

BYBLOS

**Global Delivery
Under a Day
at 60-70% Lower Cost**

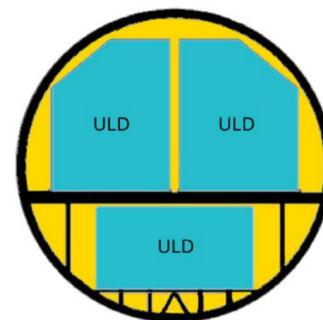


Status Quo

- **Shipping must stay under ~15%** of a product's price to make economic sense
- Standardizing on the **intermodal container** in 1970 was like switching to one universal plug— suddenly everything worked together, and shipping **costs dropped by 97%**. By 1990, global **trade grew by 790%**.



- Airlines tried containers, but square boxes don't fit well in round planes. So they created **curved ULD¹ boxes** — leading to constant manual repacking, fragile containers that needed frequent repairs, and **very high costs**



- Today Pharma pays for complexity it did not create— and cannot control

¹Unit Load Device = aircraft container in use today

Byblos Solution¹

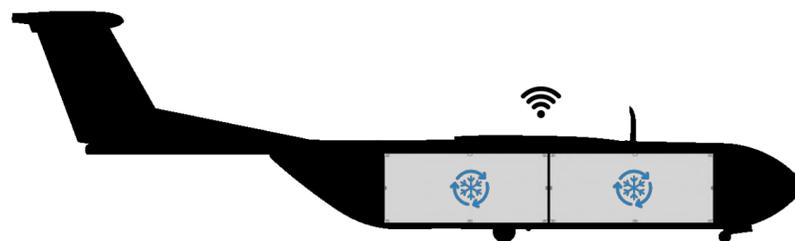
Byblos invested \$4.5M+ to date, ~70% Preliminary Design Review completed — a highly advanced, de-risked program ready for **Minimum Viable Product** conversion

Byblos converts existing planes so the containers become the fuselage:

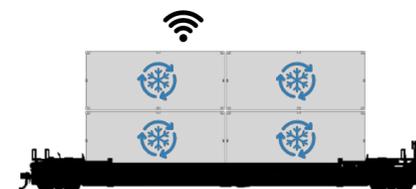
- Byblos patented technology is good through 2038
- We eliminate the tare-weight penalty every other aircraft still carries
- and because that container is now omnimodal, it moves seamlessly from truck to plane to rail to ship
- One size fits all at pennies to the dollar
- Reduced FAA certification due to being a conversion versus new aircraft



Ground



Air



Rail



Ship

¹Byblos economic model developed using 100% Renewable Aircraft Fuels (RAF)

Boeing Agrees Intermodal Air is the Solution to Reduce Costs. Byblos First to Treat Container as Part of Fuselage with Byblos Patents Cited 300+ Times

What Boeing admits in its patents

(quotes from filings)

- **US 9,205,910 B1**

“On of the main cost savings come from **use of intermodal containers...** these cost savings have not been realized in aircraft transportation.”

- **US 11,932,374 B2**

“There exists a need... for a system that avoids the time and **expense of re-bulking** between air and surface transport modes.”

- **US 7,891,608 B2**

“The cost of transferring cargo between trucks, train, etc. and aircraft containers **adds substantially** to total transportation costs.”

Interpretation:

Boeing acknowledges the **cost problem (labor + handling + equipment)**, but their concepts only address eliminating re-bulking labor — they still treat the container as payload and the accompanying **tare weight penalty**.

Byblos Patented First

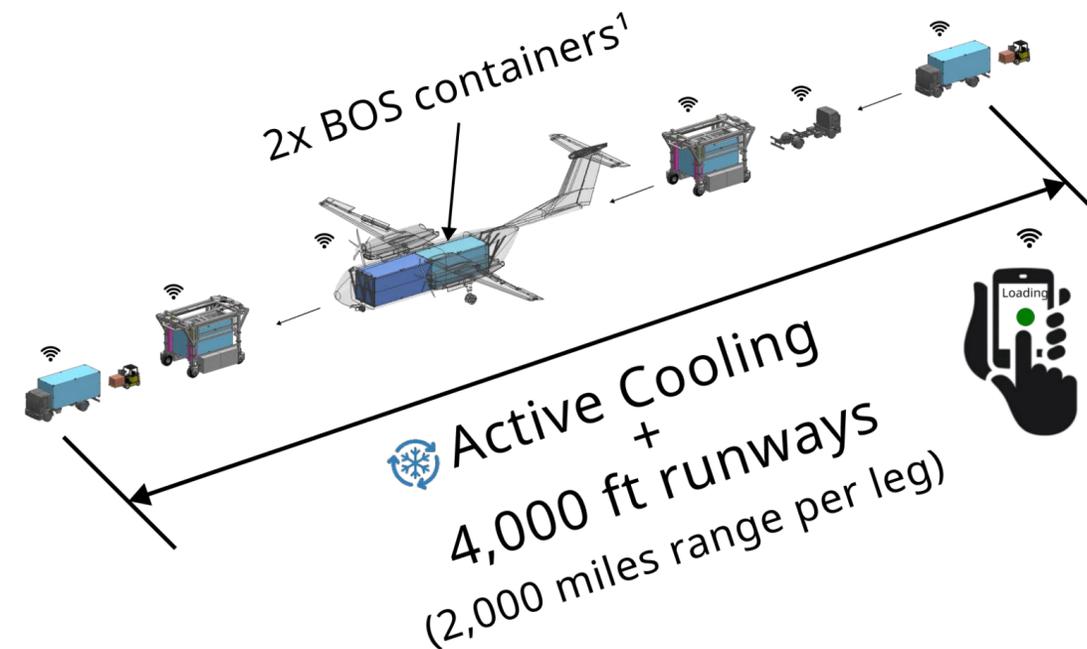
Byblos is the first company to stake out the container as part of the aircraft structure.

Boeing recognized the need, Byblos engineered the solution

Impact of Byblos Solution

- How **Byblos reduces air freight costs by 60-70%**:

1. ULD tare weight eliminated	5. Increases aircraft range
2. Drastically reduces labor	7. Reduces aircraft R&D costs
3. Conversion increases payload	7. Reduces aircraft acquisition costs
4. Modularity & automation enabled	8. Reduces aircraft operational costs

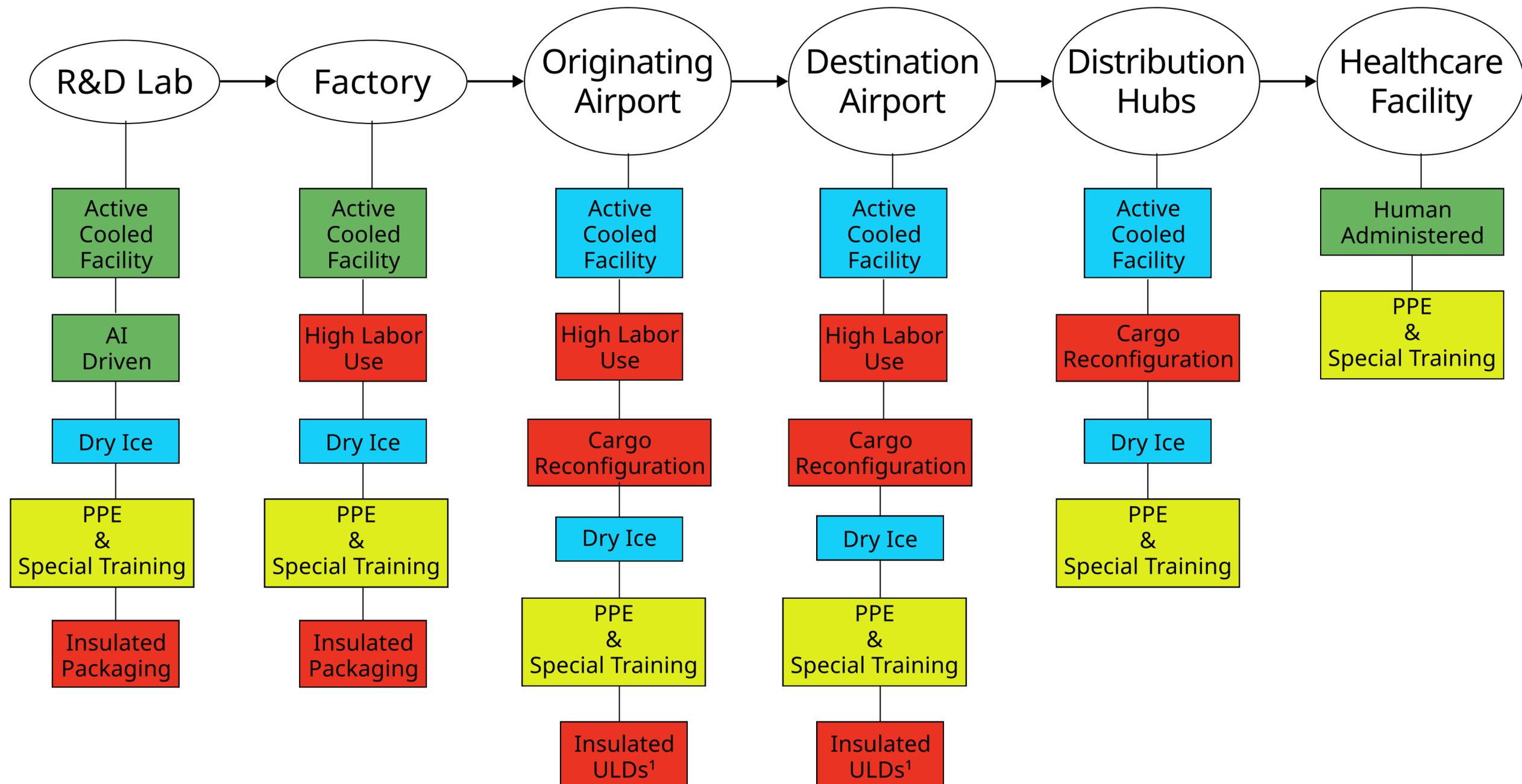


*“If deployed globally from 2028, Byblos could add roughly **\$50T in new GDP in 12 years** — doing for air trade what the container did for ocean trade, and what the Internet did for information”*

Our Entry Market Challenge: Global Cold Chain Logistics

Today's Pharma Cold Chain is Complex, Expensive, and Fragile

- \$35B lost annually due to failure in temp control
- Our solution is applicable to frozen food chain that loses \$200B+ annually in food spoilage
- Pharma air freight is 15-20x more expensive than sea freight

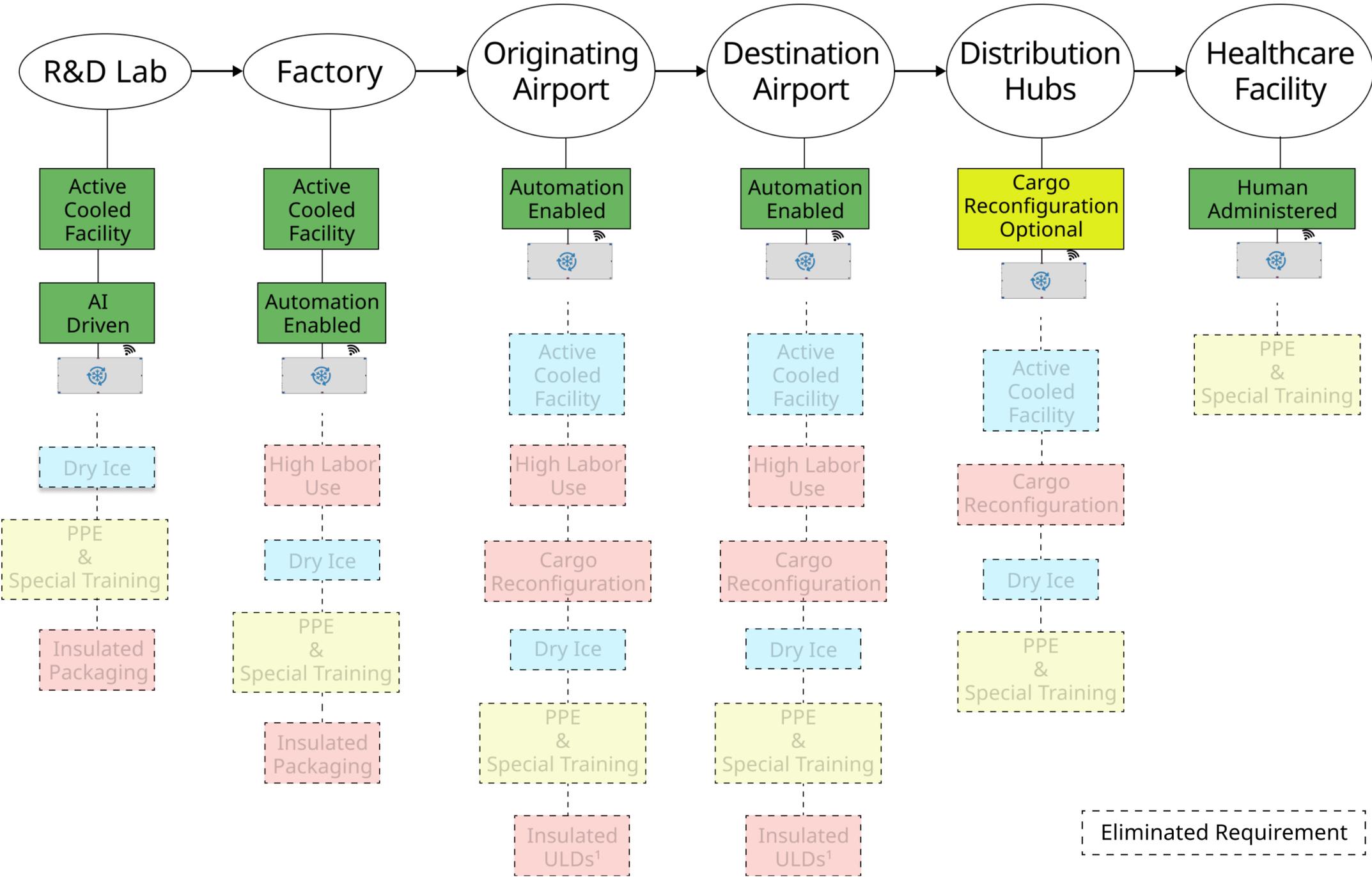


¹Unit Load Device = aircraft container

Byblos Omnimodal¹ System Simplifies the Cold Chain

One Container¹, One Power Plug, Reduced Break Points

- No dry ice. No insulated packaging. No cold rooms. No re-icing. No ULDs. No manual break-bulk

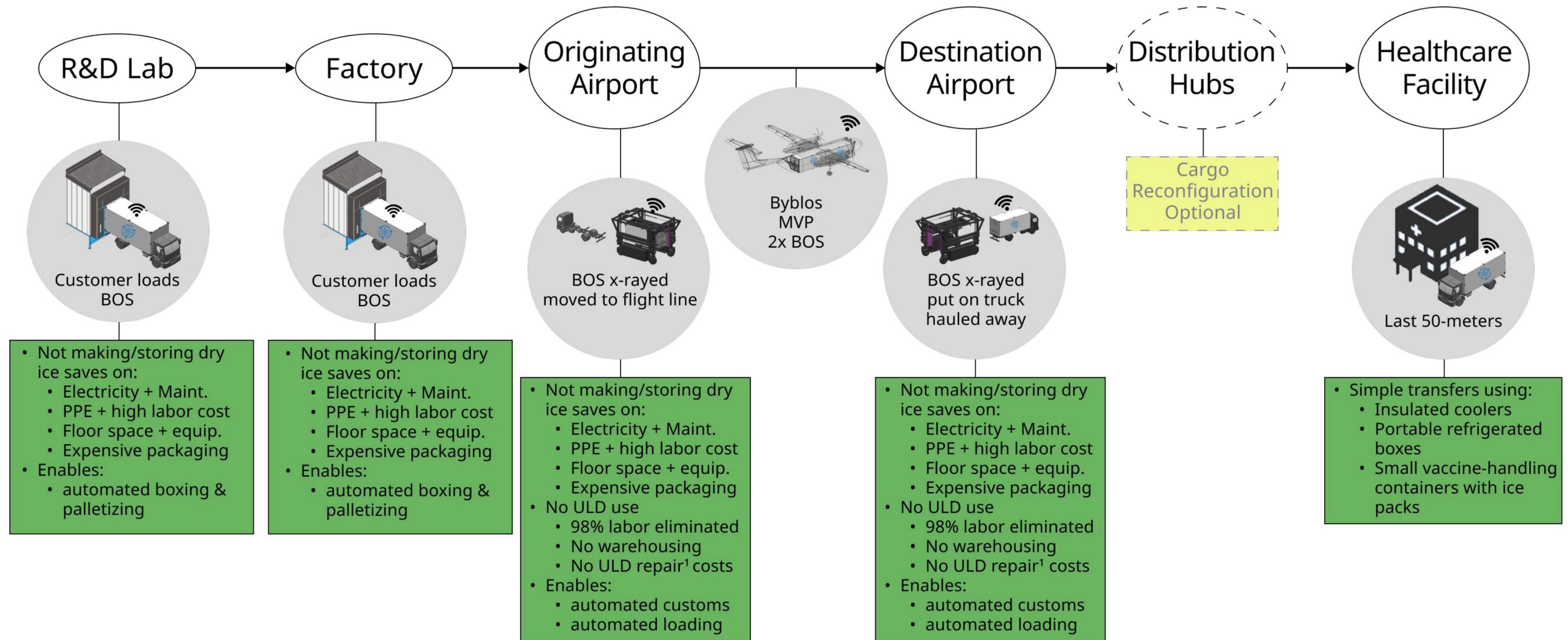


¹BOS (Byblos Omnimodal System) compatible with existing intermodal networks and plugs into truck/air/ground power with 3-hr battery for emergencies and designed-in redundancy of dual refrigeration units

BOS removes 6 cost drivers in the pharma cold chain → saving \$40B-\$60B+ per year

Global Annual Cold-Chain Costs Eliminated by BOS

- **\$3.5B-\$4.5B** in dry ice production, storage, PPE, and handling
- **\$7B-\$10B** in single-use insulated packaging & ULD-liners¹
- **\$12B-\$18B** in manual labor for dry-ice handling, repacking, & ULD workflows¹
- **\$8B-\$12B** in airport & intermediate cold-storage facilities
- **\$10B-\$15B** in distribution hub costs (re-icing, re-packing, buffer storage)
- **\$1B-\$1.5B+** in ULD repair, repositioning & storage (eliminated)

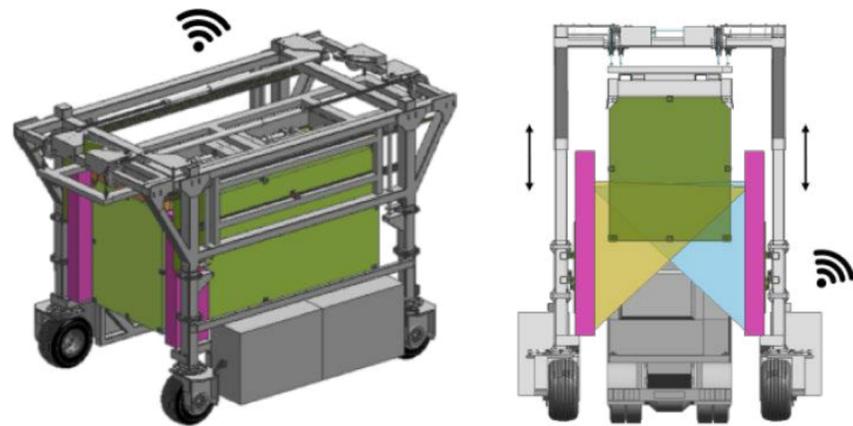


“Aligned with pharma cold-chain data from WHO, IATA, IQVIA, and McKinsey synthesis”

¹Airlines spend \$300M-\$400M annually on ULD repair & replacement; including repositioning and storage, total cost passed to customers is \$1B-\$1.5B+

Byblos' Simplified Omnimodal¹ Cold Chain Network

One Container¹, One Power Plug, AI-Driven Customs



Byblos Straddle Carrier X-ray Capable
(Cargo inspection + container damage check)



Digital
Customs

- Automated straddle carrier
- Automated mating to aircraft
- X-ray container while removing from truck
- Uses existing technology developed for ports



Ground
Powered



Customer Loading / Unloading



Truck
Powered



Moving Refrigerated Warehouse



Aircraft
Powered



Digital Customs / Automatic Mating with Aircraft



Ground
Powered



Healthcare Facility

¹BOS (Byblos Omnimodal System) compatible with existing intermodal networks and plugs into truck/air/ground power with 3-hr battery for emergencies and designed-in redundancy with dual refrigeration units

Cost¹, Risk Reductions + Increased Scalability Comparison

Parameter	Dry Ice (Standard)	LN ₂ Dewars (Cryogenic)	Byblos Active Refrigeration (BOS)
Temperature Range	-78 °C	-150 °C (vapor phase)	+8 to -25 °C (-60 °C optional)
Cost / 1M doses (~24,000 lbs)	\$183K for 2,000 miles \$222K for 4,000 miles	\$300K+ (rental + hazmat handling)	\$55K for 2,000 miles \$90K for 4,000 miles
Labor & Handling	PPE & re-icing required	Cryogenic Training	Standard plug-in / automated
Fuel per Flight	100% baseline	110% baseline	~45% of 777F baseline
Spoilage Risk	3-5%	1-2%	< 0.1%
Environmental Impact	High CO ₂ footprint	High energy use / vent loss	100% RAF + reusable container
Airport Accessibility	~1,300 airports	<1,000 (cryogenic restrictions)	>6,700 airports (5x)



Both aircraft can carry 1M Vaccine doses (777F limited by dry ice limitations)



Byblos De Havilland Dash 8-400

¹All figures normalized to ~1M vaccine doses (~24,000 lbs total payload; 2x BOS containers at 12,000 lbs payload each; multiple vial assumption 8-10g per dose)

Proven Team— Execution & Certification Expertise

Built by Aerospace & Defense Veterans



ELIE HELOU JR.
FOUNDER, CEO

- 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)



BILL WAGNER
PRESIDENT, WAGNER
AERONAUTICAL INC.

- 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



CARLA LUCCHINO
CHIEF COMMERCIAL OFFICER

- 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

No Current Viable Competitors

Competitors: Freighter Aircraft Market

**BWB
(Blended Wing Body)**



JetZero



NATILUS

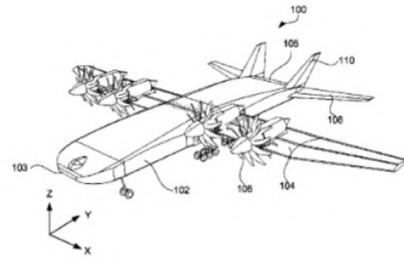


AIRBUS
ZEROE

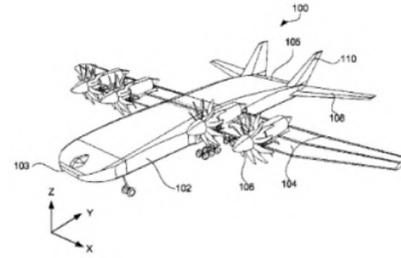
R&D

- 10s of billions to develop¹
- >10yrs

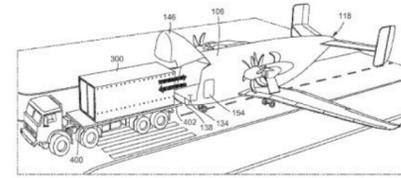
**New Intermodal
Aircraft Concepts**



US7,891,608
BOEING



US9,205,910
BOEING



US11,932,374
BOEING

R&D

- 10s of billions to develop¹
- >10yrs

Blimps



H2 CLIPPER



LEMV (cancelled)
Northrop Grumman

R&D

- billions to dev. untested tech.¹
- ~10 years

**Existing Cargo
Aircraft (P2F)**



777F



A350F



767F



A330F



737F



A321F

BOEING

AIRBUS

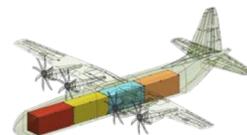
R&D

- Same design as 60 years ago¹
- 20x cost of intermodal networks

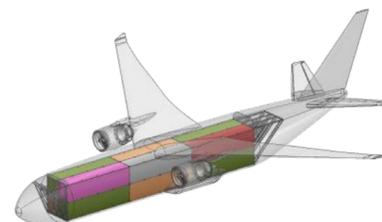
Byblos®



Sub-Regional
(proof-of-concept/MVP)



Regional



International

R&D

- \$50-\$100MM R&D Costs
- 2 years to 1st flight
- Only company with no tare weight penalty for container

¹Intermodal incompatibility greatly increases labor and warehousing costs

Our Short to Mid-Term Total Addressable Market (TAM)

\$161B+ Ecosystem

<24h door-to-door delivery requires a complete solution

- **Pharma (\$11B) cold chain entry point** → Leverages existing intermodal technologies
- Our tech enables companies to shift logistics from a **storage-based model to a speed-and--flow model**

- **Aircraft Conversions** — \$7B+ — 

- **Freight Operations** — \$120B+¹ — 

Pharma (\$11B)— our entry point market

Chips/high tech (\$42B)

Perishables (\$20B)

All Other Air Goods (\$47B)

- **Green Energy** — \$14B+ — 

- **Software** — \$20B+ — 

¹Byblos significant price reduction expected to enable air freight market to grow to ~5% of traded goods by volume

Byblos Uses Proven Technologies in New Combinations

- How Byblos developed our IP backed technology



- Detachable fuselage concepts date to 1950s



- Modifying fuselage of existing aircraft proven tech.



- Square fuselage (container shaped aircraft: Skyvan, Shorts 360) **proven**



Funding → MVP → Certification → Global Rollout → IPO

40x ROI by Year 5

Raise:

- **Round A — \$55M (Now):** MVP¹ conversion + demo flights (Expect \$1-2B valuation at 1st flight²)
- **Round B — \$200M³ (Yr 3):** FAA certs + production + regional rollout (Round Investors Identified³)
- **Round C — \$1.5B (Yr 4):** U.S. IPO + global expansion

Strategic Partner Participation

- **\$2M minimum entry** (5% service discount to Round A investors up to initial investment)
- Pharma customers: >60% logistics cost reduction
- 5x more airports accessible → faster to market
- Higher reliability with real-time tracking and rerouting, <0.1% spoilage risk, end-to-end security

Yr1: Final Design/Conversion → **End Yr2:** First Flight → **End Yr 3:** FAA Certs → **Yr4:** Global Rollout + IPO → **Yr5:** 40x ROI

¹Airbus estimates that 408 aircraft of the MVP cargo type and size will be needed in the next 20 years (~\$13B demand just in our MVP size aircraft)

²Valuation developed by Nomura in 2022 and supported by previous mtg with DelMorgan

³Investors identified for Round B via Nomura & DLA Piper effort completed in 2022

Appendix

Massive market shift

Unlocks 5x more air freight demand

Sustainable growth

Green energy, automation, GDP lift in developing markets

Global IP Portfolio good through 2038



MVP + Sub-Regional
(unpressurized)

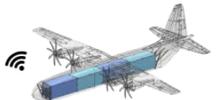


24,000 lbs
2 TEUs¹
2,000 miles



40ft long cargo bay

Regional
(unpressurized)

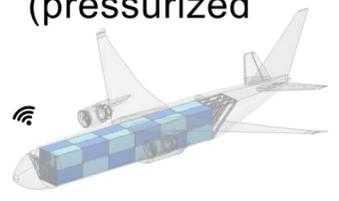


48,000 lbs
4 TEUs¹
3,000 miles

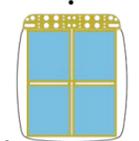


80ft long cargo bay

International
(pressurized)



288,000 lbs
24 TEUs¹
6,000 miles



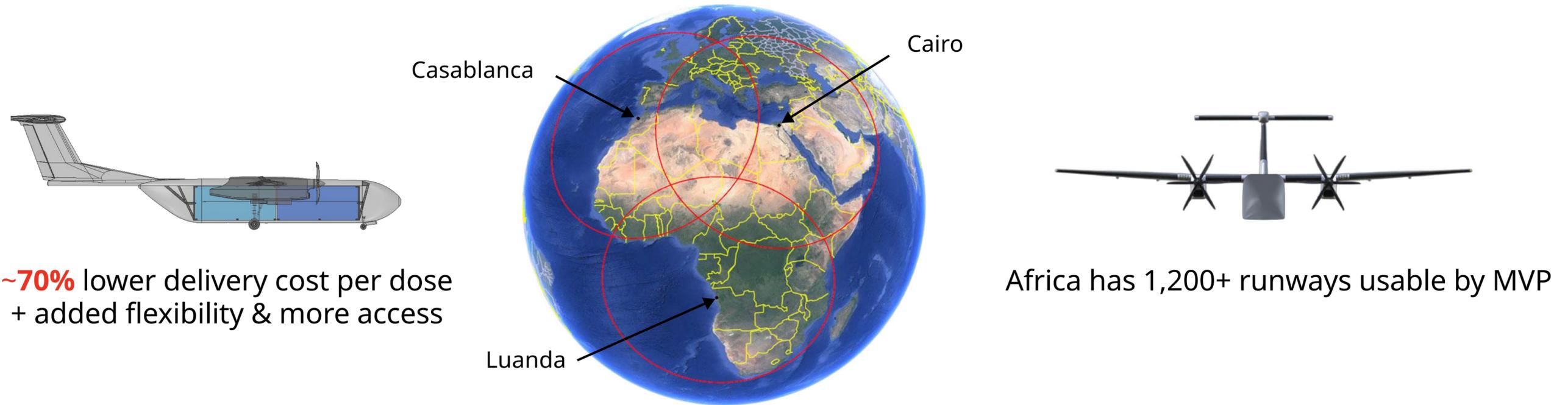
120ft long cargo bay

Term Index

- BWS: Byblos World Services (Software)
- BOS: Byblos Omnimodal System (Container)
- ULD: Unit Load Device (aircraft containers)
- Omnimodal: plugs into all modes of transport
- TAM: Total Available Market
- MVP: Minimum Viable Product
- GDP: General Good Practice (Pharma)
- CEIV Pharma: IATA certs Pharma Certs
- IATA: International Air Transport Association

How MVP & Future Options Can Fulfill Demand

3x African Hubs cover mainland + reach Norway to Estonia to Uzbekistan



~70% lower delivery cost per dose
+ added flexibility & more access

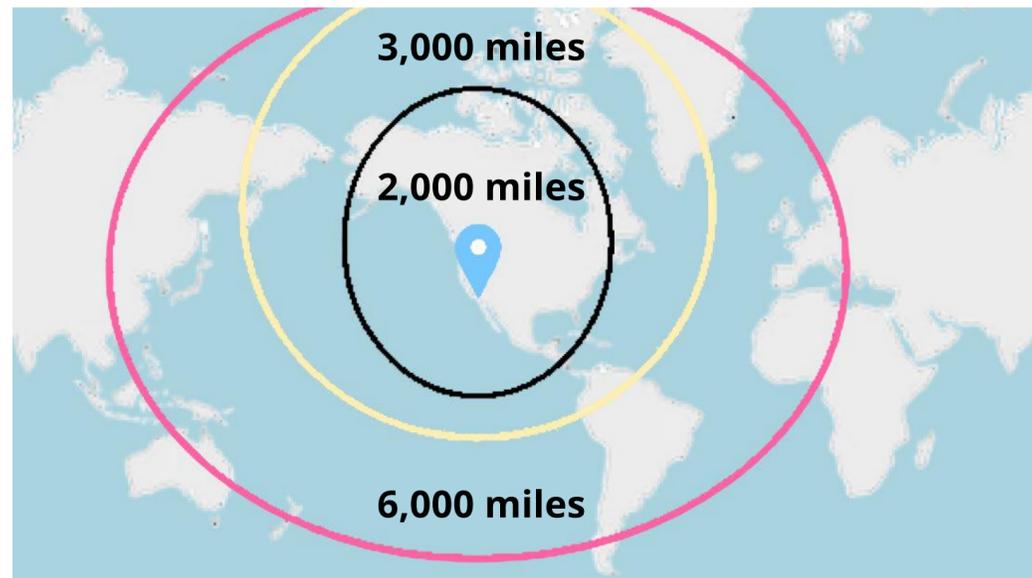
Casablanca

Cairo

Luanda

Africa has 1,200+ runways usable by MVP

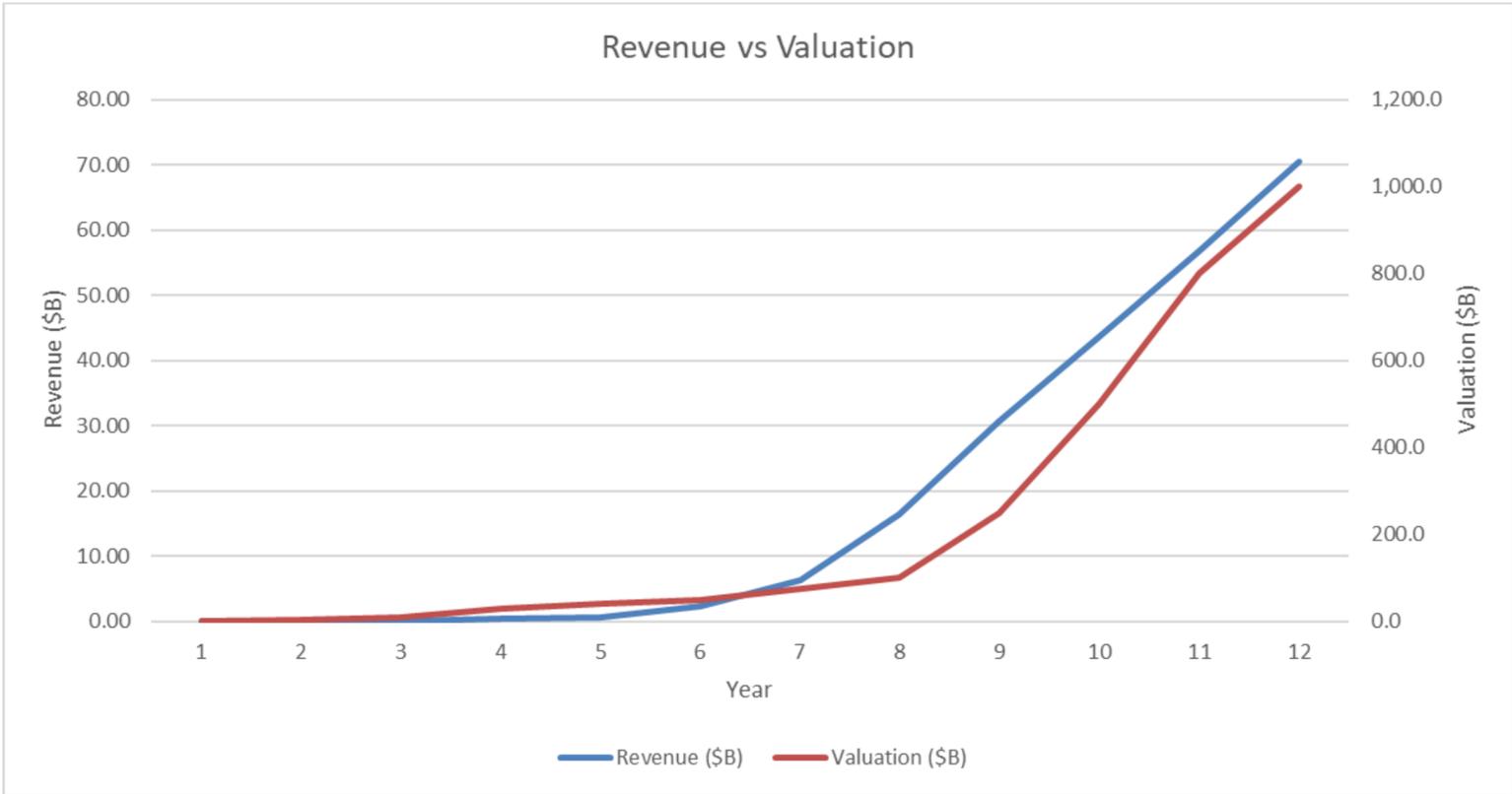
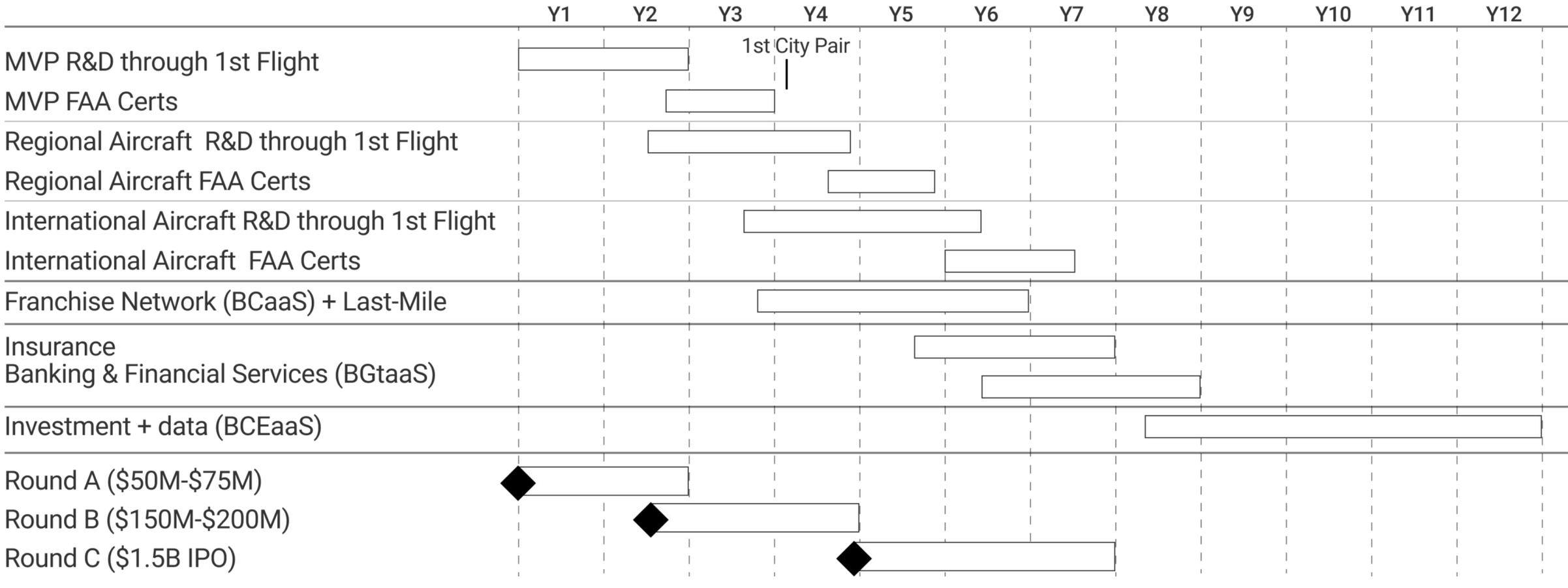
Range from LAX



Range from Brussels



Go-to-Market Execution: From MVP to Global Rollout



- **Months 24:** MVP 1st Flight, franchise onboarding
- **Months 36:** FAA certification, first regional lanes live
- **Months 48:** Global network spans all continents, local IPO begin
- **BCaaS = Byblos Container as a Service**
- **BCEaaS= Byblos Customs & Exchange as a Service**

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