

AIRBORNE ATLAS

What to expect...

- Milestone maiden flight takes Gap into MVP sophisticated investment raise
- National press – We are working with Australia post to announce our successful POC widely in the media in coming weeks
- Performance Exceeded expectations
- Autonomous flight successfully tested

ATLAS – C takes to the skies.

On 9 September 2026, Australia's largest civilian logistics uncrewed aircraft completed its maiden flight in outback, Queensland — validating the airframe and flight-control architecture behind our 50 kg / 1,000 km / 250 m Australian outback ready design mandate.



GAP DRONE SUCCESSFULLY ACHIEVES POC

WHAT THE FLIGHT PROVED

Performance exceeded the design case. Post-flight analysis supports a modelled range of approximately 1,400 km, against a 1,000 km design target.

Flight envelope. 180m ground roll and under 3 L/hr fuel burn at 64 kt cruise.

Power: Significant thrust improvement indicating scalable payload + MTOW as regulations evolve without airframe design changes.

Autonomy. The airframe demonstrated passive stability without pilot intervention and completed its initial autonomous cruise mission.

Structures and propulsion. Cruise achieved at 35% thrust, leaving substantial margin for climb rate, shorter take-off runs and a wider cruise envelope. All engine performance targets were exceeded.

Data and regulatory pathway. Full flight data has been captured and analysed, and now feeds directly into CASA design verification and flight-envelope optimisation.



WHAT COMES NEXT - INVESTMENT - SCALE UP - SERIES A

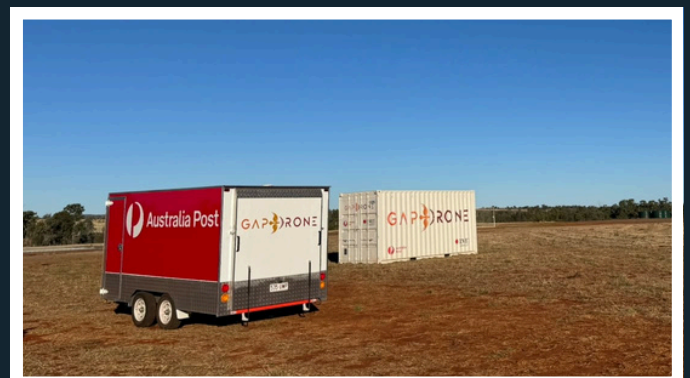


- Scale-up: production of the MVP and our first commercial aircraft — the units that take us into BVLOS operations and our first Australia Post routes.
- MVP Raise \$5MIL Dec 2026
- Series A est. \$20MIL+ (24months)

WHAT WE ARE SEEKING

Capital — participation in the scale-up round. This funds the aircraft and the commercial routes they serve, and it is what removes the tyranny of distance from underserved regional Australia.

Commercialisation partners — freight, logistics and regional operators.



WITH **ATLAS**

AUSTRALIA WINS



Australia has lived with the tyranny of distance for as long as it has been a nation — a continent where the cost of moving a single kilogram to a remote community can exceed its value, where regional towns pay a premium measured not in cents but in multiples, and where high-cost airfreight has been treated as an unavoidable fact of geography rather than a problem to be engineered away.

ATLAS-C is a direct answer to that. An aircraft that carries 50 kg over 1,000+ km from 250 metres of unsealed runway does not need airports, sealed strips or the infrastructure that regional Australia has always been told it cannot justify — it needs a paddock.

That changes the economics of getting medicine, parts, pathology and freight into and out of the places the existing network reaches last and charges most. And it is being designed, engineered and manufactured HERE.

Australia has a long history of exporting its best ideas and importing the industries they become; this is a chance to do the opposite — to lead from the southern hemisphere rather than follow, to create world-changing innovation rather than adopt it late, and to put this country at the forefront of advanced aerospace rather than at the end of its supply chain.



ATLAS is not a company's aircraft. It is a piece of Australian sovereign capability, designed and built here, that answers a problem this country has carried since federation. It is the kind of project that does not belong to one side of politics, one state or one industry — regional Australia needs it, our manufacturers can build it, our engineers have already proven it flies. We are asking Australians who care about this country making things again to stand behind it. Not as a favour to us, but because a nation that can move freight across its own continent on its own technology is a stronger, fairer and more self-reliant nation than one that cannot.



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