



Maeve Aerospace

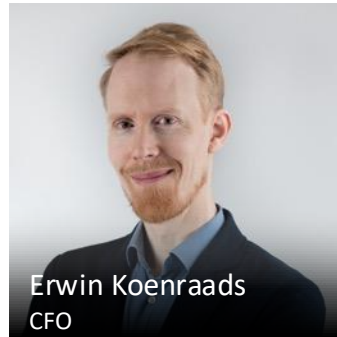
On our mission to deliver the next generation of Regional Jet

Quick introduction

Our team



Co-founder of multiple tech-companies



Founded and exited Unknown Group VC



Former Airbus A350XWB and A400M



Former Airbus A350XWB and A400M



* Acting under MHIRJ partnership



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Bio

- Started in 2021, all-electric
- Pivoted to hybrid-electric in 2023
- 26 employees
- Delft and Germany (Munich)
- Raised 15M to date

Our partnerships include...





Deliver the next generation of regional Jet

The problem



Regional Jets are...

Old.

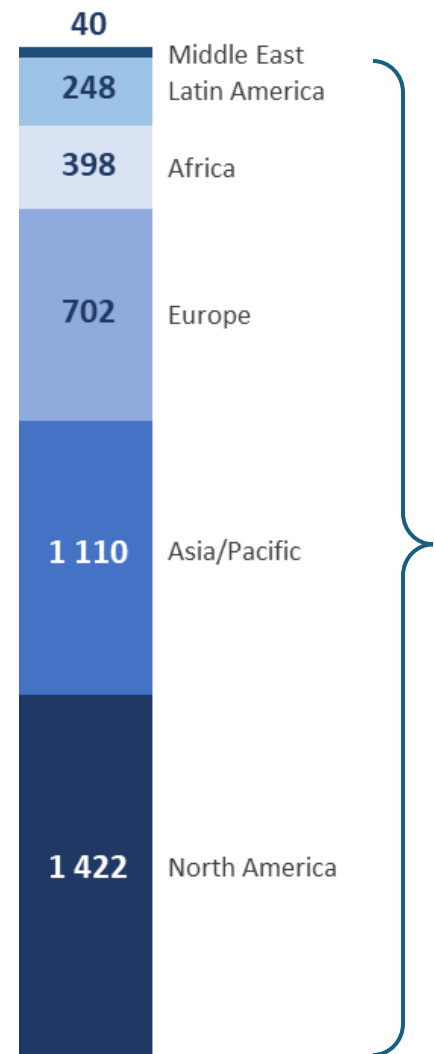
Expensive to operate.

Inefficient.

A320Neo: $\frac{2.5 \text{ liter}}{100 \text{ km}}$

Regional Jet: $\frac{4.0 \text{ liter}}{100 \text{ km}}$

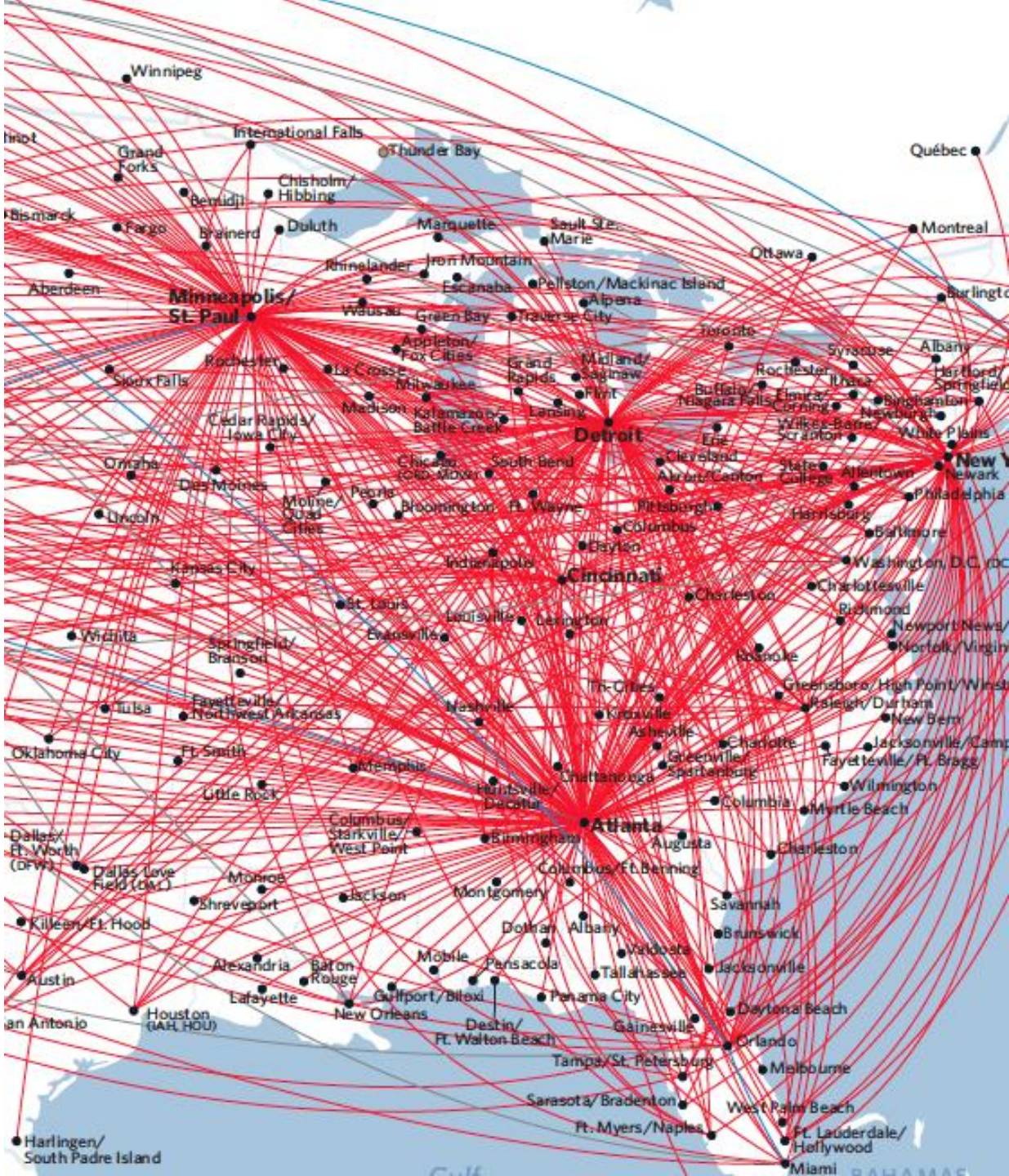
The Market



4000

New regional Jets

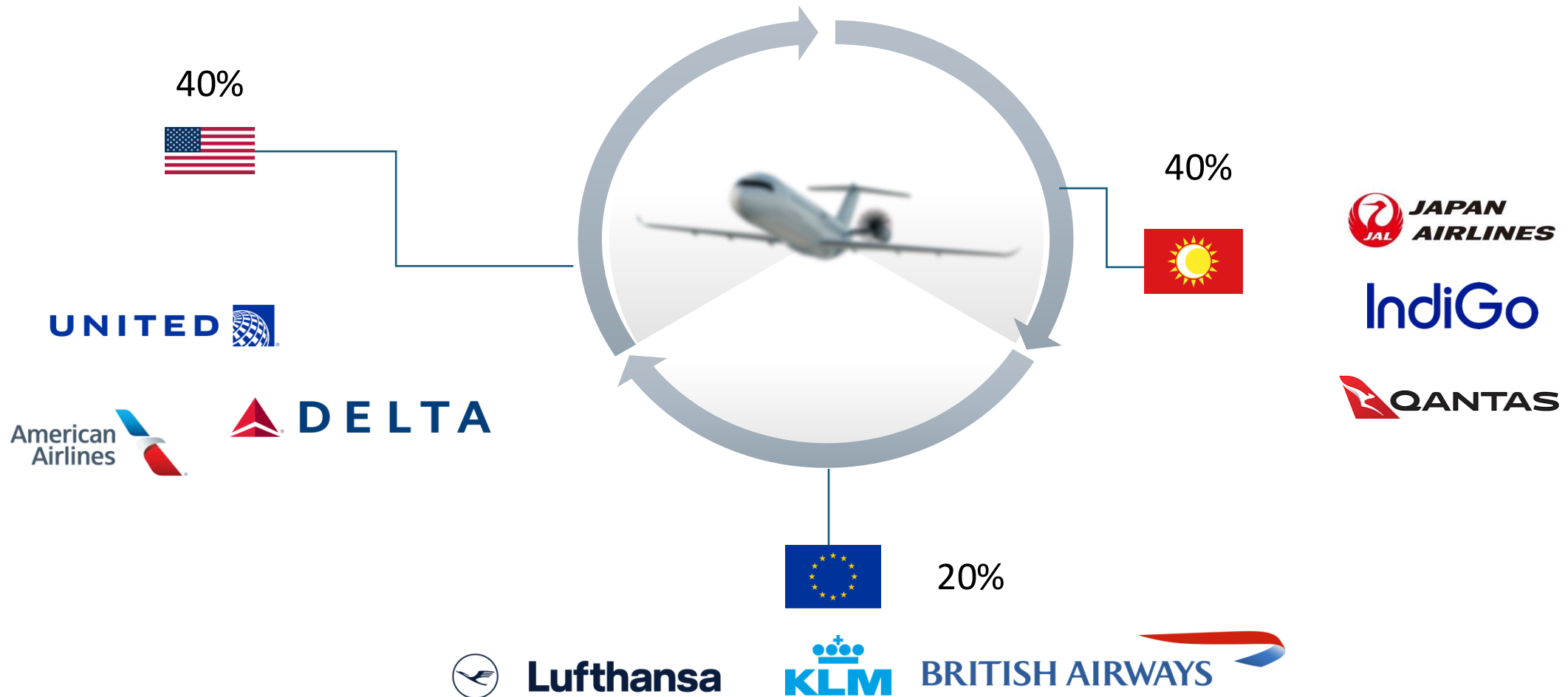
Market potential
From 2023-2043





How to replace 4000 regional Jets?

Listen to your customers



An aircraft is a global product!



Our solution: **Maeve Jet**

Our solution: Maeve Jet

High performance

0.75 Mach

Cruising speed

Capacity

>90 pax

Cruising speed

Range

1800+ km

For all of Europe

Efficiency

40%

Less fuel



Maeve Jet

A New Standard in Regional Aviation

The impact of Maeve Jet: 50MT



Old Regional Jet



Maeve Jet

50MT of CO₂.

Before 2040



How to reach 40% improvement?

40% more efficiency – it's a combination of things

Hybrid-electric propulsion

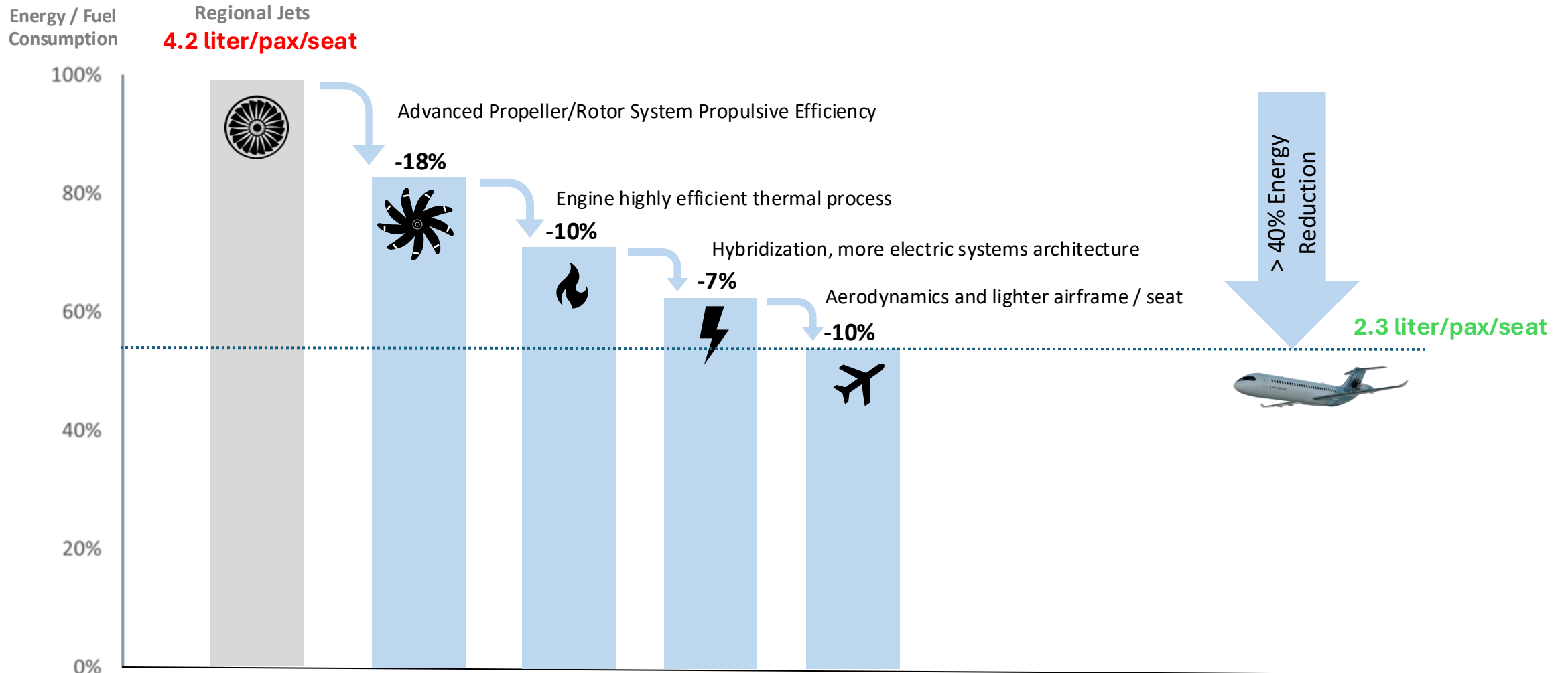
&

un-ducted fan system

&



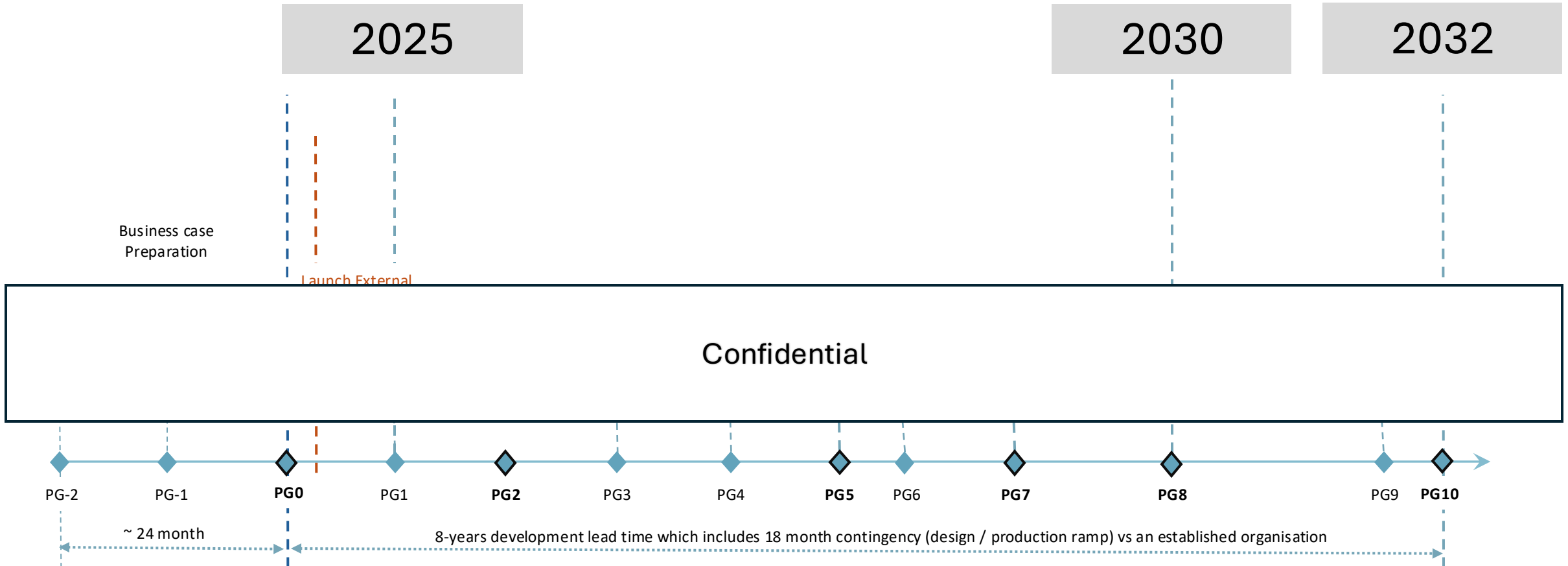
40% more efficiency – it's a combination of things





Where are we now?

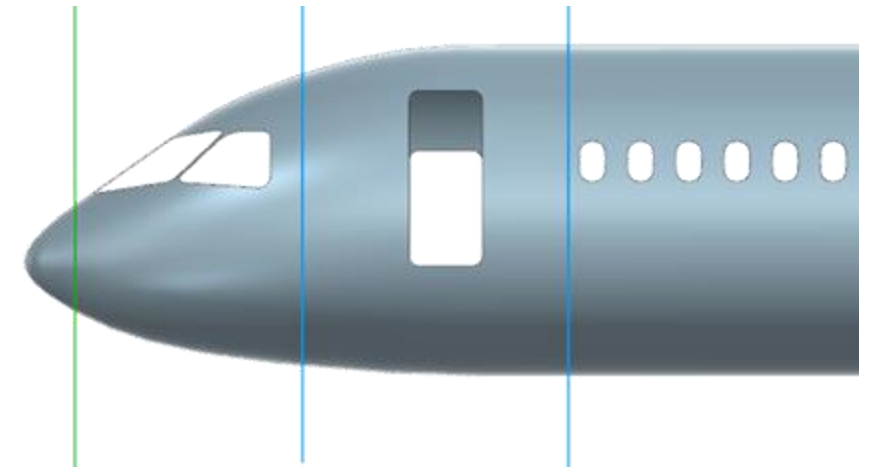
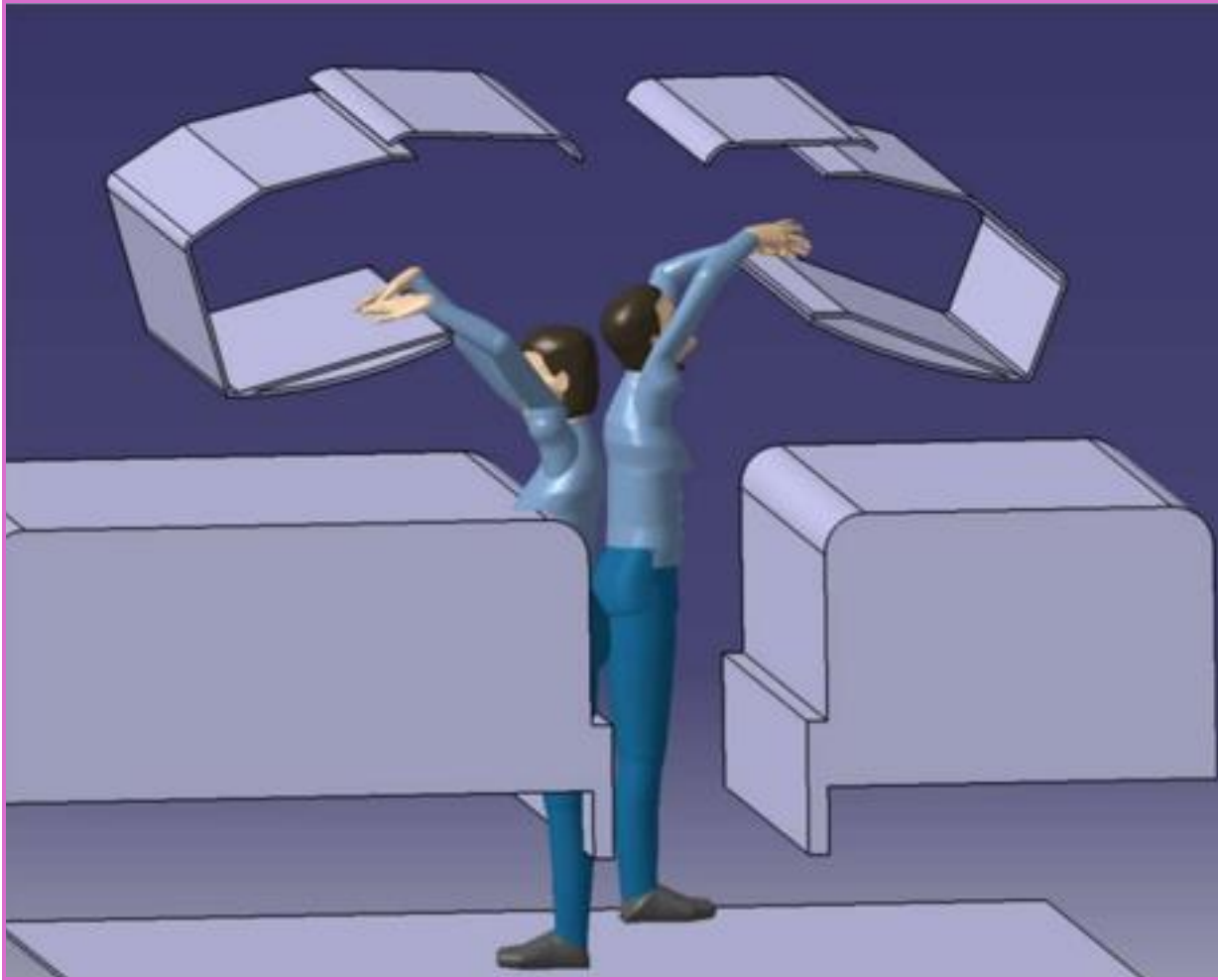
Our Planning



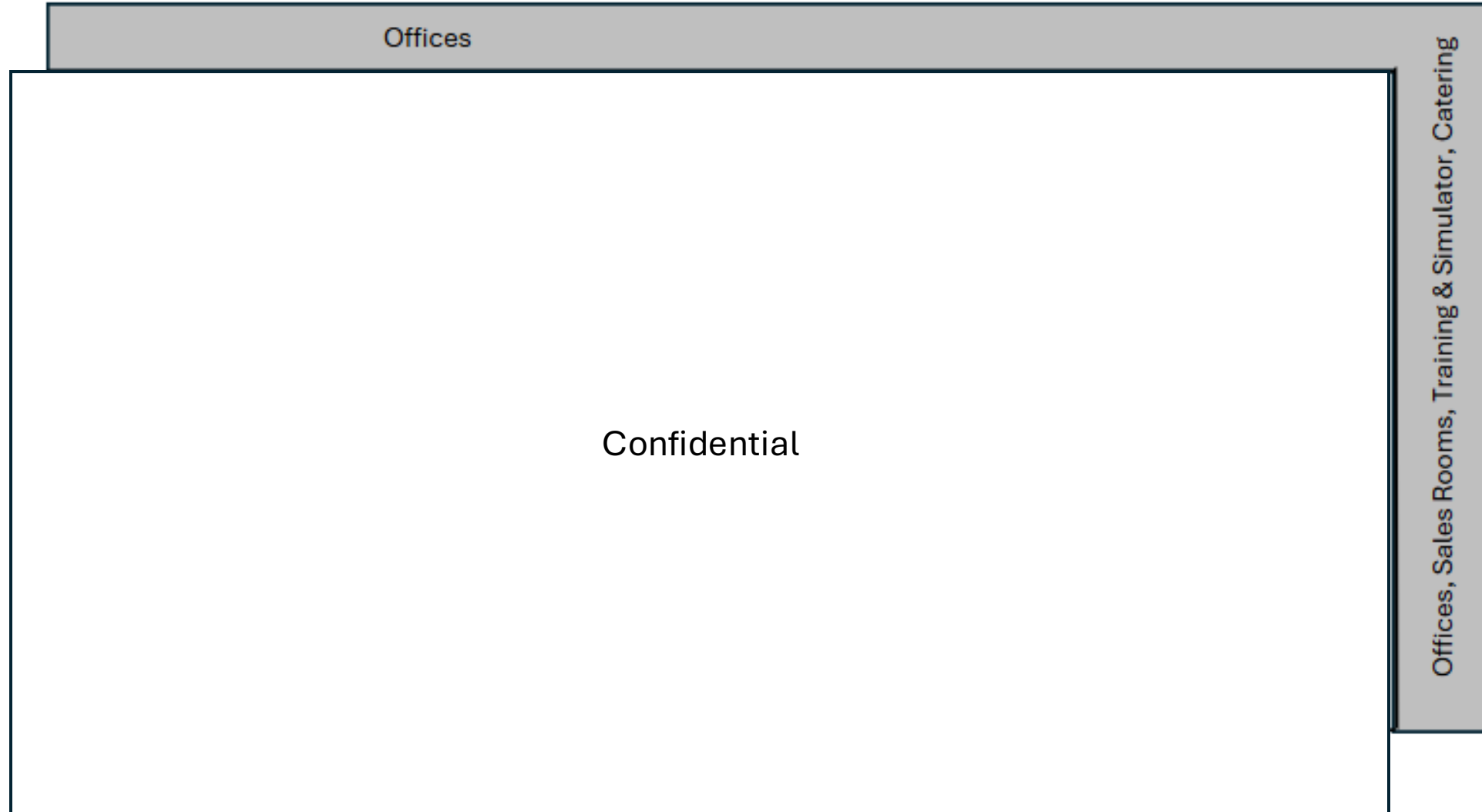
Concept freeze = hard! Cockpit & landing gear

Concept freeze = hard! Avionics

Concept freeze = hard! Cabin design



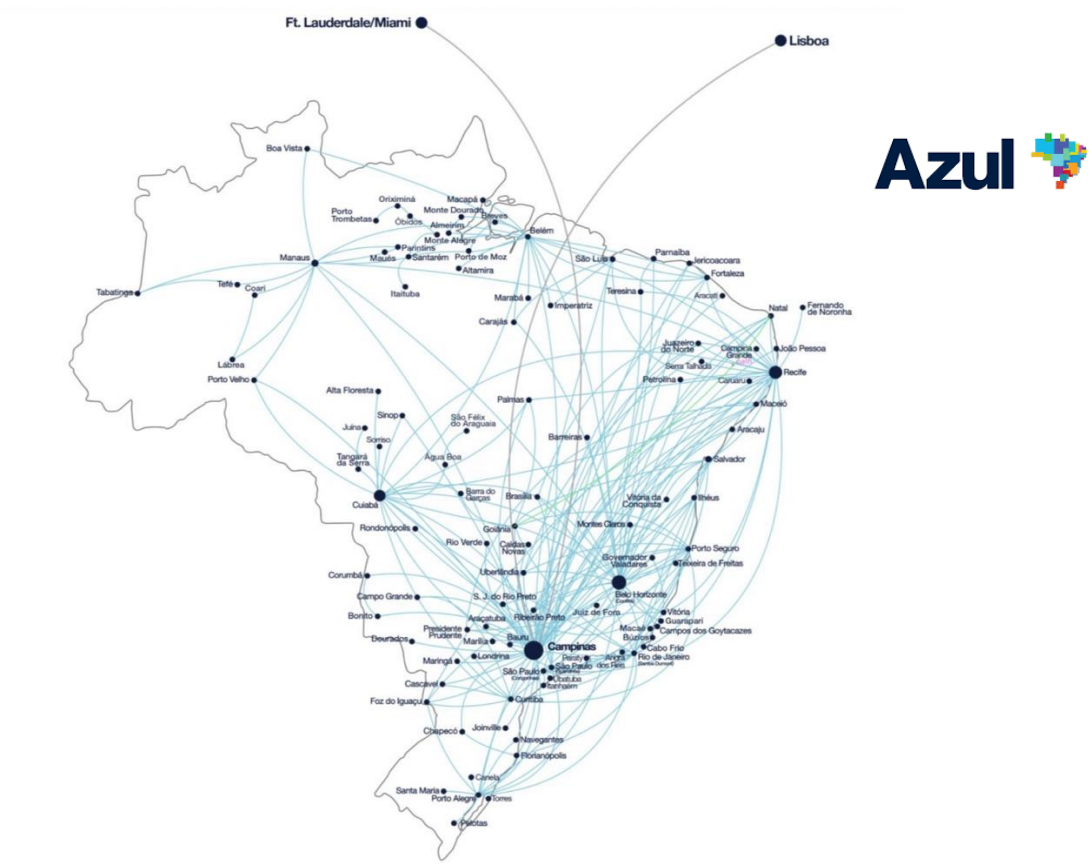
Concept freeze = hard! Design for manufacturing





How about charging?

A global aircraft operates everywhere



Barreiras Airport, Brazil



Charging is optional, not mandatory

Hybrid when necessary

- Maeve Jet is infrastructure independent
- In-flight recharging procedure

Plug-in when possible

- Battery recharging on-ground
- Ground Power Unit (2 / 4 plugs)
- MCS standard compatible



We happily support the EFC



**ELECTRIC
FLYING
CONNECTION**

Final remarks

Hybrid-electric - 2032

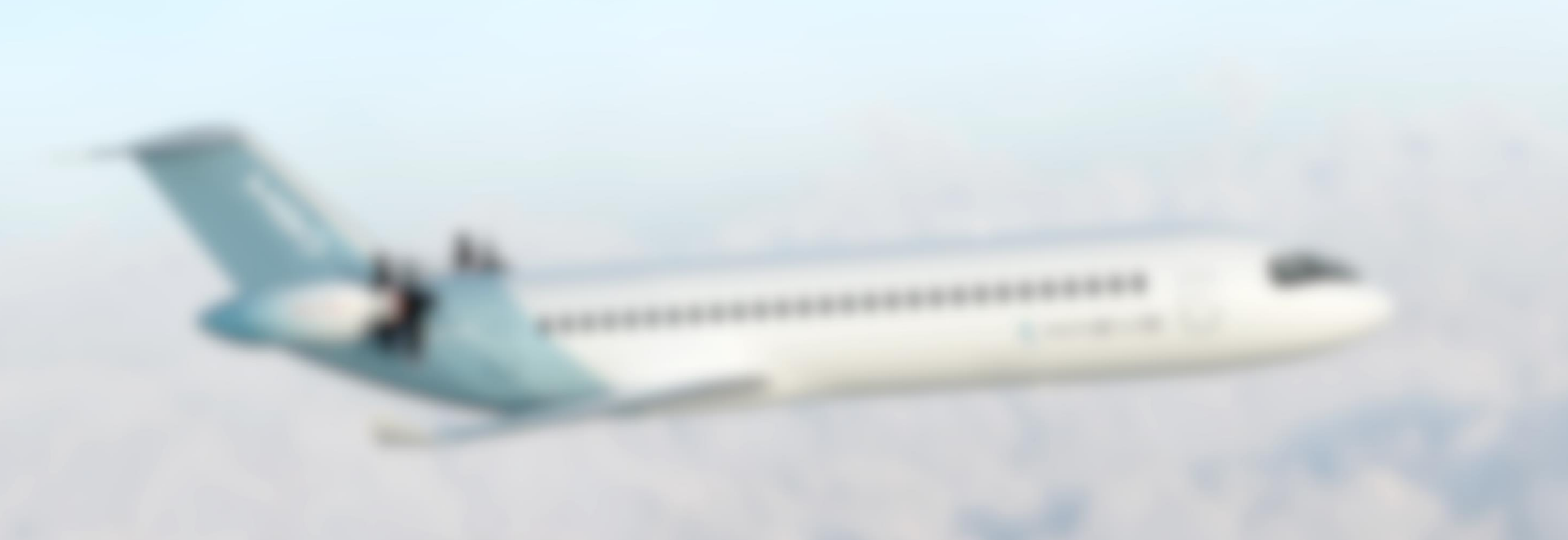
- Starts next decade
- Allows for 50MT of CO₂ reduction
- Charging optional – **with MCS standard**



Towards a full-electric future.



Thank you very much!



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