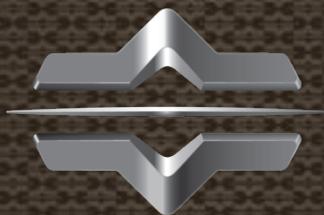


# PAL-V

## PRESS FOLDER

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a joy to drive, a joy to fly

## PAL-V：全球首辆飞行汽车上路

你在高速路上见过飞行汽车从你身边呼啸而过吗？现在，这是完全有可能的！

PAL-V Liberty已获准上路使用，现在你可以在欧洲公路上看到它的身影。

荷兰拉姆斯东克斯费尔, 2020年10月21日

-- 谁不曾梦想拥有一辆飞行汽车？开车在空中兜风？现在这个梦想离我们近了一步。在2012年飞行和驾驶测试原型机后，PAL-V就开始设计其商业产品Liberty。近日，Liberty通过了严格的欧洲道路通行考核，现在可以挂正式牌照上路。至此完成自2020年2月以来在测试跑道上进行的严格而广泛的驾驶测试计划。就高速环形跑道、刹车和噪音污染测试而言，PAL-V现在已经可以上路了。

PAL-V首席技术官Mike Stekelenburg解释他的这段旅程经历：“带着概念原型PAL-V One的飞行和驾驶测试记忆，我期待对Liberty进行测试。为了达到这一里程碑，我们多年来一直与路政部门开展合作。你在团队中会感受到巨大的兴奋感。要让一架“折叠飞机”通过所有道路通行测试极具挑战性。”

Stekelenburg补充道：“对我来说，成功制造飞行汽车的诀窍是确保设计符合航空及道路法规。我感受到了我们团队的能量和动力，我们努力推进最后几个里程碑，还将使Liberty通过飞行认证。

PAL-V未来几个月将进行耐力测试，人们从现在起可以在欧洲道路上见到PAL-V。

PAL-V试驾员Hans Joore表示：“当我第一次启动PAL-V时，我浑身都起了鸡皮疙瘩！在那个关键时刻，我们付出的所有努力都涌现出来。听到车辆启动的声音真是太美妙了，驾驶感觉也很棒。它行使平稳，转向灵敏，重量只有660公斤，加速性能非常好。整体体验就像一辆跑车。感觉棒极了。”

自2015年起，PAL-V Liberty设计就开始陆续通过欧洲航空安全局（EASA）的航空认证。最终化预计

于2022年完成。PAL-V Liberty极大地受益于早期PAL-V One飞行测试项目中积累的认证经验。在进行最后150小时飞行测试之前，需完成1200多份测试报告。之后，将开始向客户交付产品。

PAL-V首席执行官Robert Dingemans补充道：“这是我们向前迈出的又一大步，现在我们可以‘驱车’前往最后几个里程碑。与此同时，我们在欧洲各地组织巡展，向客户展示PAL-V：我们要在哪见面？”

[www.PAL-V.com/roadshow](http://www.PAL-V.com/roadshow)

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**Earlier releases:**

Recently, PAL-V has started to expand its training capacity to meet the demand for flight training of customers that have already pre-ordered a PAL-V. <https://www.pal-v.com/en/press/becoming-a-flying-car-instructor>

Furthermore, PAL-V has contributed to a legal bill that has been passed by the US state of New Hampshire which, crucially, allows flying cars to make use of the road and air in the US. [www.pal-v.com/press](http://www.pal-v.com/press)

**For more information contact:**

More information and high res images and videos can be found at <https://www.pal-v.com/en/press>  
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**Background information, About PAL-V**

PAL-V International B.V., the company that initiated the development of the PAL-V, is located in Raamsdonksveer, The Netherlands. The company was founded in 2007 to commercialize the concept developed since 1999. The management consists of a team of experienced Dutch entrepreneurs with expertise in aviation, automotive, research, and marketing. PAL-V succeeded in gathering the best talent available. Testing its "proof of concept" vehicle for driving in 2008/2009 and for flying and driving in 2011/2012 it has proven technical feasibility and certifiability within the existing regulatory framework. The company is funded by a group of professional and private investors and also received funding from the Dutch Ministry of Economic Affairs. Three Dutch ministries are supporting the project based on its technical innovation and economic potential.

# Questions & Answers

*Video footage of FAQ are included in the press kit.*

**Can you tell more about the engine solution?**

The dual engine propulsion drive train is based on two fully certified airplane engine from Rotax. one of the leading manufacturers in aviation engines.

**What about safety?**

The PAL-V LIBERTY has been developed by using proven state-of-the-art technologies from the aerospace and automotive industries. In the air, the underlying gyroplane technology guarantees a stable flying platform that supports safe landing even in the very unlikely event of a total power failure. Which in itself is very unlikely thanks to its unique two engine propulsion solution.

A gyroplane as such is already a very safe way of flying. However by a rigid focus on flight safety PAL-V has taken it to the next level. By making small compromises on specification it created the safest gyroplane ever built.

Unlike most small airplanes and gyroplanes the PAL-V LIBERTY is certified under the very strict safety regime of EASA (Europe) and FAA (USA). Many countries in the world follow the same rules.

On the road, the PAL-V LIBERTY is complying with the applicable road safety requirements.

An inherent safety aspect is that in case of bad weather conditions you can drive (part of) your journey. This does make your planning much more certain but also increases your safety options dramatically.



### **Will regulators allow the use of PAL-Vs?**

The PAL-V LIBERTY is designed within the current certification and regulations frameworks for the vast majority of countries in the world. No rules or regulations need to be changed to be allowed to use the vehicle.

### **What market does PAL-V aim for with the Liberty?**

PAL-V distinguishes two markets in personal flying mobility, urban mobility and City-to-City mobility. At this moment PAL-V aims for City-to-City mobility, where you take-off outside a city, land in front of another city and finally drive into the city.

### **Why start with the city-to-city market?**

There are a few reasons why PAL-V deliberately choose for City-to-City mobility. One of them is that there is no need for additional infrastructure to support a vehicle like the PAL-V. Because the PAL-V can be fueled up at any gas station and you can park your PAL-V in your own garage there is no need for a hangar or fuel station at the airstrip. The PAL-V only needs a grass strip to land or take-off, which are abundantly available and often can be created easily. Because the PAL-V complies to existing regulations it is also allowed to land at normal airports or airfields. Another reason is that there is no need to change any regulations to the PAL-V to open up the City-to-City mobility, which makes the PAL-V a viable flying car without barriers.

### **Why not urban mobility?**

We are convinced that there will be a market for urban mobility. However, not for the coming decade. There are some major challenges that need to be addressed. One of them is the noise that aircraft make. The PAL-V is relatively quiet

compared to helicopters but it still produces propeller noise. Although you might think that electric engines would resolve that issue, it doesn't. The main source for the noise pollution comes from the blades of the rotor and propeller, especially when using drone or helicopter technology. The other challenge is the level of safety required to fly over urban areas.

On top new regulations have to be out in place and the infrastructure needs to be created in the form of vertiports and traffic management.

### **What specs does it have?**

Please view:

<https://www.pal-v.com/en/explore-pal-v>

### **Why is the gyroplane concept chosen?**

Safety first: in case of engine failure the gyroplane can be landed normally in a very small area equivalent to a tennis court. Landing without an engine can be done with +/- 30 km/h (18mph) ground speed on a very small spot (30 meters or 100ft). This makes emergency landing, in combination with the unique double redundant drive train of the PAL-V LIBERTY, multiple time safer than a comparable aircraft or helicopter.

*Advantages compared to a conventional airplane:*

Safety again: contrary to fixed-wing airplanes, it cannot stall and crosswind landings are easier and safer than with a fixed wing airplane.

Convenience and comfort: in turbulent air it still flies smoothly with excellent stability due to its high rotor speed. You will only experience 20% of the turbulence of a comparable fixed wing aircraft.

Versatility: Because a gyroplane can fly very slowly, it needs very little space to land. Take-off distance ranges from only 90m to 200m (300ft-650ft). As it deals much better with turbulence and cross wind



you can safely fly a PAL-V LIBERTY while fixed wing airplanes have to stay on the ground.

Fun and effectiveness: wide speed range, with a low minimum horizontal speed (from 50 km/h up to 180 km/h or 30mph-112mph). The PAL-V LIBERTY exhibits very positive slow flight envelope characteristics, even slow glides are possible up to safe vertical descends.

#### *Advantages compared to a helicopter:*

Safety and ease of operation: a gyroplane is very easy and safe to fly because it is a stable mechanical system. A comparable helicopter is the opposite: this is an unstable system, kept in the air by the skills of the pilot using both hand and feet. A helicopter is much harder to fly and therefore much riskier and challenging to operate.

Versatility: unlike a helicopter, a gyroplane cannot take off or land vertically. Although you may think this to be an important limitation, in practice it is NOT thanks to the driving capability of the PAL-V LIBERTY. Since you can drive the PAL-V LIBERTY to your destination, it is much more useful and versatile even than a helicopter: taking off nearby is good enough and it does not require anybody to stay behind to guard your aircraft at the landing spot. Also landing a helicopter at the spots where you would like to land is very often not allowed or possible because of noise and safety, making helicopter use in practice very cumbersome. Therefore helicopters are not as practical and useful as a PAL-V LIBERTY.

Cheaper to own and operate: a PAL-V Gyroplane has significant lower cost of ownership compared to a helicopter, yet can accomplish most missions that a helicopter can plus other ones. Since you park it in your garage, costly hangar space it not required.

#### **What happens when more PAL-Vs take to the sky?**

The great news is that because PAL-V is designed within today's existing regulatory framework, all the tools are in place for safe management of transportation in the sky including 2nd Generation air traffic control. Rules and regulations are in place under the International Civil Aviation Organization (ICAO) to allow the use of the first PAL-V LIBERTYs.

#### **Is it possible to take off and land everywhere?**

No. Apart from the fact that this is not allowed by law, the PAL-V needs a space for take-off measuring about 90-200 by 20 meters (100ft-650ft by 60ft) without surrounding obstacles. In practice all small airstrips, aerodromes, glider sites and/or ultralight airfields will suffice. The PAL-V LIBERTY can operate from either concrete or grass airstrips. As the PAL-V popularity increases, it is expected that more and more small uncontrolled airstrips will be created. Many countries also allow for special permits on private property.

#### **Do people need a license to fly the PAL-V?**

Yes, they certainly do need a license to fly. This can be obtained through one of the many flight schools in the world. To be able to operate an airplane you will need some basic knowledge of navigation, instruments, meteorology, aerodynamics and performance. All pilots of aircraft need training and the PAL-V LIBERTY is – for the aviation aspect – no exception. To acquire a license people have to pass a theoretical exam and have a reasonable amount of training first with an instructor and later as a single pilot (solo) to learn to fly a gyroplane. The gyroplane license can usually be obtained within 30 to 40 hours of training, depending on skill and talent.



### **Will such a “flying car” receive certification for road and sky?**

The PAL-V LIBERTY is designed within existing certification requirements on the road as well as in the sky. For flying, CS-27 (Europe) and FAR-27 (USA) are the standards on which the Type Certificate is based. For driving, the road legislation directives of the European Commission and National Highway Transportation Safety Administration (NHTSA) standards are used. The PAL-V ONE "proof of concept" prototype confirmed that the PAL-V LIBERTY can be built to meet these standards without exemptions.

### **Where will it be produced?**

The PAL-V LIBERTY will be assembled in the Netherlands. Specific parts and systems are manufactured by leading companies from a number of countries.

### **What about noise?**

The noise will be comparable to a small fixed wing plane. It will be much less than a helicopter.

### **How long does it take to change modes?**

To convert from drive to fly mode or vice versa will take 5-10 minutes.

### **What about Vertical Take-Off and Landing (VTOL)?**

Vertical take-off requires a lot of energy which would significantly decrease the range of the PAL-V. Since the PAL-V is a flying car there is far less need for vertical take-off. You simply drive to a place where you can take-off. After landing you can reach your destination by driving there, true door to door mobility. Instead of platform to platform mobility.

### **What about electric flying?**

In aviation weight is in direct relation with performance, influencing range, speed, payload etc.... At this moment batteries are too heavy to be used for flying cars or human drones. With the current battery performance there would be no practical range left to fly or you would not be able to carry any passengers or payload because of the efficiency and the weight of the batteries.

### **When does PAL-V expect to fly with electricity?**

In the road map of PAL-V we have concepts ready to be implemented with electric propulsion. However, at the current development speed of batteries, we do not expect to see electric PAL-Vs within the upcoming 10 years. Apart from battery efficiency, the technology also needs to mature before it can pass the strict aviation certification.

### **What about a three or four seater?**

PAL-V has a road map for future products but at the moment the main focus is the PAL-V Liberty which for now can carry two passengers which is sufficient to cover a very big portion of the market.

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