

Picture this:

It's 1990.

You hold 500 options for
cell tower sites.

You drop those on
the table in front of
AT&T, Verizon and T-Mobile.

Would they take it?

Yes.

What's it worth?

A lot.

We're doing the same
thing with Vertiports.

Landing sites for electric
Air-Taxis that are safe,
quiet and can land
anywhere.

Affordable as an Uber XL
with by-the-seat-pricing in
2/3rds less time.

Major airlines have
ordered \$25B in aircraft.

To connect airports to
suburbs and suburbs to
cities.

Places like shopping malls,
office parks, stadiums,
universities and weekend
destinations.

For round math let's say
we're assembling 500
Vertiport sites.

Each has 8 gates-so that's
4,000 gates in networks
across the country.

An airline could take 1 to 2
gates at each Vertiport.

Assume an airline has
committed \$2B in aircraft
and can secure 2 gates at
500 Vertiports.

That's 1,000 gates each
with an option price of
\$5,000 now and \$5,000 at
final permit.

In total
\$5M now and \$5M at
permit.

Would an airline that
ordered \$2B in aircraft
take it?

Yes.

Would they leave it to a
competitor or a newly
funded airline to take it?

No.

We think that's a cheap insurance policy to lock up a significant network.

What does one Vertiport
earn the company per
year?

\$1.3M

What's 500 worth?

\$650M

Industry multiple is 10X
Total Value: \$6.5B

We started nearly
4 years ago.

Had to figure out business
model-make sure it worked
for all involved.

Design

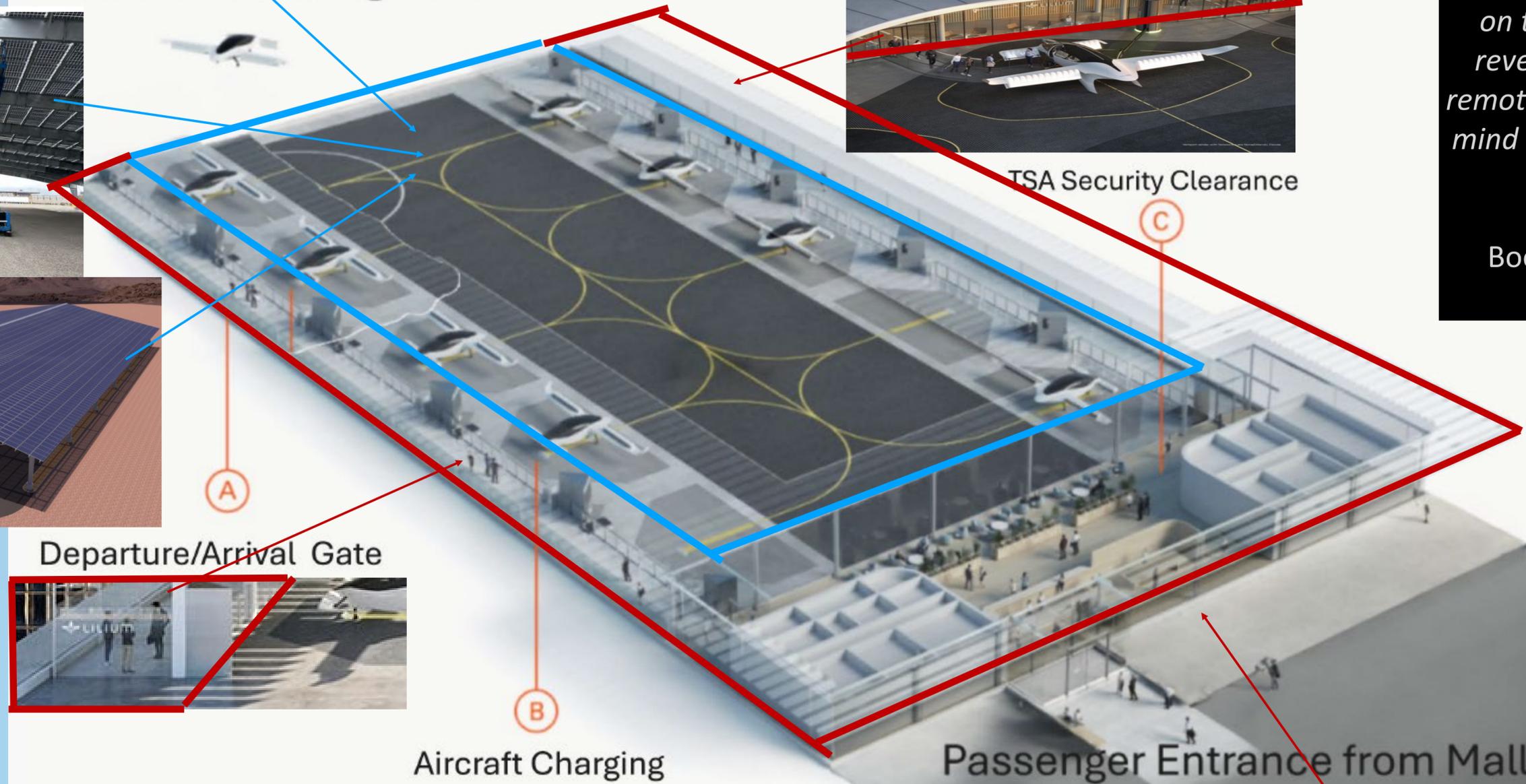
“Make sure you design your Vertiports to accommodate remote pilot operation. We can assure you from conversations with all manufacturers, everyone is focused on turning the pilot seat into a revenue generating seat with a remote pilot on the ground. Keep in mind we’ve been operating drones remotely for 30 years”.

Boeing-WISK, Senior Director

Exterior Landing Area



TSA Security Clearance

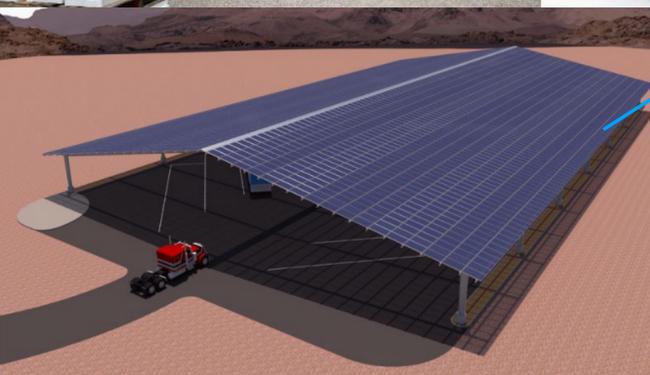
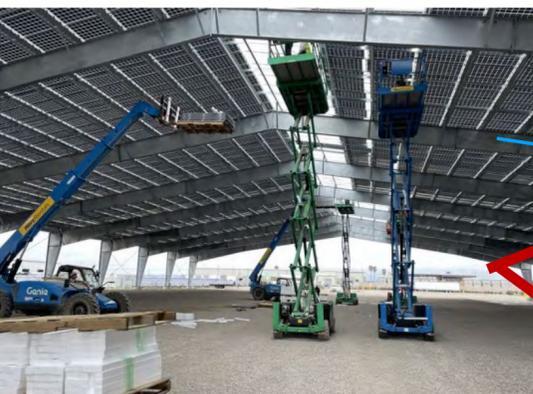


Departure/Arrival Gate



Aircraft Charging

Passenger Entrance from Mall



- 8 Gate/2TLOFs
- 1 to 4 Tenants- 103,000 sq. ft.
- **Red-Passenger Area**
- **Blue-Aircraft Area- Solar Canopy**



Power needs.

How we got here-
things we learned.



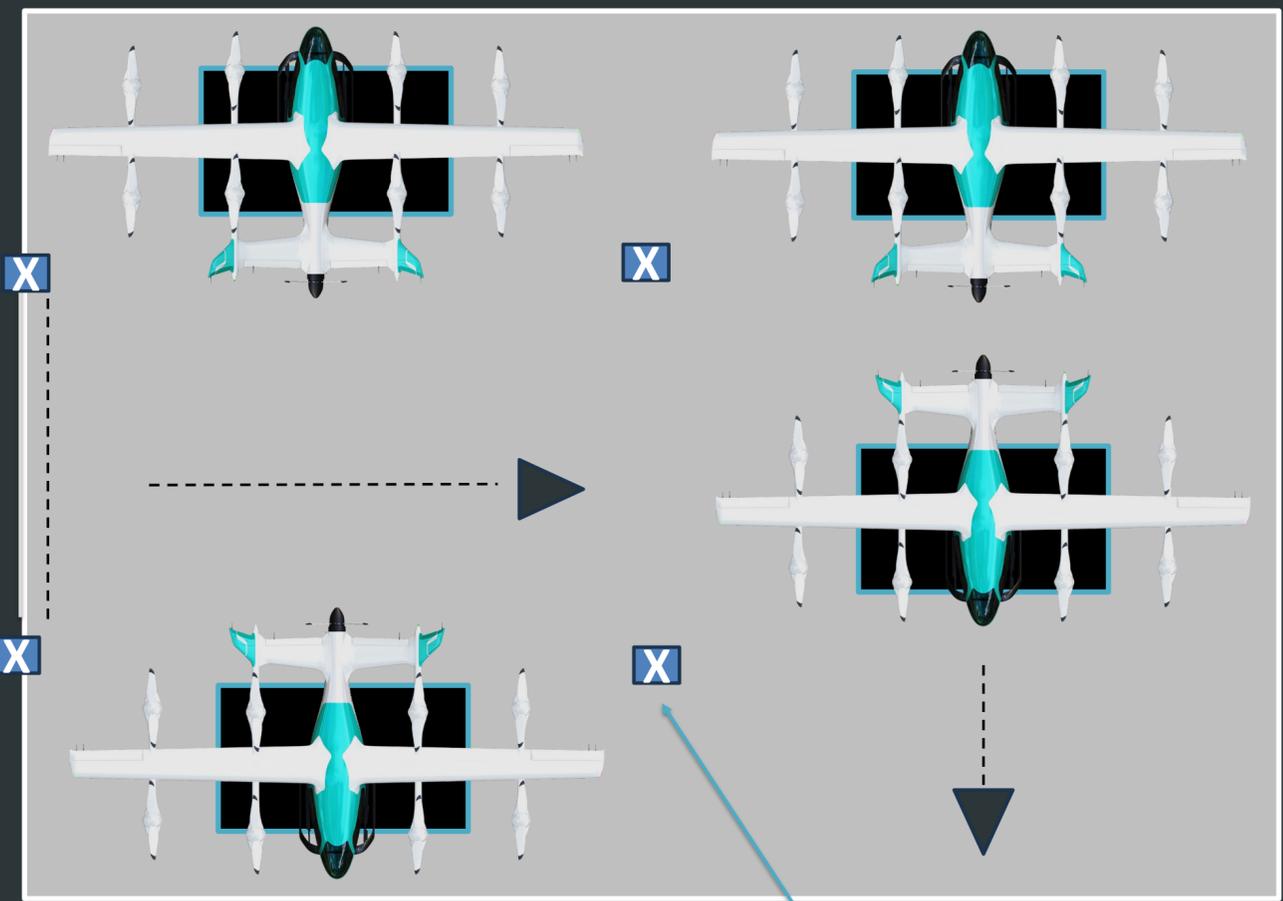
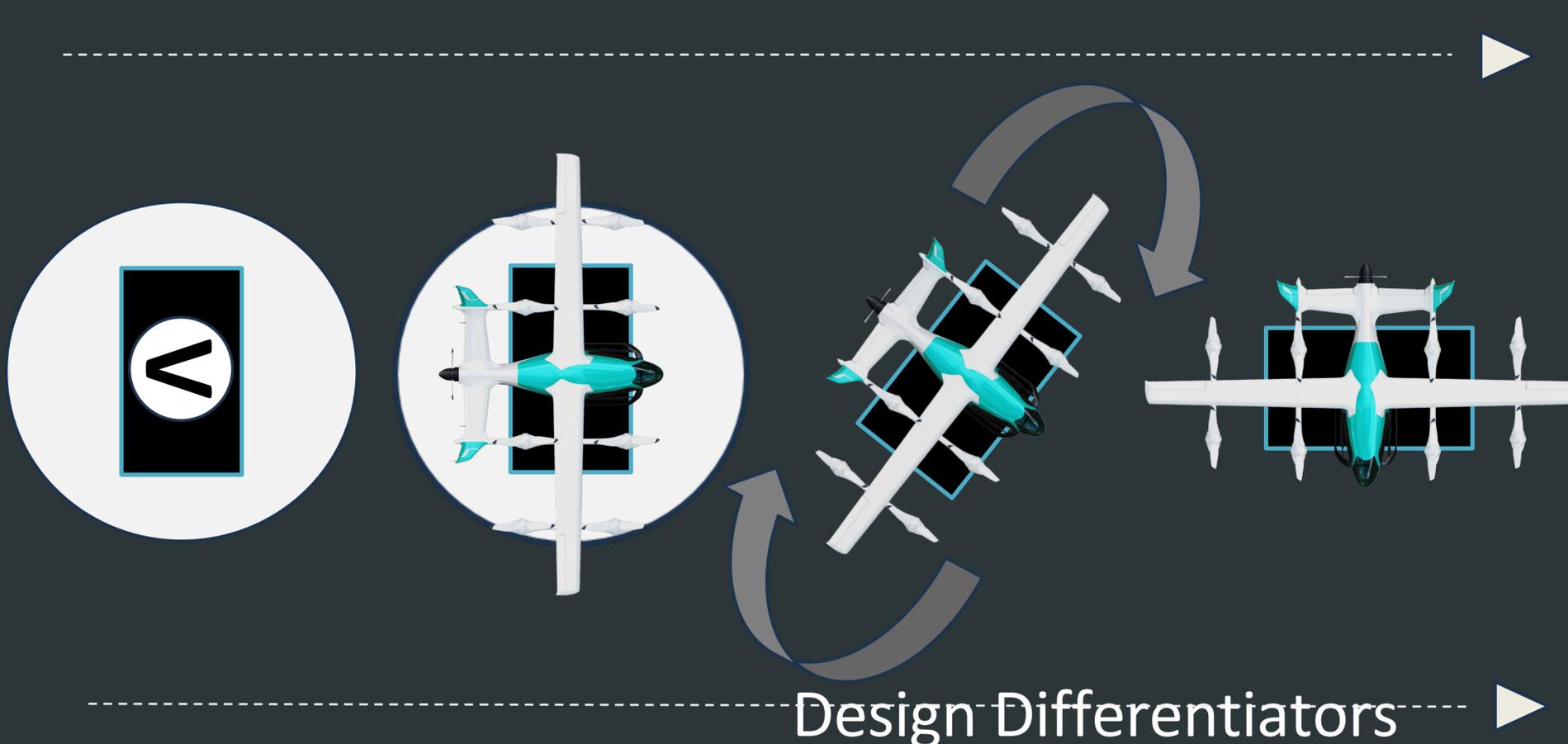
- Aircraft loading area is covered with a Solar Canopy.
- Must be weatherproof- move water/snow to surrounding roof and drains.
- Nucor PowerShingle Solar Roof Panels are a new breakthrough design solar panel system that serves as a Solar Canopy with a unique water-shed design that eliminates roof leakage. Also used on siding.
- NOT characterized as occupied space which requires compliance with energy efficiency codes.
- Parking Garages utilize Modular FBO structure to serve as occupied space, climate controlled with glass and door systems looking out to aircraft loading area. (shown on next slide)
- Downwash/Outwash produced by eVTOL take-off-landing and dangerous to people/parked aircraft is mitigated by rolling hi-speed flexible doors on outer end of Solar Canopy structure.
- Made in California.



Operations.



Heli-Wagon: leading remote controlled helicopter trolley



Design Differentiators

VERTI-WAGON: Multi-directional, automated-mobile landing pad.

-Allows movement laterally between legacy column buildings and entrance doors

<1ft. Tolerance to aircraft or legacy columns

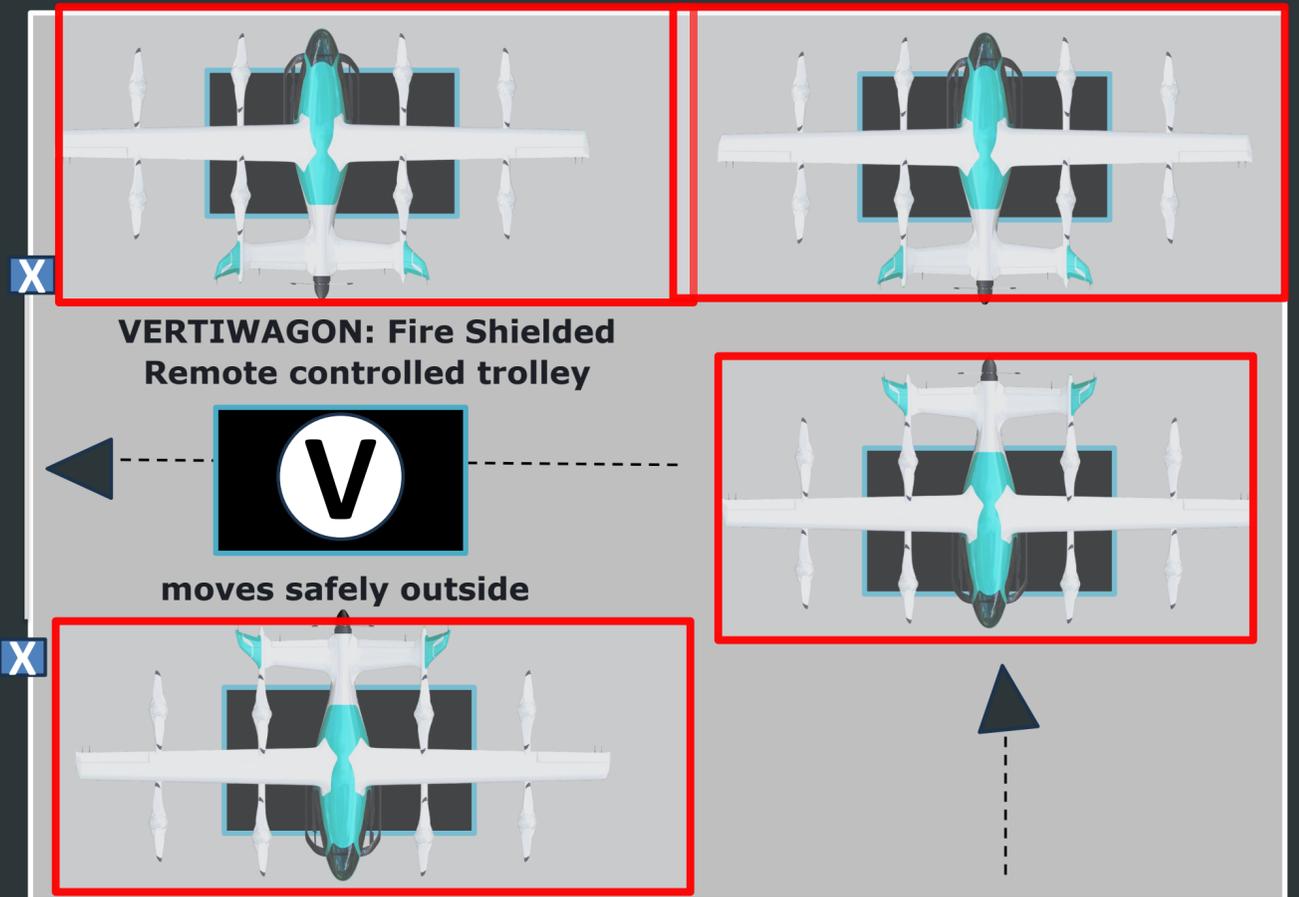
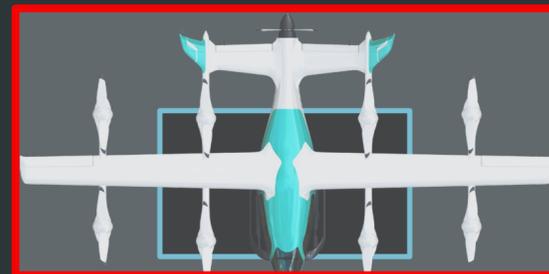


allows for autonomous operation.
with Heli-Wagon. (joint patent filing)



Provides eVTOL charging to/from gate.

Fire Protection.



Our Design Solution:
FIRE CANOPY

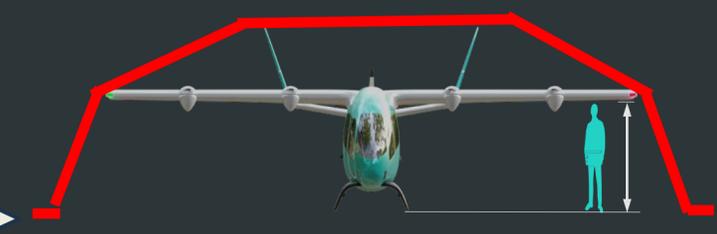
Fire Blanket permanently mounted above by 4-point electric controlled firelocks.

Released by heat activated fire switch.

Extra width covers aircraft to ground.

Fire Blanket 20' wider than aircraft

-----90'-----



<https://youtu.be/dgyT1ErC-IM>



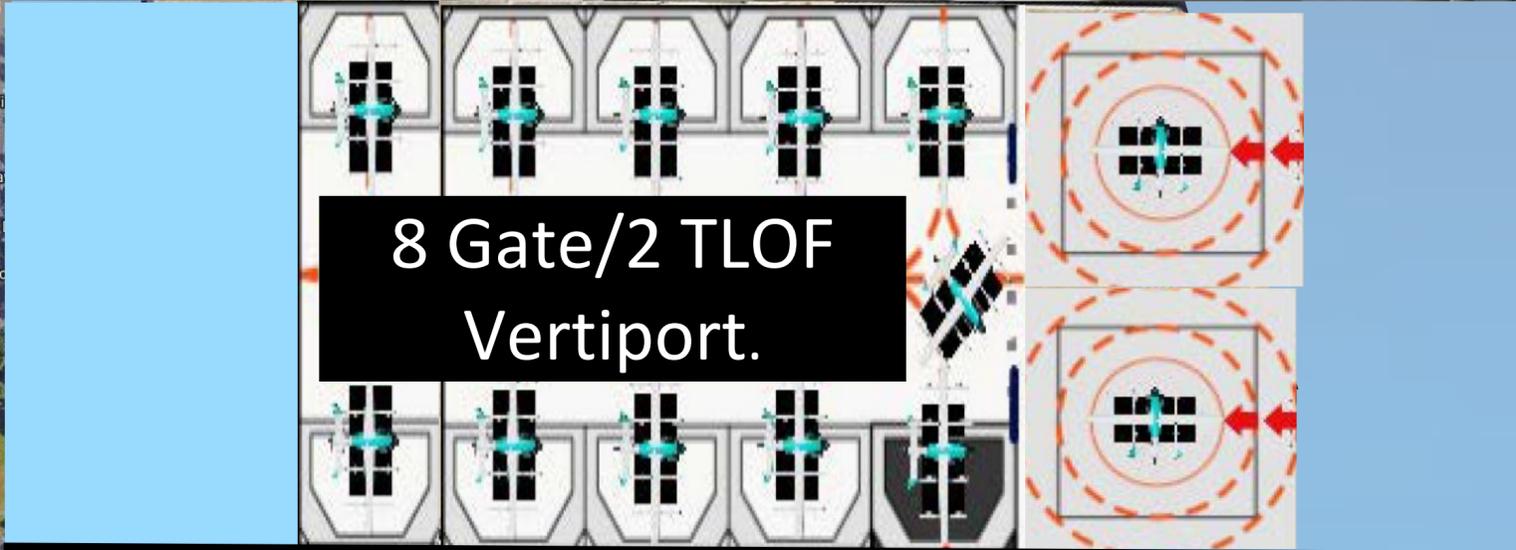
Permitting.



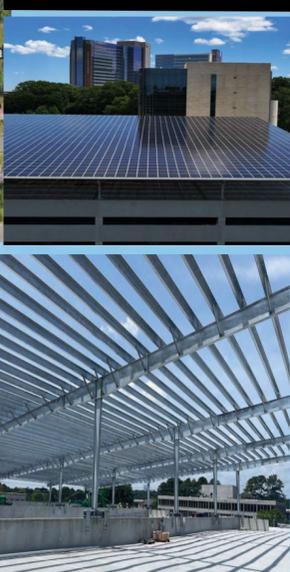
#1 mall in Connecticut. Top 5% in U.S.
 North Deck of Nordstrom is closed for parking.
 Perfect Location: Demographics-Convenience-Economics



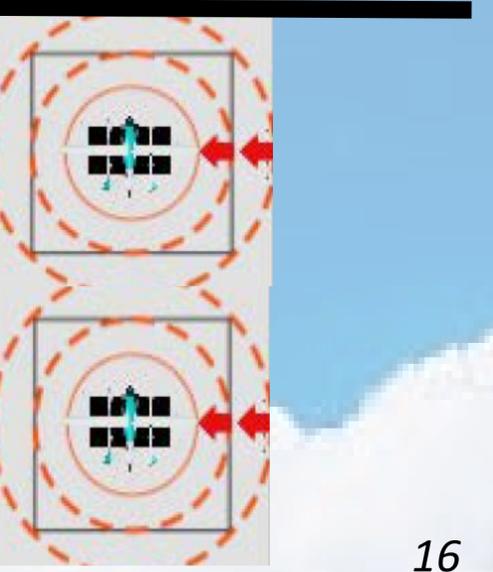
Current Condition
Not utilized.



8 Gate/2 TLOF
 Vertiport.



Waterproof
 Solar Canopy
Covers aircraft.



Real Estate Strategy.

Anchors:



- Anchor Stores with 70,000 -140,000 sq. ft very difficult to fill. Some on market for 5 years. Approx. 500 available.
- Many anchor stores owned by retailer. Many malls have SEARS, Macy's and/or JC Penny stores .
- Anchors pay much less than mall stores. Range \$10-\$30/ft-secondary-major markets.10-20+ yr lease plus extensions.
- Landlords typically negotiate Tenant Allowances (TI's). Average \$40 sq. ft.
- Option Period is 1 Year. Base + Percentage of Sales Lease. Meets Market for rent, TI's and term.

Sub Anchors:



- Sub Anchors: 10,000 -30,000 sq. ft, suitable for 4 Gate/1 TLOF design
- Wide column-single story much less costly renovation than two-story anchors.
- 25,000 stores have closed or closing through next two years.
- Many distressed-long term sub leases available-not a lot of demand for this space

“We would have interest in multiple portfolios of Vertiports in numerous markets; many more than we could possibly absorb. Other companies will emerge, lease these gates and expand the use case. It's good for everyone”

Operator, Founder-CEO

Landlord Strategy:

Parking Garages:



- Many available in variety of office and retail environments. 8 Gate/1TLOF design
- Zero or extremely light demand for parking on exposed upper deck.
- Many owners have capacity to direct traffic demand to lower floors.
- Provides new income stream to owner and desirable amenity for their tenants.
- Elevated landing area provides mitigation from downwash/outwash.

*“You're asking me if I would lease the top decks of our parking garages where no one wants to park, for a brand -new income stream while providing our tenants with a highly desirable amenity?
Yes. Absolutely”*

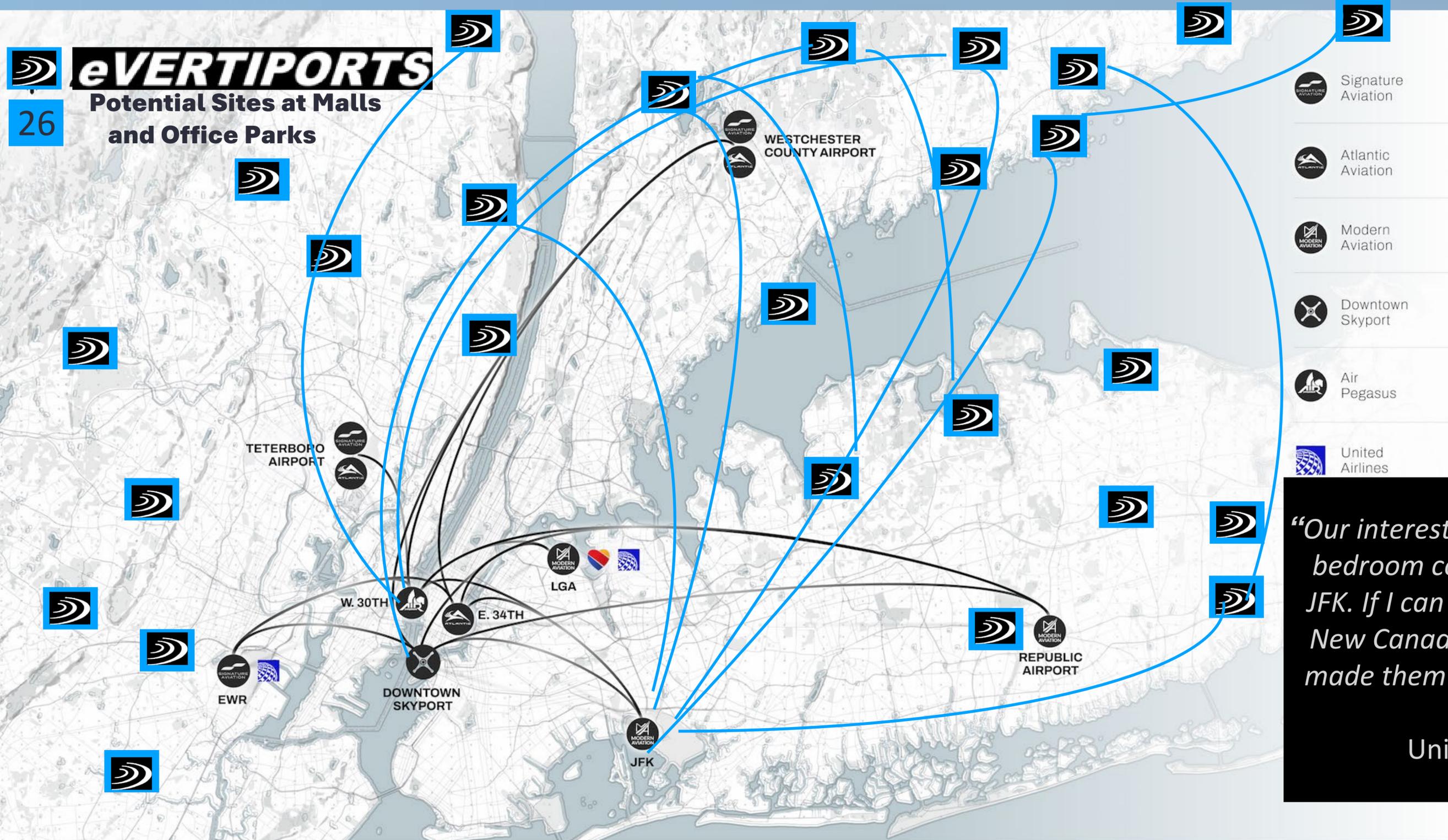
R. D. Scinto Company, Founder- CEO
Premier Office Park Developer

Surface Parking:



- Many available in variety of office, hotel, university environments. 2-4 Gate/1TLOF design
- Elevated Design preserves parking.
- Provides new income stream to owner and desirable amenity for their tenants.

Site Selection.



“Our interest in eVTOLs... We have 450-bedroom communities surrounding JFK. If I can fly a family of 4 home to New Canaan CT for \$150 seat, I just made them a very happy customer”.

United Airlines, SVP

Airline Strategy.

- ✓ Airlines/Operators have made \$25 billion in reservations- *nearly all majors*.
- ✓ Manufacturers intend to build aircraft and operate airlines. Includes leaders JOBY, Archer and Wisk (Boeing parent)*
- ✓ Archer and JOBY each went public in 2020/2021 in SPACS. Forecast earnings nearly half derived from Air-Taxi operations- balance from traditional manufacturing with sales to airlines.
- ✓ AVOLON, the 2nd largest leasing company made \$2 billion reservation-brought Japan Airline, AirAsia, GOL Brazil and Air Greenland in as pioneer operators.
- ✓ Plan to offer a regional portfolio of 15-25 vertiport options once assembled. Each vertiport could host 1-4 airline tenants.
- ✓ Air-Taxi Market Forecast Tool calculates revenue launch-to-future. Developed with NASA/ALCIFO with Uber-DOT data. Compelling case to major airlines or regional/seasonal (Cape- Air, Plane Sense) as plan B tenant prospects.
- ✓ We believe operators will not want to miss opportunity to capture gates in new markets. “Fear-of-Losing-Out” (FOMA) on new market, makes it difficult for an airline to pass on eVERTIPORTS's option- particularly based on relatively small investment at \$10K per gate.



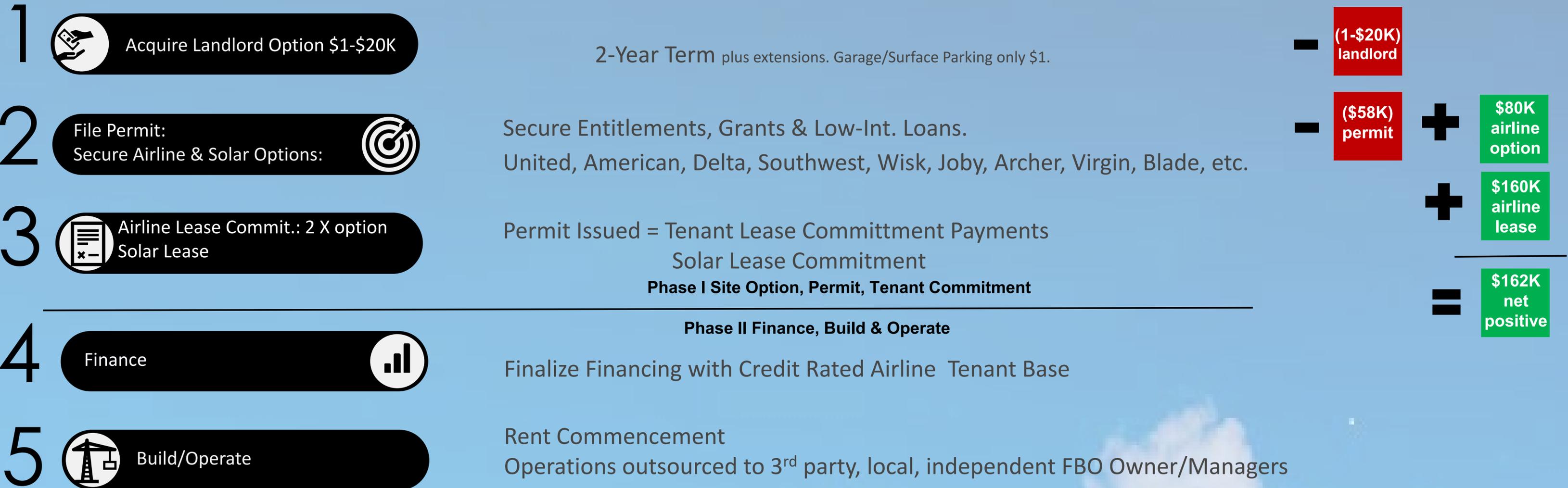
When asked about likelihood of an airline taking options on a portfolio of 10-20 vertiports...

“It would be practically negligent for an airline to pass. If they do, they can pretty much bet a competitor does or a new venture backed operator that we finance does.”

Avolon-e, Senior Director
Global Aircraft Leasing Co.

*Unprecedented for manufacturer to also operate: Since 1934. The Air Mail Act stipulated that aviation holding companies break up. United Aircraft and Transport Corporation split into three parts; Boeing, United Aircraft (now RTX), and United Air Lines.

Option Sequence.



Option Process jump starts positive cash flow cycle:
\$1-20K landlord option allows company to sell airline gate options of \$80K
\$58K permit secures lease commitment equity of \$160K

Vertiport Economics.

Vertiport Economics	
8 Vertiport Gates	
Westfarms Mall, Farmington/W. Hartford, CT	
# of TLOF's	2
# of Aircraft	8
Vertiport Revenue	
Annual Revenue x # of Aircraft	2,800,000
Landing Fees # Vprts X 25% Revenue	700,000
Charging Fees # Vprts X 40% Revenue	1,120,000
Terminal, Gate & Storage Fees # Vprts X 35% Revenue	980,000
Base Airline Rent/\$50k per aircraft	400,000
Total Revenue	3,200,000
Vertiport Operating Expenses	
SG&A 12% of Vprts Revenue	336,000
Lease 15% of Vprts Revenue	392,000
Base Landlord Lease = 50% of Base Airline Rent	200,000
Liability Insurance	36,000
Dep.# TLOFX2.564%X \$ Cap.Inv. 39yr.sched.\$38Kyr.	32,650
Zero/Low Interest Fed/ST Loans 3% P/I 5yr.	14,446
Bond Debt I/O 8.5% 7 yr.	39,819
Energy 21% Vprts Rev. (higher than solar forecast)	588,000
3rd Party Mgmt Fee # TLOFX10% Vprts Revenue	280,000
Facility Maintenance 2% of Vprts Rev x #TLOF	56,000
Total Operating Expenses	1,974,916
Total Vertiport Operating Profit	1,225,084
Pre-tax Income %	38%
EBITDA	1,312,000
EBITDA %	41%
Landlord Summary:	
Annual Income:	\$ 592,000
Price Sq Ft.calc. from % Rev+Base.:	\$ 5.74
Tenant Allowance Recaptured in Rent over Years	\$ 0.87

up to 4 Airline/Operators- each with 2 gates

Airline/Operators pay variable expense on landing charging & terminal fees

+ fixed base rent.

Landlord base rent is 50% of base rent we charge tenants

Balance of expenses are variable plus fixed debt

EBITDA \$1.3M

Landlord creates new revenue stream
Recaptures TI's investment less than 1 year.

Capital Formation.

Vertiport Capital Formation

Location: Parking Garage Top Deck

Westfarms Mall, Farmington/W. Hartford, CT

218' x125'=27,250 sf Landing Area 27,250

337'x225'=75,825 sf Solar Canopy 75,825

of TLOF's 2
 # of Aircraft 8
 Total Square Footage Required 103,075

Capital Required for Development Phase

		Capital Stack	Percentage
Capital Investment (using estimate below)	1,340,436	Total	1,340,436 100%
Tenant Allowance Improvements (TI) (\$5 sq ft)	515,375	Equity	515,375 38%
Brokerage Commission Add-back	62,500	Equity	62,500 5%
*Entitlements, Grants, Forgivable Lns. @5% of Cap.	67,022	Equity	67,022 5%
Zero/Low Interest Fed/ST Loans @5% of Capital Stack	67,022	Debt	67,022 5%
Total Bond Debt	468,517	Bond Debt	468,517 35%
Lease Commitment (1x fee)(2 x option payment)	160,000	Equity	160,000 12%
		Total Debt:	535,539 40%
		Total Equity:	804,897 60%

Capital Cost Details

Solar Canopy Structure	\$ 3,741,500
Solar Developer Cost Obligation	\$ (3,741,500)
Total Capital by eVERTIPORTS:	\$ 1,340,436
Total Capital Invested in Vertiport	\$ 5,081,936
Solar Developer Capital as % of Total Invested	74%

RE broker/partner contributes commission into equity stack

Each Airline pays \$20K/gate when permit issued

Solar Developer provides capital/owns Solar Canopy in consideration of 30 year Power Purchase Agreement (PPA)

Total Project Capital \$5M

PPA covers 74% of capital cost

Through a carefully
sequenced process of
securing landlord options.

and selling airlines options
once aggregated.

We have created a cash flow cycle that synchronizes with the output for our permit process.

There are additional trade secrets and patents pending in the capital stack.

As a result of this dynamic
and the leverage it creates.

We have the ability to create a significant vertiport network that is difficult for an airline to say no to.

with a cash flow dynamic
that provides majority of
our capital structure.

We bootstrapped the company through discovery until we figured out these dynamics.

Now that we have,
we're raising \$3.4M
to execute our plan.

Highly efficient use of capital
+ sequencing
+ timing

and the summation of all
dynamics-
provides
staggering return scenarios.

by a management
team comprised of
serial entrepreneurs.

100% equity based to
date.

Management:

Uniquely Qualified.

Comprehensive Experience.

Proven Business Builder creating \$1.4B Revenue Companies with Nationwide Coverage as Owner/Manager

- Project Management
- Construction
- Permitting
- Airport Operations
- Development
- Real Estate Brokerage
- Enterprise Operations
- Sustainability
- Multi- Location Management



Jim Barnes
 Founder, CEO
 Former: Founder, CEO
 OAKLEAF WasteManagement
 FM Facility Maintenance
 Deerfield Valley Airport
 Watch Hill Aviation



Guy Rouelle
 Board Advisor
 Former: Head, State of Vermont Aviation
 Present:
 Rouelle Aviation Consultants
 Maine Aviation Board



Aaron Furman
 Director
 Site Acquisitions
 Former: COO
 OAKLEAF Waste Management



Gary Sova
 Board Advisor
 Former: EVP
 Republic Services (NYSE:RSG)
 Present:
 Board of Directors
 Casella Waste Management (NASDAQ: CWST)



Wes Horvath
 Director
 Site Acquisitions
 Partnerships
 Former: Executive Safeway Supermarkets, Blackhawk Network, Cellfire



Caroline Kretz
 Board Advisor
 Present: Director
 Community Affairs
 Con-Edison
 New York Bar Association



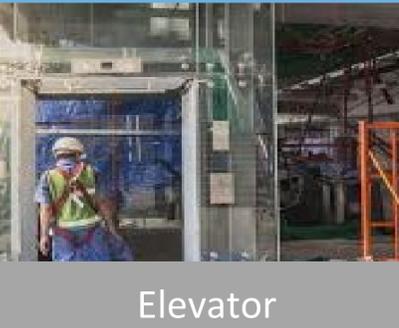
David Brooke
 Director
 Site Acquisitions
 Brokerage
 Present: The Brokerage
 CEO, The Brooke Group



Margherita Mauriello
 Board Advisor
 Present: IT Strategy-
 Global Program Leader
 Stanley Black & Decker
 Former RTX, Accenture

Management Uniquely Qualified in 50+ Trade Expertise

Including Aviation- Construction- Development-Design-Permitting



Ready for Take-off.



“The goal is not necessarily to fly to an airport, but to streamline congested corridors, where they can land on parking garages, rooftops and parking lots” equipped with vertiports. The future of air mobility does not depend on landing at the airport; it’s about having local landing pads with charging stations.”

Ferrovial Vertiports, President



This is the financial plan of the vertiport business sector on a stand-alone basis separate from the drone ground support business unit.