NEWS RELEASE

Vertical Aerospace Begins Testing on New VX4 Prototype

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- Testing for the new, more advanced VX4 prototype has begun with initial powered ground tests, including propeller balancing, complete at Vertical's Flight Test Centre.
- Vertical will now conduct powered, propulsion testing ahead of "wheels up" phase with piloted flights, once the UK Civil Aviation Authority (CAA) has issued its Permit to Fly.

LONDON & NEW YORK--(BUSINESS WIRE)-- Vertical Aerospace (Vertical) [NYSE: EVTL], a global aerospace and technology company that is pioneering zero emissions aviation, today announced that testing on its most advanced eVTOL aircraft, **unveiled last week**, has started with initial powered ground tests, including propeller balancing, successfully complete.

Chief Test Pilot, Justin Paines, in the cockpit of Vertical's new, more advanced full-scale VX4 prototype (Photo: Business Wire)

Propeller balancing and spinning tests measure weight distribution of each propeller blade to ensure vibrations are minimised for smooth, stable flying.

Over the coming days, the company will conduct powered, propulsion system testing of its most advanced powertrain, which includes proprietary battery packs capable of producing 1.4 MW of peak power and has been designed and built to certification safety standards at its multi-million-pound Vertical Energy Centre.

These next tests involve securely anchoring the aircraft to prevent lift-off and running the engines at various power levels to measure thrust output, system integration, and structural integrity. Together, these tests will ensure the VX4 meets the highest standards of operational safety which are needed for piloted flights.

The company will then move onto its “wheels up” phase with tethered flight tests before progressing to low-speed untethered flights, once it has been issued its Permit to Fly from the UK Civil Aviation Authority (CAA).

David King, Chief Engineer, Vertical, said:

"These tests are a crucial step forward in our mission to certify the VX4 and make a cleaner, quieter, and safer way of air mobility a reality. Every day we are seeing amazing progress from the team at our Flight Test Centre, each test providing valuable insights to help shape the next. We continue to work alongside our regulator to develop the safest and most advanced eVTOL aircraft in the world.

“As the aerospace world meets in Farnborough this week, we could not be prouder of the team and look forward to sharing more on our progress towards piloted flights.”

This next-generation VX4 is more powerful than the previous full-scale prototype, with an impressive 20% increase in the power to weight ratio, enabling the aircraft to reach speeds of up to 150mph – the certification aircraft’s intended cruise speed.

The aircraft has been designed and built alongside global aerospace partners, including GKN Aerospace, Honeywell, Hanwha, Molicel, Leonardo and Syensqo. It features Vertical’s next generation propellers and new proprietary battery technology, designed and manufactured at its multi-million pound state-of-the-art Vertical Energy Centre near Bristol, the UK’s most advanced aerospace battery facility.

Notes to Editor

Piloted flight test programme explainer:

1. Tethered: the VX4 will perform stabilised hover while loosely tethered to the ground.
2. Untethered: the VX4 will hover without a tether.
3. Thrustbourne: the VX4 will take-off and land vertically and conduct low speed flight manoeuvres with lift generated by the propellers.
4. Wingbourne: the VX4 will take-off, fly and land like a conventional aircraft, with lift generated by the wing.
5. Transition: The VX4 will transition between thrustbourne and wingbourne flight, and vice versa.

About Vertical Aerospace

Vertical Aerospace is a global aerospace and technology company pioneering electric aviation.

Vertical is creating a safer, cleaner and quieter way to travel. Vertical's VX4 is a piloted, four passenger, Electric

Vertical Take-Off and Landing (eVTOL) aircraft, with zero operating emissions. Vertical combines partnering with leading aerospace companies, including GKN, Honeywell and Leonardo, with developing its own proprietary battery and propeller technology to develop the world's most advanced and safest eVTOL.

Vertical has 1,500 pre-orders of the VX4 worth $6bn, with customers across four continents, including Virgin Atlantic, American Airlines, Japan Airlines, GOL and Bristow. Headquartered in Bristol, the epicentre of the UK's aerospace industry, Vertical was founded in 2016 by Stephen Fitzpatrick, founder of the OVO Group, Europe's largest independent energy retailer.

Vertical's experienced leadership team comes from top tier automotive and aerospace companies such as Rolls-Royce, Airbus, GM and Leonardo. Together they have previously certified and supported over 30 different civil and military aircraft and propulsion systems.

Forward-Looking Statements

This press release contains forward-looking statements within the meaning of the U.S. Private Securities Litigation Reform Act of 1995 that relate to our current expectations and views of future events. We intend such forward-looking statements to be covered by the safe harbour provisions for forward-looking statements as contained in Section 27A of the Securities Act and Section 21E of the Exchange Act. Any express or implied statements contained in this press release that are not statements of historical fact may be deemed to be forward-looking statements, including, without limitation, statements regarding the design and manufacture of the VX4, the features and capabilities of the VX4, business strategy and plans and objectives of management for future operations, including the building and testing of our prototype aircrafts on timelines projected, selection of suppliers, certification and the commercialization of the VX4 and our ability to achieve regulatory certification of our aircraft product with any of our intended regulators on any particular timeline or at all, our ability and plans to raise additional capital to fund our operations, the differential strategy compared to our peer group, expectations surrounding pre-orders and commitments, our future results of operations and financial position and expected financial performance and operational performance, liquidity, growth and profitability strategies, our plans to mitigate the risk that we are unable to continue as a going concern, our plans for capital expenditures, as well as statements that include the words "expect," "intend," "plan," "believe," "project," "forecast," "estimate," "may," "should," "anticipate," "will," "aim," "potential," "continue," "are likely to" and similar statements of a future or forward-looking nature. Forward-looking statements are neither promises nor guarantees, but involve known and unknown risks and uncertainties that could cause actual results to differ materially from those projected, including, without limitation: our limited operating history without manufactured non-prototype aircraft or completed eVTOL aircraft customer order; our history of losses and the expectation to incur significant expenses and continuing losses for the foreseeable future; the market for eVTOL aircraft being in a relatively early stage; our potential inability to produce, certify or launch

aircraft in the volumes or timelines projected; the potential inability to obtain the necessary certifications for production and operation within any projected timeline, or at all; any accidents or incidents involving eVTOL aircraft could harm our business; our dependence on partners and suppliers for the components in our aircraft and for operational needs; the potential that certain strategic partnerships may not materialize into long-term partnership arrangements; all of the preorders received are conditional and may be terminated at any time and any pre-delivery payments may be fully refundable upon certain specified dates; any circumstances; the inability for our aircraft to perform at the level we expect and may have potential defects; any potential failure to effectively manage our growth; our inability to recruit and retain senior management and other highly skilled personnel, our ability to raise additional funds when we need or want them, or at all, to fund our operations; our limited cash and cash equivalents and recurring losses from our operations raise significant doubt (or raise substantial doubt as contemplated by PCAOB standards) regarding our ability to continue as a going concern; and the other important factors discussed under the caption "Risk Factors" in our Annual Report on Form 20-F filed with the U.S. Securities and Exchange Commission ("SEC") on March 14, 2024, as such factors may be updated from time to time in our other filings with the SEC. Any forward-looking statements contained in this press release speak only as of the date hereof and accordingly undue reliance should not be placed on such statements. We disclaim any obligation or undertaking to update or revise any forward-looking statements contained in this press release, whether as a result of new information, future events or otherwise, other than to the extent required by applicable law.

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