



The Nation's **Fastest Growing** Charter Airline®

May 2026 | OTCQB: JETMF, Cboe CA: JET, Cboe CA: JET.B



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In certain cases, forward-looking statements can be identified by the use of words such as "plans", "expects" "budget", "scheduled", "estimates", "forecasts", "intends", "anticipates" or variations of such words and phrases or statements that certain actions, events or results "may", "could", "would", "might" or "will be taken", "occur" or "be achieved" suggesting future outcomes, or other expectations, beliefs, plans, objectives, assumptions, intentions or statements about future events or performance. Forward-looking statements contained in this presentation are based on certain factors and assumptions regarding, among other things, GlobalX’s receipt of financing to continue airline operations; the accuracy, reliability and success of GlobalX’s business model; GlobalX’s ability to accurately forecast demand; GlobalX will be able to successfully conclude definitive agreements for transactions subject to LOI; the timely receipt of governmental approvals; the success of airline operations of GlobalX; GlobalX’s ability to successfully enter new geographic markets; the legislative and regulatory environments of the jurisdictions where GlobalX will carry on business or have operations; GlobalX’s ability to have sufficient aircraft to provide its services; the impact of competition and the competitive response to GlobalX’s business strategy; the future price of fuel, and the availability of aircraft. While the Company considers these assumptions to be reasonable based on information currently available to it, they may prove to be incorrect.

Forward-looking statements involve known and unknown risks, uncertainties and other factors which may cause the actual results, performance or achievements of the Company to be materially different from any future results, performance or achievements expressed or implied by the forward-looking statements. Such factors include risks related to, the ability to obtain financing at acceptable terms, the impact of general economic conditions, risks related to supply chain and labor disruptions, failure to retain or obtain sufficient aircraft, domestic and international airline industry conditions, failure to conclude definitive agreements for transactions subject to LOI, the effects of increased competition from our market competitors and new market entrants, passenger demand being less than anticipated, the impact of any resurgence of COVID-19, future relations with shareholders, volatility of fuel prices, increases in operating costs, terrorism, pandemics, natural disasters, currency fluctuations, interest rates, risks specific to the airline industry, risks associated with doing business in foreign countries, the ability of management to implement GlobalX’s operational strategy, the ability to attract qualified management and staff, labor disputes, regulatory risks, including risks relating to the acquisition of the necessary licenses and permits; risks related to significant disruption in, or breach in security of GlobalX’s information technology systems and resultant interruptions in service and any related impact on its reputation; and the additional risks identified in the "Risk Factors" section of the Company’s reports and filings with applicable Canadian securities regulators and the U.S. Securities and Exchange Commission. Although the Company has attempted to identify important factors that could cause actual results to differ materially from those described in the forward-looking statements, there may be other factors that cause results not to be as anticipated, estimated or intended. Accordingly, readers should not place undue reliance on forward-looking statements. The forward-looking statements are made as of the date of this presentation. Except as required by applicable securities laws, the Company does not undertake any obligation to publicly update any forward-looking statements. If GlobalX does update one or more forward-looking statements, no inference should be made that it will make additional updates with respect to those or other forward-looking statements.

This presentation also contains future-oriented financial information and financial outlook information (collectively, “FOFI”) about future revenue and sales which are subject to the same assumptions, risk factors, limitations and qualifications as set forth in the above paragraphs. FOFI contained in this presentation was made as of the date of this presentation and was provided for the purpose of providing further information about GlobalX’s anticipated future business operations. GlobalX disclaims any intention or obligation to update or revise any FOFI contained in this presentation, whether as a result of new information, future events or otherwise, unless required pursuant to applicable law. FOFI contained in this presentation should not be used for purposes other than for which it is disclosed herein. FOFI contained in this presentation is provided for the purpose of providing information about management’s current expectations and plans relating to the future. Readers are cautioned that such outlook or information should not be used for purposes other than for which it is disclosed in this presentation.

Company Overview

GlobalX is The Nation's Fastest Growing Charter Airline® – setting the industry standard for on-time performance and reliability.

Since our inception, we have consistently proven the strength of our charter platform, the resilience of our business model, the ability to grow demand in the narrowbody passenger market, while attracting and retaining top talent.

Our strong foundation is expected to enable our further ability to scale operations, revenue, and shareholder value.

*Refer to "Non-GAAP Financial Measures" Slide for additional information

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Company Overview

GlobalX Milestones

IOSA IATA Operational Safety Audit Program
EASA European Union Aviation Safety Agency Operating Certificate
UKTCO United Kingdom Third Country Operator Certificate
CASA Foreign Air Transport Air Operator's Certificate

2020

February
Airline Launched
June
Obtained stock exchange listing as JET



2022

Fleet Size: 6
February
IOSA Certification
NCAA Contract



2024

Fleet Size: 14
February
Chris Jamroz appointed Executive Chairman
Ryan Goepel promoted to President



2026

Fleet Size: 19*
May
Flights to Caracas for Red Air Services Begin



November
Began Flying NHL Teams

Fleet Size: 20

2025

August
Received 121 FAA Certifications and began revenue flights

Fleet Size: 2

2021



January
Cargo operations begin

February
Receive EASA Certification

May
Acquired Top Flight Air Charters

June
Receive UK TCO Certification

September
First ICE flights begin

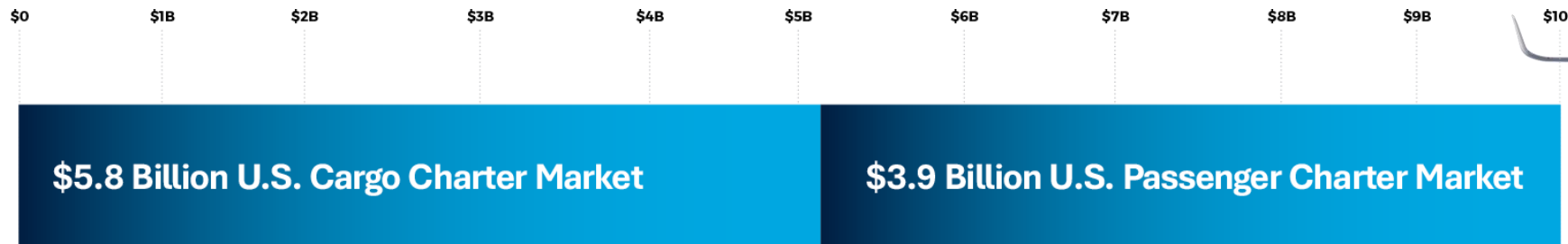
Fleet Size: 8

2023

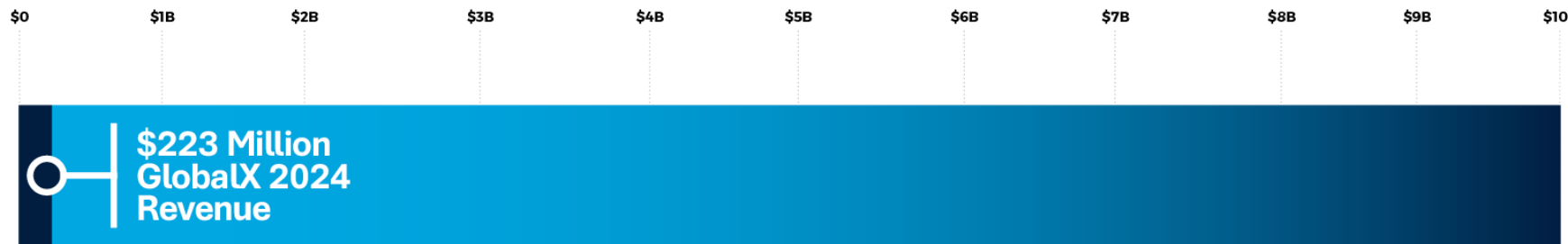
*As of March 31, 2026

Market Size/Data

Fastest growing charter carrier in the nation, with long-term upside potential within a growing \$10B Market



\$10 Billion
Total U.S. Passenger & Cargo Charter Market



\$9.8 Billion
Revenue Opportunity

*Source: IBISWorld

**Source: www.gminsights.com

Our Place in the Industry

Scheduled Carrier (i.e. Delta)

v/s

Aircraft Crew Maintenance Insurance
ACMI Operator (GlobalX)



Arranges for flights
before finding
passengers



Fly after the
passengers have
been arranged



Ticket Risk

Loss incurred by vacant seats

1 passenger as profitable as 150



Fuel Costs

Exposed to variable fuel prices

Costs pass through to the passenger



Crew Costs

Exposed to ticket risk

Costs pass through to the passenger



Billing

No compensation for delays

Passenger pays by block hour



**Aircraft
Requirements**

New high-cost aircraft
(~300 hrs / month)

Used moderate-cost aircraft
(~150 hrs / month)

ACMI (Aircraft, Crew, Maintenance, and Insurance) Business vs All - In Charter Business

ACMI Business

GlobalX Provides Outsourced Cargo and Passenger Aircraft, Crew, Maintenance and Insurance.

Customer assume Fuel, Demand and Price Risk and are typically responsible for Landing, Airport and other Operational Fees.

Charter Business

GlobalX Provides Outsourced Passenger and Cargo aircraft.

Customer Pays a fixed fee that covers Fuel, Insurance, Landing and other Operational Expenses.

EXAMPLE A customer books a one-way flight from JFK to SFO six weeks from now, during a period of volatility across commodity prices and a labor shortage.

Revenue

Lower Revenue as customer pays for fuel, insurance and other expenses separately

Cost

Lower Costs reflecting the absence of these aforementioned operational expenses

Risk Exposure

The customer assumes all fuel and variable risk

Revenue

Higher Revenue reflecting the pass through of fuel, insurance and other expenses

Cost

Higher Costs offset the increased revenue to cover the aforementioned operational expenses

Risk Exposure

The carrier assumes no fuel and variable risk



Rapid Growth of Air Fleet

Revenue **77%** 5-Year CAGR



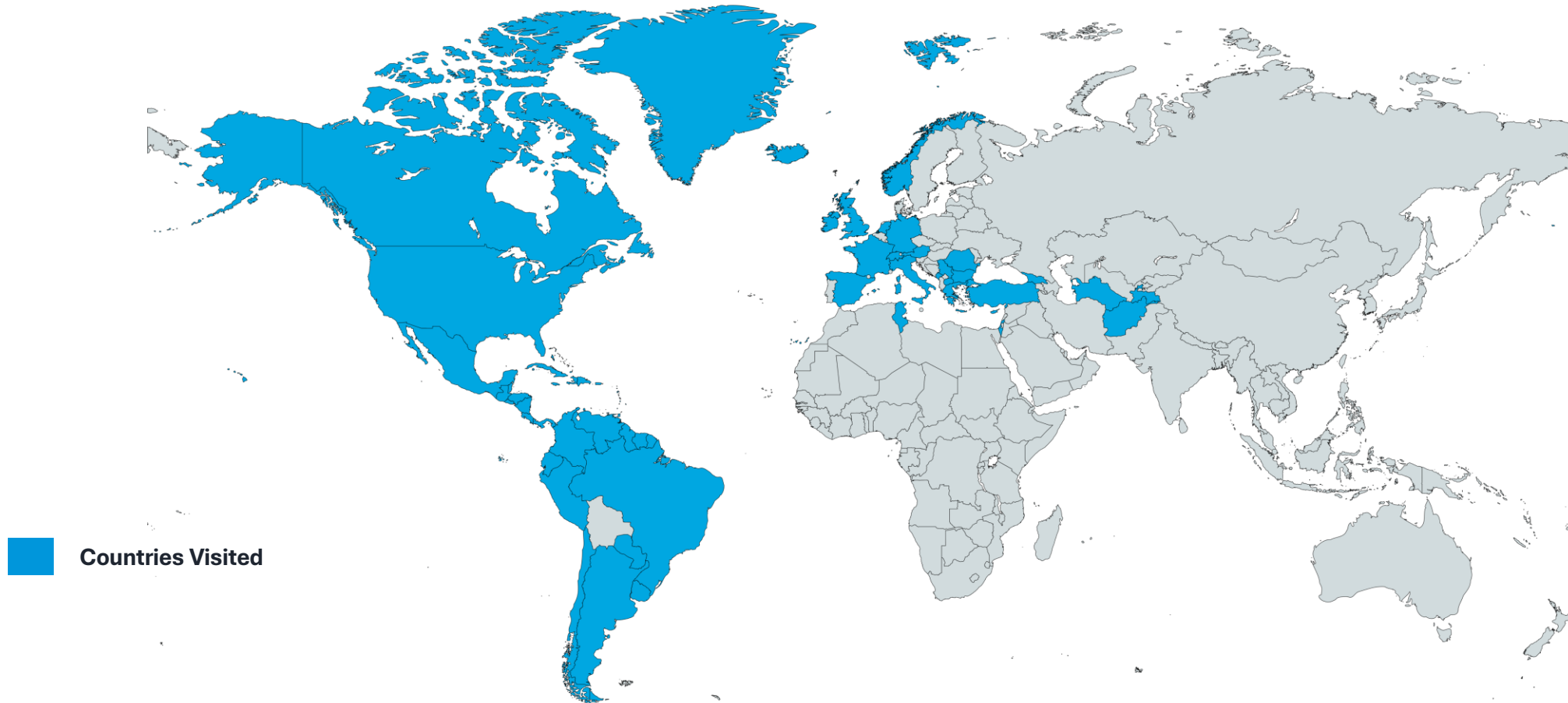
Strategic Bases: Enhancing Efficiency & Market Reach

- Geographically dispersed operating bases, driven by anchor client contracts, allow us to operate a more cost effective, flexible, and reactive operation.
- The optimal distance for winning charter business is to quote aircraft repositioning within 3.0 hours from the starting and ending airport of each client. Having the majority of the U.S. airports within 3.0 hours of one of our operating bases creates a competitive advantage unmatched by our competitive set. With fewer reposition hours we win more business than our competitors and increase market share.
- Our aircraft have longer range capability (4.5 hours vs 3.0 hours), however our basing strategy maximizes reaction time.
- Current base locations include: Miami, FL, Alexandria, LA, Mesa, AZ and Harlingen, TX
- Fleet presence in multiple Southern United States bases allows:
 - Sales efforts and pricing to be competitive for clients across the US
 - Enhanced reaction time for immediate need contracts/IROP support for other carriers and clients
 - Reduced time and cost in responding to internal reflow/IROP support for internal needs
 - Reduced costs associated with crew movement, driven by local crew bases
 - Reduced ferry cost for maintenance events

Our Operations

Where We Fly

Since 2021, we have operated flights to 67+ Countries and 460+ Cities.



Financials

Financials

Q1'26 Revenue of \$76.6M, Net Income of \$2.7M, EBITDAR of \$24.2M



Q1 2026 Results

\$76.6M

Revenue

\$24.2M

EBITDAR*

\$9.0M

Cash Flow From Operations

8,315

Block Hours

552

Aircraft Utilization (Block Hours per Aircraft)

\$20.0M

Cash & Restricted Cash

19 Aircraft

Fleet Size

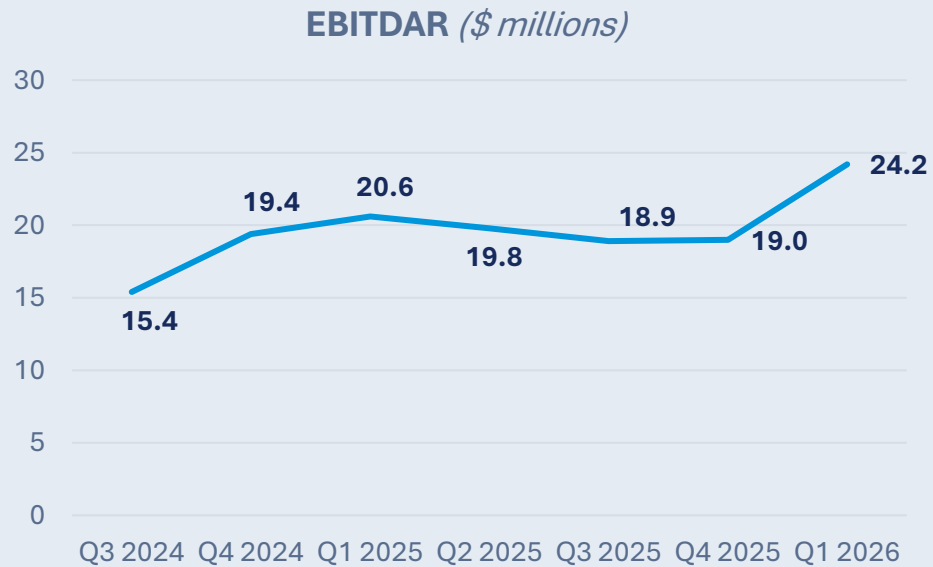


*Earnings Before Interest, Taxes, Depreciation, Amortization and Rent. Refer to "Non-GAAP Financial Measures" slide for additional information.

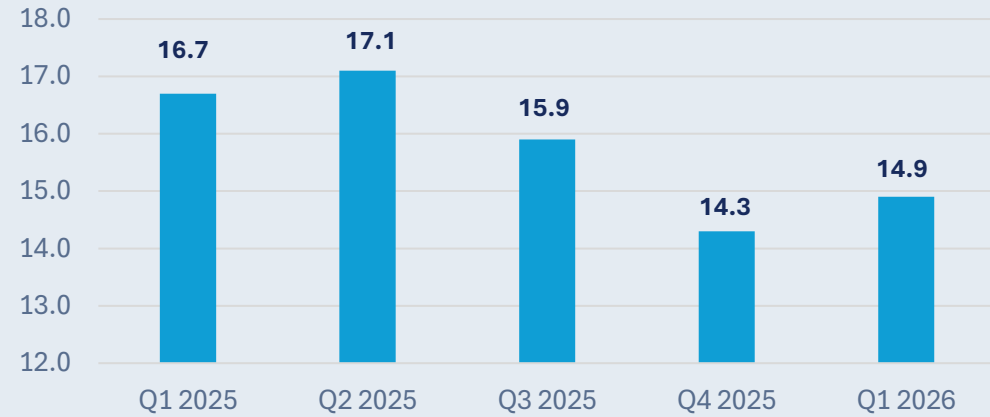
Q1 2026 KPIs

EBITDAR

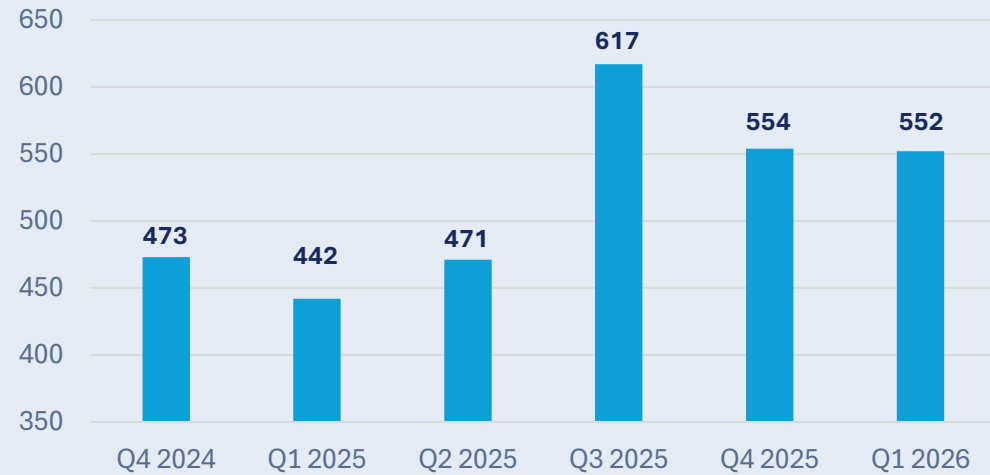
\$ millions



Net Aircraft Available



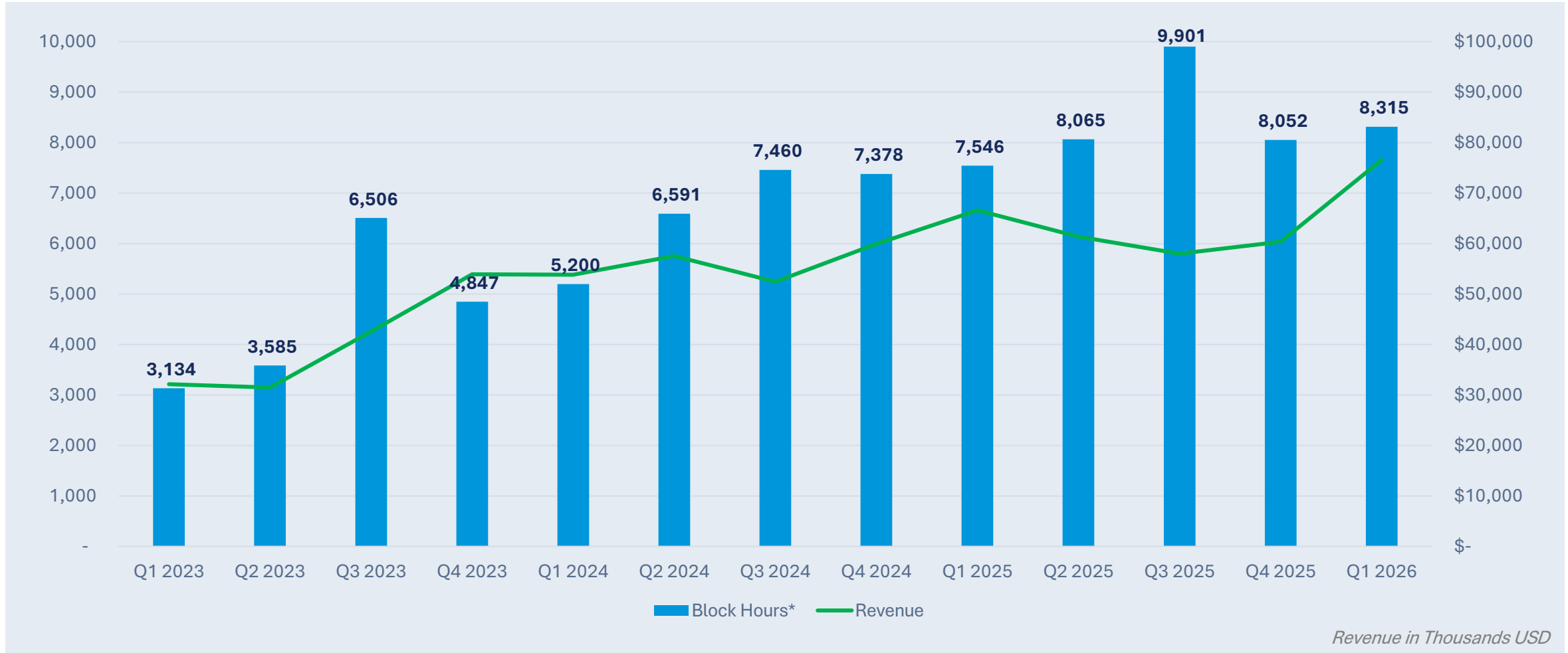
Average Utilization Per Aircraft



Refer to "Non-GAAP Financial Measures" slide for additional information.

Financials

Quarterly Block Hours & Revenue



*Excludes sub-service hours

Growth & Value Creation

Multiple Avenues Expected to Drive Growth & Profitability

- ▶ On track to expand fleet to **over 20+ aircraft** by end of 2026
- ▶ Driving improved utilization through emphasizing **high margin ACMI business**
- ▶ **Currently have 8 aircraft operating on government related contracts since April 2024** – Provides consistent and reliable foundation of revenue
- ▶ Expanded customer reach to include **several professional sport franchises**
- ▶ **Transitioned to a hybrid ownership model** with delivery of second purchased Airbus A320 during Q2 2026 – enhancing operational flexibility, creating tangible asset value on the balance sheet, and supporting improved financial performance



Investment Highlights



The Nation's Fastest Growing Charter Airline®

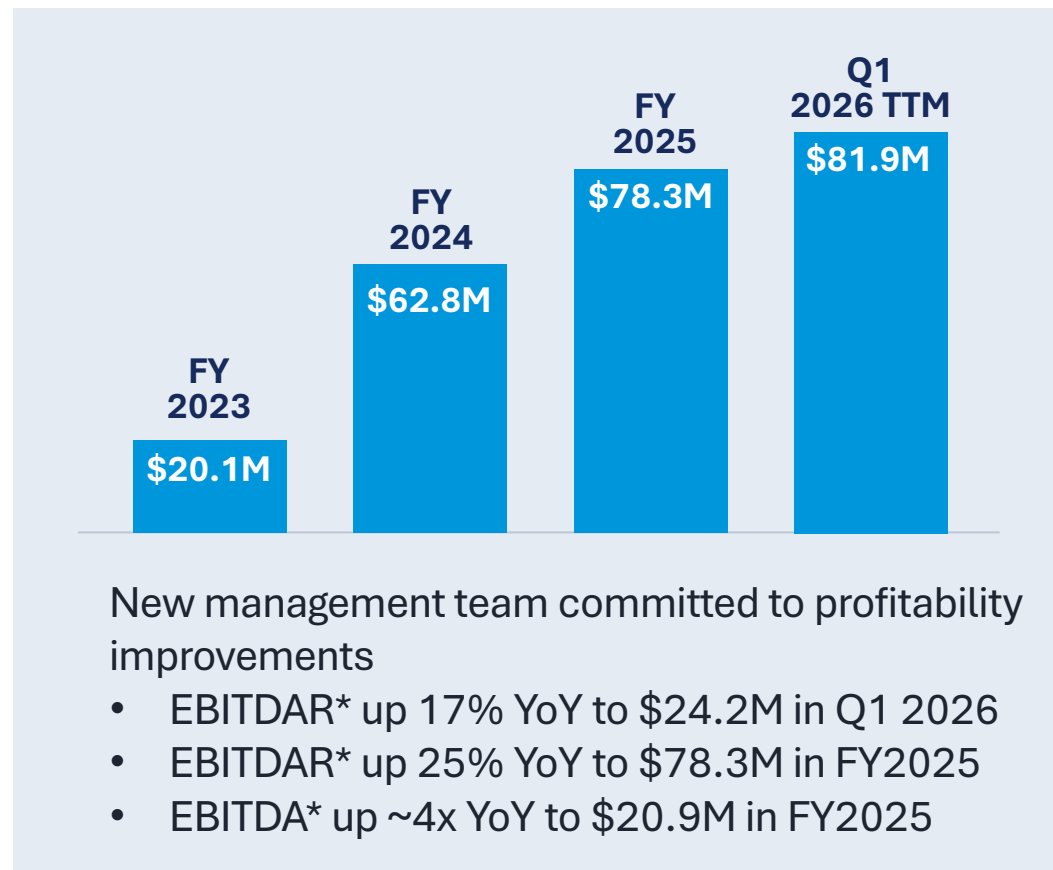


Strong financial profile and balance sheet provides runway for both earnings and fleet growth



Consistent Results - 6 consecutive quarters of positive EBITDA.

Q1'26 Revenue up 15% YoY to \$76.6M and Net Income up ~18x YoY to \$2.7M, reflecting continued improvement in utilization, operational efficiency, and cost discipline.



*Refer to "Non-GAAP Financial Measures" Slide for additional information.

Appendix

Capitalization Table

		Strike	Expiry
Common	52,193,858		
Class A	5,537,313		
Class B	9,089,107		
Total Outstanding Shares	66,820,278		
Warrants	10,195,451	\$ 1.00	30-Jun-30
RSU's	5,033,033		
Fully Diluted Outstanding Shares	82,048,762		

Per 10-Q filing on May 7th, 2026.



Thank you!

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Appendix

Our Leadership Team



Chris Jamroz
Executive Chairman

The architect and operator behind some of the most successful transformations in logistics. With eight prior successful exits and nearly \$10 billion in shareholder value created for financial sponsors and ownership groups, Chris Jamroz is a renowned value-unlocking specialist and Founder of **LyonIX Holdings** and its subsidiary funds, a private equity investments firm with holdings in Transportation & Logistics, multi-family residential and industrial real estate, and cyber security. Through its proprietary model of ultra-precise operations management, LyonIX has consistently delivered superior results and outsized returns across all modes of the supply chain, globally.

Chris is Executive Chairman of the Board of **Global Crossing Airlines Group Inc.** (JET: NEO; JET.B: NEO; JETMF: OTCQB), a full-service passenger and cargo airline headquartered in Miami, FL. In 2021, he led the transformative pre-certification investment that enabled the formal launch of the airline's operations.

Executive Chairman of the Board and CEO of **Roadrunner Transportation Systems** (PINK: RRTS), the transportation industry's "greatest comeback story." Roadrunner is a national asset-light Less-Than-Truckload (LTL) carrier focused on direct metro-to-metro expedite-like trucking services across North America. Chris led the sale of the business from Elliott Management to Prospero Staff, a LyonIX Holdings' fund in 2024.

Previously, Executive Chairman and CEO of **Ascent Global Logistics**, a prominent 3PL and the leading North American platform for expedited freight, freight forwarding and brokerage services. In his capacity as CEO, Chris led **USA Jet**, a U.S.-based air cargo carrier operating under both FAR Part 135 and 121 Ops Specs focused on ad-hoc charter services. Mr. Jamroz sold the business to HIG Capital in December 2023.

Mr. Jamroz serves as non-Executive Director, and formerly Chairman, of the Board of **CMS Info Systems Limited** (CMSINFO.NSE), one of the largest secure logistics and the 5th largest ATM services companies in the world. Under Chris' tenure, the company executed an exit for Blackstone through a sale to Bearing Private Equity Asia. Then, in 2021, Chris led the company through its IPO on the Mumbai Stock Exchange. In 2024, Chris facilitated a sell-down of the remaining stake and full exit for EQT.

Previously, Chris was CEO and Executive Chairman of **STG Logistics**, North America's specialty 3PL and intermodal services critical to the global supply chain. The business was sold via continuation fund structure in 2022 to a consortium of private equity firms led by Oaktree Infrastructure Fund.

Prior to STG, Chris served as acting CEO and Executive Chairman of **Emergent Cold**, an international specialty logistics provider focused on the global cold chain. Chris led a successful sale of the business to Lineage Logistics backed by Bay Grove Capital in 2020.

Mr. Jamroz was President and COO of **Garda Cash Logistics**, leading Garda to become the #1 currency supply chain, secure logistics and cash business services provider in North America. While at the helm, Chris secured the largest outsourcing contract in vault operation industry's history valued at over \$2 billion. In his capacity, he also oversaw the operations of **Ameriflight**, America's largest Part 135 Cargo airline, with a fleet of over 230 owned fixed wing aircraft. Chris took the business private with Apax Partners in 2013 and later sold the business to Rhone Group in 2016.

Prior to Garda, Chris was a top executive at one of the leading global investment banks, as the Head of **JPMorgan** in Canada.

Our Leadership Team



Ryan Goepel
President & CFO

Mr. Goepel is a seasoned finance and operations executive with over 25 years of experience, specializing in leadership roles across a variety of industries, including LCC (Low-Cost Carrier), ACMI (Aircraft, Crew, Maintenance, and Insurance), and narrowbody charter airline operations. His career includes significant expertise in mergers and acquisitions, turnarounds, debt and equity raises and scaling up startups.

Career Highlights:

- **GlobalX**
 - Mr. Goepel is a founding shareholder and the original CFO of GlobalX, where he played a pivotal role in the company's launch, growth, and evolution. Under his leadership, GlobalX raised \$60 million in debt and equity and negotiated the acquisition of 25 Airbus aircraft. He grew the company from 1 to 700 employees and helped achieve \$200 million in annual revenue within the first four years.
 - As President, starting in Q1 2024, Mr. Goepel executed a strategic transformation, quickly leading the company to profitability.
- **Flair Airlines**
 - Mr. Goepel served as the Chief Financial Officer of Flair Airlines in Canada, where he led a major turnaround. The company went from the brink of bankruptcy to launching the first ULCC (Ultra-Low-Cost Carrier) airline in Canada. His efforts helped the company grow from a negative EBITDA of \$25 million to a positive EBITDA of \$30 million annually while modernizing the Boeing fleet and tripling the organization's size.
- **ZeiTECS**
 - As CFO of ZeiTECS, a Shell Oil Ventures company, he played a critical role in growing the company from the ground up. His efforts led to the acquisition of ZeiTECS by Schlumberger, resulting in a 4x return on investment.

- **Kellogg Brown & Root (KBR)**
 - At KBR, he served as the Controller and Business Unit Finance Leader for the KBR Services division, overseeing 12,000 employees and managing \$300 million to \$3 billion in global projects. Mr. Goepel led the financial integration of three major acquisitions and played a key role in the company's growth.
- **Burger King**
 - As the Director of Global Finance at Burger King, he worked closely with private equity owners (Bain, TPG, and Goldman Sachs) to drive a financial turnaround. His work in capital spending, financial reporting, and investor relations led to a successful \$600 million IPO and over \$1.7 billion in new debt funding, offering a 5x return for investors.
- **Halliburton**
 - Mr. Goepel's early career includes roles at Halliburton, where he was involved in strategic marketing for the Eurasia division and investor relations. His work in these areas helped lead Halliburton through crises, including the 2002 Iraq War contract issues and an asbestos class action lawsuit, helping recover the company's stock price three times over.

Education & Credentials:

- Certified Management Accountant
- MBA, Texas A&M University
- BA in Political Science, University of British Columbia

Mr. Goepel's extensive experience in corporate finance, leadership, and strategic growth has consistently led to successful turnarounds and significant value creation for the companies he's been involved with.

Our Leadership Team (Cont'd)



**Wendy
Shapiro**

SVP, Corporate Controller

- Over 20 years in Senior Finance Roles with the majority in the aviation sector
- Proven track record integrating systems and processes that deliver financial results.
- SVP Finance Transformation – Teladoc
- VP and Assistant Corporate Controller – Atlas Air



**Mark
Salvador**

SVP, Marketing and Admin

- Over 20 years of travel industry experience
- Extensive experience across cruises, gaming, and managing charter programs
- Has developed air charter programs for the world's leading travel brands
- Head of Gaming – Royal Caribbean Group
- Director, Global Business Development – Carnival Corporation



**Marina
Armas**

Director, Operations

- Over 10 years of pilot experience in Part 121 operations
- Has logged more than 4,000 flight hours
- Certified and rated on the A320 and the CL-65
- Former GlobalX Assistant Director of Operations, and Assistant Chief Pilot
- First Officer, PSA Airlines



**David
Dow**

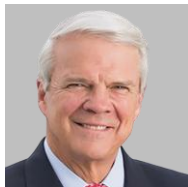
VP, Sales

- Over 20 years of commercial and charter airline experience
- SVP - Elite Airways
- VP, Inflight - Elite Airways
- Director, Customer Service – Elite Airways
- Director, Commercial Sales - Marriott International



Appendix

World Class Board of Directors



T.Allan McArtor

- Former SVP - FedEx
- Former Administrator FAA
- Former Chairman, Airbus Group (North America)



Cordia Harrington

- Serves on the boards of Ascent Global Logistics, Broadcrest Capital and Belmont University
- Founder and CEO of Crown Bakeries



Deb Robinson

- Board member – Via Rail Canada
- President/Founder – Bay Street HR, outsourced human resource services to start up companies



Alan Bird

- Former Advisor to CEO, Canada Jetlines and Board Member
- Former CFO Viva Aerobus; leading A320 low-cost carrier in Mexico
- Senior Advisor – Irelandia Aviation, major investor in Ryanair, Viva Colombia, Viva Peru (leading A320 LCC's)
- Former CFO Tiger Airways; leading Asia A320 LCC



Andrew Axelrod

- Managing Partner and Portfolio Manager of Axar Capital Management
- Former Partner and Co-Head of North American Investments for Mount Kellett Capital Management
- Former Kohlberg Kravis Roberts & Co. L.P.
- Former The Goldman Sachs Group, Inc.

Appendix

Balance Sheet

	March 31, 2026	December 31, 2025
Current Assets		
Cash and cash equivalents	\$ 16,915	\$ 16,694
Restricted cash	3,065	3,809
Accounts receivable, net of allowance	4,763	6,782
Prepaid expenses and other current assets	4,268	3,529
Current assets held for sale	144	405
Total Current Assets	29,155	31,219
Property and equipment, net	36,180	33,578
Finance leases, net	52,197	48,870
Operating lease right-of-use assets	69,456	72,824
Deposits	12,995	11,880
Other assets	5,289	4,681
Total Assets	\$ 205,272	\$ 203,052
Current liabilities		
Accounts payable	\$ 15,033	\$ 13,888
Accrued liabilities	36,998	28,948
Deferred revenue	6,390	16,830
Customer deposits	4,676	4,401
Current portion of note payable	2,922	3,080
Current portion of long-term operating leases	14,423	14,262
Current portion of finance leases	12,303	10,304
Total Current Liabilities	92,745	91,713
Other Liabilities		
Note payable, net of debt issuance costs	39,859	40,447
Long-term operating leases	55,720	59,374
Long-term finance leases	42,816	40,705
Other Liabilities	293	291
Total Other liabilities	138,688	140,817
Total Liabilities	\$ 231,433	\$ 232,530
Total Stockholders' Deficit	(26,161)	(29,478)
Total Liabilities and Deficit	\$ 205,272	\$ 203,052