



## AltoVolo Releases Flight Footage & Production Plans

Under Embargo Until, May 4th, 2026

### AltoVolo Announces Strategic Talent Acquisition, Certification Progress, and Production Readiness

AltoVolo is sharing a momentous update on its journey of innovation and growth. Whilst the company's funding is still open, the founding team has been successful in attracting top-tier talent from the aerospace industry. Fortifying the company with experts who have built and certified complex aircraft before and are well versed in the challenges that lie ahead. AltoVolo's design team has now put pencils down, on what they are dubbing the world's first HyperTOL (Hybrid Performance Take-off and Landing) aircraft. An accolade assigned following the successful completion of testing of the high-performance Sigma prototype. An evolution which has pushed the Sigma's performance envelope way beyond its competitors. The team are now starting production of a full-scale demonstrator due for completion at the end of 2026. AltoVolo is positioning itself for future success and has several key strategic announcements, including planned public exhibition dates, to follow in the coming weeks.

- Featuring a hybrid-electric tilting propulsion system for improved efficiency and reduced noise.
- 500-mile range and a top speed of 220mph.
- Over 80% quieter than helicopters making it suitable for use in residential areas.
- Safe stable flight is possible following failure of one motor set; it also has a ballistic parachute.
- Compact size and light weight design, just 4.9m wide and 980kg with 2 passengers + Luggage.

### Certification and Compliance

AltoVolo's new Head of Certification is hard at work, burning the midnight oil and reviewing design details and engineering drawings to ensure they meet the toughest eVTOL standards. AltoVolo is targeting full type certification for the Sigma. Putting it in a commercial aircraft category which allows for the most expansive use cases in both urban and regional environments. Sport Pilot certificate holders will be able to operate the Sigma with just 25 hours of training, but they will be restricted to flying only in fair weather conditions and during day light hours in most cases. The limitation of the Sport Pilot license which allows carrying only one passenger, partly informed the decision to configure the Sigma as a two-seater rather than a three-seater. With regulatory VTOL requirements evolving rapidly, especially for smaller aircraft manufacturers, having close ties with certifying bodies in Europe and the US is proving to be invaluable for timely progression towards approvals.

### Design Innovations

One of the most noticeable shifts in AltoVolo's thinking is a move from electric ducted fans (EDFs) to open rotors. The company undertook an extensive program of research and development comparing both open and closed rotor performance. These studies extended to implementation, certification and commercialisation where it was found closed rotors under achieved when all factors are considered. The additional weight, inertia, complexity and relative fragility of EDFs mean they are less than optimal for an aircraft as versatile as the Sigma, which is built around a fly anywhere, anytime mindset.

The move to open rotors increases hover time by a factor of two, reduces propeller loading, and offers notable weight savings with more desirable tilt transition characteristics. To maximise this advantage the AltoVolo team has developed an efficient, high-speed racing prop concept with a fixed pitch that outperforms any commercial off the shelf propeller, demonstrating our commitment to continuous improvement and superior robust performance.

### Progress Towards Production

Having completed the preliminary design review for the Sigma, in which details of the first production aircraft have been locked, the focus is now on detailed engineering and ticking off certification requirements. Extensive flight testing of a quarter scale aircraft has confirmed performance and control characteristics to a high level. This allows the program to move on with the production of the first full scale Sigma demonstrator. This aircraft will form the basis of the manufacturing readiness review setting the company up to start serial production. The team at AltoVolo is committed to delivering a product that performs at the highest level and fulfils our mission of delivering the luxury of time.

### Ongoing Updates

AltoVolo will release flight footage of the prototype Sigma on their YouTube Channel on May the 4th 2026, <http://www.youtube.com/@AltoVolo>. Moving forward more regular updates will be issued highlighting details of the technical aspects of the Sigma aircraft that make it so unique. Interested investors should reach out to us via [www.altovolo.com](http://www.altovolo.com) and stay subscribed for upcoming opportunities.

### Notes to Editor and Technical description

AltoVolo is an aerospace startup founded by design engineer Will Wood, who plans to make flight a part of everyday life by dramatically reducing the cost per passenger mile for private air travel. Wood has previously supported the likes of Aston Martin, Ferrari and Wayve, in conceptualising and engineering innovative transport related products. He also led design for a successful US eVTOL start-up in 2024.

### Vehicle Concept:

- 2-seater hybrid electric VTOL aircraft

### Performance:

- Hover Time: 45mins
- Payload: 270kg
- Cruise Speed: 165mph
- Top Speed: 220mph
- Hybrid Range: 500miles
- Electric Only Range: 250miles
- Estimated Noise Level, Take-off: 65-70dB(A) @ 100m
- Flight Ceiling: 10,000ft (3,050m)

### Weight Dimensions:

- Max Take-off Weight: 980kg
- Length: 4,050mm
- Width: 4,900mm
- Packed Width: 2,250mm
- Total Height: 1,995mm

### Safety:

- Ballistic Parachute 50ft deployment
- Thrust Vectoring Stability
- Control System Triple Redundancy

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