PRIMOCO UAV

H1 2026

Investor Presentation.

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Important Events 2026 1/2.

First-Half Results and 2026 Outlook

In the first half of the year, the Company generated revenues of CZK 101 million and EBITDA of CZK 42 million. Second-quarter revenues remained comparable to the first quarter, primarily reflecting the production and aircraft delivery schedule. A substantial part of this year's production will be reflected in the Company's results only in the second half of the year. A total of 30 unmanned aircraft for European customers will be delivered during this period. Despite this timing of deliveries, the Company remained profitable in the first half of the year.

For the full year 2026, we expect consolidated revenues of between CZK 900 million and CZK 1 billion and EBITDA of between CZK 225 million and CZK 300 million. Compared with 2025, we therefore expect the Company to approximately double in size.

Our Own Airfield and New Training Centre

One of the most visible achievements of the past twelve months is the completion of the new training centre at our own Písek-Krašovice airfield.

Following a year of construction work, we have built infrastructure comprising a new hangar, training centre, refurbished buildings, service roads and additional technical and operational facilities. The project also included the demolition of obsolete structures, project preparation, construction supervision and the complete outfitting of the site. The Company's total investment in the airfield amounted to CZK 69 million.

The First ATO of Its Kind

In May, the Company became the first in the world to obtain an ATO certificate for an unmanned aircraft training centre of its kind. Alongside our DOA and POA approvals, this represents another key element of the certification framework and capabilities that we have systematically built over recent years.

At first glance, individual certifications may appear to be merely administrative requirements. In reality, however, they represent a significant competitive barrier in our industry. Obtaining them requires time, experience, technical capabilities, extensive documentation and, above all, a demonstrably effective system operating across the entire Company.

Preparing Production for the Next Stage

In April, we obtained a building permit for the construction of a new production facility, which we plan to develop into one of the most advanced unmanned aircraft manufacturing facilities in Europe. The tender process for the general contractor is currently under way. Construction is scheduled to begin in January 2027. To date, we have invested a total of CZK 26 million in project documentation, archaeological surveys and related preparatory work. The expected investment in the construction itself is approximately CZK 500 million, with a further approximately CZK 100 million planned for production technologies and machinery.

Our intention is to finance this strategic investment primarily from the Company's own resources, without the need for external debt. Our strong financial position enables us to plan the Company's further development while maintaining financial stability and a high degree of independence.

Business Opportunities on a New Scale

Ten years ago, our commercial objective was to sell a single system – comprising three unmanned aircraft, a ground control station, sensors and related equipment – worth approximately EUR 2 million. At the time, an order of this size represented an exceptional achievement for us.

Today, we are working on projects whose potential value to the Company, if successful, ranges from tens to hundreds of millions of euros. This is perhaps the clearest illustration of the transformation the Company has undergone in recent years. Europe remains our primary market, while at the same time we are developing business opportunities in Asia and the Middle East.

Given nature of our customers, commercial negotiations and procurement procedures, we are unable to comment in greater detail on individual opportunities before they are concluded. What we can say, however, is that the scale of the projects, their technological complexity and customer requirements are now incomparable with those we were dealing with five or ten years ago.

The Company holds NATO STANAG certification, has references from real-world operations, its own production and training infrastructure, and the necessary approvals, while also being a transparent, publicly traded European company. Each of these elements has taken many years to build. Together, they now enable us to compete for contracts that would have been virtually beyond our reach only a few years ago.

Important Events 2026 2/2.

The Future Is Not Built in Production Alone

Without continuous development, we would not be able to secure the Company's long-term future. We therefore invest a significant portion of our resources and capacity back into the Primoco One 150 and its capabilities.

After more than two years of intensive development, we are completing a new generation of combustion engine for the Primoco One 150, which is now undergoing flight testing. At the same time, we are finalizing new aircraft control systems, a fuel tank and a range of other structural and technological components.

These are not always changes that are visible at first glance. However, they represent fundamental evolutionary steps that further enhance the safety, reliability and technical parameters of the entire system. Alongside our own development activities, we collaborate on projects with leading European and multinational technology companies. These include, for example, cooperation with Airbus and Defense on the MARS project, as well as projects with Deutsche Telekom and other partners.

The ability to integrate new technologies, sensors, communication systems and other equipment is one of the main reasons why the Company is now able to participate in projects that were beyond our reach only a few years ago.

Eleven Years of Building

When we founded the Company eleven years ago, we had no production facility, no airfield of our own, no certified aircraft and no international references. We had no LUC, STANAG, DOA, POA or ATO. And we certainly were not negotiating projects worth tens or hundreds of millions of EUR. What we did have, however, was a clear vision that Europe could develop its own unmanned aircraft that would be fully competitive technologically on the global market.

Today, we have eleven years of work, development, certifications, investments, successes and valuable lessons behind us. The first half of 2026 was perhaps the most intensive of all. The financial statements for the first half capture only part of this story. The thirty aircraft that will be delivered to European customers in the second half of the year are not yet reflected in them. The new factory is not yet reflected in them. The results of more than two years of development of the new generation of engine are not reflected in them. And, above all, they do not reflect the value of the business opportunities on which we are currently working intensively.

This does not mean that we take their future success for granted – quite the opposite. As the size of contracts grows, so does their complexity, competition, the length of decision-making processes and the Company's responsibility towards its customers and shareholders.

We know that the next stage of the Company's development will in many respects be more demanding than the previous one. At the same time, however, we are entering this stage as a significantly stronger Company:

- We have a proven product, valid certifications and references from real-world operations.
- We have our own airfield and training center and are building new production capacity.
- We have an experienced management team and continue to invest in technologies that will determine the competitiveness of our aircraft in the years ahead.
- We have business opportunities on a scale that we could only have contemplated a few years ago.
- At the same time, we have an exceptionally strong financial position. As of today, we have approximately CZK 275 million in bank accounts and a further CZK 132 million in receivables. The Company's total assets exceed CZK 1 billion. As of today, our revenues amount to approximately CZK 431 million. The Company is debt-free and finances its growth, development and investments from its own resources.

Key economic indicators as at 30 June 2026 / 30 June 2025.

The results for the period of 30 June 2026 and 30 June 2025 are unaudited under IFRS, consolidated, in thousands of CZK.

	30/6/2026	30/6/2025
Sold (number of aircraft)	2	16
Delivered (number pf aircraft)	2	14

	30/6/2026	30/6/2025
Total revenues	118,016	255,115
Revenues,- sales of products and services	101,249	252,835
Costs - sales of products and services	-77,712	-168,074
Operating profit	33,597	84,761
EBITDA	41,596	91,369
Profit before tax	38.199	86,075
Income tax	8,405	18,928
Profit after tax	**29,794**	**67,147**

	30/6/2026	30/6/2025
Fixed assets	285,702	176,169
Current assets	823,701	433,498
of which - stocks	356,624	76,751
of which - bank accounts and cash	142,004	213,713
of which - receivables and financial assets	325,073	143,034
Total assets	**1,109,403**	**609,667**
Equity	599,008	532,269
Long-term and short-term liabilities	510,195	77,198
Provisions	200	200
Total liabilities	**1,109,403**	**609,667**

Profit and Loss Statement.

Final IFRS results, unaudited, consolidated, in thousands of CZK.

	30/6/2026	30/6/2025
Revenue from contracts with customers	101,199	249,104
Other operating income	10,110	3,731
Change in finished goods inventories and work in progress	-47,810	-3,634
Material and energy consumption	56,937	106,132
Personal costs	32,402	30,343
Cost of services and repairs and maintenance	25,056	21,821
Depreciation and amortization costs	7,999	6,608
Impairment losses on assets	-	-
Other operating costs	3,128	6,804
Financial costs	2,105	966
Financial revenues	6,707	2,280
Other income	-	-
Profit/Loss before tax	38,199	86,075

	30/6/2026	30/6/2025
Income tax	8,405	18,928
Profit for the period	29,794	67,147
Total other comprehensive income		
Gain (loss) on revaluation of assets	-	-
Total other comprehensive income	-	-
Total comprehensive income for the period	**29,794**	**67,147**

Balance Sheet.

Final IFRS results, unaudited, consolidated, in thousands of CZK.

Non-current assets	30/6/2026	30/6/2025
Land, buildings and equipment	238,938	154,903
Intangible assets	19,776	16,194
Right-of-use assets	25,992	4,895
Deferred tax assets	996	177
	285,702	176,169
Current assets		
Inventories	356,624	76,751
Trade and other receivables	295,882	136,554
Contract assets	-	-
Tax receivables	17,973	6,421
Other current receivables and financial assets	11,218	59
Cash and cash equivalents	142,004	213,713
	823,701	433,498
Total assets	**1,109,403**	**609,667**

Equity	30/6/2026	30/6/2025
Share capital	4,709	4,709
Issue premium	159,269	159,269
Other funds	-	-
Retained earnings	435,030	368,291
	599,008	532,269
Non-current liabilities		
Liabilities under leases	21,026	2,072
Deferred tax liabilities	-	-
	21,026	2,072
Current liabilities		
Trade and other payables	13,149	70,562
Contractual obligations	462,399	-
Liabilities under leases	5,391	2,876
State subsidies	-	1,688
Income tax liabilities	8,230	-
Provisions	200	200
	489,369	75,326
Total liabilities	510,395	77,398
Total equity and liabilities	**1,109,403**	**609,667**

Cash Flow.

Final IFRS results, unaudited, consolidated, in thousands of CZK.

Net cash flow from operating activities	30/6/2026	30/6/2025
Profit before tax	38,199	86,075
Ajustments:		
Depreciation and amortization costs	7,999	6,608
Financial revenues	-6,224	-2,280
Financial costs	2,105	966
Change in reserves	-	-
Exchange rate differences	-	-
Profit on sale of land, buildings and equipment	46	1,105
Other non-monetary items	-4,553	3,045
Working capital adjustments:		
Change in trade and other receivables	-133,899	-136,119
Change in inventory	-239,197	20,828
Change in trade and other payables	71,272	55,184
	-264,252	35,412
Interest received	6,224	2,280
Interest paid	-450	-125
Income tax paid	-8,408	-34,236
Net cash flows from operating activities	**-266,886**	**3,331**

Cash flows from investing activities	30/6/2026	30/6/2025
Profit on sale of land, buildings and equipment	50	3,240
Purchase of land, buildings and equipment	-70,748	-10,369
Purchase of intangible assets	-2,260	-904
Additions to capitalized development costs	-	-
Cash flows from investing activities	**-72,958**	**-8,033**
Cash flows from financing activities		
Payments of lease liabilities	-2,911	-11,402
Proceeds from the issue of shares	-	-
Dividends paid	-	-
Cash flows from financing activities	-2,911	-11,402
Net increase in cash and cash equivalents	-342,755	-16,104
Impact of exchange rates changes	-1,616	-819
Cash and cash equivalents at the beginning of the period	486,375	230,636
Cash and cash equivalents at the end of the period	142,004	213,713

Information about the Issuer.

Company name					Primoco UAV SE
Company Headquarters					Výpadová 1563/29f 153 00 Prague 5 Czech Republic
Legal form					European society
Trade Register					Registered by the Municipal Court in Prague, Section H, Insert 1546
ID	03794393	TAX ID	CZ699006129	LEI	315700ZD9L6SRNJ3PL58
Number of shares					4,708,910
Nominal value of the share					1 CZK
ISIN					CZ0005135970
Ticker Xetra	PRIUA	Ticker Reuters	PRIUA.PR	Ticker Bloomberg	PRIUA CP Equity

Company Profile.

- Primoco UAV SE is a leading European manufacturer of medium-sized fully autonomous unmanned aircraft, the One 150, and a provider of related aviation services. The Company's shares are traded on the Prime Market of the Prague Stock Exchange (PRIUA.PR).

- The foundation of our success is a passion for aviation and technology, which is reflected in all projects and missions we undertake. A key pillar of the Primoco UAV SE story is a high level of in-house research and development. This enables continuous innovation, responsiveness to the latest trends and insights in the unmanned sector, and, in close cooperation with customers, the delivery of tailor-made, cutting-edge solutions addressing their specific needs.

- Primoco UAV SE is the first operator in the world to obtain the EASA LUC (Light Unmanned Aircraft Operator Certificate) for a fixed-wing aircraft with a maximum take-off weight of 150 kg. At the same time, the aircraft is the first in the world to be certified in accordance with NATO STANAG 4703. The Company is an approved design and production organisation for military aviation equipment (DOA/POA) under the EMAR 21 standard.

- To date, we have produced more than 250 One 150 unmanned aircraft, which are operated across four continents for applications including the monitoring of critical infrastructure, border and coastal protection, calibration of airport navigation systems, and other military and civil missions.

- The One 150 unmanned aircraft are classified as dual-use products or military equipment.

Primoco UAV One 150.

- The One 150 UAV is characterized by its extraordinary endurance and performance. Endurance of flight is up to 15 hours continuously at a cruising speed of 120 km/h, allowing a range of up to 1,800 km in a single mission. With a payload weight of up to 30 kg, it is thus a multifunctional platform capable of carrying equipment for a wide variety of civil and military tasks and real-time information acquisition - from optical sensors, radars to dozens of other highly sophisticated sensors for operating in both line-of-sight and non-line-of-sight conditions of the area of interest.

- The direct cost of operating a Primoco UAV is 50-90% lower than an equivalent manned solution. This, combined with its wide variability and flexibility, makes it an ideal platform for everyday use.

Piston
UAV STOL

Flight range
1 800 km

Endurance
15 hours

Payload
1–30 kg

Travel speed
120 km/h

MTOW
150 kg

Capabilities and typical missions for Primoco One 150.

Communication Support

- Measurement of emission spectra.
- Providing cover for emergency breakdowns of communication infrastructure in the event of emergencies (floods, fires, storms).
- Control of the status of the nodal elements of the communication network.
- Searching for illegal jamming activities.

Security Deployment

- Aerial monitoring of areas of interest or emergencies.
- Searching, locating and pursuing wanted persons.
- Documentation of criminal activities.
- Command and control of police and security operations.
- Traffic monitoring.
- Communication support for police units.

Critical Infrastructure Protection

- Inspection of the technical condition of linear and critical structures (high voltage lines, oil and gas pipelines, water sources).
- Control of the condition of the subsoil and overgrowing vegetation.
- Control and prevention of illegal activities.
- Rapid documentation of large-scale damage.

Emergency Deployment

- Search and Rescue (SAR).
- Preventive fire monitoring.
- Air control of firefighting operations.
- Search for persons in distress.
- Operational restoration of critical communications.
- Monitoring of large-scale emergencies (floods, storms, avalanches).

Protective Deployment

- Exploration and monitoring of areas of interest.
- Artillery fire guidance and combat capability assessment.
- Pyrotechnic service support.
- Electronic warfare support.
- Drone warfare support.
- Communication support on the battlefield, confusing and distracting the opponent.

Airport Services

- Calibration and inspection of airport radio equipment (VOR, ILS, DME, NDB, MB, TACAN) and optical elements (VASI, PAPI).
- Calibration of radio communication equipment.
- Emergency monitoring.
- Inspection surveys of airports and approach routes.

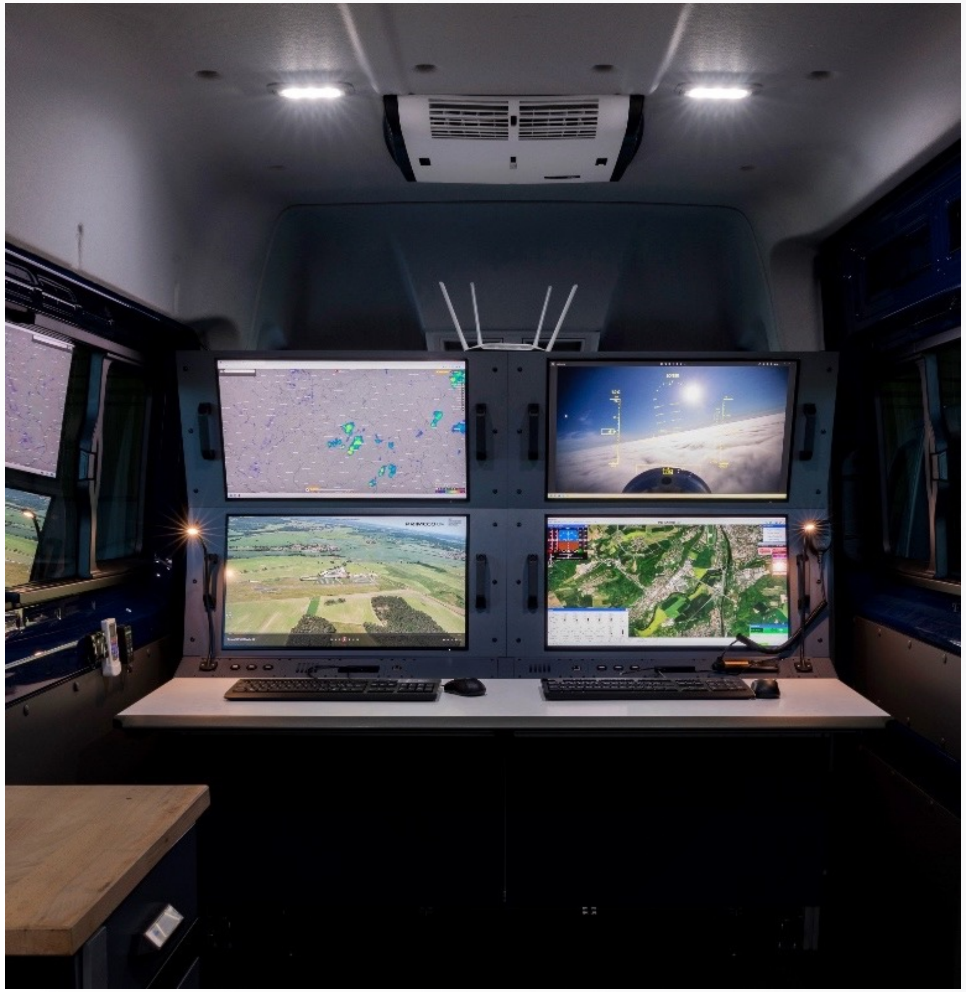
Border and Coastal Protection

- Control of the border and coastal zone with overlap beyond.
- Search and monitoring of criminal activities, including drug trafficking and illegal migration.
- Remote identification of persons in the border zone.
- Airborne warning.
- Support for customs and tax tasks.

Environmental Support

- Searching for and documenting illegal activities (unauthorized construction, environmental pollution, illegal mining).
- Control of specific measures in protected areas (control of the state of nature and protected wildlife).
- Control of compliance with regulations on landscape and water protection.

Ground Control Station.



- The Ground Control Station is one of the key components of the Primoco One 150 unmanned system for **easy planning, preparation and successful mission execution**.

- Its hi-tech equipment allows it to communicate with UAVs in **24/7 mode, directly control them within a radius of up to 200 km** and at the same time precisely control the sensor equipment carried by them for successful mission accomplishment.

- A two-person crew, pilot and sensor operator, can control **multiple UAVs simultaneously from a single ground station** thanks to a highly automated solution.

- For greater flexibility, the ground control station can also be implemented as a built-in module in a commercial vehicle or in a completely portable version that can be moved and assembled at any time in any conditions depending on the type of deployment.

- Data received by ground stations from aircraft sent on a mission can be transmitted in real time anywhere in the world, regardless of distance. **All communications are encrypted according to the AES 256 standard**.

- In 2023, an upgraded version of the ground station with side-stick controls, that pilots of modern transport aircraft are familiar with, was completed.

Airport Písek.

- Primoco UAV SE owns and operates the Písek–Krašovice airfield (LKPISK) with dedicated airspace (LKTSA80). Together, these provide strategically important facilities for the development, testing and flight testing of new unmanned aircraft, as well as for the training of flight personnel. No other unmanned aircraft manufacturer in Europe has its own airfield and dedicated airspace.

New Production Plant Písek (plan).

Corporate Governance.

Ladislav Semetkovský

CEO and majority shareholder

- The Czech entrepreneur, pilot and aviation enthusiast started his professional career as an online media publisher at a time when the Internet was still mostly the domain of enthusiasts. A sense of modern technology and innovation, along with a talent for business and a desire to build new projects, gradually led Semetkovský to the vision of an unmanned aircraft that would replace helicopters or conventional planes on long and challenging missions around the world.

- He therefore founded Primoco UAV SE and started development of the One 150. Today, it ranks among the world's top in its category and enjoys the support of customers and investors in Primoco UAV SE shares on the Prague Stock Exchange.

Management.

Ladislav Semetkovský
Chief Executive Officer

Jakub Fojtík
Vice President of Business Development

Miroslav Mišík
Vice President of Finance

Lenka Holsteinová
Vice President for Legal Affairs and General Counsel

Jaroslav Svoboda
Vice President of Manufacturing

Vladan Ševčík
Vice President for Quality and Airworthiness

Jakub Toman
Chief Pilot

Board of Directors.

Ladislav Semetkovský
Chairman

Romana Wyllie

Petr Kováč

Supervisory Board.

Vladan Ševčík
Chairman

Jakub Fojtík

Lenka Holsteinová

Audit Committee.

Petr Babický
Chairman

Jan Venglář

Rostislav Kuneš

Ownership Structure.

50.4 %

Ladislav Semetkovský
Primoco Capital

21 %

Qualified shareholders

28.6 %

Free float

References.

PRIMOCO UAV

History.

2014
September
Launch of One 150 development

2015
February
Establishment of the company

2015
July
First take-off of prototype

2016
March
Take-off of SN 001 UAV

2016
December
Sale of the first 5 UAVs

2017
January
Start of engine development

2018
October
Listing on the Stock Exchange (IPO)

2018
December
ERP SAP implementation

2019
February
Airport Purchase Pisek

2019
September
Authorisation to trade in military material

2020
April
The longest flight by UAV in the world for 15:03 hour

2020
October
DOA / POA EMAR 21

2021
January
Launch of NATO STANAG 4703 certification

2022
February
EASA LUC authorisation

2023
June
Start of co-operation with Airbus Defence and Space

2024
January
Transition to the Prime Market of the Prague Stock Exchange

2025
March
NATO STANAG 4703 certification

PRIMOCO UAV

Primoco UAV SE.

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