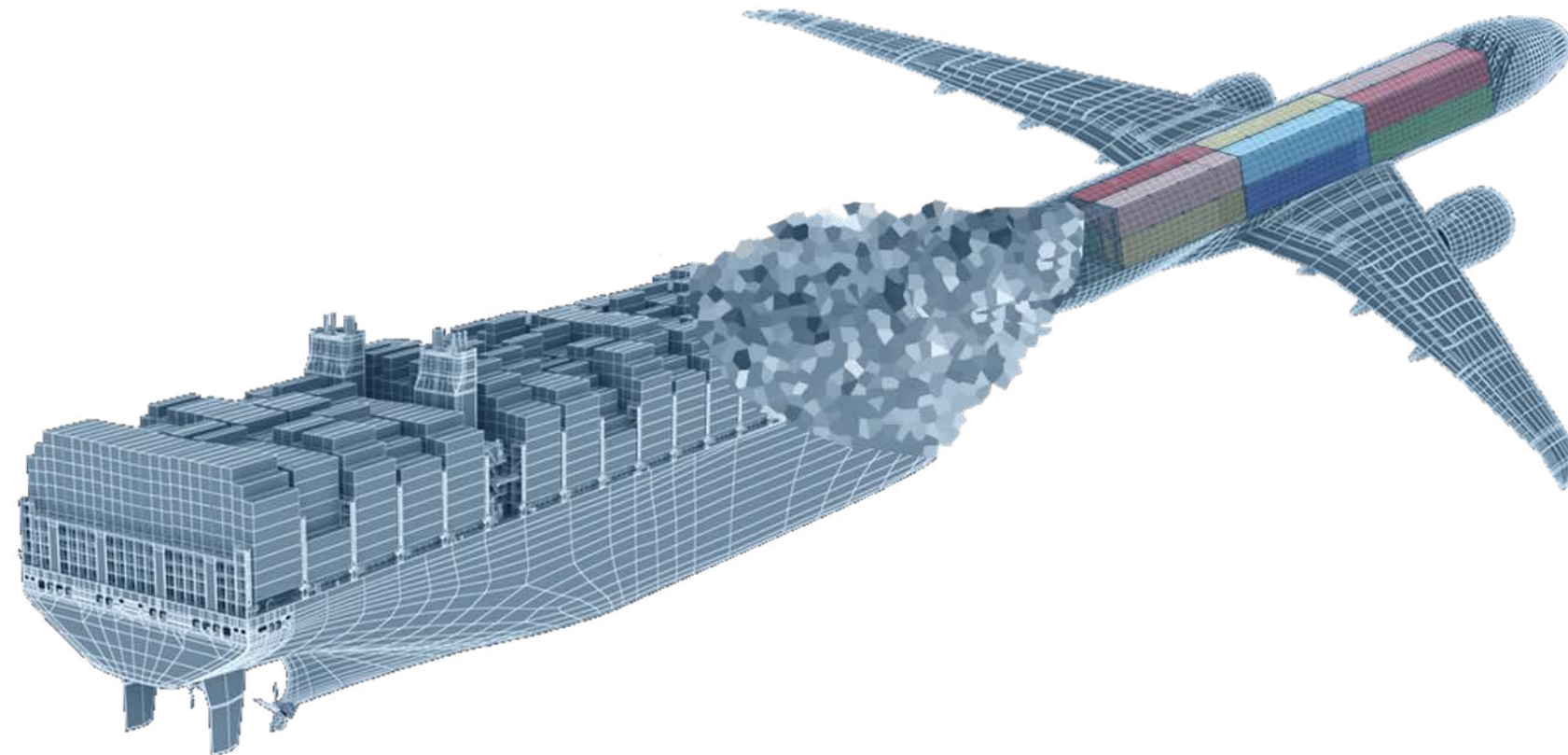


BYBLOS®



Logistics for a Digital World <1 day delivery

BYBLOS® APPROACH TO MINIMIZING RISK

WE USE EXISTING TECHNOLOGIES IN NEW WAYS TO REDUCE RISK AND TIME TO MARKET

Golden rule of aircraft design: reduce weight!!!

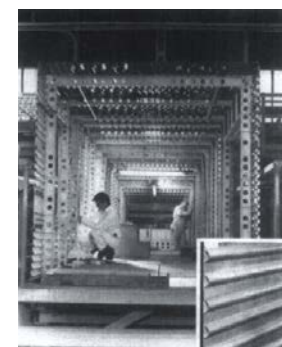
- Spine aircraft are proven tech.
Except, container is treated as part of payload



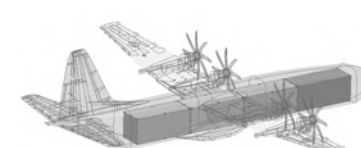
- Detachable fuselage designs are proven tech.
Container is still treated as part of payload



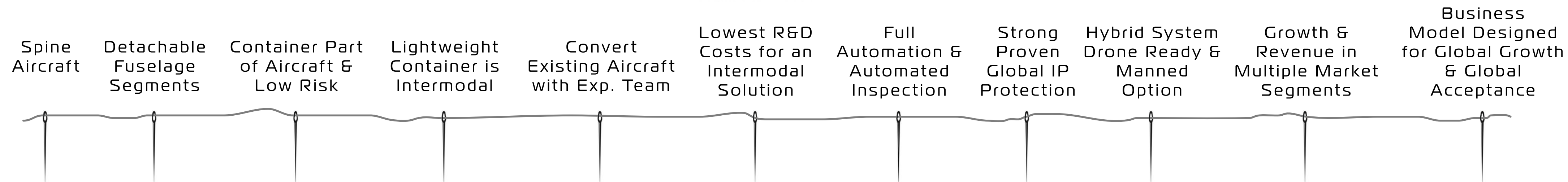
- Square fuselage aircraft are proven tech.
Byblos redesigns container as part of the airplane (using square fuselage tech.)



 **Byblos® first company to eliminate container weight from payload!**



Possible only with modern tech



Byblos® first company able to afford 100% Renewable Aircraft Fuels today!

STAGNANT AIR FREIGHT INDUSTRY THAT MOVES PIECES & USES HIGH LABOR

Push air cargo into plane

Push air cargo to ramp

Rearrange cargo

Today



1960s



Labor for FedEx Express is ~39% of product shipping costs

BOEING PATENTS CLEARLY STATE THE NEED FOR INTERMODAL AIR FREIGHT

US 11,932,374 Freighter Aircraft System and Container System (granted 2024)

*“...there exists a need in the art for a system and method for the seamless transport of freight which avoids the **time and expense** associated with re-bulking operations between air transport and surface transport modes.”*

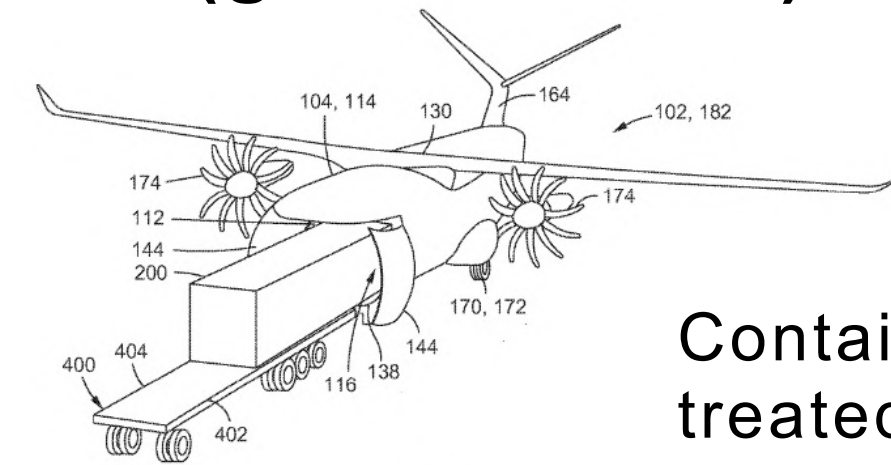


FIG. 8

Container still treated as payload

Note: Labor represents 39% of FedEx Express's costs

US 9,205,910 Cargo Aircraft for Transporting Intermodal Containers in Transverse Orientation (granted 2015)

*“The inability of modern aircraft to efficiently transport a large number of intermodal containers has **significantly limited** expansion of aircraft transport”*

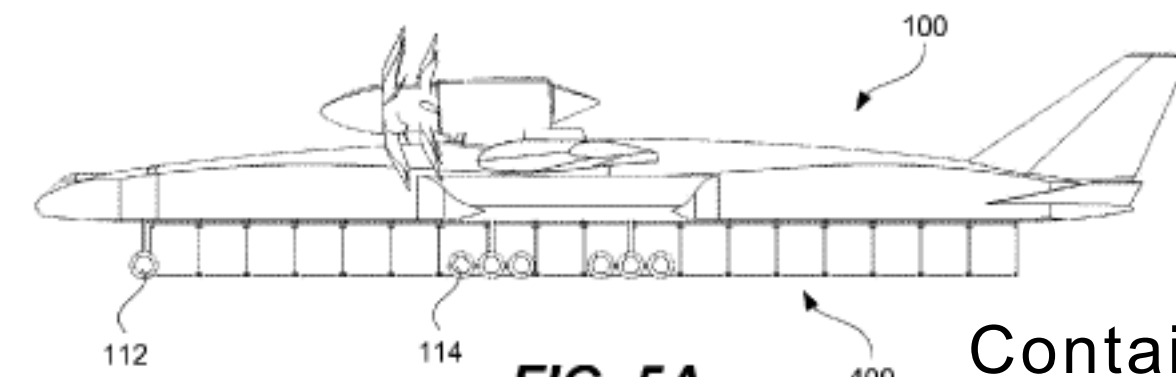


FIG. 5A

Container still treated as payload

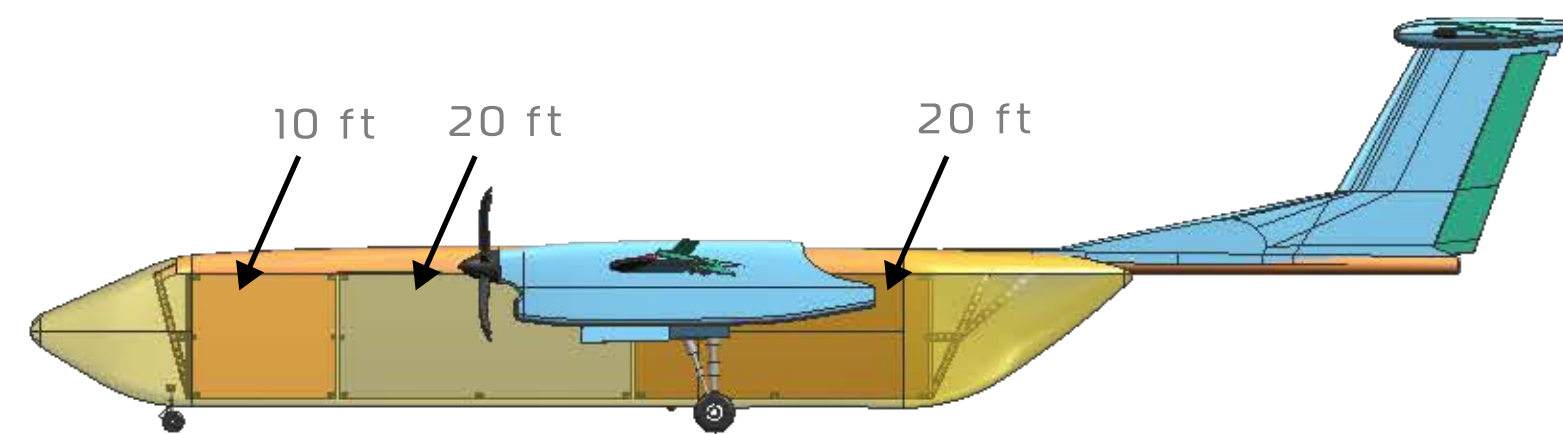
*“...new business strategies (e.g. just-in-time supply) and globalization of markets have created a strong **demand for faster shipping...** yet demands **lower costs, which cannot be realized using modern aircraft.**”*

FASTEST GO-TO-MARKET

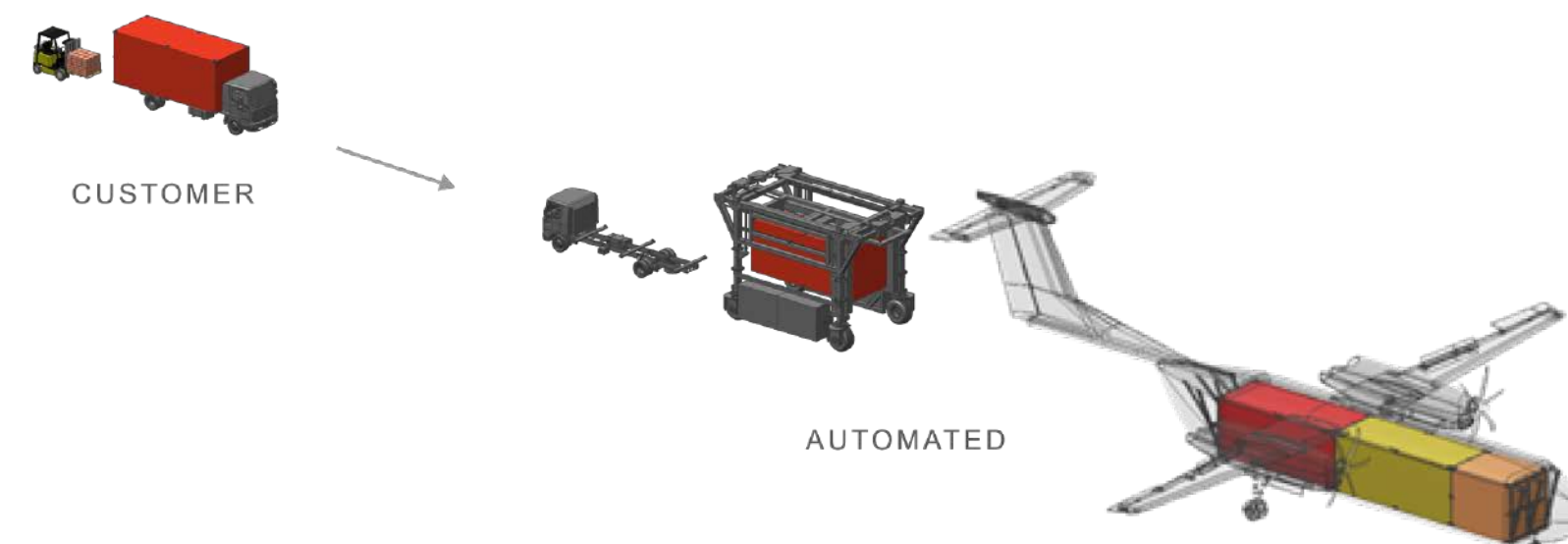
BYBLOS®

LOWEST COST MVP (Minimum Viable Product)¹ DE HAVILLAND DASH 8-400

DELIVERABLE: 3-3.5 YRS FAA² CERTIFIED AIRCRAFT



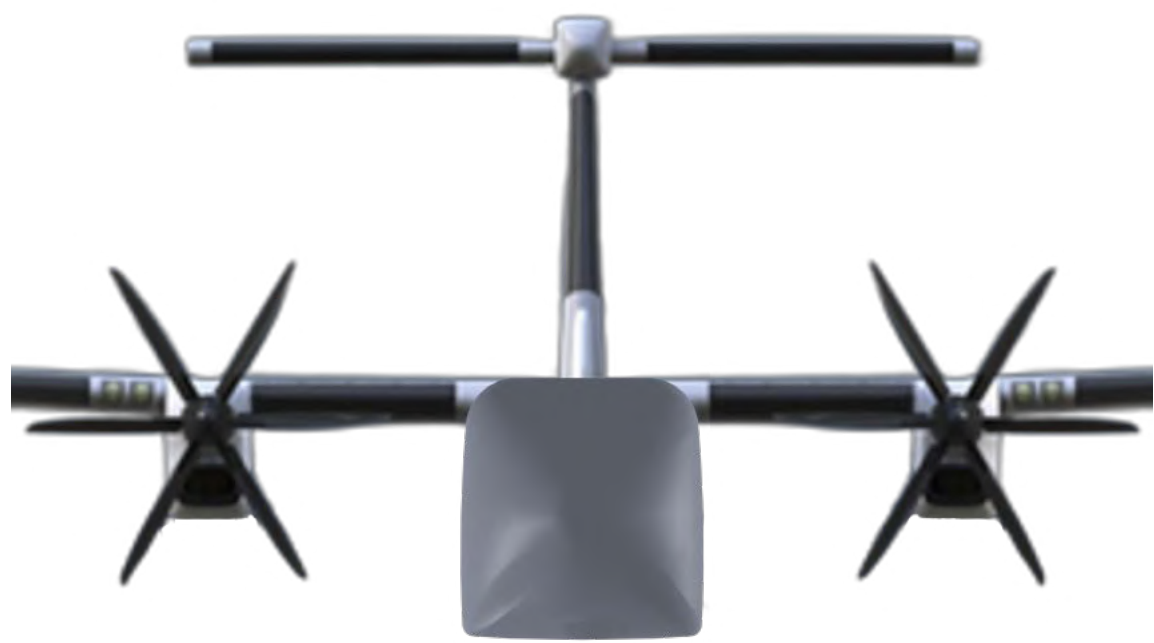
APPROX. SIDE VIEW



¹(MVP) Lowest Cost product to produce and that is commercially viable

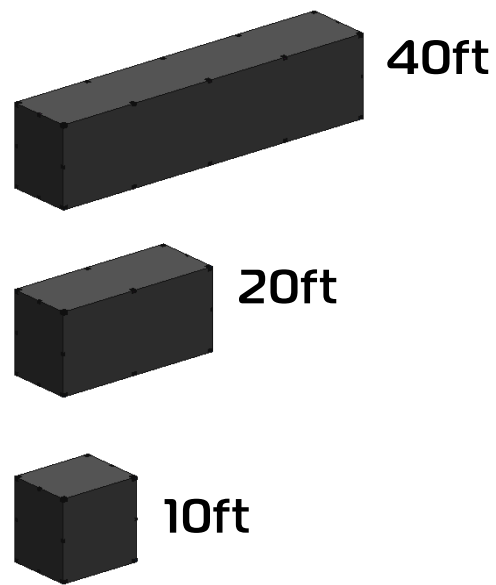
²May seek Canadian TCCA certs instead as FAA still concentrating on Boeing issues

BYBLOS[®] CONVERTED SPECS (SEE APPENDIX FOR COMPETITOR SPECS)



- Range up to 1,700 nm (1,956 miles, 3,148 km)
- 2x 20ft containers + 1x 10 ft (2,904 cubic ft, 82.23 cubic m)
- Up to 22,500 lbs (10.23 Tonnes) payload
- 350 mph (556 km/h)

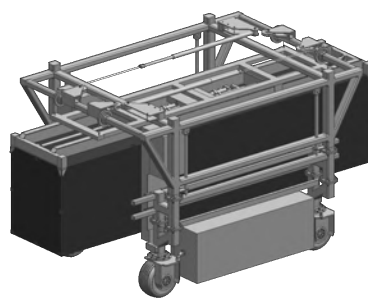
Byblos[®] Containers



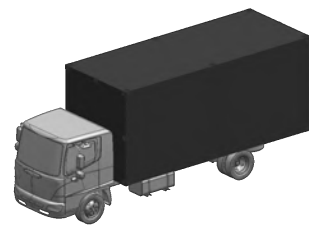
Access door 91.2"x 90" (W2.28m x H2.26m)

Container Size	Inner Vol. (ft ³)	Payload (lbs)	Tare Wt (lbs)	lbs. per cu. ft.
10 ft	560	4,339	634	7.75
20 ft	1,172	9,081	1,297	7.75
40 ft	2,385	18,208	2,647	7.63

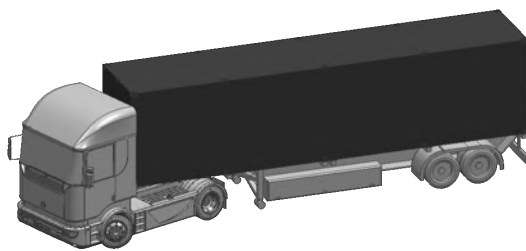
EXISTING EQUIPMENT



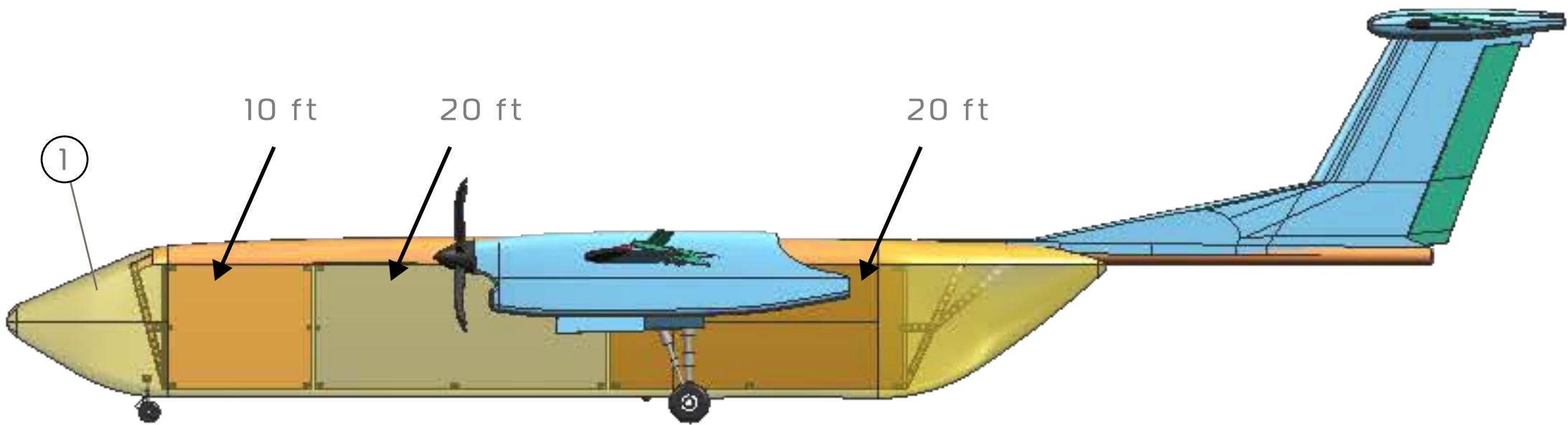
STRADDLE CARRIER



5.5 TON TRUCK



SINGLE AXLE SEMI
WITH CONTAINER CHASSIS



APPROX. SIDE VIEW

¹Using 150 cubic ft. (4.2 cubic m) volume per IAG Cargo LD3 AKE container
²Best current management estimates with available data and design parameters

① Initial aircraft will be piloted including through certification efforts

PARTS BREAKDOWN

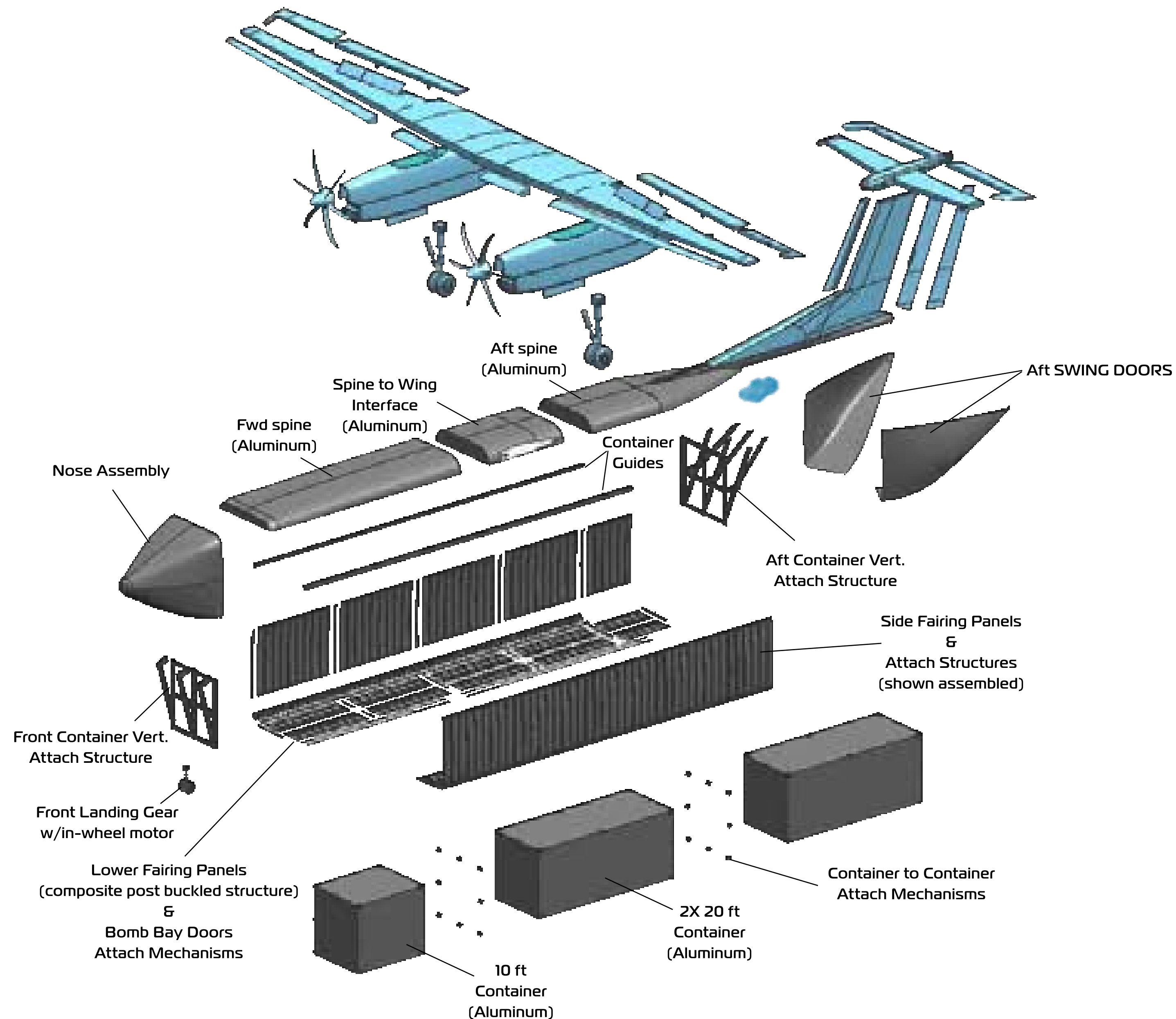
BASELINE



De Havilland Technology (still in production)



BYBLOS® Technology Development parts



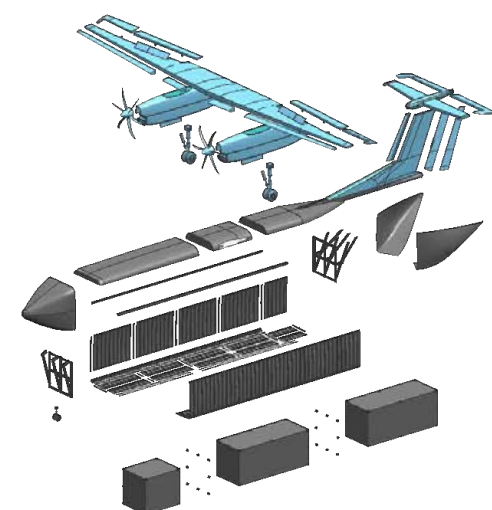
BYBLOS® CONTAINERS ARE PART OF THE AIRCRAFT STRUCTURE

ADDITIONAL INFO

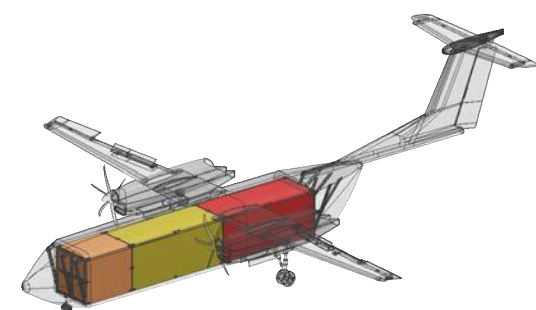
- Spine, containers, and support frames all aluminum
- Outer fairings composite post-buckled structures
- Spine to contain all wiring, computers, batteries, and additional fuel tanks
- Nose assembly will have pilot cockpit that can be removed once networks can manage drones in manned airspace and airports
- All parts will have multiple bids to our drawings from existing aircraft vendors
- Assembly will occur at FAA approved facilities
- New fuselage will meet structural requirements of old fuselage

FOUNDATION AIRCRAFT SPECS

Sub-Regional Aircraft



Dash 8-400

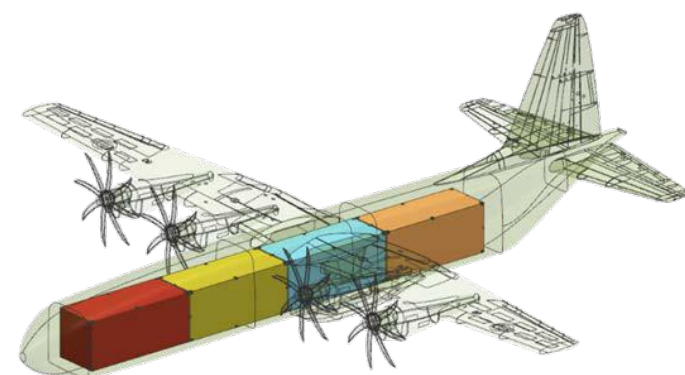


22,500 lbs
2.48 TEUs
1,956 miles

Regional Aircraft

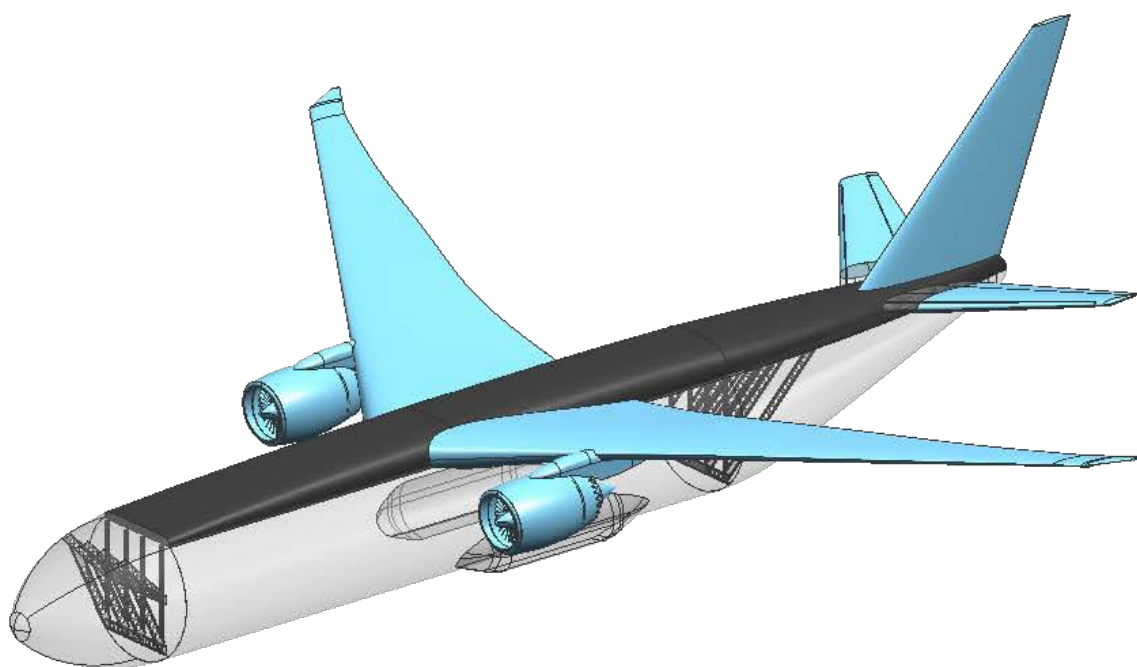


LM-100J

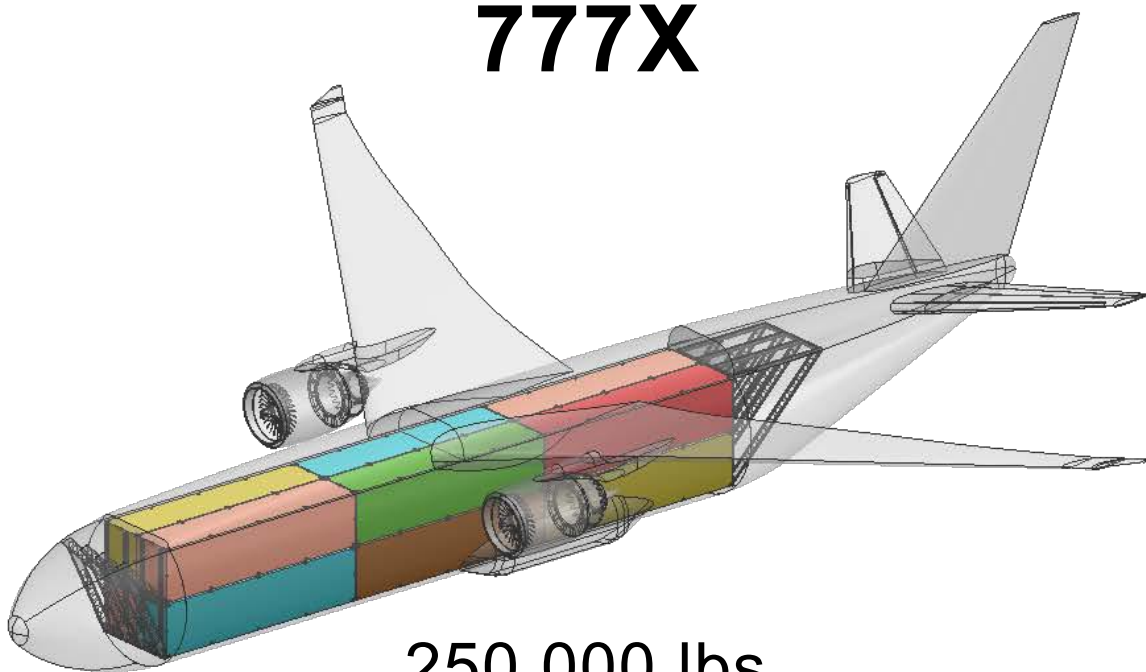


41,000 lbs
4.51 TEUs
2,750 miles

International Aircraft

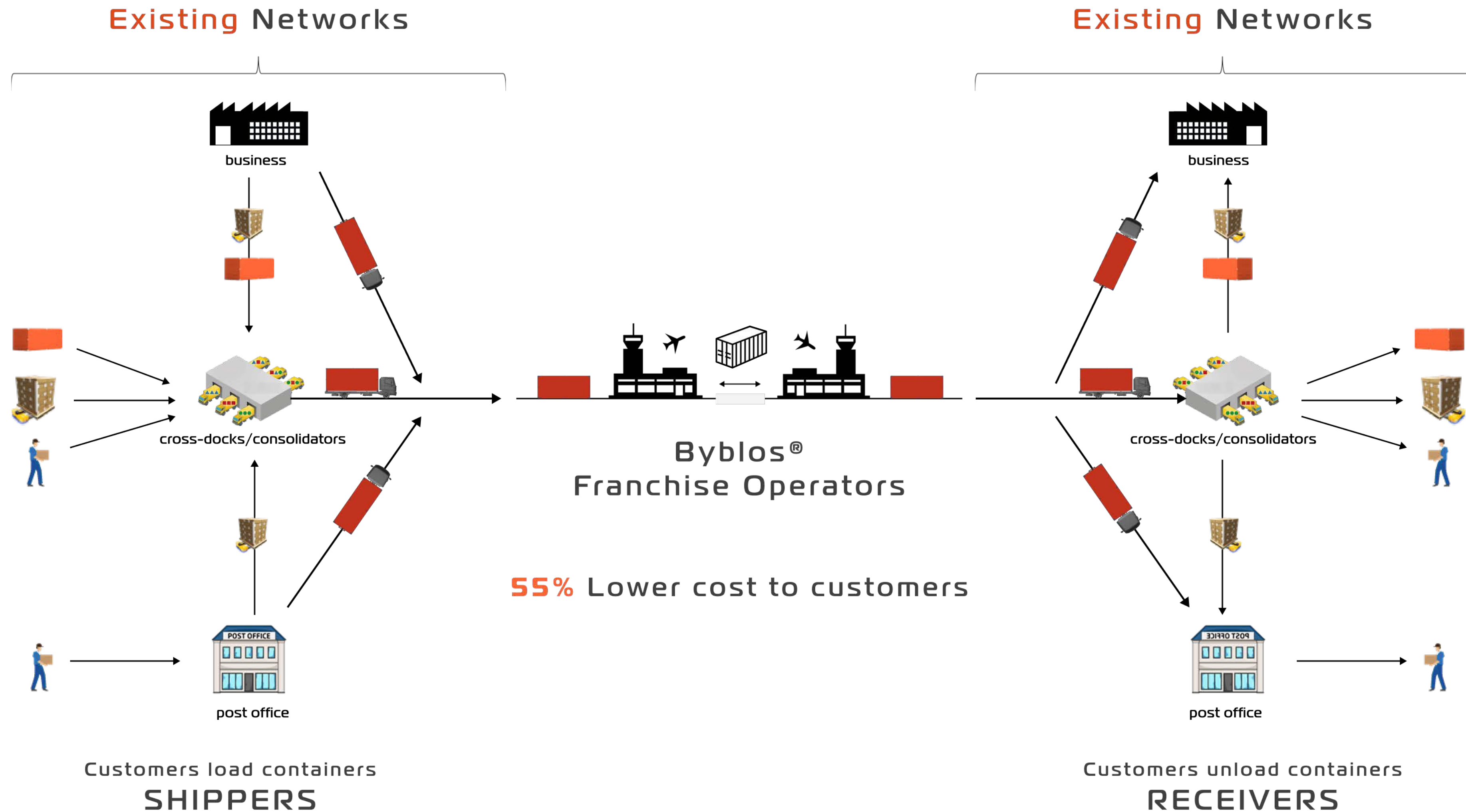


777X



250,000 lbs
24 TEUs
7,600 miles

Leveraging Existing Intermodal¹ & Ground Networks



Air Freight goes to the lowest cost (provided delivery time can be met)

¹Intermodal networks move 50x the product by volume that air freight moves

Go-to-Market Strategy for Global Service

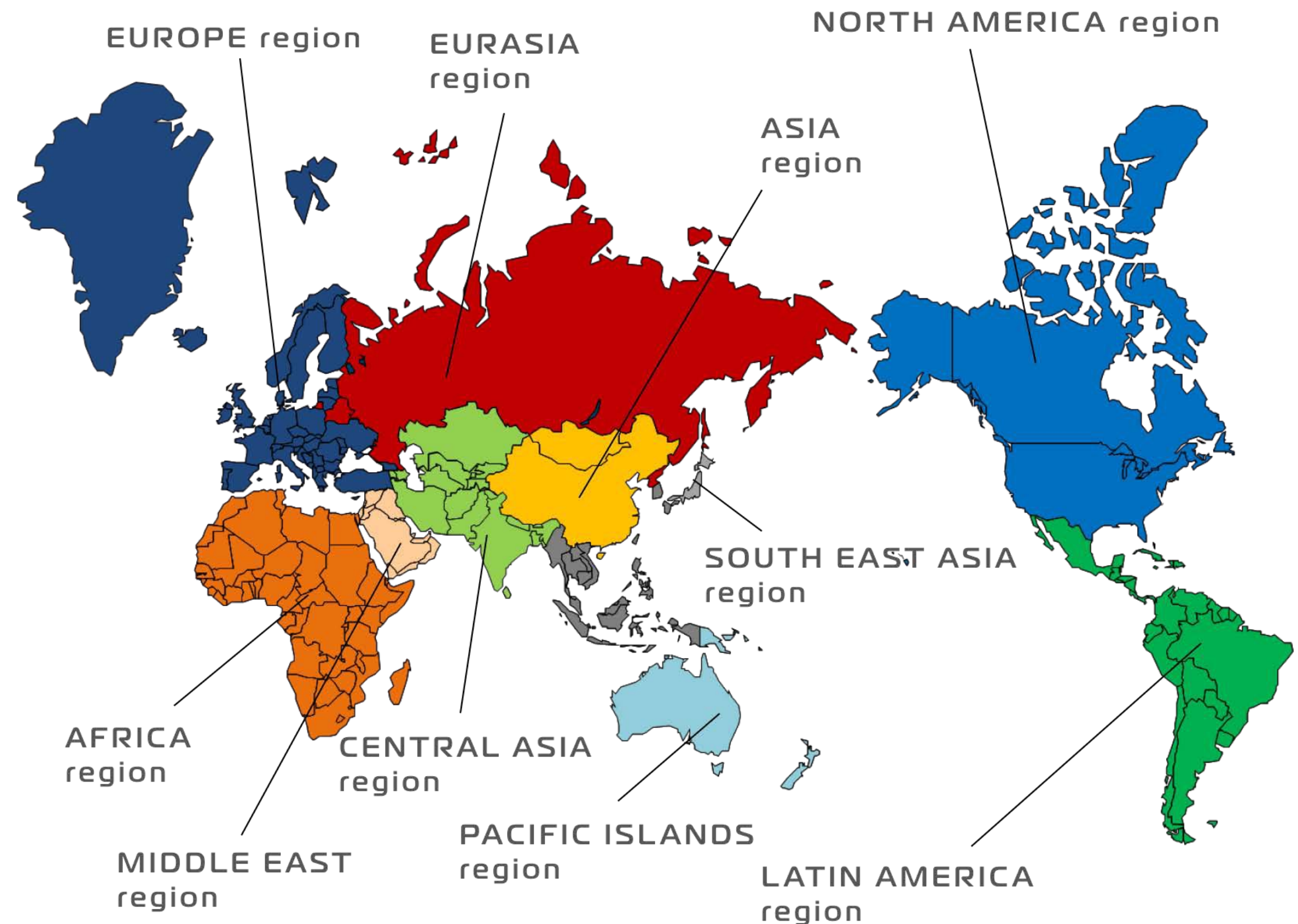
Global, pay-per-use Franchise Model

- 10-region global framework
- Localized compliance, fintech layers
- Asset-light onboarding of regional operators
- Data + revenue remain localized
- Assets transfer lease at franchise boundary

Why a Franchise?

Company	% of Revenue from US ¹
FedEx	70.0%
UPS	81.1%
Amazon	73.3%
Walmart	89.3%
McDonald's	52.0%

(Franchise model)



¹Based on 2023 data

²Franchise owner is citizen of country of airspace & data resides locally in country franchise resides in

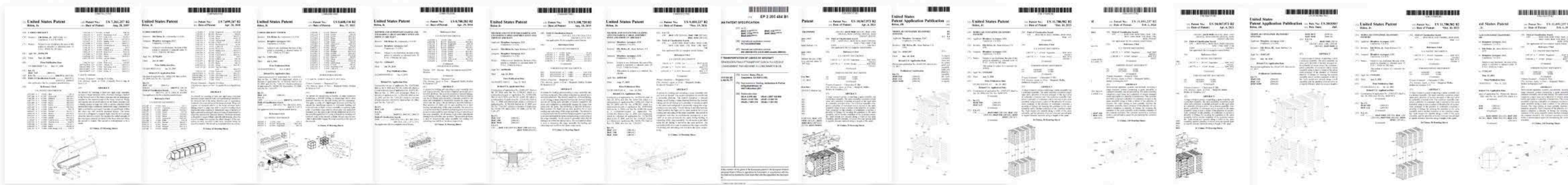
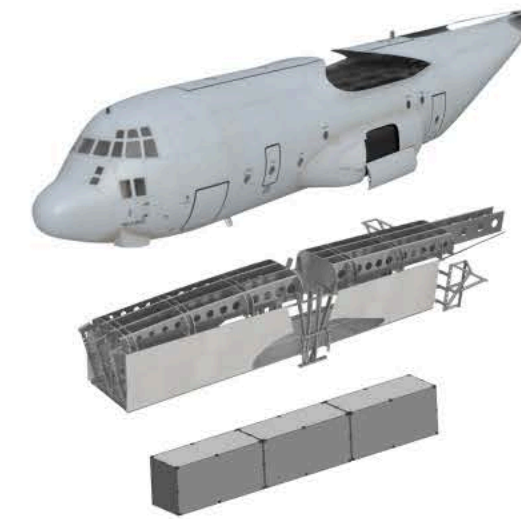
IP & INNOVATION

FIRST COMPANY TO SOLVE HOW TO TRANSPORT INTERMODAL COMPATIBLE CONTAINERS ECONOMICALLY

TECHNOLOGY PATENTS

The core technology behind our aircraft is protected by **over 30+ global patents**.
Picket fence patents extend most protections through **2038**

- Cited over 250 times
- Used by Patent office examiners to block competitors' IP
- IP has not been challenged to date
- Only tech. to leverage existing aircraft & intermodal networks



CORE
TECHNOLOGY
PATENTS

PICKET FENCE
PATENTS

BLANKET PATENTS
& TRADEMARKS

CORE TECHNOLOGY SUMMARY

- Containers share aircraft loads
- Methods for loading aircraft
- Different sized containers
- Lower & Upper Spine Systems
- Various Custom containers

*Our lightweight aircraft containers are **fully compatible with existing intermodal infrastructure***

PICKET FENCE TECHNOLOGY SUMMARY

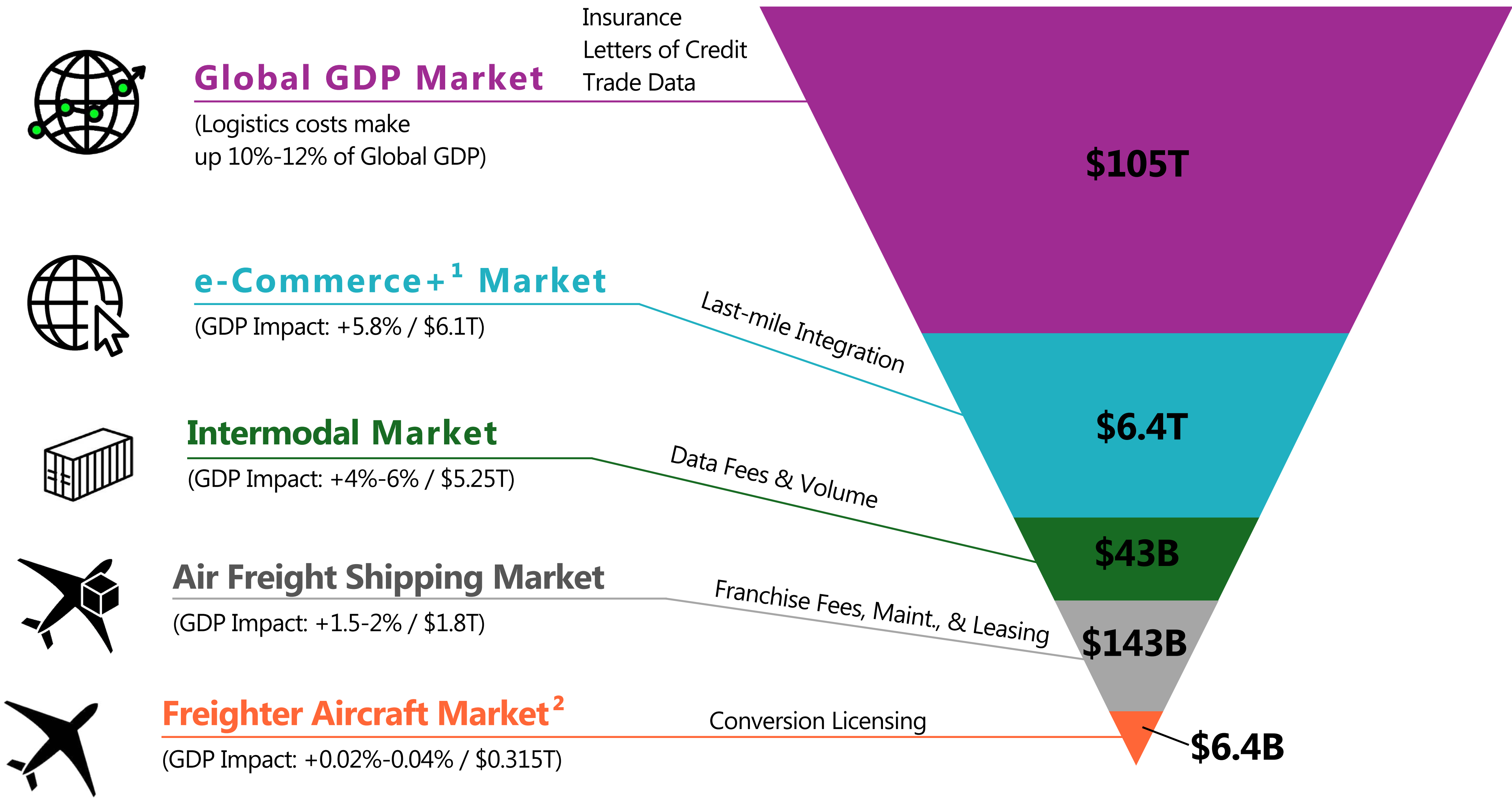
- Electrical & data connection between spine and containers
- Oversized containers(e.g. 2x2 wide) and other container details
- Tension cables for lower wing aircraft designs
- Pressurized systems for jet powered aircraft
- Customized containers
- Heated Spines to Match Container Temps when on desert ground

BLANKET TECHNOLOGY SUMMARY

- Truck Container Systems
- Business Model Applications
- Space Rocket Systems
- Space Plane Systems

Byblos® tech applicable to most airplanes, helicopters, and VTOL systems

Byblos[®] Expanded Addressable Markets (2023)



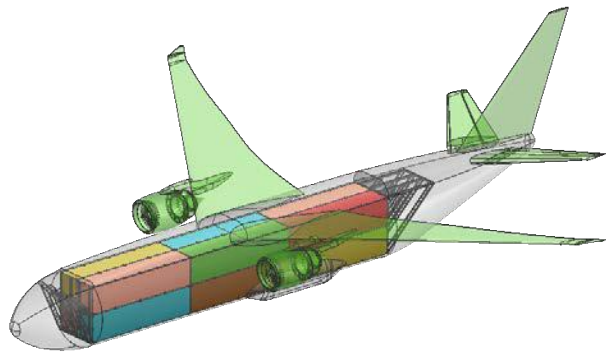
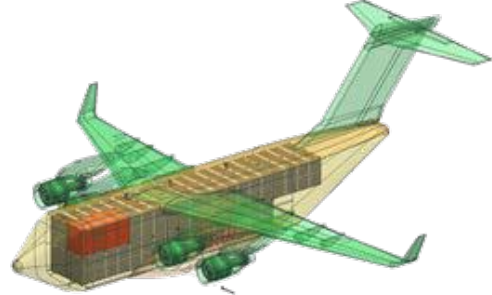
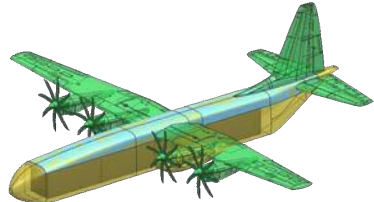
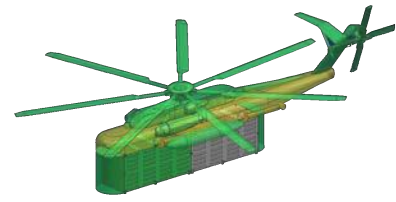
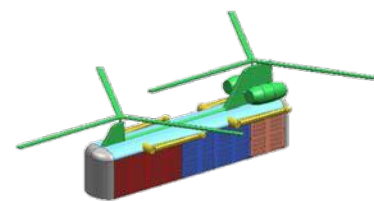


¹+ indicates that moving containers will allow us to enter insurance, data optimization, and banking services

² P2F is the industry term used for converting passenger aircraft to cargo aircraft

BYBLOS® TECH. APPLICABLE TO MOST AIRCRAFT SYSTEMS

WE ALSO HAVE DEVELOPED CONTAINER TRUCKS SYSTEMS

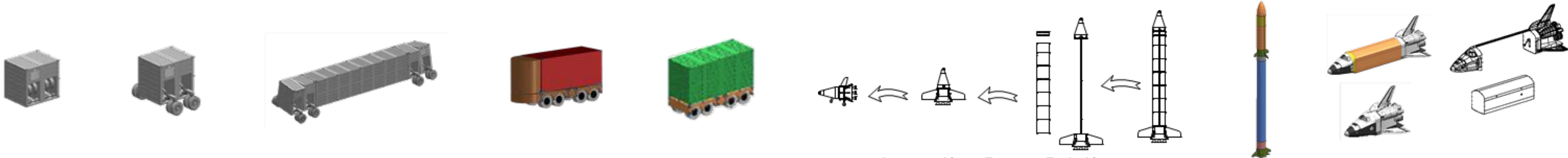
Byblos® tech works with most fixed wing, rotary wing, VTOL systems, and ground systems¹

						
384,000 lbs. payload 24 TEUs International aircraft	160,000 lbs. payload 18 TEUs International aircraft	64,000 lbs. payload 4 TEUs Regional aircraft	38,000 lbs. payload 2TEUs Regional aircraft	32,000 lbs. payload 2TEUs Regional aircraft	16,000 lbs. payload 1TEUs Regional aircraft	truck various

Byblos® tech extends to unlimited container customizations, truck systems, and space systems



Innovative Container Truck Solutions

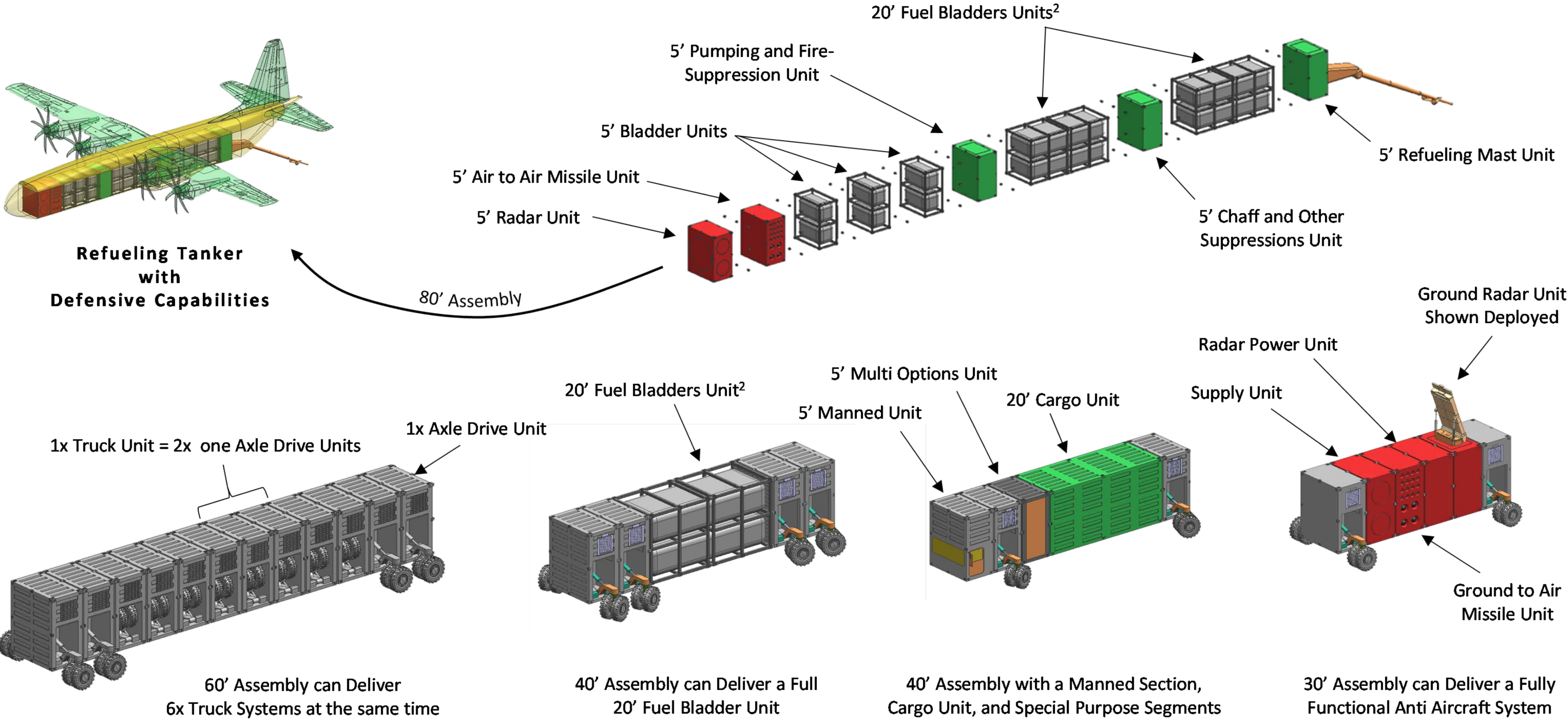


Innovative Space Solutions

¹EU developed aircraft systems are conversion candidates but not shown

CASE STUDY: FLEXIBILITY APPLICATIONS

WE ALSO HAVE DEVELOPED CONTAINER TRUCKS SYSTEMS

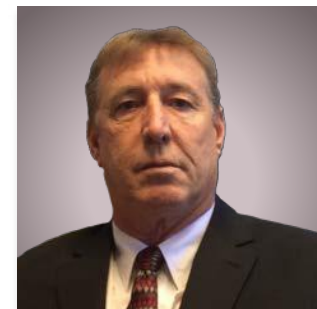


Proven Leadership



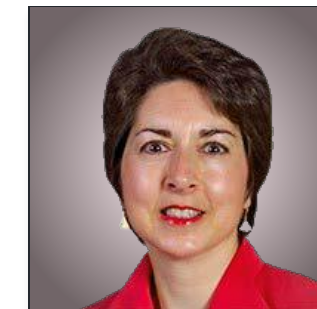
ELIE HELOU JR.
FOUNDER, CEO

- 25+ years at McDonnell Douglas/ Boeing, Wyman-Gordon Composites, C&D Aerospace, AEC-Able Engineering, among others
- 12 years as CEO & Founder of Biosphere Industries Corp., later a JV with SEE (Fortune 500 Company)
- Inventor with 50+ global patents in multiple industries
- Managed \$800+ million development projects as lead engineer at McDonnell Douglas
- Managed \$5 million joint venture with NASA involving the develop. of aircraft stitched composites tech., growing into \$100 million



BILL WAGNER
PREDIDENT, WAGNER
AERONAUTICAL INC.

- 30+ years at Boeing, Northrop, Lockheed, & Flight Structures, Inc.
- MOU executed. Wagner Aeronautical Inc., will provide the preliminary aircraft conversion service, drastically reducing time to first flight; CEO of Dorsal®
- Decades of serving as an FAA certified structures Designated Engineering Representative ("DER") with authorizations in static, fatigue, fracture analysis, and repairs & alterations
- Experience converting aircraft much larger than the Byblos MVP, including 757s, 767s, and 777s
- Advises FAA on aircraft conversions



CARLA LUCCHINO
CHIEF COMMERCIAL OFFICER

- Served as Chief of Staff to the Secretary of the Navy
- 30+ years in DOD reaching civilian equiv. rank of 3-star general
- Extensive supply chain, logistics, and military
- Worked for all 4 military services, 2 Defense Agencies & SecDef
- Extensive supply chain, logistics, and military acquisition experience
- Served as Marine Corp's Assistant Deputy Commander for installations & logistics
- Served as Chief of Staff for the MITRE CEO, a science and systems engineering firm

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