

# AURA AERO UNVEILS ERA'S NEW CABIN, OPTIMIZED FOR OPERATIONAL FLEXIBILITY

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**At AERO Friedrichshafen 2026, AURA AERO unveiled the new cabin configurations for ERA, its hybrid-electric regional aircraft. Designed as a true space for mobility, work, and relaxation, the ERA cabin redefines the regional flight experience by combining perceived comfort, operational flexibility and environmental performance. From a passenger flight to a corporate mission, then to a cargo rotation, ERA adapts to the actual pace of operations.**

The moment you step on board, you can feel the difference. With a cabin height of 1.88 m, a fully cylindrical section extending to the rear, and a wide 20-inch central aisle, ERA offers a sense of space rarely found in this class of aircraft. You can stand up, move around naturally, and breathe. The absence of overhead luggage racks opens up the space, while luggage is stored at the front in dedicated areas offering up to 70 cu.ft (2 cu.m) of storage. The windows let in plenty of light, giving the cabin a bright, fluid, and immediately soothing atmosphere.

This sense of comfort is not merely a matter of design: it is the result of a broader vision for the future of regional aviation, one that offers a more desirable experience while making responsible choices to make it possible. AURA AERO plans to incorporate bio-based materials such as linen, basalt, and cork, as well as recyclable materials, to reduce the cabin's environmental footprint while keeping weight under control. On board, high-speed Starlink connectivity and USB-C ports at every seat extend this vision of contemporary use: ERA becomes, in turn, a meeting place, a space for interaction, or a moment of rest.

In its **8-passenger Lounge configuration**, ERA transforms into a private lounge in the sky. Arranged around four two-seat club sections, the cabin features wide 23-inch seats, a flexible living space, and a rear club section that can be converted into a sofa. A self-service galley, soft materials and a warm atmosphere create an environment designed for socializing, working, or simply taking your time.

In the **9-passenger Business version**, ERA aims for uncompromising efficiency. Designed for the most demanding business travel, this configuration is intended for operators accustomed to business aviation. With 23-inch-wide seats and a 38-inch pitch, this configuration offers exceptionally generous personal space. Every detail is designed to minimize fatigue, promote concentration, and ensure teams arrive at their destination fully operational, with a level of comfort that exceeds business aviation standards.

With seating for 16, 18, or 19 passengers, the **ERA Economy configurations** redefine the regional cabin by striking a more sophisticated balance between capacity, comfort and perceived quality. Designed as a next-generation air shuttle for regional transport, the Regional versions offer a seamless, comfortable travel experience tailored to everyday use. On board, the bright, streamlined cabin, combined with easy movement and optimized space, creates an immediate sense of spaciousness as soon as passengers take their seats. For up to 19 passengers, the layout prioritizes an optimal balance between capacity and comfort, featuring 17-inch seats and a 29-inch pitch suited for regional routes.

For missions requiring greater comfort, a 16-passenger configuration, developed in close collaboration with customers, features a seat pitch increased to 34 inches, offering a more spacious and relaxing experience. Every detail has been carefully considered to meet the demands of regional transport while providing a pleasant cabin environment. As a result: an environment where passengers travel in better conditions, arrive more rested, and enjoy an onboard experience in line with tomorrow's standards.

ERA is also available in a **cargo version**. With a cargo volume of up to 760 cu.ft (21 cu.m), the aircraft can carry bulk cargo or standard pallets, accommodating up to 6 US pallets or 7 EU pallets. Its large, redesigned cargo door, measuring 58 x 69 inches, facilitates loading operations and further enhances the platform's versatility.

ERA was designed around a simple idea: operations shouldn't have to adapt to the aircraft; the aircraft should adapt to the missions. A single aircraft can thus perform a cargo mission in the morning, a passenger flight during the day, and a premium charter flight in the evening. This rapid reconfiguration capability maximizes the aircraft's daily utilization, reduces downtime, and opens up new business models for regional and multi-mission operators.

In addition to this high level of adaptability, ERA maintains its performance capabilities: an operational ceiling of 25,000 ft, a cruising speed of 250 kts, and the ability to operate on short or unpaved runways. Its hybrid architecture enables up to an 80% reduction in CO<sub>2</sub> emissions, while also reducing operating costs and noise, with energy and maintenance costs cut by up to 50%.

With nearly 700 letters of intent, including 20 firm orders, ERA confirms the market's interest in this new approach to regional transport. ERA is opening new possibilities: an aircraft designed as a platform, capable of evolving with its missions, its operators, and the times.

22 APRIL 2026

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