BYE AEROSPACE

Bye Aerospace Overview

Leading the EV Aircraft Revolution

Forward Looking Statements

THE FORGOING MATERIALS ARE PROVIDED FOR INFORMATION PURPOSES ONLY. NOTHING CONTAINED THEREIN SHALL BE CONSIDERED TO BE AN OFFER TO SELL SECURITIES. SUCH AN OFFER, IF ONE OCCURS, WILL ONLY BE MADE TO ACCREDITED INVESTORS PURSUANT TO THE TERMS OF A PRIVATE PLACEMENT MEMORANDUM.

THE INFORMATION CONTAINED ABOVE AND ANY OTHER RELATED DOCUMENTS WHICH MAY BE PROVIDED IN CONNECTION THEREWITH, MAY CONSTITUTE FORWARD-LOOKING STATEMENTS WITHIN THE MEANING OF SECTION 27A OF THE SECURITIES ACT OF 1933, AS AMENDED, AND SECTION 21E OF THE SECURITIES EXCHANGE ACT OF 1934, AS AMENDED (THE "EXCHANGE ACT"). AS SUCH, SUCH INFORMATION AND MATERIALS MAY INVOLVE RISKS AND UNCERTAINTIES AND FORWARD-LOOKING STATEMENTS. SUCH STATEMENTS, WHICH ARE BASED ON CERTAIN ASSUMPTIONS AND DESCRIBE FUTURE PLANS, STRATEGIES, AND EXPECTATIONS, ARE GENERALLY IDENTIFIABLE BY THE USE OF WORDS OR PHRASES SUCH AS "BELIEVE", "PLAN", "EXPECT", "INTEND", "ANTICIPATE", "ESTIMATE", "PROJECT", "FORECAST", "MAY INCREASE", "MAY FLUCTUATE", "MAY IMPROVE" AND SIMILAR EXPRESSIONS OF FUTURE OR CONDITIONAL VERBS SUCH AS "SHOULD", "WOULD", AND "COULD."

THESE FORWARD-LOOKING STATEMENTS RELATE TO, AMONG OTHER THINGS, EXPECTATIONS OF THE BUSINESS ENVIRONMENT IN WHICH THE COMPANY OPERATES, THE COMMERCIAL ACCEPTANCE OF THE COMPANY'S TECHNOLOGY, PROJECTIONS OF FUTURE PERFORMANCE, VALUATIONS, PERCEIVED OPPORTUNITIES IN THE MARKET AND STATEMENTS REGARDING THE COMPANY'S MISSION AND VISION. THE COMPANY'S ACTUAL RESULTS, PERFORMANCE AND ACHIEVEMENTS MAY DIFFER MATERIALLY FROM THE RESULTS, PERFORMANCE, AND ACHIEVEMENTS EXPRESSED OR IMPLIED IN SUCH FORWARD-LOOKING STATEMENTS DUE TO A WIDE RANGE OF FACTORS. THESE FACTORS INCLUDE, BUT ARE NOT LIMITED TO, CHANGES IN GENERAL ECONOMIC CONDITIONS, THE LOCAL ECONOMY, THE DEMAND FOR THE COMPANY'S PRODUCTS AND SERVICES, CONSUMER PREFERENCES, ACCOUNTING PRINCIPLES OR GUIDELINES, LEGISLATION AND REGULATIONS, MONETARY AND FISCAL POLICIES OF THE U.S. GOVERNMENT, U.S. TREASURY, AND FEDERAL RESERVE AS WELL AS COMPETITION IN THE AEROSPACE INDUSTRY, DEVELOPMENT OR ADVANCEMENT OF COMPETITIVE AEROSPACE TECHNOLOGIES, THE ABILITY OF THE COMPANY TO ATTRACT AND RETAIN KEY PERSONNEL, PERFORMANCE OF NEW EMPLOYEES, REGULATORY ACTIONS, CHANGES IN AND UTILIZATION OF NEW TECHNOLOGIES AND OTHER BUSINESS, ECONOMIC AND TECHNOLOGICAL RISKS.

THESE FACTORS SHOULD BE CONSIDERED IN EVALUATING THE FORWARD-LOOKING STATEMENTS, AND UNDUE RELIANCE SHOULD NOT BE PLACED ON SUCH STATEMENTS. THE COMPANY DOES NOT UNDERTAKE, AND SPECIFICALLY DISCLAIMS ANY OBLIGATION, TO UPDATE ANY FORWARD-LOOKING STATEMENTS TO REFLECT OCCURRENCES OR UNANTICIPATED EVENTS OR CIRCUMSTANCES AFTER THE DATE OF SUCH STATEMENTS.

#1 Problem: Aviation Ops Costs are TOO High

Too expensive to become a pilot: 80% drop out

Only the rich can afford to fly private

Ubiquitous air cargo can scale with lower ops costs

Electric Aviation solves these problems with drastically lower operating costs

Pilot Training

Too Expensive

Diamond DA40

Operations Cost: **$121/Hr**

Cessna 172

Operations Cost: **$110/Hr**

Solution: eFlyer 2

eFlyer 2

Operations Cost: $23/Hr

1/5 the Operating Costs

Air-Taxi & Pilot Training

Too Expensive

Cirrus SR22

Operations Cost: **$165/Hr**

Cessna 182

Operations Cost: **$143/Hr**

Solution: eFlyer 4

eFlyer 4

Operations Cost: $30/Hr

1/5 the Operating Costs

Business & Cargo

Too Expensive

PC12 NG

Operations Cost: **$621/Hr**

King Air 90

Operations Cost: **$850/Hr**

Solution: Envoy

Envoy

Operations Cost: $150/Hr

1/5 the Operating Costs

Market Size

$25B (45,000 units)
Pilot Training

Near-term Focus
2023 - 2029

$7B (10,000 units)
Air-Taxi / Business

Mid-term Focus
2024 - 2032

$19B (3,500 units)
Business / Short Regional

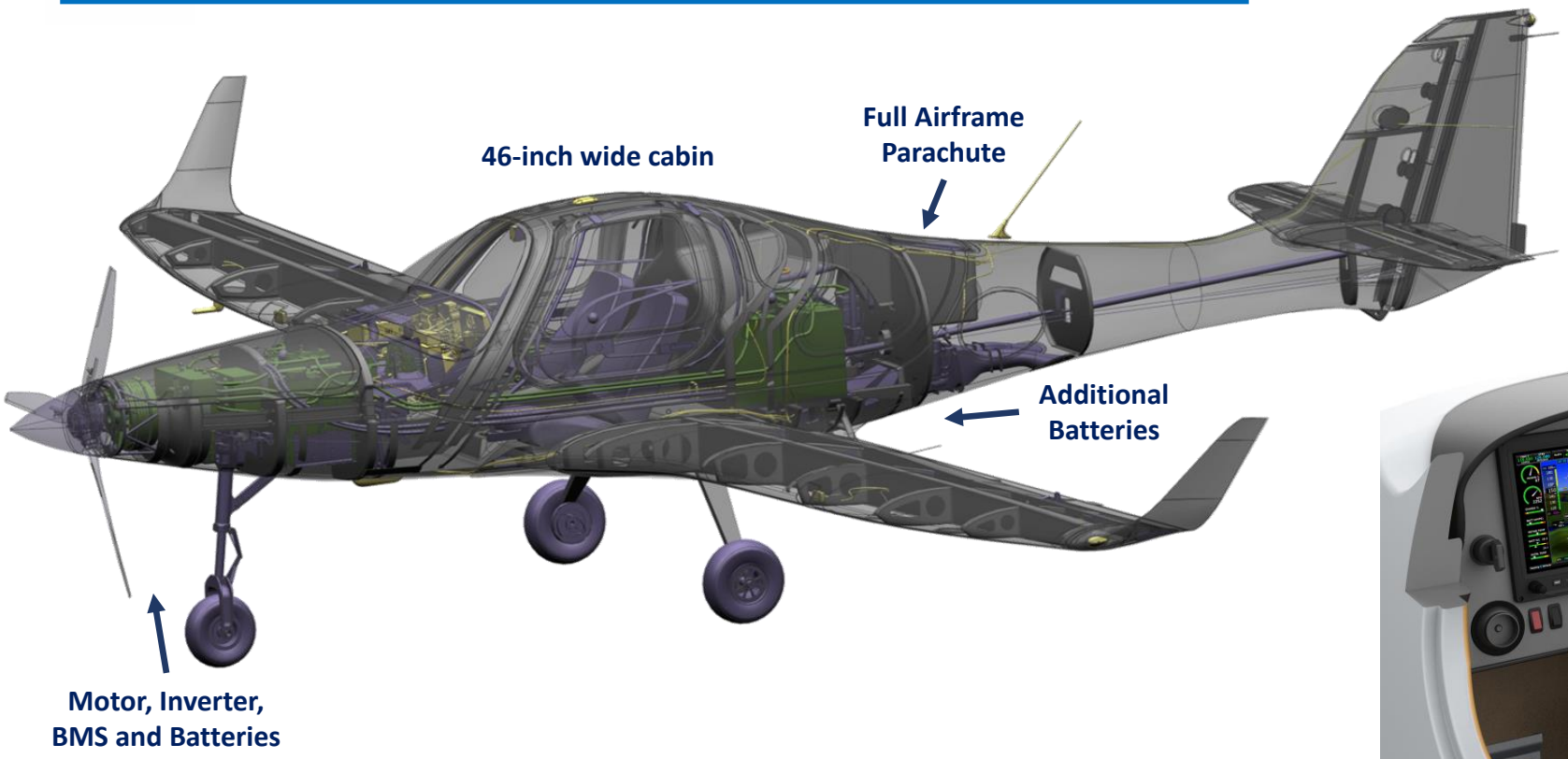
Long-term Focus
2025 - 2035

eFlyer 2 & eFlyer 4 starts with the $25B Pilot Training Need

Product: eFlyer All-Electric Plane

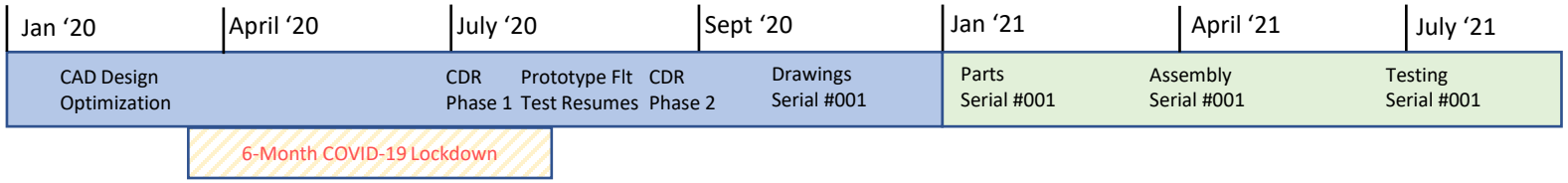
Tier 1 Suppliers

ROLLS ROYCE · GARMIN · MOOG · Siemens PLM Software SIEMENS · AVIATION SAFETY RESOURCES INNOVATIVE SOLUTIONS FOR AVIATION SAFETY



- 135 Knot Max Cruise
- 3-hour Endurance
- 450 lbs. Payload
- Rate of Climb: 1,070 fpm
- Avionics: Garmin G3X

FAA Certification Schedule



eFlyer 2 Final Type Board Meeting (FAA Certification)	eFlyer 4 Final Type Board Meeting (FAA Certification)
Sep 2022	Oct 2023

Market Traction

- 360 cash deposits for eFlyer
- 59 new deposits since March 2020
- Backlog represents $220M in Sales

eFlyer 2

eFlyer X

eFlyer 4

Envoy

Team

George E. Bye – Founder, CEO, Chairman
Two decades of experience as an aerospace entrepreneur, engineer and executive with internal development and research of advanced concepts. An ATP-rated pilot with over 4,000 flying hours and was a USAF T-38 IP and Desert Storm veteran.

Tom Bowen – Chief Engineer
Experienced ops manager, having recently served as the Chief Operating Officer for Mooney Airplane Co. and for Lancair International. Previously, Bowen was Senior Project Engineer – Corvalis at Cessna and VP of Engineering at Columbia Aircraft.

Paul McAuliffe – EVP and CFO
Previously, a Principal at Morgan Stanley, MD at CS First Boston and MD at Smith Barney before becoming EVP and Chief Financial Officer of Apartment Investment and Management Company (AIV) a S&P 500 Company in 1999.

John Knudsen – SVP, General Counsel
Former FAA attorney, represents BA on the ASTM standards committee for electric aircraft, and the GAMA "EPIC" committee for general aviation electric propulsion policy. Former Co-Founder of Adam Aircraft; former A-6 Navy pilot.

Tom Calgaard – SVP of Strategy & BD
Experienced technologist with a background in turning R&D projects into businesses. Former strategy and business leader at Lockheed Martin's Advance Technology Center. Investor in a dozen early stage technology companies.

Diane Simard – EVP, Board Member
Top 100 Business Women to Watch (bizwomen.com). Responsible for managing the company's investors, business partners, and media strategy. Previous co-owner of IITC, a DOD IT company that had a $34M cash exit in 2004.

Jim Forrester – Director of Design Eng.
32 years as a design engineer; world leader in design/CAD process improvement SME. Responsible for the design engineering team, crucial processes, and PLM enablement to facilitate the development of current and future projects.

Chris Schulte – VP Quality/Supply Chain
16 years of aviation experience including maintenance, manufacturing, and Quality. Former FAA Inspector ensuring regulatory compliance for manufacturers and performed airworthiness inspections on standard and experimental aircraft.

Kerry Manning– Lead Mech. Systems
12 years of fixed wing aircraft design and 10 years of electric vehicle design. Has lead design teams through the entire FAA certification process into production. Former Part 23 DER, he has a deep understanding of the certification process.

BYE AEROSPACE

Thomas Calgaard
Senior Vice President
Strategy & Business Development
Tom.Calgaard@byeaerospace.com
515.451.6730
Video