EVIA AERO

REGIONAL AIRLINE 100 % SUSTAINABLE

EVIA AERO

STARTING POSITION

- Climate change and the need for emission-neutral drive systems and the associated infrastructure will redimension airlines and airports.
- The ticket prices for air travel will increase massively.
- The Dutch economic area is dependent on connectivity within Europe.

SOLUTION

- Electric aircraft make regional air traffic ecologically and economically possible. The low unit costs are as low as a 90-seater.
- The new technology makes it possible again to operate the tried and tested regional airline business model and reactivate lost markets.
- Added value for business travelers: considerable time savings at the same cost.

EVIA AERO

MISSION

We support the regional economy providing customers the opportunity of affordable, time-saving and sustainable travel.

VISION

With new aircraft and technology we reactivate lost markets and extend the limits of air traffic in a scalable, sustainable and economically viable manner.

EVIA AERO

AKKA

THE FUTURE OF AIR TRAVEL

WHAT'S NEXT?

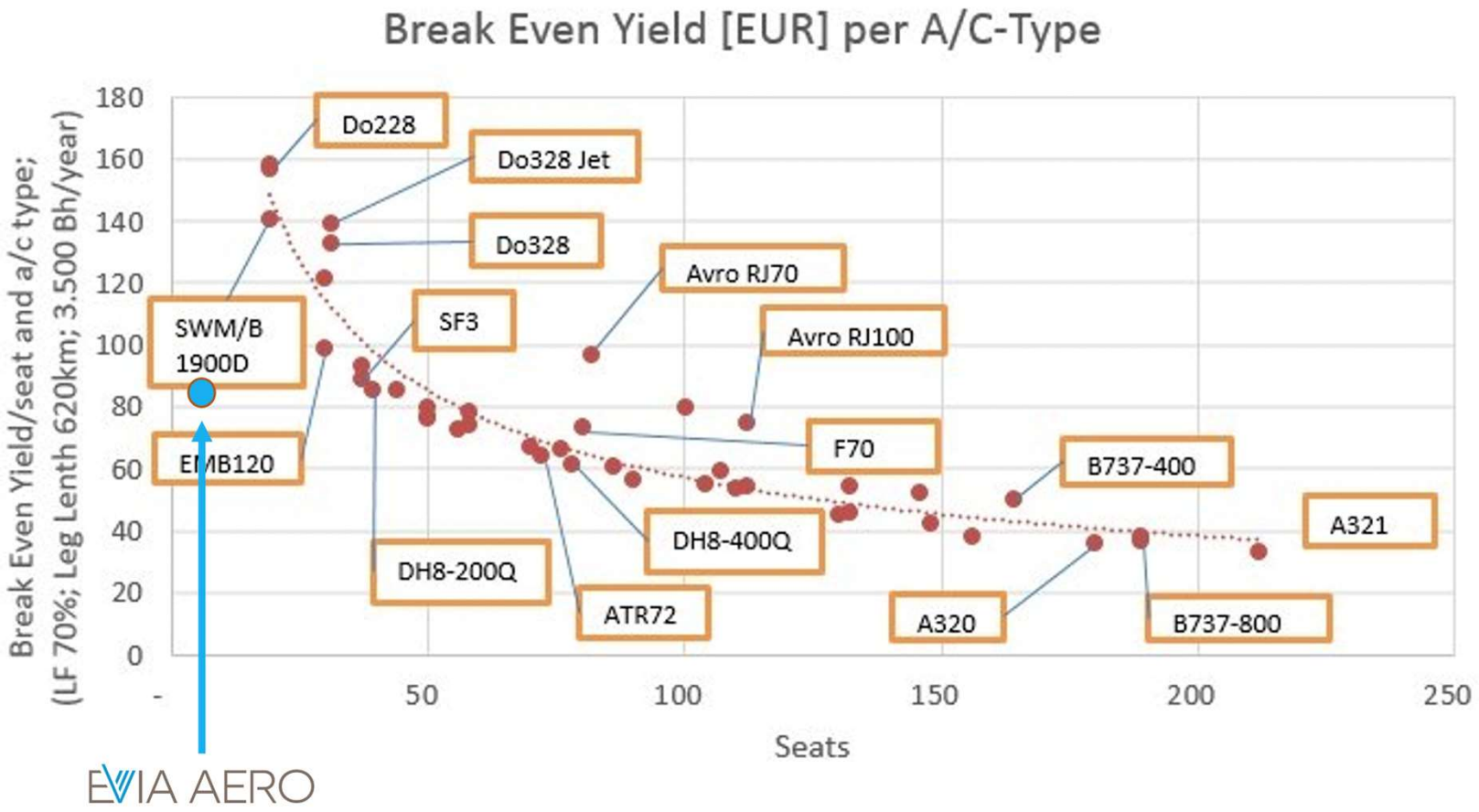
Urban Air Mobility
predominantly startups
Electric

Regional Air Mobility
varying degree of experience
Electric/Hydrogen FC

Medium to Long Haul
Major OEMs
Hydrogen FC/ICE

EIS 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035

Image sources: Left https://aamrealityindex.com/ (SMG) ---- Center: OEMs Eviation, Heart Aerospace, Cranfield Aerospace Solutions --- Right: OEM Airbus --- top 20 @ 7B


Break Even Yield [EUR] per A/C-Type
Break Even Yield/seat and a/c type;
(LF 70%; Leg Lenth 620km; 3.500 Bh/year)
180
160
140
120
100
80
60
40
20
0
-
50
100
150
200
250
Seats
Do228
Do328 Jet
Do328
Avro RJ70
SF3
Avro RJ100
SWM/B
1900D
F70
B737-400
EMB120
A321
DH8-400Q
DH8-200Q
ATR72
A320
B737-800
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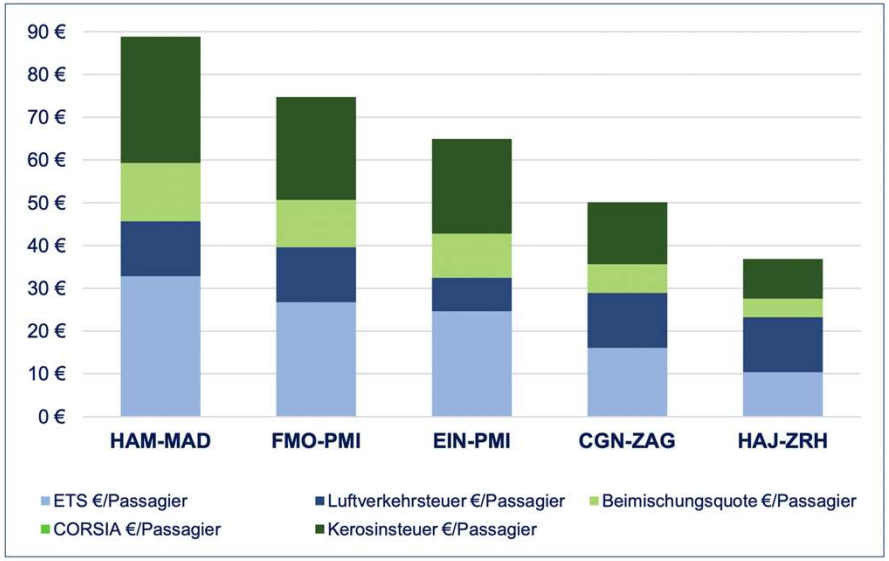
TICKET PRICE DEVELOPMENT

Flying in the EU will become significantly more expensive. Climate protection costs will rise by over 50% between 2026 and 2035.



Quelle: MKmetric 2021 – Basis der Berechnungen: A321, 80% SLF; Hin&Rückflug

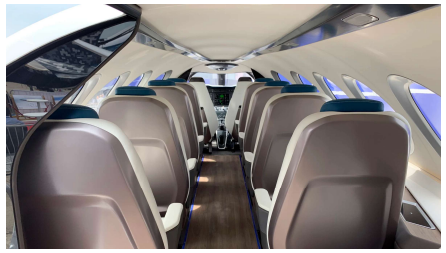
MANUFACTURER EVIATION
TYPE ALICE

PERFORMANCE / WEIGHT

- Max Cruise Speed 250 kts
- Max Cruise Altitude 32,000 ft
- Typical Cruise Altitude10,000 ft
- MTOW 16,500 lbs

POWER PLANT

- ManufacturermagniX Inc.
- Modelmagni 650
- Max Power 2 x 640 KW



MANUFACTURER CRANFIELD

BRITTAN NORMAN ISLANDER H2

PERFORMANCE / WEIGHT

- MTOM (kg) 2994
- Payload (kg) 680
- Range in km 200
- Take-off distance (m) 372
- Total fuel (kg) 37

POWER PLANT

- Hydrogen Fuel Cell
- Zero Carbon Solution

Possible Destinations

First phase | 2025/2026
1 aircraft based at GRQ

Destination	Possible frequency
London (Southend)	7 – 14 weekly flights Thursday - Monday 3x daily
Copenhagen Region	6 – 8 weekly flights Day-return flights on certain days.
Brussels / Antwerp	6 – 8 weekly flights Day-return flights on certain days.

- Not all primary international airports would be an option. Also smaller regional airports could serve the region more economically

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Groningen Airport Eelde
Luchthaven van het Noorden

POSSIBLE DESTINATIONS

Second phase | 2026/2027
2-3 aircraft based at GRQ

Destination	Possible frequency
London (Southend)	14 – 18 weekly flights Thursday - Monday 3x daily
Copenhagen	12 – 14 weekly flights Monday – Friday 2x daily operations
Brussels / Antwerp	6 – 8 weekly flights Day-return service on certain weekdays
Frankfurt (Region)	4x weekly flights
Dusseldorf (Region)	4 – 8 weekly flights
Hamburg (Region)	4 – 8 weekly flights

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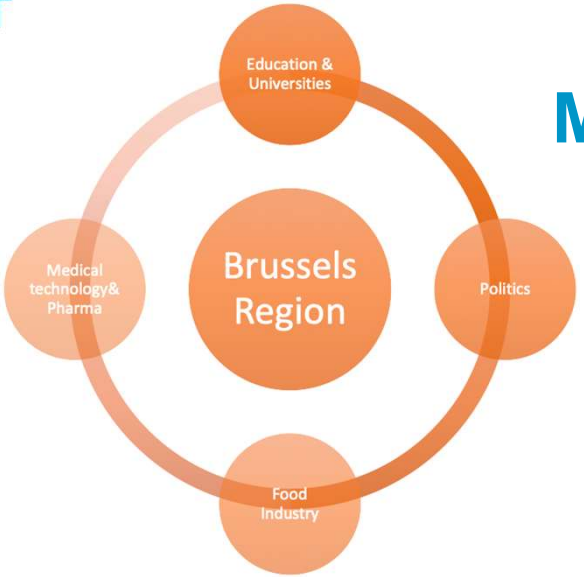
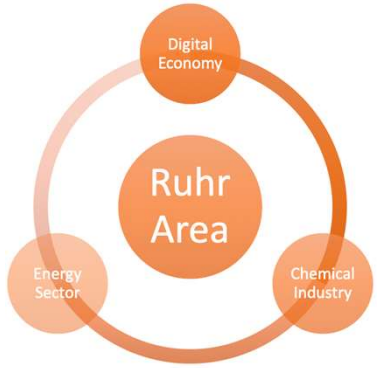
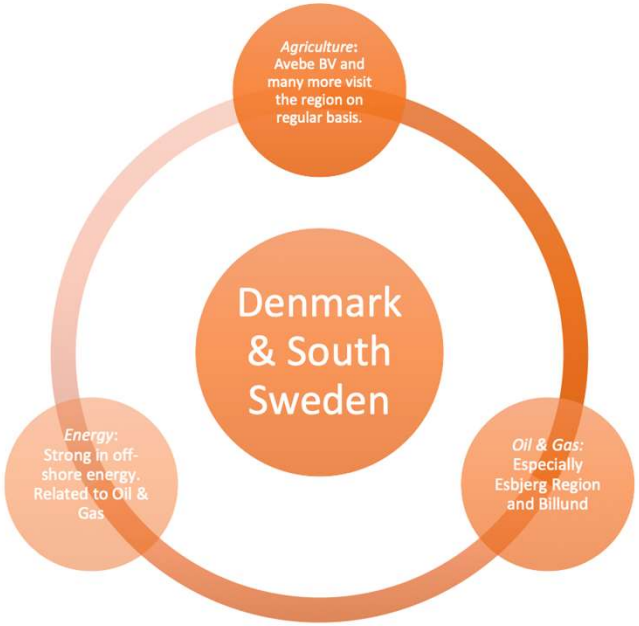
MATCHING INDUSTRIES







The Northern Netherlands has a lot of connections to certain international industries. These *Matching Industries* might be a good reference for possible future corporate flights.

Groningen Airport Eelde
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