

BYA-I

A new era of flying

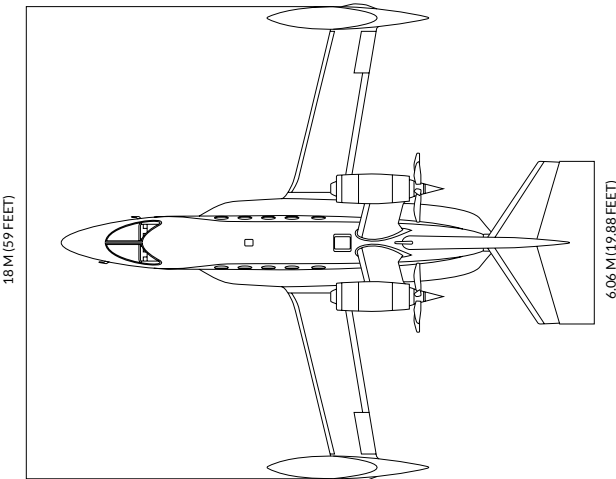
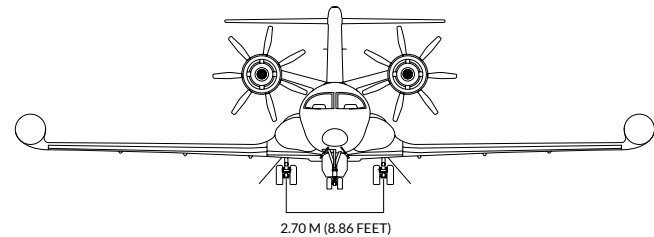
World’s first hydrogen business aircraft



BYA-I One is the first electric aircraft designed for hydrogen propulsion, redefining business aviation with efficiency, safety, and performance. Its GH2 fuel tanks are shielded above the primary structure for crashworthiness, with no high-pressure fuel lines inside the pressurised cabin. A full fly-by-wire system protects flight envelope, optimised takeoff, and superior handling. The all-electric actuation system enhances reliability and lowers maintenance costs. BYA-I One features a quiet, spacious cabin with panoramic windows.

FEATURES

- 1. Lower operating costs, simplified maintenance:** Hydrogen-electric propulsion eliminates turbine hot-section maintenance and reduces moving parts by 90%, lowering maintenance complexity and enabling 40–55% lower operating costs.
- 2. Designed for regional missions:** With a maximum range of 880 NM and a maximum speed of up to 360 KTAS, the aircraft can cover most regional business aviation missions.
- 3. Access airports closer to where business happens:** With a 725 m takeoff distance, the aircraft can operate from a wide range of regional and constrained airports.
- 4. Spacious, connected and quiet cabin:** A 1.84 m-wide cabin, wider than most light jets, with six-seat club configuration, high-speed Wi-Fi (135–310 Mbps) and 13 dB(A) lower cabin noise creates a comfortable and productive travel environment.
- 5. Advancing the future of business aviation:** Hydrogen-electric propulsion produces only water vapor as its primary by-product, significantly reducing in-flight emissions and preparing operators for evolving environmental regulations.
- 6. Transport-category safety by design:** Designed for CS-25 / Part-25 certification, the aircraft features independent propulsion chains and segregated hydrogen systems to ensure transport-category safety.



PERFORMANCE

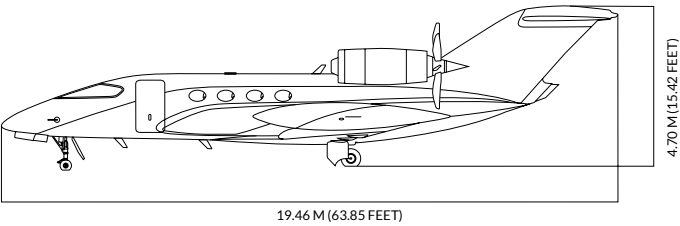
Range with a 6-seat configuration at 300 KTAS	800 NM	
ISA CONDITIONS, MTOW, NO WIND		
Max. cruise speed at long range settings	250 KTAS	
Max. speed at 26,000ft	360 KTAS	
Max. certified altitude	26,000 ft	7,925 m
Cabin altitude at 26,000 ft cruise	6,000 ft	1,800 m
Takeoff ground roll (SL, ISA)	2,378 ft	725 m
Takeoff distance to 50 ft (SL, ISA)	<3,937 ft	<1,200 m
Landing distance (SL, ISA)	<3,937 ft	<1,200 m
Hydrogen consumption for 800 NM at 300 KTAS	185 kg	

POWERPLANT

Electrical power generation by fuel cell system (GH ₂)	6 x 400 kW	
700 bar hydrogen refueling time	30 min	
Propeller shaft power	950 kW	

WEIGHTS

Max. take-off weight	21,164 lb	9,600 kg
Max payload 8 passengers + 2 pilots	1,675 lb	760 kg
Tank hydrogen total capacity (GH ₂)	193 kg	
Maximum baggage compartment capacity	1.5 m ³	150 kg



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Unless otherwise stated, performance is based on maximum takeoff/landing weight, sea level, and standard day (ISA) conditions. All data in this document are for informational purposes only and may be subject to certain conditions. This document does not constitute an offer, commitment, representation, or warranty. All data is subject to change without prior notice. Performance and dimensions may vary by +/- 10%. The exterior images are for informational purposes and may depict certain optional configurations. The final configuration and performance of the aircraft shall be according to the contractually agreed purchase agreement ©2026 SAS Beyond Aerospace. All rights reserved.



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