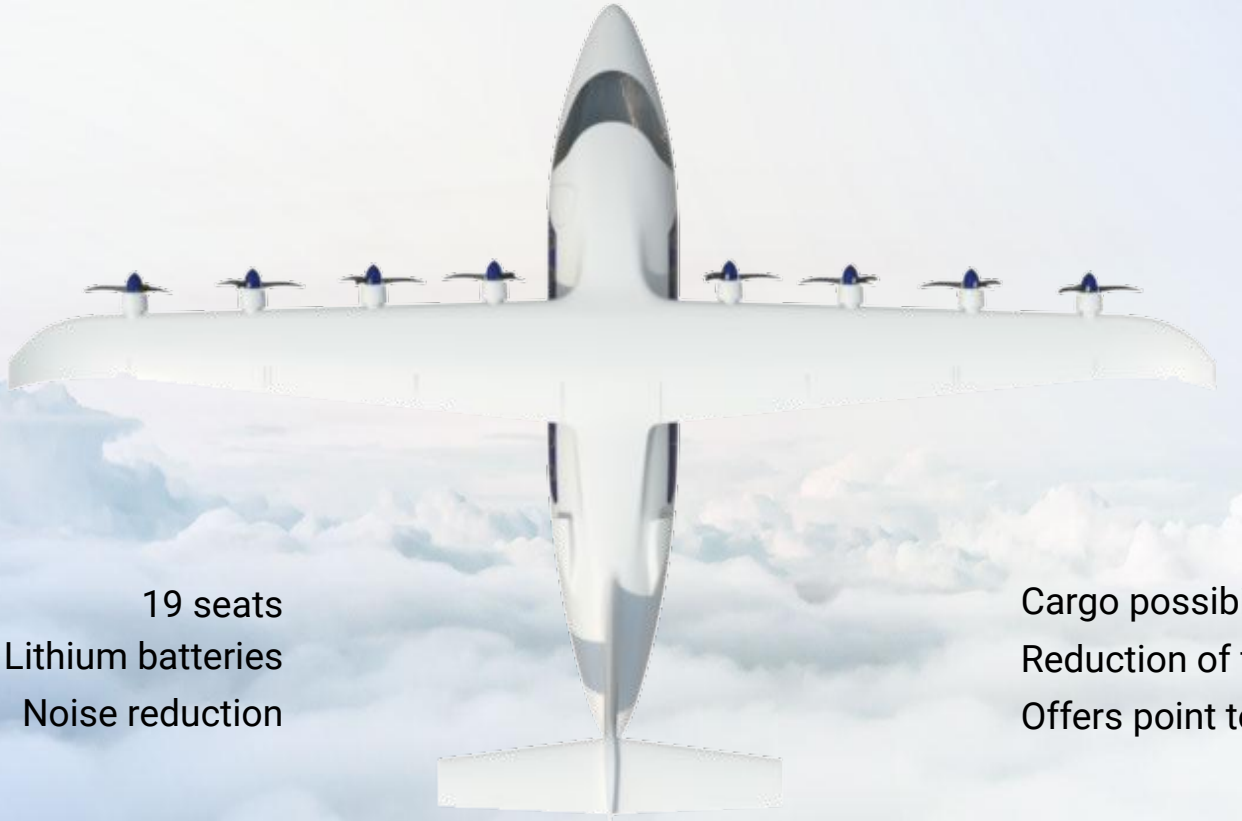
2023: 1st flight

2024: Entry into service

ERA (ELECTRIC REGIONAL AIRCRAFT)

"Electrical aviation is the future of light aviation and of regional aviation."

2026: 1st flight
2028: Entry into service



19 seats
Lithium batteries
Noise reduction

Cargo possibility
Reduction of the ticket price
Offers point to point mobility

AN INNOVATIVE & ECO-EFFICIENT ASSEMBLY LINE

Located in Toulouse, on the historical site of former Francazal military airport, the HM7, built in 1937, was the French Air Force's very first building.

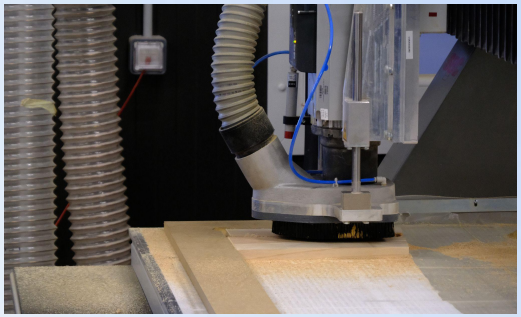
This hangar is the ideal location for AURA AERO, a daring company, respectful of yesterday's aeronautics while focused on innovation and on the future.

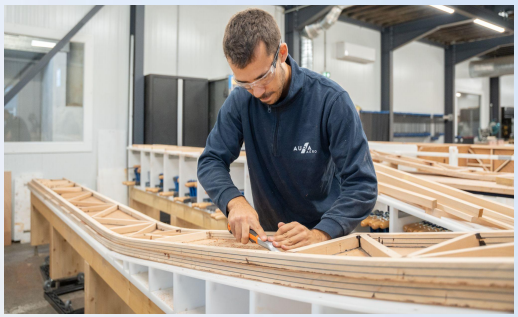
This site gathers, on a single location of 3,500 sq. meters, the design office, the manufacturing workshops, the assembly lines, the test zone and the customer delivery zone for INTEGRAL R.

A new assembly line will be built for ERA, the electric regional aircraft.

" Being located close to major industrial and internationally recognized groups, and on a historical French aviation site, we are in the best place on earth to manufacture aircraft. It's a very inspiring melting-pot. "

Jérémy Caussade
Co-founder, President & Chief Engineer of AURA AERO





THE CO-FOUNDERS - JÉRÉMY CAUSSADE

Jérémy Caussade is the President and co-founder of AURA AERO. Boasting over 13 years experience in aeronautical engineering, he is also the company's Chief Engineer.

Jérémy began his career with Altran in 2010, as a helicopter flight simulator engineer, before joining Airbus Civil Aircraft in 2013, where he successively held the positions of Simulator Lead Engineer, Simulator Manager at Flight Tests for the A350 « Aircraft Zero », Certification Engineer on the A320NEO and BelugaXL programs, and finally head of Explorers team for Quantum Digital Transformation.

Before leaving Airbus to launch AURA AERO, Jérémy was in charge of Growth and Incubation for the DDMS (Digital Design Manufacturing and Services), Airbus' digital transformation platform.

Holding a Master in Fluids Dynamic from Toulouse Paul-Sabatier University (2009), Jérémy has also been the President, Founder and Chief Engineer of the Replic'Air association for 10 years, where he has managed the reconstruction and flight of two historical aircraft: a Morane Saulnier Type G (the aircraft with which Roland Garros crossed the Mediterranean for the first time on 23 September 1913) and a Dewoitine D551, a French fighter plane.

Jérémy is married and has two children. He holds glider, aircraft and ULM pilot licences and is also an amateur of nautical sports.

THE CO-FOUNDERS - WILFRIED DUFAUD

Wilfried Dufaud, co-founder of AURA AERO, is the Chief Programs Officer of the company.

Before launching AURA AERO, he was Innovation Manager at Assystem, where he was in charge since 2016 of the evaluation phases of technologies (virtual reality, augmented reality, 2D-3D transformation, metallic additive manufacturing) and coordinator of the partners network.

Before that, he had held several positions within Assystem since 2000: Main Technical Coordinator in charge of valorization of Research & Development, in charge of auto-financed projects ; Head of the Amphibian flight aircraft project ; Head of fatigue calculation for the design phase of Airbus' A350-900 program ; Junior project leader for the A380 landing gear box ; Aircraft structure mechanical engineering technician.

From 1998 to 2000, Wilfried participated in the development of Aéro Challenge Industrie, as a Technician for the development of a light ULM category aircraft.

A graduate from Toulouse Paul Sabatier University (Licence Professionnelle Techniques Ingénieries Aéronautique et Spatial – Conception, dimensioning, industrialization and production in 2000 and DUT Génie Mécanique et Productique in 1996), Wilfried is also a member of the Réplic'Air association, where he worked with Jérémy and Fabien on the replica of Roland Garros's Morane-Saulnier.

THE CO-FOUNDERS - FABIEN RAISON

Fabien Raison is one of the co-founders of AURA AERO, and Chief Operations Officer of the company.

Before that he worked at Airbus within the DDMS program (Digital Design Manufacturing and Services, Airbus' digital transformation platform) since 2018, and beforehand, in the Explorers team for Quantum Digital Transformation, from 2017 to 2018.

Fabien joined Airbus in 2006, where he held different positions, first as Preliminary projects designer for engine pylons, then as Head of the APF structure for the A380 and Head of design for the engine pylons primary structure.

Before Airbus, Fabien worked for EXcent as an Aeronautical Designer from 2002 to 2004, at Valeo as Head of Citroën preliminary projects from 1996 to 2005 and began his career in 1994 at ABMI as an Industrial designer.

Fabien Raison, holding a BTS (vocational training certificate) in Industrial Product Design, was awarded the Best Worker (Meilleur Ouvrier de France) distinction in 2007, in the Mechanics and Manufacturing category. He is also part of the Replic'Air association, where he worked with Jérémy and Wilfried on the replica of Roland-Garros's Morane-Saulnier.

KEY FIGURES

03 | Co-founders

02 | Facilities in France
Toulouse (Occitanie): head office, design, production, final assembly line, flight test.
Bernay (Normandie): production.

02 | Aircraft families
INTEGRAL: training aircraft with an aerobatic capacity.
ERA: electric regional aircraft.

+100 | Shareholders
More than 100 shareholders believed in the project and invested in it from the start. Aviation enthusiasts, new technologies and innovation fans, all bearing the desire to support entrepreneurship and French industry.

200 | Collaborators

330 | Purchase intentions for ERA
October 2021: we signed a Letter Of Intent with Amedeo for the purchase of 200 ERA (Electric Regional Aircraft).
October 2022: Signature of Letters of Intent for over 130 ERA aircraft.

85 | NM
Zero in-flight emission range for ERA, at Entry into Service.

6,200 | sq. meters
Industrial infrastructures.

MORE INFORMATION

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