INVESTOR PRESENTATION

& Financial Statements for the half-year ended 30 April 2026

velocity
composites plc

Velocity Disclaimer

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Presentation Team

Jon Bridges

CEO

Jon co-founded Velocity Composites in 2007. Jonathan has over 33 years' experience within the advanced composites industry and is an experienced composite engineer. Previously, Jon was an Aerospace and Lean Solutions Specialist at Cytec Process Materials where he was responsible for direct sales support of UK and European based clients.

From 2003 to 2005 Jon was a Manufacturing Engineer for Safran Nacelles where he was responsible for the manufacturing function for a growing, highly loaded aerospace unit supplying multiple assembly lines. Jon has a BSc in Materials Science from Coventry University and is a Director of the North West Aerospace Alliance.

Rob Smith

CFO

Rob is a chartered management accountant with significant experience in leadership roles in a number of AIM quoted technology companies, where he has been instrumental in leading growth strategies and improving operational efficiencies. Rob has a proven track record in advanced manufacturing at both CFO and CEO level, including manufacturing systems implementation and international commercial leadership.

Most recently Rob served as Group CFO at Biome Technologies plc and prior to that, in the CFO and CEO roles at Filtronic plc between 2014 and 2020, a designer and manufacturer of advanced filters, antennas and transceivers.

FY25 Financial Highlights

Revenue
£8.4m
FY25 H1 £10.4m

Gross Margin %
28.0%
FY25 H1 29.0%

Adjusted EBITDA*
£0.1m
FY25 H1 £0.3m

Cash at Bank
£0.7m
31/10/25 £0.4m

Operating Loss
£(0.9)m
FY25 H1 £(0.4)m

* adjusted Earnings before interest, tax, depreciation, amortisation and adjusted for share-based payments.

Aerospace Industry | FY26 H1 Review – FY26 H2+ Expectations

FY26 H1 Review

- The re-acquisition of multiple Spirit Aerosystems sites was completed by both Airbus and Boeing in December 2025
- FAA raised Boeing's production cap from 38 to 42 late in 2025, with plans to increase further to 47 in 2026 and then potentially to 57 per month
- Increases in defence procurement announced
- No immediate impact on civil aircraft production from Iran conflict

FY26 H2 & Expectations Beyond

- Optimism that both civil and defence production and delivery rates will increase as planned
- Benefits from Spirit re-acquisition and B737 rate cap increase leading to new opportunities
- EU Defence sector spend lagging but political pressure continues for increased spending
- US defence market strong with many Tier-1s at or approaching capacity

Business Progress

US OPERATIONS

- Lead US customer has awarded additional work (incl. process materials) to Velocity Composites
- FY26 H1 impacted by continuing customer delays to transfer of key engine fan case programmes, qualification process restarted in early H2
- Material quality and availability issues from suppliers encountered in FY 26 H1 resolved with plan to recover sales in FY26 H2
- New senior US business development executive appointed
- Engagement with potential new customers ongoing with good progress being made

EUROPEAN OPERATIONS

- The increased A350 scope awarded in FY25 is entering sustained production in FY26 H2
- As previously announced, two UK customers are in-loading work following excess capacity and the winding down of legacy programmes. However, in-loading is progressing more slowly than expected and, combined with PO timing delays, this is driving higher-than-anticipated demand in H2 FY26 and potentially beyond
- Good engagement at former Spirit Aerosystems sites in the UK already resulting in winning some small contracts. More significant additional programme involvement being sought
- Satellite site in Fareham closed with work transferred to Burnley, driving operational efficiencies in H2

Summary Income Statement

	FY26 H1 £000	FY25 H1 £000
Revenue	**8,439**	**10,442**
Cost of sales	(6,073)	(7,409)
Gross profit	**2,366**	**3,033**
Administrative expenses, etc	(3,261)	(3,430)
Operating loss	**(895)**	**(397)**
Finance expense	(138)	(177)
Loss before tax	**(1,033)**	**(574)**
Adjusted EBITDA*	**82**	**258**

* adjusted Earnings before interest, tax, depreciation, amortisation and adjusted for share-based payments.

- Group revenue decreased by 19.2%, primarily due to PO timing phasing from a UK legacy customer and material/ quality issues affecting a US programme
- Gross margin reduced as lower volumes marginally affected efficiency
- Administrative expenses decreased by 5.2%, benefiting from cost savings implemented in late FY25. Further benefits are expected in H2 FY26 from the UK site consolidation
- Adjusted EBITDA positive despite sales reduction

Summary Statement of Financial Position

	FY26 H1 £000	FY25 H1 £000
Non-current assets	**4,091**	**5,091**
Inventories	1,937	2,374
Trade and other receivables	2,754	2,719
Cash and cash equivalents	656	1,165
Current assets	**5,347**	**6,258**
Loans	172	503
Trade and other payables	3,181	2,848
Obligations under finance leases	654	705
Provisions	85	-
Current liabilities	**4,092**	**4,056**
Non current liabilities	**1,105**	**1,956**
Net assets	**4,241**	**5,337**

- Non-current assets decreased due to low capital expenditure during the period
- Inventory reduced reflecting lower sales, with H1 FY26 inventory turns of 4.2 (H1 FY25: 5.2), driven by less efficient utilisation due to customer PO phasing
- Trade receivables increased slightly due to customer mix, with debtor days rising to 62 in H1 FY26 (H1 FY25: 59)
- Trade payables increased due to increased payment terms
- Non-current liabilities reduced as CBILs paid down and no significant new leases entered into

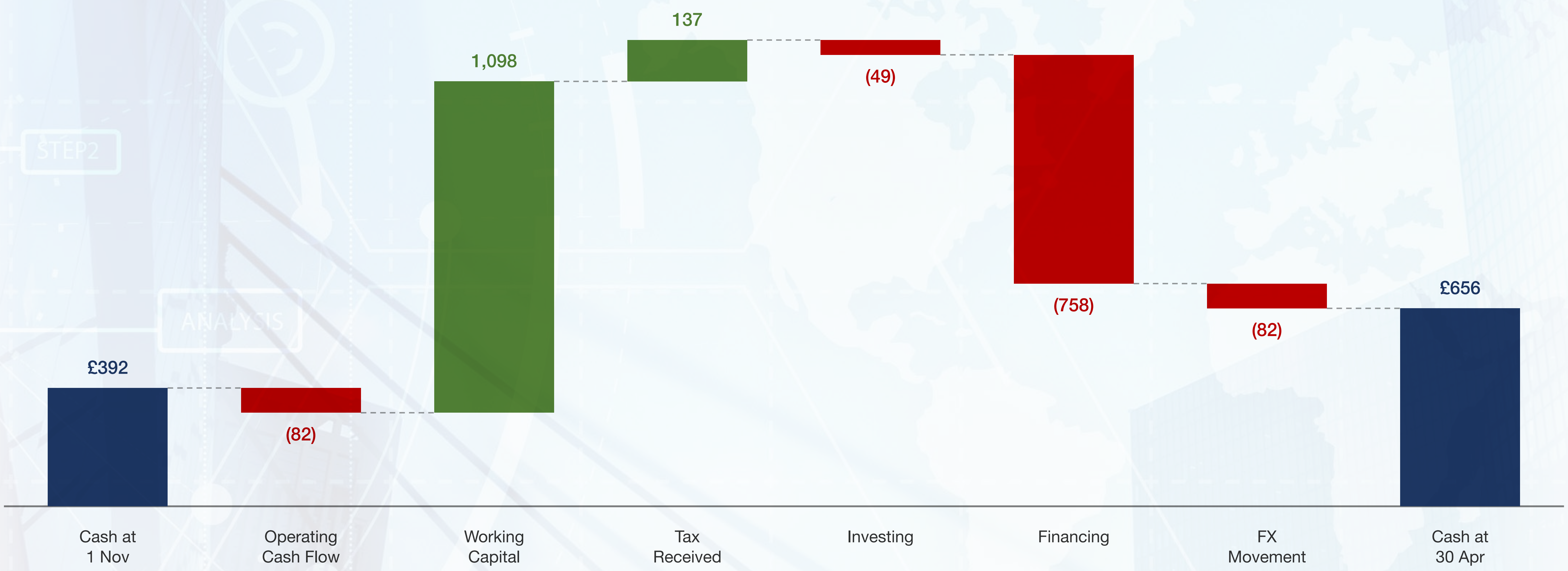
Summary Statement of Cash Flows

	FY26 H1 £000	FY25 H1 £000
Operating cash (out)/inflow	**(82)**	**274**
Movements in working capital	1,098	209
Cash inflow from operations	**1,016**	**483**
Tax received	137	130
Net cash inflow from operations	**1,153**	**613**
Cash used in investing activities	(49)	(461)
Cash used in financing activities	(758)	(736)
Increase / (Decrease) in cash	**346**	**(584)**
Cash at 1 November	**392**	**1,663**
Currency exchange movement	(82)	86
Cash at 30 April	**656**	**1,165**
Free cash flow	*1,104*	*152*

- Further progress in inventory control, debtor collections and supplier terms delivered working capital cash generation
- Modest capital investment expenditure in the period
- Cash generation of £346k since year-end
- Financing costs include CBIL repayment of £284k
- Overall net cash position at 31 May:

	FY26 H1	FY25 H1
Cash	656	1,165
CBIL loan	(183)	(734)
Invoice discounting facility utilisation	-	-
Net cash	473	431

Cash Bridge | FY26 H1 Cash Bridge (£000)



FY26 Outlook and Summary

- Complete transfer of remaining US customer programmes
- Ramp additional business from launch US customer
- Manage demand that slipped from H1 due to late customer POs and manage production recovery plan
- Continue to build US and UK pipeline to replace legacy programmes
- Close out opportunities in final discussions
- Progress multi-site opportunity

APPENDICES

Major Shareholders (as at 30 April 2026)

NAME	Number of Ordinary Shares	% of issued Ordinary Shares
Maven Renovar VCT PLC	5,650,294	10.34%
Jonathan Bridges and family	5,032,596	9.21%
TM Stonehage Fleming AIM Fund	4,967,289	9.09%
Seneca Partners	4,519,236	8.27%
Gerard Johnson and family	4,327,764	7.92%
Christopher Banks	3,989,693	7.30%
Rathbones	2,732,191	5.00%

Board of Directors

Andy Beaden
Non-Executive Chairman

Andy has over 30 years experience in finance, technology and manufacturing. He is a Chartered Accountant, and worked at Executive Board level for 20 years in a series of advanced material technology businesses, both listed and privately owned.

Jon Bridges
Chief Executive Officer

Jon has 33 years' experience within the advanced composites industry and is an experienced composite engineer. Jon is a founder of Velocity and known for his extensive knowledge around composite process technologies.

Rob Smith
Chief Finance Director

Rob has significant experience in leadership roles in a number of AIM quoted technology companies, where he has been instrumental in leading growth strategies and improving operational efficiencies. He has a proven track record in advanced manufacturing at both CFO and CEO level.

Annette Rothwell
Non-Executive Director

Annette has extensive experience in industries undergoing transformational change. Since 2011, she has served as a director on the board of the Midlands Aerospace Alliance, the regional body for the Aerospace, Defence and Security industry. She has held a number of senior aerospace roles with global responsibility for supply chain management and procurement.

David Bailey
Non-Executive Director

David has contributed to the strategic direction of the UK's aerospace industry and cross-sector composites sector as a Board member of the Aerospace Growth Partnership and Composites Leadership Forum. He has a PhD in aeronautics and an in-depth practical knowledge around operational excellence and sustainability within multiple manufacturing sectors.

Our Approvals

AIRBUS:
ABP-62185, ABP-61289, AIPS03-02-018, AIPS03-02-019, AIPS03-07-007

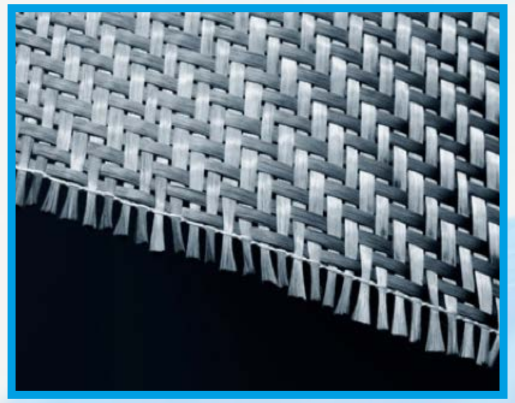
BOEING:
BCA-65224-0312
+ SBP-65224-0411

NADCAP - AC7118 (KSP)
Merit status (all facilities)

Investment Case

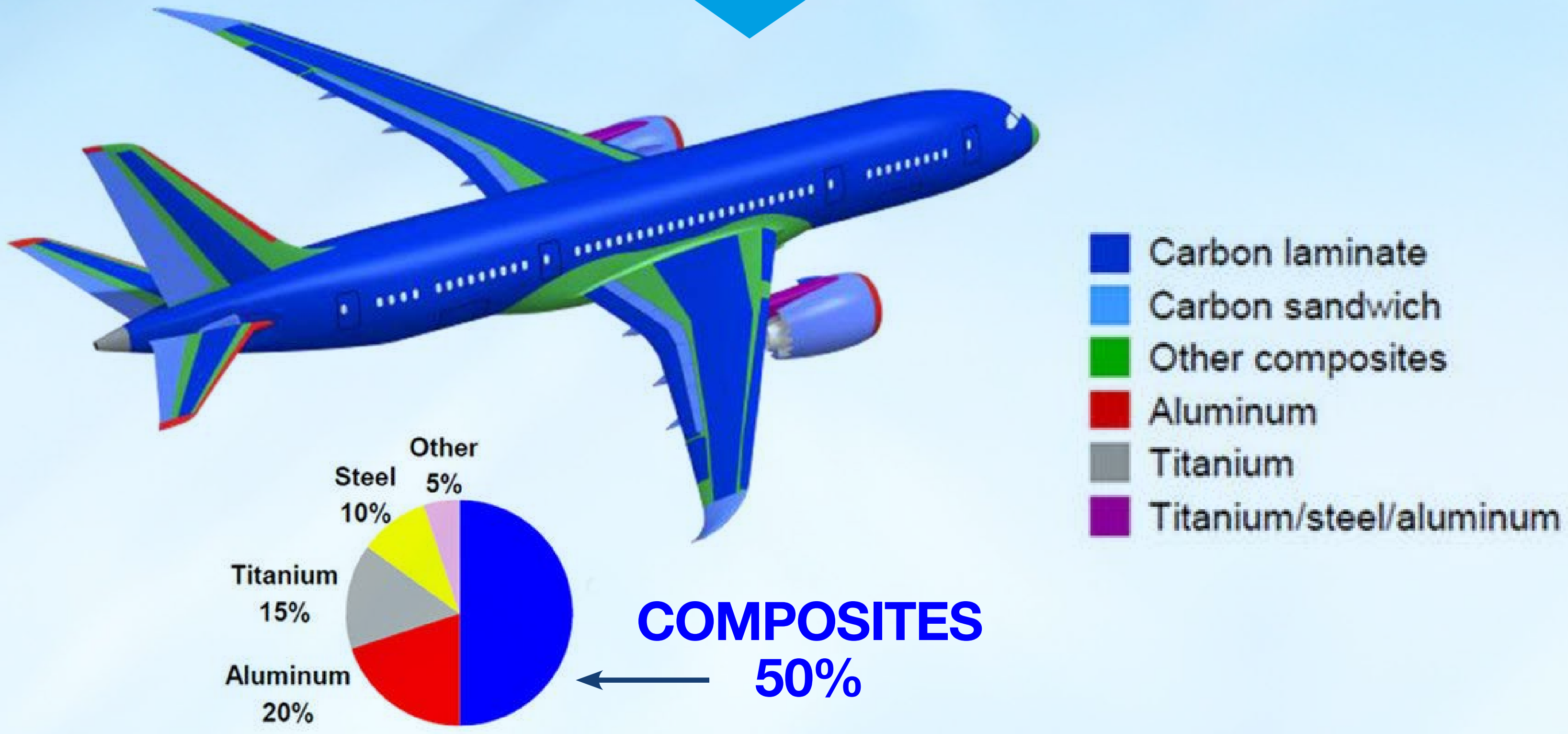
- **VELOCITY COMPOSITES PLC** is an established business which delivers real benefits to large aerospace manufacturers by using proprietary digital technology to manage and remove waste from the complex raw material supply chain.
- **FIRST TO MARKET** We are the only company to provide a complete outsourced value-added solution to composite aerostructure manufacturers.
- **HUGE MARKET GROWTH** Aerospace industry currently spends $6.5bn per annum on composite materials. Projected tenfold increase of composites within aircraft by 2041 to meet net zero.
- **OUR SOLUTIONS ARE NECESSARY TO THE AEROSPACE INDUSTRY.** If the aerospace industry is to meet its production rate projections it needs our digital and manufacturing solutions to reduce costs and accelerate production rates.
- **SUSTAINED adjusted EBITDA AND POSITIVE CASH GENERATION EXPECTED** once contracted business transfers.
- **DEFENCE INDUSTRY** We are focusing our business development efforts on winning more defence sector business to balance out our civil programmes
- **REVENUE INCREASES** set to resume when, US transfers complete, programme production rates increase and industry players are coming to us.
- **5 YEAR REVENUE TARGET OF £100M WITH 10% EBITDA** Exisiting facilities could support up to £70.0m annually.

Composite Materials

- A combination of a matrix and a reinforcement, which when combined gives properties superior to the properties of the individual components
- In the case of an aerospace composite, the reinforcement is the fibres and the matrix is the thermosetting resin
- Better weight saving, strength, corrosion resistance and fatigue resistance when compared with metals
- Less weight equals less cost for airlines and increased range
- Material has a shelf life until cured

COMPOSITE USE IN AIRCRAFT



Sustainability driving growth | New generation aircraft

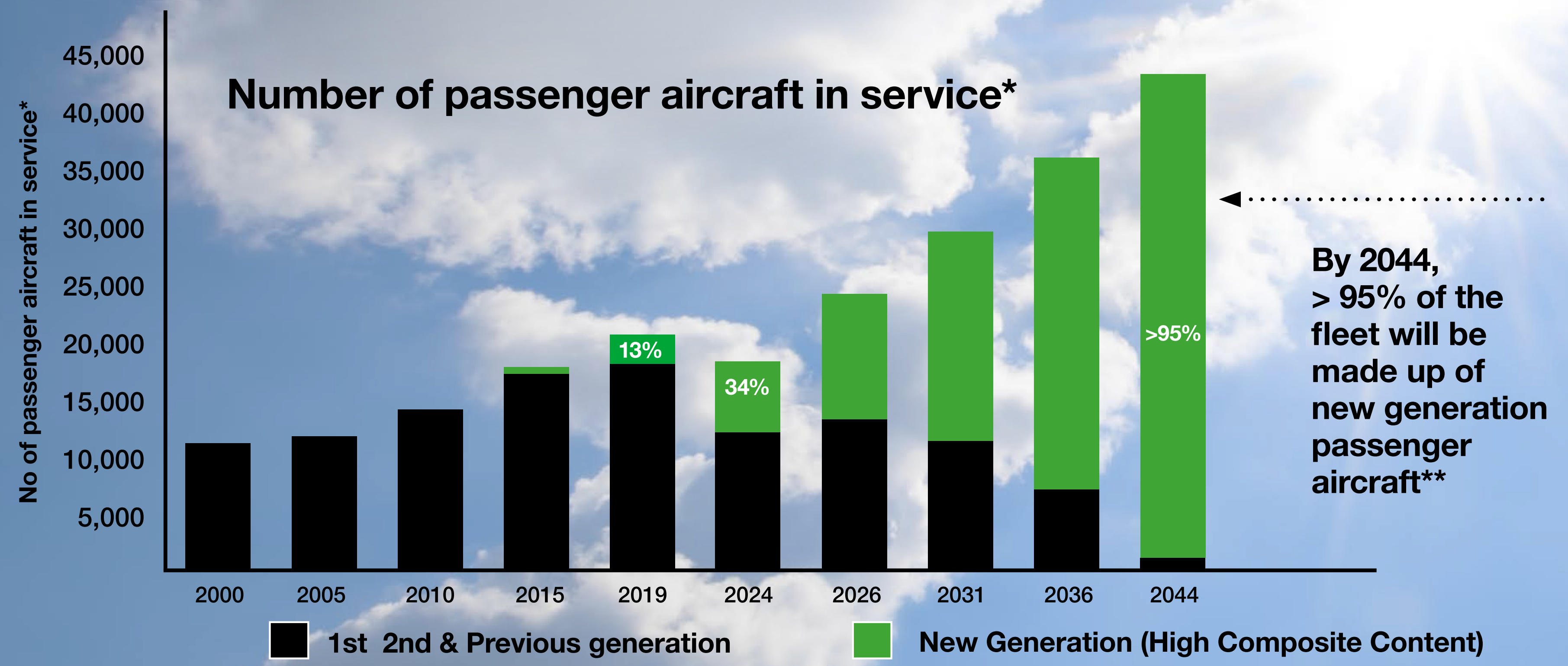
velocity composites plc

In 2024, around 34% of the world's in service aircraft fleet are of the latest generation. Latest generation aircraft are delivering up to 25% better fuel efficiency and lower CO2 emissions than previous generation aircraft" (AIRBUS Global Market Forecast 2025)

95% By 2044, new generation passenger aircraft will represent >95% of the fleet**

10x 10x growth in new generation aircraft

25% The new generation of aircraft will be lighter, stronger, and have a 25% lower carbon footprint



Velocity currently provides composites for the following New Generation Aircraft and has the potential to service all new programmes

AIRBUS	BOEING	DEFENCE PROGRAMMES
A350, A350 NEO, A320 NEO, A220	787, 737 MAX, 777X	

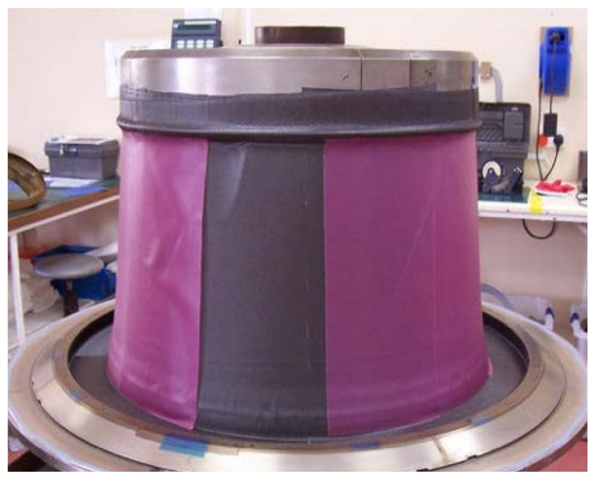
1 * Western built passenger aircraft above 100 seats – pax aircraft only
2 1st generation: A300, DC 9, DC10, 707, 727, 737, 747.
2nd generation: A310, MD11, MD80, MD90,737, 747, 757, 767, F100. Previous generation: A320 Fam., A330, A340, 717,737NG, 747, 777
3 New generation: A220, A320neo Fam., A330neo, A350, A380, 737Max, 777X, 787 & new programs

Source: Airbus, Global Market Forecast '22 (www.airbus.com/sites/g/files/jlcbta136/files/2022-07/GMF-Presentation-2022-2041.pdf)
2024 figure: Airbus, Global Market Forecast '25 (pg 10) (https://www.airbus.com/en/products-services/commercial-aircraft/global-market-forecast)
** Source: Airbus GMF 2025

The Velocity Solution

Raw Material

STRUCTURAL PRODUCT



Customer

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VACUUM BAG PRODUCT

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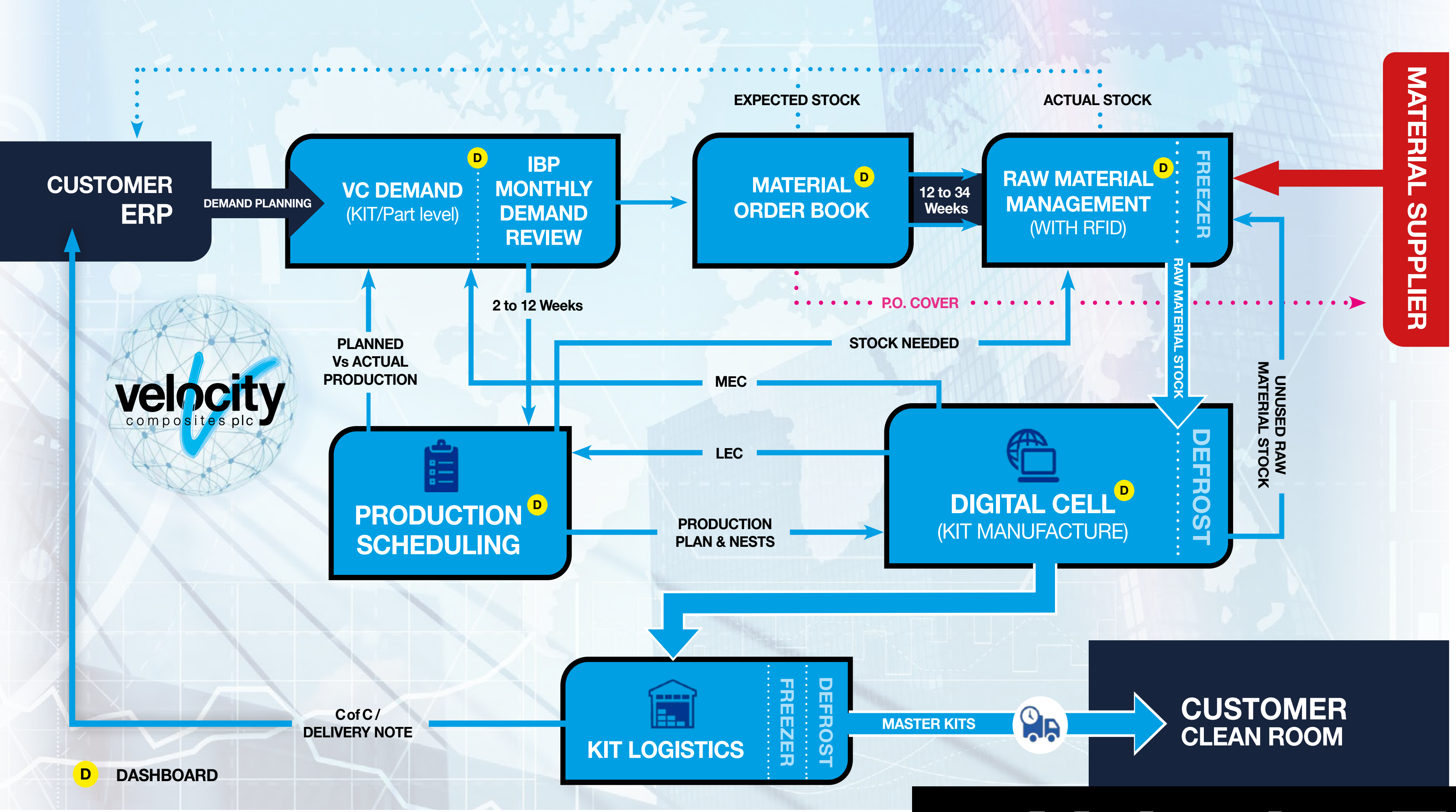
THE FINISHED PART

Providing at least 10% material cost saving and 20% time cost saving to customers

Velocity Technology



Where Velocity sits in the global composites industry

Global Material Suppliers / Distributors

Global Primes / Tier 1 Manufacturers

VELOCITY TOTAL KIT PROVISION

- Inventory Finance
- Inventory Management
- Demand Aggregation
- Goods In
- Quality Inspection
- Kit Manufacturing
- Warehousing
- Goods Out / Transportation
- Subcon Integration
- On Site Support

Flow Down Material Pricing

Velocity has first mover advantage and is the only company to provide an end-to-end solution for manufacturers.

Revolutionising Composite Cleanrooms

velocity composites plc

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