

# MAKING ZERO-EMISSION AVIATION POSSIBLE



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**Why**

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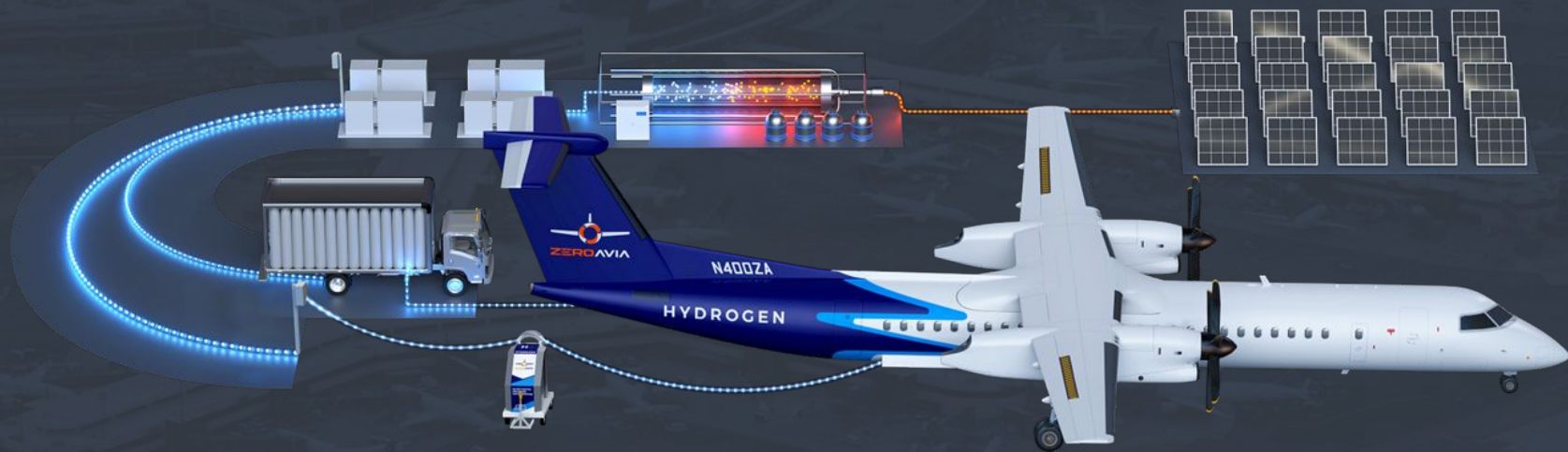
## Reduction in Climate Impact

	Direct CO <sub>2</sub>	Non CO <sub>x</sub>	Technology Scalability	Net Impact	Key Challenges
<b>H<sub>2</sub> Electric</b>					<ul style="list-style-type: none"> <li>• Powerplant specific power (pathway to solve)</li> <li>• Fuel storage</li> </ul>
<b>H<sub>2</sub> Combustion</b>					<ul style="list-style-type: none"> <li>• Produces NO<sub>x</sub> &amp; contrails (high velocity vapor)</li> <li>• Fuel storage</li> </ul>
<b>Sustainable Aviation Fuels</b>					<ul style="list-style-type: none"> <li>• Feedstock availability/sustainability</li> <li>• High cost/energy of synthetic fuels</li> <li>• Same in-flight emissions, net-zero</li> </ul>
<b>Battery Electric</b>					<ul style="list-style-type: none"> <li>• Weight of battery precludes large aircraft use</li> <li>• Frequent replacement</li> </ul>

Complete
 Moderate
 Limited

# Our Vision

# Hydrogen Electric Engine in Every Aircraft



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**Fuel**

Green H2 projects are at ~ \$3 / kg today. Secure fuel source.

**Maintenance**

Significantly lower maintenance cost vs turbine.

**Noise**

Only propulsor noise remains - plus power bands of e-motors.

**Efficient design**

Low efficiency penalty for smaller engines unlocking aerodynamics.

**Compounding benefits**

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**World Firsts - HyFlyer**

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**Power density of fuel cell systems**



**Weight of fuel system**



**Volume of fuel system**



**Certifiability for aviation use**

**Technical challenges**

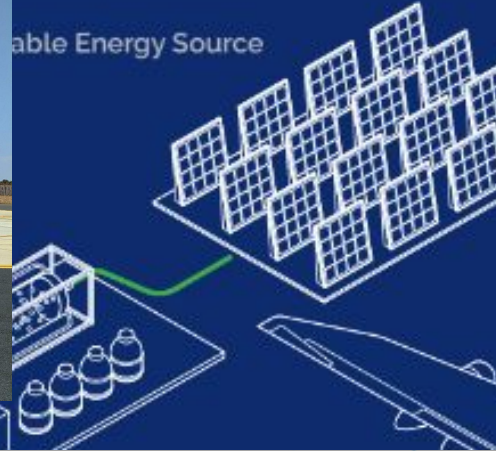
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HyFlyer II & ZA600

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Renewable Energy Source



Hydrogen Compressors and Storage



Hydrogen Refuelling Pipeline

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# ZA2000



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# Powertrain Timeline



**2024**

10–20 seats  
300 NM range  
First commercial offering



**2026**

40–80 seats  
1,000 NM range



**2030**

100–200 seats  
2,000 NM range



**2035**

200 seats  
3,000 NM range



**2040**

200+ seats  
5,000 NM range



**Delivering the Future**

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