**Canadian Jetlines, Ltd. (“Jetlines” CJET.NE) is a newly launched, publicly traded, value focused leisure airline. Recently completing its inaugural flight with its first Airbus 320, and another Airbus 320 currently preparing to enter operations in the fourth quarter of 2022, Jetlines continues to seek investment capital to expand its fleet.**

Unique Opportunity for Ground Floor Investment in Value Leisure Focused Airline

* Pandemic created an opportunity to lease relatively new aircraft at highly attractive rates.
* Unencumbered with large debt & voucher burden from pandemic, unlike many airlines.
* Canadian Transport Authority (CTA) licenses and Transport Canada Air Operator Certificate (AOC) issued in August 2022. Canada Jetlines now has all approvals required by the Canadian government to start operations. **Achieved approval with 12 months, and less than half the costs of others, given deeply experienced management team and Board of Directors.**
* Inaugural flight (YYZ-YYC) September 22nd, 2022.
* DOT and FAA approval to sell and fly to the USA in progress and expected in Oct 2022.
* Toronto based airline focused on providing service to destinations in the USA, Mexico, the Caribbean and high demand Canadian city pairs.
* Greater emphasis on Canadian destinations during peak summer domestic travel season.
* **Ability to increase fleet temporary during peak demand season such as December holiday and March break by leasing aircraft and crews at favorable rate from Canada Jetlines largest shareholder GlobalX**.
* Tour Operator subsidiary, Canada Jetlines Vacations, will be offering travel packages and generate ancillary revenue through commissions from hotel, cruises, ground tour packages, etc.
* Travel Agents still represent significant proportion of bookings globally. Travel agents provide massive reach to committed consumers with an intent to travel.

Business Model

Canadian Competitors

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| **Large Carrier** | Logo  Description automatically generated &  |
| AC, WJ/Sunwing (unions and amenities) will run higher CASMs |
| **Value Leisure** | Shape  Description automatically generated with medium confidence |
| ***Less dense Recaro seats, F&B service, Personal device entertainment*** |
| **LCC and ULCC** |    |
| AT – Quebec focused, European and Southern destinationsFlair – LCC highly leveredLynx – ULCC, not direct competitor and currrently not operating  |

* Raised C$6.5M in July 2021: 30% over subscribed.
* Canadian NEO Exchange listing occurred October 13th, 2021.
* Raised C$3.35M in April 2022
* Currently raising C$1.5-$2.0M, Sept 2022, in non-brokered private placement
* Revenues selling forward 4 weeks, with 3 flights per week (over 900 seats, producing ~ C$1M per month, and charter sales currently being established to increase revenues by 150% of scheduled volume)
* Second airplane currently under development will be operational in Q4/22, further expanding revenue base

**Use of Funds primarily on accelerating growth**

* Financial instrument structure flexibility, structured financing between debt, equity, hybrid instruments. Amounts could be modified if provided/combined with aircraft lease providers, by way of inducements. Structured repayments available.
* **Capital raise target of over the next 6 months C$5-10 million, with potential upsize base on load factors and available aircraft**
* Fleet delivery schedule:

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| --- | --- | --- | --- | --- |
| **Q2 ‘22** | **Q4 ‘22** | **Dec ‘23** | **Dec ‘24** | **Dec ‘25** |
| 1 | +1 = 2 | +5 = 7 | +4 = 11 | +4 = 15 |

* The fleet will consist of Airbus 320s with an excellent dispatch reliability and safety record.
* Configuration: 174 seats single class (vs 180+ for LCC and ULCC), all economy with extra comfort seats available at a premium.

Cashflow from Operations & Financing Requirement

The information contained herein, while obtained from sources we believe to be reliable, is not guaranteed as to accuracy or completeness. This Presentation is for information only and does not constitute an offer to sell or a solicitation to buy the securities referred to herein. No securities regulator or stock exchange has reviewed or accepted responsibility for the adequacy or accuracy of this Presentation. All figures in Canadian dollars unless indicated otherwise.

This Presentation contains “forward-looking statements” and “forward-looking information” within the meaning of applicable Canadian and United States securities legislation (together, “forward looking information”). Except for statements of historical fact relating to Canada Jetlines Operations Ltd. (the “Company”), the statements contained herein constitute forward-looking information, including any information as to strategy, plans or future financial or operating performance. Forward-looking statements are characterized by words such as “plan”, “expect”, “budget”, “target”, “project”, “intend”, “believe”, “anticipate”, “estimate” and other similar words or statements that certain events or conditions “may” or “will” occur. Forward-looking information is based on the opinions, assumptions and estimates of management that are considered to be reasonable at the time the statements are made and are inherently subject to a variety of risks and uncertainties and other known and unknown factors that could cause actual events or results to differ materially from those projected in the forward-looking information. These factors include the need for additional financing; reliance on key personnel; the potential for conflicts of interest among certain officers, directors or promoters; the absence of dividends; competition; inability to secure required governmental, regulatory, stock exchange or other such approvals; the completion of the licensing process; the ability to acquire aircraft on favorable terms and general economic, market or business conditions. In particular, this Presentation contains forward-looking statements pertaining to the following: expectations as to future operations of the Company and the timing and receipt of all regulatory approvals required for operations by the Company; desirability of operating aircraft on certain routes and the pricing of airfares on such routes; anticipated competitive response from existing airlines as well as potential new market entrants which may compete with the Company; impact of governmental regulation on the Company; future development and growth prospects; expected operating costs, general administrative costs, costs of services and other costs and expenses; ability to meet current and future obligations; projections of revenues and profits; ability to obtain equipment, services and supplies in a timely manner, including the ability to lease or purchase aircraft; the destinations the Company intends to service, the details of the Company’s business partners; and ability to obtain financing on acceptable terms or at all.

With respect to forward-looking statements contained in this Presentation, the Company have made assumptions regarding, among other things, the following: the timely receipt of governmental approvals, including the receipt of approval from regulators in the Canada and other jurisdictions where the Company may operate; the timely commencement of operations by the Company and the success of such operations; the ability of the Company to implement its business plan as intended; the legislative and regulatory environments of the jurisdictions where the Company will carry on business or have operations; the impact of competition and the competitive response to the Company’s business strategy; availability of aircraft; timing and amount of capital expenditures; conditions in general economic and financial markets; and the Company’s ability to obtain additional financing on satisfactory terms. The actual results, performance or achievements of the Company could differ materially from those anticipated in these forward-looking statements as a result of the risk factors set forth below, including but not limited to: general economic conditions; the ability of management to execute its business plan; the competitive response from existing airlines in North America and potential new market entrants which may compete with the Company; the impact of the COVID-19 pandemic; the availability of sufficient financial resources to fund the Company’s expenditures; the possibility that government policies, regulations or laws may change or governmental approvals may be delayed, withheld or conditioned; stock market volatility and market valuations; and the availability of capital on acceptable terms or at all.

Although the Company has attempted to identify important factors that could cause actual actions, events or results to differ materially from those described in forward-looking information, there may be other factors that cause actions, events or results not to be as anticipated, estimated or intended. There can be no assurance that forward-looking information will prove to be accurate, as actual results and future events could differ materially from what is anticipated in such information. The reader is cautioned not to place undue reliance on forward-looking information. The forward-looking information contained herein is presented for the purpose of assisting investors in understanding the Company’s expected financial and operational performance and the Company’s plans and objectives and may not be appropriate for other purposes. Management the Company do not undertake to provide updates with respect to forward-looking information, except as may be required by law.

This Presentation also contains future-oriented financial information and financial outlook information (collectively, “FOFI”) about the pro forma revenue of the resulting issuer 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 the Company’s anticipated future business operations. the Company 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. Such future-oriented production information 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

Experienced Senior Management

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| A person in a suit smiling  Description automatically generated with medium confidence | **Eddy Doyle – Chief Executive Officer*** Over 35 years experience in aviation. Ed started his career as a pilot in the Canadian Air Force before joining Air Canada in 1989.
* Over 11,000 hours flying experience - has flown Airbus and Boeing aircraft domestically and internationally.
* At Air Canada was responsible for nearly 4,000 pilots, dispatchers, load agents, and administrative staff.
* Played a crucial role in the Air Canada restructuring process of 2004, the negotiation with the pilots’ union of the agreement that allowed the creation of Rouge, and major cost control improvements.
* After retiring from Air Canada, Ed took the position of Deputy-CEO at Bamboo Airways in Vietnam, where he helped launch the airline.
* Grew the airline to 25 aircraft (A320 & B787) by the end of its first year in operation.
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| A person in a suit smiling  Description automatically generated with low confidence | **Percy Gyara – Chief Financial Officer** Percy has an extensive experience in the airline industry. He previously served as VP Finance at Sunwing Travel Group for 10 years, managing Airlines, Tour Operator, Hotels and Destination management company division.* Percy also worked at Skyservice Airlines managing their Finance Department.
* Percy has been instrumental in success of Sunwing Travel Group’s vertical integration plan. STG grew 30% YOY under his tenure. Airlines division grew from 10 aircrafts to 40 aircrafts and hotel division started operations in 2015 and grew rapidly to 10 hotels in the Caribbean with a total of owned and managed 10,000 rooms.
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|  | **Duncan Bureau – Chief Commercial Officer*** Duncan was recently Senior VP Sales & Distribution at Etihad
* President Air Canada Rouge.
* Global Vice President Sales & Distribution Air Canada.
* Senior VP Global Sales & Distribution at Malaysia Airlines.
* VP Sales & Partnerships at Westjet.
* In the coming months, Duncan will be building the commercial team and establishing Canada Jetlines Tour Operations business and distribution strategy.
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|  | **Brad Warren – Chief Operating Officer*** Brad has over 25 years of experience in the airline industry. Prior to joining Canada Jetlines Brad served as the Managing Director at Air Canada accountable for line maintenance with more than 1,800 maintenance technicians across Canada and around the globe. Prior to that he held a senior leadership role at Air Canada Rouge after his time as Vice President of maintenance for Air Georgian and Regional 1.
* Brad is very familiar with the Airbus 320 family having worked with this aircraft type both at Rouge and Air Canada.
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