NEWS RELEASE

Vertical Marks New Era of Progress With Successful Completion of Latest Piloted Testing Phase

2025-02-04

- Vertical completes Phase 2 of its piloted thrustborne testing with the VX4 prototype exceeding expectations for stability and performance
- The company is now preparing for the next stage in its testing programme – piloted wingborne flight – a world first for a full-scale tilt rotor eVTOL
- Update comes as Vertical continues its strong start to the year – including securing $90m in its recent upsized public offering

LONDON & NEW YORK--(BUSINESS WIRE)-- Vertical Aerospace (Vertical) [NYSE: EVTL], a global aerospace and technology company that is pioneering electric aviation, has successfully completed the second stage of piloted thrustborne testing of its full scale VX4 prototype.

The full scale VX4 prototype performs piloted flight tests at Vertical's Flight Test Centre. (Photo: Business Wire)

The company is now preparing for a new chapter in its history, with the VX4 entering the penultimate phase of flight testing: wingborne flight. This phase will mark a defining moment in the VX4's development, pushing beyond the limits of the secure airspace of Cotswold Airport's airfield and into real-world operating conditions for the first time.

During Phase 2, the aircraft completed over thirty piloted test flights. Flight tests included completing successful hover and low speed flight manoeuvres, as well as executing handling and performance procedures including roll, yaw, and spot-turns.

Engineers were able to collect hundreds of data points to determine the reliability of the aircraft systems, as well as thrust levels, lift efficiency, and power-to-thrust ratio and control responsiveness. These piloted prototype flights experienced no system failures and exceeded expectations for stability and performance.

The news builds on Vertical's strong start to 2025, following the appointment of **Dómhnal Slattery as Chair** and the announcement of its **upsized $90m underwritten public offering**.

Stuart Simpson, CEO of Vertical Aerospace, said: "This year has started with incredible momentum, and this phase of testing has given us invaluable insights into our phenomenal aircraft. Each milestone brings us closer to changing how the world moves, and we are taking these learnings forward as we continue advancing our piloted flight test programme. I'm incredibly excited to be on the cusp of another historic moment as we prepare for our most advanced stage of testing yet.

Simon Davies, Vertical's Chief Test Pilot, who flew the VX4, said: "This phase of testing allowed us to put the VX4 through key flight manoeuvres in real-world conditions, giving us valuable insights into its reliability and responsiveness under more demanding scenarios. The aircraft performed exceptionally, being just as stable and simple to fly as our simulations.

"It's incredible to see how far we've come—from the first tethered flights just months ago to now successfully completing thrustborne testing. I'm looking forward to the months ahead as we push the flight envelope further and take the next critical steps towards wingborne flight."

To progress to wingborne flight, the next phase of the flight test programme, the UK Civil Aviation Authority (CAA) will first need to expand Vertical's Permit to Fly. Once approved, the VX4 will take off, fly, and land like a conventional aircraft, with lift generated by its wings rather than its rotors. Transitioning from a tightly controlled test environment to more dynamic, scalable operations is a major leap forward on the path to full certification and commercial viability. Once the aircraft has completed wingborne flight, the aircraft will have, in effect, completed a mini-certification process with this prototype.

While Vertical works with the CAA to expand its Permit to Fly it will continue to perform important system and component testing as well as progressing the development of an identical full-scale prototype which will accelerate the VX4's flight test programme and demonstration capability.

Following wingborne testing, the VX4 will enter a final phase of transition testing to demonstrate its ability to switch between vertical and forward flight modes.

Notes to Editors

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 Aerospace, Honeywell and Leonardo, with developing 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, the epicentre of the UK's aerospace industry, 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 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, business strategy and plans and objectives of management for future operations, including the building and testing of our prototype aircrafts on timelines projected, completion of the piloted test programme phases, selection of suppliers, certification and the commercialization of the VX4 and our ability to achieve regulatory certification of our aircraft product 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, 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: our limited operating history without manufactured non-prototype aircraft or completed eVTOL aircraft customer order; our potential inability 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; our potential inability to produce 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; the inability for our aircraft to perform at the level we expect and may have potential defects; 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; 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 pre-orders received are conditional and may be terminated at any time and any predelivery payments may be fully refundable upon certain specified dates; any circumstances; any potential failure to effectively manage our growth; our inability to recruit and retain senior management and other highly skilled personnel; we have previously identified material weaknesses in our internal controls over financial reporting which if we fail to properly remediate, could adversely affect our results of operations, investor confidence in us and the market price of our ordinary shares; as a foreign private issuer we follow certain home country corporate governance rules, are not subject to U.S. proxy rules and are subject to Exchange Act reporting obligations that, to some extent, are more lenient and less frequent than those of a U.S. domestic public company; 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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Source: Vertical Aerospace