



DUFOUR
AEROSPACE

Aero2

The Swiss Army Knife of Drones

Aero2 can take-off and land vertically like a helicopter, but flies as fast and energy efficient as an airplane, by virtue of its unique tilt-wing design. The platform is designed for numerous applications, offering a maximum of flexibility and highest safety standards at low operating costs.

The ability to transport up to 40 kg (88 lbs) of payload over 400 km (216 NM) in standard configuration makes the aircraft **the perfect tool for any mission.**



Transport of medical goods and critical cargo

Aero2 is the right solution for the transportation of medical goods such as blood, medicines, vaccines or other medical supplies. It also complements traditional logistic supply chains, such as urgently needed spare parts or to efficiently connect remote settlements at reasonable cost.

High resolution remote sensing

The ability to accommodate heavier, bigger and more complex sensors makes Aero2 a perfect platform to support remote sensing and data gathering applications of all kinds, be it in the visual spectrum or with infrared, multispectral applications, radar, lidar or others. Larger and more expensive platforms like small planes or helicopters can be replaced, and missions can be automated.

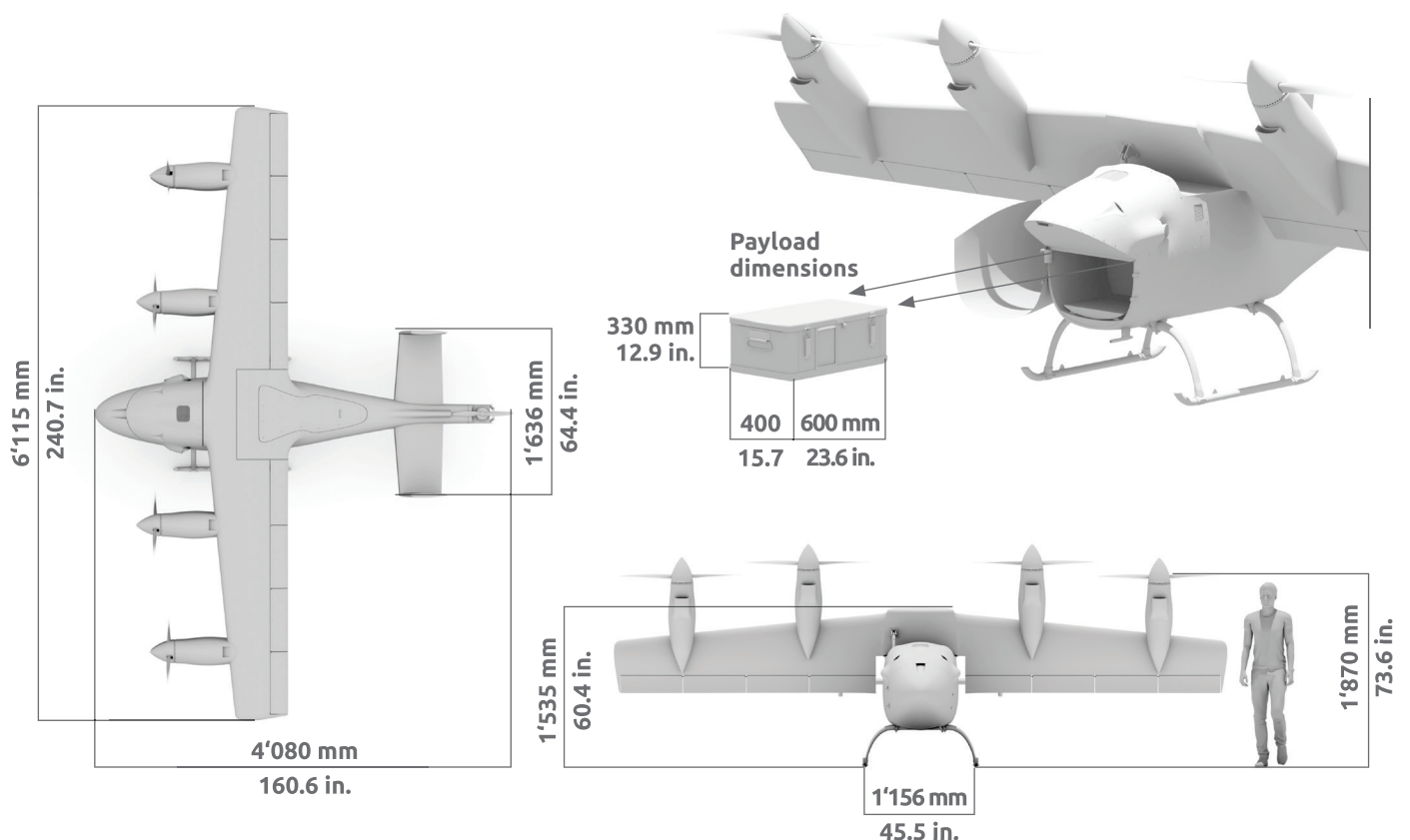


Search and Rescue or public safety applications

Its endurance and payload capacity also make Aero2 the ideal tool for Search and Rescue flights over extensive areas. Aero2 can support different surveillance activities in the public safety sphere, such as wildfire prevention and management, border protection or the monitoring of critical infrastructure.

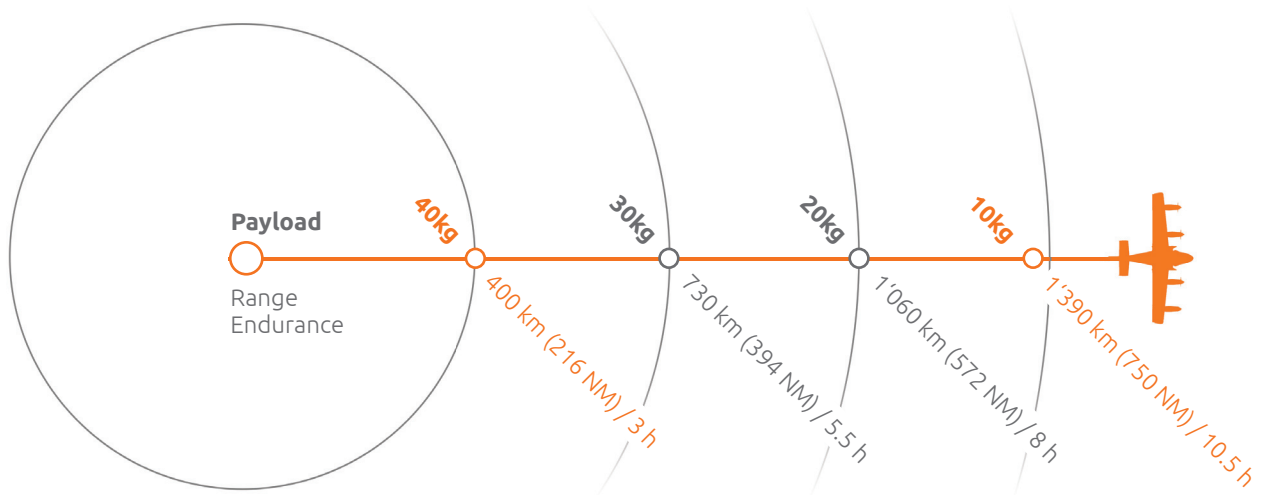
The perfect tool for any uncrewed mission

Wing-span	6.1 m (20 ft)
Length	4.1 m (13.4 ft)
Payload (excl. fuel)	40 kg (88 lbs)
Max. Take-off mass (MTOM)	208 kg (459 lbs)
Max. Flight time	3 hours with hybrid module / ~ 400 km (216 NM)
Efficient cruise speed	150 km/h (81 kts)
Propulsion	Hybrid electric propulsion system <ul style="list-style-type: none">• 4 electric main motors and 1 electric tail motor (battery powered)• 2 cylinder boxer engine (gasoline) to recharge batteries in flight
Main propeller diameter	1.2 m (47.2 in.)
Tail propeller diameter	0.6 m (23.6 in.)
Redundancy/safety	<ul style="list-style-type: none">• Redundant motors allow for controlled landing in case of a motor/controller failure in hover condition.• Redundant design allows for continued flight in case of a motor/controller/propeller failure in cruise flight.• Redundant flight control units• Redundant control surfaces



Payload and range flexibility

The design of Aero2 allows for an easy exchange of payload capacity for additional fuel. For every 4 kg of payload, an additional flight hour or 133 km (72 NM) range can be obtained.



Extended range versions will be customer specific and therefore need to be developed according to specific customer needs.

Development and certification roadmap

Dufour Aerospace has built three prototypes (demonstrator aircraft, X2.1 and X2.2) and demonstrated full transition in 2020. The team is currently developing the next generation prototype (X2.3), which will deliver full flight capabilities with a hybrid electric propulsion unit.

We expect serial production to start in 2025. Dufour Aerospace has been able to sign firm purchase contracts and numerous letters of intent with various customers from different fields of application.

Aero2 is designed to meet the criteria of SC-LU-AS (Special Condition Light UAS) of EASA (European Union Aviation Safety Agency). In its first production version (with entry into service of first units expected in 2025), Aero2 will initially target certification in the medium-risk category (SAIL III/IV). Dufour Aerospace is aiming for certification in the high-risk applications (SAIL V and above) medium term with later versions.

The design of the aircraft also addresses certification criteria of other regulation authorities as currently known.



US-based operator Spright is Dufour Aerospace's launch customer for the Aero2 cargo version for middle-mile delivery of medical goods. Delivery of the production version Aero2 begins in 2025.



About Dufour Aerospace

Dufour Aerospace develops efficient aircraft for cargo transportation, logistics and public safety. Dufour's suite of products uses distributed electric propulsion and a hybrid module to be able to meet today's Advanced Air Mobility and drone market requirements.

Dufour Aerospace is developing the Aero2, an unmanned aerial vehicle designed for cargo transportation, aerial mapping/remote sensing, and public safety applications. Aero2 can take-off and land vertically like a helicopter, but flies as fast and as energy efficient as an airplane, by virtue of its tilt-wing design.

Based on the same principles, Dufour Aerospace is also developing the Aero3, a crewed 8-seat aircraft to serve the requirements of Advanced Air Mobility markets, especially patient transportation, and regional air mobility.

Dufour Aerospace has been incorporated in 2017 and has its headquarters in Visp, Switzerland, with flight-testing facilities in Zurich. Dufour Aerospace employs more than 40 employees. The founders and the senior management staff have a strong background in professional aviation operations, development, testing or certification.

Disclaimer: The statements made by Dufour Aerospace AG in this document correspond to the current state of development and reflect the company's assessment. All statements are non-binding and cannot be regarded as a sales prospectus. The information provided in this document, particularly concerning the performance of the aircraft or the expected timing of development and production, reflects a best-case scenario and is subject to change without notice.

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