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XTI Aerospace Provides TriFan Engine Air Inlet / Exhaust Update

New Engine Air Inlet / Exhaust Design Meets a Key Product and Engineering Q1 Milestone

ENGLEWOOD, Colo., March 20, 2025 /PRNewswire/ -- XTI Aerospace, Inc. (NASDAQ: XTIA) ("XTI" or the "Company"), a pioneer in VTOL and powered-lift aircraft solutions, today announced the successful update of its engine air inlet and exhaust system design, achieving a key Q1 product and engineering milestone announced in a prior press release.

The updated engine air inlet and exhaust design significantly improves the air intake, particularly in conventional flight, to ensure the air is not hampered by the air flow boundary layer on the upper fuselage. The design team has successfully created a smooth air flow sufficient for the two turboshaft engines to optimize their performance in both vertical and conventional flight. For the engine exhaust, the design provides for a smooth engine exhaust flow, while enabling some forward thrust advantage and a minimized drag footprint. Figure 1 depicts the TriFan 600 engine inlet and exhaust for the two turboshaft engines, and Figure 2 illustrates the engine inlet flow optimization around the high-speed shaft to minimize distortion and maximize pressure recovery.

"Earlier versions of the TriFan 600 reflected notional concepts of the engine inlets and exhaust manifolds. This latest update reflects a design that supports the needs of the twin turboshaft engines while addressing the aerodynamic performance of the vehicle in CTOL, VTOL, and cruise flight modes," said Dave Ambrose, VP of Engineering at XTI Aircraft. "I believe our aero team has done a fantastic job in meeting the requirements for the engines while leveraging our DMU (digital mock-up) and CFD (computational fluid dynamics) analysis to optimize the design and performance."

Scott Pomeroy, Chairman and CEO of XTI Aerospace, added, "This is yet another step in the design evolution process to bring science and art together – not only does it look great, but the aerodynamics are excellent in our CFD analysis. While these changes would likely be missed by a casual observer, our culture of innovation and customer focus is what will make the TriFan 600 a market leader."

In a previous update, the Company outlined six core product and engineering milestones for Q1, listed below, beginning with the downwash/outwash study and leading up to the launch of the "Sparrow" subscale working model in early Q2.

Completed:

- Downwash / Outwash Study – Analyze airflows generated by the aircraft during vertical takeoff and landing to evaluate safety and performance
- Type Certification Application – Formally apply to the FAA for type certification of the TriFan 600
- Engine Air Inlets and Exhaust – Optimize air intake and exhaust design to enhance performance and efficiency of the propulsion system

To be Completed:

- Fuel System Design – Optimize fuel system design to reduce unusable fuel and increase fuel capacity
- Flight Deck Mockup – Develop a flight deck human factors mockup to design and evaluate and optimize ergonomics, pilot controls, and vision polar
- Global Finite Element Model (GFEM) of the latest configuration – Update the comprehensive structural model to evaluate and optimize the aircraft's strength and load paths under various loading conditions

About XTI Aerospace, Inc.

XTI Aerospace (XTIAerospace.com) (Nasdaq: XTIA) is the parent company of XTI Aircraft Company, an aviation business based near Denver, Colorado, currently developing the TriFan 600, a fixed-wing business aircraft designed to have the vertical takeoff and landing (VTOL) capability of a helicopter, speeds of 345 mph and a range of 700 miles, creating an entirely new category – the vertical lift crossover airplane (VLCA). Additionally, the Inpixon (inpixon.com) business unit of XTI Aerospace is a leader in real-time location systems (RTLS) technology with customers around the world who use the Company's location intelligence solutions in factories and other industrial facilities to help optimize operations, increase productivity, and enhance safety. For more information about XTI Aerospace, please visit XTIAerospace.com and HangerXStudios.com (aviation innovation podcast), and follow the company on LinkedIn, Instagram, X, and YouTube.

Cautionary Statement Regarding Forward-Looking Statements

This press release contains certain "forward-looking statements" within the meaning of the United States Private Securities Litigation Reform Act of 1995, Section 27A of the Securities Act, and Section 21E of the Exchange Act. All statements other than statements of historical fact contained in this press release, including without limitation, statements about the products under development by XTI, the advantages of XTI's technology, and XTI's

customers, plans and strategies are forward-looking statements.

Some of these forward-looking statements can be identified by the use of forward-looking words, including "believe," "continue," "could," "would," "will," "estimate," "expect," "intend," "plan," "target," "projects," or the negatives of these terms or variations of them or similar expressions. All forward-looking statements are subject to risks, uncertainties, and other factors which could cause actual results to differ materially from those expressed or implied by such forward-looking statements. All forward-looking statements are based upon estimates, forecasts, and assumptions that, while considered reasonable by XTI Aerospace and its management, are inherently uncertain, and many factors may cause the actual results to differ materially from current expectations. XTI undertakes no obligation to revise any forward-looking statements in order to reflect events or circumstances that might subsequently arise. Readers are urged to carefully review and consider the risk factors discussed from time to time in XTI's filings with the SEC, including those factors discussed under the caption "Risk Factors" in its most recent annual report on Form 10-K, filed with the SEC on April 16, 2024, and in subsequent reports filed with or furnished to the SEC.

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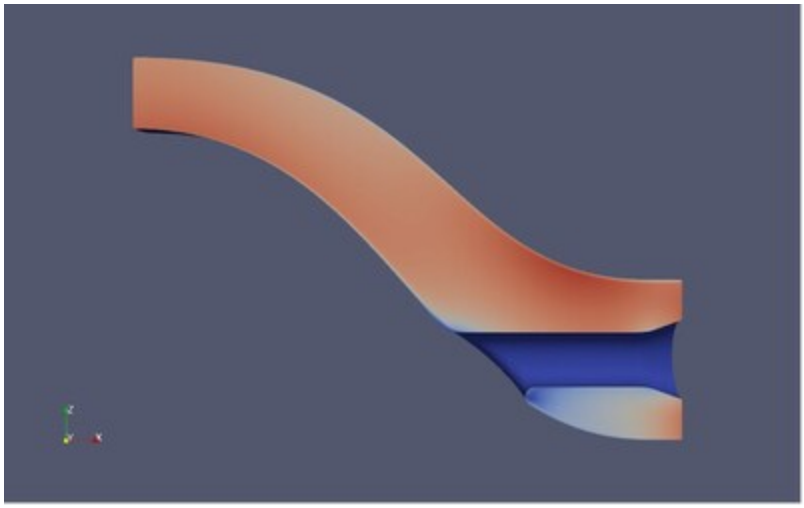

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