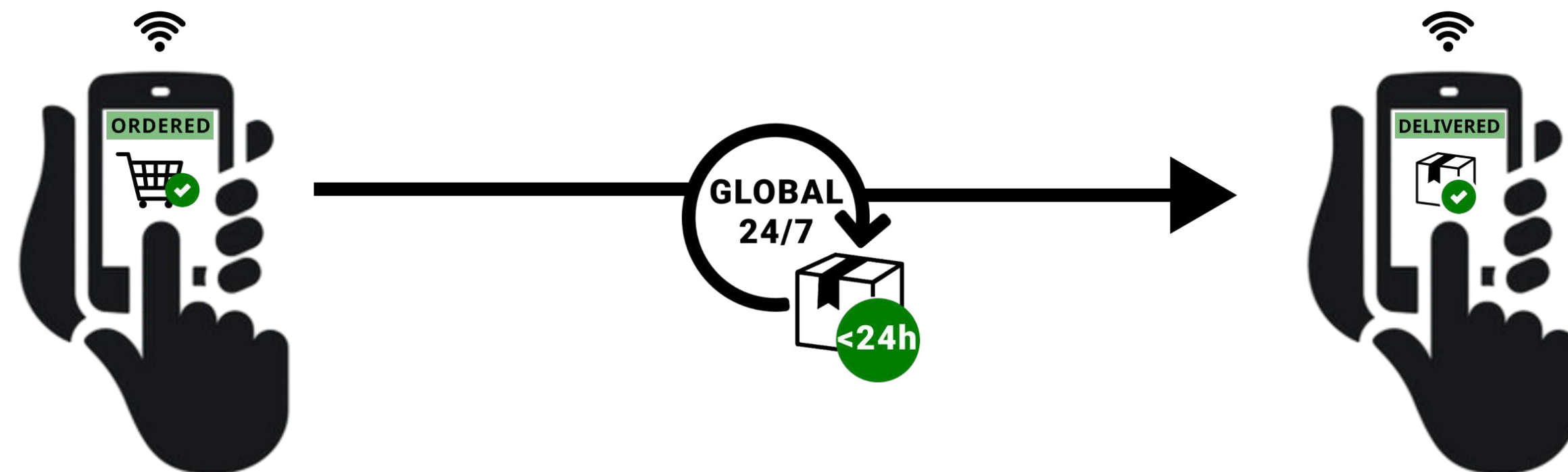


BYBLOS

<24h Door-to-Door Global Delivery at 40% Cost

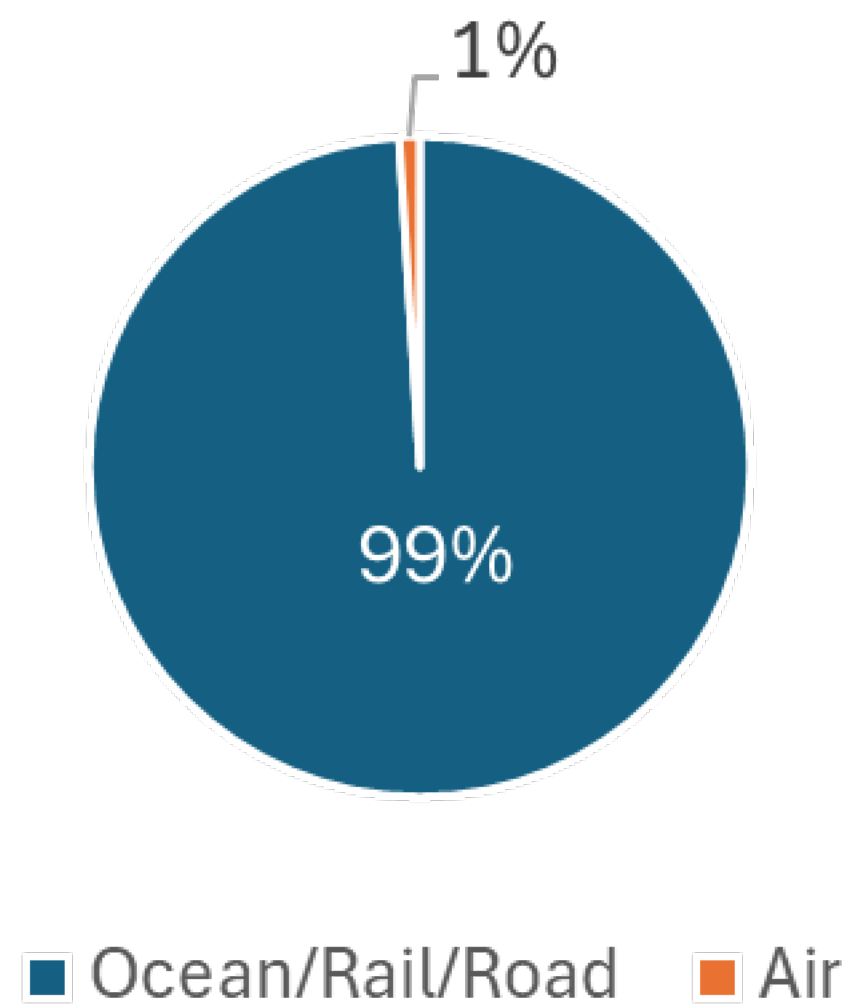


Unlocking GDP growth by shifting mid/hi-value goods to low-cost air

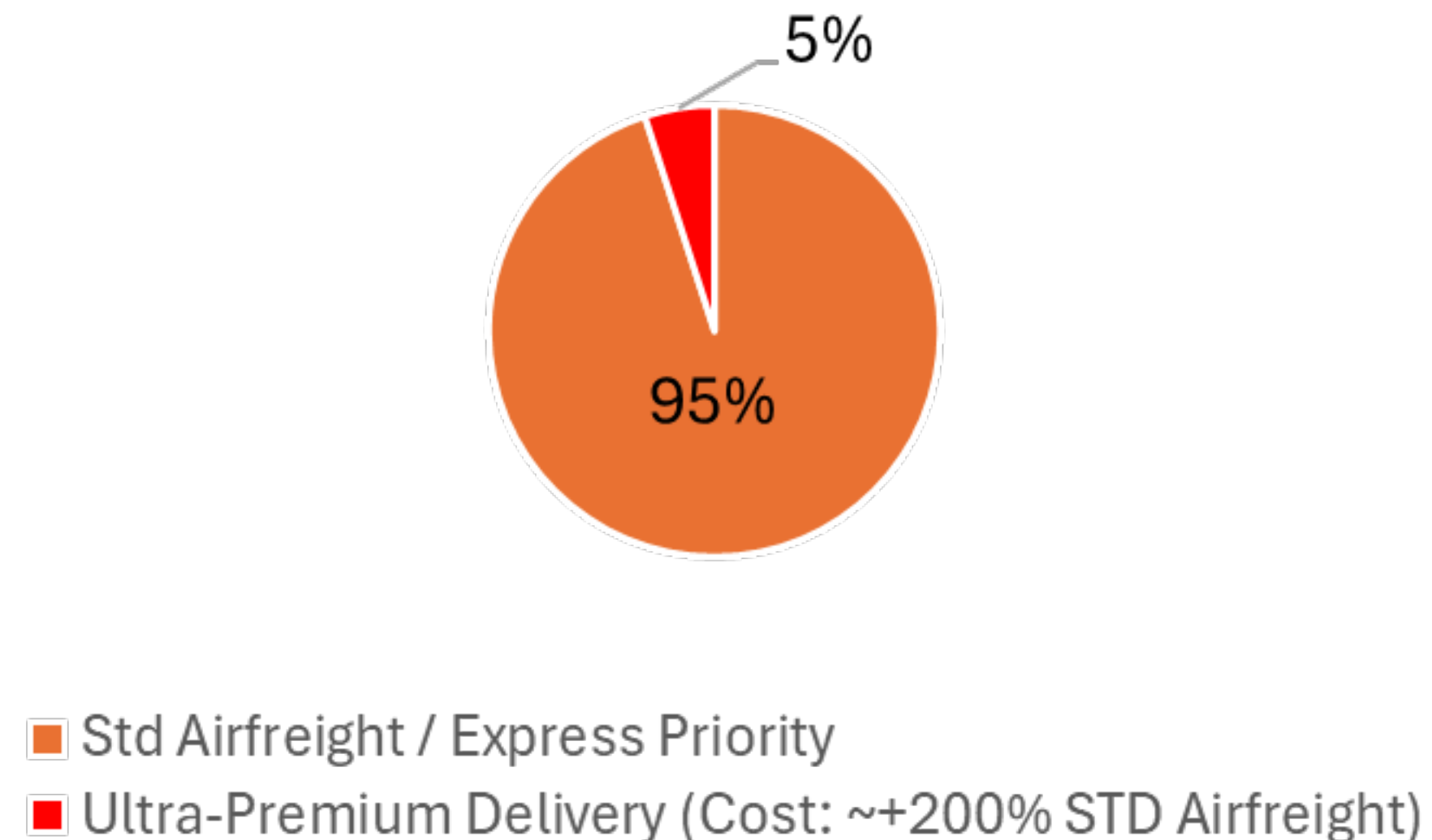
Speed is Expensive: Legacy airfreight limits growth

- <1% of traded goods² go by air but this represents 35% of traded value
- <0.05% of traded goods go by ultra-premium air¹ (strives for <24h)
- AI enabled decision making needs speed

Global Trade by Mode



Ultra-Premium vs Regular Airfreight



¹e.g. FedEx International First; DHL 12:00; UPS Critical

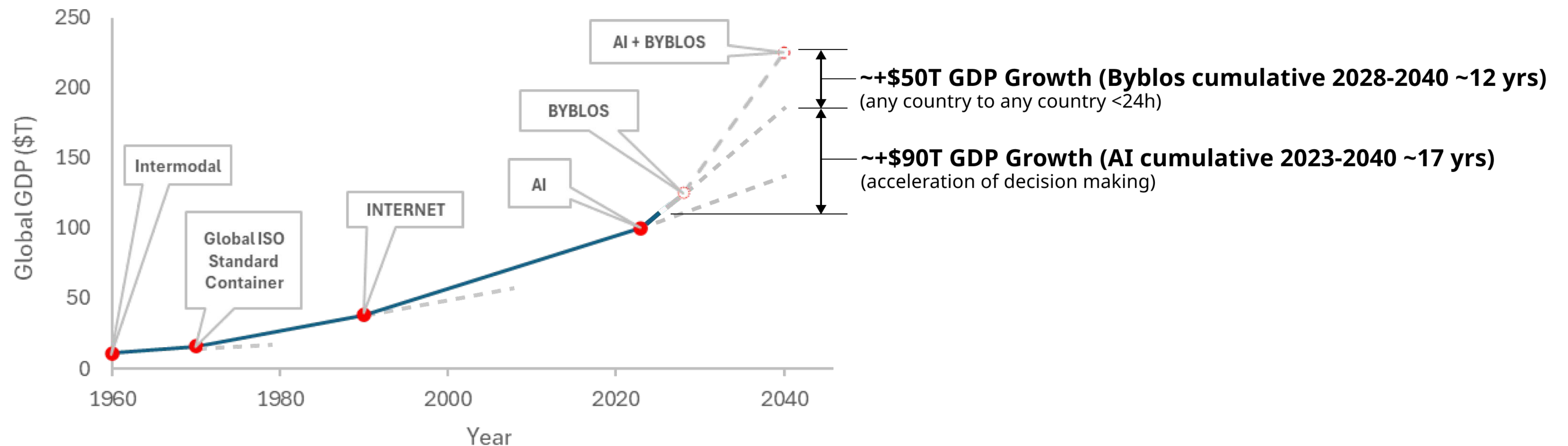
²By volume

The Opportunity

Shrinking the World to <1 day

- 60% cost reduction + <24h unlocks mid-value products → air freight grows to **5%**
- AI adoption (2023-2040) adds ~\$90T cumulative GDP
- Byblos² expansion (2028-2040) adds ~\$50T cumulative GDP
- Together: ~\$140T uplift³ → doubling today's global economy

Speed + Low-Cost Unlock GDP Growth¹



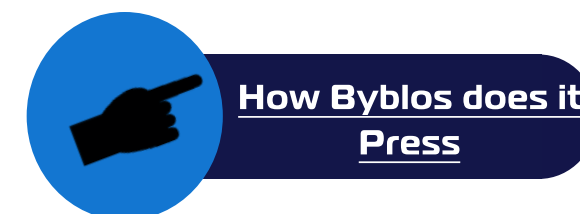
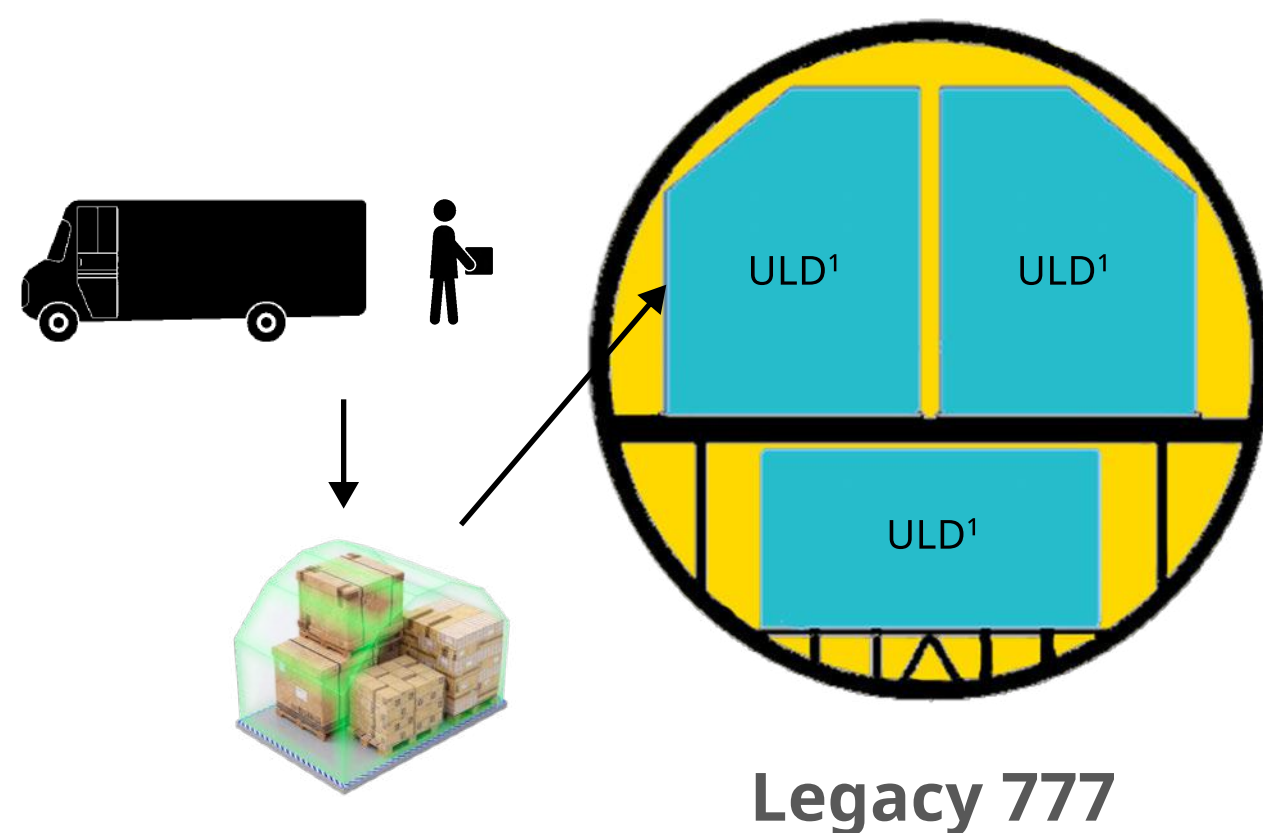
¹Containerization added ~\$70T in Global GDP over 50 yrs; Internet added ~\$100T in Global GDP in 30 yrs

²Byblos becomes the physical complement to AI's digital acceleration

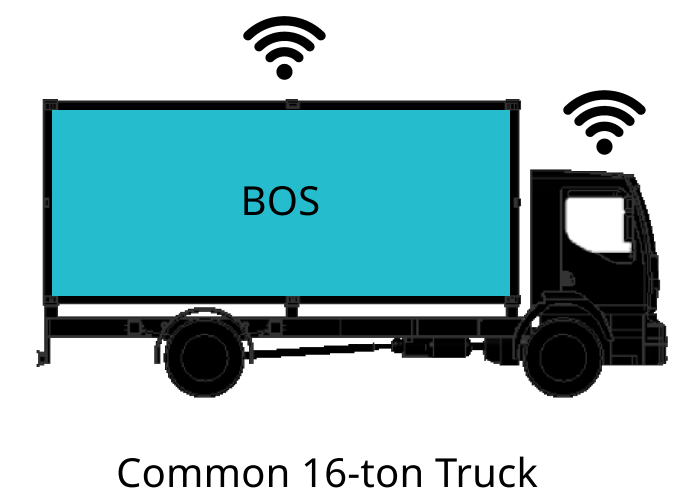
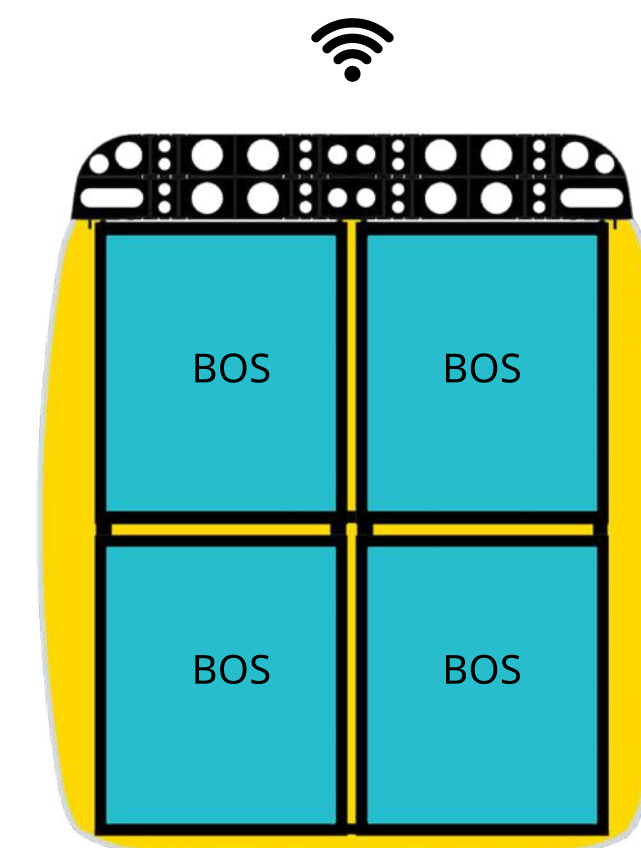
³GDP uplift based on global trade cost elasticity studies (OECD, WTO), AI productivity forecasts (PwC, McKinsey, IMF), and historical technology-driven GDP inflections (container, internet). Figures represent cumulative impact over the stated periods

Byblos Omnimodal Systems² (BOS): 60% lower cost

- **Container as aircraft structure** (no tare weight penalty)
- Legacy air moves pieces vs BOS moves containers (truck/trail/ship/aircraft); no warehouse needed
- AI-ready smart containers: IoT sensors, overload + weight distribution sensors, automated compliance, digital customs



Up to 25% more payload

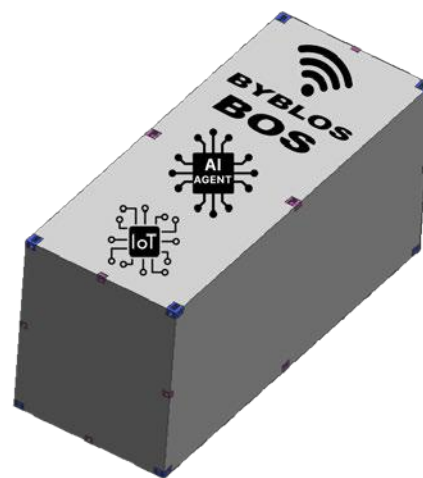
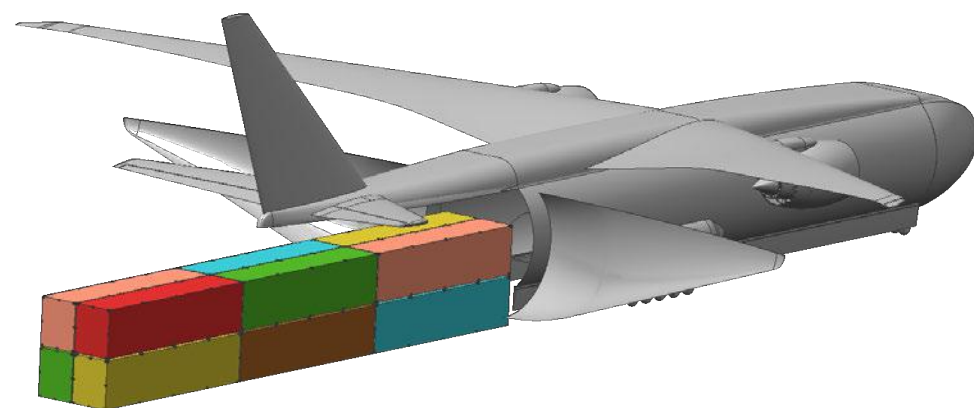


¹Unit Load Device (aircraft containers)

²Globally patented technology

Technology + geopolitics + policy aligned

- AI accelerates supply chain decisions, but physical freight is still labor-heavy
- Geopolitics driving resilience & regionalized trade lanes
- Green-fuel mandates & subsidies incentivize structural change
- Byblos solution rides all three waves (hardware entry, FinTech/.com growth)



BOS



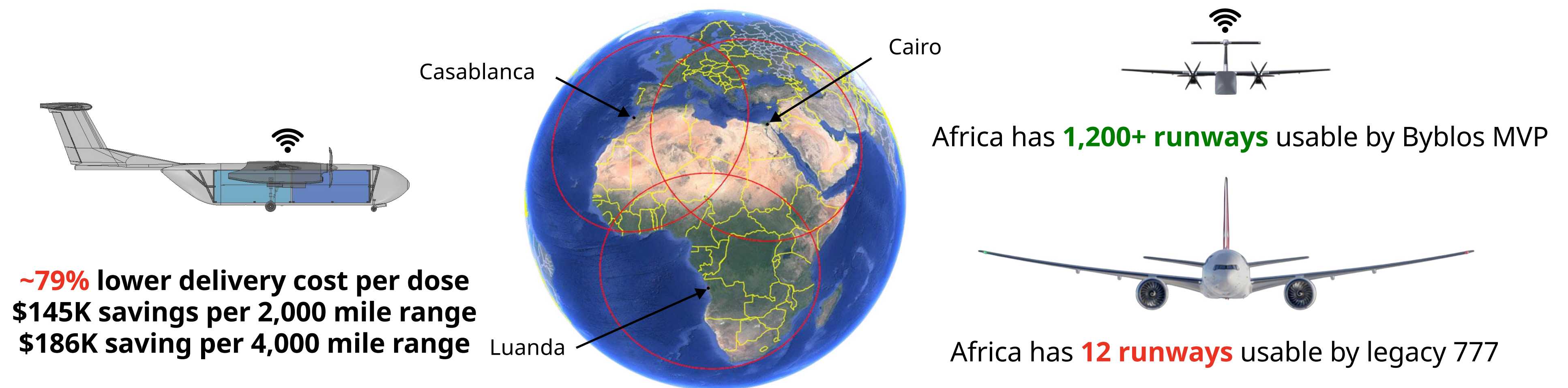
Government Policies



Renewable Fuels

Pharma Cold Chain

- Pharma reliant on dry-ice: costly + capacity limits due to CO2 outgassing
- Today, legacy 777 belly cargo is used; normally carries 1M doses of vaccines
- **Byblos able to accomplish 1M doses using a 90 passenger converted aircraft**
- Result: continuous cooling + 1,200+ available airports in Africa vs 12 for 777

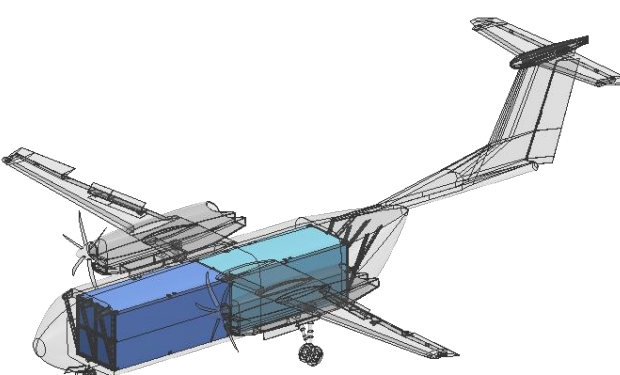
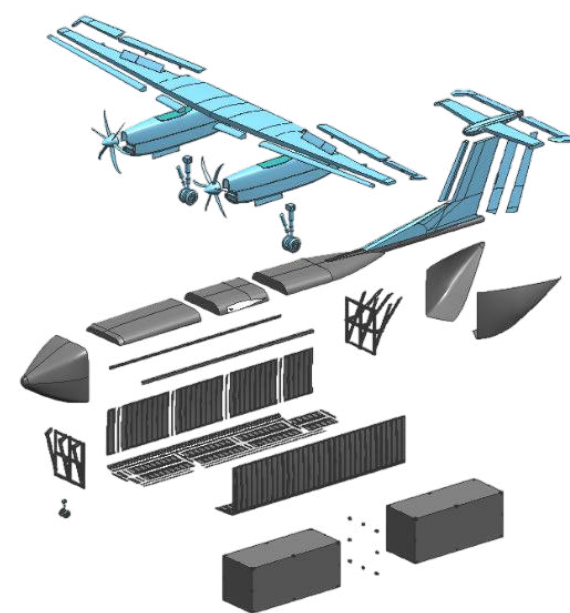


Additional Use Case

Electronics/Semiconductors



Legacy



Byblos MVP Conversion

SPECIFICATIONS

Payload:	24,000 lbs
Volume:	2.0 TEUs ²
Range:	2,000 miles
Cargo Bay:	40ft long

U.S. - Mexico Semiconductor Corridors

City Pairs	Miles	Chip Activity
PHX-GDL	~1,270	Intel, NXP, Foxconn, EMS ¹
PHX-CUU	~480	Foxconn (NVIDIA servers)
AUS-AGU	~720	TI fab (analog/embedded)
AUS-GDL	~1,270	Intel, NXP, EMS ¹ cluster
PDX-GDL	~2,030 ²	Intel fabs ↔ EMS ¹ cluster
SJC-GDL	~1,620	Intel, NXP, Foxconn, EMS ¹

Asia Semiconductor Corridors

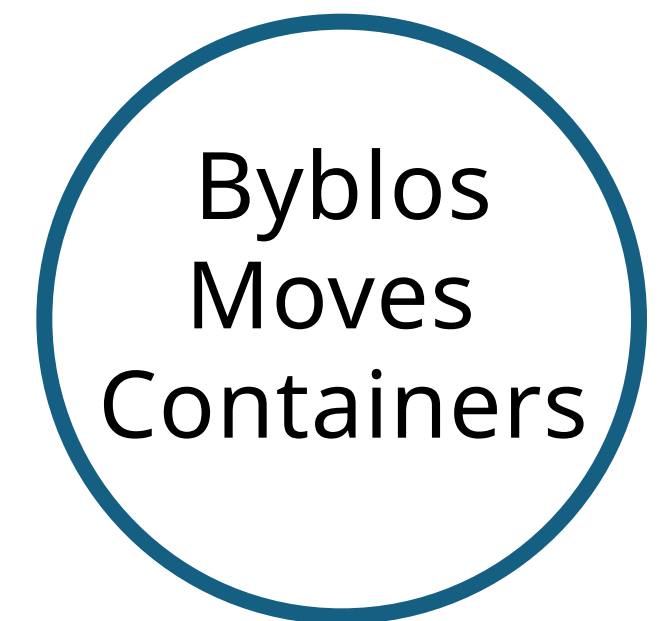
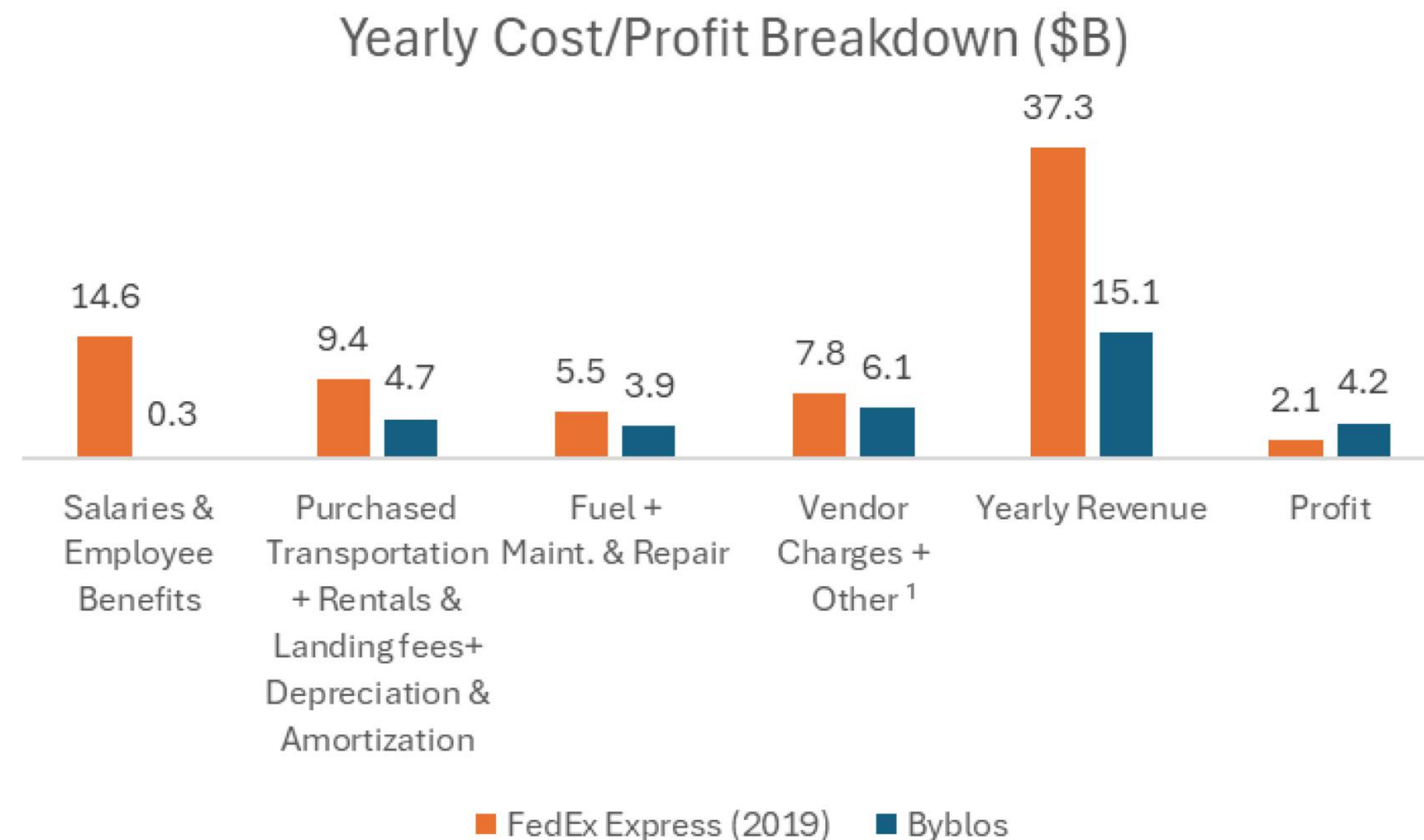
City Pairs	Miles	Chip Activity
TPE-HAN	~1,050	OSAT, substrates, assembly/test
TPE-MNL	~730	ASE, Amkor, TI packaging/test
SIN-BKK	~900	Auto Semiconductors, HDD controllers
SIN-MNL	~1,450	ASE, Amkor, TI packaging/test
TPE-FUK	~780	TSMC—Sony fab link, Kyushu hub
SIN-HKG	~1,600	Substrates, PCB, downstream elec.

¹Electronics Manufacturing Services (Sanmina, Jabil, Flextronics, etc.)

²Slightly lower payload to account for slight increase in fuel

Our Structural Cost Advantage

- Byblos Profit = 2x FedEx
- Byblos cost to customers = 60% less
- Built for **containerization + AI world** (FedEx built for legacy)

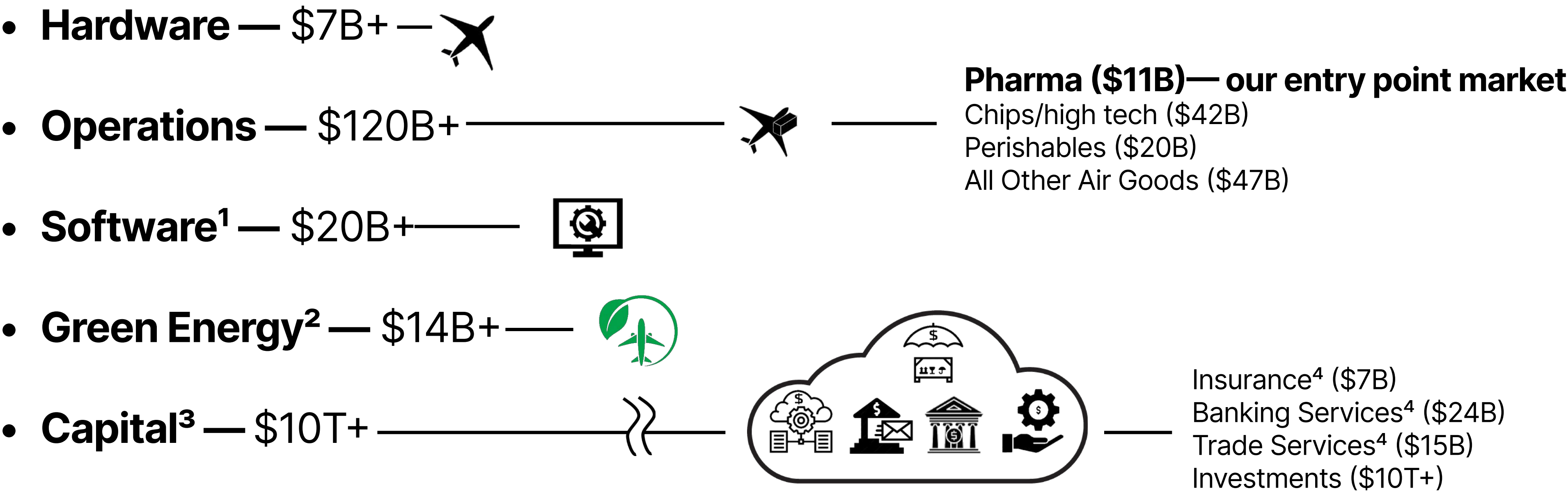


Numbers based on all Byblos conversions using 100% green fuels

¹Includes additional profit margin for Byblos

\$200B+ Near-Term (Blue Ocean) TAM

BWS¹ one-stop revenue model: 79% FinTech / .com 21% capital



¹Byblos World Services Platform: the backbone software and APIs for the Byblos Global Network

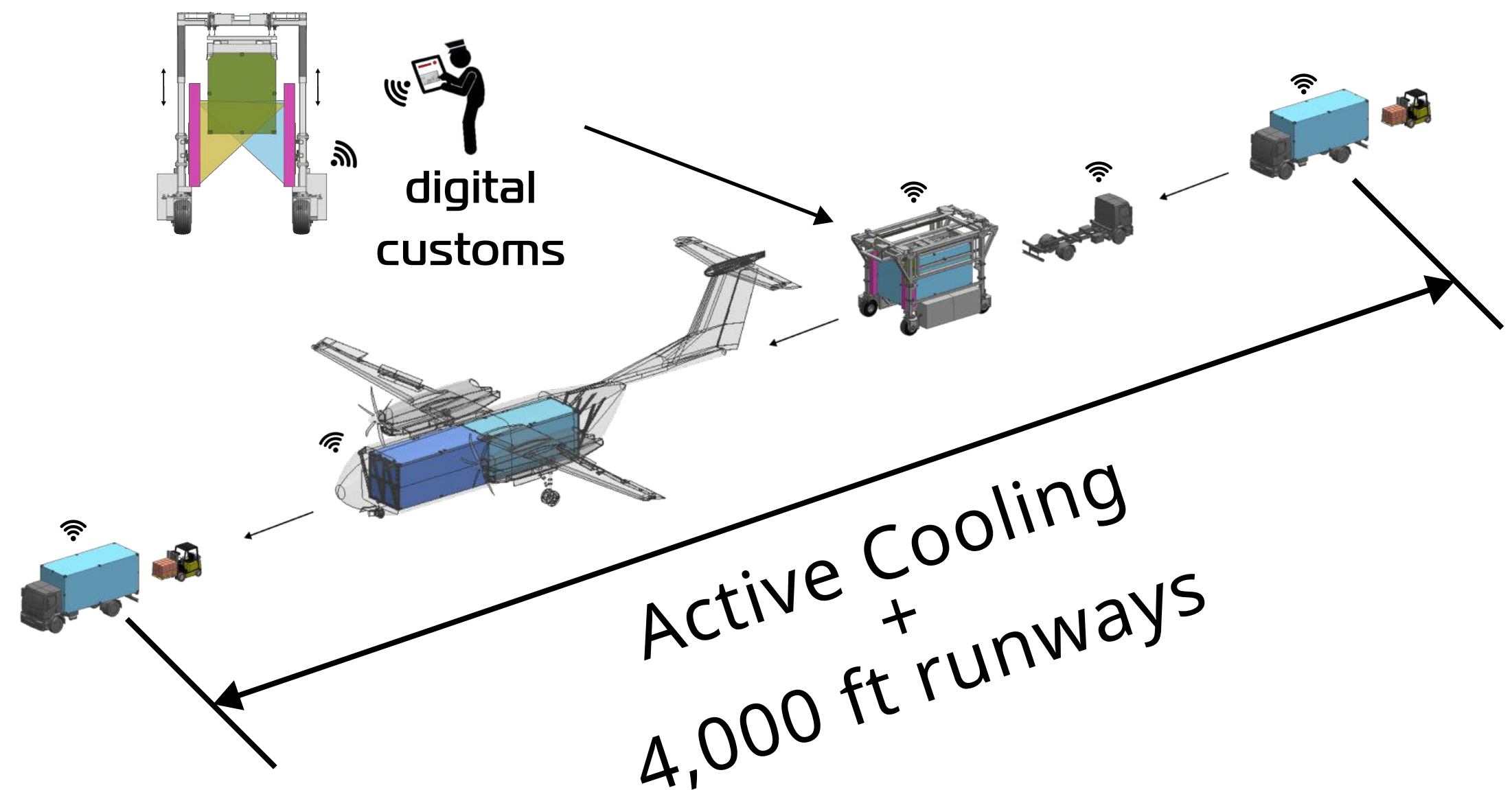
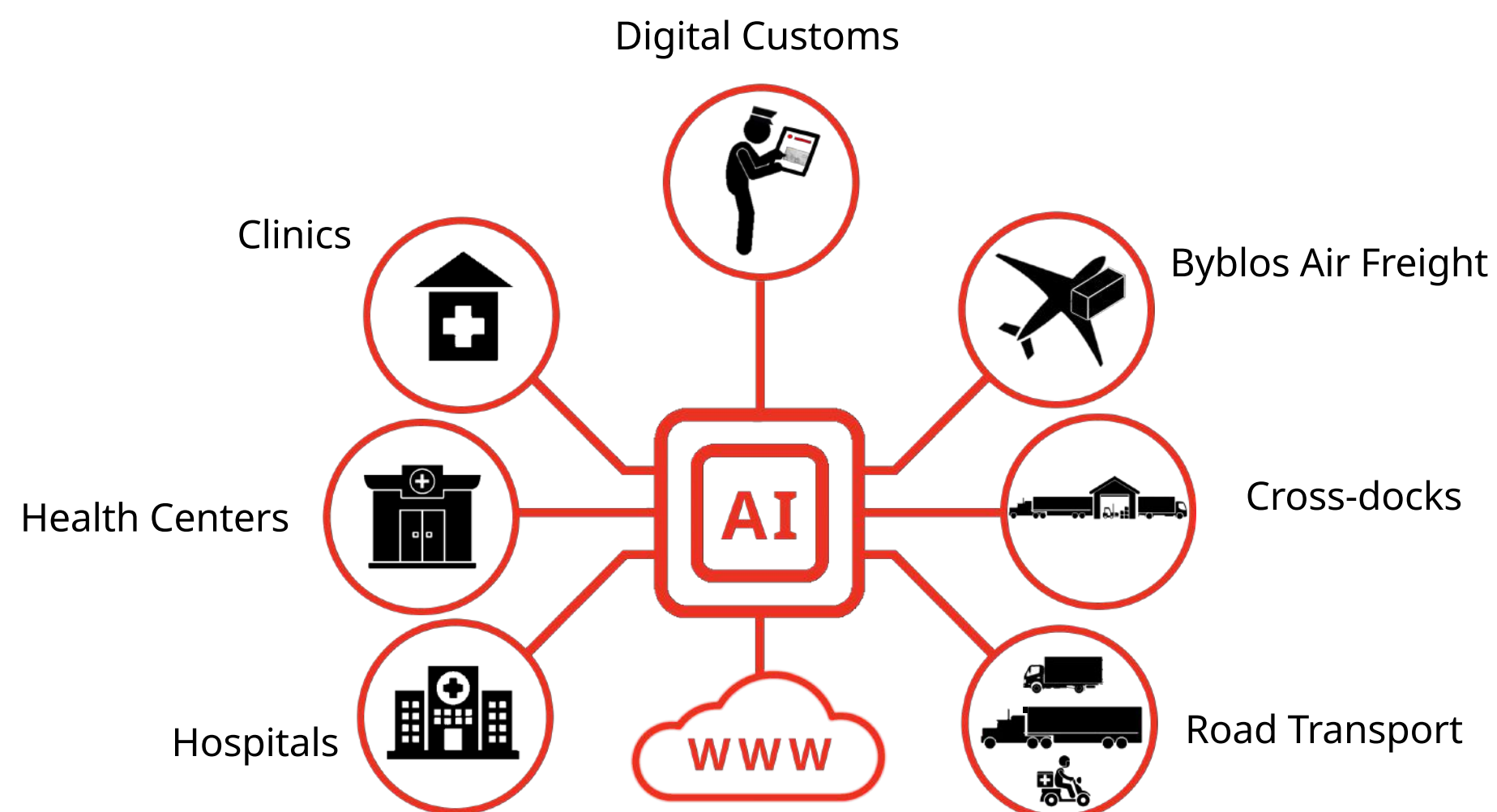
²Synthetic fuels made using green electricity to power a process that combines CO2 & Hydrogen to create liquid aircraft fuels; investing in green fuels for stability

³Insurance (aircraft, containers, cargo); Banking Services (payments/FX + wallet/float); Trade Services (trade finance + global trade as a service/.com platform); Capital Investments: investing in regions we enable by our low-cost service

⁴Lists only support for our network not global TAM for the individual markets

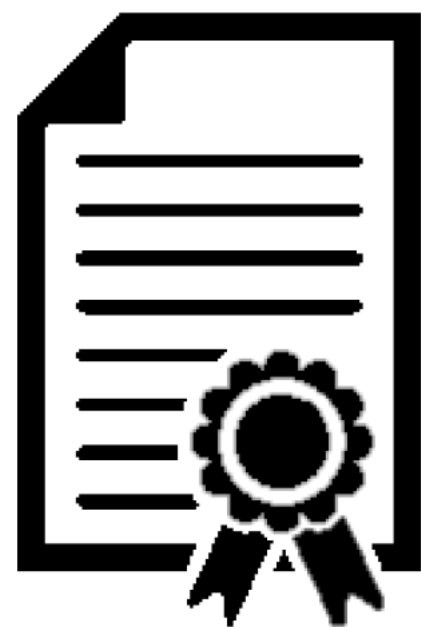
Pay-Per-Use + FinTech

- 79% digital revenue / 21% hardware
- Pay-per-use BOS containers & aircraft slots
- Subscription: AI monitoring, compliance routing
- FinTech bundle includes insurance, payments, FX, digital customs

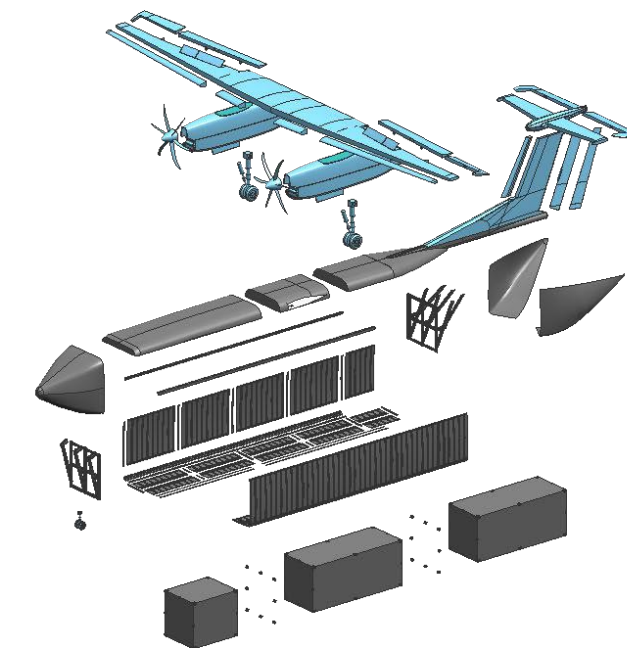


Defensible Moat

- \$4.6M invested to date
- 30+ patents valid through 2038 (container as structure + spine connections)
- FAA pathway de-risked (fuselage-only conversion, proven with Beluga/Guppy)
- FedEx/UPS cannot replicate— would require rebuilding networks + infringe multiple patents
- Patent pending business model where assets transfer lease at airspace boundaries and franchisees control assets in their airspace



30+ patents / valid through 2038



BASELINE



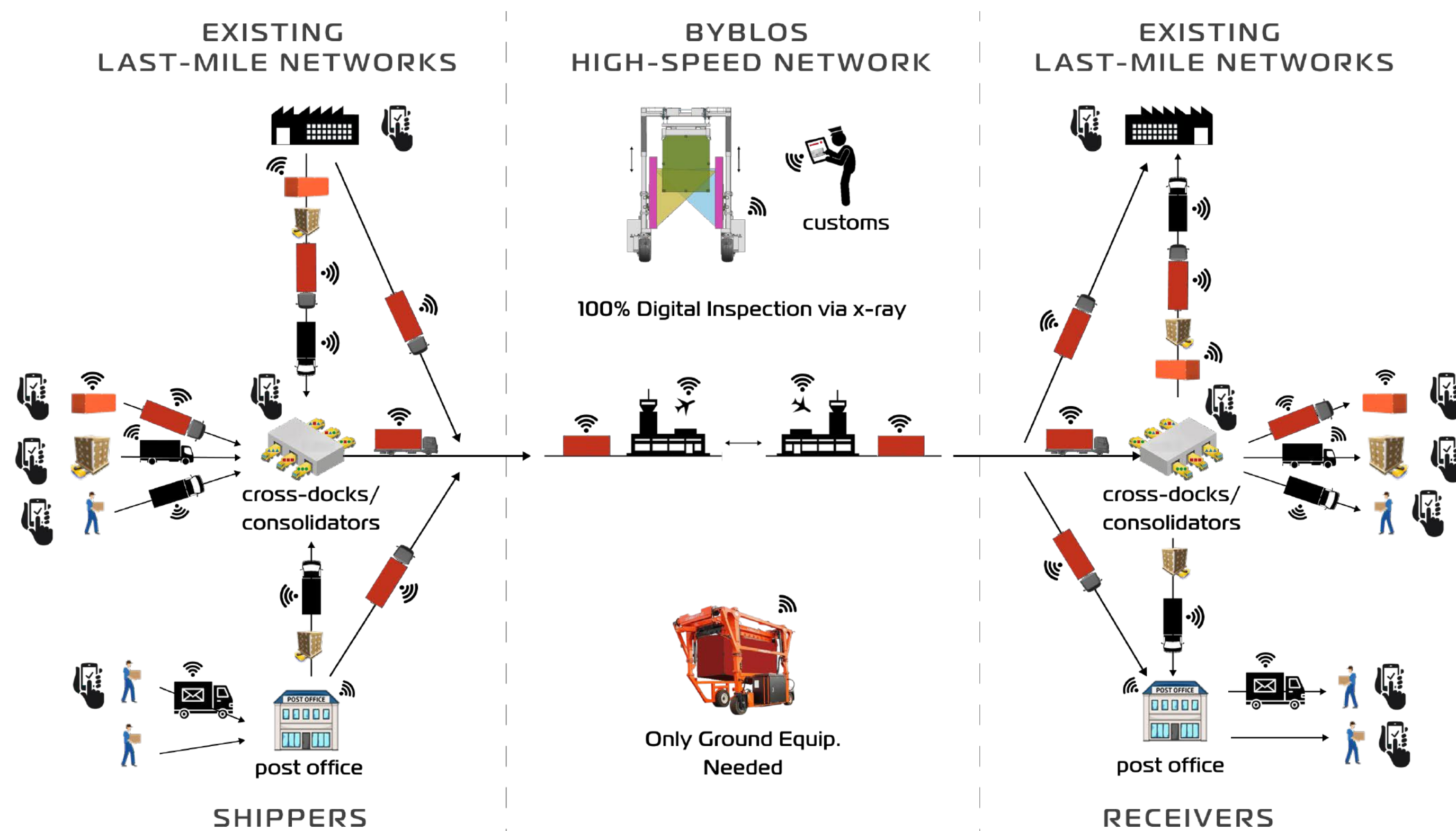
De Havilland Technology (still in production)



BYBLOS® Technology Development parts

We Leverage Existing Last-Mile Networks

- BOS Plugs into existing ground/intermodal networks (that move >250x vol. of air)
- Operations will run as a franchise¹, with local data and local control



Just like the internet,
BOS re-routes to
alternate last-mile
providers in real-time

"Post office networks 3-5x cheaper than FedEx or UPS last-mile networks"

¹Just like Nestle, Byblos plans to have multiple regional IPOs to reduce foreign control stigma on airfreight operations

Team

Decades of Aerospace, Defense & Trade Leadership



- 50+ global patents; led commercialization across aerospace and sustainable materials
- Architected Byblos air-intermodal logistics
- Built cross-functional teams across US/EU/Asia
- Founded Biosphere Industries (\$60M+ raised)
- ex-McDonnell Douglas & Partners including space companies (composite and metal)



- 30+ years with Boeing, Northrop, Lockheed, & Flight Structures, Inc. experience
- Slated as CEO of Dorsal®
- FAA Structures DER (static, fatigue, fracture, flutter)
- TOGAA member; led 757-200 P2F STC at Precision Conversions
- Co-CEO at 777 Mammoth, led 777-200/300 P2F
- 200+ programs; deep rotorcraft, fixed-wing, and defense platform experience



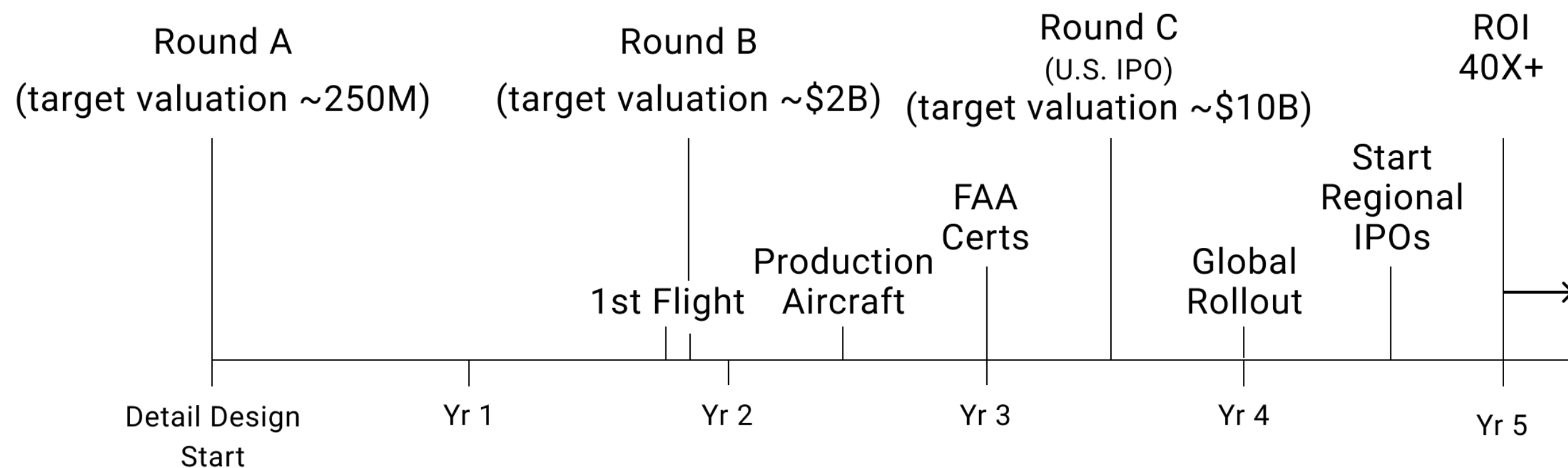
- Former Chief of Staff to Secretary of the Navy; led 6,000 staff; \$1.3B budget
- 30+ years in DOD reaching civilian equiv. rank of 3-star general
- Oversaw \$900B defense & NASA contracts at DCMA
- Authored DOC outsourcing policy TS/SCI; Senior roles across OSD, USMC logistics
- Served as Chief of Staff for the MITRE CEO, a science and systems engineering firm



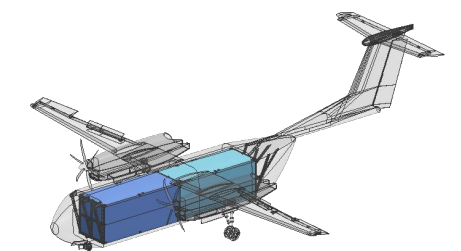
Byblos Group Inc. | Santa Barbara, CA | ElieH@byblosinc.com

Raising to Launch MVP & Global Rollout

- **\$55M¹ Series A → Includes R&D + 1st MVP conversion → 1st Flight**
 - \$30M Alternate Series A → Proof-of-Concept + demo flights (exp. certs)
- FAA pathway already de-risked → accelerated certs (convert on fuselage)
- FAA-certified aircraft can be financed with only 10% equity; operating cash flow covers debt service (already modeled)
- Sets stage for OEM production, regional rollout, and multi-IPO strategy



Legacy
Cost per aircraft: ~\$33M



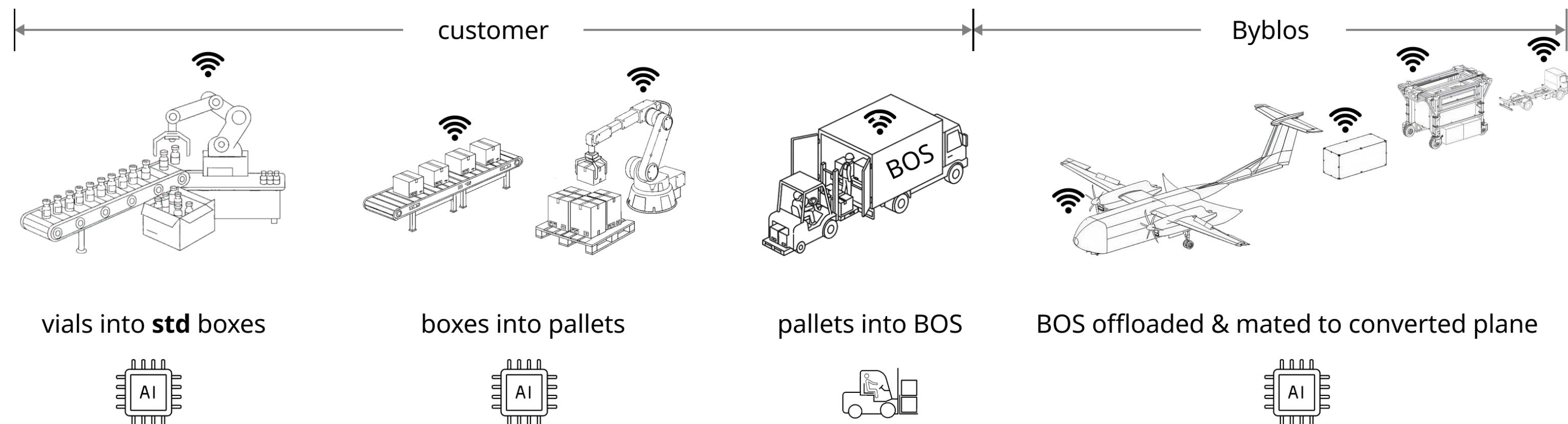
Byblos Converted Aircraft
Cost per aircraft ~25M
(~25% less)

¹One time R&D + MVP cost

Closing

Join US in Rewiring Global Trade

- <24h global door-to-door delivery at 40% cost of standard airfreight
- Unlocking trillions in GDP growth
- Defensible patent moat through 2038
- First step: Pharma cold chain → global expansion



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