

BOOM | **It's Time**



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Airlines want a new airplane company; America needs it

Supersonic is the disruptive product to break the commercial duopoly, ensure continued US leadership in aviation



Boeing is the #1 US exporter

24% of military aircraft are modified commercial aircraft

20 years since Boeing or Airbus new airplane launch

Supersonic is the inevitable next step in air travel

Passengers want supersonic—will switch airlines and pay for speed

97%

Are interested in flying on a supersonic airplane for long-haul international trips

87%

Would switch from their preferred airline to access supersonic travel

55%

Average willingness to pay premium for supersonic flights vs. subsonic business class

2022 Passenger Study: n=500 passengers, who fly transoceanic 2x+/year (before COVID), exclusively First, Business Class, or a mix. US only, broad geographic distribution.

2021 Passenger Study: n=500 passengers, who fly transoceanic 2x+/year (before COVID), flying a mix of premium economy and business or higher. US only.

Boom Overture is a pragmatic supersonic airliner built on proven 787-level tech

- **64 premium seats**
 - Built for today's international first/business class market—tens of millions of passengers per year
- **2X faster over water, 20% faster over land**
 - No sonic boom over land
- **600+ profitable routes**
 - Existing subsonic routes have sufficient traffic, fares, and speedups to make supersonic service viable
- **No new technology or supply chain**
 - Every technology is already flying on another FAA-approved passenger airplane
- **Compatible with today's infrastructure**
 - Uses existing runways, gates, and ground equipment
- **Compatible with 100% SAF and conventional fuel**
 - 2X decarbonization advantage vs. legacy fleet that can only take 50% SAF





No invention or regulatory changes required—proven approval pathway

- **Following 777 playbook for ontime certification**
 - Early, direct engagement ensures FAA buy-in and progressive approval
- **Meets today's noise & emissions regulations**
 - Aircraft and engine designed to comply with latest-generation most stringent noise rules
- **FAA has locked-in the regulations for Overture**
 - G-1 Certification Basis issued, meaning regulations can't change during development
- **No regulatory changes or exemptions needed for noise, emissions, safety, and operation**
 - Business case does not depend on supersonic flight over land
 - Unlike eVTOL, new regulatory framework is not needed—Overture meets FAA Part 25

Overture is designed to succeed where Concorde failed

CONCORDE

Too expensive

Concorde: 100 uncomfortable seats, flew half empty, \$20,000 ticket.

Too few routes

One profitable route
3,600 nm range
Supersonic over water only
Too inefficient over land for hybrid routes

Loud & unsustainable

Loud afterburning engines
Enormous fuel burn

Uncomfortable



OVERTURE

Overture: 64 premium seats, taps the large existing business class market, profitable with much lower fares: breakeven fare is ~\$3,500

600+ profitable routes, with existing demand
>4,000 nm range
Efficient subsonic (20% faster) and supersonic (2X faster)—enables hybrid overland/overwater routes

As quiet as other airplanes—modern turbofan engines
20% improvement in engine efficiency
10% improvement in aerodynamic efficiency
Up to 100% Sustainable Aviation Fuel



Boom has signed all major suppliers for Overture



Tail from Madrid in same factory that makes A350 tail



Fuel distribution, measurement and inerting systems developed by industry leader Eaton



Turbofan engines designed by Boom and manufactured by StandardAero in San Antonio



Ice protection system and air data system architectures developed by Collins Aerospace



Wing built by Aernnova in Madrid, same manufacturer as A220 composite wing box



Carbon-composite fuselage built by Leonardo in Naples, Italy on same production line as 787 fuselage



Cockpit and avionics from Honeywell's next-generation "Anthem" avionics suite



Landing gear made in France by Safran, who also makes the A320, A350, 777, and 787 gear



Electrical wiring interconnect system architecture provided by tier-one supplier Latecore



Power distribution systems developed by GE Aerospace who also make A320, A350, 777, and 787 systems

Boom's engineering and regulatory prowess proven on XB-1

History's first independently-developed supersonic jet



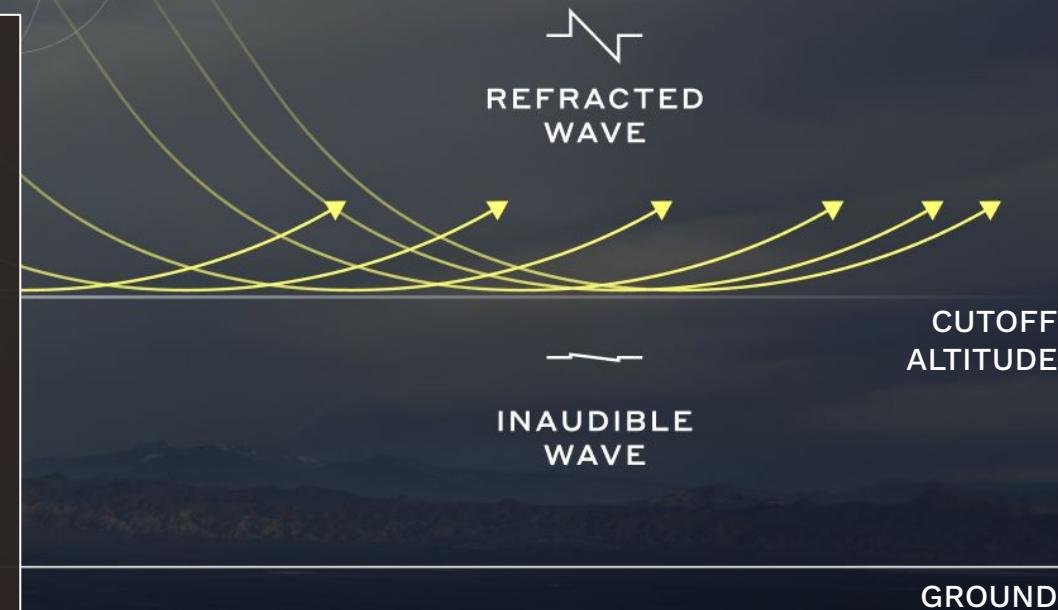
- Demonstrates ability to build and certify* a human-piloted supersonic jet
- Same core technology as Overture, $\frac{1}{3}$ scale (Like Falcon 1 for supersonic)
- ~1/10 the capital of legacy supersonic programs
- Received FAA certification same day we applied
- Received first-ever FAA permit to fly supersonic over land
- Demonstrated Mach cutoff during supersonic flight

* XB-1 received R&D category airworthiness certification

XB-1 demonstrated supersonic flight with no audible sonic boom

MACH 1.0 – 1.3

- Boomless Cruise is based on well-established physics known as Mach Cutoff, in which a sonic boom refracts in the atmosphere and never reaches the ground
- With Boomless Cruise, Overture is up to 50% faster over land and 2X faster over water, reducing U.S. coast-to-coast flight times up to 90 minutes
- Boomless Cruise is also enabled by Overture's advanced autopilot, which automatically selects the highest quiet speed under real-time conditions
- Boom is partnering with the FAA to facilitate and drive regulatory changes allowing supersonic flight over land



Boom is vertically integrating powertrain like SpaceX and Tesla

Symphony is a conventional turbofan engine, tuned to meet Overture's needs



- Boom-led program and engine IP developed with industry leaders
- Design team previously built F-119 and F-135, the most advanced supersonic engines
- Uses proven architecture, materials and manufacturing, including extensive 3D printing
- To be manufactured in San Antonio by StandardAero (also makes GE's supersonic engines)
- Symphony can also power supersonic business jets and military applications
- First Symphony prototype core will make thrust in late 2025

**COLIBRIUM
ADDITIVE**
a GE Aerospace company




StandardAero


ATI

First five years of production worth \$26B are already on preorder

Boom has received \$15M in non-refundable customer deposits which ramp to hundreds of millions and then billions based on milestones



15 orders (\$3B)
35 pre-orders (\$7B)



20 orders (\$4B)
40 pre-orders (\$8B)



20 pre-orders (\$4B)



37 million first and business class seats annually on routes where Overture has a profitable speedup—airlines will need 1,121 Overtures to meet demand

**NEW YORK
TO
LONDON**

3:40 h

Leave in the morning,
have dinner in London,
be home for bedtime

Typical fare: \$2,744

**SEATTLE
TO
TOKYO**

4:30h

24h round trip to Asia
becomes practical

Typical fare: \$3,746

**LOS ANGELES
TO
SYDNEY**

8:50 h

Vacation in Australia
instead of Hawaii

Typical fare: \$5,091

Times shown are target flight times, not block times, and are subject to change. Mach 1.7 cruise over water, Mach 0.94 cruise over land.
Fares are one-way; Overture is profitable for airlines at these prices.

Overture will be a high margin product for Boom and for airlines

- **Sells for more than a 787 but costs less to produce**
 - ASP of \$250M based on contracted price of \$200M + inflation and interior.
 - Physically smaller airplane vs. Boeing 787 but built from similar materials and leveraging same production processes
 - Average build cost of \$125M, including \$21M contingency
 - Only 52 aircraft required to breakeven on development costs
- **Half the time to payback for airlines vs. 787**
 - Carries the most profitable passengers at higher margins
 - 2x speed means up to 2x utilization for aircraft and crew
 - 5-6 year payback vs. 9-10 years for subsonic widebodies



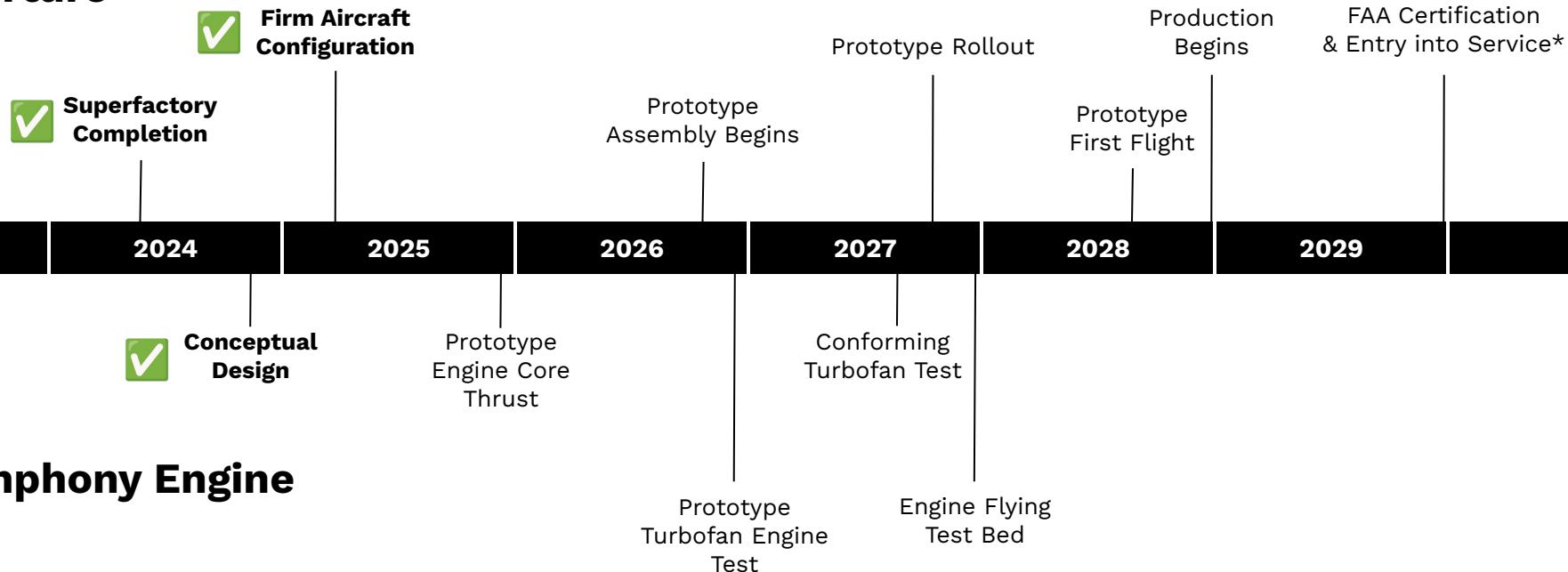
\$125M
Gross profit per unit

50%
Gross margin

Average unit COGS across 500-unit production run; Overture price \$200M (2016\$) increased by PPI per customer agreements, includes interiors; Boeing information estimated.

Target Roadmap - Including Pre-Production Prototype

Overture



Symphony Engine

*Given FAA stringency, it's possible our flight test program could take longer, delaying EIS by a year

Boom can be a \$100B+ company with Overture Full-Rate Production

$$100 \times \$250M \times 5x = \$125B$$

Annual
aircraft

Revenue per
aircraft

Revenue
multiple

Potential
Valuation



The vast majority of development capital comes from government and customers

- Today's investor equity significantly supported by increasing future government and customer funding
 - Already secured \$230M+ in government support; in application process for billions more—same government programs Tesla utilized for its scaling
 - \$13.5M in DoD financing already under contract, 10x more achievable
 - Milestone-based customer deposits accelerate in 2026
 - Technical milestones yield confidence for airlines, incentivizing first mover advantage and access to this industry-changing aircraft
- Development cost is paid back with just 52 aircraft
 - \$6.5B combined for Overture and Symphony to develop and certify, based on industry comparables
 - Internal target to only need \$3-4B; smaller teams can iterate and innovate more efficiently than larger teams

52

Aircraft pay back development

Led by proven tech, aerospace, and aviation executives



Blake Scholl
Founder & CEO

Founded Boom in 2014;
previously held leadership
roles at Amazon and Groupon;
founded/exited Kima Labs



Megan Young
**SVP, Product Marketing &
Customer**

20-plus years experience in
product marketing for Fortune
500 companies



Jeff Mabry
SVP, XB-1 & Overture

30-plus years experience in
flight testing with USAF and
Airbus



Rachel Devine
SVP, Government

25 years experience in the
transportation industry with
a focus on aviation and
emerging companies



Shonn Stahlecker
VP, Finance

Finance and accounting
professional with 20-plus years
experience in financial analysis,
processes, and reporting



Chris Taylor
VP, Manufacturing

39 years experience leading
aircraft manufacturing at
Gulfstream



David Hunter
VP, Enterprise Technology

30-years experience in
professional software





Welcome Aboard

Appendix

Airline Market Sizing Methodology

2023 avg daily premium seats-profitable routes >2.5 hrs¹

Regional CAGR in premium seats to 2039

Overture configuration

Overture flights to meet daily demand

Overture daily block hrs & utilization

Spare/Unscheduled aircraft

Serviceable Addressable Market

102k per day

190k per day

64 seats per flight

2,973

13.3k block hrs @ 13 hrs per day

10% of scheduled aircraft

1,121 aircraft

190k

Daily premium seats

1,121

Overture aircraft

\$265B

Serviceable addressable market from airlines

¹ OAG 2023 Premium Capacity, filtered to stations with Overture capable runways. Forecast based on 2039 demand.

Overture generates \$100M more NPV than a 787-9 aircraft

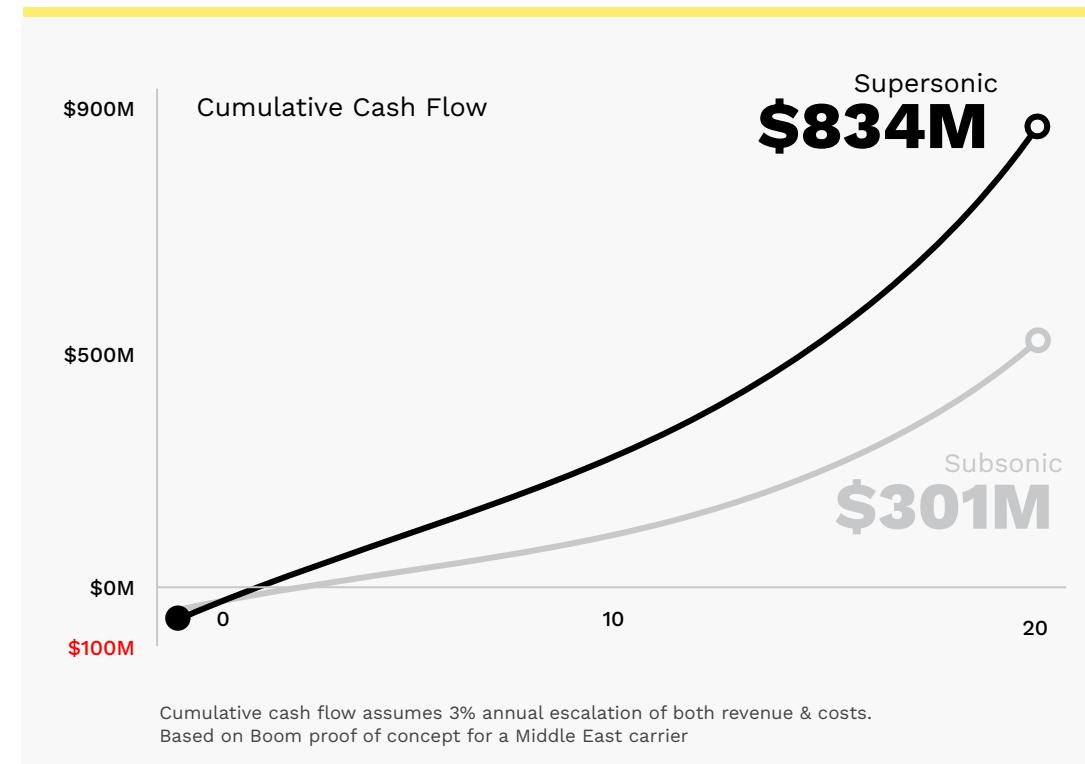
3x

Over 20 years,
Overture generates
nearly 3x the net
operating profit of
a 787-9

8x

At 12 years,
Overture's NPV is
almost 8x the NPV
of a 787-9

| NPV Year | Overture | 787-9 |
|----------|----------|-------|
| 12 | \$127M | \$16M |
| 20 | \$228M | \$60M |



Supersonic vs. subsonic fares

Modeled fares for speed advantage well within range of subsonic, passenger expectations

| Route | Subsonic | | Overture | |
|--------------------------------------|--------------------------|---------------------------------|----------------|--------------|
| | Retail Fare ¹ | Avg. Realized Fare ² | Breakeven Fare | Modeled Fare |
| New York JFK to LHR | \$1,486 | \$1,268 | \$1,695 | \$2,744 |
| Tokyo to Los Angeles | \$2,967 | \$1,874 | \$2,680 | \$3,337 |
| Tokyo to Seattle | \$7,250 | \$1,863 | \$2,303 | \$3,746 |
| San Francisco to Tahiti | \$3,366 | \$2,343 | \$1,929 | \$3,740 |
| Baltimore to London LHR | \$3,885 | \$1,878 | \$1,779 | \$3,267 |
| Boston to Zurich | \$4,780 | \$2,117 | \$1,858 | \$3,261 |
| New York JFK to Geneva | \$3,003 | \$1,899 | \$1,883 | \$3,469 |
| New York EWR to Brussels | \$3,806 | \$2,388 | \$1,836 | \$3,462 |
| San Francisco to Osaka ³ | \$5,600 | \$3,537 | \$2,723 | \$4,778 |
| Los Angeles to Brisbane ³ | \$6,050 | \$4,074 | \$3,567 | \$5,404 |

1. Retail fares from Google flights searched on Oct 6, 2023 for lowest half business class round trip price available for non-stop travel within 30 days.

2. Average realized retail fare from Cirium FMTraffic, average local for YE June 2023

3. Requires tech stop

Capital-intensive deep tech companies have a track record of significant government financing



- In 2010, the DoE issued Tesla a \$465M loan to produce EVs and develop their Fremont manufacturing facility, a catalyst for Tesla's scaled commercialization



- Anduril awarded ~\$985M of government contracts to date from DoD and DHS, with additional awards from the UK Ministry of Defence



- SpaceX has received funding from various government sources:
 - Over \$15B in government contracts since 2003 (largely NASA, DoD)
 - Billions received before any product was delivered

Programs that can provide billions to Boom already exist, and we are in the application process

Department of Energy - \$4B+

- The Inflation Reduction Act funded ~\$350B in DoE loan authority, expanding program that supported Tesla.
- Boom is applying for a \$4B+ Title 17 Clean Energy Loan
 - We qualify because Overture and Symphony can run on 100% Sustainable Aviation Fuel
 - Formal approval could come within 3-6 months, followed by confirmatory due diligence and funding
- We also qualify for Advanced Technology Vehicle Manufacturing Program, with up to \$40B in loan authority, which will begin accepting applications in early 2025

Export Import Bank - \$100M+

- EXIM's Make More In America initiative funds the expansion of domestic manufacturing capacity in critical industries with significant export nexus and local job creation
- Boom is currently discussing an initial funding package around Superfactory campus buildout and tooling

Department of Defense - \$10-100M+

- \$13M on contract with earmark in draft 2025 NDAA bill
- \$10 - \$100M of additional R&D opportunities similar to Boom's existing STRATFI and SBIR contracts

Local Economic Development - \$100M+

- North Carolina has indicated interest in further supporting Boom with other significant economic growth incentives related to the FAL campus expansion and additional job creation opportunities
- Additional opportunities where Boom does business in Florida and Texas

Experienced Board and Advisors

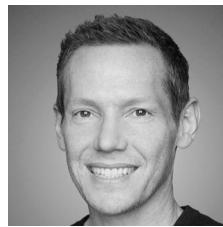
Board of Directors



Phil Condit
Former Chairman and
CEO of Boeing



Dr. Ray Johnson
Former SVP and CTO of
Lockheed Martin



Jeff Holden
Co-founder of Atomic
Machines; Former Chief
Product Officer of Uber

Selected Advisors



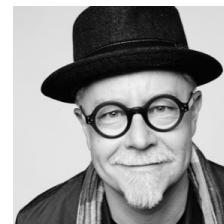
Brian Durrence
Former Boom Chief
Development Officer;
Former Gulfstream G650
Chief Engineer



Ric Parker
Chair of Singapore
Aerospace Programme
Former CTO Rolls-Royce



Dr. Mark J. Lewis
Executive Director of
NDIA Emerging
Technologies Institute



Tim Brown
Chair of IDEO and Vice
Chair of kyu Collective



As a private company, Boom continues to be backed by world-class investors and partners

Investors



Prime
Movers
Lab



Emerson
Collective



Combinator

AMERICAN
EXPRESS



JAPAN
AIRLINES



Bessemer
Venture
Partners

Government & Defense supporters



U.S. DEPARTMENT OF
ENERGY



U.S. AIR FORCE



NORTHROP
GRUMMAN

EXIM
EXPORT-IMPORT BANK
OF THE UNITED STATES

Development partners & suppliers



LEONARDO

AERnova

ACITURRI



GE Aerospace



Collins
Aerospace



SAFRAN

EATON

Honeywell



KRATOS

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