NEWS RELEASE

Vertical Aerospace Prepares for Final Transition Testing After Successful Wingborne Flights

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- Phase 3 wingborne testing completed with full-scale VX4 prototype, demonstrating stable and efficient flight on the wing
- Aircraft exceeded expectations across piloted flight tests covering 250 miles / 400 km, collecting over 22 billion data points
- Final flight test stage - transition - now underway, targeted for completion by year-end
- Progress reflects continued regulator confidence as Vertical advances toward type certification in 2028
- More detail to be shared at Vertical's Capital Markets Day, 17 September, New York

LONDON & NEW YORK--(BUSINESS WIRE)-- Vertical Aerospace (Vertical) [NYSE: EVTL], a global aerospace and technology company pioneering electric aviation, today announced the successful completion of Phase 3 piloted wingborne flight testing of its VX4 prototype.

The piloted VX4 prototype during Phase 3 of wingborne testing

The full scale VX4 has now taken off, flown, and landed like a conventional aircraft with lift generated by its wings. This quiet, low-power mode is essential for making electric air travel practical, scalable, and economically viable.

The wingborne phase included flights by Chief Test Pilot Simon Davies and Test Pilot Paul Stone, switching between direct (manual) and flight (computer-assisted) control modes. The VX4 performed as modelled in the simulator, validating both the design and ease of handling.

Working closely with the UK Civil Aviation Authority (CAA), which is collaborating with the European Union Aviation

Safety Agency (EASA) for their concurrent validation and certification of the VX4 to the highest safety standards required for commercial use, Vertical secured approvals for flight testing in open airspace by extending its Permit to Fly following a rigorous review of safety and technical documentation.

Since completing Europe's first-ever piloted wingborne flight of a winged eVTOL in May 2025, Vertical has:

- Completed piloted flight tests covering 250 miles / 400 km
- Reached a top speed of 120 knots / 222 km/h and altitude of 2,000 ft
- Collected over 22 billion data points, validating aerodynamic models, acoustic levels, system reliability and performance

Vertical will now move to the final test stage: transition, proving the VX4's ability to shift seamlessly between vertical lift ("helicopter mode") and wingborne flight ("airplane mode") - the defining capability of a tiltrotor eVTOL aircraft which means it can take off and land in a small space. This will be the operating mode it will use in passenger service.

Stuart Simpson, CEO of Vertical Aerospace, said: "Completing wingborne flight is a historic milestone for Vertical and the VX4. Each phase strengthens confidence among regulators, partners, and investors that our aircraft will meet the highest standards of safety and performance. Now we enter the most exciting stage: transition testing, demonstrating the mode the VX4 will use in passenger service."

Simon Davies, Chief Test Pilot, said: "Paul Stone and I have had the privilege of flying this machine through it's wingborne test phase. It's been incredibly rewarding, with the aircraft performing just like the simulator during our first flights in open air space. With the high-quality data we've gathered and the ability to test at both high and low speeds, we are in the best possible place to explore transition with our proven tools and flight test team."

Vertical continues to target type certification in 2028, working concurrently with the CAA and EASA, with validation across other regulators to follow. On 3 September, Vertical also announced the appointment of **Patrick Ky, former EASA Executive Director**, to its Board.

Patrick will join Professor Scott Galloway, Sri Tony Fernandes, founder of Air Asia Group, Lord Parker, former MI5 Director General and members of Vertical's Executive team and Board at Vertical's Capital Markets Day on 17 September in New York to share further updates and views on the business' progress.

Notes to editors:

Vertical's piloted flight test programme explainer:

- Phase 1: Tethered: the VX4 prototype will perform stabilised hover while loosely tethered to the ground. COMPLETE 12 September 2024.
- Phase 2: Thrustborne: the VX4 prototype will take-off and land vertically and conduct low speed flight manoeuvres with lift generated by the propellers. COMPLETE 4 February 2025.
- Phase 3: Wingborne: the VX4 prototype will take-off, fly and land like a conventional aircraft, with lift generated by the wing. COMPLETE 5 Sept 2025.
- Phase 4: Transition: The VX4 prototype will transition between thrustborne and wingborne flight, and vice versa. Expected before YE 2025.

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. Its VX4 is a piloted, four-passenger, Electric Vertical Take- Off and Landing (eVTOL) aircraft, with zero operating emissions. Vertical is also developing a hybrid-electric variant, offering increased range and mission flexibility to meet the evolving needs of the advanced air mobility market.

Vertical combines partnerships with leading aerospace companies, including GKN, Honeywell, and Aciturri, with its own proprietary battery and propeller technology to develop the world's most advanced and safest eVTOL. Vertical has c.1,500 pre-orders of the VX4, with customers across four continents, including American Airlines, Japan Airlines, GOL, and Bristow. Certain customer obligations are expected to be fulfilled via third-party agreements. Headquartered in Bristol, UK, Vertical's experienced leadership team comes from top-tier aerospace and automotive 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 harbor 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 and the hybrid- electric VX4 variant, completion of the piloted test programme phases on the intended timeline or at all, certification and the commercialization of the both the VX4 and the hybrid-electric VX4 variant and our ability to achieve regulatory certification of our aircraft product on any particular timeline or at all, 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, 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, the transition towards a net-zero emissions economy, 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, 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 11, 2025, 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.

For more information:
Justin Bates, Head of Communications **justin.bates@vertical-aerospace.com** +44 7878 357 463
Samuel Emden, Head of Investor Affairs **samuel.emden@vertical-aerospace.com** +447816 459 904

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