



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

**FY2025 Q2 Investor Conference Call**  
**October 15, 2024**

***\*\*\*Celebrating Park's 70<sup>th</sup> 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.*

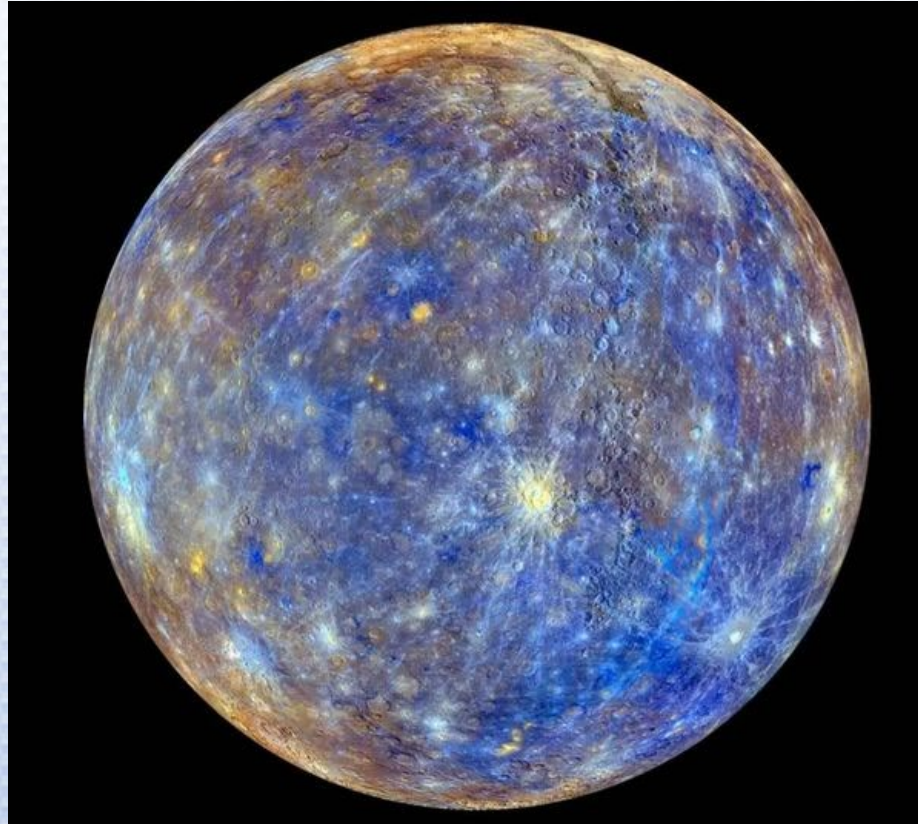
*Factors that could cause actual events or results to differ materially from Park's expectations or forecasts are set forth under the caption "Factors That May Affect Future Results" in Item 1 and in Item 1A "Risk Factors" of the Company's Annual Report on Form 10-K for the fiscal year ended March 3,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



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*Clearest Picture of Mercury Ever Taken  
Thank you, 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	FY25 Q2
Sales	\$12,783	\$13,875	\$13,867	\$13,530	\$15,551	\$12,481	\$11,639	\$16,333	\$13,970	\$16,709
Gross Profit	\$4,092	\$4,086	\$4,444	\$3,851	\$4,833	\$4,079	\$3,169	\$4,454	\$4,099**	\$4,757**
Gross Margin	32.0%	29.4%	32.0%	28.5%	31.1%	32.7%	27.2%	27.3%	29.3%**	28.5%**
Adjusted EBITDA	\$2,804	\$2,709	\$3,321	\$2,625	\$3,311**	\$2,669	\$1,808	\$3,202**	\$2,610**	\$3,204**
Adjusted EBITDA Margin	21.9%	19.5%	23.9%	19.4%	21.3%**	21.4%	15.5%	19.6%**	18.7%**	19.2%**

- What we said about FY2025 Q2 during our July 16, 2024 FY2025 Q1 Investor Call
  - ✓ Sales estimate: \$15.9 Million to \$16.4 Million
  - ✓ Adjusted EBITDA estimate: \$3.0 Million to \$3.3 Million

\*From Continuing Operations

\*\*Before Special Items

\*\*\*14 Week Quarter



# Quarterly Results for FY2023, FY2024 and FY2025 (Continued)

## ➤ FY2025 Q2 Considerations:

- ✓ There was approximately \$2.2 Million of ArianeGroup RAYCARB C2® B NG product sales during Q2 under Park's Business Partner Agreement with ArianeGroup
  - By comparison, there was approximately \$750 Thousand of ablative materials sales during Q2
- ✓ There were significant ongoing expenses in Q2 related to bringing Park's new production facility fully on line, including expenses for depreciation\*, facilities and maintenance, utilities, insurance and other overhead expenses and expenses related to the additional Park People needed to staff and oversee the new facility production activities
  - These additional expenses are planned expenses required to bring the new facility fully on line in order to meet the needs of the coming "Juggernaut" described in Slides 33 through 36 below

\*\$1,260 Thousand per year of depreciation expense related to the new production facility; this expense does not impact EBITDA but **does** impact Gross Profit and Gross Margin...approximately 2% negative impact on Gross Margin



# Quarterly Results for FY2023, FY2024 and FY2025 (Continued)

- ✓ Total Missed Shipments in FY2025 Q2; **Approximately \$600 Thousand**
  - ✓ Caused by international shipment issues, supply chain issues, customers on hold issues and other miscellaneous issues
  
- There was no impact on FY2025 Q2 sales or earnings from the storm damage discussed in detail in Park's FY2025 Q1 Investor Presentation, other than the \$46,000 of expenses reported as a special item in our FY2025 Q2 earnings release
  - ✓ All production lines were fully operational and functional throughout FY2025 Q2



# FY2025 Q2 Top Five Customers (in Alphabetical Order)

Aerojet Rocketdyne

Aerospheres, Inc.

GKN Aerospace

Kratos Defense and Security Solutions

Middle River Aerostructure Systems  
(MRAS) and its subcontractors



*Bombardier  
Global 8000  
Business Jet*



*Kratos BQM-177A  
Unmanned Aircraft*



*Gulfstream G280 Business Jet*



*Lockheed Martin PAC-3  
Missile Defense System*

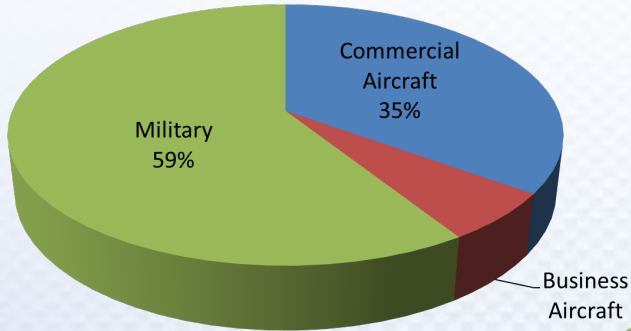


*Boeing 787 Dreamliner*



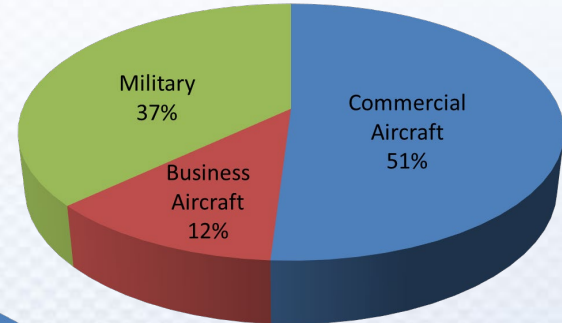
# Park's Estimated Revenues by Aerospace Market Segment

**FY2021**

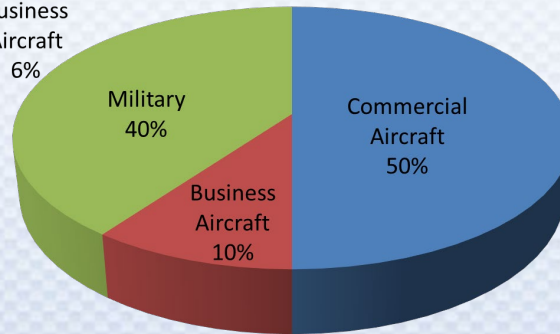


FY2021 Revenues:  
\$46.3 Million

**FY2022**

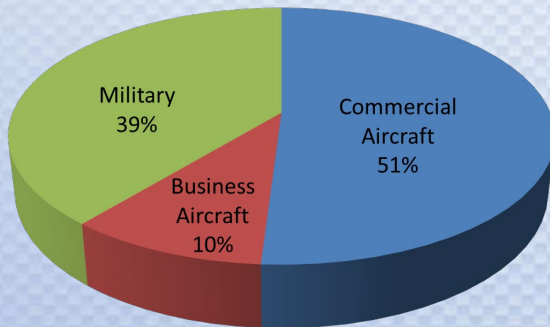


FY2022 Revenues:  
\$53.6 Million



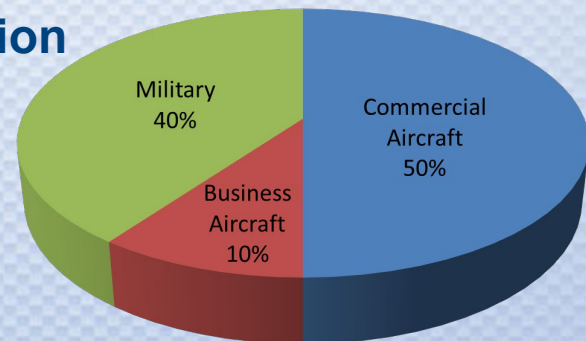
**FY2025 First 6 Months**  
Revenues: \$30.7 Million

**FY2023**



FY2023 Revenues:  
\$54.1 Million

**FY2024**



FY2024 Revenues:  
\$56.0 Million



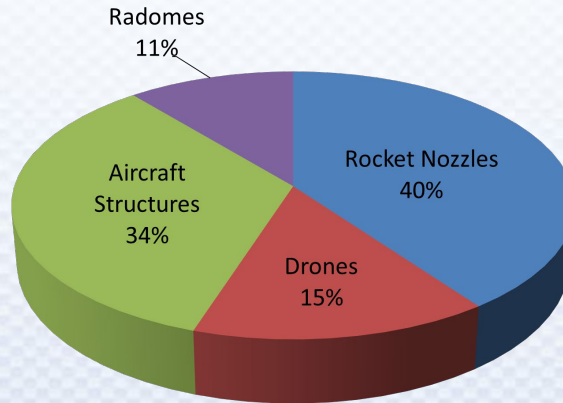


# Park Loves “Niche” Military Aerospace Programs

## Park’s Estimated FY2025 First 6 Months Military Revenues by Market Segment



David Clark Air Force Helmets  
Photo credit: David Clark



Estimated FY2025 First 6 Months  
Military Revenues: \$12.3 Million



Mk30 Canisters for Raytheon  
Evolved SeaSparrow Missile



MK125 Warhead for the SM-2 and SM-6  
Missile Systems



Lockheed Martin  
MK41 Vertical Launch System



# 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<sup>1, 2</sup>
  - ✓ A320neo with LEAP-1A Engines<sup>1, 2</sup>
  - ✓ A321neo with LEAP-1A Engines<sup>1, 2</sup>
  - ✓ A321LR with LEAP-1A Engines<sup>1, 2</sup>
  - ✓ A321XLR with LEAP-1A Engines<sup>1, 2</sup>
  - ✓ B747-8 with GENx 2B Engines (including Inner Fixed Structures)
  - ✓ Comac C919 with LEAP-1C Engines<sup>1</sup>
  - ✓ 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 Engines<sup>3</sup>

<sup>1</sup>Also Sole Source for Lightning Strike Protection Materials

<sup>2</sup>Certain components produced with Park "AFP" Composite Materials

<sup>3</sup>Undergoing Development



# GE Aerospace Jet Engine Programs (Continued)

- MRAS/Park LTA provides for an approximate 6.5% weighted average price increase effective January 1, 2025 for the products covered by the LTA
- 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" and other Composite Materials
  - ✓ Park recently received PO for approximately \$6.5 Million of Composite Materials for this Program
  - ✓ Park Materials for this Program are expected to be included in the Life of Program Agreement



# GE Aerospace Jet Engine Programs (Continued)

- MRAS/Park LTA was amended to include Three Park Film Adhesive Product Forms for composite bond and metal bond applications
- MRAS Qualification of Two Park Proprietary Film Adhesive Formulation Product Forms in progress
  - ✓ Qualification of metal bond formulation being deferred because first planned Program on which our Film Adhesive is to be certified does not use Film Adhesive for metal bond applications.
- Life of Program Agreement requested by MRAS and STE
  - ✓ Agreement is under negotiation



# 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 7,253 Airplanes as of September 30, 2024**
  - ✓ **Airbus had been maintaining that it intended 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, year to date though September 2024, Airbus delivered 396 A320neo Family Aircraft, compared to 391 A320neo Family Aircraft delivered year to date though September 2023



# Update on GE Aerospace Jet Engine Programs (Continued)

- ✓ Then, on June 24, 2024, Airbus announced it is pushing out its goal of achieving the 75 A320neo Aircraft Family monthly delivery rate from 2026 to 2027
  - Not surprisingly, Airbus highlighted Supply Chain issues, especially engine availability issues, as the key reason for the push-out of the 75 per month delivery target to 2027
- ✓ 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
- ✓ Will Airbus achieve its goal of 75 A320neo Aircraft Family deliveries per month?
  - We certainly believe Airbus will
  - Will Airbus achieve that goal in 2027?
    - We believe they will, but we are not sure it matters very much whether that goal is achieved in 2027 or even 2028
    - Key thing for Park is we better be ready!



# 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 September 2024 edition of Aero Engine News, the CFM LEAP-1A's market share of firm engine orders for the A320neo Family of Aircraft was 64.4% as of July 31, 2024**
- **At the delivery rate of 75 A320neo Family Aircraft per month, the 64.4% LEAP-1A market share translates into 1,159 LEAP-1A engines per year**
  - **What is that worth to Park?**
- **There currently are 8,238 firm LEAP-1A engine orders (Source: September 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 opened an additional A321XLR production line on July 16, 2024
- **The A321XLR powered by LEAP-1A engines received its EASA type certification on July 19, 2024**
- The first A321XLR delivery is scheduled for later this month to Iberia Airlines
- According to Airbus, it has over 500 firm orders for the A321XLR Aircraft



*Airbus A321XLR with LEAP-1A Engines*



# Update on GE Aerospace Jet Engine Programs (Continued)

## ➤ 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
- ✓ The C919 is now flying for Air China, China Eastern Airlines and China Southern Airlines
- ✓ Comac has delivered Nine C919 Aircraft so far
- ✓ C919 aircraft have logged over 10,000 flight hours to date



*Comac C919 with CFM LEAP-1C Engine*



# Update on GE Aerospace Jet Engine Programs (Continued)

## ➤ Boeing 777X Aircraft with GE9X Engines

- ✓ On August 19, 2024, Boeing grounded the B777X test flight fleet after detecting engine attachment defects
  - The test flight fleet remains grounded while Boeing continues to evaluate the problem
- ✓ On October 11, 2024, Boeing announced that it is pushing out the B777X first delivery target to 2026 due to development challenges, the flight-test pause and the work stoppage
- ✓ As of July 31, 2024, Boeing had 481 B777X Aircraft open orders (Source: September 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**

✓ **FY2025 Q2: \$7.1 Million**

## GE Aerospace Programs Sales Forecast Estimates:

✓ **FY2025 Q3: \$6.25 Million to \$7.0 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
<b>FY2023 Total</b>	<b>\$54.1 Million</b>	<b>\$11.5 Million</b>
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**
<b>FY2024 Total</b>	<b>\$56.0 Million</b>	<b>\$11.0 Million**</b>
FY2025 Q1	\$14.0 Million	\$2.6 Million**
<b>FY2025 Q2</b>	<b>\$16.7 Million</b>	<b>\$3.2 Million**</b>

## ➤ FY2025 Q1 Financial Forecast Estimates\*\*\*:

	Sales	Adjusted EBITDA
<b>FY2025 Q3</b>	<b>\$13.5 Million to \$14.25 Million</b>	<b>\$3.0 Million to \$3.3 Million</b>

\*From Continuing Operations

\*\*Before Special Items



\*\*\*Subject to Supply Chain risks and limitations

# 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



# General Park Updates

- Solution Treater Project
  - ✓ We plan to purchase and install an additional solution treater
    - Why?
  - ✓ To be located in our new facility
  - ✓ It will take approximately three years to design and specify the equipment, install it, conduct internal trials and qualify the equipment for production with customers
  - ✓ Budget for project, which includes the treater equipment and all ancillary equipment and supporting infrastructure:
    - Approximately **\$7.5 Million**
  
- Major OEM supplier has asked Park to “partner” with them on the purchase of an additional manufacturing line to support critical defense programs
  - ✓ This equipment is essential to these critical programs
  - ✓ Park and the OEM “partner” to contribute **\$5 Million** each
  - ✓ Agreement between OEM and Park under negotiation



# General Park Updates (Continued)

- Park was recently qualified on an essential high profile missile defense program
  - ✓ Program is potentially larger for Park than the PAC-3 Missile program
  - ✓ Initial revenues expected for Park next year and program is expected to ramp quickly from there
  - ✓ Park will need to make a capital investment of approximately \$1 Million to support the program
  
- Park recently entered into a license agreement with a major OEM to license technology used for hypersonic missile programs; we understand Park is the only licensee of this technology
  - ✓ Park currently conducting manufacturing trials of the licensed technology
  - ✓ Significant potential opportunity for Park
  - ✓ Park would need to make a capital investment of approximately \$3 Million to support the manufacture of the licensed technology





# General Park Updates (Continued)

- New LTA with GE Aerospace in progress for CYs 2025 through 2030 under which GE is awarding two additional products to Park
  - ✓ Incremental revenue from the additional products is expected to be approximately \$3.0 Million per year
  
- Potential JV with major adhesives company related to adhesives for the aerospace industry
  - ✓ Discussions and negotiations in progress
  - ✓ Significant capital investment by Park may be necessary to support the JV
  
- Potential JV with major Asian industrial conglomerate related to the manufacture, marketing and sale of certain of Park's commercial composite materials products in Asia
  - ✓ Discussions and negotiations in progress
  - ✓ Significant capital contribution from Park to the JV may be necessary



# General Park Updates (Continued)

## ➤ MRAS Supplier Scorecard...

### ✓ Park's scores:

- 12 Month Rolling Composite Score: **99.88\***
- 12 Month Rolling Acceptance Rate: **100.00**
- 12 Month Rolling SU Rate: **100.00**

### ✓ What do these scores mean...what is their significance?

### ✓ We are told that MRAS has over 700 suppliers

- Are these typical MRAS supplier scores?
- Are these scores achieved by other suppliers...ever?

### ✓ Is Park MRAS's best supplier?

- How does that happen? Is it a board room thing or a boiler room thing?



# Recent Questions from Investors

- Questions about Aeroadhere<sup>®</sup>, Park's new Film Adhesive product line:
  - ✓ “What advantages does Aeroadhere have over competing products?”
    - *Aero industry is a little strange. Looks for “equivalency” more than “better”.*
  - ✓ Why would a customer want to buy it from Park?
    - *Because of Park more than the product itself.*
  - ✓ How are we “selling” it?
    - *We are “selling” Park.*
  - ✓ “Do we anticipate that Aeroadhere’s margins will be higher or lower than Park’s average margins?”
    - *Higher.*
  - ✓ “Several years out, what sort of range of revenues are we targeting for Aeroadhere?”
    - *We are not sure. The strategy is to broaden the product line we offer to customers which manufacture aerospace composite structures.*



# Recent Questions from Investors (Continued)

- Questions about the Major New Manufacturing Project Initiative discussed in Park's FY2024 Q4 Investor Presentation and Investor Conference Call
  - ✓ What is status of it?
    - *It has "morphed" into a larger project.*
  - ✓ Why wasn't it discussed during our FY2025 Q1 Investor Presentation and Investor Conference Call?
    - *The Customer which initiated the project now wants the project to be an aerospace composite structures manufacturing technology JV, a potentially larger project.*
  
- Question about Park's "Strategy"? What is it?
  - ✓ It is the "Egg" strategy. *Let us know if you would like to hear more about it.*



# Park's Share Buy-back Authorization and Activity

- As announced on May 23, 2022, Park's Board of Directors authorized Park's purchase of up to 1,500,000 shares of the Company's Common Stock on the open market and in privately negotiated transactions
  - ✓ Under this authorization, Park has purchased a total of 551,729 shares of its Common Stock at an average price of \$12.94 per share at a total cost of \$7,130,948
  
- **Recent Buy-back activity under the authorization:**
  - ✓ **Since July 26, 2024, Park purchased 330,180 shares of its Common Stock at an average price of \$12.88 per share at a total cost of \$4,251,322**
    - FYI, 149,633 of these shares were purchased during Park's FY2025 Q2 at an average price of \$12.62 per share at a total cost of \$1,887,625
  - ✓ Why did we do that?
  - ✓ Will we buy more?



# Park's Incredible Cash Dividend History

- Park has paid 39 consecutive years of uninterrupted regular quarterly cash dividends without ever skipping a dividend or reducing the amount of the dividend
- **Park has paid \$596 Million, or \$29.10 per share, in cash dividends since the beginning of FY2005!!!**
- When the regular cash dividend declared on September 10, 2024 is paid on November 5, 2025, Park will have paid \$598.6 Million in cash dividends since the beginning of FY2005!
- The next regular dividend is planned to be declared by Park's board on or about January 9, 2024 and paid on or about February 4, 2025...
- **When that dividend is paid, Park will have paid \$601.1 Million, or \$29.35 per share, in cash dividends since the beginning of FY2005!**



# Park's Balance Sheet and Cash

- Park has zero long term debt!
  
- Park reported \$72.0 in Cash and Marketable Securities as of the end of FY2025 Q2
  - ✓ A \$4.2 Million Transition Tax installment payment was made during FY2025 Q2
  - ✓ The final Transition Tax installment payment of \$5.1 Million is payable in June 2025
  
- Thinking about our Cash
  - ✓ Known or likely cash expenditures:
    - June 2025 Transition Tax payment: \$5.1 Million
    - Share Buy-back in FY 2025 Q3 to date \$2.4 Million
    - Solution Treater Project: \$7.5 Million\*
    - Contribution to OEM Partnership: \$5.0 Million\*
  
  - ✓ \$72.0 Million - \$20.0 Million = **\$52.0 Million**

\*Estimated Amounts



# Park's Balance Sheet and Cash (Continued)

- ✓ Obviously, the \$52 Million does not take into account, among many other things, expenditures for potential additional stock buy-backs, potential acquisitions of or investments in adhesive and other companies, the potential aerospace composite structures manufacturing technology JV, the potential JVs with the major adhesive company and the Asian industrial conglomerate and capital investments which may be necessary to support the new missile defense program on which Park was recently qualified (estimated to be approximately \$1 Million) and the manufacture of the technology licensed to Park for hypersonic missile programs (estimated to be approximately \$3 Million)
- ✓ So, what do we think about our Cash?





# Financial Outlooks for GE Aerospace Jet Engine Programs and for Park...the “Juggernaut”

- What is the “timing” for the Financial Outlooks?
  - ✓ We are not sure, but the Juggernaut is 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”

Program	Engine Units per Year Assumptions <sup>1</sup>	Revenue per Engine Unit Estimates <sup>2</sup>	Annual Revenues per Program Estimates
A320neo <sup>3</sup>	1080 <sup>4</sup>	\$30,500	\$32,940K
PP20 <sup>5</sup>	90	\$49,000	\$4,410K
C919 <sup>6</sup>	300	\$26,500	\$7,950K
ARJ21 <sup>7</sup>	72	\$29,500	\$2,125K
GE9X <sup>8</sup>	_____	_____	\$11,250K

## ➤ Total GE Aviation Programs Revenues per Outlook Year (the Juggernaut): \$58,675K

<sup>1</sup> 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.

<sup>2</sup> Estimates based upon information provided by the Customers and based upon Park’s selling pricing effective January 1, 2025.

<sup>3</sup> 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.

<sup>4</sup> 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.**

<sup>5</sup> 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.

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

<sup>7</sup> 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.

<sup>8</sup> 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; the engine units per year assumption used in computing the annual revenues is based upon program information recently received from our Customer.



# Park Aerospace Corp. High-level Conceptual Financial Outlook

	Sales	EBITDA
FY2024 Baseline Year	\$56.0M*	\$11.0M
Estimated GE Programs Incremental Sales <sup>1</sup>	\$37.6M	
Estimated Non-GE Programs Incremental Sales <sup>2</sup>	<u>\$15.0M</u>	
<b>Estimated Revenue Outlook</b>	<b>\$108.6M</b>	
Estimated EBITDA contribution from incremental sales <sup>3</sup>		\$19.7M
Adjustment to Base Year EBITDA <sup>4</sup>		<u>\$4.0M</u>
<b>Estimated EBITDA Outlook</b>		<b>\$34.7M</b>

\*"M" = million



# Park Aerospace Corp. High-level Conceptual Financial Outlook (Continued)

<sup>1</sup> GE Programs Outlook Sales of \$58.7M minus FY2024 GE Programs Sales of \$21.1M equals \$37.6M.

<sup>2</sup> FY2024 Non-GE Programs Sales are \$34.9M (FY24 total sales of \$56.0M minus FY24 GE Programs Sales of \$21.1M equals \$34.9M). **The Company believes the Non-GE Program Incremental Sales estimate of \$15 Million by the Outlook year to be conservative considering the multitude of opportunities the Company is facing.**

<sup>3</sup> Outlook incremental sales are \$52.6M (Outlook Sales of \$108.6M minus FY2024 Sales of \$56.0M equals \$52.6M). Analysis assumes a 37.5% EBITDA contribution on the \$52.6M of incremental sales, or \$19.7M of incremental EBITDA.

<sup>4</sup> The adjustment is based upon the assumptions that inflation moderates, the inefficiencies in our manufacturing operations caused by supply chain disorders are reduced, the additional cost burdens related to staffing challenges are ameliorated and the inefficiencies related to the ramp up of our new factory expansion are eliminated and ultimately reversed.



# Thank You!



### **October 15, 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 October 15, 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 second quarter earnings news release dated October 15, 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 September 1, 2024 on or about October 16, 2024. We make available free of charge on or through our website located at [www.parkaerospace.com](http://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 \$16.7 million in the 2025 fiscal year second quarter compared to \$12.5 million in the 2024 fiscal year second quarter and \$14.0 million in the 2025 fiscal year first quarter.

Gross Profit for the 2025 fiscal year second quarter was \$4.8 million, or 28.5% of sales, compared to \$4.1 million, or 32.7% of sales, for the 2024 fiscal year second quarter and \$4.1 million, or 29.3% of sales, for the 2025 fiscal year first quarter.

Before special items, selling, general and administrative expenses for the 2025 fiscal year second quarter were \$2.1 million, or 12.8% of sales, compared to \$1.9 million, or 14.8% of sales, for the 2024 fiscal year second quarter and \$2.0 million, or 14.4% of sales, for the 2025 fiscal year first quarter. Before special items, investment income, net of interest expense, in the 2025 fiscal year second quarter was \$245,000 compared to \$139,000 in the 2024 fiscal year second quarter and \$339,000 in the 2025 fiscal year first quarter.



## Appendix 1 Continued

Before special items, earnings before income taxes for the 2025 fiscal year second quarter were \$2.9 million, or 17.1% of sales, compared to \$2.4 million, or 18.9% of sales, for the 2024 fiscal year second quarter and \$2.4 million, or 17.3% of sales, for the 2025 fiscal year first quarter.

Before special items, net earnings for the 2025 fiscal year second quarter were \$2.1 million, or 12.5% of sales, compared to \$1.7 million, or 14.0% of sales, for the 2024 fiscal year second quarter and \$1.8 million, or 12.7% of sales, for the 2025 fiscal year first quarter.

Depreciation and amortization expense in the 2025 fiscal year second quarter was \$488,000 compared to \$339,000 in the 2024 fiscal year second quarter and \$439,000 in the 2025 fiscal year first quarter. Capital expenditures in the 2025 fiscal year second quarter were \$194,000 compared to \$207,000 in the 2024 fiscal year second quarter and \$12,000 in the 2025 fiscal year first quarter.

Adjusted EBITDA for the 2025 fiscal year second quarter was \$3.2 million, or 19.2% of sales, compared to \$2.7 million, or 21.4% of sales, for the 2024 fiscal year second quarter and \$2.6 million, or 18.7% of sales, for the 2025 fiscal year first quarter.

The effective tax rate before special items was 26.9% in the 2025 fiscal year second quarter compared to 26.2% in the 2024 fiscal year second quarter and 26.5% in the 2025 fiscal year first quarter.

For the 2025 fiscal year second quarter, the top five customers, in alphabetical order, were Aerojet Rocketdyne, Aerospheres, GKN Aerospace, Kratos Defense & Security Solutions, and Middle River Aerostructure Systems (including its subcontractors). The top five customers totaled approximately 66% of total sales during the 2025 fiscal year second quarter. The top 10 customers totaled approximately 77% of total sales and the top 20 customers totaled approximately 87% of total sales during the 2025 fiscal year second quarter.

