

BYBLOS

“Slow or costly logistics make real-time AI-decision making meaningless”



Roadmap to a trillion dollar data company in <10 years

The Problem

Over a trillion is going into **AI** R&D and integration...
...But the **physical movement** of goods is broken

Customers left with bad choices:



Lowest Cost

Slow

Massive inventory holding
50% of traded goods



15-20x Cost of Container Ships

Fast

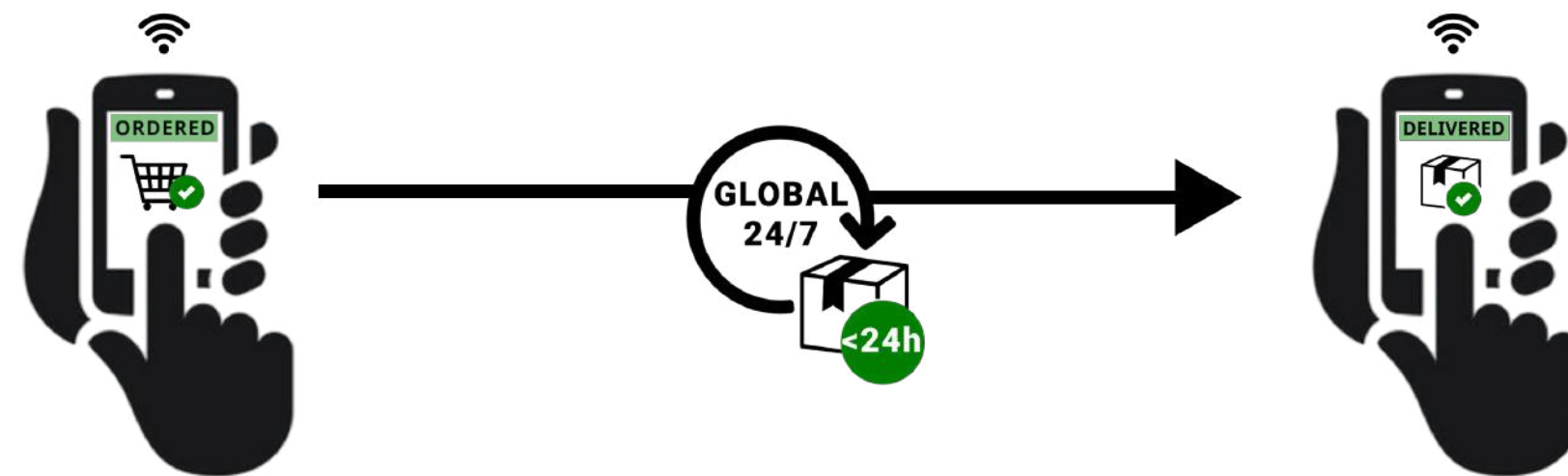
High labor
<1% of traded goods

Amazon is sitting on 624M sq. ft. of warehousing

What if the physical world shrunk to <1 day

Imagine:

- Global door-to-door delivery <24 hours at <40% of current costs
- Companies shift logistics from a storage-based model to a speed-and-flow model
- Reduced risk of obsolescence + dynamic demand response + capital freed up



Time, not physical location or storage capacity, would become the primary competitive advantage (perfect for an AI driven world)

Disrupt the status quo globally

Byblos Tech. can:

- Provide:
 - a turnkey system to delivery <24 hours for 40% or less of current costs
 - an all inclusive 1-stop service, handling all logistics needs
 - direct plug-in into existing intermodal and ground networks

We do it all by leveraging existing hardware, existing ground & intermodal networks, all while using 100% renewable fuels

Hardware entry 21%, Fintech/.com 79%¹ (revenue streams)

Byblos:

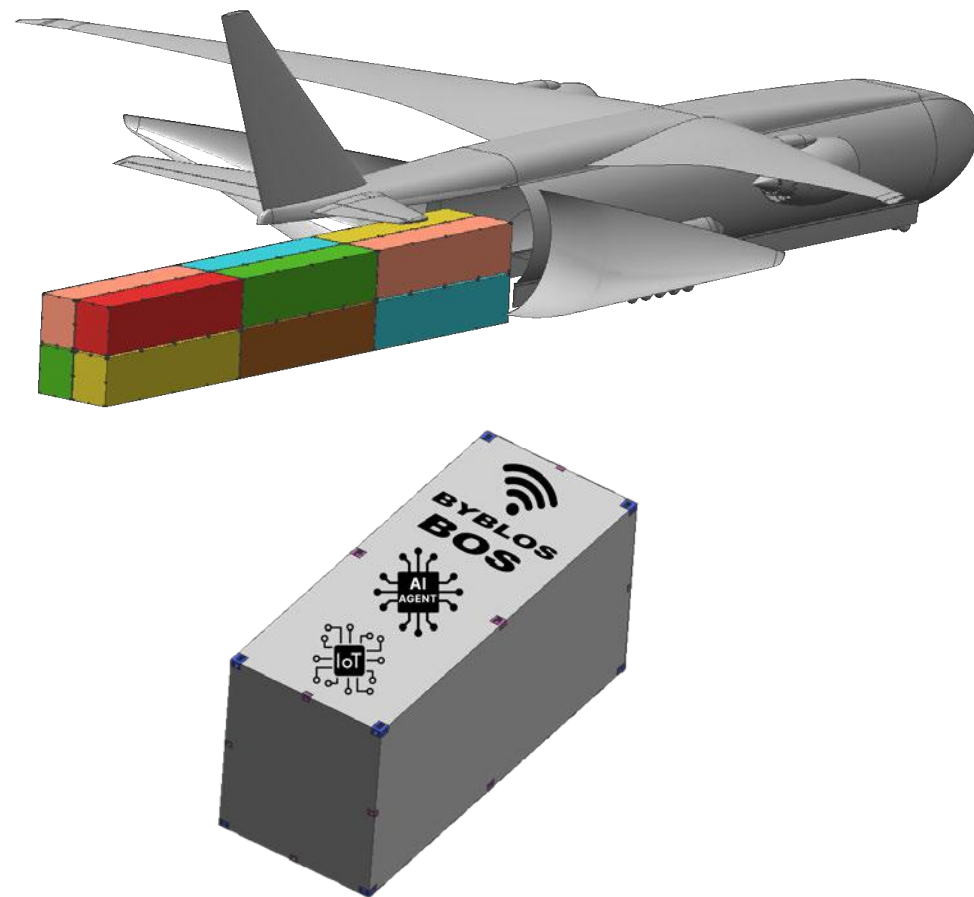
- We convert existing aircraft into economical intermodal compatible container carriers
- We bring intermodal efficiencies to an industry that has not changed in over 60 years
- We provide full service door-to-door support with insurance, trade FX, and banking

Backed by global IP with a franchise plan to grow quickly, we anticipate growing air freight from <1% of traded goods to ~5%, capturing over ~50% of traded global value

¹Just as railroads created an economic engine, built towns and invested to capture the value they created—
Byblos Capital co-invests in logistics parks, land, and industries enabled by our low-cost, <24hr network

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



BOS¹



Government Policies



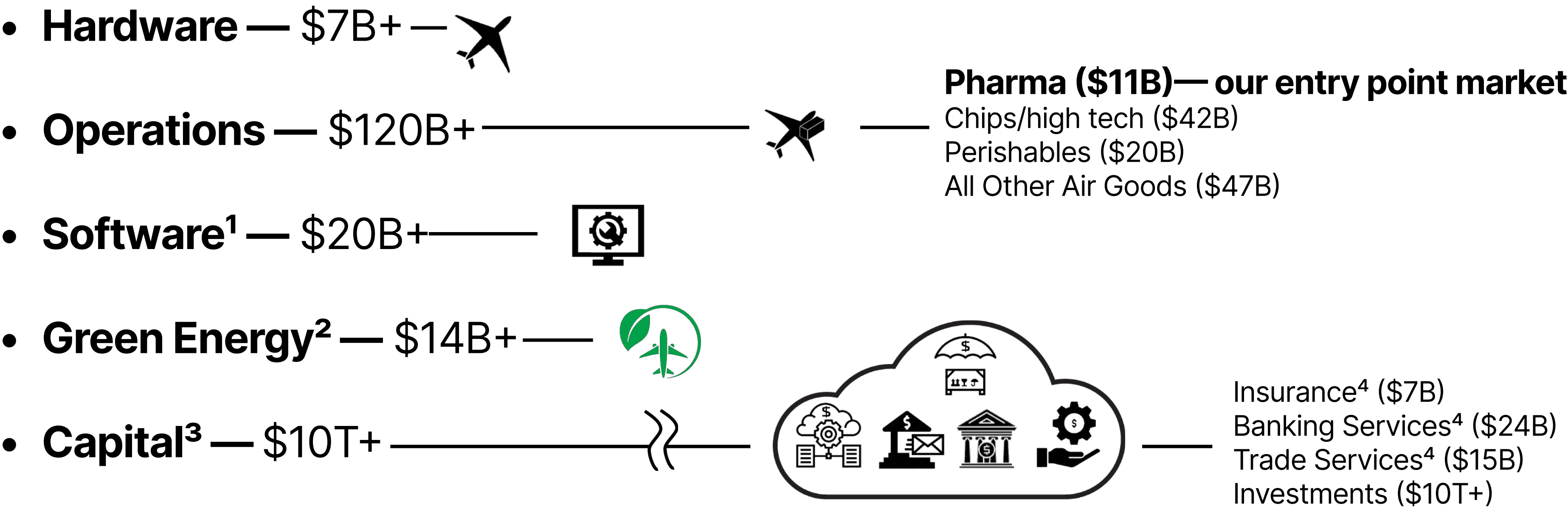
Renewable Fuels

¹BOS: Byblos Omnimodal System

Market Size (1-stop platform)

\$200B+ Near-Term (Blue Ocean) TAM; ~\$11T Long-Term TAM
\$640B+ SAM (year 10— includes increase of airfreight from 1% to 5%)
\$129B SOM (Size of dedicated freighter aircraft service today)

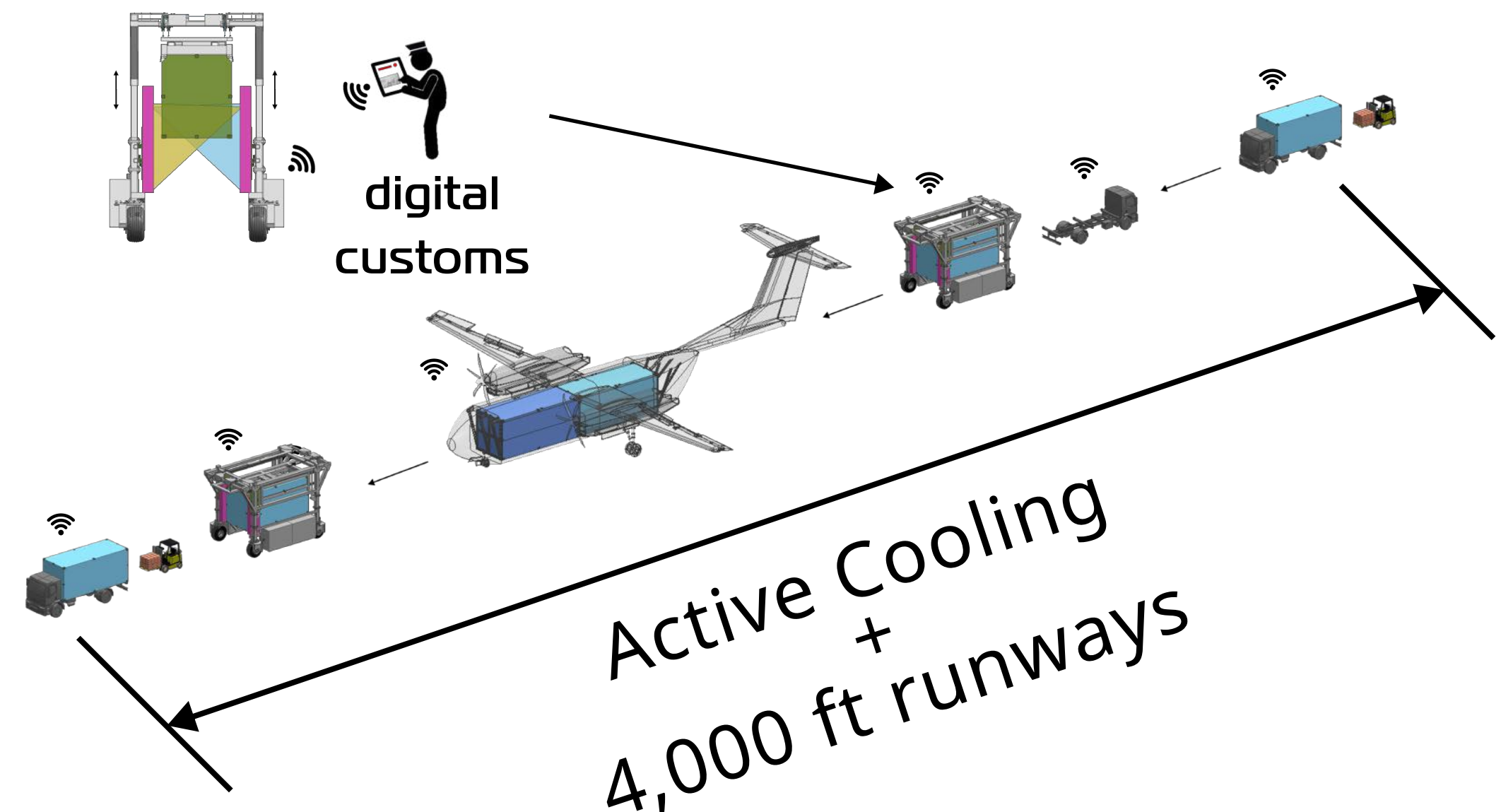
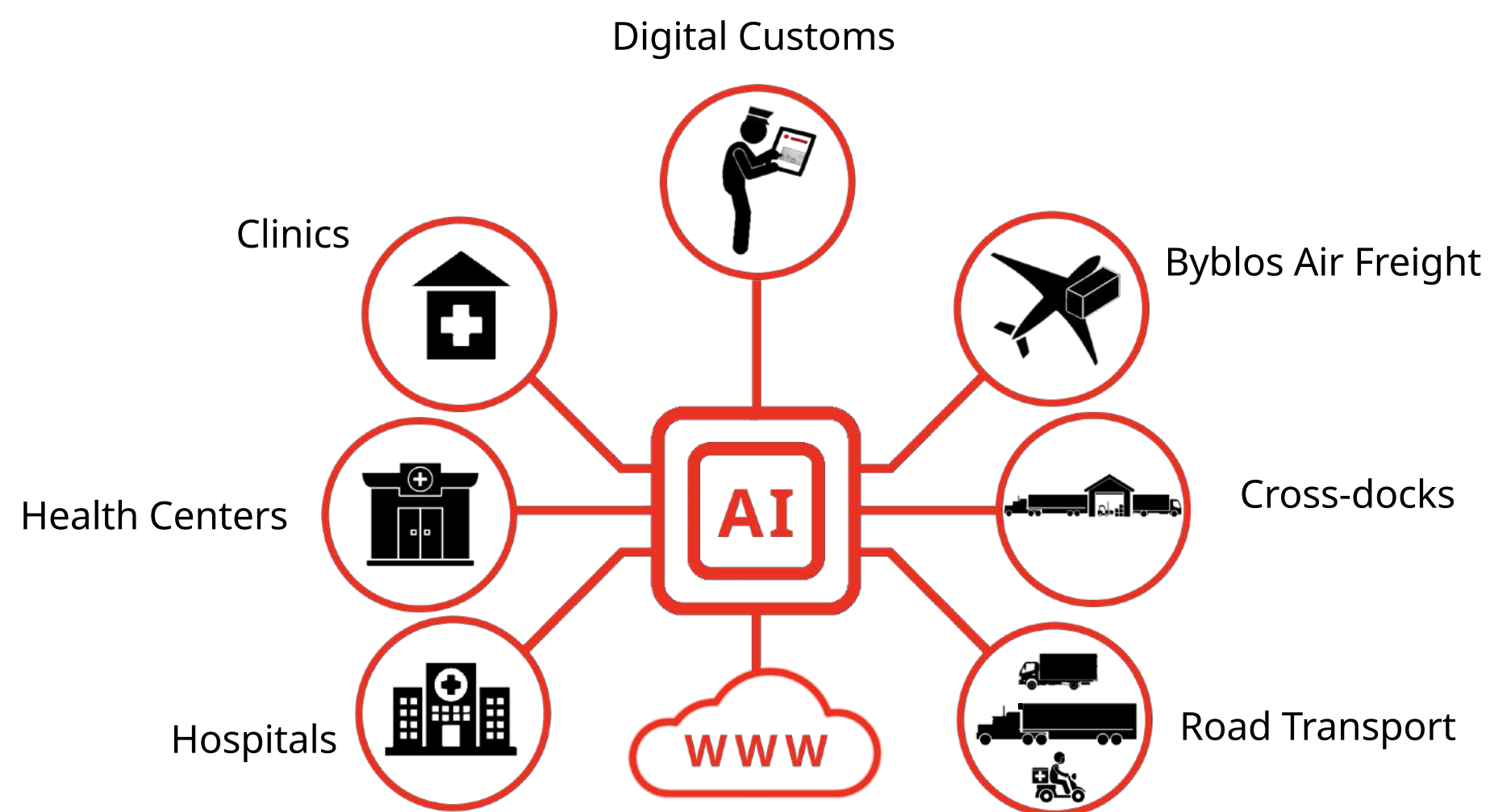
BWS¹ one-stop revenue model: 79% FinTech / .com 21% capital



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 and industry we enable by our low-cost service
⁴Lists only support for our network not global TAM for the individual markets

Designed for Global Growth & Acceptance

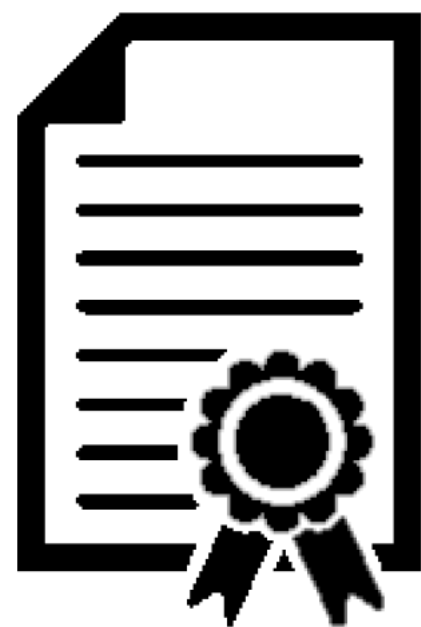
- Hardware: Byblos converts first type, licenses OEMs for production aircraft
- Franchise aircraft operator for each country (aircraft control transfers at border)
- Per Airport Franchise (ground handling, digital customs, hand off to 3rd parties)
- FinTech bundle includes insurance, payments, FX, digital customs



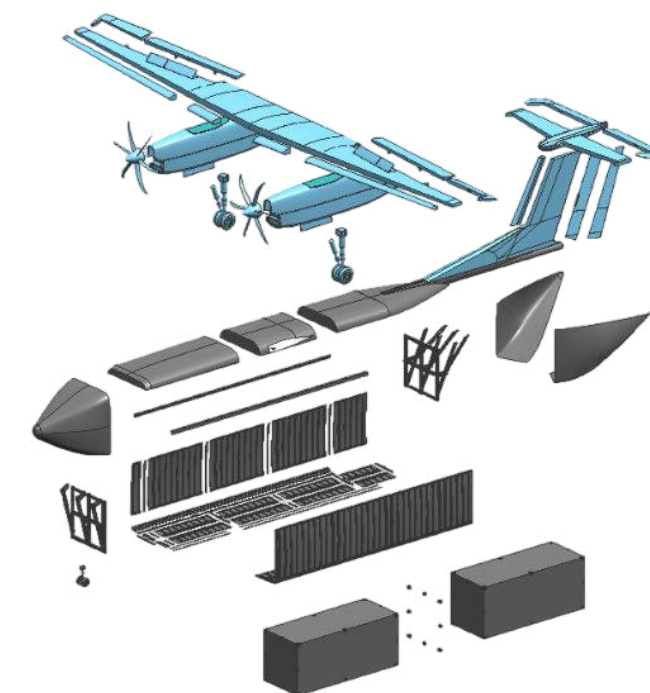
note: initial aircraft will all be piloted but designed as drones for later introduction 8

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



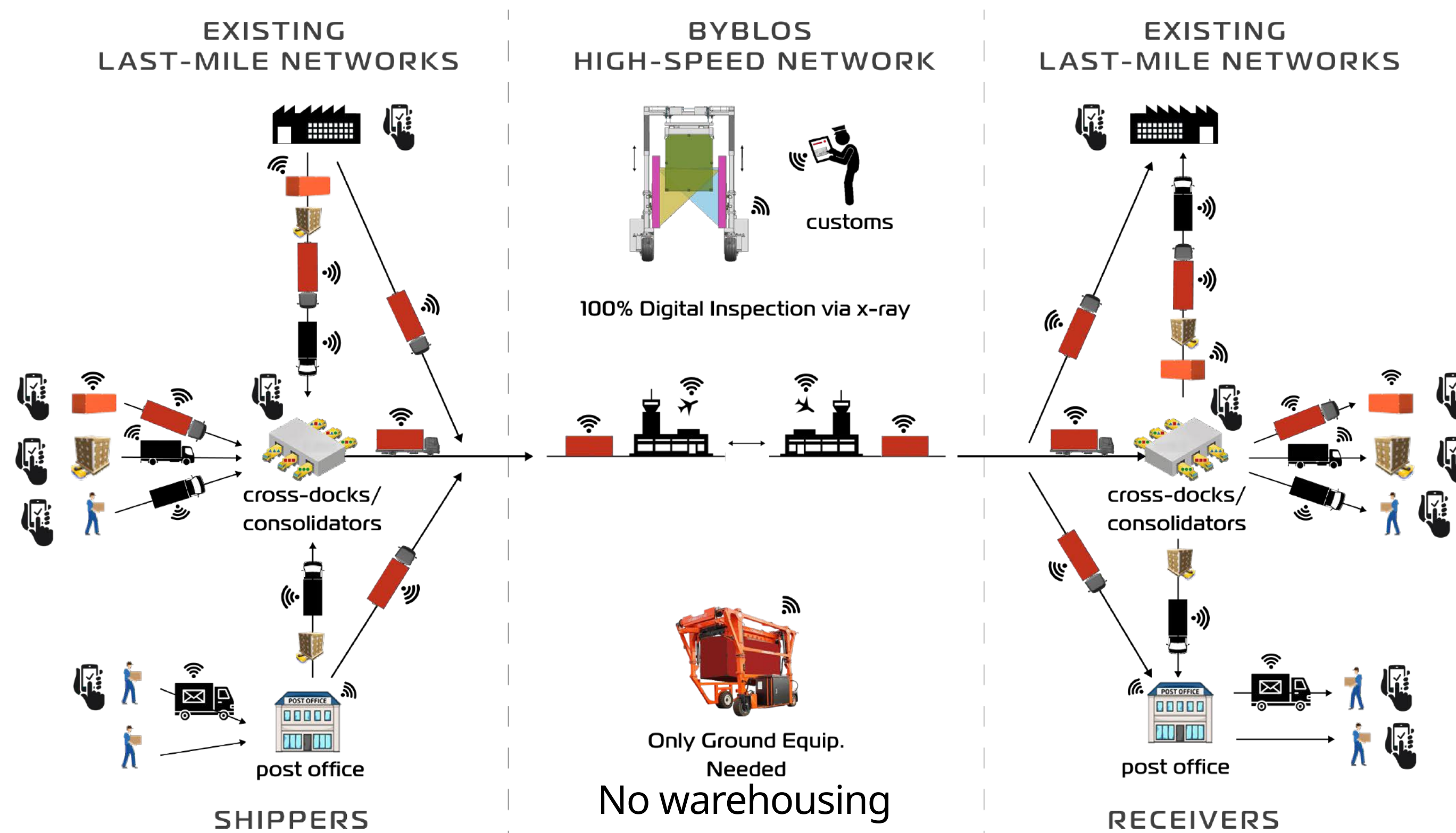
De Havilland Technology (still in production)



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

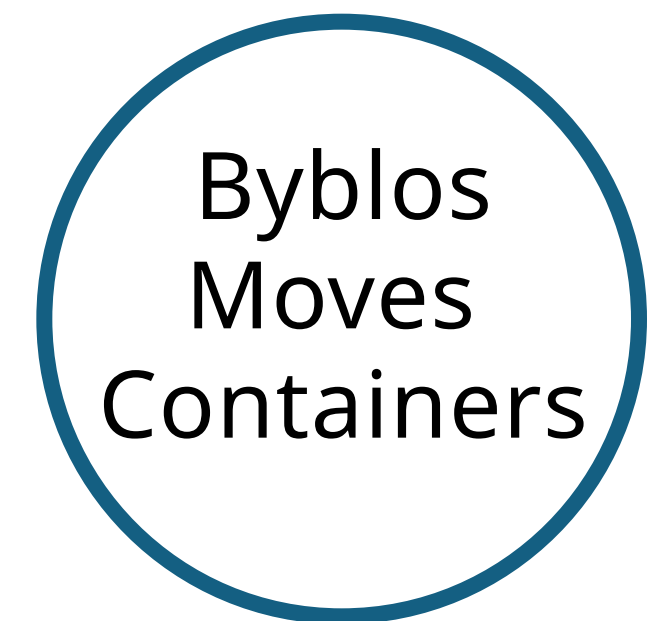
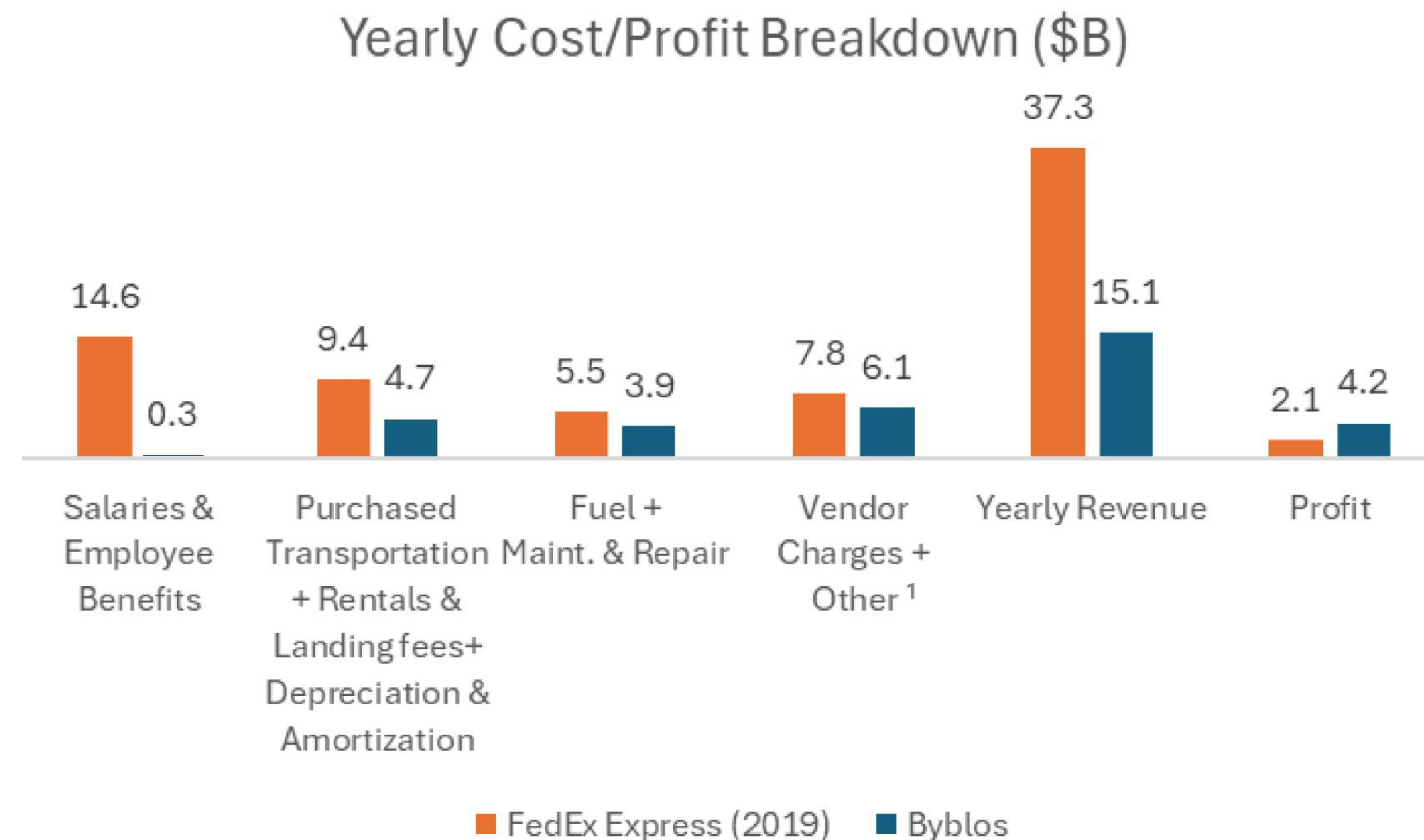


"Post office networks 3-5x cheaper than FedEx or UPS last-mile networks"

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

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

Team

Decades of Aerospace, Defense & Trade Leadership



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

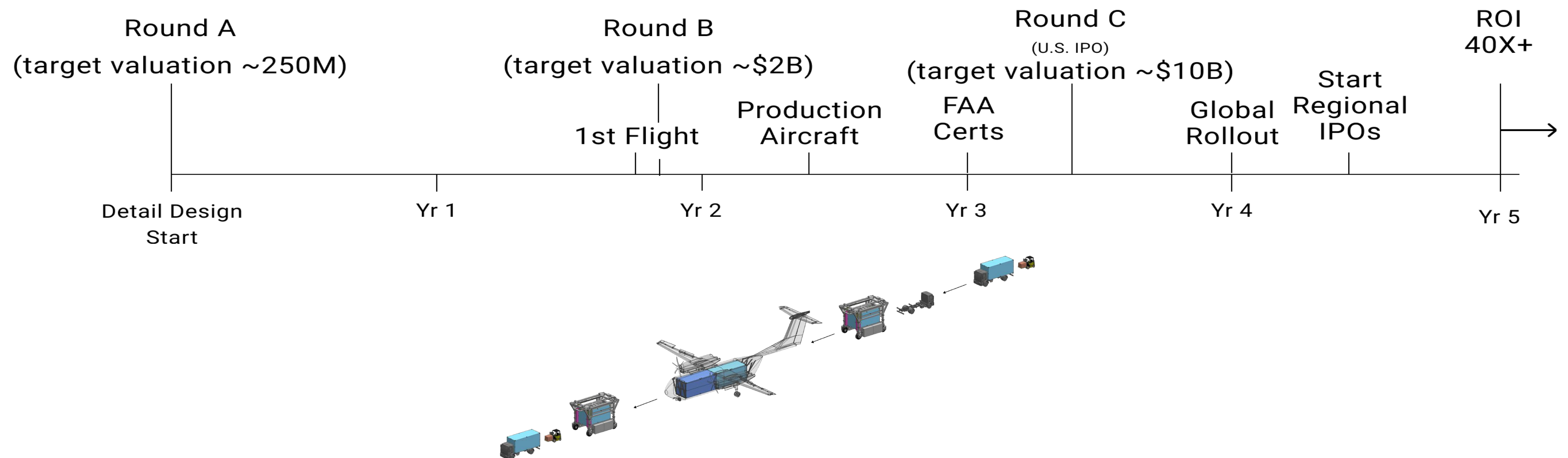
Funding & Returns

Funding Rounds

- • A: \$55M → MVP¹ & demo flights (yr1+yr2)
- B: \$200M → Production + Certs & Regional Launch (yr2.5)²
- Cash positive year 3
- C: \$1.5B → Global scale & IPOs (yr4)

Investor Returns

- 40x ROI potential in 5 years
- Multiple local IPOs → build market trust & access regional capital
- Avoids “foreign ownership stigma” in key markets



Funding → MVP → Regional Rollout → IPO

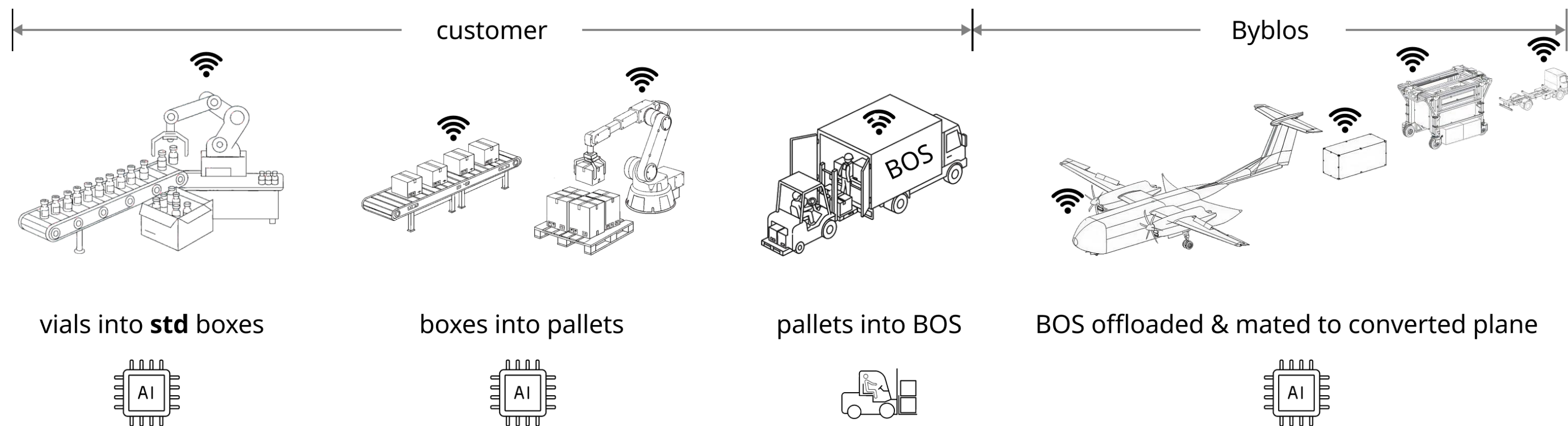
¹Airbus estimates that 408 aircraft of the MVP cargo type and size will be needed in the next 20 years (~\$13B demand just in MVP size aircraft)

²Investors identified for Round B via Nomura & DLA Piper effort in 2022

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 chain¹ (massive cost reductions² + added flexibility → global expansion)



¹With active cooling, our 90 passenger aircraft is able to carry same amount of vaccines as a 777 with dry ice cooling

²Savings in operations \$175K per flight

APPENDIX

Massive market shift

Unlocks 5x more air freight demand

Proven tech base

\$4.5M invested to date, patented technology

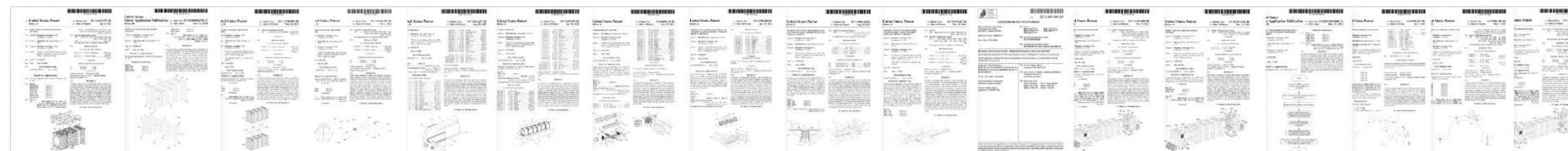
Scalable economics

Hardware entry, fintech/.com revenue dominance

Sustainable growth

Green energy, automation, GDP lift in developing markets

IP Portfolio good through 2038

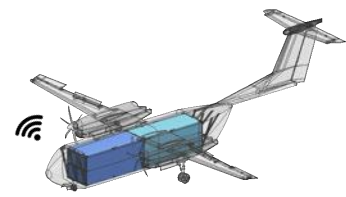


Byblos Hardware

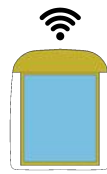
We convert 1st aircraft type through FAA certs then license OEMs

- 3 primary fleet integrated aircraft:

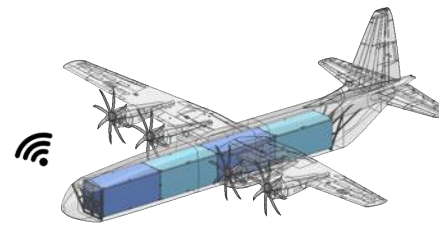
MVP + Sub-Regional
(de Havilland Dash 8-400)



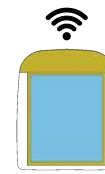
24,000 lbs
2 TEUs¹
2,000 miles
40ft long cargo bay



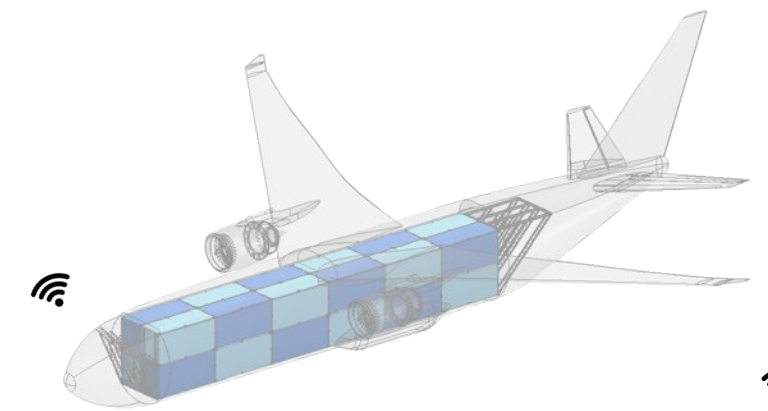
Regional
(LM-100J)



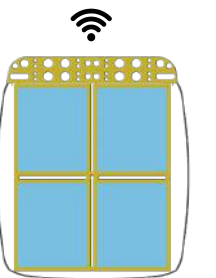
48,000 lbs
4 TEUs¹
3,000 miles
80ft long cargo bay



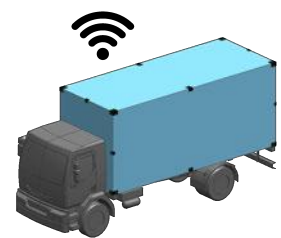
International
(777X & A350-1000)



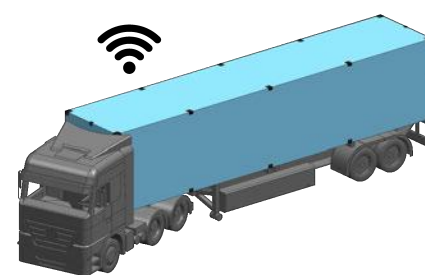
288,000 lbs
24 TEUs¹
6,000 miles
120ft long cargo bay



- Designed for existing intermodal networks & existing ground equipment



STD 16 Ton Truck



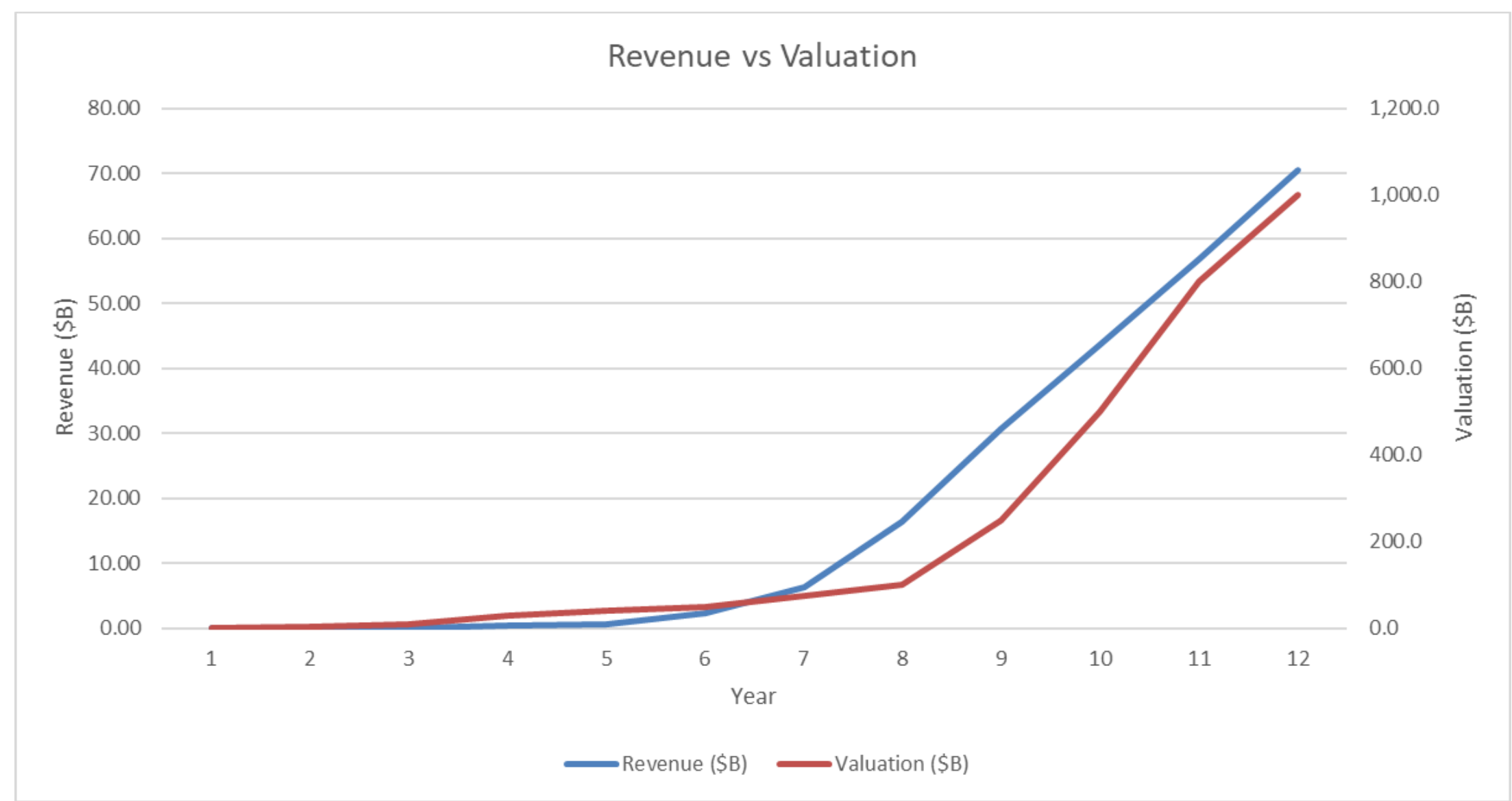
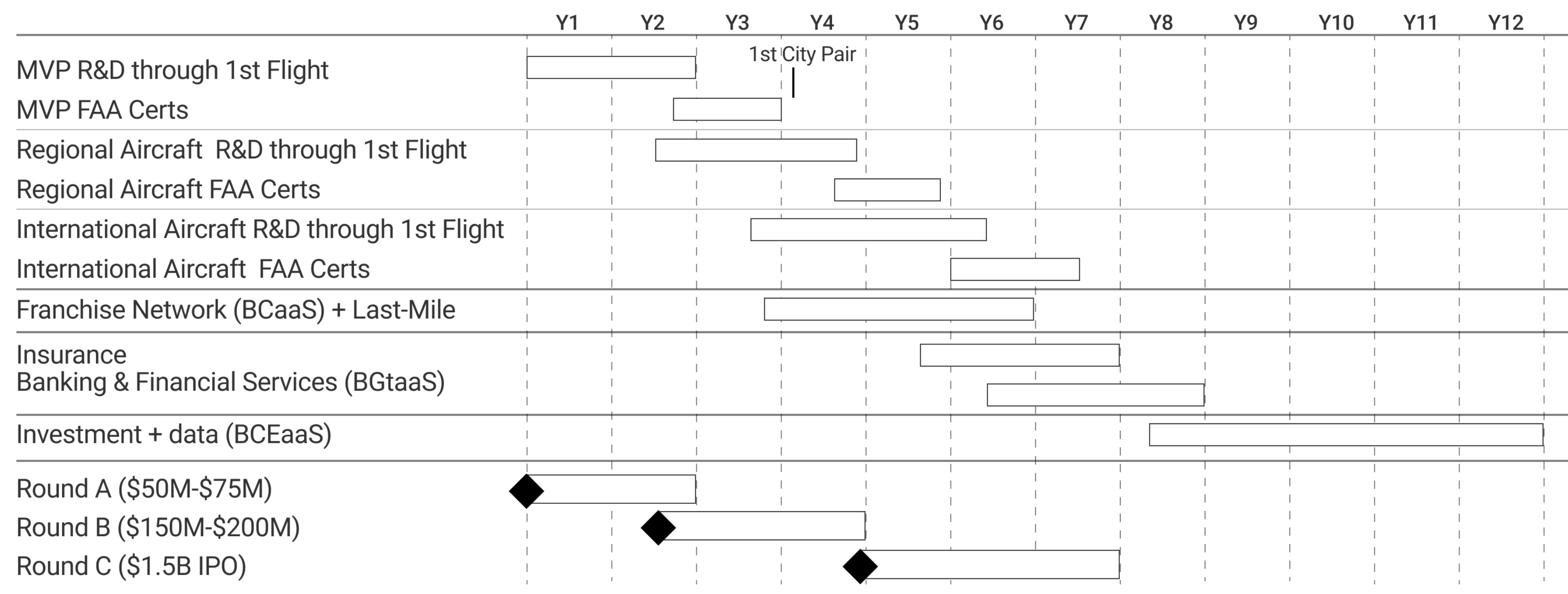
Single Axle Semi
with drayage chassis



Existing Straddle Carriers
(Byblos modifies with x-ray system)

¹Twenty Foot Equivalent Unit

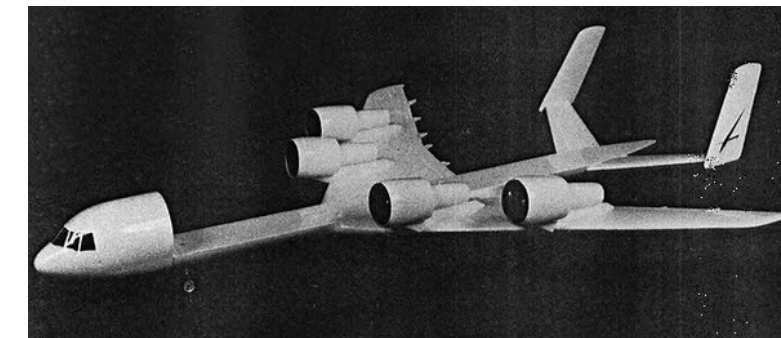
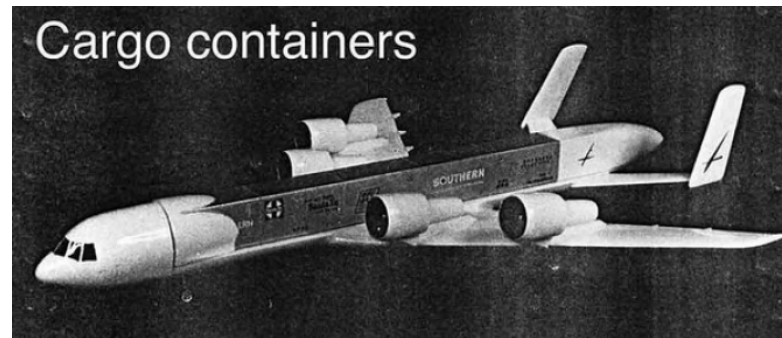
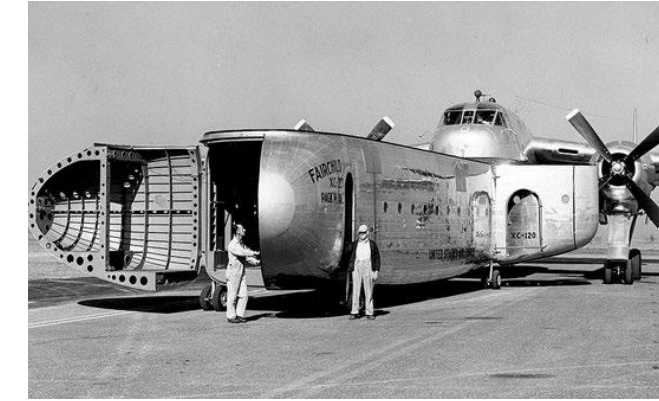
Go-to-Market Execution: From MVP to Global Rollout



- 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

Detachable Fuselage & Spine Planes Exist

- Detachable fuselage concepts date to 1950s-80s



- Square fuselage aircraft (Skyvan, Shorts 360) already proven



- Container automation & materials now enable practical designs



Competitors: Freighter Aircraft Market

No Current Viable Competitors

BWB
(Blended Wing Body)



JetZero



NATILUS

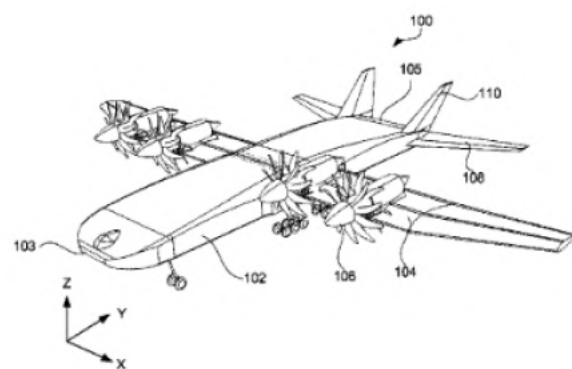


AIRBUS
ZEROE

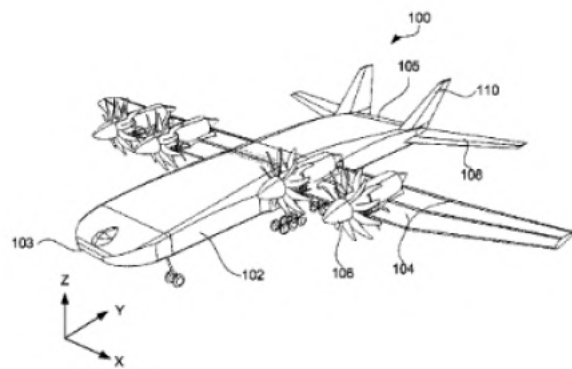
R&D

- 10s of billions to develop¹
- >10yrs

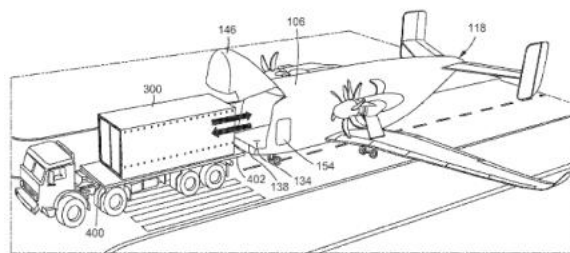
**New Intermodal
Aircraft Concepts**



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

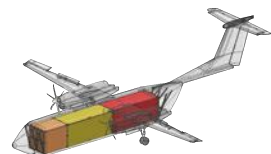
BOEING

AIRBUS

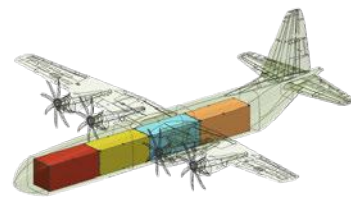
R&D

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

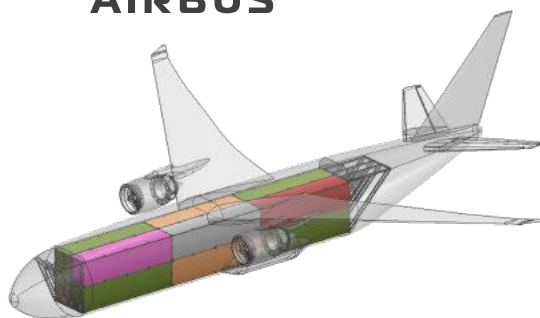
Byblos®



Sub-Regional
(proof-of-concept)



Regional



International

R&D

- \$50-\$100MM R&D Costs
- 2 years to 1st flight

¹Intermodal incompatibility greatly increases labor and warehousing costs

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