

FPP THE FUTURE OF FLIGHT TRAINING



















F2e – THE FUTURE.

2022. Fully electric aircraft with more than 2 hours flight duration and a CS 23 certificate. Ideal for modern flight schools with environmental responsibility.



- ✓ No CO2 emission during flight
- Less noise
- ✓ Lower operating costs

First flight PoC spring 2019

Certification late 2022

PoC 2 by end of 2021

Compliant airplane spring 2022





Full carbon pre-preg structure • AMSAFE panel airbags • Leather seats with electric adjustment • Single lever throttle and brake system • Electronic pre-selector flap system • Night flight • 3-blade composite propeller • Electric pitch trim System • Gullwing doors with gas springs • Whelen LED ACL and landing lights • Two cockpit storage compartments • Cabin heater and fresh air nozzles • 406 ELT • Excellent visibility • Direct steering nose wheel • MATCO brand wheels and hydraulic braking system • Durable urethane paint • Fire extinguisher

EFFICIENT. SAFE. MODERN.

- Rolls Royce RRP 70 EPU
- Garmin G3X avionics suite

- Airframe parachute SAFET
 - AMSAFE Airbags
 - Spin resistant airplane
 - Safety cabin

Giant cabin

COMFOR

- Giant baggage area
- Excellent Visibility
- Easy entry







1934

72e

2256

Wing span	9.872 m (32.3 ft)
Length	7.31 m (24.00 ft)
Height	2.68 m (8.79 ft)
Wings	Airfoils FD 144-44 inboard, FD 144-42 outboard
Wing area	11.1 sq. m (120 sq. ft)
Aspect ratio	8.7
Mean Aerodynamic chord (MAC)	1.167 m (3.83 ft)
Cabin Width	1.29 m (50.5 inches)
Maximum Takeoff Weight	850 kg (1870 lbs.)
Basic Empty Weight including battery	600 kg (1.320 lb.)
Maximum tested gross weight	850 kg (1870 lbs.)
Takeoff roll, paved runway	320 m
Maximum takeoff power	90 KW – 5. min

Subject to be changed during development

TECHNICAL INFORMATION.



Typical Cross-Country @ 8000 feet MSL, 200nm

Typical Flight Training Mission

	Time	Energy
Taxi Time	5	1
Takeoff & Climb	14	22
Cruise 85 KTS	100	50
Descent	20	0
Landing	5	2
Total	144 minutes	74 kWh

	Time	Energy
Taxi Time	5	4
Takeoff & Climb to 2500 feet AGL	4	6.5
Cruise to and from Practice Area	12	7
Flight in Practice Area	35	17
Descent	5	0
Landing	5	2
Total	66 minutes	32 kWh

PERFORMANCE.

certified to VFR Day-Night Later IFR



EASA CS-23 FAA Part 23



Charging Schedule – automotive charging plugs

Charge power	Recovery rate (min/min) (min flight/min on charge)	Time to recover 1h flight [min]	Time to recover 2 h flight [min]
25 kW	0.8	72.0	144.0
45 kW	1.5	40.0	80.0
80 kW	2.6	22.5	45.0
150 kW	5.0	12.0	24.0

These projected times may change significantly as development of cells, packs and battery management system matures. All data are projected data and my change during development.

PERFORMANCE.

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EASA CS-23 FAA Part 23





MISSION CAPABILITY DEVELOPMENT.

Flight endurance pending on battery capacity. First F2e deliveries will start with a 75KWh battery pack.





ELECTRIC PROPULSION SYSTEM – MAINTENANCE.

Electric Engine Maintenance cycles 200 hrs., once a year Overhaul TBO planned 2.000 hrs. Liquid cooled batteries

Battery exchanging system will allow exchanging the batteries in less than 1 hour



Propulsion system adaptable to new battery systems



AIRFRAME – MAINTENANCE.

Maintenance 200 hrs. or once a year

Lifetime and recycling of airframes

Unlimited lifetime with major inspections every 5.000 hrs. Recycling of CFRP parts is possible. Nordic color Jet Grey color for Nordic climate for winter operations

The platform is IFR capable





EFFICIENT PRICING.

Payment plan

- 1. Deposit €5.000 at order
- 2. Deposit €30.000 at production start
- 3. Final payment with delivery

F2 CS 23 pricing from €179.800
F2e pricing from €245.000 with battery

Incentives and buy back solutions for fleet sales, please contact for individual offer





PROFITABILITY.

Hybrid fleet

In addition to all the environmental benefits and the reduced and easier maintenance:

- The CO2 compensated F2 will generate 200% more gross profit than a traditional C172
- ✓ The F2e will generate 30% more gross profit than a ICE powered F2





Missions

Mission orientated combination of F2 airplanes with CO2 compensation and F2e full electric airplanes. Growing F2e fleet with increase of power density of batteries.

HYBRID SET-UP FOR PROFESSIONAL FLIGHT SCHOOLS.





SCHEDULES F2 & F2e.







F2F2e THE FUTURE OF FLIGHT TRAINING

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