

DTA brings the JP1 to America, the personal hybrid eVTOL that flies for two full hours.

A French aircraft manufacturer since 1990 opens its US home at Scottsdale, Arizona, with a two-seat hybrid eVTOL: 180 miles of real range with two people on board, and the safety and simplicity a two-seater helicopter never had.



UP TO 2 HOURS · HYBRID ELECTRIC · 8 ROTORS · WHOLE-AIRFRAME PARACHUTE · REFUEL LIKE A CAR · SINCE 1990

OSHKOSH, Wisconsin · July 23, 2026. At EAA AirVenture Oshkosh, DTA is opening its US chapter, with its American home base at Scottsdale, Arizona. The JP1 is a two-seat, hybrid-electric personal eVTOL that flies for two full hours on a single tank and refuels like a car. This is the difference that stops people at the stand: while pure-electric eVTOLs stay stuck under an hour, the JP1's production hybrid powertrain matches the range of a two-seater helicopter, 180 miles with two people on board and up to 270 miles flown solo. Hybrid is how DTA solved the range problem the electric eVTOL field still has not.

The JP1 did not start as a product. DTA's owner, a former gyroplane pilot, bought the company with a personal idea: build himself a far safer machine, one he could fly straight from the office to his weekly Tuesday lunch with his mother. There was no plan to sell it. The plan was to fly it. Today the idea has grown: why not let a wider public fly it too.

"I left everything in France to open this chapter here. America is where owning your own aircraft still means something. The JP1 was built safety first, and built to be flown and owned by one person. That is the adventure I came to start."

THÉO PARANT · CO-FOUNDER & CEO, DTA AMERICAS

DTA is not a startup. It has been designing and building aircraft in France since 1990, primarily gyroplanes and trikes, with 595+ machines flying across 33+ countries and 300,000+ cumulated flight hours. The JP1 itself has logged 200+ hours of flight testing in France, data that now supports its FAA Light Sport certification path in the US. The aircraft flies. It is not a slideshow.

Safety is the whole point. Eight rotors keep the JP1 flying through up to four propeller failures, an autopilot flies the aircraft while the pilot makes the decisions, and a whole-airframe ballistic parachute is the final layer: if everything fails, the entire aircraft comes down under one canopy. The JP1 does not fly farther or longer than a two-seater helicopter. It flies far safer, and far easier: the autopilot handles the flying, so a helicopter's demanding stick-and-pedal skills are not part of the deal.

Priced at \$385,000, the JP1 sits in the same bracket as a new two-seater helicopter. Its width folds from 10 to 8 feet, the US road-legal trailer width, so owners store it at home and tow it like a boat. Under the FAA's new MOSAIC rule (Light Sport provisions effective July 24, 2026), a Sport Pilot can fly it with a passenger after about 20 hours of training, no FAA medical required. DTA is meeting press, pilots, and prospective owners at AirVenture all week, and the US pre-order book is open at dta-aircraft.com.

The JP1 at a glance

CRUISE SPEED 90 MPH · 2 HOURS · HYBRID ELECTRIC · 8 ROTORS · WHOLE AIRFRAME PARACHUTE · LIGHT SPORT AIRCRAFT · SINCE 1990

CONFIGURATION	Two-seat tandem (pilot front, passenger behind), aluminum and carbon-fiber airframe, enclosed canopy, clear gull-wing doors
PROPULSION	Hybrid-electric. Battery packs plus an onboard APU generating electricity in flight. 8 brushless motors, 8 carbon-fiber propellers across 4 booms
RANGE EXTENDER	Single-rotor rotary engine. 107 hp (80 kW) continuous, 121 hp (90 kW) peak. 79 lb (36 kg)
ENDURANCE	Two full hours at full payload, every flight, no recharging downtime. Up to three hours flown solo
RANGE	Up to 180 miles (290 km) with two people on board. Up to 270 miles (435 km) flown solo
CRUISE SPEED	81 kt, 93 mph (150 km/h)
MAX ALTITUDE	13,123 ft (4,000 m)
FUEL	Jet A-1, JP-5, JP-8. SAF accepted as a drop-in. Tank 18.5 US gal (70 L). Available at any airport, no lead
EMPTY WEIGHT	626 lb (284 kg), dry airframe. Fuel 123 lb (56 kg) at full tank
PAYLOAD, FULL FUEL	396 lb (180 kg), two occupants and baggage
WIDTH	10 ft (3.0 m), folds to 8 ft (2.44 m), US road-legal trailer width
LENGTH	10 ft (3.0 m)
GROUND HANDLING	Motorized rear wheels. The aircraft taxis under its own power with the propellers stopped
REDUNDANCY	Flies through up to 4 propeller failures. Whole-airframe ballistic parachute
FLIGHT CONTROL	Autopilot-led. The pilot sets intent, the autopilot handles stabilization
FLIGHT TESTING	200+ hours on the JP1 in France
CERTIFICATION	FAA MOSAIC Light Sport Aircraft path (provisions effective July 24, 2026). Not yet certified

The JP1 is under development. Figures are preliminary and may change as the aircraft reaches its final production configuration.

TOY

Single-seat kits, 15 minutes, no certification.
E.g. Jetson ONE.

DTA · THE MIDDLE

A real two-seat aircraft you own. 180 miles with two people on board, far safer and far easier to fly. The modern replacement for the two-seat helicopter.

AIR TAXI

Heavy electric machines, under an hour, operator-owned. You own nothing.
Joby, Archer.

DTA has been designing and building aircraft in France since 1990, primarily gyroplanes and trikes, with 595+ machines flying across 33+ countries and 300,000+ cumulated flight hours, and holds DULV certification on its gyroplanes, an independent German airworthiness credential. Its new aircraft, the JP1, is a two-seat hybrid-electric personal eVTOL: eight rotors, a whole-airframe ballistic parachute, and two real hours of flight with two people on board. It is a full-scale aircraft that actually flies, with 200+ hours of flight testing logged, not a mock-up.

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