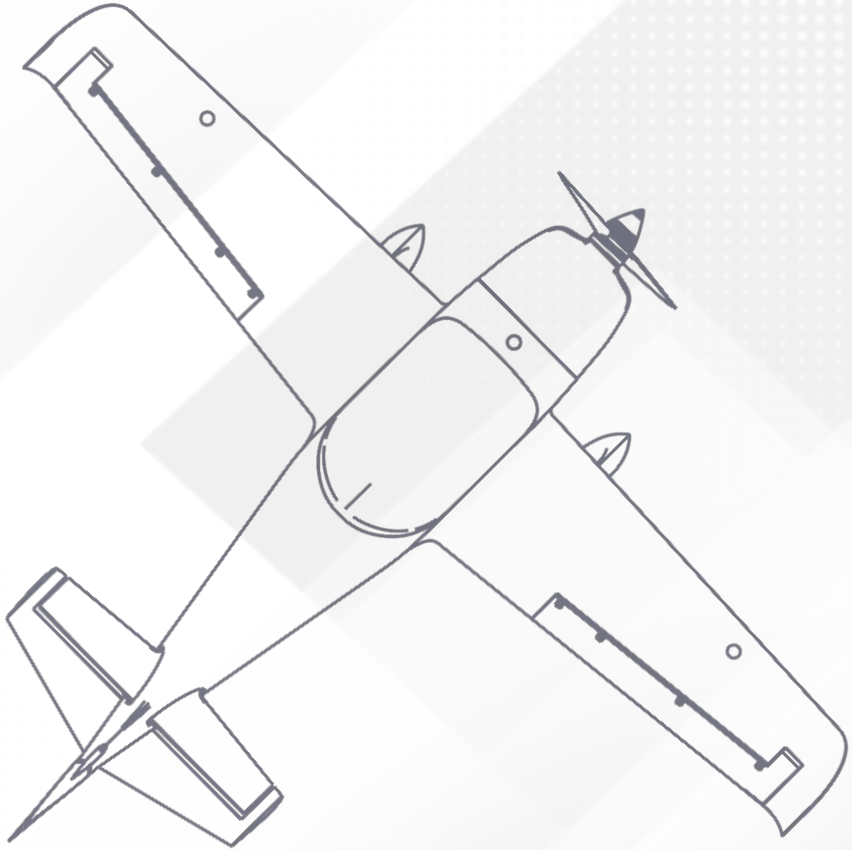
PRESS KIT

English version
May 2025



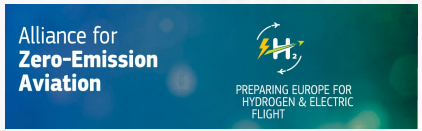
> AURA AERO is committed to serve **mankind** by designing and manufacturing aircraft that **accelerate air transport decarbonization.**

PRIVATE AND CONFIDENTIAL

THE ORIGIN OF AURA AERO
VALUES & OBJECTIVES

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.**



AURA AERO is a member of the Steering Committee of AZEA, Alliance for Zero Emission Aviation, an initiative of the European Union and is part of the 16 founder-companies of the European Future Mobility Taskforce, launched in January 2024.

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 development and industrialization of its first aircraft, INTEGRAL R, and for the development of INTEGRAL E and ERA.

AURA AERO is also supported by the French state (laureate of the 'France Relance modernization fund for automobile and aeronautics' and the 'France 2030 'program) and the European authorities (laureate of the European EIC Accelerator program and the Innovation Fund).

AURA AERO is proud to be the first aerospace company selected by the European Innovation Fund to receive a grant financed through carbon credits, as defined by the 'EU Emissions Trading System' (EU ETS) – one of the world's largest funding programs for the deployment of innovative low-carbon technologies.

European Innovation Council

Cofinancé par l'Union européenne

avec le projet HERMES

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

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

THE INTEGRAL FAMILY

The INTEGRAL range of two-seater training aircraft with an aerobatics capability includes 4 models: R (aerobatics and leisure - thermal engine), S (training, - thermal engine), R-E (aerobatics and leisure - electric engine), and S-E (training - electric engine).

These aircraft offer complementary features depending on the needs of operators, combining **safety & high performance** with **unrivalled operational efficiency.**

01

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.

02

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.

03

SAFETY

The whole range is equipped with a Whole Aircraft Rescue Parachute.

The INTEGRAL R & INTEGRAL S models are equipped with anti-crash fuel tanks (new for this range of aircraft).

04

CONTROL OF OPERATING COSTS

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

05

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)
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: +7,5/-7,5 G (@935 kg / CAT A2 Category extended)
Load factor: +6/-4,5 G (@960 kg / CAT A2 Category limited)
Load factor: +5/-3 G (@1005 kg / BC Category)
Cruise speed: 278 km/h (150 kt) (@8 000 ft / 75%)
Stall speed: 111 km/h (60 kt)
VNE : 360 km/h (193 kt)
Range: 980 km (530 NM)
Fuel capacity: 159 L (42 gal US)
Luggage: 30 kg

MILESTONES

22 june 2020 : 1rst flight
18 december 2024 : Certification EASA CS-23
2025 : 7 avril 2025

THE MOST DEPENDABLE,
THE MOST CAPABLE
AND THE SAFEST AEROBATIC
TRAINER AIRCRAFT!

AURA AERO

integral S

AURA AERO

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)

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: MT Propeller MTV-12-B-C/C183-59b Constant speed - 3 blades

Load factor: +6 / -4,5 G (@960 kg / Cat A2)

Load factor: +5 / -3 G (@1005 kg / Cat BC)

Cruising speed: 260 km/h (140 kt) (@8 000 ft / 75%)

Range: 543 km (1006 NM)

Fuel capacity: 159 L (42 gal US)

Luggage: 30 kg

MILESTONES

27 july 2023 : 1rst flight

2024 : Certification (in progress)

2025 : 1st deliveries

AURA AERO
LEADER IN NEXT GENERATION AVIATION

integral E

AVAILABLE IN INTEGRAL R, INTEGRAL S & GLIDER TOW-PLANE VERSIONS

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, certified engine

Battery recharge: 20-30 min from 20% to 80%

Cruising speed: 223 km/h (120 kt) (@8 000 ft / 75%)

Max Power Rating: 125 KW

Load factor: +6 /-4,5 G (Estimated)

Endurance : 1h30

Maximum Take-Off Weight (MTOW): 1 250 kg (2 756 lbs)

MILESTONES

19 February 2024 : 1rst power on
3 December 2024 : 1rst flight
2026 : Entry into service

300 kts
Max Cruise Speed

2.600 ft
800m
Take-Off & Landing Capabilities

SERVING ALL COMMUNITIES.

ERA

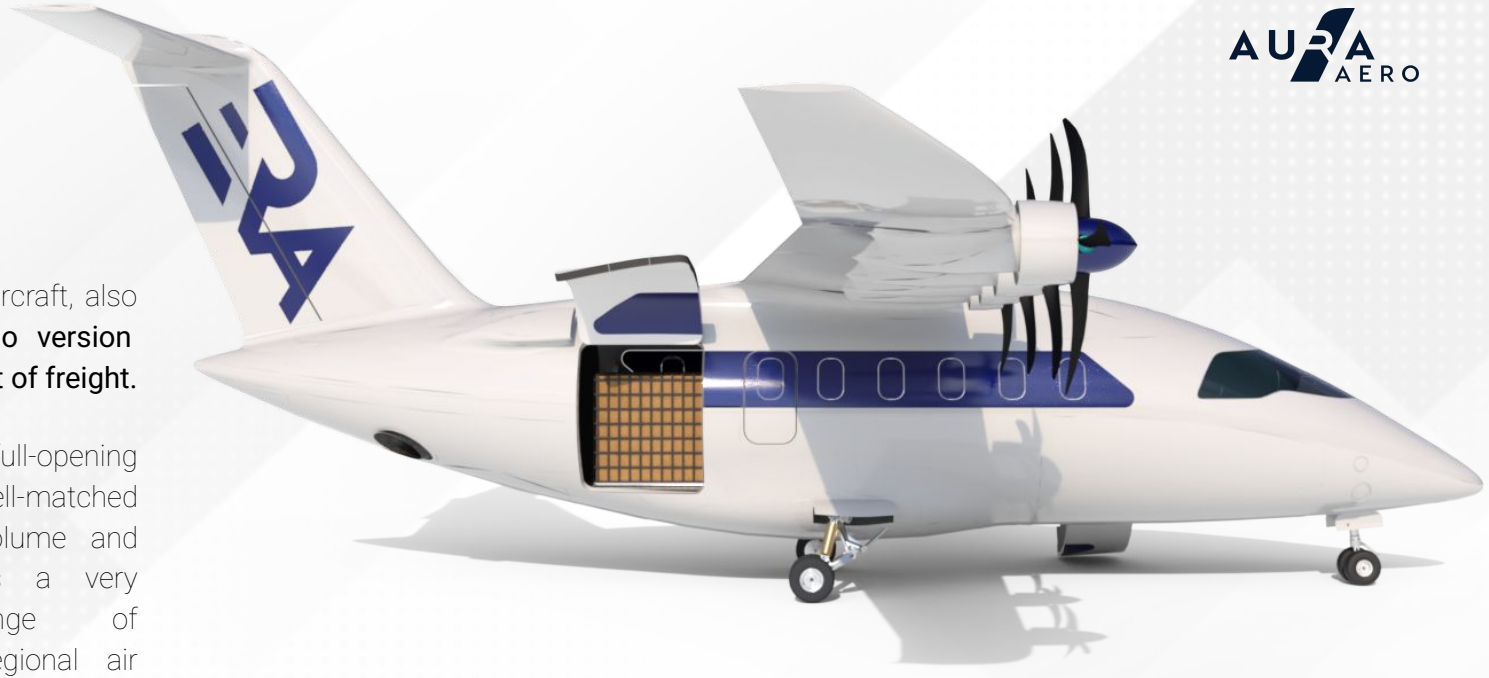
AURA AERO

ERA is a 19-seater hybrid-electric aircraft designed to link territories and decarbonize regional aviation.

Concentrating many avionic, aerodynamic and propelling aviations, ERA addresses the environmental challenges of the 21st century, **reducing $C0_2$ emissions by up to 80%** compared to thermal aircraft in the same category, significantly **reducing engine noise** and enabling **lower direct operating and maintenance costs.**

Equipped with **8 electric engines** (ENGINeUS, developed by Safran) and 2 SAF-compatible turbo-generators, ERA will be full-electric upon take-off, with a **range of 900 NM (1,666 km).**

ERA



ERA is a versatile aircraft, also available in a **cargo version with a capacity of 2t of freight.**

Thanks to its wide, full-opening cargo door and well-matched combination of volume and payload, it offers a very competitive range of possibilities for regional air freight operators, **reducing maintenance and energy costs by more than 50% per ton of revenue cargo, compared to older aircraft of the same category.**

ERA can also be configured in **business** or **medical evacuation versions.**

Scheduled to **enter into service before 2030**, ERA has already received close to **600 intentions of order**, from 12 international companies, for an **order book value close to 9 billion $.**

MILESTONES
2027 : 1er flight
Before 2030 : Entry into service

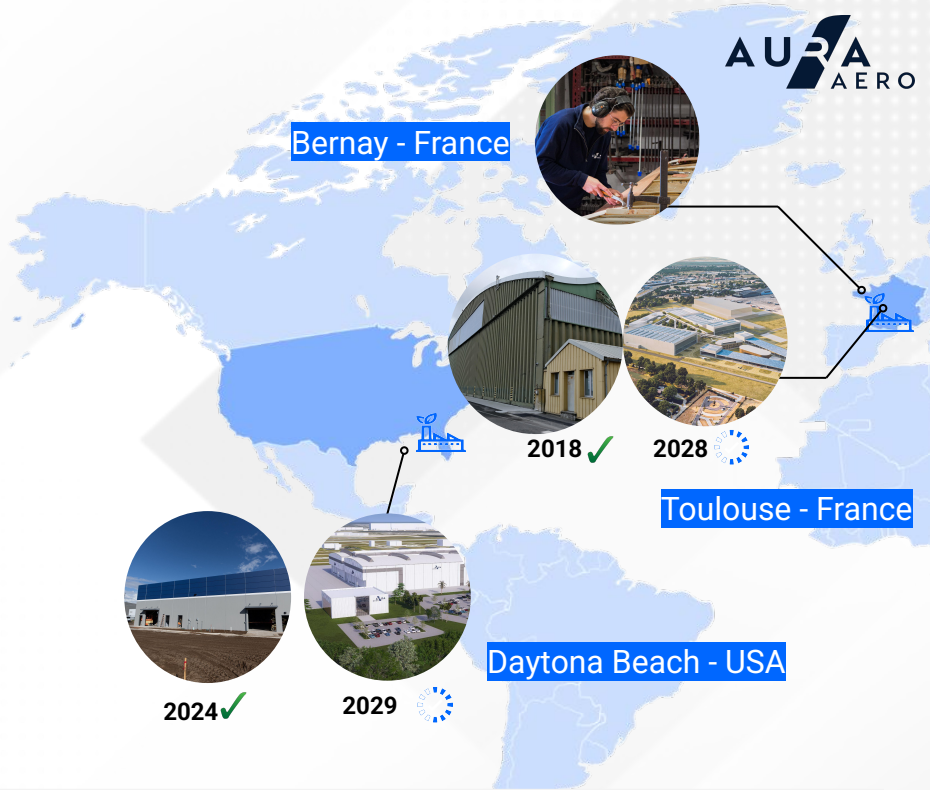
PRODUCTION SITES IN FRANCE & IN THE USA

AURA AERO is headquartered at Toulouse-Francazal airport, a former military airport.

- The **HM7**, built in 1937, and the very first French Air Force hangar, hosts, over 4,500 sq. meters, the design office and the production, assembly, flight tests and delivery activities for the INTEGRAL family, a two-seater aircraft with an aerobatic capability.
- The **HB2**, a few meters away, hosts the manufacturer's test center, currently developing ERA, the hybrid-electric regional transport aircraft.

In a few years, the **AURA Factory**, a 130,000 sq. ft (40,000 sq.meter) site, also in Toulouse-Francazal airport, will host all of the manufacturer's design, production and support activities for its two families of aircraft.

In September 2024, the manufacturer announced in the construction of a 500,000 sq.ft (48,000 sq.m) **production and assembly site in the USA**, at Daytona Beach airport, Florida, by the end of 2028.



> *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

ZOOM : AIR MENUISERIE

WOOD & WOOD-CARBON STRUCTURE AIRCRAFT CONSTRUCTION

A subsidiary of aura aero based in Bernay, Normandy, Air Menuiserie specializes in the construction of aircraft with wood and wood-composite structures, specifically wood-carbon.

A team of passionate craftsmen, passing on a unique know-how, build wood-structured aircraft based on the requests and plans provided by their clients.

WOOD STRUCTURE AIRCRAFT REPAIR

Air Menuiserie also specializes in the repair and maintenance of wood-structure aircraft.

These repairs are EASA-approved (European Union Aviation Safety Agency) and included in Air Menuiserie's SRM (Structural Repair Manual).

The so-called BK repair method was developed, validated, and is exclusively applied by Air Menuiserie, the only company in the world doing this specific repair,. Approved by both EASA and FAA (Federal Aviation Administration, USA), this repair involves reinforcing the main spar by placing a unidirectional carbon flange on the intrados and extrados of the wing.

ZOOM : AIR MENUISERIE

25 years of existence and **40 years of experience** in total.

6 **employees & 6 carpenters** trained in 25 years.

400m² of **production space in Bernay. Building project of 2,000m2.**

710 **aircraft components repaired** since 1998.

50 **aircraft built** since their creation, from the CAP232 to the INTEGRAL range.

270 **customers trust them,** including 55 outside mainland France and abroad.

JÉRÉMY CAUSSADE

Jérémy Caussade is the President and co-founder of AURA AERO. Boasting 15 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.

CO-FOUNDER & PRESIDENT

WILFRIED DUFAUD

Wilfried Dufaud, co-founder of AURA AERO, is the company's Executive Director & Head of Airworthiness.

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.

CO-FOUNDER, EXECUTIVE DIRECTOR & HEAD OF AIRWORTHINESS

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.

CO-FOUNDER & CHIEF OPERATIONS OFFICER

KEY FIGURES

03 Co-founders

02 Facilities in France

Toulouse *(Occitanie) : head office, design, production, final assembly line, flight test and test center.*
Bernay *(Normandie) : production.*

02 Facilities in the United-States

Embry-Riddle (*Florida)*
Daytona Beach *(Florida)*

02 Aircraft families

INTEGRAL *: training aircraft with an aerobatic capacity.*
ERA *: hybrid-electric regional aircraft.*

+350 Shareholders

More than 350 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.

250 Collaborators

600 Purchase intentions for ERA

900 NM (1,666 km)

Range for ERA in hybrid-electric mode

6,400 M^2

Industrial infrastructures in Toulouse

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