

WHY E-FUELS ARE THE MOST CLIMATE-FRIENDLY OPTION FOR REGIONAL AVIATION

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E-fuel seminar, Bodø
24 April 2024



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DEUTSCHE AIRCRAFT – AT A GLANCE



Subsidiary of Sierra Nevada Corporation, USA. (TO > \$3B)



Employees 500+ aviation experts coming from more than 30 countries



Support for 150+ Dornier 328 aircraft worldwide, certified in 85 countries



STC Design Activities through its EASA Part 21J Design Organization (Category 1A)



Maintenance Organization through EASA Part 145



Production Organization through its EASA Part 21G approved production organization (C1, C2 and D1 rating)

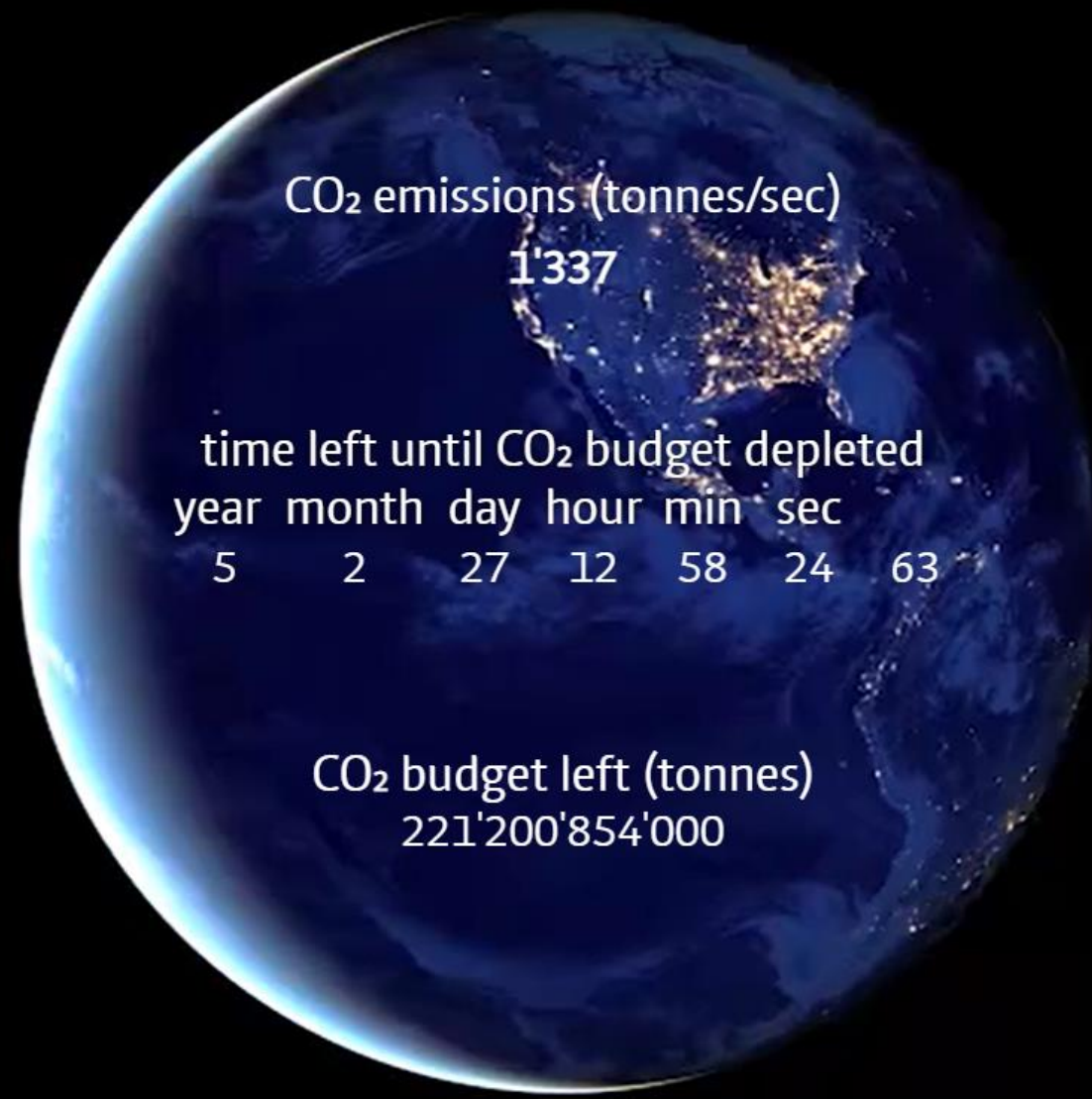


Continuing Airworthiness Management organization through EASA Part CAME



WHERE WE ARE





CO₂ emissions (tonnes/sec)

1'337

time left until CO₂ budget depleted

year month day hour min sec

5 2 27 12 58 24 63

CO₂ budget left (tonnes)

221'200'854'000



The effect of non-CO₂ emission strongly depends on the altitude of the emission.

Not so for CO₂: CO₂ from aviation has the same effect as CO₂ from other sources.

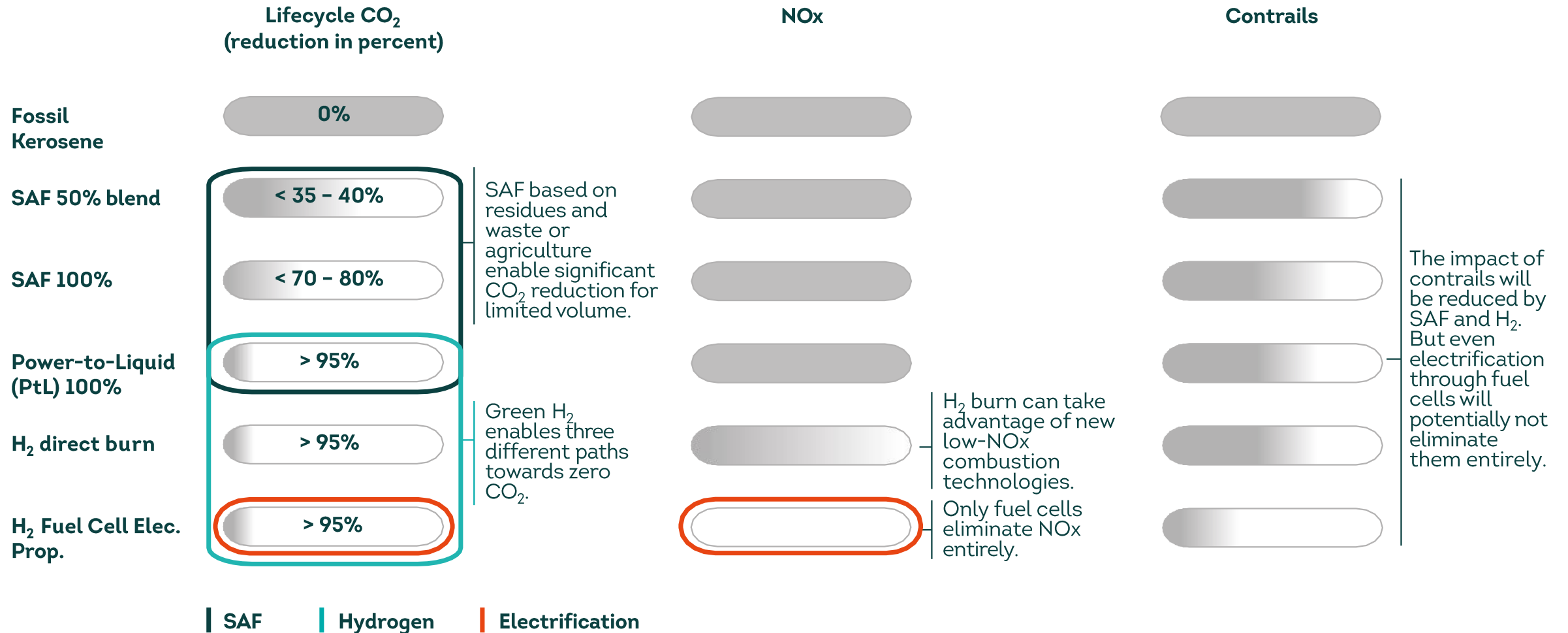
If taking into account non-CO₂ effects a factor of 2 to 3 would need to be applied to the effect of CO₂ from aviation.



ALTERNATIVE ENERGY SUPPLY REDUCES CLIMATE IMPACT FROM AVIATION IN TERMS OF CO₂, NO_x AND CONTRAILS

Climate impact of different fuel options compared to kerosene

ILLUSTRATIVE



PTL AND LH2 RESULT IN SIMILAR ENERGY DEMAND PER PAX-KM, IF PRODUCTION AND A/C CONF IMPACT ARE CONSIDERED

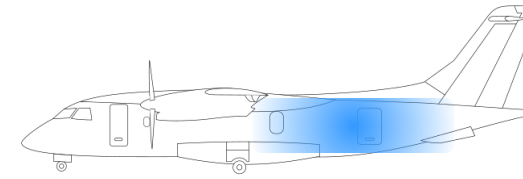
Energy for fuel production

Energy for logistics / distribution

Energy efficiency of the aircraft configuration

Energy footprint per paxkm

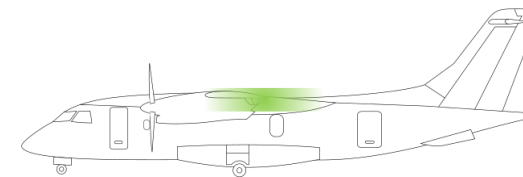
LH2



30 Pax



PtL



40 Pax



THE D328ECO CAN BURN ANY FUEL FROM JET A 1 UP TO A 100% SAF, WHICH ENABLES NEAR CLIMATE-NEUTRAL OPERATIONS



THE D328ECO WILL MAKE MOST OF THE WAY TO
CLIMATE NEUTRALITY UNTIL EIS IN 2027*

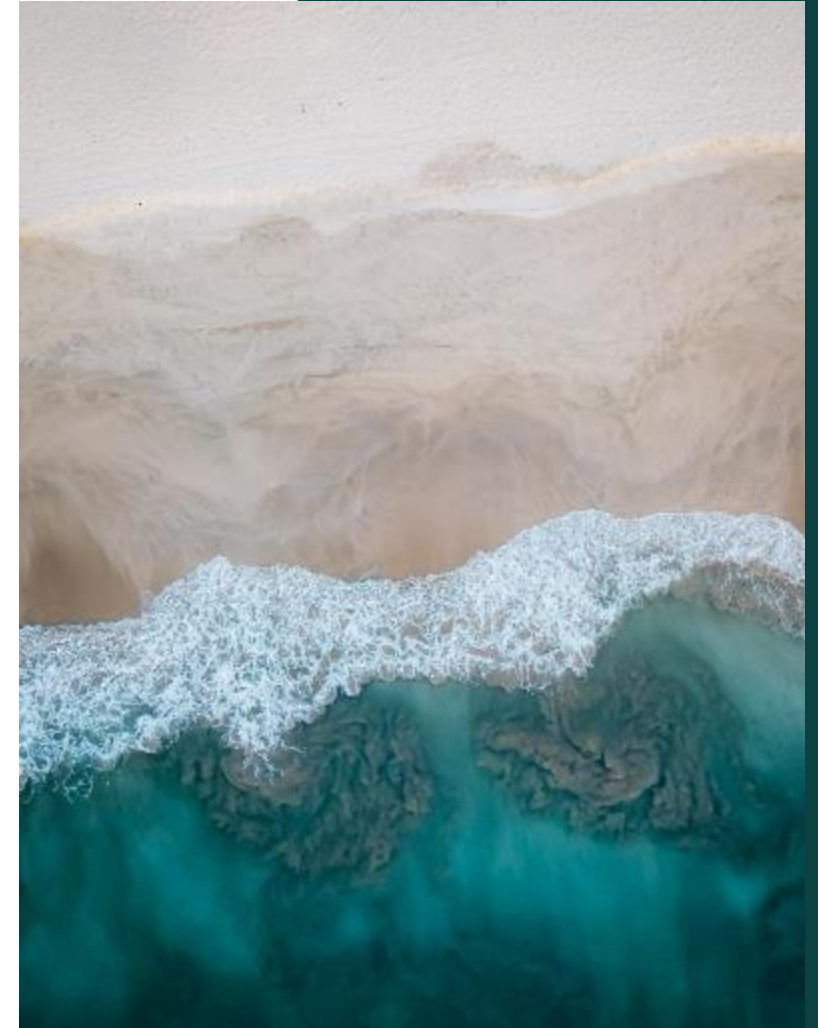


*BASED ON 100% ZERO AROMATICS PTL
(NON-DROP-IN ASTM STANDARD)

THE BEST SOLUTIONS ARE THOSE THAT ARE REAL

Between Ambition and Pragmatism

- ✧ Climate change requires urgent action
- ✧ The ramp-up of CO₂-neutral SAF is challenging, but offers quick relief to our climate
- ✧ The D328eco will be fit for “95%” in 2027
- ✧ Zero aromatics enable lower contrail impact and better local air quality
- ✧ Enabling 100% zero aromatics comes with minor changes to the airplane and



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