BOOM | Introduction

Safe Harbor

Certain information set forth in this presentation by Boom Technology, Inc. (the "Company") contains "forward-looking information", including "future-oriented financial information" and "financial outlook", under applicable securities laws (collectively referred to herein as forward-looking statements). Except for statements of historical fact, the information contained herein constitutes forward-looking statements and includes, but is not limited to, the (i) projected financial performance of the Company; (ii) completion of, and the use of proceeds from, the sale of the shares offered by the Company; (iii) the expected development of the Company's business, projects, and joint ventures; (iv) execution of the Company's vision and growth strategy, including with respect to future M&A activity and global growth; (v) sources and availability of third-party financing for the Company's projects; (vi) completion of the Company's projects that are currently underway, in development or otherwise under consideration; (vi) renewal of the Company's current customer, supplier and other material agreements; and (vii) future liquidity, working capital, and capital requirements. Forward-looking statements are provided to allow potential investors the opportunity to understand management's beliefs and opinions in respect of the future so that they may use such beliefs and opinions as one factor in evaluating an investment.

These statements are not guarantees of future performance and undue reliance should not be placed on them. Such forward-looking statements necessarily involve known and unknown risks and uncertainties, which may cause actual performance and financial results in future periods to differ materially from any projections of future performance or result expressed or implied by such forward-looking statements.

Although forward-looking statements contained in this presentation are based upon what management of the Company believes are reasonable assumptions, there can be no assurance that forward-looking statements will prove to be accurate, as actual results and future events could differ materially from those anticipated in such statements. The Company undertakes no obligation to update forward-looking statements if circumstances or management's estimates or opinions should change except as required by applicable securities laws. The reader is cautioned not to place undue reliance on forward-looking statements.

Making the world dramatically more accessible

via profitable and sustainable supersonic flight

Boom is the supersonic leader

World-class airline, government, and supply chain partnerships

Global Airlines
130 orders & pre-orders

American Airlines
UNITED
JAPAN AIRLINES

Government/Defense
Market-expanding partnerships

NORTHROP GRUMMAN
U.S. AIR FORCE

Development Partners
World-class aerospace coalition

KRATOS
GE Additive
StandardAero
Honeywell
LATECOERE
EATON
Collins Aerospace
FlightSafety INTERNATIONAL
SAFRAN
LEONARDO
AIT
ACITURRI
AERnnova

Overture is optimized for speed, safety, and sustainability

Up to 2x speed will transform how we think about distance

2x faster overwater,
20% faster over land

700+ routes with profit
and speed advantage

Increased aircraft and
crew utilization

BOSTON TO PARIS

3:45h

Instead of 6:20h

TOKYO TO SEATTLE

4:30h

Instead of 8:00h

LIMA TO LOS ANGELES

4:40h

Instead of 8:15h

MIAMI TO MADRID

4:2

Instead of

*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. *factors in a tech stop.*

Premium passengers will switch airlines and pay more for speed

Supersonic is a competitive differentiator

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%

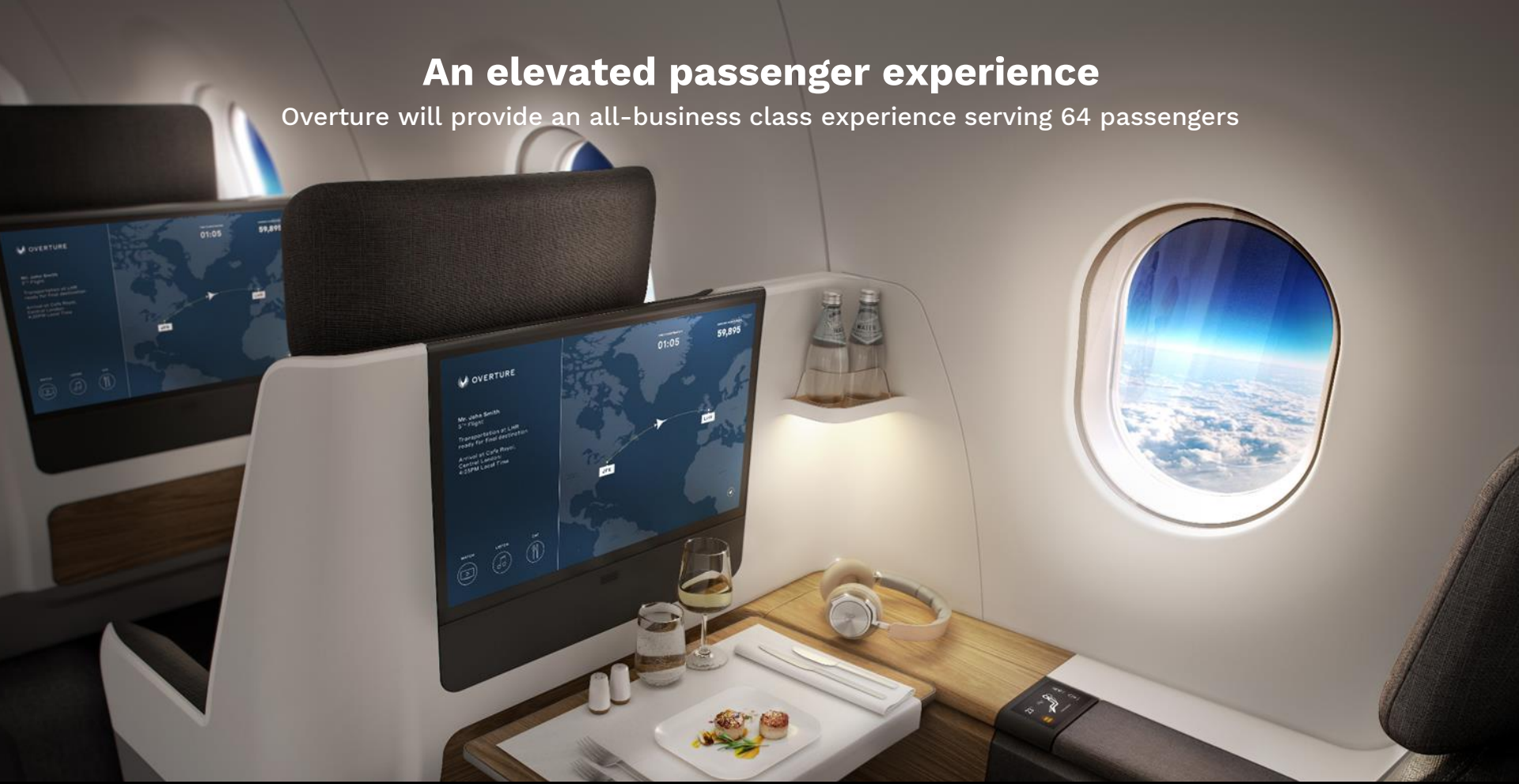
Average fare premium for supersonic flights vs. subsonic business class

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.

An elevated passenger experience

Overture will provide an all-business class experience serving 64 passengers



Overture is optimized for 100% SAF

- First net zero carbon airliner—designed for 100% Sustainable Aviation Fuel
- Boom is committed to net zero carbon by 2025 which encompasses Boom's operations, facilities, and products—Overture and Symphony
- Boom has procured 10 million gallons of sustainable aviation fuel (SAF) annually with AIR COMPANY and Dimensional Energy for Overture's flight test program
- The broader market demand for SAF continues to mature. Over $3B in announced investments, billions in offtake agreements, policy incentives, and mandates are accelerating adoption

Powered by Symphony

The Boom-developed engine for Overture

3D-printed, ⅓ scale Symphony model shows engine architecture, design progress; displayed at Paris Air Show

Symphony, a Boom led program, is designed for cost-efficient supersonic flight

35,000 lb Thrust

100% SAF compatible for net zero carbon

Additively manufactured

FAA Part 33 / EASA CS 33 compliant

Quite single-stage fan

Air-cooled turbine

ICAO Chapter 14 noise levels

25% more time on wing

10% lower operating cost

Symphony performance data compared to derivative engine approaches

Developed in collaboration with industry leaders

FTT | KRATOS

Engine design and initial production Partners for flight test and certification

GE Additive

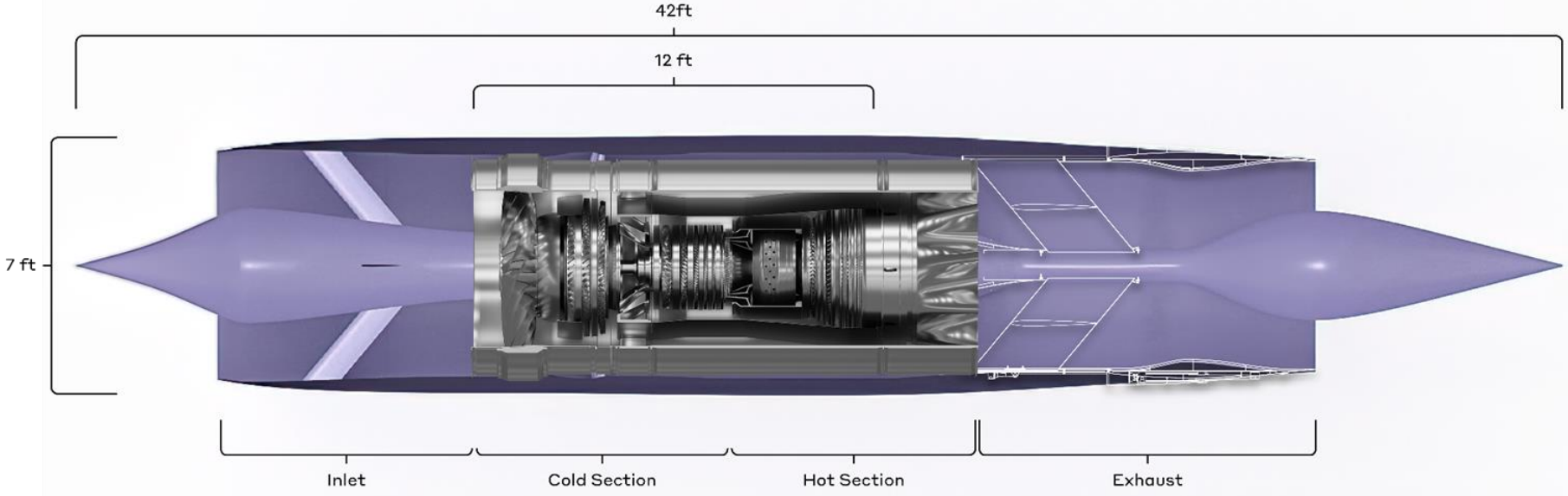
Additive technology design

StandardAero

Maintenance, repair and operational support

Symphony Engine System Continues to Mature

All aspects of the Symphony engine system have evolved to conceptual design maturity



- Supersonic diffuser inlet
- Acoustically treated
- Auxiliary flow translation

- Optimised engine cycle
- Medium bypass ratio
- Air-cooled turbine

- Translating plug for supersonic performance
- Acoustically treated
- Mixer to reduce acoustics & temperature

Progress towards production across Boom locations

Overture Superfactory on track for completion Q2 ‘24

62-acre campus located in Greensboro, North Carolina for Overture’s final assembly line (FAL)

Iron Bird facility build out underway

Hosts a full-scale iron bird used to test and integrate flight components and systems based in Centennial, Colorado

XB-1 prepares for first flight in Mojave, California

Boom’s demonstrator aircraft, the world’s first independently developed supersonic jet, is progressing toward first flight

HQ4

- Centennial, Colorado
- Total Space
  - 290,000 Square Feet
  - Approx 1500 person capacity
- DIA Drive Time: 32 Minutes
- Boom Building Additions:
  - Updated Lobby
  - New All-Hands Space
  - Updated 2nd Floor Suite Space
  - Passenger Experience Lab

Appendix

Led by a team of proven tech and aviation executives

Blake Scholl
Founder & CEO
Founded Boom in 2014. Previously held leadership roles at Amazon and Groupon, founded/exited Kima Labs

Kathy Savitt
President
Held C-suite roles at Yahoo, American Eagle, and Amazon. Former Alaska Airlines board member

Troy Follak
Chief Technology Officer
Engineering executive at Dassault Systems, Lockheed Martin, and Honeywell. Most recently large-cabin Chief Engineer at Gulfstream

Brian Durrence
Chief Development Officer
Previously Chief Engineer for Gulfstream G650, Gulfstream VP of Engineering for large cabin aircraft

Rich Harris
Chief Legal Officer
Previously SVP and General Counsel at Inmarsat

Scott Powell
SVP, Symphony
Former Boeing executive leading propulsion on the 787, Sonic Cruiser, B-2 Stealth Bomber, x32 Joint Strike Fighter, YF-22, KC-46, and B-52

Bob Stohrer
Chief Marketing Officer
Previous CMO roles include Virgin Mobile, iHeartRadio and Canary

Anne Fenice
Chief People Officer
Executive operational and people roles at LinkedIn, Cisco, Yahoo, and Sun Microsystems

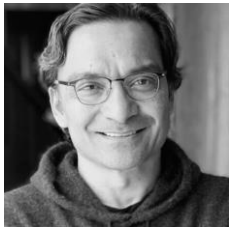
Tracy Bevington
SVP, Commercial Product and Services
Previously fleet strategy and acquisitions executive at Delta Air Lines

Adam Dubas
SVP, Finance
Executive finance and accounting roles at Gatos Silver and KPMG

Experienced and engaged Board and Advisory Council

Board of Directors

Dr. Ray Johnson
Former SVP and CTO of Lockheed Martin



Zia Huque
General Partner at Prime Movers Lab; Former President and CEO of Deutsche Bank Securities Inc.

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

Liz Huebner
Former Chief Financial Officer of Getty Images

Jacqueline Reses
CEO of Post House Capital; Former Exec. Chairman of Square Financial; Board Member, Federal Reserve Bank of San Francisco

Selected Advisors

Phil Condit
Former Chairman and CEO of Boeing

Tim Brown
Chair of IDEO and Vice Chair of kyu Collective

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

Dr. Lourdes Maurice
Former FAA Office of Environment and Energy

Tekedra Mawakana
Co-CEO of Waymo

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