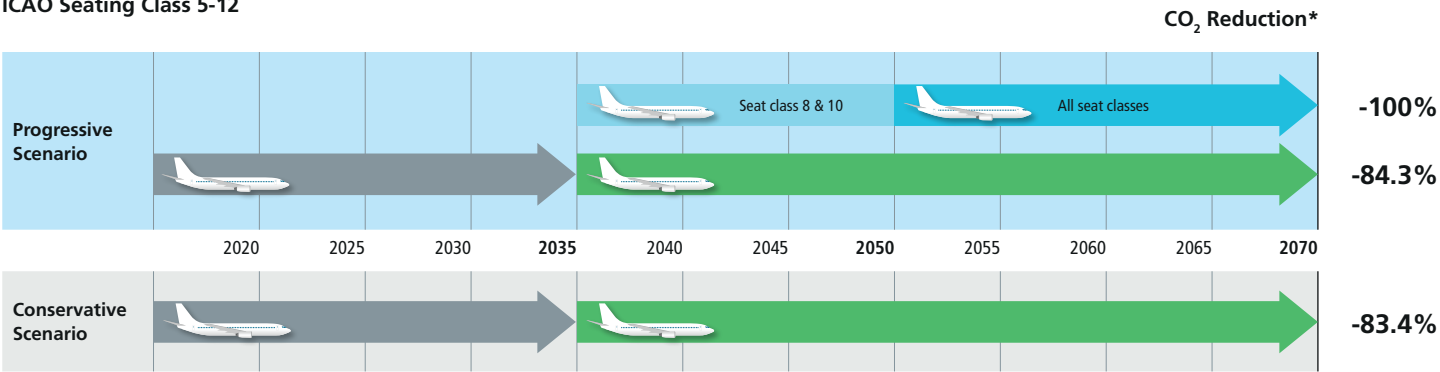
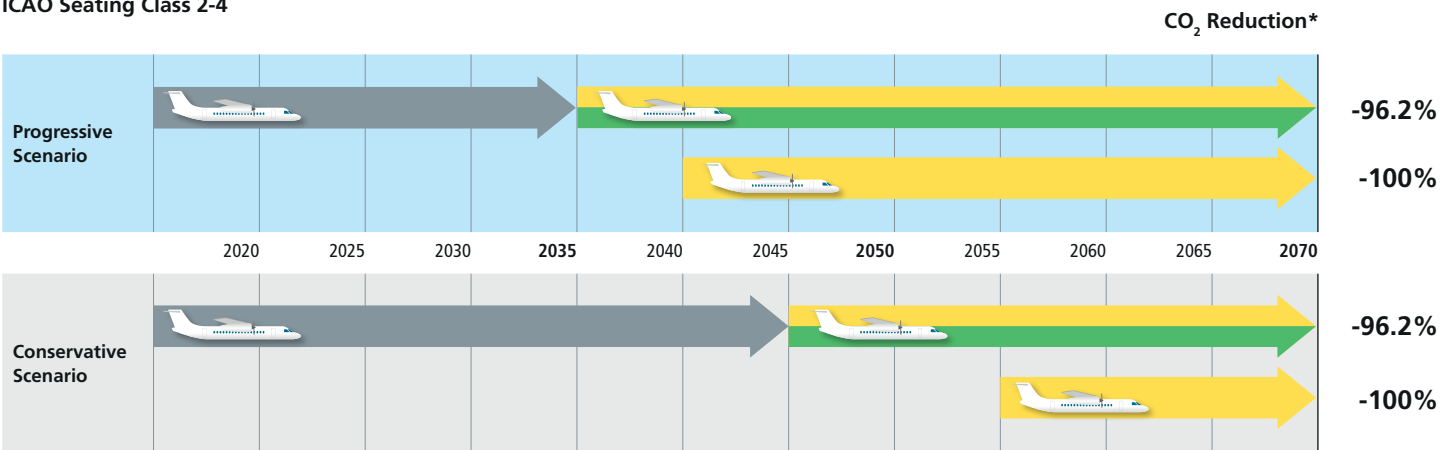


DEPA 2070
Vehicle Roadmaps by Fuel Type

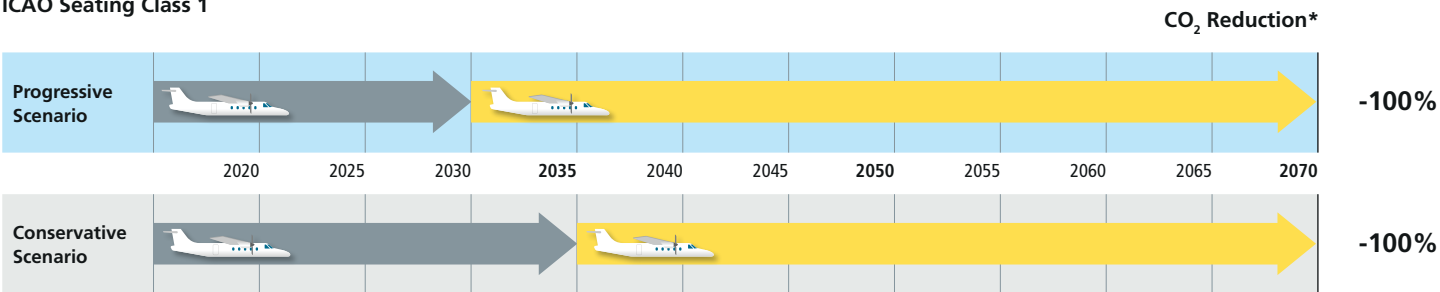
Mainliner
ICAO Seating Class 5-12



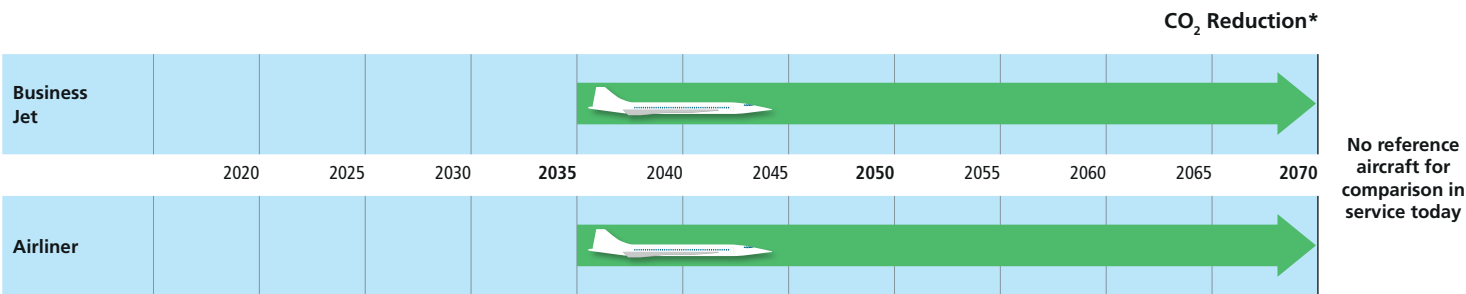
Regional
ICAO Seating Class 2-4



Small Air Transport (SAT)
ICAO Seating Class 1



Supersonic



* Potential Well-to-Wake Emission Reduction on Mission Level

Credit: DLR (CC BY-NC-ND 3.0)

DEPA 2070
Trendlines by Vehicle Configuration



Mainliner

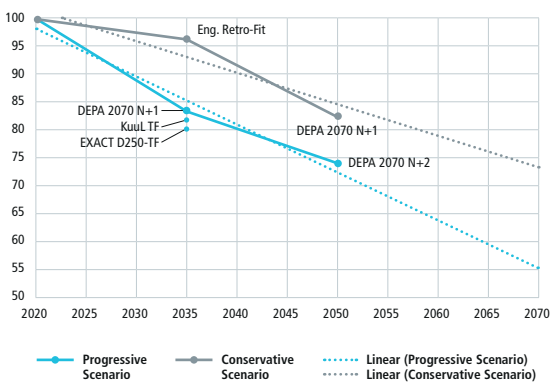
Progressive Scenario

Configuration	Fuel Type	Entry Into Service	Life Cycle Emission Intensity [kg _{CO2} /100km/PAX]	Compared to Current Configuration
DEPA 2070 N+1	●	2035	0.69	-83.4%
EXACT D250-TF	●	2035	0.60	-84.3%
KuuL TF	●	2035	1.27	-80.4%
Truss-Braced-Wing/Blended Wing Body (TBW/BWB)	●	2050	0.79	-82.8%
EXACT D250-TFLH2-MHEP	●	2035	0.0	-100%
KuuL TF	●	2035	0.0	-100%
DEPA 2070 N+2	●	2050	0.0	-100%

Conservative Scenario

DEPA 2070 Engine-Retro-Fit	●	2035	0.81	-80.9%
DEPA 2070 N+1	●	2035	0.69	-83.4%

Mainliner % Fuel Burn Improvement Trend



Regional

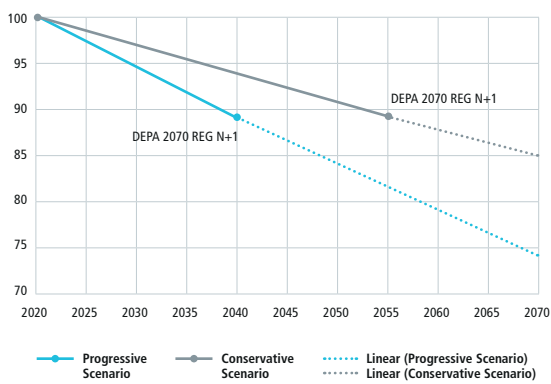
Progressive Scenario

Configuration	Fuel Type	Entry Into Service	Life Cycle Emission Intensity [kg _{CO2} /100km/PAX]	Compared to Current Configuration
EXACT D70-PHEA	●	2035	0.67	-96.2%
REG-RAD IMOTHEP	●	2035	1.51	-89.8%
DEPA 2070 REG N+1	●	2040	0.0	-100%

Conservative Scenario

EXACT D70-PHEA	●	2045	0.67	-96.2%
REG-RAD IMOTHEP	●	2045	1.51	-89.8%
DEPA 2070 REG N+1	●	2055	0.0	-100%

Regional % Fuel Burn Improvement Trend



Small Air Transport (SAT)

Progressive Scenario

Configuration	Fuel Type	Entry Into Service	Life Cycle Emission Intensity [kg _{CO2} /100km/PAX]	Compared to Current Configuration
DEPA 2070 SAT N+1	●	2030	0.0	-100%

Conservative Scenario

DEPA 2070 SAT N+1	●	2035	0.0	-100%
-------------------	---	------	-----	-------

Supersonic

Business Jet

Concept	Incorporated Technologies
FSTB-(L)Low Boom	Low-Boom Configuration, LTO Noise Reduction: LTO Procedures and Engine Technologies, Synthetic Vision Systems (SVS), Canard Configuration, New Engine Design, SAF Combustion
FSTB-(N)Normal Boom	LTO Noise Reduction: LTO Procedures and Engine Technologies, New Engine Design, SAF Combustion

Airliner

Concept	Incorporated Technologies
FSTB-(A)Airliner	Low-Boom Configuration, LTO Noise Reduction: LTO Procedures and Engine Technologies, New Engine Concept, Synthetic Vision System (SVS), Advanced CFRP Structure, Aerodynamic Advancements, SAF Combustion

- Fossil Aviation Fuel
- Electric Propulsion
Assumption = No CO₂ Emissions
- Hybrid-Electric Propulsion
Assumption = -80% Life Cycle CO₂ Emissions
- Liquid Hydrogen (LH2)
Assumption = No CO₂ Emissions
- Sustainable Aviation Fuel (SAF)
Assumption = -80% Life Cycle CO₂ Emissions