

# Y8F400 (NG) Freighter Program Unlocking New-Gen Cargo Capability

Confidential Investor Presentation - Oct 2025



Presented by Mr.Xuwicha, Program Director

Version 1.5  
Oct 2025 Compiled by Lizhy @ AeroTide  
For partner activation & strategic alignment

# Executive Summary

The Y8F400 Medium Cargo Aircraft Program addresses a vital market opportunity and presents an innovative solution for future cargo needs with promising returns.

---

## Opportunity

Global gap in the 15–20 ton class cargo aircraft. Aging fleets retiring, with no replacements available.

## Solution

A financing and production model that connects investors with proven manufacturing (SAIC) and secured buyers.

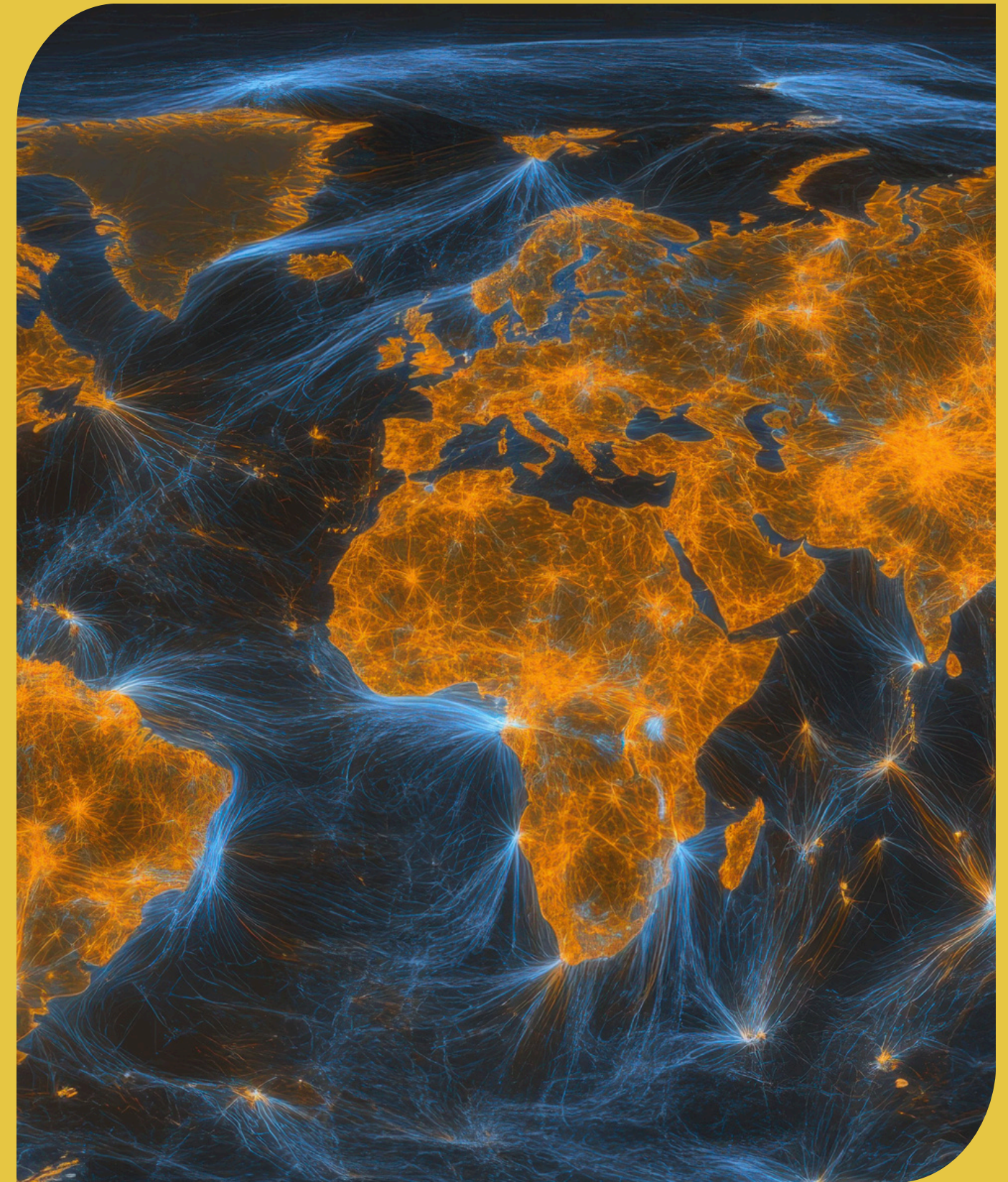
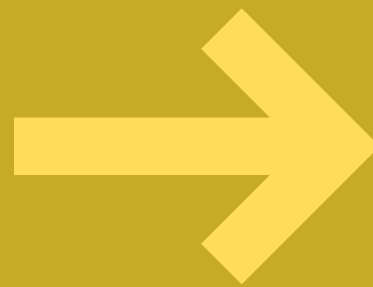
## Returns

Target: 5 years / 30 aircraft with a gross profit of USD 360M. Breakeven at 6–8 units.



# Problem & Opportunity

- **Market Potential:** Bridging the global 15–20 ton cargo gap, unlocking multi-billion dollar opportunities in emerging logistics corridors.
- **Strategic Partnerships:** Engaging lessors, regional airlines, and logistics operators to accelerate adoption and scale.





# Go-to-Market Strategy

Overview of our **global focus** in aviation logistics and market expansion.

01

**Anchor buyer** confirmed: Airmark, a private cargo airline in Singapore, serving as our launch customer.

02

**Target regions:** Russia, Azerbaijan, Turkey, and Southeast Asia — key growth markets with strong demand for mid-size cargo aircraft.

03

**Flexible sales model:** Direct sales and leasing options, offering buyers greater financial flexibility and ensuring diversified revenue streams.



# MOU Signing Ceremony: A New Chapter

Marking a strategic milestone in the Y8F400 program, uniting global partners for aviation growth and innovation.



# SAIC Profile

Core enterprise under AVIC (Aviation Industry Corporation of China)







# SAIC Overview

## STATE-OWNED

- Decades of experience in medium and large transport aircraft

## PROVEN TRACK RECORD

- Mature production lines and supply chain, ensuring stable serial production
- Major models: Y-8 / Y-9 series and derivatives

## FULL CAPABILITIES

- Engaged in both military and civilian programs, with international collaboration record

# A/C Technical Specifications

## » Intro to Y8F400

**Y8F400, a civilian cargo aircraft crewed with 3 members**, was developed on the basis of Y8F200 by AVIC Shaanxi Aircraft Industry Co., Ltd. (SAC) in the late 1990s to meet the requirement of domestic and oversea civilian airlines for more excellent operating economy. The design of Y8F400 not only complies with China Civilian Airworthiness Regulation Part 25 (CCAR-25) but fully considers the development demands and route characteristics of international air transport market.

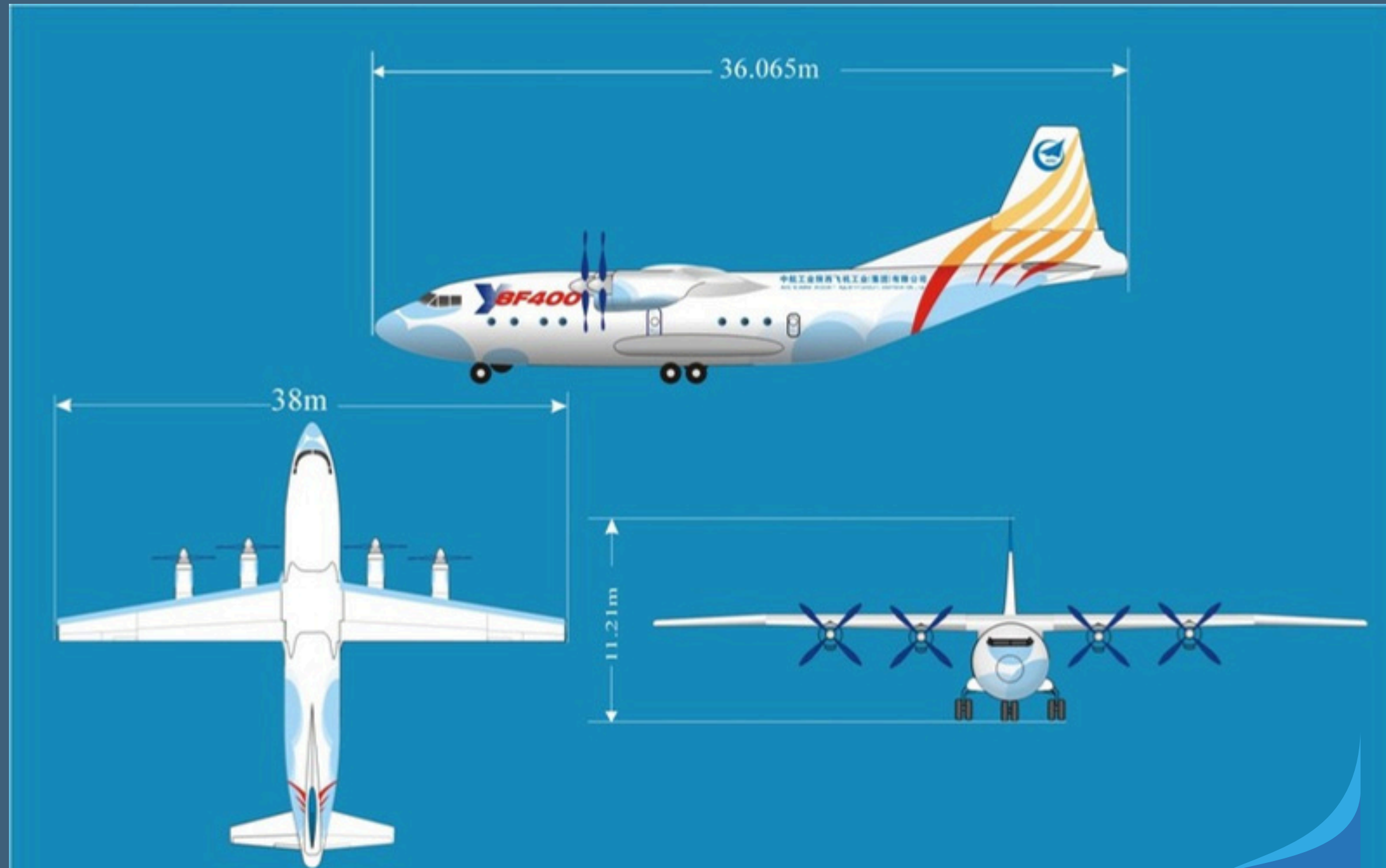
Featured with long flight range, huge cargo volume, more payload, easy loading, and excellent adaptability to adverse conditions like extremely high/low temperature or high altitude, **Y8F400 is a safe, reliable and widely applicable aircraft for civilian air companies** to transport containerized or palletized cargos, as well as personnel or fresh/live goods.





# A/C Technical Specifications

## » Dimensions



# A/C Technical Specifications

## » Avionics

- Y8F400 is equipped with an advanced **Electronic Flight Instrument System (EFIS)**.
- The reasonable arrangement of instrument panels provides aircrew with better visibility and controllability, further improving the safety and reliability of the aircraft.





Y8 Platform

# Built for Commercial Utility, Proven by Legacy

Reliable, rugged, and tailored for today's cargo routes.

Y8F400



## Avionics System

Global ops-ready  
with configurable  
mission electronics

## Forward cargo door

Faster turnaround,  
easier side-loading access

## Turboprop powerplant

Long cycle life,  
proven reliability on regional missions.

## Landing Gear

10 low-pressure tires  
Allows landing/takeoff  
on grass, gravel, or unpaved runways.

## Flat-floor cargo bay

Ideal for ULD pallets  
and bulk cargo loading.

## APU System

for cooling,  
engine start,  
and emergency power

## Performance Specs

### Payload:

15t typical /up to 20t structural

### Range:

3440km(with 10t)/2200km(with 15t)

### Cruise Speed:

Typical~550-600 km/h

Crew: 3

## An Auxiliary Power Unit (APU)

Powers aircraft systems on the ground and in flight – without the main engines.

- Provides ground cooling for cargo handling – ideal for Southeast Asia
- Preserves freshness of perishables like fruit and seafood
- Enables engine starts and air supply in remote airfields
- Designed with built-in safety redundancy for critical missions

### Core Technical Parameters

- Bleed Air Output
  - 154 lbs/min @ 52 psi
- Electrical Output
  - 90 kW continuous
- Operating Altitude
  - Up to 35,000 ft
- Reliability
  - MTBO: >10,000 hrs (Mean Time Between Overhauls)



# Structural Upgrade: Frame shaped bulk wall, No Vertical Posts

Legacy Cargo Bay with Vertical Posts



- Vertical support posts intrude into cargo space
- Reduced usable interior width
- Complicates pallet loading and rail operations

Upgraded Cargo Bay – frame shaped bulk wall Post-Free Design



- Flat-wall design enhances usable width
- Easier pallet & bulk cargo loading
- Ideal for modern freight logistics

Result: 7–10% more usable cargo volume  
Benefit: Faster loading, better standard container fit

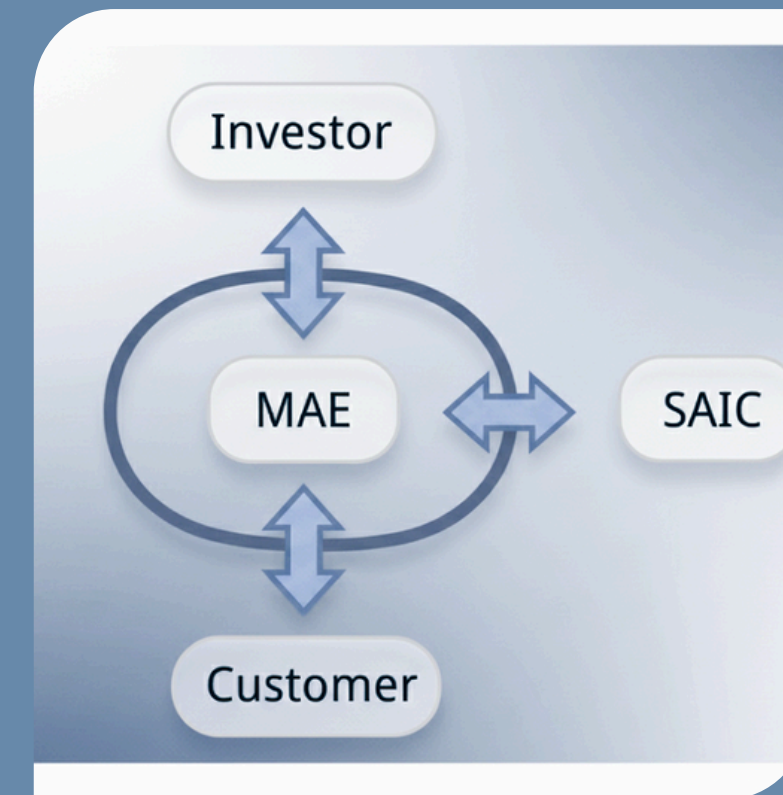


# Competitive Comparison Table

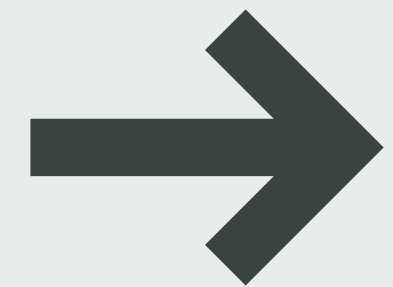
Model	Payload	Range	Crew	Unit Price	Notes	Spec
Y8F400	15t (typical) / up to 20t	2,200-3,440 km	3	~38M USD	New generation, cost-efficient	Pressurized cargo bay with temperature control, suitable for fresh goods & sensitive cargo. Equipped with APU for ground power & air-conditioning at remote ramps.
C-130J	19t	~3,300 km	3	70M+ USD	High cost, primarily military use	No cargo pressurization or temperature control; no APU support.
An-12	20t	~3,600 km	5	Discontinued	Aging fleet, retiring	No cargo pressurization or temperature control; no APU support.

The Y8F400 offers comparable payload and range at a significantly lower cost, delivering the best value-for-money solution in its class.

# Financing OverView



- Clear, secure, and scalable financing model for the Y8F400 program.
- Structured capital flow ensuring transparency and milestone-based returns.

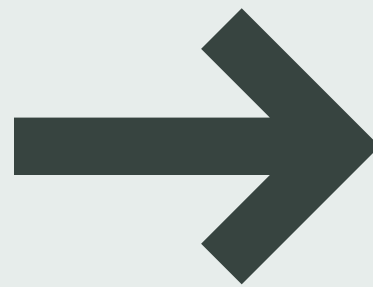




# Funding Cycle: Capital to Returns

Defining roles and flows to ensure transparency, security, and sustainable returns.

- **Effective funding cycles** ensure growth in aviation projects.
- Collaboration among investors, MAE, and customers maximizes returns while ensuring **transparency** and **flexibility**.

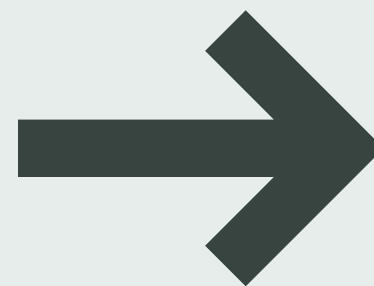




# Customer Return Flow

How customers drive returns back into the aviation finance cycle

The **Customer Return Cycle** demonstrates how investments generate value through customers, ensuring sustainable growth. **Transparent** returns flow back through MAE to investors, completing the financing loop.



# Total Financing: USD 150M



## USD 78M First 3 Aircraft production

Pass-through financing (Leasing/Angels);  
Geneates USD 36M Gross Profit

## USD 51M NRC Investment

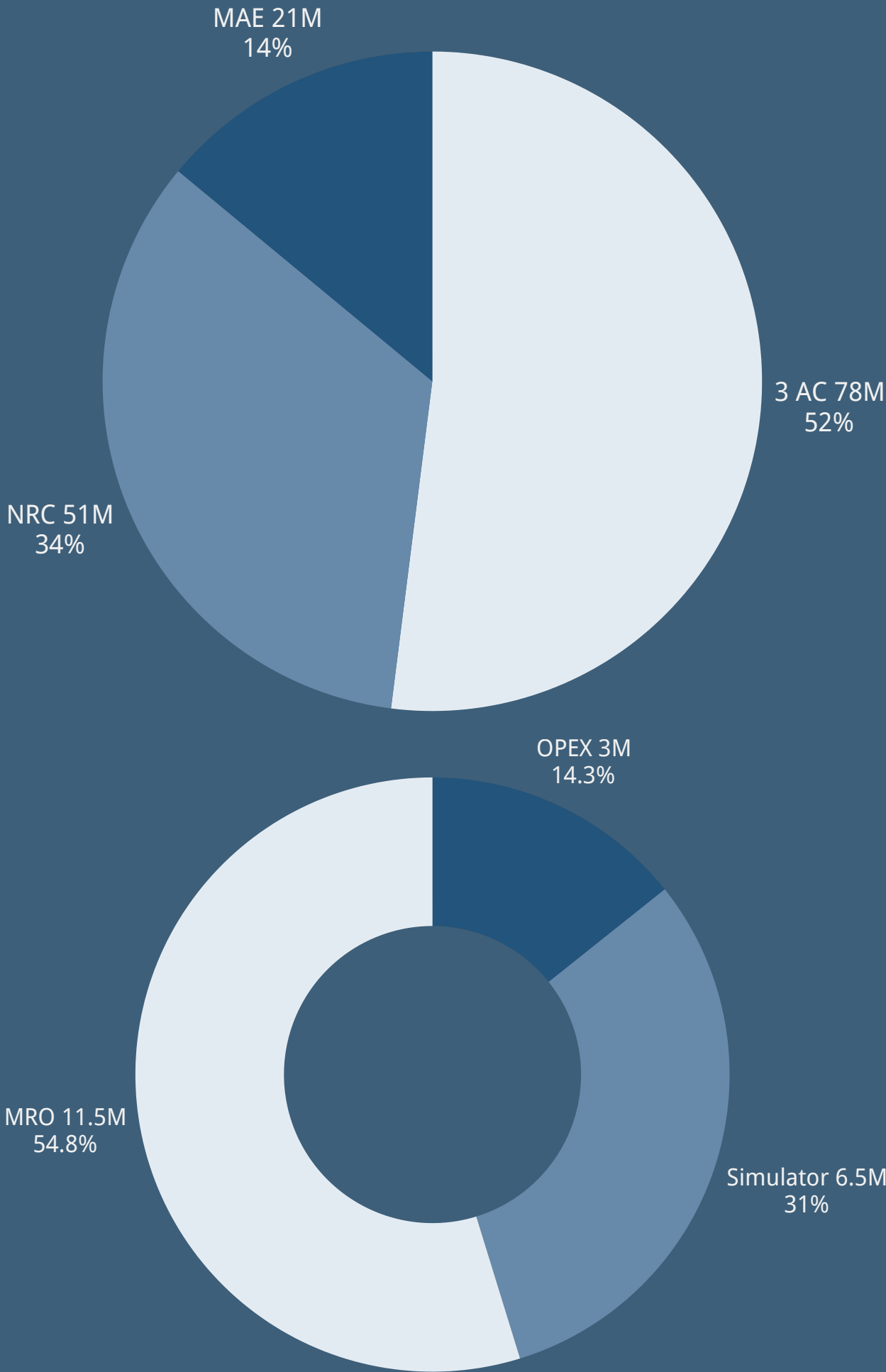
- 2 test aircraft, certification, fatigue test
- line optimization, start-up

## 21M Contingency & Support

- OPEX 3M
- Simulator 6.5M
- MRO 11.5M

### Key Notes

- All expenditures are milestone-based & phased, not-off.
- Detailed NRC & production phase payment schedules in Annex.
- Ensuras capital efficiency, transparency, & reduced risk for investors.





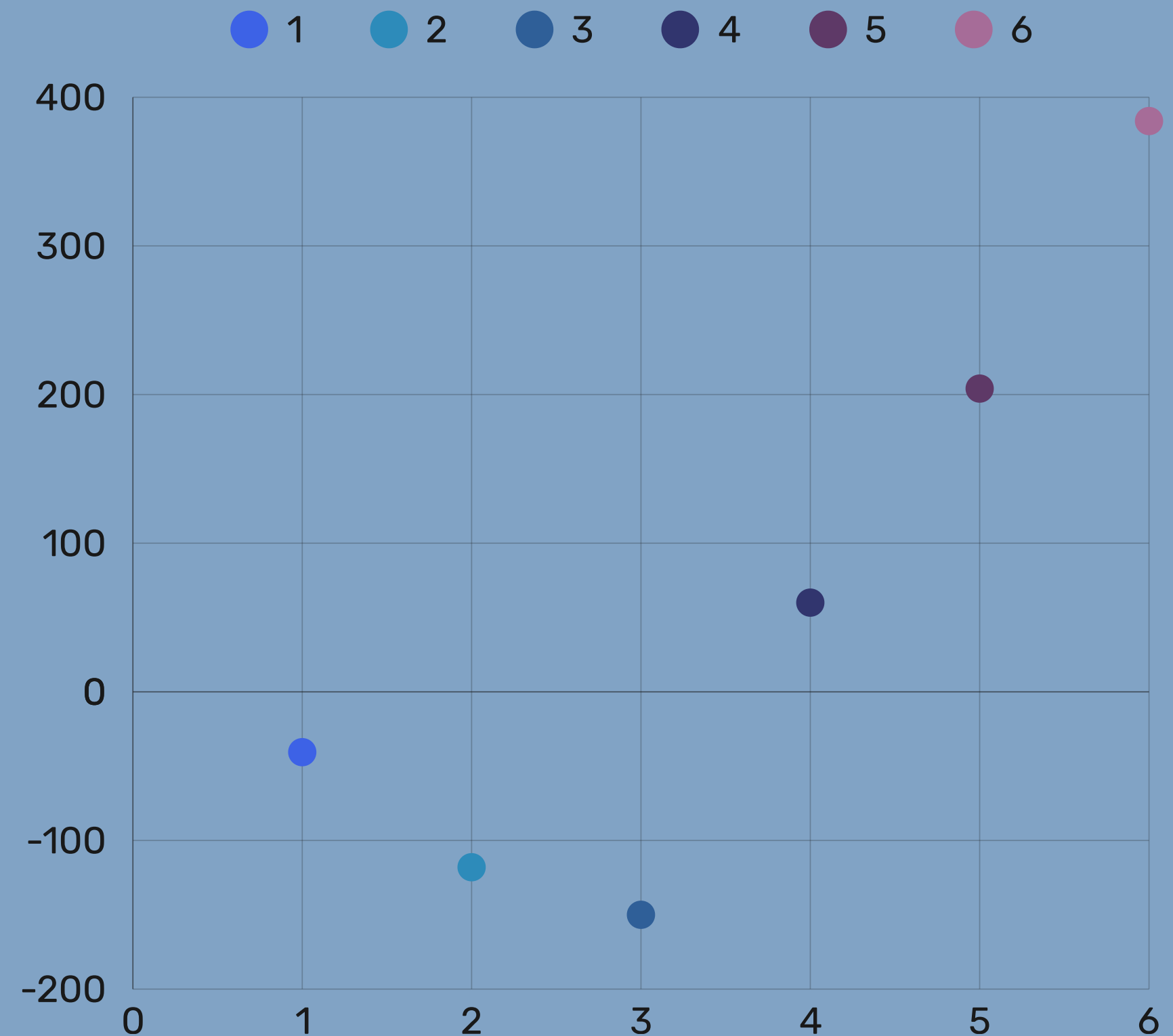
# Annual Profits Analysis

This chart highlights the financial trajectory of the Y8F400 program over six years:

- Years 1–3: Strategic investments totaling USD 150M in NRC, production, and MAE operations.
- Year 4: Break-even achieved, with USD 210M revenues generating a positive net cash flow of USD 60M.
- Year 5–6: Stable recurring profits of USD 12M per aircraft, one aircraft delivered monthly, leading to cumulative profits of USD 348M by Year 6.

The analysis demonstrates a clear transition from capital-intensive investment to sustained profitability, reinforcing the program's value and long-term scalability.

**Cumulative Cash Flow (USD M)**

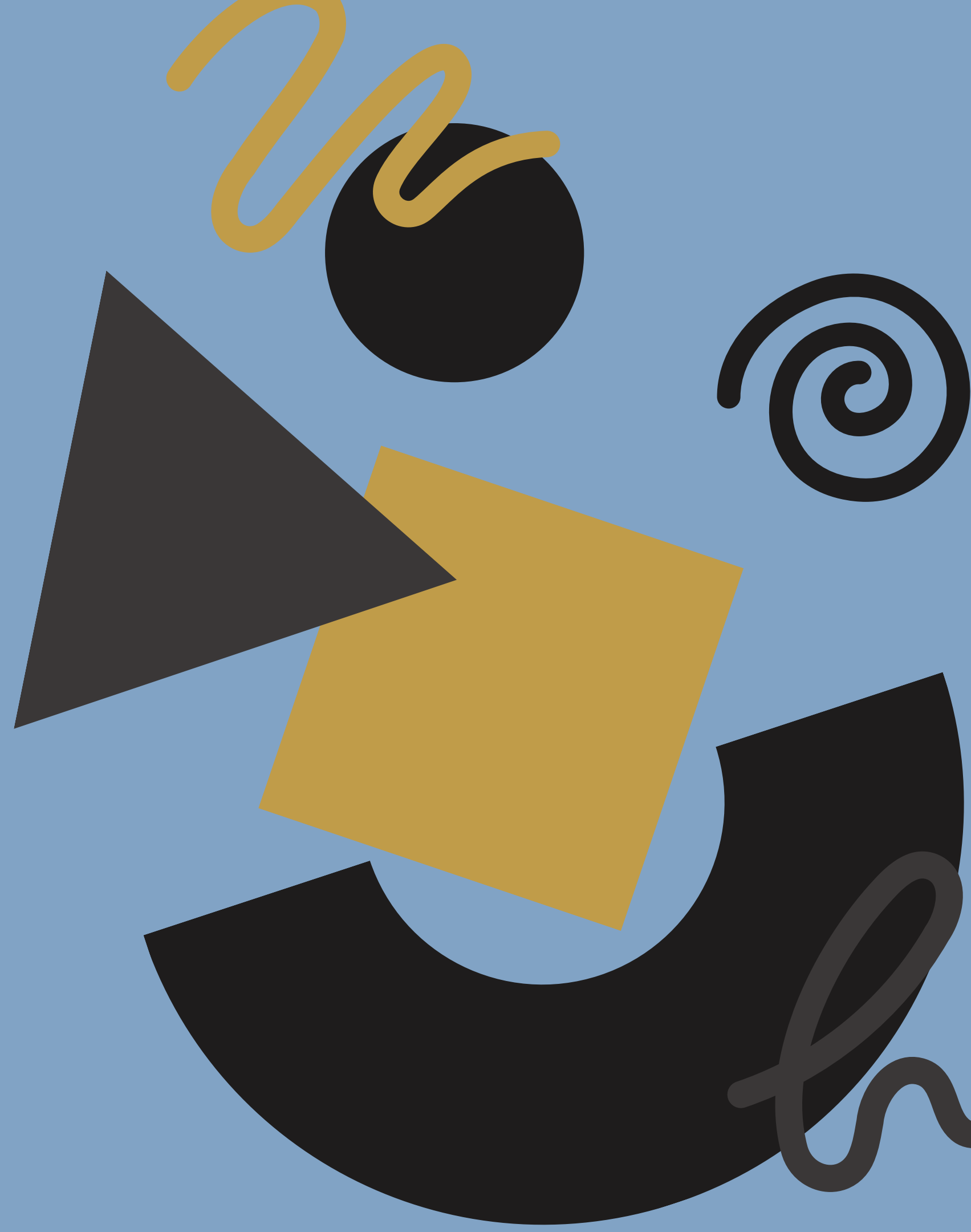


# Milestone-Based Drawdown Logic

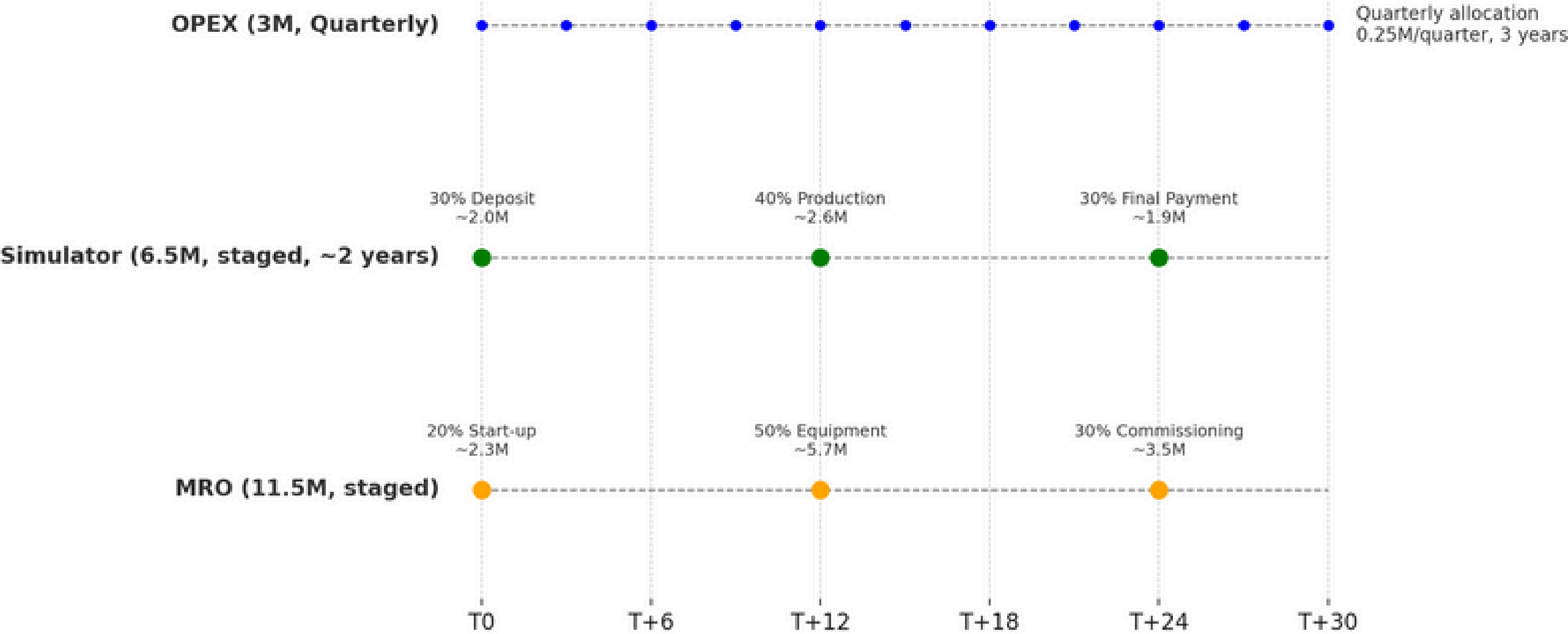
---

## Ensuring Transparency and Reduced Risk

- All funds are allocated in phased drawdowns, linked to project milestones and deliverables.
- The detailed breakdown of schedules and disbursement flows is provided in the Appendix, ensuring transparency and clear risk control.



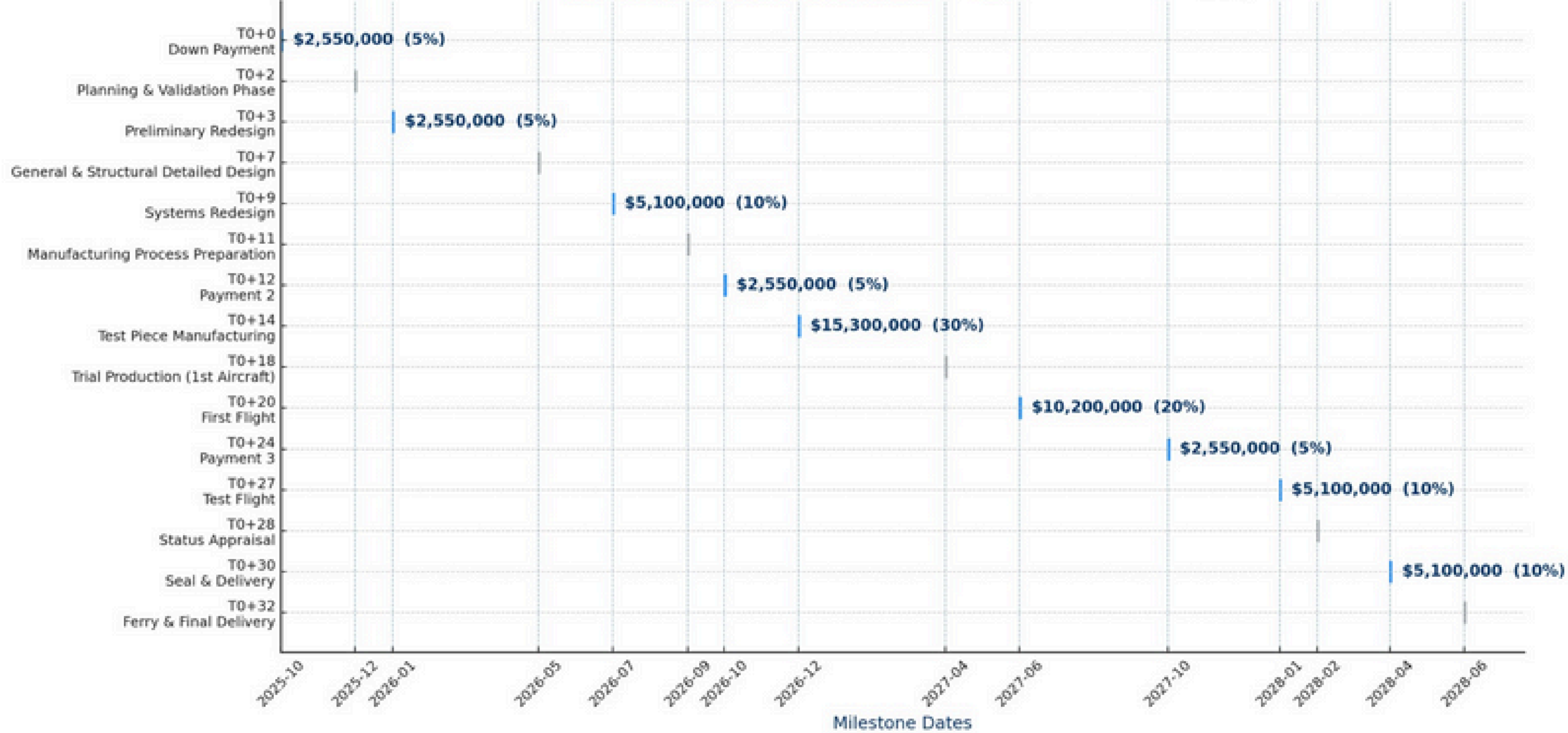
MAE Capital Deployment (Phased & Parallel Investment)





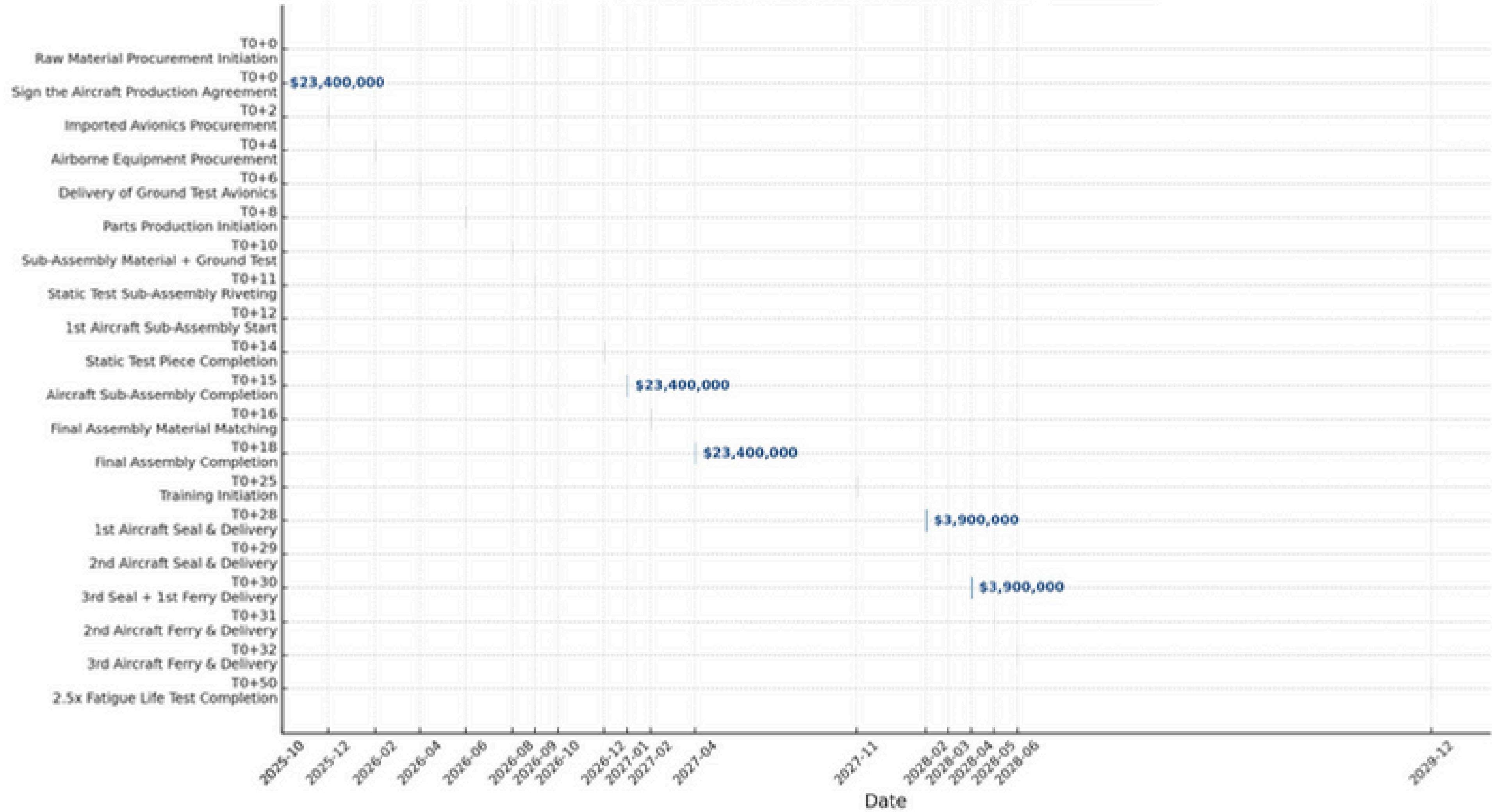
# NRC Cash Flow Gantt Chart

100% 100% 100% 100%



# Production Plan Gantt Chart

2025-10-01



# MAE Integrated Project Timeline



## T0 – Financing Framework & Anchor Investor Commitment

- Anchor investor commits USD 7M (~5% of total raise).
- Financing structure finalized, legal & compliance framework initiated.

## T0 + 1 month – Contract with SAIC & Initial Payment

- Main contract signed with SAIC, first prepayment released.
- Simulator procurement contract initiated with deposit paid.

## T0 + 3–6 months – Engineering Supervision & MRO Start

- MAE engineering team mobilized to supervise design freeze.
- MRO infrastructure groundwork and equipment preparation started.

## T0 + 9–12 – Production Line Readiness & Simulator Payment

- Design freeze achieved, production line equipment installed.
- Simulator enters production stage with second payment made.



# MAE Integrated Project Timeline



## **T0 + 18–24 months – Certification Aircraft & MRO Expansion**

- Certification aircraft produced for static/fatigue tests.
- MRO facilities expanded with critical systems installed.

## **T0 + 24–27 months – Flight Test Campaign & Simulator Delivery**

- Certification aircraft enters flight test program.
- Simulator delivered and ready for crew training.

## **T0 + 30–36 months – First Aircraft Delivery & Modifications**

- First Y8F400 assembled and delivered.
- Customer training and MAE-led adaptation/modifications initiated.

## **Year 3–5 – Batch Deliveries (~26 Aircraft)**

- Ramp-up to serial deliveries, establishing stable delivery rhythm.
- Simulator and MRO integrated into service support.

# Sustainable Growth & Reinvestment

Year 3-5 – After-sales & Reinvestment

- By Year 3-5, MAE's MRO hub is fully operational, ensuring lifecycle support for the Y8F400 fleet.
- Profits are strategically reinvested into fleet expansion, simulator upgrades, and long-term service capability, securing sustained growth and investor returns.





# Team & Governance

## Fund Manager

- Financial custodian for the fund
- Responsible for operations, capital allocation, compliance, and investor reporting

## Investment Committee

- Core shareholders, investor representatives, and aviation experts
- Approves major expenditures and oversees NRC disbursements

---

## Supervision Reports

- Monthly/quarterly updates on aircraft manufacturing, quality, and delivery schedule
- Key milestones (e.g., first flight, certification) reported separately

## Audit

- Annual and special audits by independent accounting firms
- Ensures transparency of fund flows and MAE accounts

---

## Sales KPI & Incentive (Optional – Xuwicha)

- KPI: Annual signed aircraft contracts & revenue collected
- Incentive: Base compensation + 1–2% commission per aircraft
- Aligns sales performance with investor confidence



# Risks & Mitigations

Identifying key risks and outlining mitigation strategies to ensure project resilience.



## Sanctions & Compliance

Buffer periods, dual-track oversight, and alternative suppliers safeguard the production schedule.



## Financial & Payment Risks

UAVs remain limited to light-payload, short-range roles; Y8F400 secures the 15–20 ton niche for the next decade.

Diversified markets and a strict compliance framework ensure delivery stability under shifting geopolitics.

## Delivery Delays



Escrow, USD contracts, FX hedging, and arbitration mechanisms protect against buyer default and currency volatility.

## Emerging Competition (Cargo UAVs)



# MAE at a Glance



## Physical Assets

- Dual-bay hangar (50m span each)
- Office space
- Training classrooms
- Client reception areas



## Location Advantage

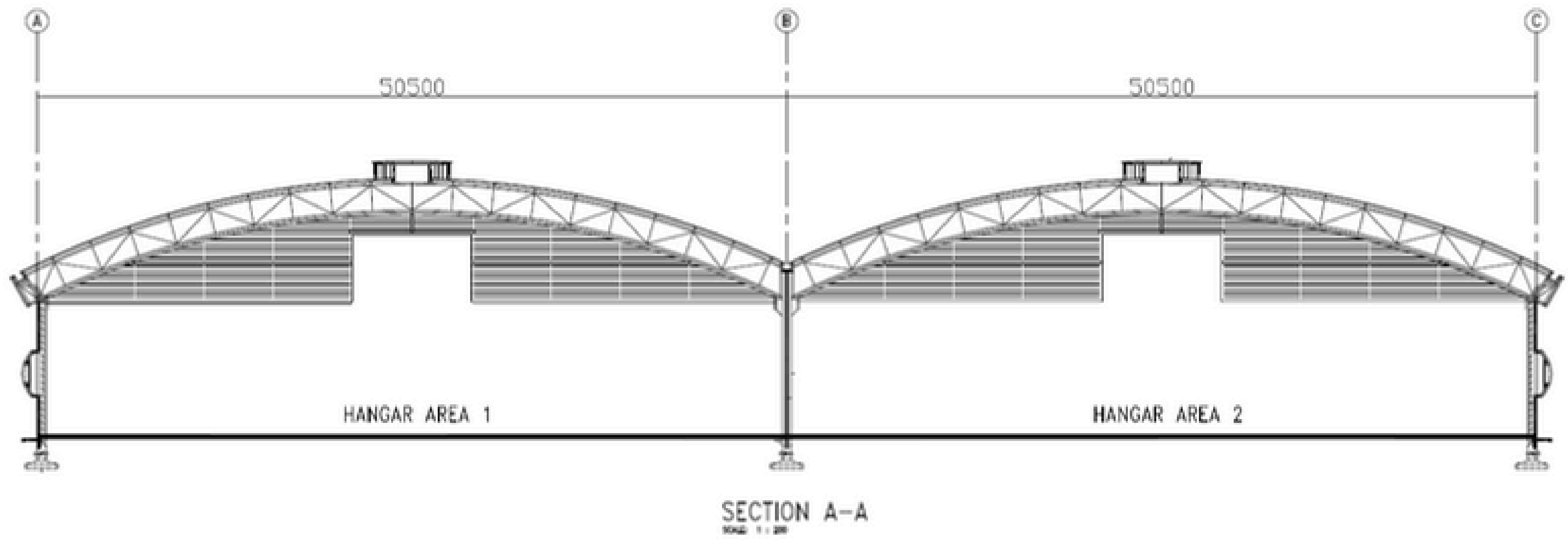
- Senai, Johor
- Access to Singapore
- Regional aviation hub



## Strategic Role

- Dedicated platform company for the Y8F400 Program
- Managing financing, supervision, and execution
- Serving as future MRO support hub

———— Hangar Elevation ————





# — The Facility —



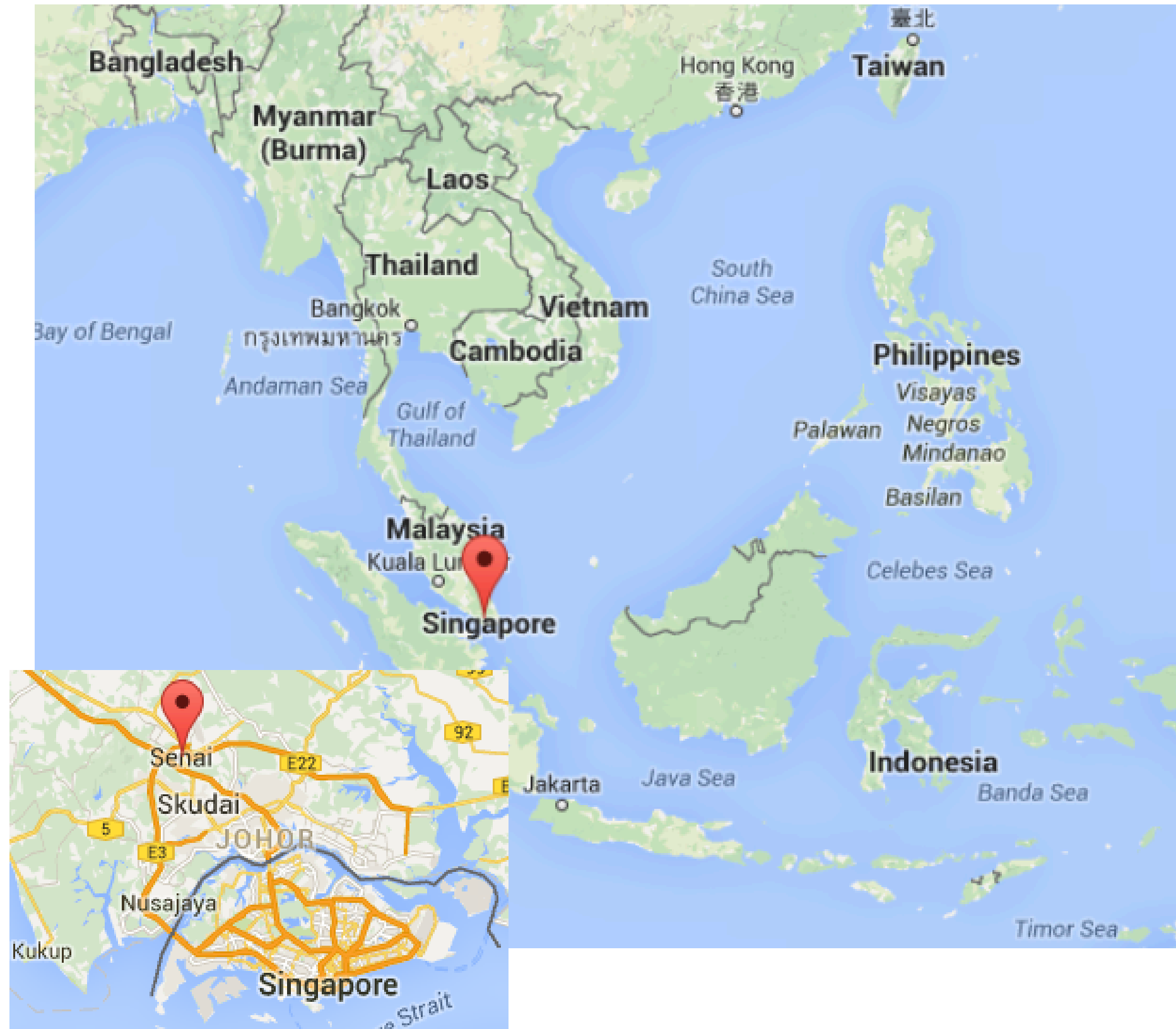


# The Facility





# Where is Senai?







# Thank You

Join us in **shaping the future** of cargo aviation together.

**NRC &  
Fleet tranches now open**

**Flexible  
investment structures**

**Secure access to  
data room & pitch deck**

- The platform is ready
- The market is moving

## Contact us

- **Mr.Xuwicha**  
[Xuwicha@Y8F400.com](mailto:Xuwicha@Y8F400.com)
- **Mr.Zhiyang**  
[Zhiyang@Y8F400.com](mailto:Zhiyang@Y8F400.com)

**Join Now**  
Mid-Cargo. Redefined.