DTA JP1 · HYBRID ELECTRIC PERSONAL EVTOL

Engineered to the *millimeter*.

Hybrid power. Two real hours of flight. Eight rotors. Designed in France. Produced in the USA.



2 HOURS	**180** MI	**90** MPH	**200+** HOURS
At full payload	290 km · 156 nm, two on board	145 km/h · 78 kt, cruise speed	Flight testing logged in France

SEATS	Two, tandem. Pilot front, passenger aft. Fully enclosed canopy, clear gull-wing doors
AIRFRAME	Aluminum and carbon fiber
FOOTPRINT	Length 10 ft (3.0 m), width 10 ft (3.0 m)
RETRACTED WIDTH	8 ft 0 in (2.44 m), road-legal trailer width in the US, Europe, UAE, Brazil and India
HEIGHT	5 ft 10 in (1.8 m)
PAYLOAD	396 lb (180 kg) with full fuel
USEFUL LOAD	520 lb (236 kg), fuel plus payload
EMPTY WEIGHT	626 lb (284 kg)
MTOW	1,146 lb (520 kg)
POWERTRAIN	Series hybrid electric. Coaxial pairs on four booms, four battery packs, APU range extender
RANGE EXTENDER	Single-rotor rotary APU, 107 hp (80 kW) continuous, 121 hp (90 kW) peak, 79 lb (36 kg)
FUEL	Jet A-1, JP-5, JP-8, SAF drop-in. 18.5 US gal (70 L), 123 lb (56 kg)
SERVICING	APU service interval 200 h, overhaul at 1,000 h
CRUISE SPEED	90 mph (145 km/h), 78 kt
ENDURANCE	2 hours with two on board. Up to 3 hours solo
RANGE	180 mi (290 km), 156 nm with two on board. Up to 270 mi (435 km), 235 nm solo
CRUISE ALTITUDE	300 to 1,000 ft (90 to 300 m) AGL
SERVICE CEILING	14,000 ft (4,267 m) MSL
RUNWAY	0 ft (0 m) needed. Vertical takeoff and landing
GROUND HANDLING	Motorized rear wheels. Taxis under its own power with the propellers stopped
FLIGHT CONTROLS	Triple-redundant autopilot. The pilot expresses intent, the autopilot flies the aircraft
REDUNDANCY	Up to four propeller failures. Four packs cross-fed to opposite rotors
EMERGENCY	Whole-airframe ballistic parachute

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

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