



Business Update Call
November 2024



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Statements regarding the design and manufacture of the VX4, our future results of operations and financial position, business strategy and plans and objectives of management for future operations, the 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 projected cash outlay for any given period; the differential strategy compared to our peer group, expectations surrounding pre-orders and commitments, the features and capabilities of the VX4, the transition towards a net-zero emissions economy, expected financial performance and operational performance, liquidity, growth and profitability strategies, our ability and plans to raise additional capital to fund our operations, our plans to mitigate the risk that we are unable to continue as a going concern, as well as statements that include terms such as “may,” “will,” “should,” “expects,” “plans,” “anticipates,” “could,” “intends,” “targets,” “forecasts,” “projects,” “contemplates,” “believes,” “estimates,” “predicts,” “aims”, “potential”, “are likely to” or “continue” or the negative of these terms or other similar expressions 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; our potential inability to obtain the necessary certifications for production and operation with 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 of our strategic partnerships may not materialize into long-term partnership arrangements; all of the pre-orders are conditional and may be terminated at any time and any pre-delivery payments may be fully refundable upon certain 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; 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; 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; 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 24, 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 presentation, including any technical, operational and performance specifications, potential service offerings, pricing, and other metrics, data and details, are indicative estimates as of the date of publication and are based on our most recent performance and costing analyses (where available, or otherwise based on current design targets), current business plans, and its understanding of current and likely future relevant regulatory frameworks and requirements for certification. Undue reliance should not be placed on such statements. All such details are preliminary and subject to change without notice as we move through our demonstration, testing and certification programme, and through to commercial manufacture of VX4.

We have based these forward-looking statements largely on our current expectations and projections about future events and financial trends that we believe may affect our business, financial condition and results of operations.

These statements are based upon information available to us as of the date of this presentation, and while we believe such information forms a reasonable basis for such statements, such information may be limited or incomplete, and our statements should not be read to indicate that we have conducted an exhaustive inquiry into, or review of, all potentially available relevant information.

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In addition, projections, assumptions and estimates of the future performance of the industry in which we operate and our future performance are necessarily subject to uncertainty and risk due to a variety of factors, including those described above. These and other factors could cause results to differ materially from those expressed in the estimates made by independent parties and by us. Such data involves a number of assumptions and limitations, and you are cautioned not to give undue weight to such estimates. Industry publications, research, surveys and studies generally state that the information they contain has been obtained from sources believed to be reliable, but that the accuracy and completeness of such information is not guaranteed and has not been independently verified by Vertical.

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Stuart Simpson Chief Executive





Flightpath 2030

Pioneering Electric Aviation

Pioneering
Culture

Redefining
Aerospace Best
Practise

Intelligent
Partnering

Safety
Obsessed



A World-Class Team



Stuart Simpson
Chief Executive
Officer



David King
Chief Engineer



Michael Cervenka
Chief Commercial
& Strategy Officer



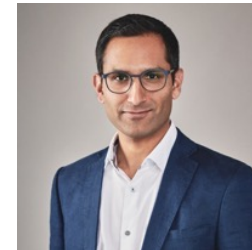
Charlotte Cowley
Director of
Strategic Finance



Simon Davies
Chief Test Pilot



Eric Samson
Engineering &
Design Organisation
Director



Sanjay Verma
General Counsel



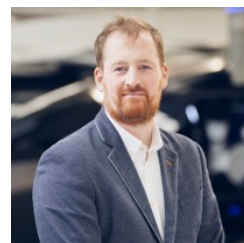
John Maloney
Finance & IT
Director



Jenny Harcourt
Procurement
Director



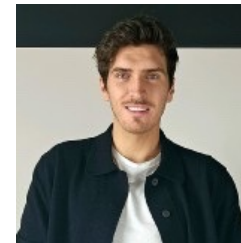
Ross Crawford
Operations &
Manufacturing
Director



Limhi Sommerville
Engineering
Director



Martyn Ashford
Programme
Director





















Josh Maddison
People Director





Engaged With Leading Global Customers

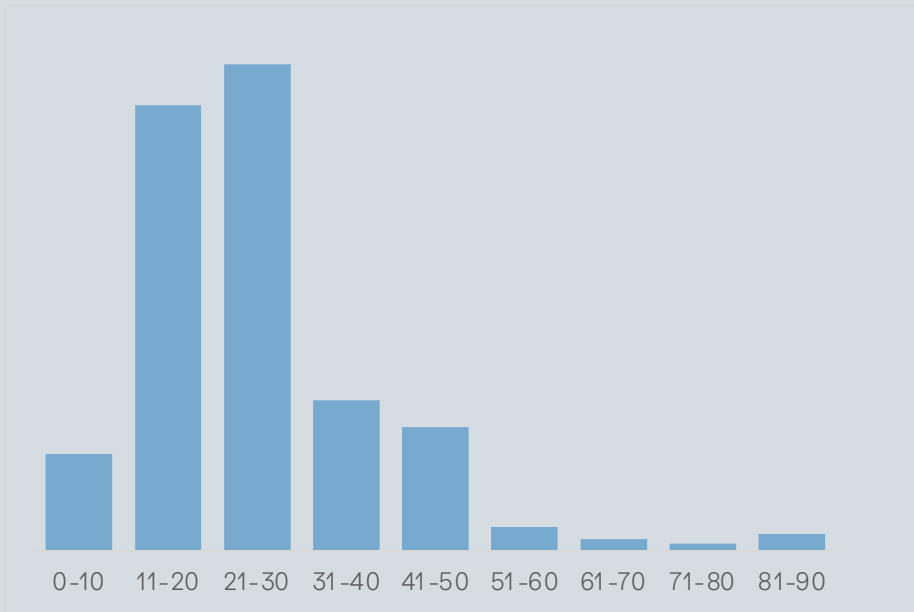
Industry	 Aircraft finance	 Airlines	 Business aviation	 Helicopter operators	 Tourism & mobility companies
	 	     		 	 
Operating bases	Asia, Europe, Middle East & USA	Africa, Asia, Australasia, Europe, North and South America	Europe (operations on all continents)	Africa, Asia, Australasia, Europe, North and South America	Asia, Europe & Caribbean
Strengths	Competitive leasing & financing solutions	Competitive air mobility	Time saving, premium customer services	Diverse VTOL markets & operations	Consumer leisure & mobility services
Joint Working & Focus Groups	Engaged & Running				



Learning With Our Customers

Leading customer routes are <50km / <30 miles

Number of flights by route length; kms; VX4 launch networks worldwide



Flown distance in km

- c.95% of routes <50 miles





Flightpath 2030: Targets

Pioneering Electric Aviation

Pioneering
Culture

Redefining
Aerospace Best
Practise

Intelligent
Partnering

Safety
Obsessed

Delivered at least
150 aircraft

>200-unit pa
manufacturing
run-rate
(Q4- 2030)

Supported by
5-year order book

Cash
break-even

First major
upgrade
certified

Zero
accidents



David King Chief Engineer





Our Technology: Leading with Proprietary Battery and Powertrain

- Strategic focus on battery packs ensures safety of the aircraft & significant aftermarket opportunity
- Vertical Energy Centre: 15,000 sq ft world-leading aerospace battery facility
- Current prototype using 6th generation in-house battery system, with performance doubled since 2016
- Targeting the most powerful powertrain with 1.4MW of peak power and eight separate battery packs permitting high fault tolerance





Vertical Aerospace
VX4

Spacious
club seating



Vertical Aerospace

VX4

6 passengers

Space for
revenue growth

Our Team: Aiming To Be The Most Effective Learning Organisation in Aerospace





Global Certification Supports Global Customer Base

- Certifying with the CAA (UK) and concurrently with EASA (Europe)
- EASA's SC-VTOL regulations = highest safety levels in aviation
- Facilitating the global portability of VX4 worldwide
- Also have certification efforts underway in USA, Japan, Brazil and Singapore



Based on
EASA SC-VTOL





Proudly British





Tier 1 Industrial Partners De-risk Execution



Second Full-Scale VX4 Prototype at Vertical's Flight Test Centre



Composite Materials



Blade Tilt Mechanism & Electromechanical Actuators



Battery Cells used in Vertical's proprietary battery packs



Electrical Wiring & Connection System (EWIS) & wing



Fuselage & Pylons



Avionics & Flight Controls



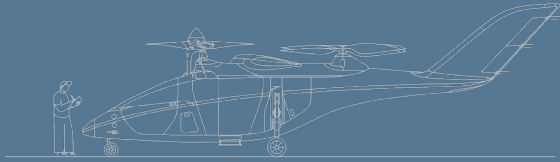
3D Experience Platform on the cloud

Phase 2: Piloted Full-Scale Thrustborne Flying Launched





Learning Fast Through Flying – Phase 2 Learnings

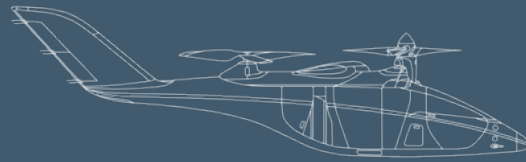


Models proven

Flight tests showed they are spot-on for power margins and handling characteristics

60%

Technology from tier-one aerospace partners - up from 10% on first VX4 prototype



Multiple

Individual piloted flights evaluating major flight test disciplines

DOA

First prototype verified with Design Organisation Approval, demonstrating robust engineering rigour



450

Strain gauges on the aircraft

35,000

Flight and system parameters recorded



Stuart Simpson Chief Executive



Flightpath 2030: Outlook & Targets

Delivered at least
150 aircraft

>200-unit pa
manufacturing
run-rate
(Q4- 2030)

Supported by
5-year order book

Cash
break-even

First major
upgrade
certified

Zero
accidents

- VX4 certification in 2028
- Production ramp-up schedule
- Supply chain scaling
- c.1,500-unit pre-order book
- Gross profit margin building to >40% in the medium-term



Flightpath 2030: Capital Efficiency

- Capital efficient OEM business model
 - Relatively low capital requirements
- £42.8m / \$57.4m cash and cash equivalents*
(30 Sept 2024)
- Capital required to deliver operational goals next 12 months broadly consistent with last 12 months (£78.4m/\$98.0m)
 - Spend is expected to increase as approach certification and production



*based on unaudited management accounts.



2025 Operational Milestones

Fly full-scale piloted transition

Build and fly third full-scale VX4 prototype

Fly full-scale piloted flights in real-world use cases

Earn further DOA privileges from CAA, including Flight Conditions

Initiate production with long-range parts purchasing

Strengthen operating model and shift approach to focus on execution

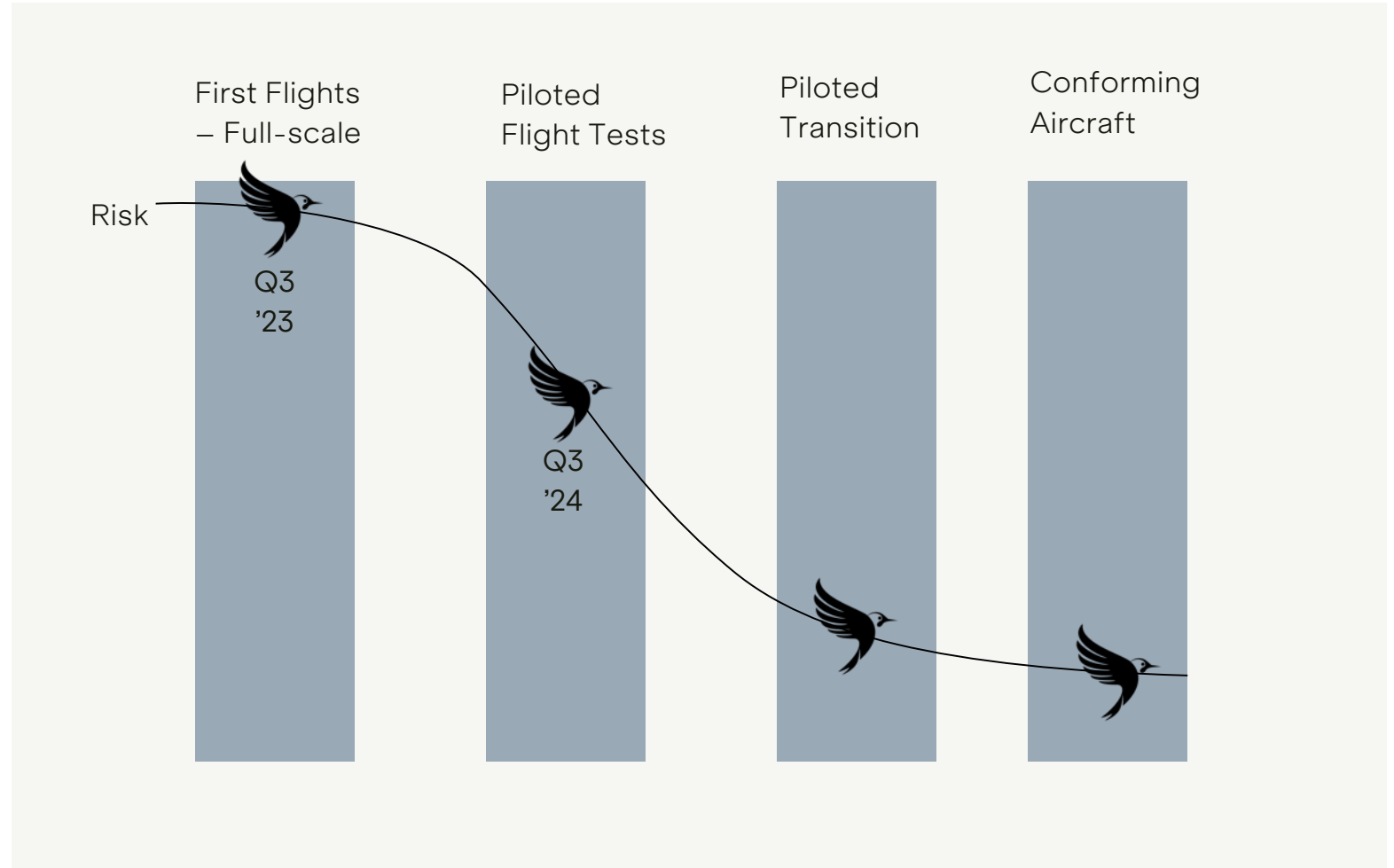


Investment Case

Leading Aircraft

Focused Business Model

Outstanding Team



Q&A



VERTICAL 

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