



Boom Supersonic Expands Mach 2.2 Airliner Program, Bolsters Leadership With Key Hires

Boom Supersonic launches site selection process for production facility of airliner slated into service in mid 2020s

EMBARGOED TILL NOVEMBER 13TH, 10:00 AM IN DUBAI & NOVEMBER 13TH, 1:00 AM IN NEW YORK

Dubai, UAE — November 13, 2017 — Boom Supersonic announced today at the occasion of a press conference at the Dubai Airshow 2017 that it is preparing a competitive site selection process for the production of its 55-passenger, Mach-2.2 airliner. Boom has identified a number of criteria that it will look for in a production site: the company requires a manufacturing footprint capable of supporting airliner rate production, a location that can attract a community of thousands of thinkers and builders, and easy access to existing shipping networks and supply. Boom is looking for a site with previous aerospace influence and potential to develop further.

As Boom ramps into manufacturing of the XB-1 Supersonic Demonstrator, engineering resources are shifting to the company's first commercial product—a revolutionary airliner 2.6 times faster than any other aircraft on the market. This shift in resources and focus on site selection marks a significant transition for the company as it takes another step toward making the planet more accessible.

To support this new phase in the company's development, Boom has hired Bill James as vice president of production operations. Alongside overseeing production of Boom's airliner, Bill will be responsible for supply chain and site-selection efforts, drawing on decades of leadership experience in the aerospace industry. Prior to joining Boom, Bill led wing design on the Airbus A380 and was vice president of advanced systems for Sierra Nevada Corporation, where he led the development of a clean sheet aircraft to compete for the USAF T-X trainer program. "It's an honor to join the Boom team," said Bill James. "The team has already accomplished a great deal of work preparing for production of the airliner. I'm looking forward to further advancing our operations so that one day soon, supersonic passenger flight will be a reality again."

In addition, Dr. Lourdes Maurice will bring years of experience to Boom's advisory board from her recent tenure as Executive Director of the FAA Office of Environment and Energy and U.S. member to the International Civil Aviation Organization Committee on Aviation Environmental Protection (ICAO/CAEP). "I was fortunate enough to have been able to fly on the Concorde with my husband and son," said Dr. Lourdes Maurice. "As Boom launches the supersonic renaissance, it is building an aircraft that is not only faster but also dramatically quieter and more efficient than Concorde. I am excited about the opportunity to bring back high-speed flight in an affordable and environmentally sensitive manner."

The addition of Bill James and Dr. Lourdes Maurice is another important milestone in a hallmark year for Boom Supersonic. In early 2017, Boom engaged in successful wind tunnel test program



at Wichita State University's National Institute for Aviation Research. In March 2017, Boom announced a \$33 million Series A round of funding to help support the fabrication of the XB-1 demonstrator, Boom's flight test program and sonic boom testing. That same month Y Combinator President Sam Altman and entrepreneur/investor Greg McAdoo joined Boom's board of directors.

Design Specifications: XB-1 Supersonic Demonstrator

- Crew: Two (pilot + optional flight test engineer or passenger)
- Length: 68', Wingspan: 17'
- Maximum Takeoff Weight: 15,400 lb
- Powerplant: 3x General Electric J85-21, non-afterburning; proprietary variable-geometry intake and exhaust
- Aerodynamics: Chine, refined delta wing with swept trailing edge
- Cruise: Mach 2.2 (1,451mph, 2,335 km/h)
- Nose Temperature: 307°F (345°F on ISA+20 day)
- Range: > 1,000nmi

Design Specifications: Boom Passenger Airliner

- Crew: Two pilots, up to 4 flight attendants
- Length: 170', Wingspan: 60'
- Passengers: 55 standard
- Lavatories: 2
- Powerplane: 3x non-afterburning medium-bypass turbofan; proprietary variable geometry intake and exhaust
- Aerodynamics: Chine, refined delta wing with swept trailing edge
- Long Range Cruise: Mach 2.2 (1,451mph, 2,335 km/h)
- Nose Temperature: 307°F (345°F on ISA+20 day)
- Maximum Design Route: 9,000nm (4,500nm unrefueled)



About Boom Supersonic

boomsupersonic.com

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Boom Supersonic is a Denver-based aerospace company dedicated to removing the barriers to experiencing the planet, starting by building a Mach 2.2 airliner economical enough to operate with business-class fares. Boom is backed by venture capital firms such as 8VC, RRE, Lightbank, Y Combinator, and Caffeinated Capital, as well as angel investors including Sam Altman, Paul Graham, and Greg McAdoo. For more information, please visit boomsupersonic.com.

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