TIDAL

The Future of Coastal Transportation

At Tidal, we design and build aircraft to make air travel sustainable and affordable.

We are starting our journey with a hybrid-electric amphibious seaplane.

Tidal's 1/6 Scale Flying Demonstrator

Airlines struggle to capture the *13B passengers* annually that travel between 100-500 miles

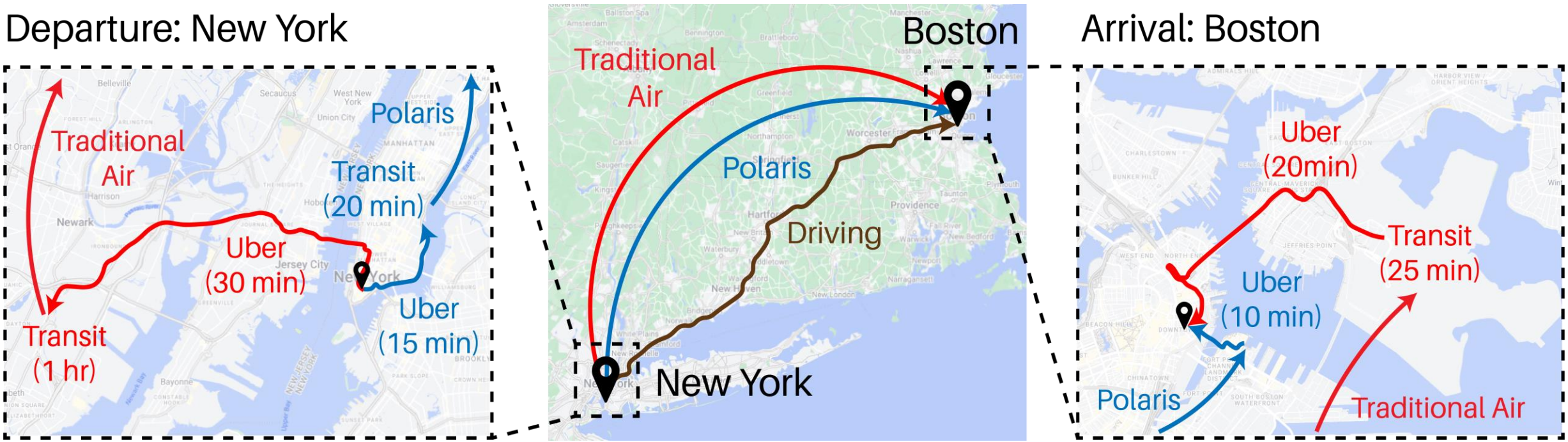
Only 8% travel by air

- **Long transits to and queues at airports** decrease willingness to pay
- **High opex** for the small aircraft that are best suited for these routes results in high ticket prices

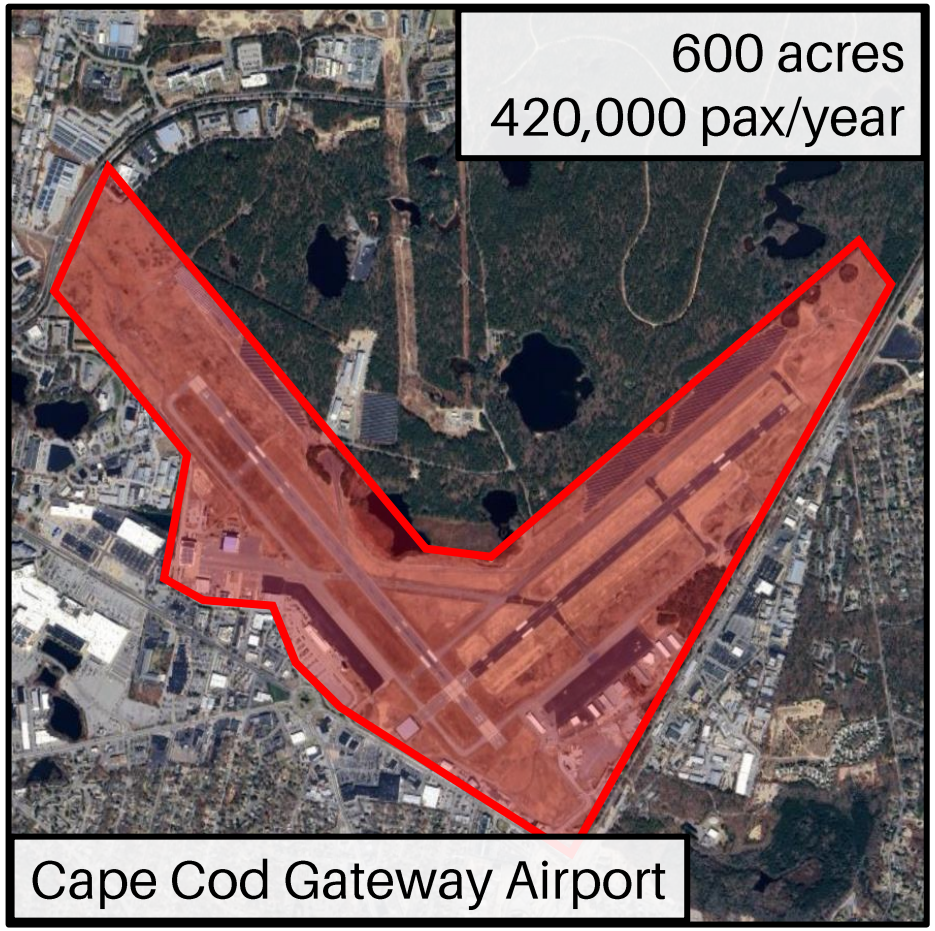
Bureau of Transportation Statistics, McKinsey & Company

Seaplanes offer the *fastest transportation* for the 40% of people that live in coastal areas

TIDAL	Traditional Air	Car
1H 56M	3H 40M	4H 0M



Seaplanes make efficient use of space and infrastructure



Regional Airport Footprint

Seaplane Base Footprint

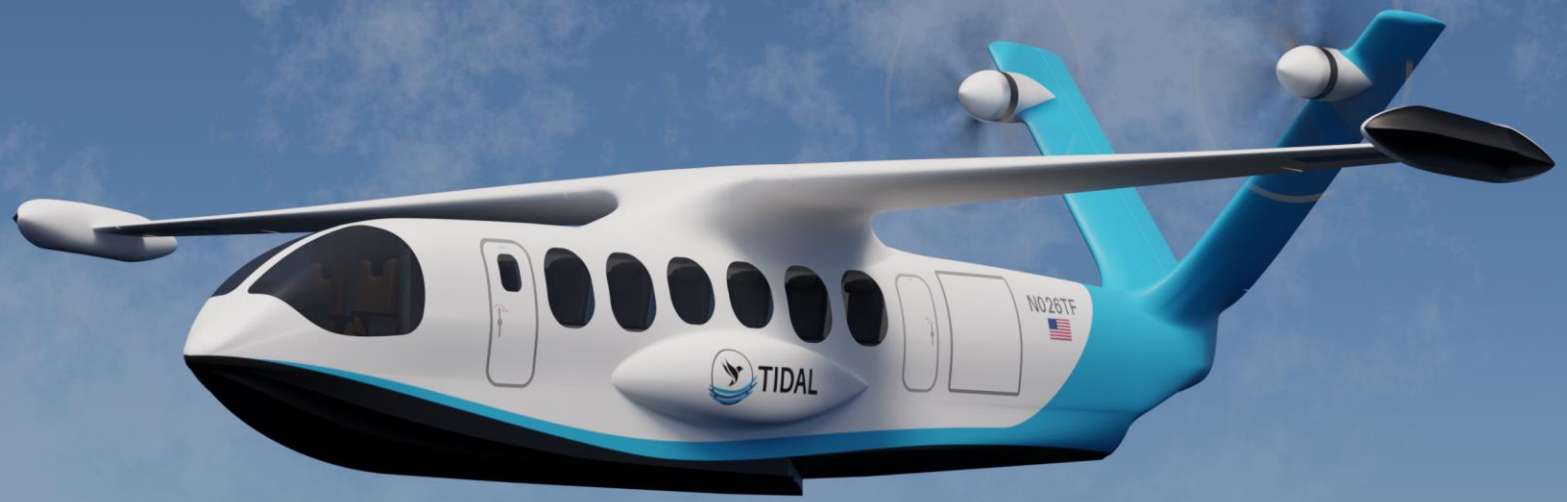
However, seaplanes today are aging and inefficient

1. High fuel burn and slow cruise speeds

2. Corrosion prone aluminum airframes

3. High emissions and noisy powertrains

POLARIS



9-12
Passengers

1190 MI
Range

↓85%
Fuel Burn

180 KTAS
Max Cruise Speed

Reduced Operating Costs

- Drives Commuter Airlines to Introduce Seaplanes
- Trigger Replacement of Existing Seaplanes

↓43%

Per-Seat-Mile Costs

Achieves operating cost decrease required to grow regional air mobility

↓85%

Fuel Costs

Hybrid powertrain drastically reduces fuel costs

↓50%

Maintenance Costs

Composite construction nearly eliminates corrosion-related maintenance

+25 KTAS

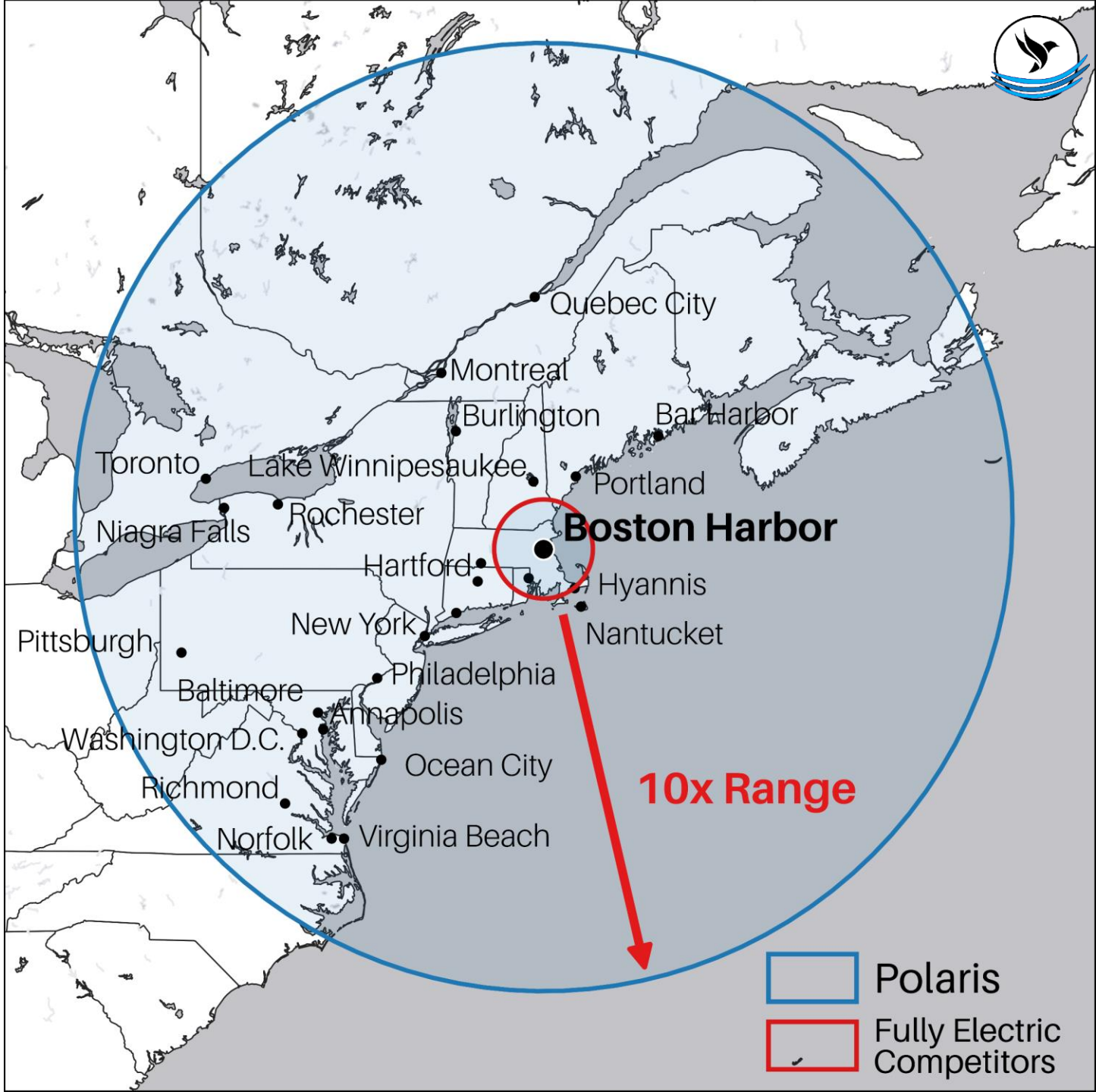
Max Cruise Speed

Low-drag monohull design increases cruise speeds

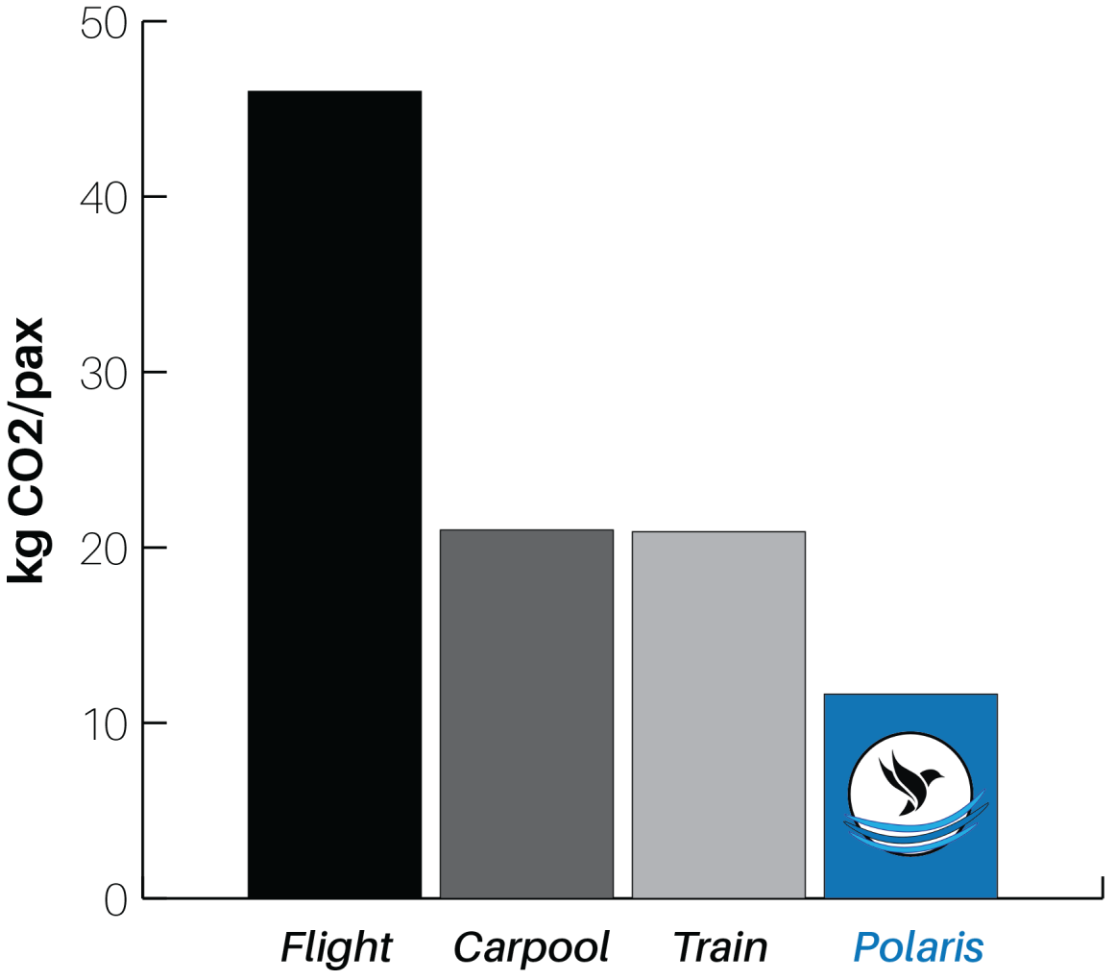
Does not include ownership cost such as facilities, insurance, depreciation, etc.
Source: Twin Otter Brochure (Viking Air), Pilot Pay (Cape Air), Electric Aircraft Maintenance (Toptal Finance), Fuel Prices (AirNav)

Why Hybrid?

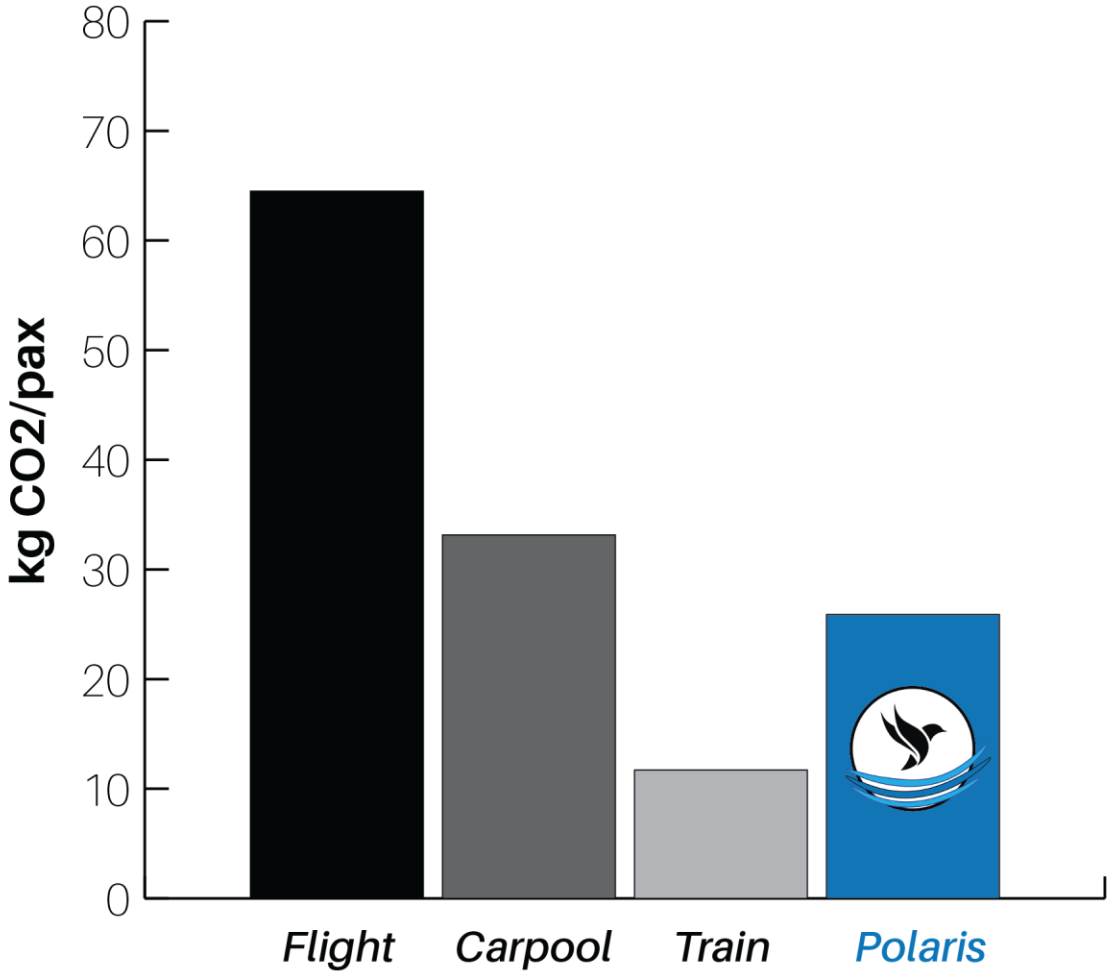
1. Improved Payload-Range
2. Reduced Reliance on Charge Infrastructure
3. Poor Weather Operations



Polaris reduces emissions for regional trips

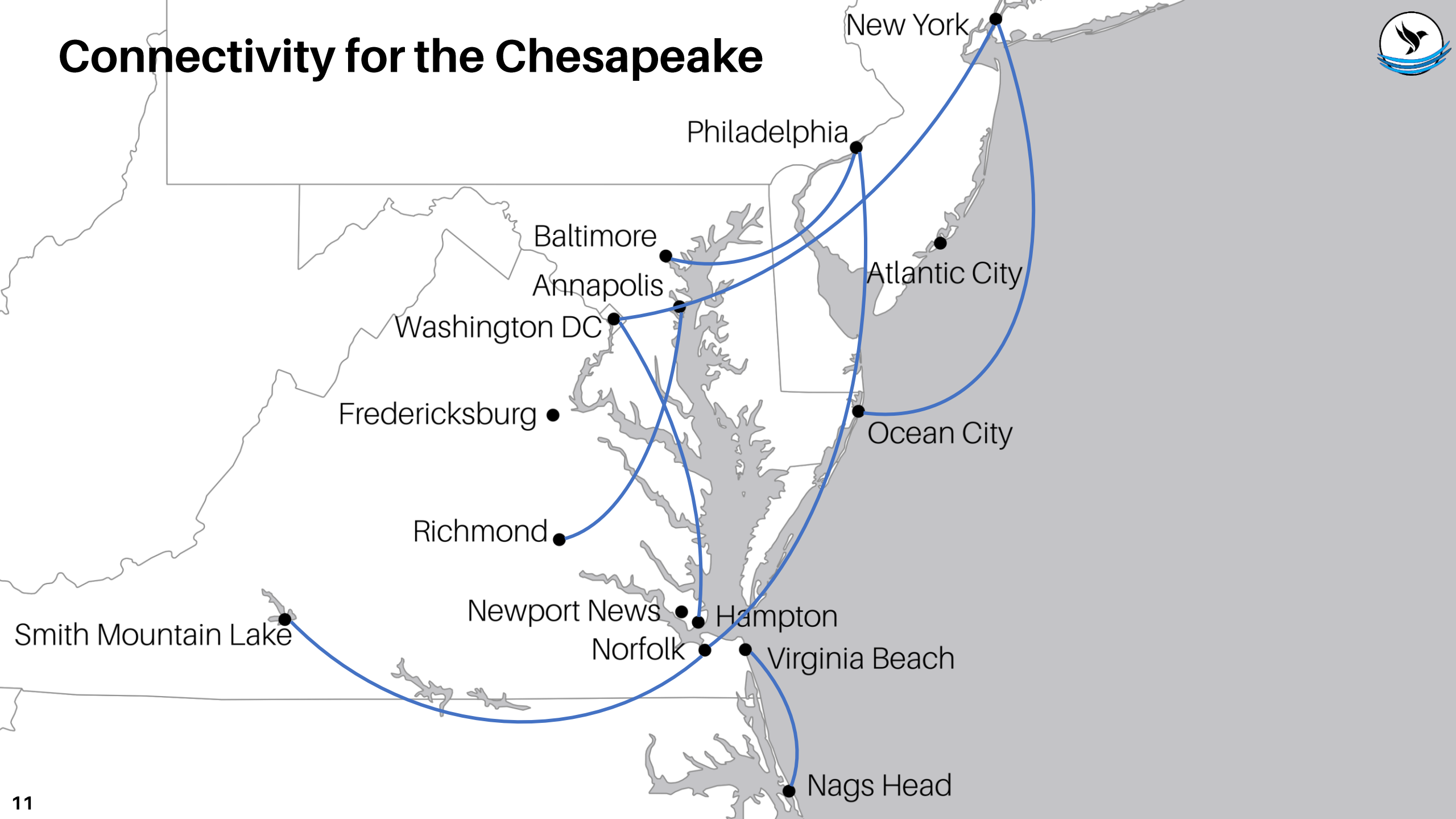


Santa Monica to San Diego



New York City to Boston

Connectivity for the Chesapeake



Early market validation with commuter and seaplane airlines

$650M+
In LOIs

100+
Aircraft

6
Countries

Secured 8 LOIs for Purchase of Aircraft

LOIs from seaplane airlines and from commuter airlines who have not operated seaplanes before

Polaris has a Worldwide Reach

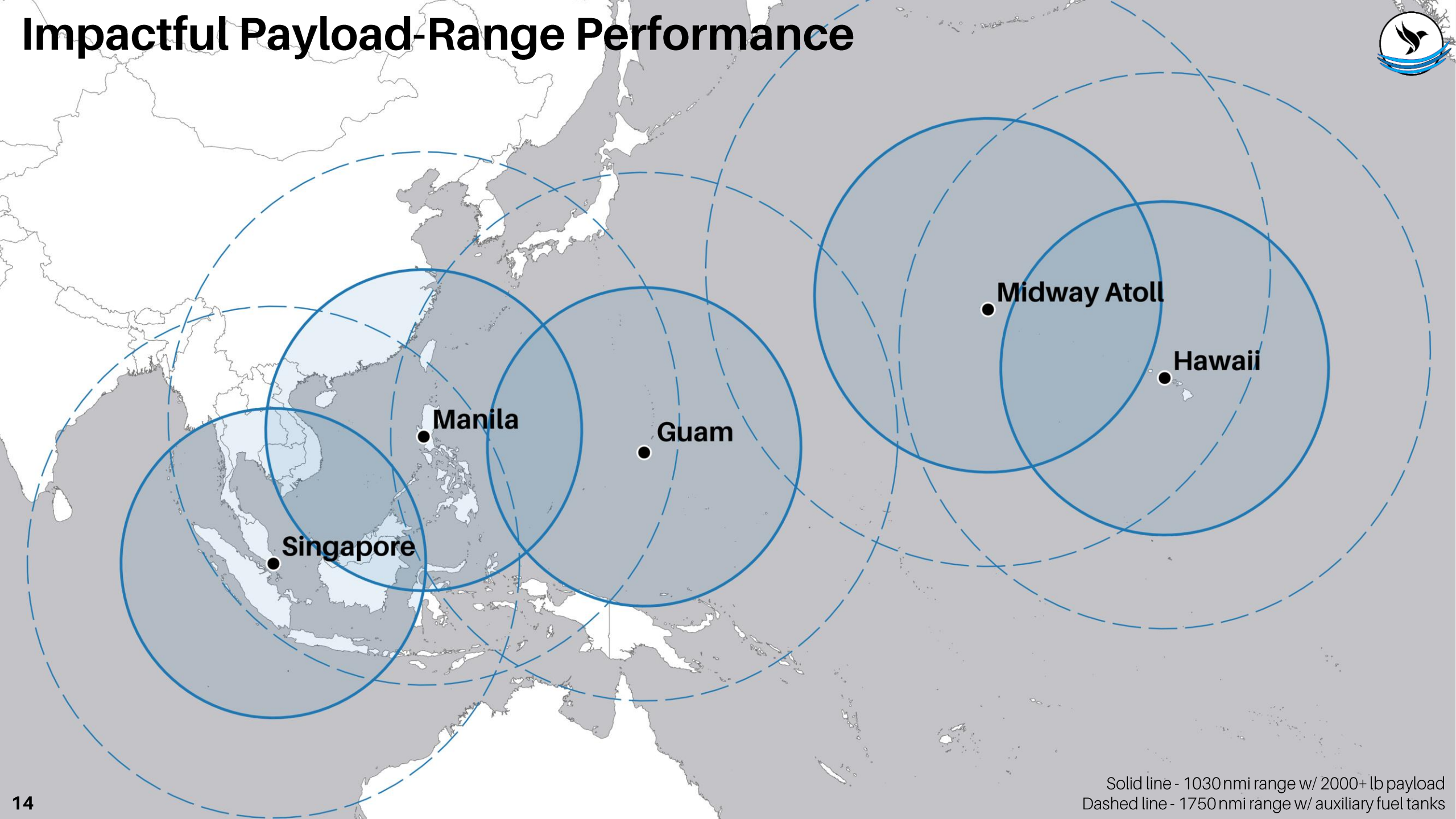
Orders from North America, Southeast Asia, and Australia demonstrate global demand.

Polaris offers strong defense applications across the DOD

Current runway independent solutions suffer from high maintenance, fuel burn, and complexity

Polaris offers runway independence with a right-sized simple fixed wing solution

Impactful Payload-Range Performance



Solid line - 1030 nmi range w/ 2000+ lb payload
Dashed line - 1750 nmi range w/ auxiliary fuel tanks

1/6 Scale Flying Demonstrator

54 lb
MTOW

12 ft
Wingspan

3D
Printed

Founding Team

Mark Lau
CE

Jude Augustine
CEO

Pranav Krishnamurthy
CTO

BETA TECHNOLOGIES

NASA

Georgia Tech

PRATT & WHITNEY DEPENDABLE ENGINES

NORTHROP GRUMMAN

Designed, built, and flown 5 electric testbed, competition, and full-scale aircraft

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[Dr. Brian German]
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Led NASA GL-10 Hybrid-Electric Program