

AIRLANDER

RETHINK THE SKIES

Rethinking the skies for zero emission air services

www.hybridairvehicles.com

HYBRID*Air*
Vehicles



Mobility challenges

- High operating emissions

- High infrastructure costs

- Geographical barriers



Logistics constraints

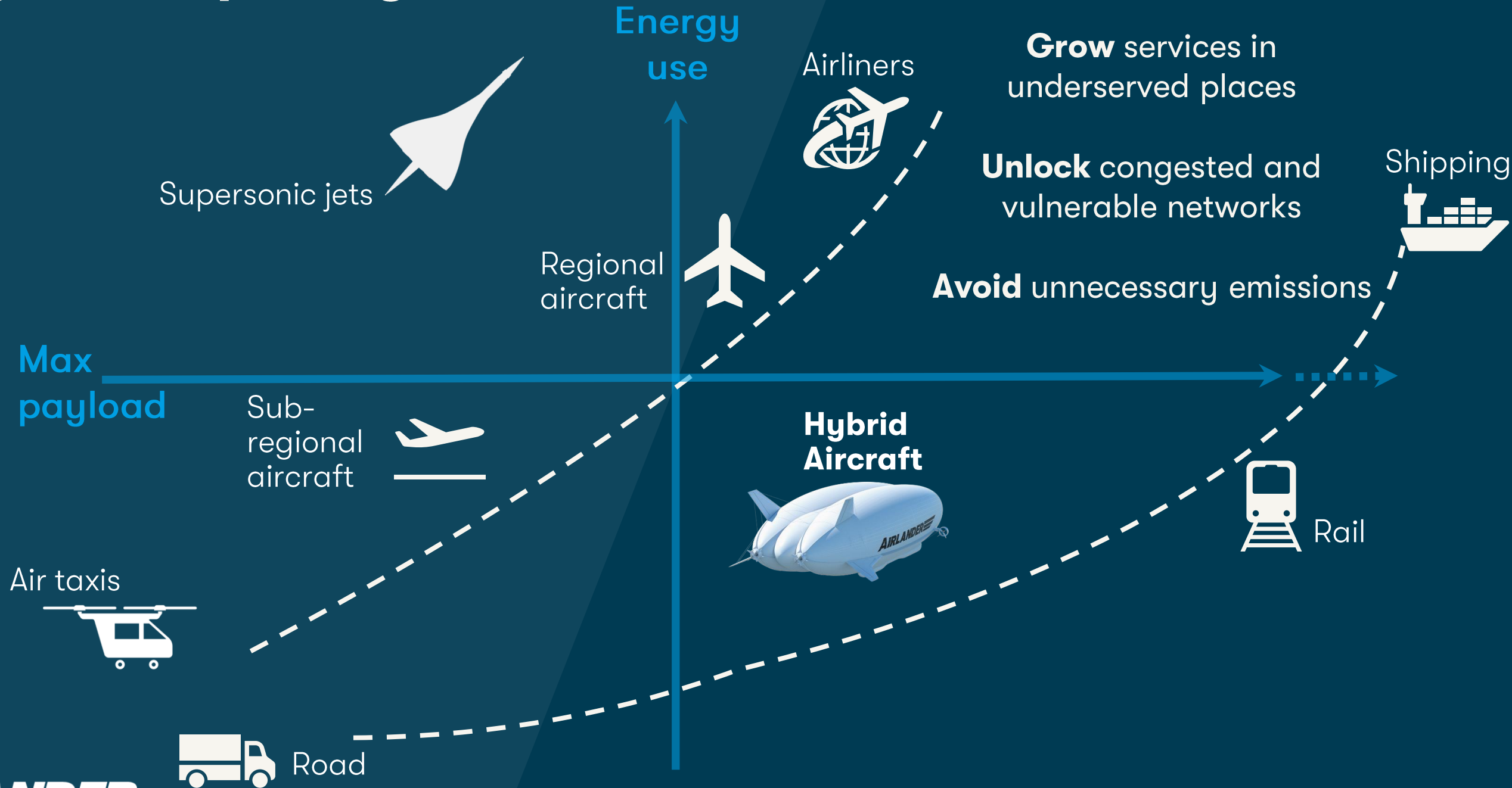
High network expansion costs —●

Speed limitations —●

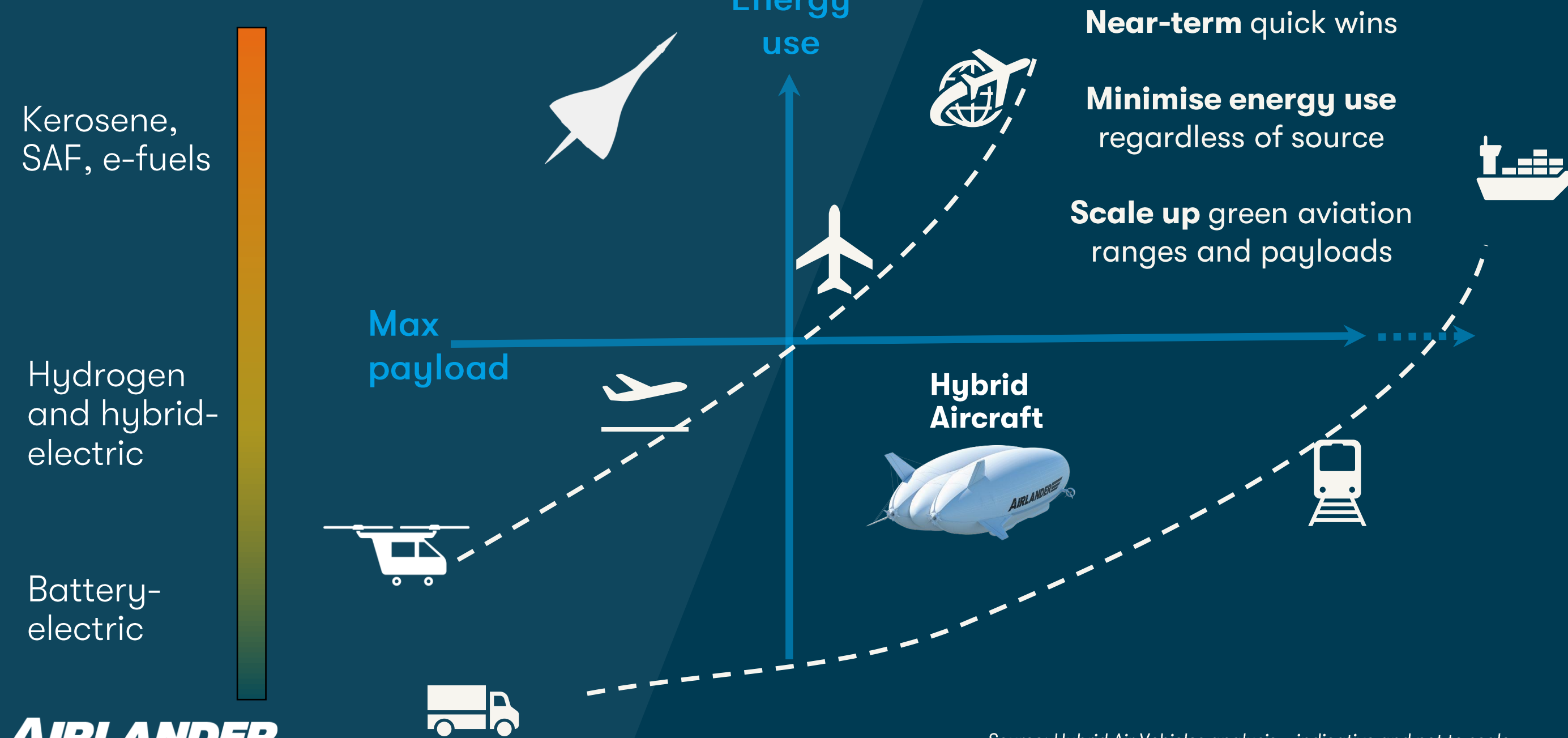
High operating costs —●

High operating emissions —●

Today's transport systems



Pathways to zero-emissions flight



AIRLANDER
RETHINK THE SKIES

This document and the data it contains are the property of Hybrid Air Vehicles and may be confidential. They are subject to restrictions on their use. All use other than that permitted in writing by Hybrid Air Vehicles is prohibited.

New mobility options

- Affordable, fast and direct 100-seat air travel
- Ability to scale rapidly and avoid need for airports
- Relaxing, spacious, accessible and quiet cabin

		Distance	Total Journey Time	CO2 Produced
		271km	5 hours 20 mins	4.75kg of CO2 per passenger
		263km	9 hours 23 mins	4.98kg of CO2 per passenger
		306km	4 hours 24 mins	67.75kg of CO2 per passenger



Source: Hybrid Air Vehicles marketing materials - Artist impression

Airlander technology

Hybrid air vehicle optimised for efficiency and point to point services

Infrastructure and connections



Vectoring electric or conventional front propulsors for short take-off/landing performance



Landing gear for operation without conventional runway. Take-off and land from any reasonably flat surface, including grass, sand, ice or water.

Multi-purpose, easily configurable, spacious freight, payload or passenger accommodation

Proprietary design, materials, integration, manufacturing and operations knowhow



Wing-shaped body with helium fill: up to 90% less CO2 emissions in all-kerosene operation



Hydrogen fuel cells and rear electric motor option for zero emission operations

AIRLANDER
RETHINK THE SKIES

This document and the data it contains are the property of Hybrid Air Vehicles and may be confidential. They are subject to restrictions on their use. All use other than that permitted in writing by Hybrid Air Vehicles is prohibited.

A new category in aviation

- Flight proven
- Ultra-low emissions
- Unconstrained by infrastructure
- 10, 50 and 200+ tonne payload
- One design, many applications

AIRLANDER
RETHINK THE SKIES

This document and the data it contains are the property of Hybrid Air Vehicles and may be confidential. They are subject to restrictions on their use. All use other than that permitted in writing by Hybrid Air Vehicles is prohibited.

Airlander 10 prototype in hangar



AIRLANDER
RETHINK THE SKIES

Source: Hybrid Air Vehicles photo archive

Prototype design, manufacture & test team



Airlander 10 prototype first UK flight 2016



AIRLANDER
RETHINK THE SKIES

Source: Hybrid Air Vehicles photo archive

Prototype flight test campaign 2016-2017



AIRLANDER
RETHINK THE SKIES

Source: Hybrid Air Vehicles photo archive

Flight test pilots



AIRLANDER
RETHINK THE SKIES

Source: Hybrid Air Vehicles photo archive

Flight simulator



AIRLANDER
RETHINK THE SKIES

Source: Hybrid Air Vehicles photo archive

Cabin demonstrator



AIRLANDER
RETHINK THE SKIES

Source: Hybrid Air Vehicles photo archive

Airlander 10 prototype & airfield



AIRLANDER
RETHINK THE SKIES

Source: Hybrid Air Vehicles photo archive

Inspiring the next generation



AIRLANDER
RETHINK THE SKIES

Source: Hybrid Air Vehicles photo archive

**HYBRID Air
Vehicles**



Questions?

AIRLANDER

RETHINK THE SKIES

Hybrid Air Vehicles Ltd
Technology House
239 Ampthill Road
Bedford
MK42 9QG
UK

+44 (0) 1234 336400
contact@hybridairvehicles.net

www.hybridairvehicles.com