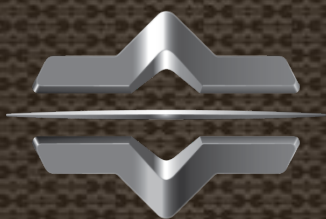
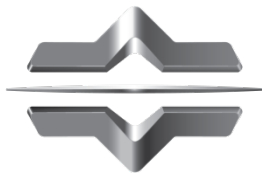


PAL-V

CARPETA DE PRENSA



a joy to drive, a joy to fly



¿Finalmente podremos llevar nuestros **coches** al **cielo**?

El coche volador, PAL-V Liberty, ha iniciado la introducción en carretera
y ya podrá verse en el GIMS 2020

La era del coche volador da comienzo. Muchas compañías ya están mostrando su visión de movilidad del futuro. ¿Puede imaginarse cómo sería que su coche volase? ¿Volaremos a través de autopistas por el cielo? Una cosa es cierta: la movilidad cambiará y PAL-V está reconocido como uno de los principales agentes de cambio.

Desde 2008, PAL-V ha estado desarrollando un coche volador. En 2012, hizo su primer avance: las pruebas de conducción y vuelo del PAL-V One. PAL-V ha dado grandes pasos desde entonces: edificó su planta de producción en la que construyó su primer producto, el PAL-V Liberty. El libro de pedidos está creciendo y la última semana el PAL-V inició el trámite de acceso a carreteras europeas, un gran hito hacia el comienzo de la entrega. La certificación aérea ha alcanzado su fase final también, la demostración de cumplimiento.

Robert Dingemanse, consejero delegado de PAL-V, dijo: "El término coches voladores se utiliza para dos aplicaciones distintas. Los primeros coches voladores, vuelan y se conducen, y se utilizan como coches para movilidad personal, yendo de puerta a puerta entre pueblos y ciudades. Imagínese vivir en Ginebra y conducir su coche volador desde su garaje para ir a una cita en Cannes (sur de Francia). Conducir 10 minutos hasta la pista de aterrizaje (de césped) más cercana, despegar y estar camino a Cannes. Dos horas después aterrizar cerca de Cannes y en unos minutos convertir su aeronave a modo coche de nuevo. Otro trayecto de 10 minutos y llegar a su cita en la ciudad. Un trayecto que normalmente llevaría 5,5 horas, ahora se reduce a 2,5. Además, pudo disfrutar de las vistas de los Alpes, el paisaje

rural francés y la libertad de volar. Un sueño hecho realidad".

Según Dingemanse; la certificación, seguridad, facilidad de uso, rendimiento y compacidad en carretera son factores de diseño críticos en el desarrollo de coches voladores. "Nadie quiere volar con un coche que no esté certificado (homologado), que sea difícil de pilotar o que no pueda aparcarse en un punto de aparcamiento estándar", dijo Dingemanse.

La otra aplicación es pilotar coches voladores diseñados solo para volar y para uso en entornos urbanos. Mike Stekelenburg, director de Tecnología de PAL-V: "Esperamos que volar sobre las ciudad comience dentro de 8 a 12 años. Estos vehículos se llamarán taxis aéreos urbanos o eVTOLs (electrical Vertical Take-Off and Landing). Están diseñados para uso como transporte público, volando de plataforma a plataforma y no de puerta a puerta. Son una alternativa a los helicópteros, metros y autobuses". PAL-V también ha presentado patentes para una solución competitiva para este mercado. Recientemente se ha asociado con el Netherlands Aerospace Centre, Stekelenburg; "Aunque el PAL-V Liberty está diseñado para ir de puerta a puerta, este eVTOL es útil para la movilidad aérea urbana".

Según Dingemanse, llevaremos nuestros coches por el cielo en 2021 y el PAL-V Liberty podrá verse por las carreteras en los próximos meses. Sin embargo, para que veamos taxis aéreos en el entorno urbano tendremos que esperar otros 10 años, debida a las muchas dificultades, tales como las regulaciones, la infraestructura, la tecnología,

el ruido, la seguridad, la turbulencia urbana y la aceptación social.

For more information contact:

More information and high res images can be found at www.PAL-V.com

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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

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 times 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 is 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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