



P A R K
A E R O S P A C E
C O R P .

Company Presentation
January 12, 2023

Forward Looking Disclaimer

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Factors that could cause actual events or results to differ materially from Park's expectations or forecasts are set forth under the caption "Factors That May Affect Future Results" in Item 1 and in Item 1A "Risk Factors" of the Company's Annual Report on Form 10-K for the fiscal year ended February 27, 2022 and in subsequent reports filed with or furnished to the Securities and Exchange Commission. Except as may be required by any applicable laws, the Company assumes no obligation to update such forward-looking statements, which are made as of the date hereof or an earlier date specified herein, whether as a result of new information, future developments, or otherwise.



Our Business

- **Park Aerospace Corp.** develops and manufactures Solution and Hot-Melt Advanced Composite Materials used to produce composite structures for global aerospace markets:

- ✓ Wide array of prepreg materials specifically designed for hand lay-up or automated fiber placement (AFP) manufacturing applications
- ✓ Film Adhesive materials (undergoing qualification with Major Aerospace Customer)
- ✓ Lightning Strike Protection materials (“Electroglide®”)



- Park Aerospace’s Advanced Composite Materials are used to produce primary and secondary structures for:

- | | |
|-------------------------------|---|
| ✓ Jet Engines | ✓ Unmanned Aerial Vehicles (UAVs or “Drones”) |
| ✓ Large Transport Aircraft | ✓ Business Jets & General Aviation Aircraft |
| ✓ Regional Transport Aircraft | ✓ Rotary Wing Aircraft |
| ✓ Military Aircraft | ✓ Other Specialized Aerospace Applications |



Our Business (Continued)

- Park Aerospace also offers:
 - ✓ Specialty Ablative materials for Rocket Motors and Nozzles
 - ✓ Specially designed materials for Radome Applications (including RadarWave® materials)
- As a complement to our Advanced Composite Materials offering, Park Aerospace designs and fabricates Composite Parts, Structures and Assemblies and Low-Volume Tooling for the Aerospace Industry
 - ✓ Parts include Park Aerospace's proprietary "SigmaStrut"™ and "AlphaStrut"™ product lines
 - ✓ Markets for parts and structures:
 - Prototype and Development Aircraft
 - Special Mission Aircraft
 - Aircraft "STC" Mods
 - Spares for Legacy Military and Civilian Aircraft
 - Exotic Spacecraft
 - Military Aircraft
 - Unmanned Military Aircraft or Drones
 - Military Aircraft enhancements and mods



Facility Prior to Major Expansion



Our History

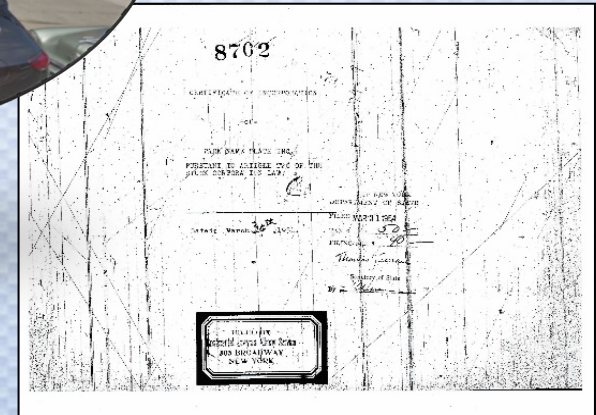
- Park founded on March 31, 1954 by Jerry Shore and Tony Chiesa with ~ \$50 Thousand Investment
- Company started in a small “factory” (garage?) in Woodside, Queens with 5 employees
- 1954 Results:
 - ✓ Sales: \$124,206.59
 - ✓ Pretax Profit: \$887.38
 - ✓ Taxes Paid: \$226.21
- First Invoice: \$300 (hand written)



Park's Founders



Park's First Location

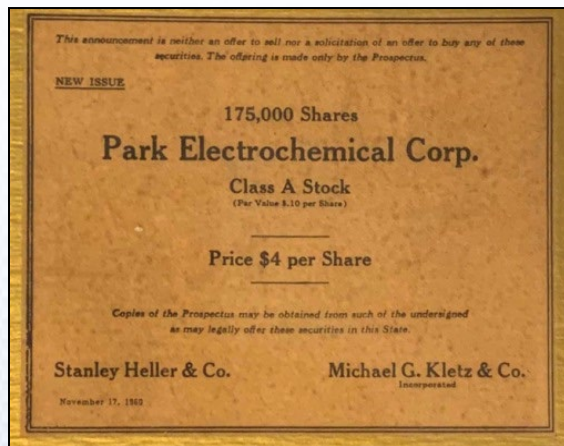


Park's Original Certificate of Incorporation



Our History (Continued)

November 17, 1960 Park goes Public



1961 Park acquires New England Laminates Company ("Nelco") in Stamford, CT for ~ \$200 Thousand

1984 Park lists on NYSE

1985 Park commences regular Quarterly Cash Dividend

Mid-1980's Park had become global Electronics Business with other ancillary businesses



Our History (Continued)

Jan 2007 Park commits to Aerospace as second major area of business focus

Jan 17, 2008 Ground-breaking of Park's New Aerospace Facility in an empty field in Newton, KS

May 2009 Park's Newton, KS Aerospace Facility opens

February 28, 2014 (11:00 PM) Park makes first production shipment to MRAS* for engine nacelles, thrust reversers and engine internal fixed structures for Legendary Boeing 747 Aircraft



*Middle River Aerostructure Systems,
a subsidiary of ST Engineering Aerospace



Our History (Continued)

December 2018

Park announces Major Expansion of Newton, KS Facility

December 2018

Park sells its Electronics Business to AGC Inc. of Tokyo, Japan

December 2018

Park's transformation from an Electronics Company into an Aerospace Company is complete

July 17, 2019

Park changes name from Park Electrochemical Corp. to **Park Aerospace Corp.**



Major Expansion of Newton, KS Facilities

➤ December 2018...Park announced Major Expansion of Newton, KS Manufacturing and Development Facilities

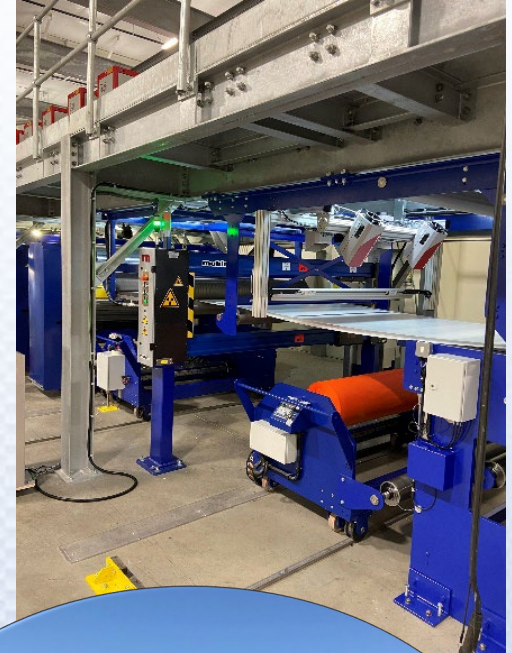
- ✓ Redundant Plant for GE Aviation, MRAS and their Aircraft OEM Customers
- ✓ Park expects Redundant Plant will also be needed for Manufacturing Capacity
- ✓ Approximately 90,000 square feet
- ✓ Expansion approximately doubles size of current Newton, KS facilities
- ✓ **Expansion is complete**
- ✓ Film Line and Tape Line trials are complete
- ✓ Film Line and Tape Line Qualifications are in progress
 - Expected to be completed and approved by May 2023
- ✓ Total budget: approximately \$19.75 Million
- ✓ Spending
 - To date: approximately \$19.3 Million



Major Expansion (Continued)

- Expansion includes:
 - ✓ New 60" Hot-Melt Film and Tape Manufacturing Lines
 - ✓ New Mixing and Delivery Systems
 - ✓ New R&D Lab
 - ✓ Expanded Production Lab
 - ✓ Additional Freezer and Storage Space
 - ✓ Space to accommodate additional Hot-Melt Tape Line or Solution Treating Line
 - ✓ Space to accommodate additional confidential projects

- While many others were slashing their capital spending or cancelling projects altogether, we pushed forward with and completed our Major Expansion...



Quarterly Results for FY2021, FY2022 and FY2023 Q1, Q2 and Q3 (In Thousands)*

	FY21 Q1	FY21 Q2	FY21 Q3	FY21 Q4	FY22 Q1	FY22 Q2	FY22 Q3	FY22 Q4	FY23 Q1	FY23 Q2	FY23 Q3
Sales	\$12,213	\$9,250	\$10,372	\$14,441	\$13,594	\$13,618	\$13,864	\$12,502	\$12,783	\$13,875	\$13,867
Gross Profit	\$3,674	\$2,638	\$2,553	\$4,326	\$5,472	\$4,411	\$3,836	\$4,198	\$4,092	\$4,086	\$4,444
Gross Margin	30.1%	28.5%	24.6%	30.0%	40.3%	32.4%	27.7%	33.6%	32.0%	29.4%	32.0%
Adjusted EBITDA	\$2,364	\$1,418	\$1,380	\$3,257**	\$4,104**	\$3,232**	\$2,670**	\$3,083**	\$2,804	\$2,709	\$3,321
Adjusted EBITDA Margin	19.4%	15.3%	13.3%	22.6%**	30.2%**	23.7%**	19.3%**	24.7%**	21.9%	19.5%	23.9%

➤ What we said about FY2023 Q3 during our October 6, 2022 FY2023 Q2 Investor Call:

- ✓ Sales estimate: \$13.25 Million to \$13.75 Million
- ✓ Adjusted EBITDA estimate: \$3.0 Million to \$3.5 Million

*From Continuing Operations

**Before Special Items



Quarterly Results for FY2021, FY2022 and FY2023 Q1, Q2 and Q3 (In Thousands)* (Continued)

- Outstanding job by Park's People to exceed (by a little) our FY2023 Q3 Sales estimate and to make our Q3 EBITDA estimate, especially considering significant challenges with:
 - ✓ Supply Chain disruptions and unreliability
 - ✓ Freight disruptions and unreliability
 - ✓ Ongoing staffing shortages
 - ✓ Significant Inflation...it has not gone away or abated yet...not for us anyway
 - Raw materials costs
 - Shipping and other supplies costs
 - Utilities costs
 - Freight in and out costs
 - People costs
 - You name it, it probably is more expensive



Historical Fiscal Year Results

(In Thousands)*

	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Sales	\$31,837	\$40,230	\$51,116	\$60,014	\$46,276	\$53,578
Gross Profit	\$8,299	\$11,288	\$16,184	\$18,673	\$13,191	\$17,917
Gross Margin	26.7%	28.1%	31.7%	31.1%	28.5%	33.4%
Adjusted EBITDA	\$1,055	\$4,704**	\$10,248**	\$13,012**	\$8,419**	\$13,089**
Adjusted EBITDA Margin	3.3%	11.7%**	20.0%**	21.7%**	18.2%**	24.4%**

*From Continuing Operations

**Before Special Items



Park's Balance Sheet, Cash and Cash Dividend History

- Park has zero long-term debt!
- Park reported \$103.3 Million of Cash and Marketable Securities as of end of FY2023 Q3
- Park's Cash Dividend
 - ✓ While others cut or cancelled their dividends, Park maintained its regular \$0.10 per share quarterly cash dividend throughout the pandemic and economic crisis
 - ✓ Park has paid 37 consecutive years of uninterrupted regular quarterly cash dividends without ever skipping a dividend or reducing the dividend amount
 - ✓ Park has paid **\$558 Million**, or \$27.25 per share, in cash dividends since the beginning of FY2005
- With interest rates rising and era of cheap and easy money coming to an end (we hope), will Park's hard-earned honest money **finally** be worth something?
 - ✓ Maybe!



FY2023 Q3 Top Five Customers (in Alphabetical Order)



*MK125 Warhead
for Standard Missile 2*

AAE Aerospace

Kratos Defense and Security Solutions

Lockheed Martin

Middle River Aerostructure Systems (MRAS)*
and its subcontractors

Nordam Group



*Comac C919
with LEAP-1C Engines*



Kratos XQ-58 Valkyrie



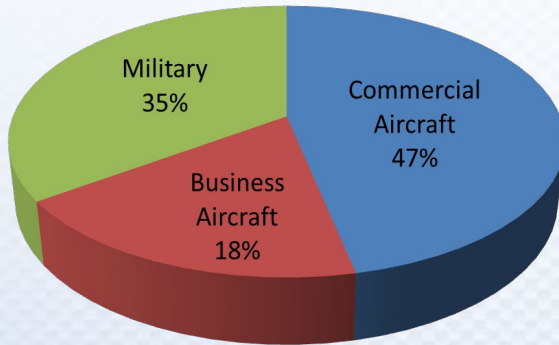
*Bombardier Global 8000
with Passport 20 Engines*

*MRAS is a subsidiary of
ST Engineering Aerospace



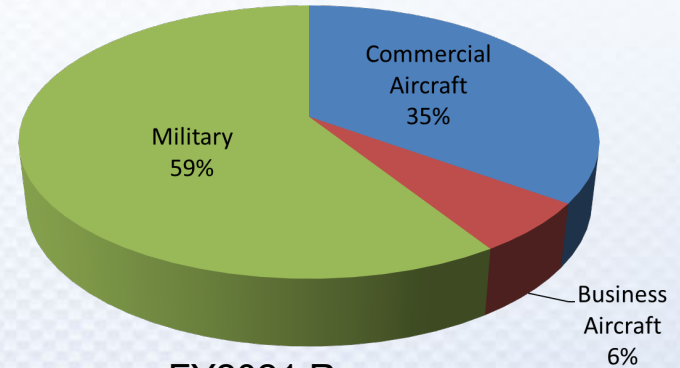
Park's Estimated Revenues by Aerospace Market Segment

FY2020



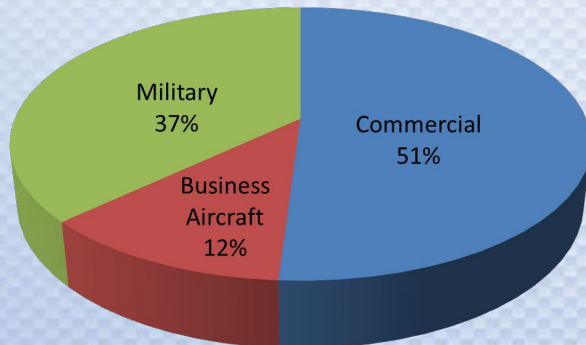
FY2020 Revenues:
\$60.0 Million

FY2021



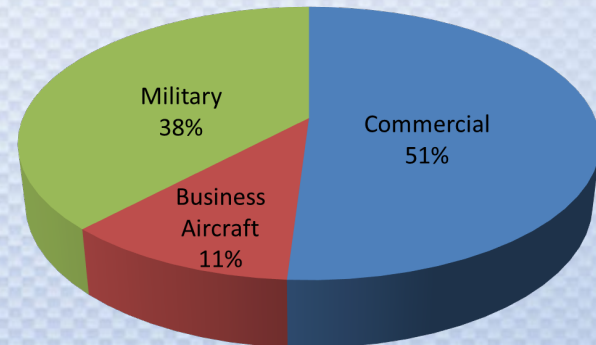
FY2021 Revenues:
\$46.3 Million

FY2022



FY2022 Revenues:
\$53.6 Million

FY2023 First 9 Months



FY2023 First 9 Months Revenues:
\$40.5 Million



Park Loves “Niche” Military Aerospace Programs



ASTER 30 Missile



General Atomics MQ-1 Predator

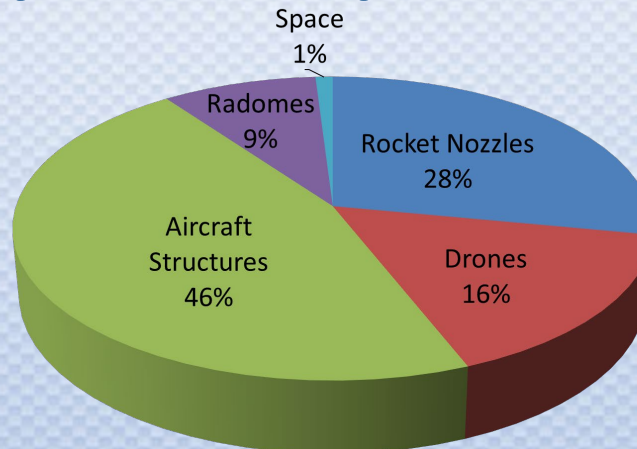


Boeing EA-18G Growler

Park's Estimated FY2023 First 9 Months Military Revenues by Market Segment



Boeing P-8 Poseidon



Estimated FY2023 First 9 Months
Military Revenues: \$15.3 Million



Military Markets – Trends and Considerations

The New World Order

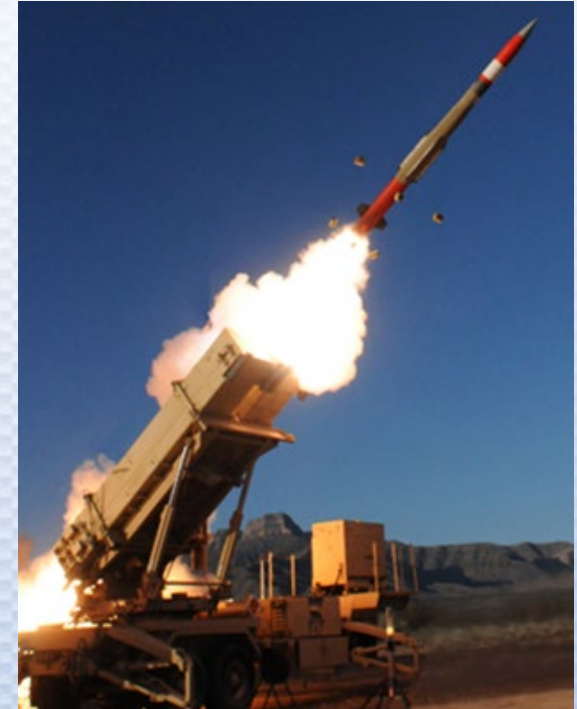
- The “New World Order”...the sea change
 - ✓ The War in Europe grinds on
 - ✓ And Asia is not a happy place either these days
- Not surprisingly, there currently is much emphasis in many parts of world on aggressively expanding military budgets and spending
- And, not surprisingly, Missile Defense Systems, including the PAC-3 (“Patriot”) Missile Defense System, are one of key areas of emphasis for increased defense spending
 - ✓ Park supports the PAC-3 Missile Defense System with specialty ablative composite materials
 - Park ablative materials are sole source qualified on the program



Military Markets – Trends and Considerations

The New World Order (Continued)

- ✓ Japan, South Korea, Taiwan, Germany, Switzerland, Poland, the Netherlands, Romania **and Ukraine** are buying PAC-3 Missile Defense Systems or upgrading their Systems
- Park has received customer and OEM indications regarding significant increases in ablative materials requirements to support PAC-3 Missile Defense Systems and other missile programs
- Serious supply chain and inventory management challenges continue to be potential significant constraints to the pace of the global military build-ups



*Patriot Advanced Capability
(PAC-3) Missile System*



Commercial Aerospace Markets

Trends and Considerations

- We have discussed the Commercial Aviation industry collapse at the beginning of the pandemic and its subsequent recovery in considerable detail over the last several quarters, and we will not repeat all of the prior commentary at this time
- Suffice it to say that the Commercial Aviation industry continues its strong recovery and rebound from the pandemic and economic crisis
 - ✓ Domestic Commercial Aviation (and shorter range international commercial aviation operations, such as trans-Atlantic operations) continues to lead the recovery
 - Domestic Commercial Aviation operations are generally served by single-aisle aircraft such as the A320neo Aircraft Family
 - ✓ Customer demand seems to be there to support the continuing robust recovery of Commercial Aviation



Commercial Aerospace Markets

Trends and Considerations (Continued)

- But the following watch and caution items raise concerns about the sustainability of the Commercial Aviation industry's recovery:
 - ✓ The economy...will People continue to fly if the economy falters badly?
 - Maybe not as much
 - ✓ Inflation...will the flying public continue to be willing to absorb escalating costs of Commercial Aviation operations, particularly **jet fuel prices** and people costs?
 - ✓ Labor Shortages of Pilots, Mechanics, Flight Attendants, Ticket Handlers, you name it...will airlines be able to provide appropriate service to the flying public, or will they be required to drastically cut back their flight schedules and operations?
- And, the \$64K question is, if the Commercial Aviation industry does falter and airlines seek to defer, push out or cancel new aircraft orders, how will the Commercial Aircraft industry respond...
 - ✓ Maybe the answer would be different based upon the Commercial Aircraft OEM involved...



Commercial Aerospace Markets

Trends and Considerations (Continued)

- And, of course, even if the Commercial Aviation industry remains strong, the Commercial Aircraft industry still needs to deal with its own massive challenges related to:
 - ✓ Supply Chain issues
 - ✓ Labor and staffing issues
 - ✓ Inflation...!!!
- And, an interesting new wrinkle to complicate things...
 - ✓ Demand for international travel is now recovering nicely!
 - That was not “supposed to happen” for a couple of years or more!
 - ✓ Now, as a result, a number of industry analysts and commentators (and even the Airbus CEO) are now predicting a resurgence for widebody aircraft!!!
 - Longer range international aviation operations are generally serviced by widebody aircraft
 - ✓ Interesting timing for this predicted widebody resurgence since Boeing is delivering its final 747-8 and Airbus has cancelled the A380



Airbus A320neo



Commercial Aerospace Markets

Trends and Considerations (Continued)

- ✓ Is this an opportunity for the B777X aircraft, the only aircraft in the mix which has close to the range and passenger capacity profiles of the 747-8 and A380?
- ✓ Also, got to ask...how much share will the A321XLR take from the smaller widebodies like the B787 and A330? Will the A321XLR be a damper on the widebody resurgence?
- Silver Lining of aggressively escalating jet fuel prices (at least for Park)...
 - ✓ Generally, higher jet fuel prices provide airlines with extra motivation to more quickly replace the “gas-guzzling” legacy airplanes with more fuel-efficient modern airplanes, such as the A320neo aircraft family airplanes...
 - As a general rule, the higher the jet fuel prices, the greater the motivation
 - There are many reports of airlines swapping out legacy aircraft for more fuel-efficient modern aircraft earlier than originally planned



GE Aviation Jet Engine Programs

- Firm Pricing LTA (Requirements Contract) from 2019 through 2029 with Middle River Aerostructure Systems (MRAS), a subsidiary of ST Engineering Aerospace
- Redundant Factory...Construction is complete
- Sole Source for Composite Materials for Engine Nacelles and Thrust Reversers for Multiple MRAS Programs, including:
 - ✓ A319neo with LEAP-1A Engines^{1, 2}
 - ✓ A320neo with LEAP-1A Engines^{1, 2}
 - ✓ A321neo with LEAP-1A Engines^{1, 2}
 - ✓ A321LR with LEAP-1A Engines^{1, 2}
 - ✓ A321XLR with LEAP-1A Engines^{1, 2, 3}
 - ✓ B747-8 with GENx 2B Engines (including Inner Fixed Structures)
 - ✓ Comac C919 with LEAP-1C Engines¹
 - ✓ Comac ARJ21 with CF34-10A Engines
 - ✓ Bombardier Global 7500 with Passport 20 Engines
 - ✓ Bombardier Global 8000 with Passport 20 Engines³
- Park Composite Materials are Sole Source on primary structure component for Passport 20 Engines for Bombardier Global 7500/8000 (not included in MRAS LTA)



Legendary Boeing 747-8 Engine Nacelles

- Fan Case Containment Wrap for GE9X Engines for B777X Aircraft
 - ✓ Produced with Park's "AFP" Composite Materials
 - ✓ Not included in MRAS LTA

¹Also Sole Source for Lightning Strike Protection Materials

²Certain components produced with Park "AFP" Composite Materials

³Undergoing Development



Update on GE Aviation Jet Engine Programs

➤ Airbus A320neo Aircraft Family with CFM LEAP-1A Engines (includes A319neo, A320neo, A321neo, A321LR and A321XLR Aircraft variants)...

✓ A320neo Aircraft Family average historical monthly delivery rates:

- 2019 (pre-pandemic): 47 airplanes per month
- 2020: 36 airplanes per month
- 2021: 40 airplanes per month
- 2022 January through October: 38 airplanes per month
- ***Airbus recently indicated its intention to achieve production and delivery rates of 50 airplanes per month by the end of 2022***
- November 2022: 53 airplanes
- December 2022 (Preliminary Information): 76 airplanes



Airbus A321neo with
CFM LEAP-1A Engines



Update on GE Aviation Jet Engine Programs (Continued)

- ✓ Airbus has targeted A320neo Aircraft Family production and delivery rates of:
 - **65 airplanes per month by early 2024**
 - Airbus recently expressed skepticism about meeting this target, although they did not provide a new target date for achieving the 65 airplane per month rate
 - **75 airplanes per month by middle of 2025**
- ✓ **Airbus's A320neo Aircraft Family backlog is 6,349 Airplanes** as of the end of October 2022 (Source: December 2022 edition of Aero Engine News)
- ✓ As of the end of October 2022, **CFM (meaning the LEAP-1A engine) had a 60.7% share of firm orders for the A320neo Family of Aircraft** (Source: December 2022 edition of Aero Engine News)
- ✓ **As of the end of October 2022, there were 6,816 firm orders for LEAP-1A engines** (Source: December 2022 Aero Engine News)



Update on GE Aviation Jet Engine Programs (Continued)

✓ A321XLR News

- **June 15, 2022...First Test Flight of A321XLR equipped with LEAP-1A Engines**
- All three A321XLR test aircraft are flying
- Certification is expected in 2023 and entry into service expected in the second quarter of 2024 (pushed back from “early” 2024)
- A321XLR is currently positioned as only single-aisle aircraft with 5,000+ statute mile range and 225+ seating capacity
- **Airbus recently conducted A321XLR Long Duration test flight of 13+ hours**
- Claimed 30% lower fuel burn per seat
- Over 500 firm orders as of June 2022
- Boeing is not planning a response
 - No new Boeing commercial aircraft this decade



Airbus A321XLR with LEAP-1A Engines



Update on GE Aviation Jet Engine Programs (Continued)

➤ Comac C919 with CFM LEAP-1C Engines...

- ✓ **Big News...**in a ceremony at the Beijing Central Airport attended by China President Xi Jinping, the Comac C919 received its Type Certificate from the Civil Aviation Administration of China (the CAAC)!
- ✓ **Bigger News...**On November 29, 2022, the Comac C919 received its all-important Production Certification from the CAAC!!!
- ✓ On December 9, 2022, Comac delivered the first production C919 Aircraft (registration number B-919A) to China Eastern Airways
- ✓ **Congratulations, Comac, for achieving these very important milestones!!!**
- ✓ As of the end of October 2022, there were 686 firm C919 orders (Source: December 2022 Aero Engine News)



Comac C919 with CFM LEAP-1C Engines



Update on GE Aviation Jet Engine Programs (Continued)

- ✓ Comac ARJ21 with GE Aviation CF34-10A Engines
 - Reports of “at least” 26 ARJ21 Aircraft delivered in 2022
 - Reports of 97 ARJ21 Aircraft completed to date



Comac ARJ21 with GE CF34-10A Engines



Update on GE Aviation Jet Engine Programs (Continued)

➤ **Bombardier Global 7500 with GE Aviation Passport 20 Engines...**

- ✓ 39 Global 7500 Aircraft delivered in 2021
- ✓ Bombardier delivered its 100th Global 7500 Aircraft in March 2022
- ✓ Bombardier claims it is first business jet to break sound barrier
- ✓ **Bombardier recently announced the Global 8000 Variant**
 - 8,000 NM Range
 - Mach 0.94 Max Cruise Speed
 - Uses GE Aviation Passport 20 Engine
 - 2025 entry into service
 - NetJets recently ordered four Global 8000 Aircraft



*Bombardier Global 8000
with GE Aviation Passport 20 Engine*



Update on GE Aviation Jet Engine Programs (Continued)

- Fan Case Containment Wrap for GE Aviation GE9X Engines for Boeing 777X Aircraft
 - ✓ The Boeing 777X Aircraft
 - B777-8 Variant range of over 10,000 statute miles!
 - B777-9 Variant typical 2-class seating capacity of 425 passengers
 - Since the cancellations of the Boeing 747 and Airbus A380 programs, no other commercial aircraft has anything close to those range and passenger capacity capabilities
 - Available in both passenger and freighter versions
 - Certification and first deliveries planned for 2025



*Boeing 777X undergoing Cold Weather Testing
in Fairbanks, Alaska*



Update on GE Aviation Jet Engine Programs (Continued)

- On December 22, 2022, the flight test program resumed after it was temporarily put on hold in October 2022 based upon an engine issue which has now been resolved
- As of the end of October 2022, there were 353 firm orders for the 777X Aircraft (Source: December 2022 edition of Aero Engine News)
- ✓ Park produces proprietary AFP composite materials for the GE9X Fan Case Containment Wrap program
 - Park has significant per engine content on the program
 - Park recently quoted materials for the program exceeding \$1.2 Million for delivery in 2023
 - Park has not received the POs as of yet
 - There still exists design risk for Park related to the potential elimination of the Fan Case Containment Wrap altogether



Update on GE Aviation Jet Engine Programs (Continued)

➤ Boeing 747...the Queen of the Skies

- ✓ The last 747 (a 747-8) rolled out of Boeing's Everett, Washington factory on December 6, 2022...
- ✓ The last 747 was unit number 1,574
- ✓ It will be delivered to Atlas Air in early 2023
- ✓ The first 747 was delivered to Pan Am on January 22, 1970
- ✓ The Aircraft which changed the world
- ✓ Long Live the Queen...



*Atlas Air 747-8 in Anchorage, Alaska on October 10, 2022...
Atlas Air Gets the Last One*



GE Aviation Programs Sales History and Forecast Estimates

➤ GE Aviation Programs sales history:

- ✓ **FY2020 Total: \$28.9 Million**
- ✓ FY2021 Q1: \$4.1 Million
- ✓ FY2021 Q2: \$2.9 Million
- ✓ FY2021 Q3: \$1.8 Million
- ✓ FY2021 Q4: \$4.4 Million
- ✓ **FY2021 Total: \$13.2 Million**
- ✓ FY2022 Q1: \$7.0 Million
- ✓ FY2022 Q2: \$6.5 Million
- ✓ FY2022 Q3: \$6.2 Million
- ✓ FY2022 Q4: \$6.7 Million
- ✓ **FY2022 Total: \$26.5 Million**
- ✓ FY2023 Q1: \$6.4 Million
- ✓ FY2023 Q2: \$6.1 Million
- ✓ **FY2023 Q3: \$5.0 Million**



Cathay Pacific 747-8 Departing Anchorage

➤ GE Aviation Programs sales forecast estimate:

- ✓ **FY2023 Q4:** \$4.25 Million to \$4.75 Million
- ✓ **FY2023 Total:** \$21.75 Million to \$22.25 Million
- ✓ \$5.8 Million already booked for FY2024 Q1



GE Aviation Programs Sales History and Forecast Estimates (Continued)

- What the heck is going on here...**Part 2?**
- ✓ Downstream Inventory and Production Management challenges and dislocations are causing serious misalignments between the aircraft program rates and Park's material production rates
 - At some point (maybe soon), those misalignments will be unsustainable and will reach a breaking point, and the "day of reckoning" could lead to **abrupt** and even **wrenching** adjustments and realignments
 - On a day-to-day basis, the downstream dislocations create major challenges for Park in managing our production and supply chain activities
- ✓ But, over the longer term, the only things which matter to Park in connection with the GE Aviation Programs we support are:
 - How many LEAP-1A equipped A320neo Family Aircraft Airbus delivers, how many C919 and ARJ21 Aircraft Comac delivers, how many Global 7500/8000 Aircraft Bombardier delivers and how many B777X Aircraft Boeing delivers (assuming the GE9X Fan Case Containment Wrap program continues)



GE Aviation Programs Sales History and Forecast Estimates (Continued)

- The expected Park revenues per engine unit for those programs (based upon the Park material usage per engine unit for those programs)
- Starting in 2025, based upon the program engine unit material usage information provided to us by the Customers, the estimated Park revenues by program engine unit is approximately as follows:
- ✓ A320neo Aircraft Family engine unit: \$30.5 Thousand (assumes Park's film adhesive is qualified and in use on the program; Park's LSP material is already in use on the program)
 - ✓ ARJ21 engine unit: \$29.5 Thousand (assumes Park's LSP material is qualified and in use on the program and Park's film adhesive material is not in use on the program)
 - ✓ C919 engine unit: \$26.5 Thousand (assumes Park's film adhesive material is not in use on the program; Park's LSP material is already in use on the program)



GE Aviation Programs Sales History and Forecast Estimates (Continued)

- ✓ Global 7500/8000 engine unit: \$49.0 Thousand (assumes Park's LSP material is qualified and in use on the program and Park's film adhesive material is not in use on the program)
- ✓ For the programs on which Park's LSP and film adhesive materials are not already qualified and in use, it is uncertain as to if and when those materials will be qualified and in use
- GE9X Engine Fan Case Containment Wrap program for Boeing 777X Aircraft
 - ✓ Not currently included in MRAS LTA
 - ✓ If Fan Case Wrap program continues, Park revenues per engine unit are expected to be significant



Park's Financial Performance History and Forecast Estimates

➤ Quarterly Sales and Adjusted EBITDA history:

	Sales	Adjusted EBITDA
FY2022 Q1	\$13.6 Million	\$4.1 Million
FY2022 Q2	\$13.6 Million	\$3.2 Million
FY2022 Q3	\$13.9 Million	\$2.7 Million
FY2022 Q4	\$12.5 Million	\$3.1 Million
FY2022 Total	\$53.6 Million	\$13.1 Million
FY2023 Q1	\$12.8 Million	\$2.8 Million
FY2023 Q2	\$13.9 Million	\$2.7 Million
FY2023 Q3	\$13.9 Million	\$3.3 Million

➤ FY2023 Q4 and FY2023 Financial Forecast Estimates:

	Sales	Adjusted EBITDA
FY2023 Q4	\$13.5 Million to \$14.0 Million	\$3.0 Million to \$3.5 Million
FY2023	\$54.0 Million to \$54.5 Million	\$11.8 Million to \$12.3 Million



Comments and Thoughts about Our Forecast and Outlook

- Forecasting is highly problematical and probably not very meaningful in the current environment dominated by supply chain chaos and disorder, significant inflation, serious recessionary concerns and staffing challenges
 - ✓ Predicting the future in such an environment is somewhat of a guessing game
 - ✓ Forecasting for Park and GE Aviation Programs is problematical even for FY2023 Q4
 - ✓ Under these circumstances, providing a long-term forecast would have little value or meaning

- **However**, we believe we **can** provide meaningful insights into our Company **Outlook**
 - ✓ **Military business Outlook** - Based upon the “New World Order” dynamic of aggressive military build-ups triggered by the War in Europe, we believe the outlook is quite promising for Park, particularly in the Missile Defense Systems area



Comments and Thoughts about Our Forecast and Outlook (Continued)

- We believe this New World Order dynamic is not a temporary phenomenon...we believe it is an emerging longer term and sustainable phenomenon
- How would a recession impact the outlook for Park's military business?
 - We believe not much because there is too much at stake for the countries seeking to increase their defense budgets and spending
- ✓ **Commercial Aircraft business Outlook** - Let's look at the following key programs:
 - A320neo Aircraft Family Program - Airbus is clearly attempting to aggressively push up the rates for this critical program
 - How would a recession impact this program?
 - ❖ We believe Airbus is attempting to aggressively exploit Boeing's perceived weakness in order to take as much single-aisle share as possible, to establish an irreversibly dominant position in the single-aisle market and to permanently end the duopoly...as a result, we believe Airbus might attempt to press their advantage even more aggressively if a recession does occur



Comments and Thoughts about Our Forecast and Outlook (Continued)

- ❖ Note that Boeing plans no response to the A321XLR in this decade, leaving that “niche” all to Airbus
- Comac C919 and ARJ21 Programs - although the smaller ARJ21 program may have less future upside potential for Park, we believe the C919 program has significant upside potential for Park now that the aircraft has received its type and production certificates from the CAAC in China
 - How would a recession impact these programs?
 - ❖ It is difficult for us to say, but a key consideration is that these aircraft are intended to be sold into the China market, a market controlled by the centralized China government...since the C919 and ARJ21 are important prestige programs for the Chinese government, they may press the programs forward even in a recession
- Bombardier Global 7500/8000 Program (technically a business jet program) - this is clearly a very key program for Bombardier...Bombardier is placing great emphasis on the program



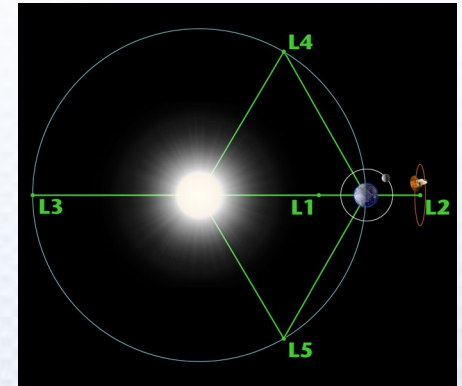
Comments and Thoughts about Our Forecast and Outlook (Continued)

- How would a recession impact this program?
 - ❖ It is not completely clear, but it certainly is possible that the success drivers for the program would stay in place during a recession
 - In a recession, the typical buyer of a \$40,000 Chevy may hesitate, but would a recession slow down the typical buyer of a \$78 million (list price) airplane?
- ✓ Based upon the above considerations, although there are serious concerns about the economy, inflation, workforce shortages and supply chain challenges, we believe the outlook for Park is quite positive...

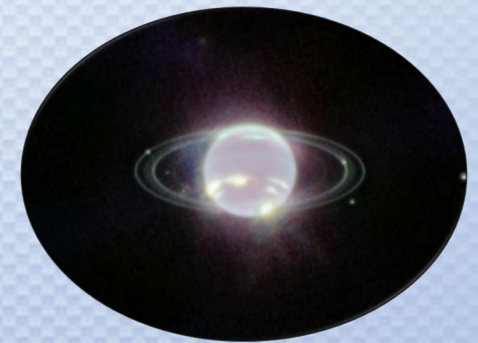


Update on James Webb Space Telescope (More Cool Stuff!)

- Reminder: 21 of Park's proprietary SigmaStruts™ are incorporated into the structure of the JWST
- The JWST (along with Park's SigmaStruts produced in Newton, Kansas) is established at the Lagrange 2 (L2) Orbit Point located approximately One Million Miles from Earth
- The JWST spotted concentric angular rings around a giant star showing first visible evidence of light “pushing” dust around...
- The JWST uncovers “dense cosmic knot” in the early universe...



Lagrange 2 (L2) Orbit Point



Recent Very Cool Images from JWST



Park is Qualified on Aero Design Labs (ADL) ADRS Program (Brief Update)

- Reminder...Park's materials are currently sole source qualified on the ADL Drag-Reduction System (ADRS) Program for Boeing 737NG Aircraft
- There are over 6 Thousand Boeing 737NG Aircraft in service around the world
- In May 2022, ADL received a Supplemental Type Certificate from the FAA for its ADRS kits for Boeing 737-700 Aircraft
- In November 2022, ADL entered into an MOU with Delta Air Lines relating to the testing and certifying of ADL's ADRS kits for Boeing 737-800 and 737-900 Aircraft
- Based upon the forecast provided by the Customer, Park expects revenues of approximately \$2 Million in CY2023 related to the ADL ADRS kit program
- Park will consider additional investment to support this program if necessary



Potential Major New Project Initiatives

- Potential multi-front JV with a large aerospace company
 - ✓ The potential JV is undergoing serious consideration and review
 - ✓ Also a “front burner” project

- Automated Fiber Placement (AFP) Manufacturing Project Initiative
 - ✓ The project is under serious consideration and review, but a decision about the project has not yet been made
 - ✓ This project is a “front burner” project which continues to receive high-level focus and attention



Discussion of Potential Automated Fiber Placement (AFP) Manufacturing Project Initiative

- **Potential project relating to Automated Fiber Placement (AFP) manufacturing of aerospace composite structures**
 - ✓ A final decision has not been made on the project, but Park has conducted significant due diligence on the project
 - ✓ The capital investment for the equipment, including all support equipment necessary to provide complete AFP manufacturing capability to interested customers, is estimated to be approximately \$10 million
 - ✓ Although the equipment location decisions are still being reviewed, we believe that all of the major items of equipment involved would “fit” in our recently completed expansion in Newton, Kansas



Discussion of Potential Automated Fiber Placement (AFP) Manufacturing Project Initiative (Continued)

- ✓ AFP manufacturing utilizes robotic technology and is a form of “additive” manufacturing technology (as compared to the subtractive manufacturing technology utilized by conventional hand-lay-up of composite structures)
- ✓ If Park proceeds with the investment in AFP manufacturing, it should be seen as a long-term strategic investment rather than a “quick pay-back” investment
- ✓ At this time, AFP manufacturing is generally done in house by large Aerospace OEMs, but Park believes there may be a “niche” for us in AFP manufacturing of aerospace composite structures
 - If Park proceeds with the project, it may, at least to some degree, be a “build-it-and-they-will-come” project
- ✓ There are many potential advantages to AFP manufacturing of aerospace composite structures compared to traditional hand-lay-up manufacturing, including:
 - Labor cost reductions relating to elimination of certain manual processes, including ply-cutting and manual lay-up



Discussion of Potential Automated Fiber Placement (AFP) Manufacturing Project Initiative (Continued)

- Park is not interested in “automation” to replace our existing People
- But, since it is, and may continue to be indefinitely, difficult to properly staff our operations, AFP automation may be a useful strategic approach to supplementing our existing workforce in order to facilitate expanded manufacturing activities
- Cost savings related to very high material utilization rates from the AFP additive manufacturing process as compared to the much lower yielding material utilization rates (much higher material waste rates) associated with hand-lay-up subtractive manufacturing processes
- Cost savings and supply chain simplification resulting from elimination of the need for weaving of fiber
- Significantly improved quality, reliability, repeatability and consistency associated with AFP process automation
- Potentially better suited for volume manufacturing, especially of larger composite structures



Discussion of Potential Automated Fiber Placement (AFP) Manufacturing Project Initiative (Continued)

- ✓ The potential disadvantages of AFP manufacturing of composite structures compared to conventional hand-lay-up manufacturing include:
 - AFP manufacturing, like most automated processes, may not be well suited for lower volume production, especially of awkwardly designed “quirky” composite structures
 - Significant upfront investment of capital and learning curve costs related to AFP manufacturing
- ✓ There still is due diligence which needs to be completed, and there is no hard deadline for the final decision on the AFP project, but we are hopeful to be in a position to make the decision in the near future
 - We will keep you posted...



The Park Family

- Park's Great Customer Flexibility Program
 - ✓ Current Total Participation: 82%...Participation break-down:
 - 2 job categories: 44%
 - 3 job categories: 19%
 - 4 job categories: 22%
 - 5 job categories: 15%
 - ✓ It would just not be possible to continue to get the job done under the current very challenging circumstances without our Customer Flexibility Program

- Park's current People Count is 112!
 - ✓ Still not where we want to be, but our current People Count of 112 is up from the People Count of 99 reported in our FY2023 Q2 Investor Presentation!!!
 - ✓ And the great news is all the progress we have made has been made the right way...the "Park way"...



The Park Family (Continued)

- Our People have been through a lot together over the last few years...
 - ✓ Many challenges and hardships and much adversity to overcome
- The wonderful news is that, having endured and overcome the hardships, adversity and challenges together, our Park Family has come together more closely and tightly than ever before
- With a dedicated, motivated and inspired workforce, a company can move **mountains**... without such a workforce, a company can move **nothing**...
- Park is very fortunate to have the Wonderful People we have...



The Park Family (Continued)



The Park Family



An aerial photograph of a vast, rugged mountain range covered in snow. The peaks are sharp and jagged, with deep shadows in the valleys. A clear blue sky is visible above the mountains. In the top right corner, a portion of a white aircraft wing is visible, suggesting the photo was taken from an airplane.

Thank You!

