



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

FY2025 Q1 Investor Conference Call
July 16, 2024

******Celebrating Park's 70th Anniversary******

Forward Looking Disclaimer

This presentation contains forward-looking statements made pursuant to the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. Forward-looking statements give current expectations or forecasts of future events or our future financial or operating performance, and include Park's expectations regarding revenues, Adjusted EBITDA, EBIT, and growth opportunities and projected pro forma financial information for Park's business. The forward-looking statements contained in this presentation are based on management's good-faith belief and reasonable judgment based on current information, and these statements are qualified by important risks and uncertainties, many of which are beyond our control, that could cause our actual results to differ materially from those forecasted or indicated by such forward-looking statements.

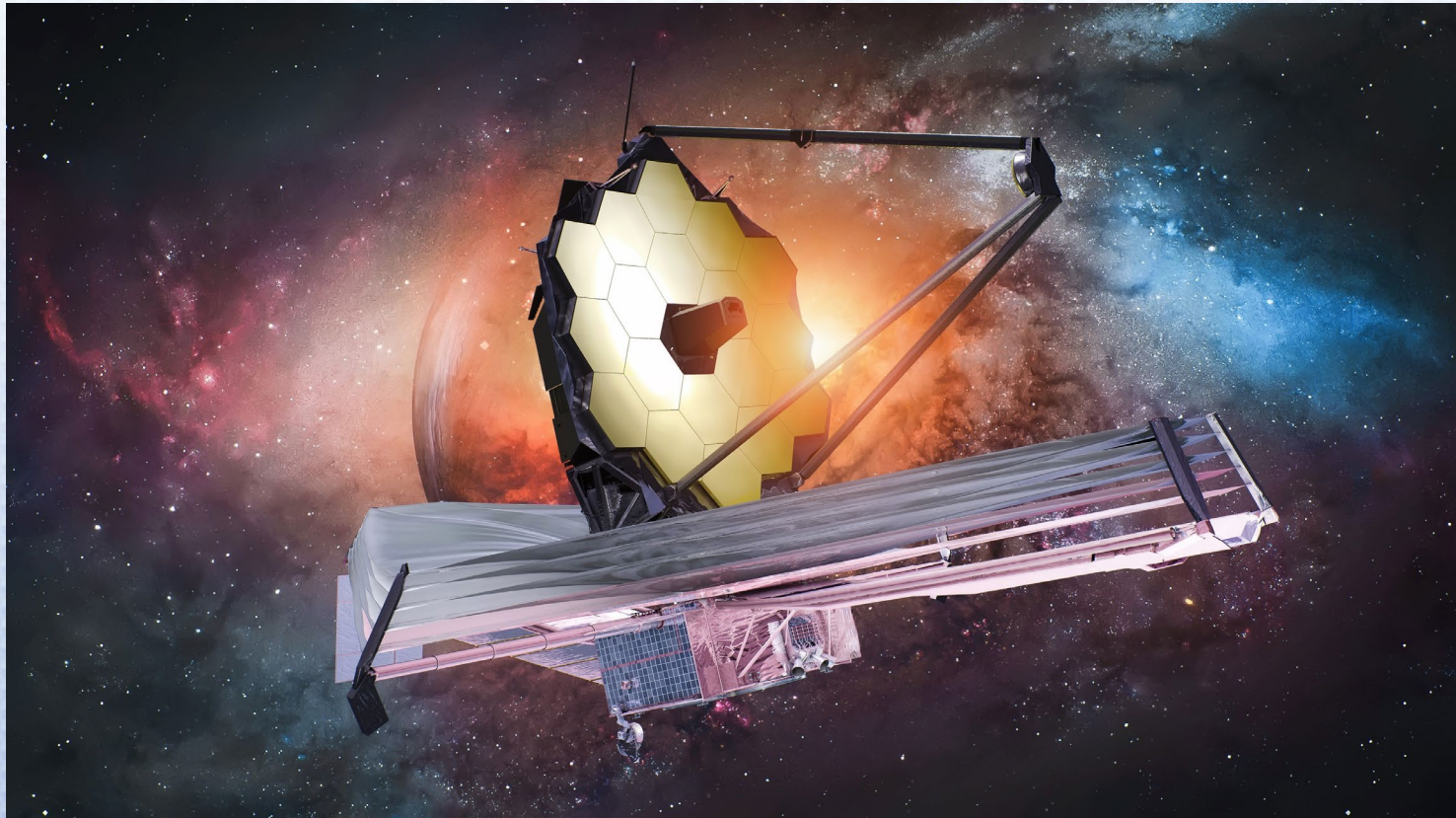
Factors that could cause actual events or results to differ materially from Park's expectations or forecasts are set forth under the caption "Factors That May Affect Future Results" in Item 1 and in Item 1A "Risk Factors" of the Company's Annual Report on Form 10-K for the fiscal year ended March 3, 2024, 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.



Table of Contents

FY2025 Q1 Investor Presentation.....Slide 1

Supplementary Financial Information.....Appendix 1



James Webb Space Telescope



Quarterly Results for FY2023, FY2024 and FY2025 (In Thousands)*

	FY23 Q1	FY23 Q2	FY23 Q3	FY23 Q4	FY24 Q1	FY24 Q2	FY24 Q3	FY24 Q4***	FY25 Q1
Sales	\$12,783	\$13,875	\$13,867	\$13,530	\$15,551	\$12,481	\$11,639	\$16,333	\$13,970
Gross Profit	\$4,092	\$4,086	\$4,444	\$3,851	\$4,833	\$4,079	\$3,169	\$4,454	\$4,099**
Gross Margin	32.0%	29.4%	32.0%	28.5%	31.1%	32.7%	27.2%	27.3%	29.3%**
Adjusted EBITDA	\$2,804	\$2,709	\$3,321	\$2,625	\$3,311**	\$2,669	\$1,808	\$3,202**	\$2,610**
Adjusted EBITDA Margin	21.9%	19.5%	23.9%	19.4%	21.3%**	21.4%	15.5%	19.6%**	18.7%**

*From Continuing Operations

**Before Special Items

***14 Week Quarter



Quarterly Results for FY2023, FY2024 and FY2025 (In Thousands) (Continued)

- What we said about FY2025 Q1 during our May 30, 2024 FY2024 Q4 Investor Call:
 - ✓ Sales estimate: \$15.75 Million to \$16.25 Million
 - ✓ Adjusted EBITDA estimate: \$3.25 Million to \$3.75 Million
 - ✓ The FY2025 Q1 sales estimate was based upon fully booked sales for FY2025 Q1, and the FY2025 Q1 EBITDA estimate was based upon those fully booked sales
 - ✓ **However, FY2025 Q1 sales and EBITDA will be impacted by then unknown amounts by the *storm damage* to the Company's facilities reported in a May 22, 2024 Company news release**
 - ✓ **Although, as reported in the news release, a then unknown amount of FY2025 Q1 sales will slip into FY2025 Q2 as a result of the storm damage, Park does not expect to lose any sales or business as a result of the storm damage**



Quarterly Results for FY2023, FY2024 and FY2025 (In Thousands) (Continued)

➤ So, let's talk about the storm and the storm damage

- ✓ On Sunday, May 19, at approximately 8:00 pm local time, Park's Newton, Kansas facilities were damaged by strong straight line winds (which reportedly reached 100 MPH)
- ✓ The very good news is none of our People were at our facilities at that time and none of our People were hurt...we were lucky with the timing of the storm...kind of...
- ✓ Unfortunately, the storm damage occurred at the very beginning of the last two weeks of our FY2025 Q1...
 - As a result, production was seriously disrupted during those last two weeks of the quarter and shipments (i.e., sales) were significantly negatively impacted during those last two weeks of the quarter
- ✓ But Park's People did an incredible job recovering from the storm and storm damage, and, thanks to our People, our facilities were fully operational (with the employment of certain temporary measures) by June 3, 2024, the first day of Park's FY2025 Q2...just two weeks after the storm occurred...



Quarterly Results for FY2023, FY2024 and FY2025 (In Thousands) (Continued)

- ✓ What was damaged by the storm?
 - The roofs on all three buildings were damaged and likely will need to be replaced...the roofs were very quickly temporarily repaired, and the roofs are secure
 - Numerous specialty HVAC units were either damaged or destroyed and will need to be repaired (repairs are complete) or replaced...pending the replacements (new units are on order), temporary temperature and humidity controls have been put in place
 - Company cars in the parking lot were damaged
 - Minor additional damage to the facilities did occur
- ✓ What was **not** damaged by the storm?
 - The structures of the three buildings located at the Newton, Kansas campus (other than the roof damage mentioned above)
 - Production equipment...none of the production equipment was damaged
 - Production lab and R&D lab equipment



Quarterly Results for FY2023, FY2024 and FY2025 (In Thousands) (Continued)

- ✓ How long will it take to complete all of the repairs?
 - It could take up to six months, but all production and lab facilities have been fully operational and functional since June 3, 2024, and continue to be fully operational and functional
- ✓ What about insurance?
 - The Company's property insurance policy contains a wind damage deductible provision of approximately \$2.5 million
 - The company has submitted a claim against this policy
 - Any recovery the Company receives from the policy will be accounted for at the time of the recovery



Quarterly Results for FY2023, FY2024 and FY2025 (In Thousands) (Continued)

- ✓ How has the Company accounted for the storm damage?
 - The Company recognized a one-time charge, in our FY2025 Q1, of approximately \$1.1 million predominantly to account for the write-down of the book value of the buildings which were damaged and equipment which was damaged or destroyed...this charge also included approximately \$80 thousand of People costs incurred during the two weeks following the storm when many Park People were working on the storm recovery and clean-up rather than the production and testing of products for Park's customers
 - New and replacement equipment will be accounted for (i.e., capitalized) at the time of their purchases and installations



Quarterly Results for FY2023, FY2024 and FY2025 (In Thousands) (Continued)

- **Total Missed Shipments in FY2025 Q1...Approximately \$2.5 Million!!!** What were the causes of the missed shipments?
 - ✓ Storm related missed shipments: **\$1.8 Million**
 - ✓ Supply Chain and other issues: approximately \$300 Thousand
 - ✓ International Shipment issues (mostly caused by the Wars in the Middle East and Europe): approximately \$400 Thousand
 - ✓ What portion of the Supply Chain and International Shipment issues could have been ameliorated if our People were not singularly focused on storm recovery efforts???

- **Bottom line is we are very delighted that none of our People were hurt by the storm...but the timing of the storm was unfortunate as it relates to our FY2025 Q1...luck was not on our side in that regard...**



Park's Balance Sheet, Cash and Cash Dividend History

- Park has zero long-term debt!

- Park reported \$74.4 Million in Cash and Marketable Securities as of the end of FY2025 Q1
 - ✓ There are \$9.3 Million of remaining Transition Tax Installment payments payable from the end of FY2025 Q1 through June 2025
 - A payment of \$4.2 Million was made in June 2024

- Park's Cash Dividend
 - ✓ Park has paid 39 consecutive years of uninterrupted regular quarterly cash dividends without ever skipping a dividend or reducing the dividend amount
 - ✓ **Park has paid \$594 Million, or \$28.975 per share, in cash dividends since the beginning of FY2005!!!**



FY2025 Q1 Top Five Customers (in Alphabetical Order)

Avio S.p.A.

Kratos Defense and Security Solutions

Lifepoint, Inc.

Middle River Aerostructure Systems
(MRAS) and its subcontractors

The Nordam Group



*Sikorsky S-92
Medium Lift Helicopter*



Vega Launcher



*Bombardier Global 7500
Business Jet*



*Kratos MQM-178 Firejet
Unmanned Aircraft*

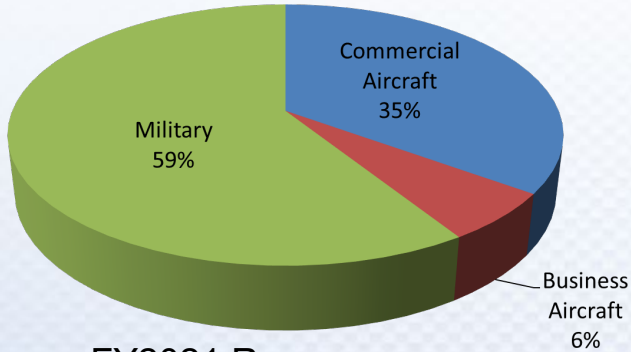


Comac ARJ21 Regional Jet



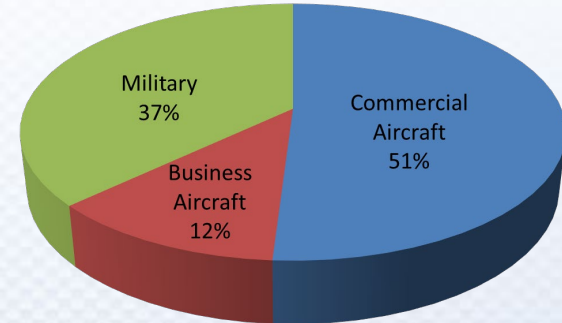
Park's Estimated Revenues by Aerospace Market Segment

FY2021

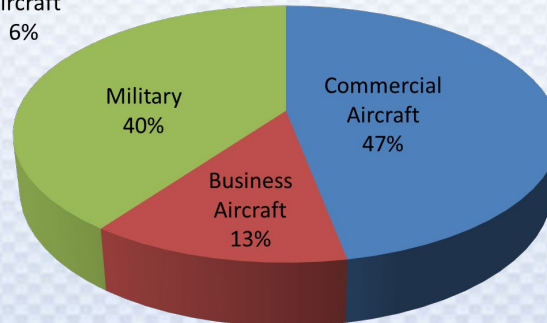


FY2021 Revenues:
\$46.3 Million

FY2022

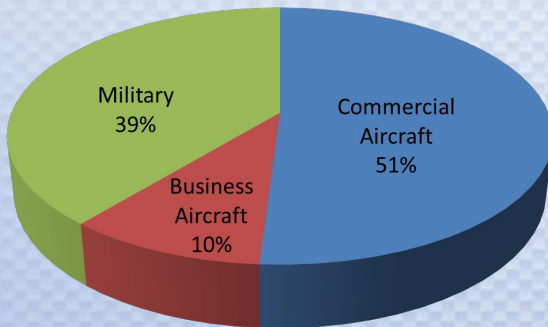


FY2022 Revenues:
\$53.6 Million



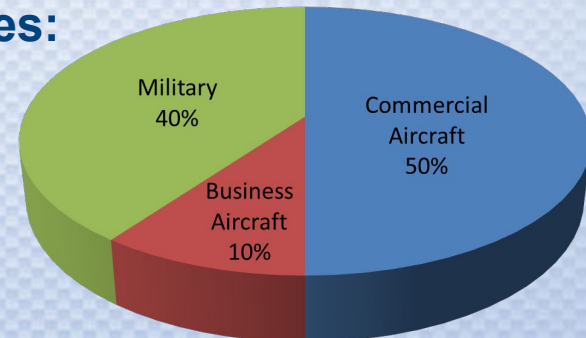
FY2025 Q1 Revenues:
\$14.0 Million

FY2023



FY2023 Revenues:
\$54.1 Million

FY2024



FY2024 Revenues:
\$56.0 Million

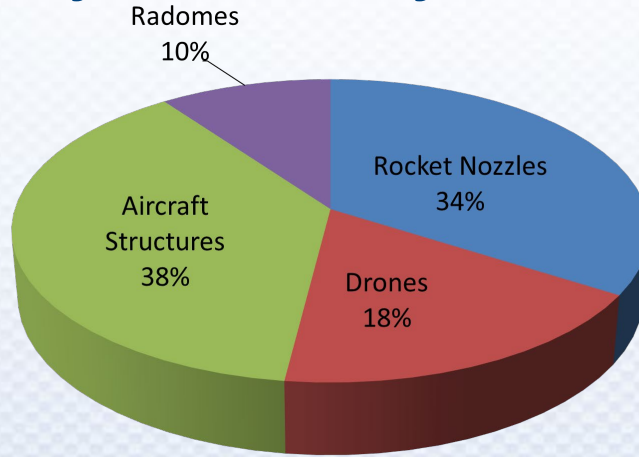


Park Loves “Niche” Military Aerospace Programs

Park’s Estimated FY2025 Q1 Military Revenues by Market Segment



MBDA Aster 30 Vertical Launch Missile System



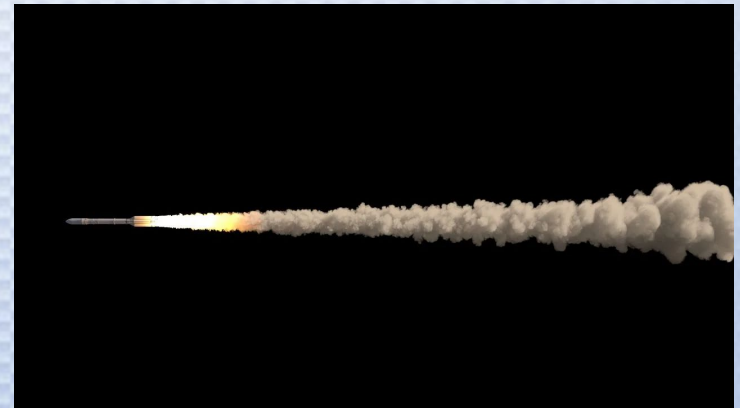
Estimated FY2025 Q1
Military Revenues: \$5.5 Million



Boeing V-22 Osprey



McDonnell Douglas AV-8B Harrier II



Halcon Systems SkyKnight Multi-Target Short-Range Air Defense Missile System



Supply Chain Challenges...Just Don't Want to Go Away

- Supply Chain Challenges...Just Don't Want to Go Away
 - ✓ Whenever we hear that they are behind us, we find out that they are not...
 - ✓ Didn't we hear back in 2021 that Supply Chain challenges would all be behind us in 2022?
 - ✓ And didn't we hear in 2022 that the challenges would be things of the past in 2023?
 - ✓ There have been recent statements by aerospace industry leaders, including GE Aerospace and Avolon, that Supply Chain issues will persist through the end of 2025 or longer...
 - ✓ Safran is building a new turbine blade facility in order to increase turbine blade production since its Supply Chain is coming up short
 - ✓ What are Supply Chain issues really all about anyway...what is causing them...why won't they go away?
 - ✓ Are Supply Chain issues fundamentally workforce issues...have workforce issues been resolved?



Supply Chain Challenges... Just Don't Want to Go Away (Continued)

- ✓ We hear unemployment is not that bad...but is that the full story?
 - It is widely reported that 7.2 million able-bodied men between the ages of 25 and 54 have permanently left the workforce and are not even looking for work...even though there are “help wanted” signs everywhere...
 - Why is this happening?
- ✓ Plus, the aerospace industry laid off millions of employees, many of whom were highly experienced, at the beginning of the pandemic
 - With the benefit of hindsight, not very brilliant
 - As you know, Park laid off not one employee, but Park was apparently very alone in this regard
 - Many of the experienced employees laid off by the aerospace industry have not come back...and will likely never come back
 - Aerospace manufacturing is quirky and enigmatic...and it needs to be learned over many years...it is not intuitive
 - What is it like replacing employees who had 25 years of aerospace experience with employees who have 25 days of experience?



Supply Chain Challenges... Just Don't Want to Go Away (Continued)

- How is that working?
- See the problem? We see it every day in the industry...and it is not pretty...
- ✓ What do the ongoing Supply Chain challenges mean for the Aerospace Industry?
 - These challenges are impacting program ramp-ups and new program introductions as evidenced by the recent Airbus announcement discussed below
 - The demand is there, but the industry is falling short in meeting the demand
 - Where is this going? Is there any solution in sight? If so, what is it?
- ✓ What does this mean to Park?
 - At Park, we have found ways to “manage” Supply Chain challenges with better planning, strategically carrying more inventory and providing suppliers with longer lead times, but Supply Chain issues continue to be a major challenge for us and are very consuming of our time and energy
 - And, importantly, in some cases, the programs Park supplies into are being negatively impacted by Supply Chain constraints and issues unrelated to Park's Supply Chain



GE Aerospace Jet Engine Programs

- Firm Pricing LTA (Requirements Contract) from 2019 through 2029 with Middle River Aerostructure Systems (MRAS), a subsidiary of ST Engineering Aerospace (STE)
- Redundant Factory...Factory is in production!
- 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



Legendary Boeing 747-8 Engine Nacelles

- ✓ Bombardier Global 7500 with Passport 20 Engines
- ✓ Bombardier Global 8000 with Passport 20 Engines³

¹Also Sole Source for Lightning Strike Protection Materials

²Certain components produced with Park "AFP" Composite Materials

³Undergoing Development



GE Aerospace Jet Engine Programs (Continued)

- Park Composite Materials are also Sole Source on primary structure component for Passport 20 Engines for Bombardier Global 7500/8000 (not included in MRAS LTA)
- Fan Case Containment Wrap for GE9X Engines for Boeing 777X Aircraft*
 - ✓ Produced with Park's "AFP" Composite Materials
 - ✓ This program is subject to fan case redesign risk
- MRAS Qualification of Three Park Proprietary Film Adhesive Formulation Product Forms in progress
- MRAS/Park LTA through 2029 recently amended to include three Park Film Adhesive Product Forms for composite bond and metal bond applications
- Life of Program Agreement requested by MRAS and STE
 - ✓ Agreement is in progress
 - ✓ What is the "LOP" Agreement worth to Park?



Update on GE Aerospace Jet Engine Programs

- **A320neo Aircraft Family (includes A319neo, A320neo, A321neo, A321LR and A321XLR Aircraft Variants)**
 - ✓ **Airbus has a huge backlog of A320neo Aircraft Family firm orders of 7,137 Airplanes as of May 31, 2024 (Source: July 2024 edition of Aero Engine News)**
 - ✓ **Airbus had been maintaining that it intended to achieve a rate of 75 A320neo Family Aircraft deliveries per month in 2026**
 - ✓ **During its April 10, 2024 Annual Shareholders Meeting and its April 25, 2024 First Quarter Investor Call, Airbus again reaffirmed its plan to achieve a rate of 75 A320neo Family Aircraft deliveries per month in 2026**



Airbus A320neo with LEAP-1A Engines



Update on GE Aerospace Jet Engine Programs (Continued)

- ✓ Airbus delivered the following number of A320neo Family Aircraft for each of the following calendar years:
 - 2018: 386 or an average of 32 per month
 - 2019: 561 or an average of 47 per month
 - 2020: 431 or an average of 36 per month
 - 2021: 459 or an average of 38 per month
 - 2022: 516 or an average of 43 per month
 - 2023: 571 or an average of 48 per month
- ✓ And, during the first six months of 2024, Airbus delivered 261 A320neo Family Aircraft compared to 256 Aircraft during the first six months of 2023
- ✓ Clearly, based upon their huge backlog, Airbus would already be producing A320neo Family Aircraft at the rate of 75 per month if not for Supply Chain constraints and limitations



Update on GE Aerospace Jet Engine Programs (Continued)

- ✓ Then, on June 24, 2024, Airbus surprisingly announced it is pushing out its goal of achieving the 75 A320neo Aircraft Family delivery rate from 2026 to 2027
 - Not surprisingly, Airbus highlighted Supply Chain issues and limitations as the key reason for the push-out of the 75 per month delivery target to 2027
 - But, surprisingly, Airbus highlighted engine availability issues related to both the Pratt PW1100G and the CFM LEAP-1A engines as the main Supply Chain limitation and challenge
 - Airbus further commented that engine availability had “significantly degraded” in recent weeks and that Airbus will end up with “gliders” by the end of their quarter
 - Airbus also commented that the engine shortage “is a new situation that we were not expecting”
- ✓ This push-out of the 75 A320neo per month target certainly is a setback and disappointment for Airbus, but the push-out of the target will provide Airbus with more leeway and “runway” to achieve its new target...and we believe Airbus will be more committed than ever to achieve this new target without additional delays or push-outs...



Update on GE Aerospace Jet Engine Programs (Continued)

✓ Approved Engines for the A320neo Aircraft Family

- The A320neo Aircraft Family offers two approved engine options, namely the **CFM LEAP-1A engine** and the **Pratt PW1100G (GTF) engine**
- **Park supplies into the A320neo Family Aircraft using the CFM LEAP-1A engines...** Park has no content on the A320neo Family Aircraft using the Pratt PW1100G engines
- **According to the July 2024 edition of Aero Engine News, the CFM LEAP-1A's market share of firm engine orders for the A320neo Family of Aircraft is 63.5% as of May 31, 2024**
- **At the delivery rate of 75 A320neo Family Aircraft per month, the 63.5% LEAP-1A market share translates into 1,143 LEAP-1A engines per year**
 - **What is that worth to Park?**
- **There currently are 8,156 firm LEAP-1A engine orders (Source: July 2024 edition of Aero Engine News)**
 - **What are those firm orders worth to Park?**



Update on GE Aerospace Jet Engine Programs (Continued)

- ✓ **Airbus A321XLR Aircraft Variant**
 - Airbus expects the A321XLR to enter into service before the end of 2024



Airbus A321XLR with LEAP-1A Engines

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

- ✓ Comac plans to achieve a production rate of 150 C919 Aircraft per year by 2028
- ✓ Comac reported to have over 1,500 orders for the C919 Aircraft
- ✓ Comac reportedly expanding C919 Aircraft production lines with new 330,000 square meter facility in Pudong, China



Comac C919 with CFM LEAP-1C Engine

➤ **Is CFM driving the Airbus A320neo Aircraft Family and Comac C919 Aircraft buses?**



Update on GE Aerospace Jet Engine Programs (Continued)

- **Boeing 777X Aircraft with GE9X Engines**
 - ✓ Boeing expects the B777X Aircraft will be certified by the FAA and EASA in 2025
 - ✓ Boeing just received Type Inspection Authorization for the B777X from the FAA and conducted its first B777X certification test flight on Friday, July 12, 2024
 - ✓ As of May 31, 2024, Boeing had 481 B777X Aircraft open orders (Source: July 2024 Aero Engine News)



Boeing 777X undergoing Cold Weather Testing in Fairbanks, Alaska



GE Aerospace Jet Engine Programs Sales History and Forecast Estimates

GE Aerospace 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

✓ FY2023 Q4: \$4.7 Million

✓ **FY2023 Total: \$22.3 Million**

✓ FY2024 Q1: \$6.2 Million

✓ FY2024 Q2: \$3.1 Million

✓ FY2024 Q3: \$4.15 Million

✓ **FY2024 Q4: \$7.6 Million**

✓ **FY2024 Total: \$21.1 Million**

✓ **FY2025 Q1: \$5.0 Million**

GE Aerospace Programs Sales Forecast Estimates:

✓ **FY2025 Q2: \$6.25 Million to \$6.75 Million**

✓ **FY2025: \$23.0 Million to \$26.0 Million**



Park's Financial Performance History and Forecast Estimates*

➤ Quarterly Sales and Adjusted EBITDA history:

	Sales	Adjusted EBITDA
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	\$13.5 Million	\$2.6 Million
FY2023 Total	\$54.1 Million	\$11.5 Million
FY2024 Q1	\$15.6 Million	\$3.3 Million**
FY2024 Q2	\$12.5 Million	\$2.7 Million
FY2024 Q3	\$11.6 Million	\$1.8 Million
FY2024 Q4	\$16.3 Million	\$3.2 Million**
FY2024 Total	\$56.0 Million	\$11.0 Million**
FY2025 Q1	\$14.0 Million	\$2.6 Million**

➤ FY2025 Q1 Financial Forecast Estimates:

	Sales	Adjusted EBITDA
FY2025 Q2	\$15.9 Million to \$16.4 Million	\$3.0 Million to \$3.3 Million

*From Continuing Operations

**Before Special Items



Historical Fiscal Year Results and FY2025 Forecast Estimates (In Thousands)*

	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024***	FY2025 Forecast Estimates
Sales	\$31,837	\$40,230	\$51,116	\$60,014	\$46,276	\$53,578	\$54,055	\$56,004	\$60,000 to \$65,000
Gross Profit	\$8,299	\$11,288	\$16,184	\$18,673	\$13,191	\$17,917	\$16,473	\$16,534	
Gross Margin	26.7%	28.1%	31.7%	31.1%	28.5%	33.4%	30.5%	29.5%	
Adjusted EBITDA	\$1,055	\$4,704**	\$10,248**	\$13,012**	\$8,419**	\$13,089**	\$11,459	\$10,989**	\$13,000 to \$15,000
Adjusted EBITDA Margin	3.3%	11.7%**	20.0%**	21.7%**	18.2%**	24.4%**	21.2%	19.6%**	

➤ Important themes:

- ✓ Supply Chain limitations affecting Aerospace Industry
- ✓ Ramping up of costs for the “Juggernaut”

*From Continuing Operations

**Before Special Items

***53-Week Fiscal Year



GE Aerospace Jet Engine Programs Revenue Outlook...the “Juggernaut”

- What is the “timing” for the Outlook?
 - ✓ We are not sure, but the Juggernaut is *still* coming, it can’t be stopped and we better be ready!



Airbus A321neo with LEAP-1A Engine



GE Aerospace Jet Engine Programs

Revenue Outlook...the “Juggernaut” (Continued)

Program	Engine Units per Year Assumptions ¹	Revenue per Engine Unit Estimates ²	Annual Revenues per Program Estimates
A320neo ³	1080 ⁴	\$30,500	\$32,940K
PP20 ⁵	90	\$49,000	\$4,410K
C919 ⁶	300	\$26,500	\$7,950K
ARJ21 ⁷	72	\$29,500	\$2,125K
GE9X ⁸	_____	_____	\$7,500K

➤ Total GE Aviation Programs Revenues per Outlook Year (the Juggernaut): \$54,925K

¹ Except for the engine units per year assumption for the A320neo Aircraft Family, which is addressed in footnote 4 below, the engine units per year assumption estimates are based upon historical data, customer inputs and references to related program information.

² Estimates based upon information provided by the Customers; based upon selling pricing effective January 1, 2025.

³ A320neo Aircraft Family with LEAP-1A engines. Assumes Park’s film adhesive material is qualified and in use on the program. Park’s lightning strike protection (LSP) material is already in use on the program.

⁴ Assumes delivery rate of 75 A320neo Family Aircraft per month and a 60.0% CFM LEAP-1A engine market share on the program; **we are using a 60.0% LEAP-1A market share assumption even though the LEAP-1A market share of firm engine orders is higher.**

⁵ Passport 20 Engine used on the Bombardier Global 7500/8000 business jet. 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.

⁶ Assumes Park’s film adhesive material is not in use on the program. Park’s LSP material is already in use on the program.

⁷ 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.

⁸ Engine used on the Boeing 777X aircraft. The engine units per year assumption and the revenue per engine unit estimate are being withheld to protect the confidentiality of the program, but we believe the engine units per year assumption used in computing the annual revenues is conservative. This program is subject to the fan case redesign risk referred to above.



Our Park Maintenance Crew



Thank you, Park Maintenance Crew, for Leading the Storm Recovery and Clean-up Effort





Thank You!



July 16, 2024 Investor Conference Call – Supplementary Financial Information

The financial and other data contained herein (the “Supplementary Data”) is being provided pursuant to the requirements of Regulation G promulgated by the U.S. Securities and Exchange Commission (the “SEC”). The Supplementary Data is time-sensitive information and is accurate as of July 16, 2024. Park Aerospace Corp. (“Park” or the “Company”) is under no obligation to (and expressly disclaims any such obligation to) update or alter the Supplementary Data whether as a result of new information, future events or otherwise.

The Supplementary Data should be read in conjunction with our 2025 fiscal year first quarter earnings news release dated July 16, 2024 and the reports and documents that we file from time to time with the SEC. In particular, please read our Annual Report on Form 10-K, Quarterly Reports on Form 10-Q and any Current Reports on Form 8-K that we may file from time to time. Park currently expects to file its Quarterly Report on Form 10-Q for the fiscal quarter ended June 2, 2024 on or about July 17, 2024. We make available free of charge on or through our website located at www.parkaerospace.com our SEC filings on Forms 10-K, 10-Q and 8-K and any amendments to those filings as soon as reasonably practicable after electronic filing with the SEC.

Park’s sales were \$14.0 million in the 2025 fiscal year first quarter compared to \$15.6 million in the 2024 fiscal year first quarter and \$16.3 million in the 2024 fiscal year fourth quarter.

Gross Profit for the 2025 fiscal year first quarter was \$4.1 million, or 29.3% of sales, compared to \$4.8 million, or 31.1% of sales, for the 2024 fiscal year first quarter and \$4.5 million, or 27.3% of sales, for the 2024 fiscal year fourth quarter.

Before special items, selling, general and administrative expenses for the 2025 fiscal year first quarter were \$2.0 million, or 14.4% of sales, compared to \$1.9 million, or 12.4% of sales, for the 2024 fiscal year first quarter and \$1.8 million, or 10.9% of sales, for the 2024 fiscal year fourth quarter. Before special items, investment income, net of interest expense, in the 2025 fiscal year first quarter was \$339,000 compared to \$389,000 in the 2024 fiscal year first quarter and \$329,000 in the 2024 fiscal year fourth quarter.



Appendix 1 Continued

Before special items, earnings before income taxes for the 2025 fiscal year first quarter were \$2.4 million, or 17.3% of sales, compared to \$3.3 million, or 21.1% of sales, for the 2024 fiscal year first quarter and \$3.0 million, or 18.4% of sales, for the 2024 fiscal year fourth quarter.

Before special items, net earnings for the 2025 fiscal year first quarter were \$1.8 million, or 12.7% of sales, compared to \$2.4 million, or 15.5% of sales, for the 2024 fiscal year first quarter and \$2.3 million, or 14.1% of sales, for the 2024 fiscal year fourth quarter.

Depreciation and amortization expense in the 2025 fiscal year first quarter was \$439,000 compared to \$305,000 in the 2024 fiscal year first quarter and \$418,000 in the 2024 fiscal year fourth quarter. Capital expenditures in the 2025 fiscal year first quarter were \$12,000 compared to \$167,000 in the 2024 fiscal year first quarter and \$164,000 in the 2024 fiscal year fourth quarter.

Adjusted EBITDA for the 2025 fiscal year first quarter was \$2.6 million, or 18.7% of sales, compared to \$3.3 million, or 21.3% of sales, for the 2024 fiscal year first quarter and \$3.2 million, or 19.6% of sales, for the 2024 fiscal year fourth quarter.

The effective tax rate before special items was 26.5% in the 2025 fiscal year first quarter compared to 26.7% in the 2024 fiscal year first quarter and 23.3% in the 2024 fiscal year fourth quarter.

For the 2025 fiscal year first quarter, the top five customers, in alphabetical order, were Avio S.p.A., Kratos Defense & Security Solutions, Lifeport Inc., Middle River Aerostructure Systems (including its subcontractors) and The Nordam Group. The top five customers totaled approximately 51% of total sales during the 2025 fiscal year first quarter. The top 10 customers totaled approximately 64% of total sales and the top 20 customers totaled approximately 75% of total sales during the 2025 fiscal year first quarter.

