BOOM

Financial Overview

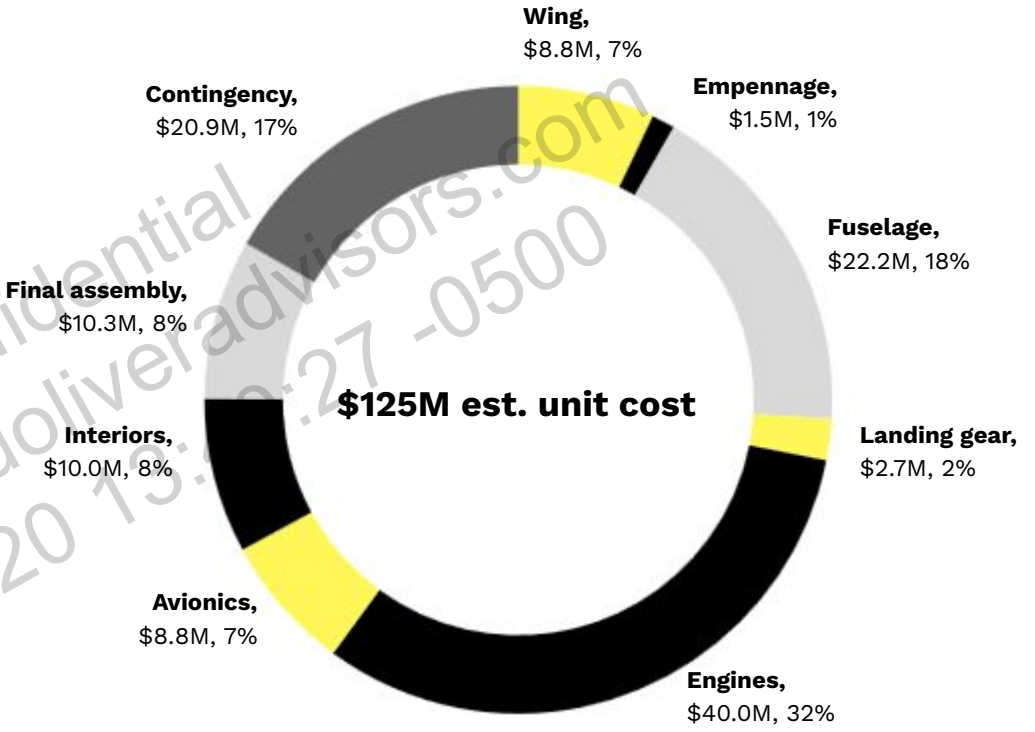
September 2024

The future of commercial aviation; with no direct competition, compelling future economics, and significant growth potential

- Overture v1 will be a $25B annual revenue business with 50% gross margin
- Technology has already been de-risked (XB-1) and has market support ($26B in orders & pre-orders)
- We have a track record of capital-efficient development (5-10x better than peers) and successfully obtaining significant non-dilutive financing ($230M+ to date)
- We leverage non-dilutive dollars, including customer, government, and supplier financing, to achieve great investor outcomes
- As Boom scales and disrupts subsonic travel, opportunity to build one of the world's most valuable companies and major US exporter
- 10-year first mover advantage and no direct competition, with track record of milestone achievement
- NPV of ~$7B and IRR of over 90%

Overture has robust margins, $125M gross profit per unit

- Highly profitable for airlines and lacks a direct competitor—enabling higher ASP
- $200M contracted price, plus inflation and interiors yields ASP of $250M.
- A physically smaller airplane built from similar materials, Overture costs less to manufacture vs. Boeing 787
- Average unit cost of $125M, including $21M contingency
- 50% margin compares favorably to ~14% on Boeing 787



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

A $300B+ market for Overture v1
Airlines will need 1,000+ Overtures to operate 700+ profitable routes

At scale, a $100B+ company disrupting the aviation landscape

100 × **$250M** × **5x** = **$125B**

Annual aircraft[1] | Revenue per aircraft | Revenue multiple[2] | Valuation

FN1: Annual deliveries at full production in mid-2030s
FN2: Consistent with Tesla's multiple for disruptive hard tech

Boom has already mitigated technology and market risks

- XB-1 Supersonic Demonstrator was built for 5-10x less compared to traditional aerospace supersonic programs
- Boom has developed multiple proprietary digital engineering tools, enabling small teams to complete what traditionally takes much larger groups
- Rapid hardware prototyping and testing reduces development cost and risk
- Overture v1 does not require new technology for supply chain development or FAA certification
- Current order book of 130 orders & pre-orders worth $26B
- Large OEMs have stalled in innovation and development
    - Boeing has stated a new aircraft program will not be started until 2030s - prior to current 737 Max issues
    - Current passenger aircraft OEMs have slow ingrained processes and operations are invested in multi-decade aircraft programs

UNITED

American Airlines

JAL
JAPAN AIRLINES

$6.5B development cost based on industry benchmarks, supplier-negotiated quotes and achieved efficiencies

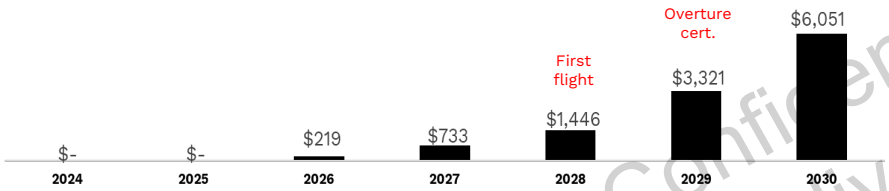
- Overture development cost of $5B includes design, flight test, capex, certification, and industrialization
  - Majority of development incurred by Boom, with future opportunity for increased supplier cost-sharing
  - Use of certified materials and technology reduces costs
  - Fuselage, wing, empennage based on negotiated supplier quotes, which came in under benchmark estimates
  - Landing gear, avionics, and other systems estimated based on benchmarks
- Symphony development costs of $1.5B including engineering, testing, capex, certification, and industrialization
  - Development cost incurred by Boom, providing Boom with proprietary IP for future aftermarket and distribution opportunities

The supersonic renaissance is equity- and government-funded early, non-dilutive opportunities continue to ramp as program advances

Investor capital	• $635M+ committed to date • Diverse mix of top-tier institutions, family offices, and HNWI
Customer pre-delivery payments	• Tens of millions in pre-delivery payments (PDPs) already achieved • PDPs contribute modestly before roll-out and first flight • PDPs increase significantly with program milestones, and are conservative relative to industry standards
Government funding	• We attract significant gov't funding because: (1) aerospace mfg is critical for economic and national defense (Boeing is #1 US exporter); (2) supersonic has significant gov't and defense applications; (3) we create high-quality jobs; (4) supersonic has sustainability benefits. • Over $230 million to date in government grants and contracts; $5B+ identified US federal and state pursuits underway
Supplier paid-costs	• Modest cost sharing projected with suppliers, tooling design and fabrication focus

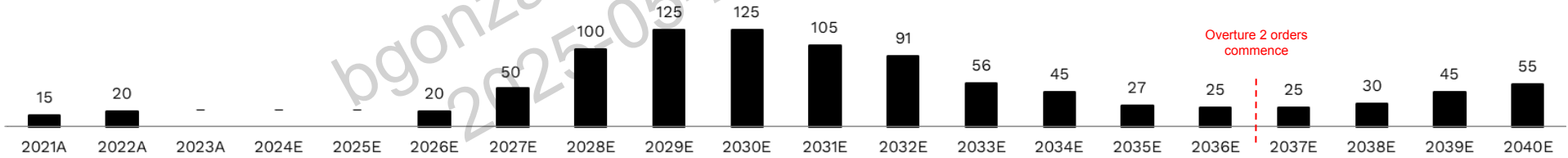
Pre-delivery payments and aircraft orders increase with technical milestone achievements

Projected PDP receipts ($M)



Only 52 Overtures for development cost breakeven

Projected Order Book (units)



Track record of winning large government funding packages, with opportunities for significant future government awards

- ~$200 million package from North Carolina to locate Superfactory in Greensboro, including ~$100 million in upfront construction funding
- Tied for largest U.S. Air Force STRATFI grant at $30 million and other grants
- Won a NASA award with Northrop Grumman to study advanced supersonic flight
- Aerospace manufacturing is a critical industry for national security and US economic prominence and has many channels for government funding
  - Supersonic flight has been supported by both of the last two presidential administrations
  - Boom maintains a lobbying presence in Washington and has secured specific earmarks in the national defense budget for supersonic studies
  - Strategic partnership with Northrop Grumman to market Overture for defense/government use cases
  - Boom is already engaged in discussions with agencies including the Department of Energy and the Export Import Bank for large funding packages

Customary coverage of upfront costs by aerospace supply chain

- Initial manufacturing and tooling development costs are typically shared between the airframer and subcomponent suppliers
- The supplier investment justified by the long tail of associated recurring manufacturing revenue
- Boom is conservatively assuming ~$800M of costs to be borne by suppliers, more heavily weighted towards the back-end of the program for production tooling and facilities
- Boom is leveraging numerous tier-1 aerospace suppliers for Overture, many of which already have the capacity and capital equipment on hand required to fulfill Overture manufacturing requirements
    - For example, fuselage supplier Leonardo will build Overture fuselage pieces on the same line that they build 787 carbon fiber fuselage pieces (minimal new investment required)

Free cash flow in 2028; EBITDA positive in 2030

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Orders	–	–	20	50	100	125	125	105	91	56	45	27	25	25	30	45	55
Deliveries	–	–	–	–	–	2	10	26	44	66	77	92	99	99	99	99	99
Cash Inflows	105	67	722	1,531	1,777	3,875	6,510	11,125	14,454	18,371	21,039	23,827	24,923	24,730	24,853	24,377	23,025
Revenue	–	–	–	–	–	515	2,573	6,689	11,320	17,030	19,910	23,869	25,770	25,870	25,970	26,120	26,220
EBITDA	(97)	(80)	(524)	(1,286)	(1,150)	(826)	546	2,532	4,755	7,499	9,127	11,153	12,219	12,418	12,595	12,807	13,668
Free cash flow	(98)	(66)	(289)	(473)	323	1,968	3,680	5,604	5,330	6,740	7,955	8,659	9,024	9,459	9,187	8,967	8,208

- Early years cash inflows primarily from investor equity, government funding, customer PDPs, and supplier cost sharing
- Order book ramp aligned with Overture milestones: rollout (2028), first flight (2029), and certification (2029)
- Revenue scales rapidly upon deliveries to customers in early 2030s

Thank You

APPENDIX

PDPs conservative to industry and tracking to projections

- Overture pre-delivery payments (PDPs) ramp conservative versus B787 / A350 and validated by JAL purchase option agreement
- Modest deposit upon order with additional PDPs commencing four years out from delivery; ~37% of aircraft price collected prior to delivery, very conservative relative to industry practice
- Overture PDP ramp projections further supported based on:
  - No supersonic competitor upon entry into service
  - Delivery slot premiums, and regional competitive advantages for airlines, support PDP percentages up to 48 months from delivery

	Overture			
PDP Timeline	**Projected**	**Achieved[1]**	**B787[2]**	**A350[2]**
Upon firm order	up to 1%	1%	3%	5%
48 months from delivery	5%	5%	0%	7%
18-24 months from delivery	10%	15%	7%	29%
6-12 months from delivery	21%	20%	45%	21%
At delivery	63%	59%	44%	38%

Note: The above composite table includes summarized PDP data built from information obtained from the SEC, International Airlines Group and AirInsight Group.
[1]Per Japan Airlines Aircraft Purchase Option Agreement. Type certification is approximated at 48 months prior to JAL's deliveries
[2]PDP percentages for the B787 and A350 are based on estimated aircraft net price at delivery

Benchmarks support Symphony's estimated development cost

Symphony's development costs validated by benchmark $/thrust metrics of comparable engines

Engine	Thrust (klbf)	Cost ($B)	$K/klbf
GE/CFM LEAP[1]	35	$2.2	$63
CFM56[1]	26	$1.5	$58
PW Geared Turbofan[1]	32	$2.0	$63
GE Affinity[2]	20	$0.8	$40
GE New Dev[3]	*NA*	$2.0	*NA*

Symphony's cost of $1.5B consistent with the engine peer set

	Thrust (klbf)	Cost ($B)	$K/klbf
Symphony	35	$1.5	$43

[1]Estimated per NASA "Air Turbine Engine Cost Model Calculator" http://www.csgnetwork.com/airturbinedevcalc.html and inflation adjusted per model 1.5% factor from 1999 to 2023 US$
[2]GE insider quote on expected cost of discontinued engine for Aerion's supersonic business jet
[3]GE insider estimate for new centerline, turbo-fan engine development program through certification
[4]Engineering design estimate from design partner, FTT, to first engine to certification test

Benchmarks support Overture's estimated development costs

Development costs scale with size of aircraft and level of new technology introduced

Aircraft	Cost ($K/lb)	New Tech Level	Cost[2] ($B)	Weight (lb)
B777	$29	Moderate	$8.8[3]	297,300
Large Business Jet	$31	Moderate	$1.7[4]	54,000

Overture's $/lb forecast at $26 K/lb is appropriate given size, technology strategy

	Cost ($K/lb)	New Tech Level	Cost[1] ($B)	Weight (lb)
Overture	$26	Low	$5.0	193,964

[1]Expected range of Overture development costs
[2]All historical costs have been adjusted for inflation
[3]Aviation Week & Space Technology April 26, 1999
[4]Sourced from insider estimates experienced with business jet development programs

Airlines SAM sizing methodology

Avg daily premium seats w/ profitable routes >2.5 hrs[1]	**102k per day**
Regional CAGR in premium seats to 2039	**190k per day**
Overture configuration	**64 seats per flight**
Overture flights to meet daily demand	**2,973**
Overture daily block hrs & utilization	**13.3k block hrs @ 13 hrs per day**
Spare/Unscheduled aircraft	**10% of scheduled aircraft**
Serviceable Addressable Market	**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.

1,300+ aircraft, $300B+ market

Conservative market for Overture anchored by airlines—who need 1,121+ aircraft to carry existing passengers where Overture has a profitable speed advantage

If supersonic leads to increased travel volume, additional aircraft will be demanded

1,336 Overture Addressable Market

Private/Corporate, 100 aircraft

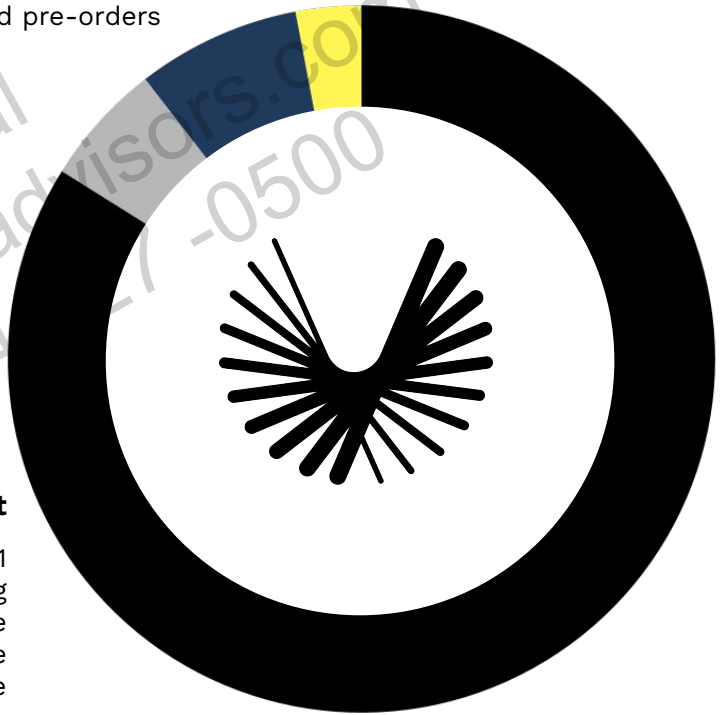
$400M in orders and pre-orders

Government/Defense, 75 aircraft

Partnership with Northrop Grumman

$32M in US Air Force contracts

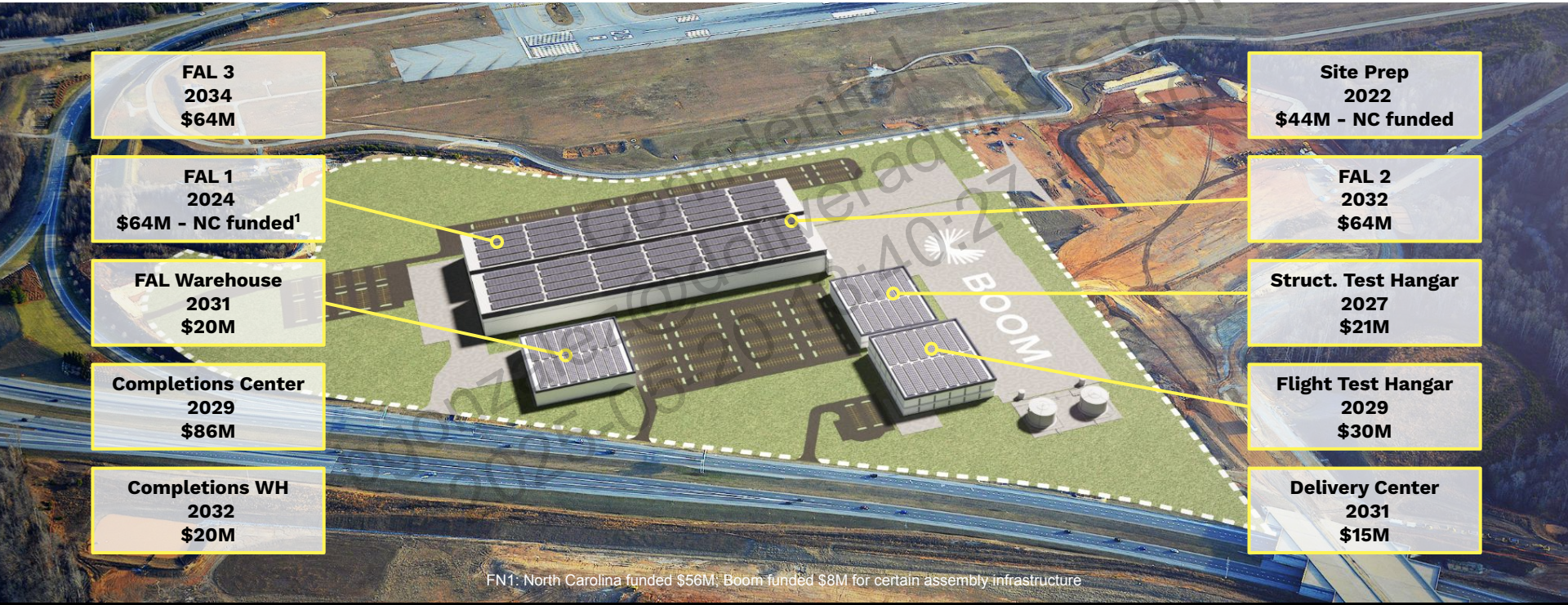
Cargo, 40 aircraft



Airlines, 1,121 aircraft

Airlines will need 1,121 aircraft to carry existing business passengers where Overture has a profitable speed advantage

62-acre Superfactory campus includes Final Assembly Line (FAL 1) and future facilities



FN1: North Carolina funded $56M; Boom funded $8M for certain assembly infrastructure

Symphony supplier quotes and actual costs tracking under benchmark

- Symphony development cost estimate of $1.5B is supported by industry benchmarks
- Cost benchmarks reflect engine development programs that included significant new technology development
  - Symphony development costs have been modeled conservatively and include a contingency
  - Opportunity for less development costs given approach of using existing technology and materials
- Boom experiencing development cost trends significantly under our industry-benchmarked forecast
  - Rolls-Royce (RR) quoted Boom $45M to achieve firm concept engine design (CoDR)
  - FTT completed CoDR in October 2023 for $14M; a significant improvement vs. RR

Boom strategy of owning IP and partnering directly with suppliers is reducing development cost vs. industry benchmarks

Overture supplier quotes to date support a lower development cost

- Boom's cost model is based on 777 costs[1]
- Our strategy is to use off-the-shelf materials and leverage excess supply chain capacity where available, reducing supplier development and capex
- Negotiated supplier quotes to date show benefit of this strategy, with forecast development and unit costs trending below benchmark model

Component	Boom Forecast ($B)	Supplier Quote ($B)
Fuselage	$1.4	$1.2
Wing	$1.1	$0.2
Empennage	$0.4	$0.1
Landing Gear	$0.1	-
IPPS	$0.7	-
Avionics	$1.2	-
Payloads	$0.2	-
Contingency (20%)	$0.7	-

[1]2002 MIT study: Valuation techniques for commercial aircraft program design

Negotiated Overture supplier unit costs tracking below forecast

- Boom's cost model is based on 777 costs[1], adjusted for inflation and scaled to reflect 787-level carbon-composite costs
- Our strategy is to use off-the-shelf materials and leverage excess supply chain capacity where available, reducing supplier development and capex
- Negotiated supplier quotes to date show benefit of this strategy, with forecast development and unit costs trending below benchmark model

Component	Benchmark Forecast ($M)	Supplier Quote ($M)	Current Forecast ($M)
Fuselage	$24.5	$22.2	$22.2
Wing	$33.9	$8.8	$8.8
Empennage	$11.2	$1.5	$1.5
Landing gear	$2.7	-	$2.7
Engine	$40.0	-	$40.0
Avionics	$8.7	-	$8.7
Interiors	$10.0	-	$10.0
Final assembly	$10.2	-	$10.2
Contingency	-	-	$20.9
Total			$125.0

[1]2002 MIT study: Valuation techniques for commercial aircraft program design

Flight test & certification estimates based on industry benchmarks

- Flight test program includes four flight test aircraft (one structural and three flight test aircraft).
- Flight test inputs were derived from Boom industry experts and benchmarks from Gulfstream, Embraer, and Boeing
- Modest 20% parts-in-kind supplier contribution to flight test aircraft
- The structural certification aircraft is less expensive as it does not include all components of a full flying aircraft
- Flight certification costs primarily occur over a four-year period including test article development (2027-2030)

Cost type	Unit	Amount
Flight Hours	hrs	4,000
$ per Flight Hour	$	$10,000
Annual Personnel Cost	$M	$13
Facility Outfitting (non-CapEx)	$M	$2
Equipment/Tooling Cost	$M	$2
First Test Program Insurance	% Dev	1%
Maintenance (% of Equip $)	%	1%
Parts in-kind	%	20%
Structural Cert Aircraft	%	60%