# Voyager Global, Inc.

***Lighter-than-Air technology (LTA) will prove itself the most efficient and profitable form of transportation in the 21st century, beating all other modes in time and fuel economy and by providing an unparalleled passenger experience.***

## Project Pitch Deck

## Executive Summary

According to the US government's **Bureau of Transportation Statistics (BTS)**, which tracks transportation data both domestic and foreign, the global community consumed **1.2 trillion gallons of fuel in 2019**.

What if we could **reduce that consumption by 50%** while simultaneously reducing delivery times, infrastructure costs, transportation congestion, and pollution simply by using an **advanced transportation technology**?

**Lighter-than-Air technology (LTA)**, already proven viable in the early 1900s, is a more advanced transportation solution because it has several inherent efficiency advantages not shared by any other transportation technology; for example, direct path access, weightless cargo, and a maintenance-free transportation infrastructure, to name a few.

**Direct path access**: Because LTA uses the earth's atmosphere as its transportation infrastructure, it can travel in a straight line from departure to destination, significantly reducing travel time and fuel consumption.

**Weightless cargo**: Because buoyancy cancels the effects of gravity, the aircraft and its cargo are virtually weightless, significantly reducing fuel and time consumption. There are no grades with LTA.

**A maintenance-free transportation infrastructure**: The earth's atmosphere doesn't require maintenance or upgrades.

All three advantages work to significantly decrease overall transportation costs—a win-win for taxpayers, consumers, and entrepreneurs.

Regarding the technology's revival, we have a different philosophy in that we recognize the Germans' success with LTA and, unlike our competition, are not seeking to reinvent the technology.

Instead, we are simply beginning where the German LTA program stopped by adopting and modernizing their most advanced design.

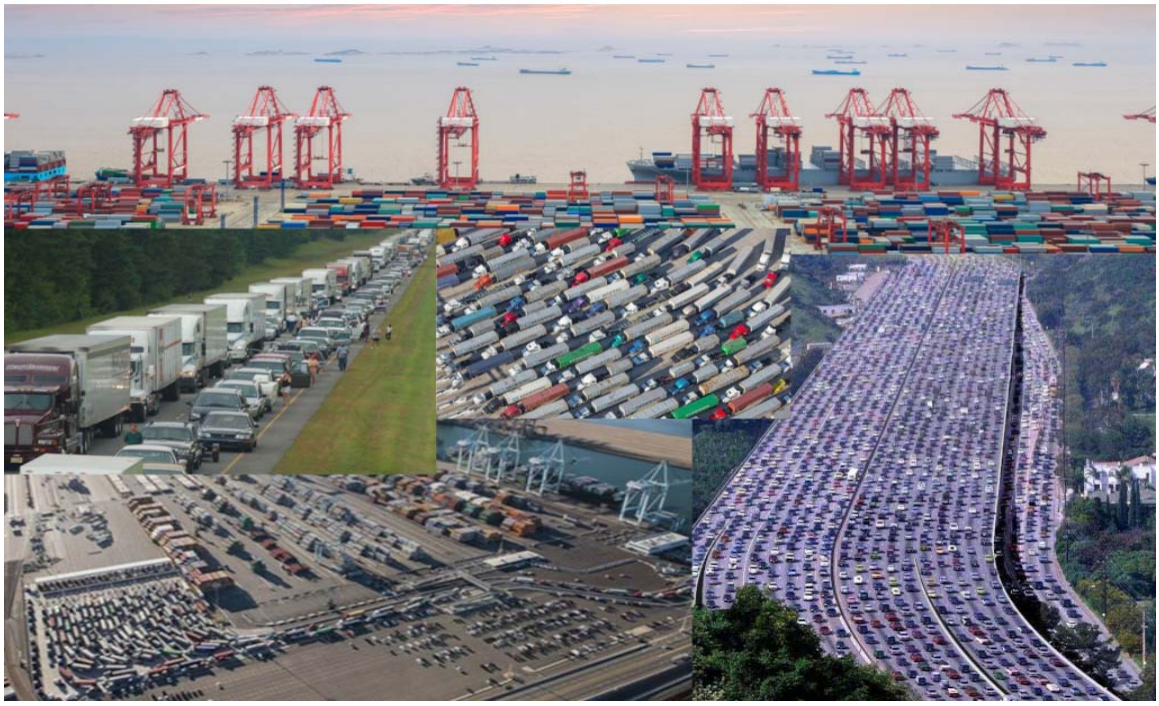
This eliminates the wasteful spending of investor capital on unnecessary R&D and the building of a scaled-down version of our design (prototype), which ultimately has no real capabilities nor is a requirement in today's aircraft industry.

**Profitability**: Because LTA is a **more economical and capable transportation technology** that will service many diverse global markets, it will usher in a **new era of logistics** and become the most profitable form of transportation in the 21st century.

## The Problem

The **growth of the world's economies is being strangled** by a costly and inefficient transportation infrastructure that will never be adequate and always in a state of repair.


**The Perpetual Cycle - build, saturate, build again...**



The US spends on average **$250 billion per year** upgrading and maintaining its roads and highways.

In addition, the seven Class I railroads spend an average of **$20 billion per year** maintaining their railroads and bridges, bringing the total maintenance cost for the US transportation infrastructure to **more than $270 billion per year**.

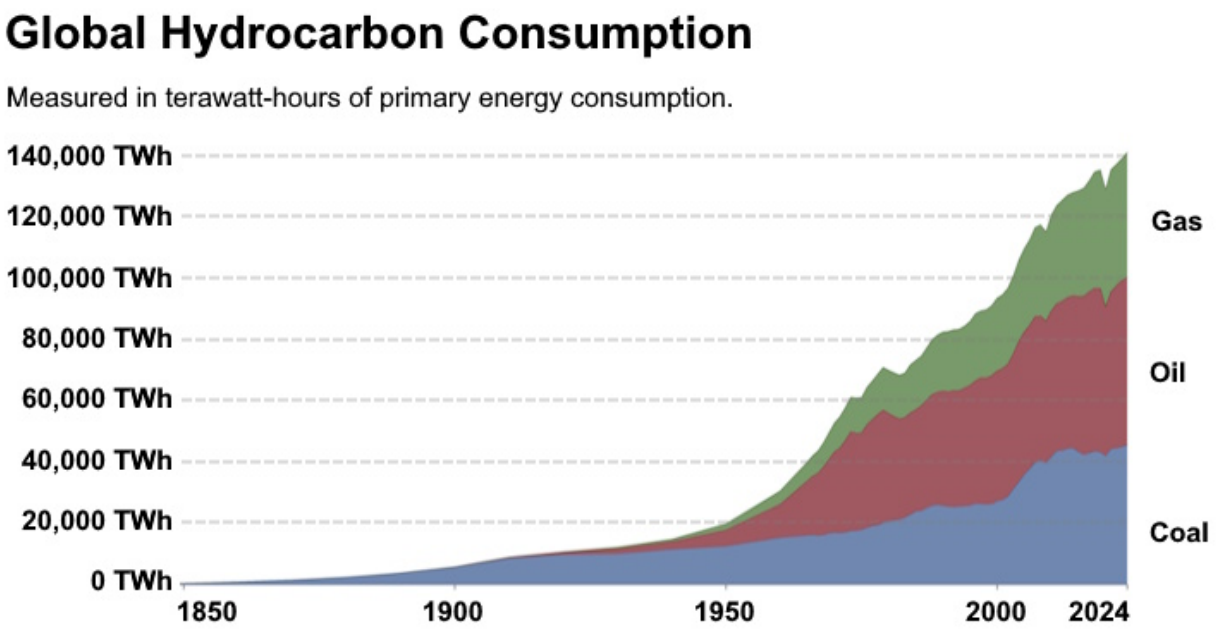
Besides the high maintenance cost, there is also a high cost for using a **ground-based transportation infrastructure**.

For example, it could easily be argued that at least **50% of global fuel consumption** is caused by the vehicle's struggle with gravity while traversing a grade or hill.

To understand gravity's impact on fuel and time consumption, let's consider the railroad industry where, on a flat track, only **5 lbs. of force** is required to move a 2,000 lb. load. If we add a **.25% grade**, which is only **3 inches of rise in 100 feet of track**, the force must be doubled to **10 lbs**. per 2,000 lbs. of load. Increasing force also increases fuel consumption and time consumption as well.

Adding fuel to the problem, pun intended, increasing the grade to **1%** quadruples the force requirement to 20 lbs., which also increases fuel and time consumption by a multiple of 4. Compounding the issue, some road and rail grades exceed 10%.

| Force required per ton | Rise over 100 feet of track | Force multiplier |
|---|---|---|
| 0% grade = 5 lbs. / ton | 0 ft | 1 |
| 1% grade = 20 lbs. / ton | 1 ft | 4 × 0% grade |
| 2% grade = 40 lbs. / ton | 2 ft | 8x |
| 3% grade = 60 lbs. / ton | 3 ft | 12x |
| 4% grade = 80 lbs. / ton | 4 ft | 16x |



## Lighter-than-Air Technology (LTA) is the Solution!

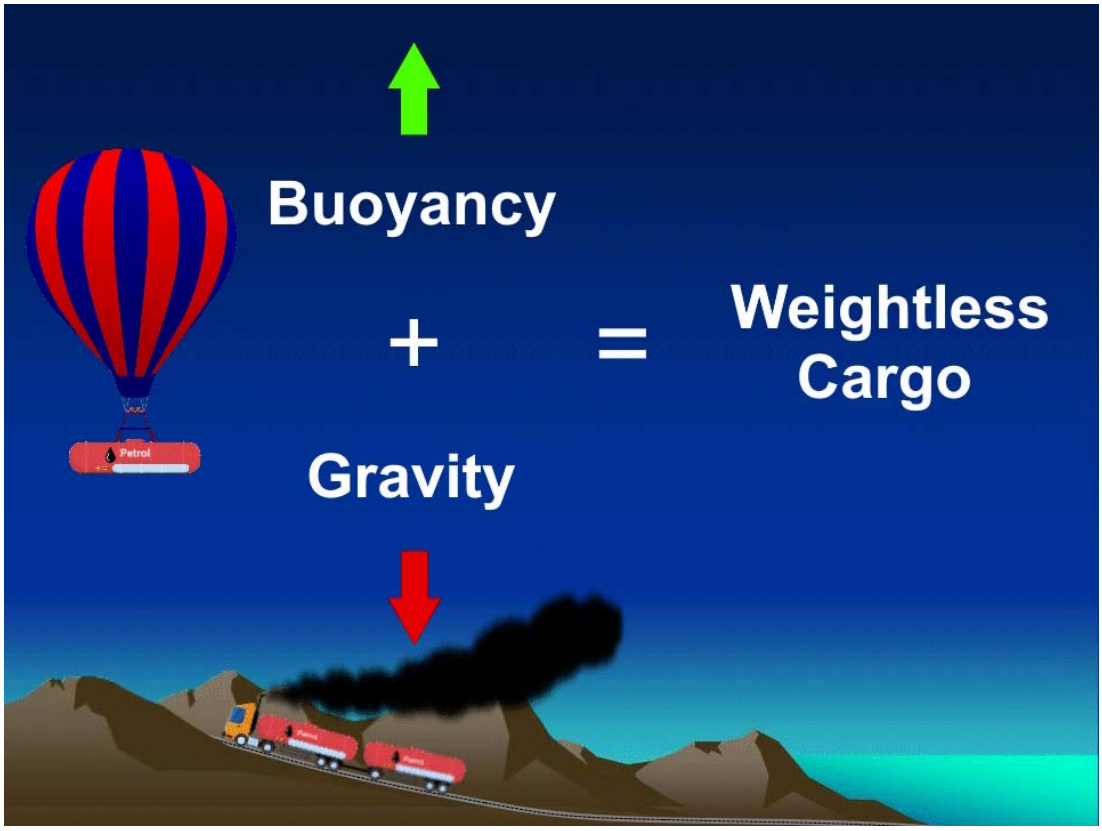

**Lighter-than-Air technology** is **the solution** because LTA has the **capability to perform work without consuming fuel, a**nd because it uses a **superior transportation infrastructure**, the earth's atmosphere, which is congestion-free, requires no maintenance or upgrades, and has no size, weight, or speed limitations. **No other transportation technology shares these advantages**.

## LTA's Advantages

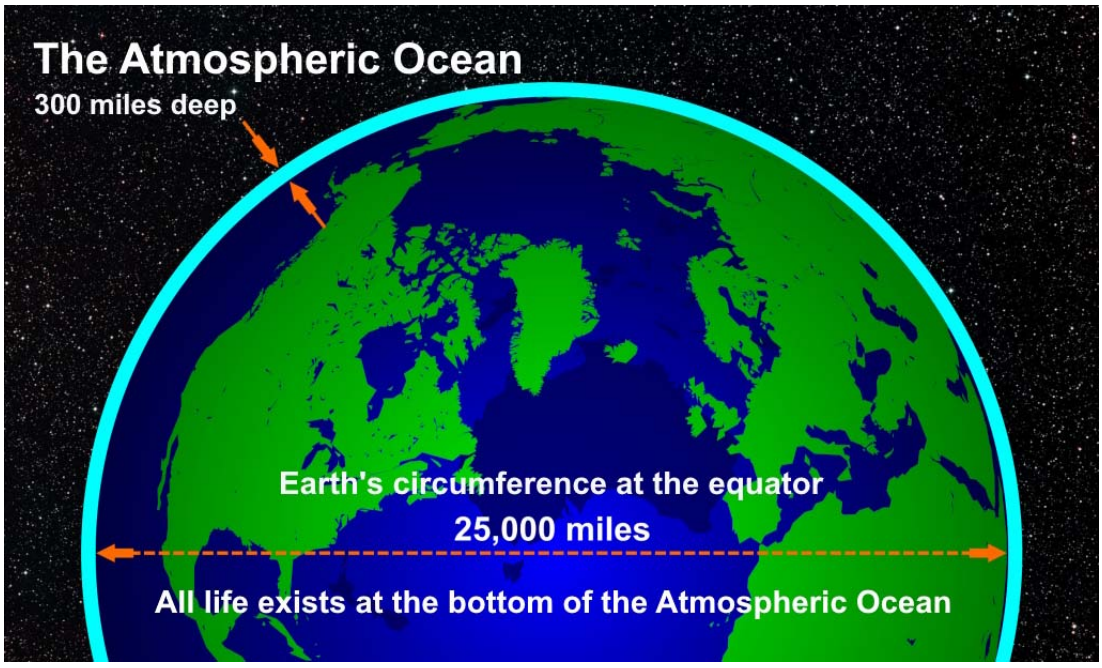
LTA's **inherent advantages** over current transportation technologies are manifold:

- The airship and its cargo are virtually weightless because of buoyancy.
- There are no grades with LTA.
- Uses a maintenance-free transportation infrastructure.
- Can access all geographic locations.
- No size, weight, or speed limitations.
- Able to travel in a straight line nonstop from point of origination to destination.
- Greater fuel and time efficiency versus all other transportation technologies.
- Lower vehicle maintenance cost.
- Removes traffic from an overburdened transportation infrastructure.
- Passengers do not experience claustrophobia, air, or motion sickness.
- LTA is a **multi-market technology** in addition to being a global technology.

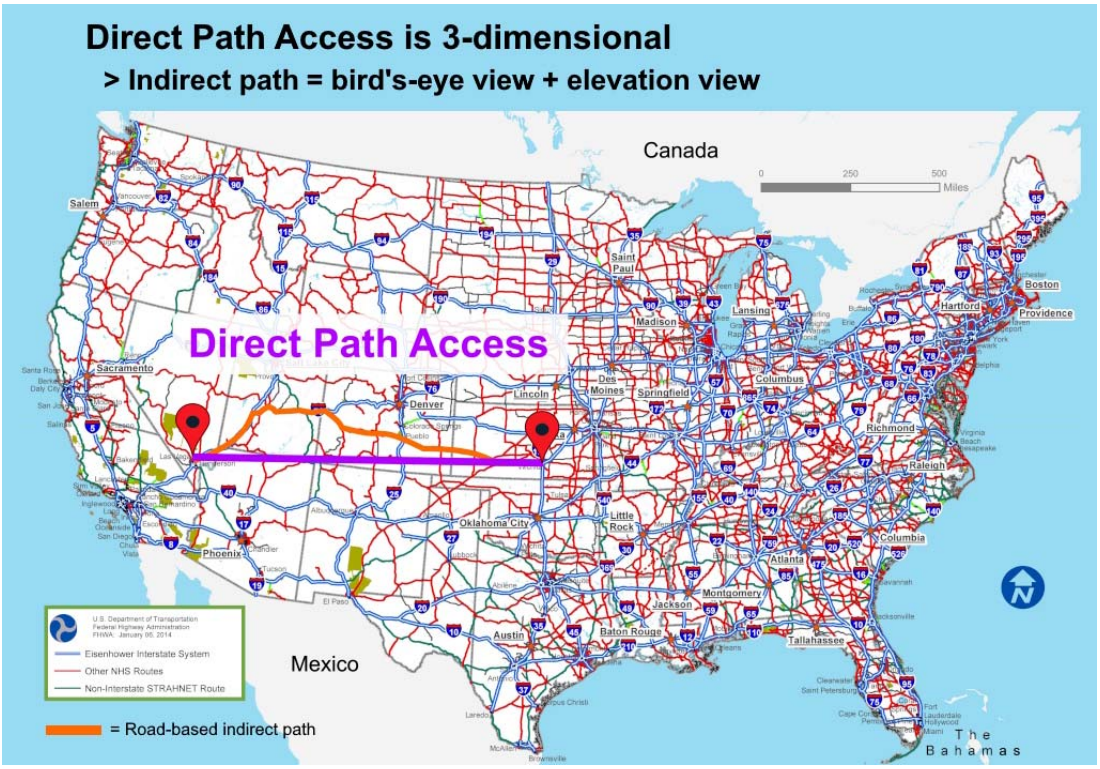
Because **buoyancy cancels the effects of gravity**, there are no grades with LTA, resulting in **enormous fuel and time savings**, which is not possible with any other transportation technology.




LTA uses the earth's atmosphere as its **maintenance-free transportation infrastructure**, which has no size, weight, or speed limitations. And unlike the aquatic ocean, it has no coastline, allowing access to all geographic locations.



Using the earth's atmosphere, LTA can take a **direct path from departure to destination** because there are no intersections, required turns, or congestion, resulting in greater fuel and time efficiency versus all other forms of transportation.




LTA can **transport cargo to more places with greater efficiency**, not only reducing congestion but also the **frequency of the maintenance and upgrades** required for our roads, highways, and railways.

## The Benefits of Buoyancy are Universal

The benefits of buoyancy enjoyed in the aquatic oceans of the world **are equally available in the Earth's atmosphere**.

We struggle to comprehend this truth because we have not witnessed a successful airship program since the 1930s.

As an example, consider how several million tons of steel and product are supported by a fluid like water—no energy consumption required.


Also consider how a nuclear submarine, **much like an airship**, can remain suspended, floating in its environment despite weighing several thousand tons.

## LTA versus the Weather

It's a **common misconception** that LTA in general is a "**fair weather**" technology.

While this is certainly **true for the impotent blimps and LTA prototypes of today**, the Germans of the early 1900s had **no reservations** about flying their **hydrogen-filled airships** in extreme weather, including:

- Extreme heat
- Thunderstorms
- Torrential downpours
- Lightning
- High winds
- High altitudes
- Extreme cold
- Sleet
- Snow

**The Hindenburg**, the largest aircraft ever built, had a cruising speed of **75 mph** and top **speed of 85 mph**—which are equivalent to **category 1 hurricane wind velocities**.

During WWI, while on **bombing raids over England** and her allies, the **German Zeppelins** would often encounter severe thunderstorms where they were subjected to **lightning strikes** and **St. Elmo's Fire** with little or no damage to the airship.

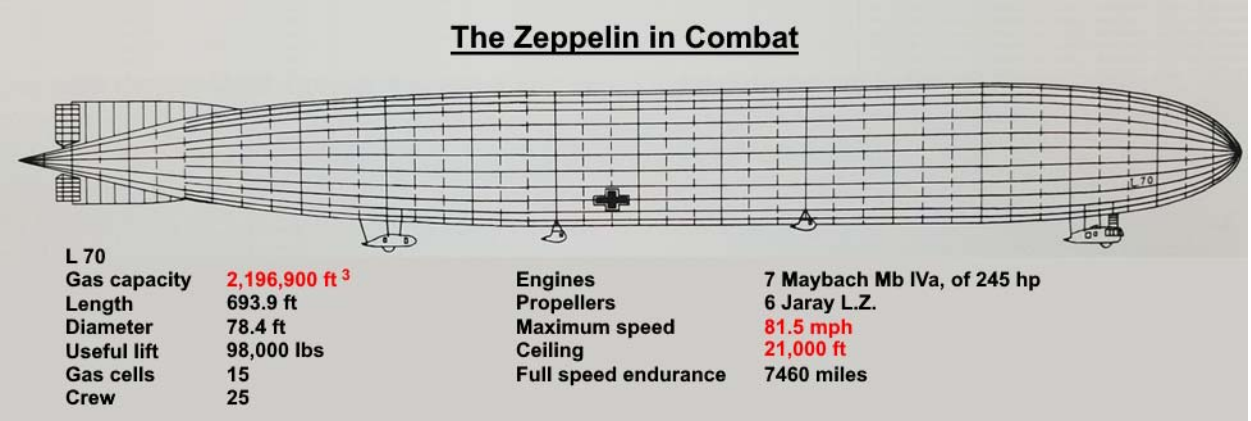
Conditions known as "**thundersnow**" were often encountered where a thunderstorm with high winds and heavy rain would **morph into driving snow**, **sleet**, and **softball-sized hail** while displaying both thunder and lightning.

On multiple occasions **while traveling down to Brazil**, they would encounter **torrential downpours,** causing the airship to accumulate **9 tons of additional weight**.

The **Germans had complete faith in their LTA design** and, more importantly, in **their flying skills** because they had accumulated extensive experience flying in all types of weather over continents, oceans, and around the world.

They accomplished these feats in airships constructed of inferior materials, 1930s **diesel engines** equipped with wooden propellers, using unreliable maps, navigation by **dead reckoning**, and **virtually no weather prediction capabilities**.

- For more details, see the link for "**Zeppelin History Primer**" on our homepage.



## LTA's Most Successful Airship

The **Graf Zeppelin**, **commissioned in 1928**, is still considered the most successful airship in history because of her long service and amazing accomplishments, which were cut short by the onset of World War II and the eventual destruction of Germany.

Her greatest accomplishment was the **Around the World Expedition in 1929,** during which she circumnavigated the globe in just 21 days, flying over **21,000 miles** at an average speed of **71 mph,** carrying **60 men and 1 woman** across oceans and vast uncharted lands that had not been seen nor visited by man.

During her Arctic flight in 1931, the Graf made a successful **trip to the North Pole**.

She also made multiple trips across the **North Atlantic,** encountering some of the harshest flying conditions, as well as numerous trips down to the **tropics in Brazil**.

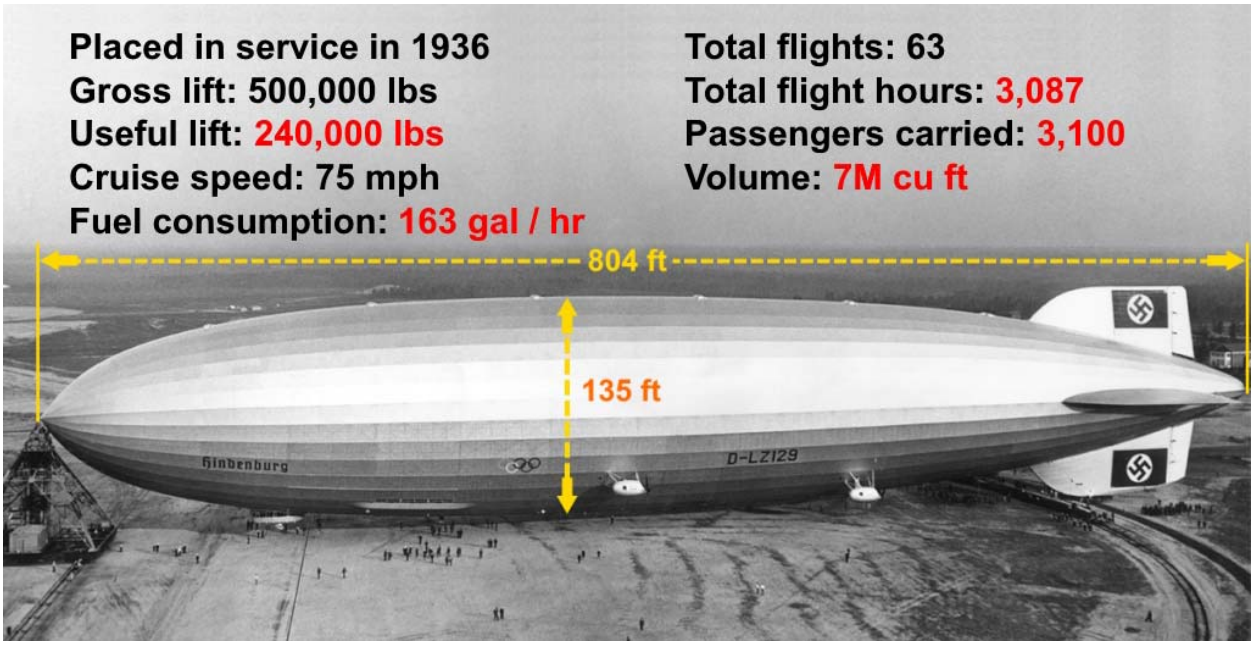
A **testament to her superior design**, she only sustained minor damage to her port horizontal fin after **encountering a typhoon** during her first North Atlantic crossing.

The success of the Graf Zeppelin was due in part to her exceptional design but **more importantly to the experience** of her flight crew, which was gained while flying sorties in extreme weather and at high altitudes during WWI.

## LTA's Most Advanced Design

The airship "**Hindenburg**" and her sister ship "Graf Zeppelin II" still represent the leading LTA design and the **largest, most fuel-efficient aircraft in history**.

The Hindenburg, with a **useful lift of 240,000 lbs**., only consumed **163 gallons of diesel fuel per hour** at a **cruising speed of 75 mph**.




## Boeing 757-200 Efficiency Stats

In contrast, the 757-200, which is the **most utilized aircraft in the cargo industry**, can only carry 70,000 lbs. but consumes an incredible **1,500 gallons** of fuel per flight hour.

## US Military Cargo Aircraft Efficiency Stats

**Excessive fuel consumption** is an even greater problem for the US military / American taxpayer, as is demonstrated in the specs for their most popular cargo aircraft.


Nicknamed “**FRED**” (Freaking Ridiculous Economic Disaster) by its flight crews, this aircraft is the granddaddy of all the fuel-thirsty US military aircraft.


Of course, the list would not be complete without mentioning the **US Army’s workhorse** and go-to aircraft for **humanitarian aid** missions.

## Ton-Mile per Gallon – A Better Metric

Measuring efficiency in fuel consumption per flight hour or miles per gallon isn't enough.

**To make a fair comparison** across different transportation technologies requires a metric that embodies the following elements:

- **Freight transported**
- **Distance traveled**
- **Fuel consumed** while transporting

The "**ton-mile per gallon**" (**tm/gal**) metric combines all three.

The formula for calculating tm/gal is as follows:

**Freight transported (tons) × distance traveled (miles) ÷ fuel consumed (gallons)**

**Example**: 20 tons × 300 miles ÷ 50 gallons = **120 tm/gal**

**Simply put**, a vehicle that has an efficiency of 120 ton-miles per gallon (**120 tm/gal**) can **theoretically transport** 120 tons of freight 1 mile on 1 gallon of fuel.


We can also use **speed** to calculate ton-miles per gallon:

- Speed: 60 mph
- Distance: 300 miles
- Load: 20 tons
- Fuel consumption: 10 gallons per hour

The time required to travel 300 miles at 60 mph = 5 hours

- 5 hours × 10 gallons per hour = 50 gallons of fuel total

Calculating ton-miles per gallon:

- 20 tons × 300 miles ÷ 50 gallons = **120 tm/gal**

As shown in the chart on the next page, a **faster speed** may not be enough to compensate for **greater fuel consumption**, ultimately resulting in a lower ton-mile per gallon rating versus a slower vehicle with better fuel efficiency.

## LTA's Efficiency vs. Today's Transportation Technologies

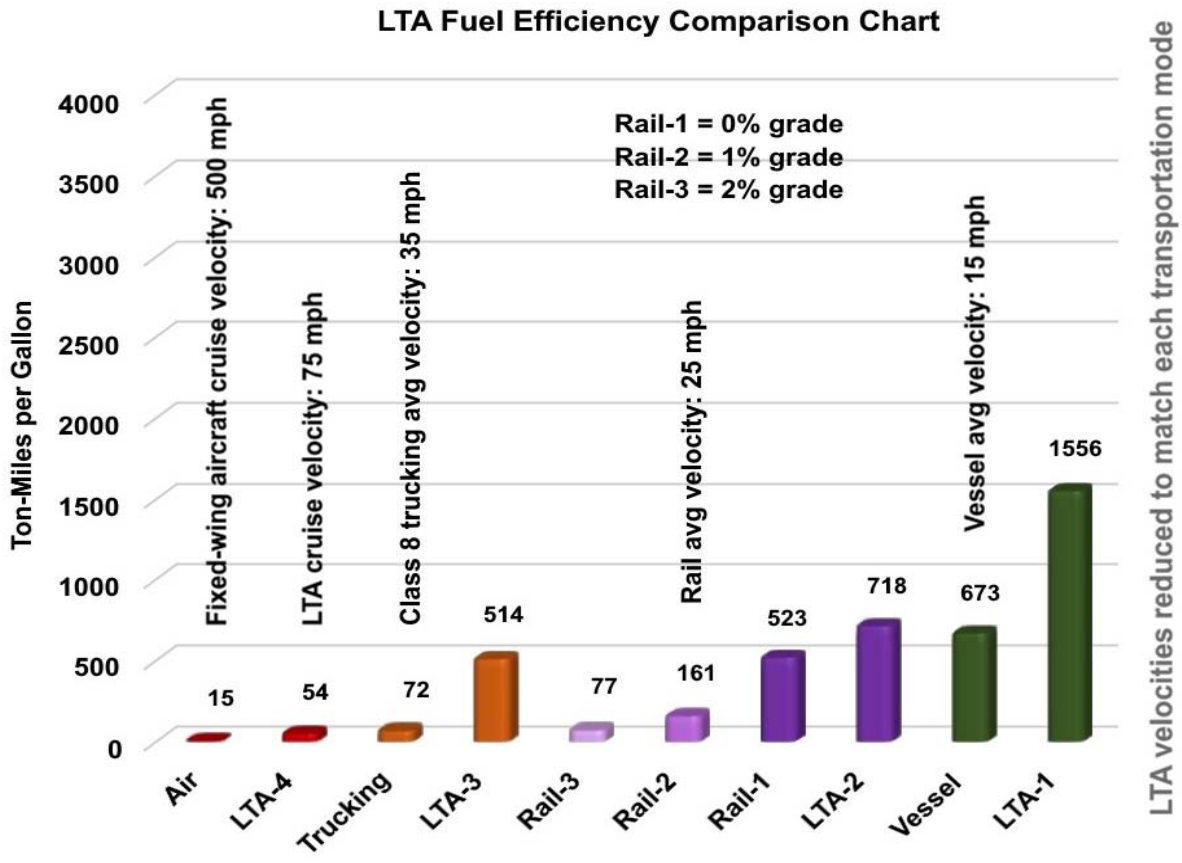
In the chart below, **LTA's ton-mile per gallon efficiency** is compared against **today's cargo transportation technologies**—air (fixed-wing aircraft), trucking, rail, and shipping by vessel.

For LTA's values, we use the **Hindenburg's performance metrics**, which are based on 1930's naturally aspirated diesel engine technology equipped with fixed-pitch wooden propellers—**inferior equipment by today's standards**.

For **rail**, which is considered **the most fuel-efficient ground transportation**, we include additional comparisons to demonstrate how small increases in grade significantly **decrease fuel and time economy**.

As shown with **LTA-4's** superior tm/gal efficiency at 75 mph versus fixed-wing aircraft (Air) at 500 mph, a **greater speed does not necessarily equate to better efficiency**.

Although LTA's tm/gal values clearly demonstrate its superiority, they do not include the added benefit of **direct path access,** which further enhances its efficiency advantage.




- **Note:** in the chart above, LTA's values are calculated using the average speed for the transportation technology it's being compared against.

## Profitability – The TAM, SAM, SOM

The Total Addressable Market (TAM), Serviceable Available Market (SAM), and Serviceable Obtainable Market (SOM) are metrics used to "**estimate**" the profit potential for any innovation.

Experienced investors know these values **rarely, if ever, materialize** and only use them for reference, with the most important being the TAM and SOM.

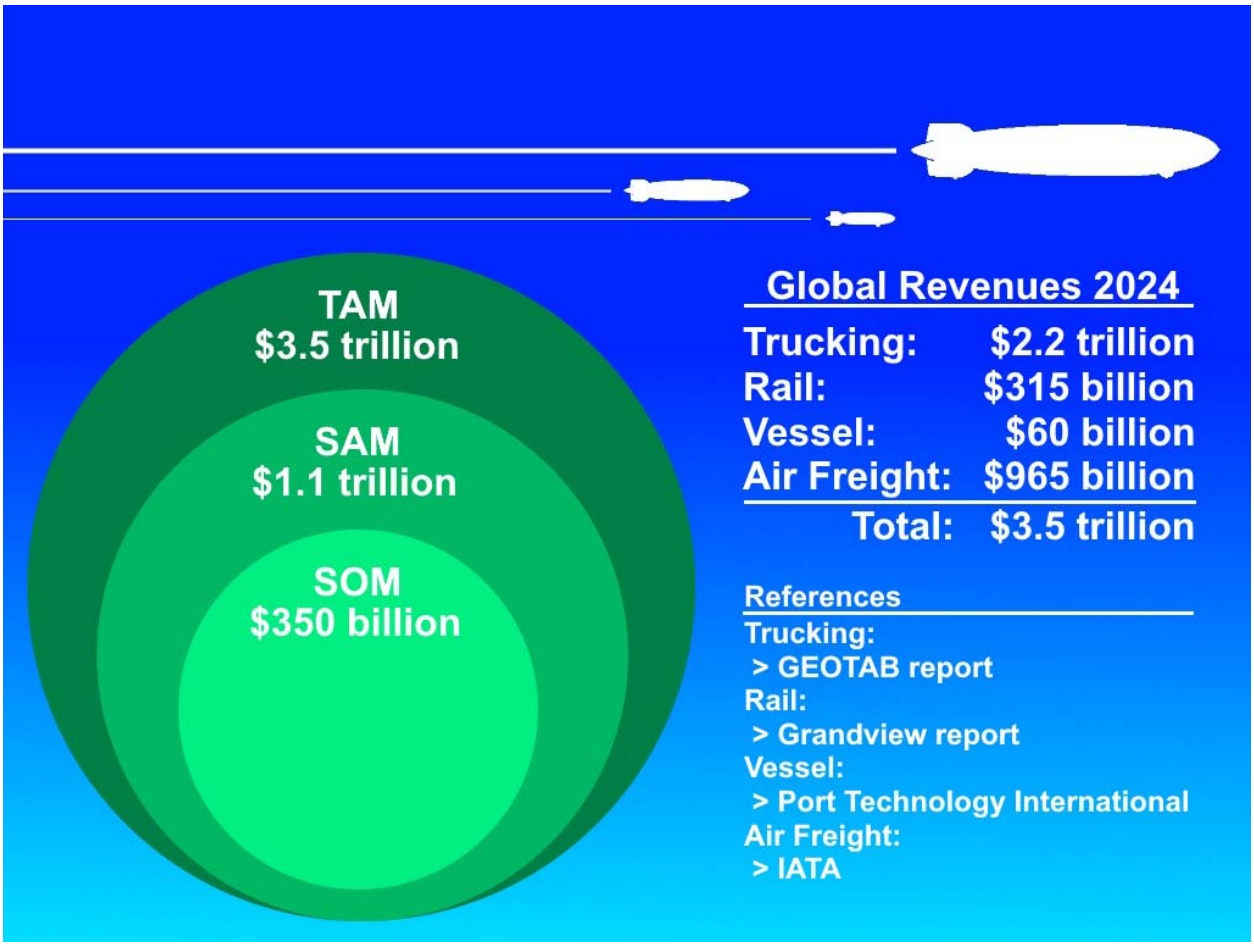
That said, LTA's inherent efficiency advantages place it in direct competition with all 4 transportation modes, not just nationally, but globally.

For this reason, we must consider the Total Addressable Market (TAM) and Serviceable Obtainable Market (SOM) at the global level to have an accurate picture of profitability.

The values in the image below reflect the estimated annual revenue for each transportation mode as provided by various government agencies.

As seen, even at a **very modest 10% of TAM**, the SOM for LTA demonstrates a **very lucrative annual revenue potential.**

We believe **30% of the TAM to be reasonably obtainable**.



## How We Make Money: Marketing the Trucking - Air Price Gap

We have identified **more than 60 markets** that LTA will serve.

These are divided into two primary categories: passengers and freight.

One opportunity in the freight industry will be **serving the niche market** between **trucking** and **air** (fixed-wing aircraft), as shown in the chart below.

Having no other alternative, many customers pay more to ship by air because shipping by truck takes more time than their schedule will allow.

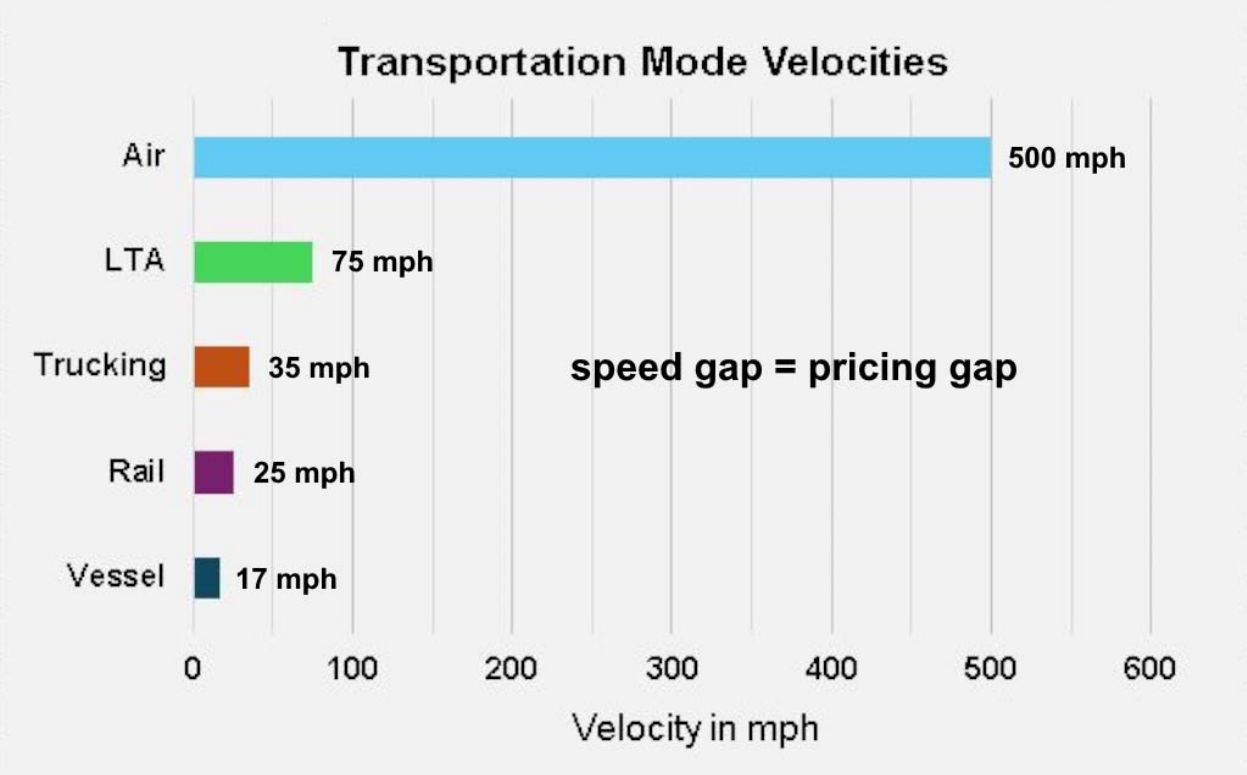
Based on the chart below and previously mentioned efficiency advantages, **LTA is faster than trucking** while simultaneously being **more fuel and time efficient**.

This equates to **lower operating costs** and greater profit potential.

In addition, **sensitive products such as electronics** must be shipped by air because there's **less potential for product damage** versus shipping by truck or rail.

At a value of **$99,000 per ton** for products shipped by air versus **$1,016 per ton** for items shipped by truck, it's easy to realize **profitability will only increase** when utilizing a more efficient technology like LTA.

Higher-value items shipped on lower-cost transportation equal **greater profit margins**.

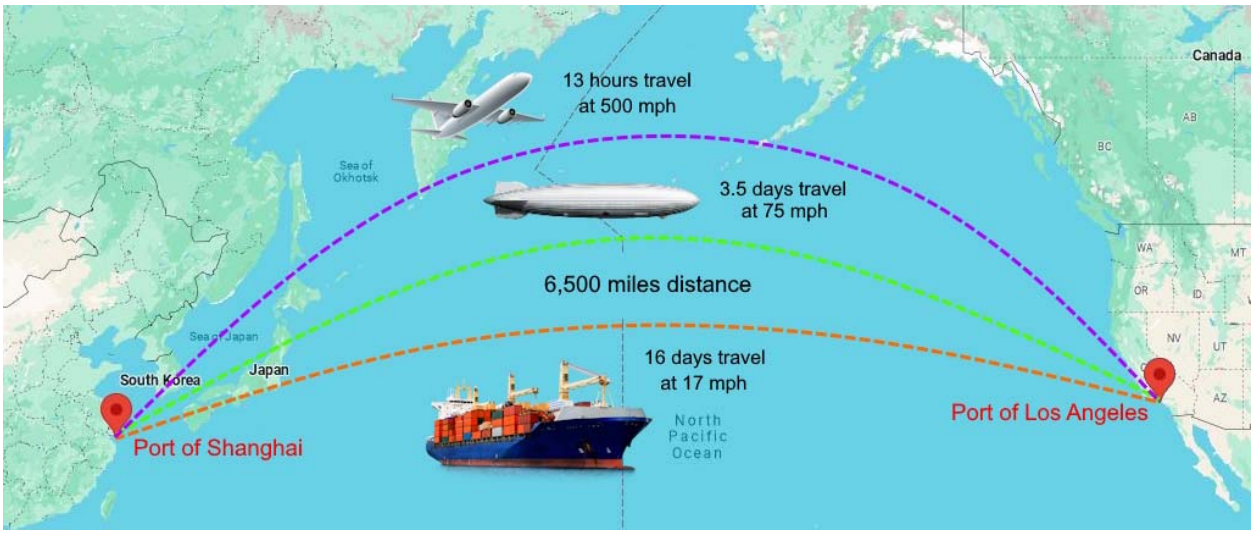


## How We Make Money: Marketing the Vessel - Air Price Gap

The following graphic shows the time required to transport **products from China's busiest port** to the US's closest port using three different transportation modes.

As with trucking, the **logistics industry** often ships products via air (fixed-wing aircraft) because shipping by vessel takes longer than the customer's scheduling will allow.

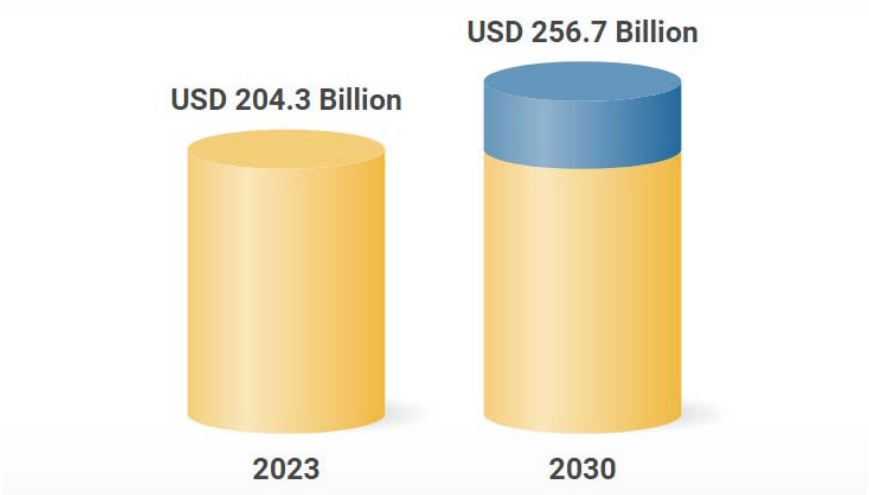
By providing a faster alternative, **LTA will fill the lucrative niche** between the much slower shipping by vessel and the higher-priced shipping by air (fixed-wing aircraft), as demonstrated by the travel durations in the illustration below.




- As seen in the illustration above, the average cruising speed for container ships and tankers is approximately 14 knots or **17 mph**.

## Global Cargo Market Growth - CAGR

Global cargo shipping was valued at **$204 billion** in 2023 and is forecasted to grow to **$257 billion** by 2030, at a compounded annual growth rate **(CAGR) of 3.3%**!



## World's Largest Potential Customers

The chart below is an excerpt from a report produced in 2014 by the **Government Accountability Office (GAO)** outlining all LTA projects funded by the US government for the 5-year period it covered.

As shown, the total for all **10 projects** was approximately **$1.2 billion**.

Only **3** projects **produced prototypes** as indicated by the red arrows.

These 3 projects spanned **more than 10 years each** and cost American taxpayers more than **$100 million per program**.

Sadly, two of the prototypes were destroyed, with the third being dismantled and warehoused.

Although the outcome of the projects is disappointing, what's important to realize is that the **US government recognizes LTA's potential** and is **actively pursuing** the technology as a **solution to its growing transportation costs**.

As an example, in 2022 the DoD spent nearly **$20 billion** on fuel alone.

In addition, there **are many other countries** like the US whose governments are seeking a similar solution to the same problem.

# US Government Spends $1.2 Billion on LTA

Table 1: Inventory of Aerostat and Airship Efforts as of June 2012

| Name | Purpose | Number of units | Total funding Fiscal years 2007-2012 (Millions of dollars) | Status |
|---|---|---|---|---|
| **Fielded, completed, or terminated** | | | | |
| **Airships** | | | | |
| Advanced Airship Flying Laboratory (AAFL, also known as MZ-3A) | Test ISR and communication payloads (Intelligence, Surveillance and Reconnaissance) | 1 | $14.1 | Fielded |
| Blue Devil Block 2 | Demonstrate persistent multi-intelligence ISR capabilities | 1 | $243.6 | Terminated |
| High Altitude Endurance-Demonstrator (HALE-D) | Demonstrate ISR capabilities at high altitudes | 1 | $36.3 | Completed |
| HiSentinel | Demonstrate ISR capabilities at high altitudes | 2 | $11.2 | Completed |
| Star Light | Develop and demonstrate a high altitude and long endurance airship | 1 | $2.1 | Terminated |
| **Under development** | | | | |
| **Airships** | | | | |
| Integrated Sensor Is Structure (ISIS) | Develop and demonstrate radar sensor fully integrated into a stratospheric airship | 1 | $471.4 | Under development |
| Long Endurance Multi-Intelligence Vehicle (LEMV) | Develop and demonstrate a hybrid prototype airship for long-endurance ISR support | 1 | $275.9 | Under development |
| Project Pelican | Develop and demonstrate a hybrid airship with a rigid internal structure and test airship buoyancy control technologies | 1 | $42.4 | Under development |

## Transforming the Logistics Industry

Imagine a world where products are transported **directly from the manufacturer to the retailer**, eliminating all middle costs.

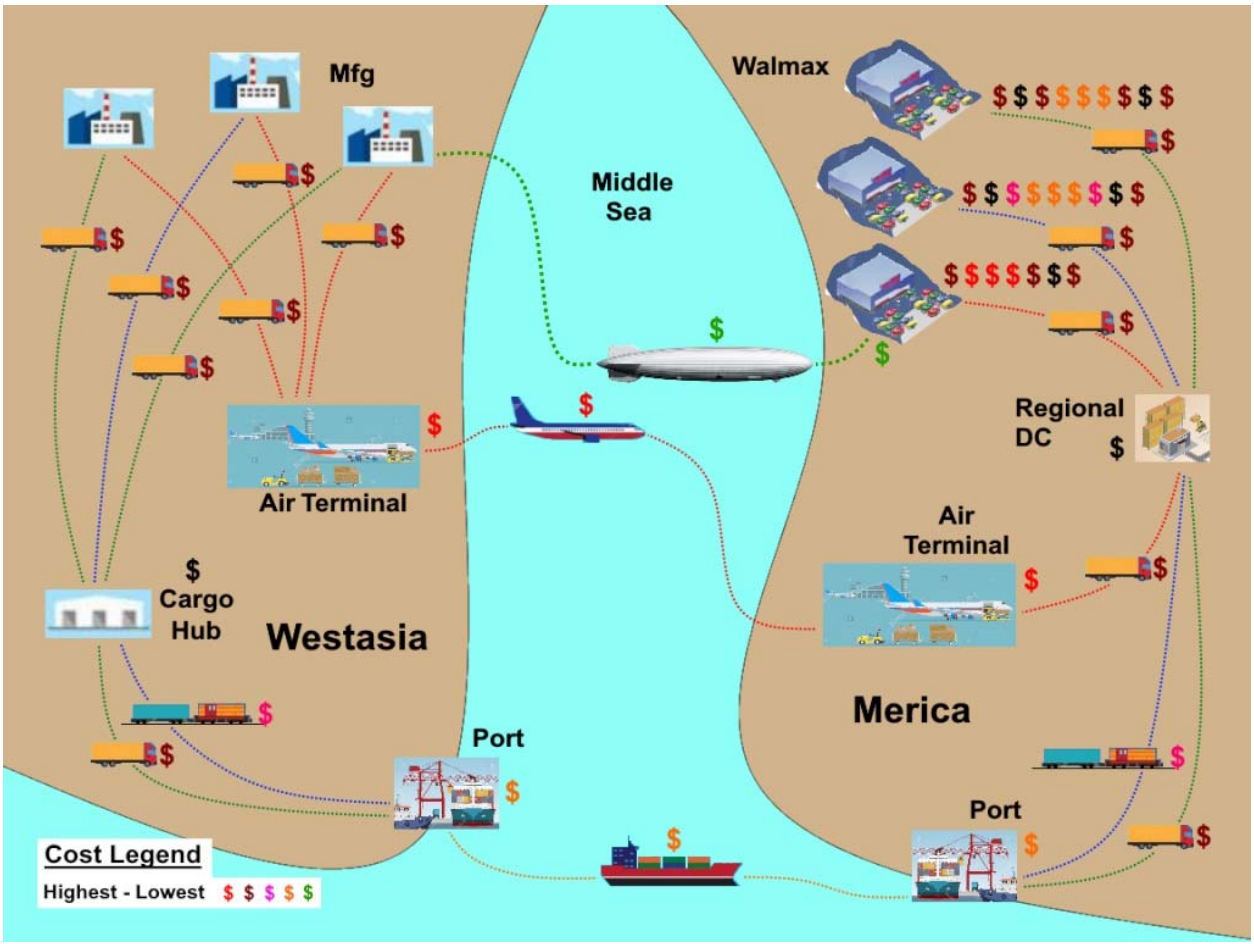
**LTA has this capability**, which takes the technology to a whole new level beyond all previously mentioned efficiency advantages, **spawning a new and revolutionary branch of logistics**.

In the schematic below, the transportation cost for each path from manufacturer to retailer is tallied in the upper right and is based on the type of transportation modes used and the number of stops required along the way.

Additionally, each transportation mode is individually ranked **based on its operational cost,** which is represented by the color of its associated dollar sign—see the “Cost Legend” in the lower left.

As illustrated, **LTA greatly simplifies** the shipping process.

Couple that with its previously mentioned **fuel and time efficiency advantages**, and it’s easy to see LTA's **exceptional superiority** to other forms of transportation.



## How We Succeed Where Others Have Failed

All failed LTA programs of the past share the same **philosophy of trying to reinvent the technology.**

Unlike our predecessors, we recognize the accomplishments of **the only successful LTA program in history**, the **German Zeppelin program of the early 1900s.**

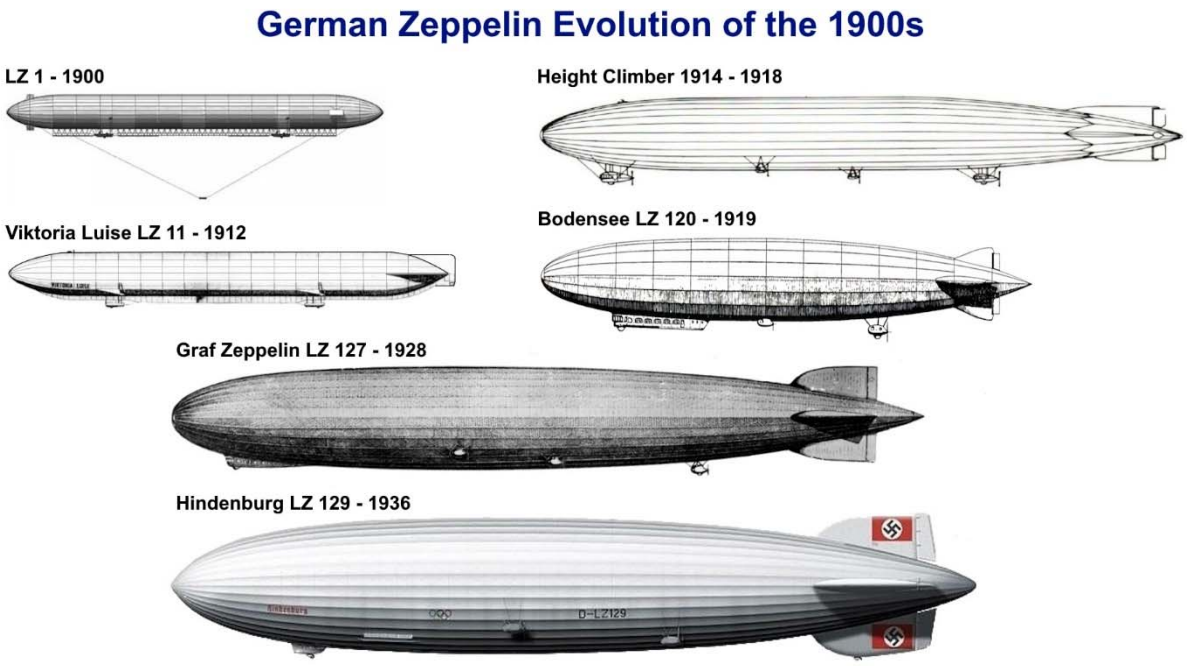
Our plan is to **revive their program** by bringing their most advanced design into the 21st century using modern build materials, advanced 3D design, and contemporary manufacturing to produce a stronger, lighter, more capable airship.

This is the **most logical and economical path to success,** as it eliminates much of the R&D cost and the need to **squander investor capital** on a scaled-down prototype that **has no real capabilities**.

Our philosophy is that **the professionals of the German Zeppelin program took LTA beyond the prototyping stage** by building **140 airships,** successfully flying them over a **40-year period**, and demonstrating their capabilities to the world by transporting the first passengers and cargo across continents, oceans, and around the world by air.

**We are simply building on their success.**

Our strategy is **to build a fully functional airship** and then demonstrate its capabilities to the global community by completing several diverse missions while simultaneously providing real-world training for our flight crews, plus aiding the FAA in the development of its certification rules and regulations.



## Our Design

Below is a 2D (two-dimensional) representation of our design.

The coloring in the image does not represent our final color scheme but is used to clearly display the different design components.

Overall dimensions are 686 feet in length, 110 feet at the largest diameter, and an air volume of 4,868,494 cubic feet.

As previously mentioned, our airframe is an upgraded version of the Hindenburg design, the only airship design that has been proven airworthy in all weather conditions.

Using a proven design significantly reduces R&D costs and eliminates the need to build a scaled-down prototype that has little to no capabilities and cannot provide a real-world platform for flight crew training or FAA rule and regulation development.

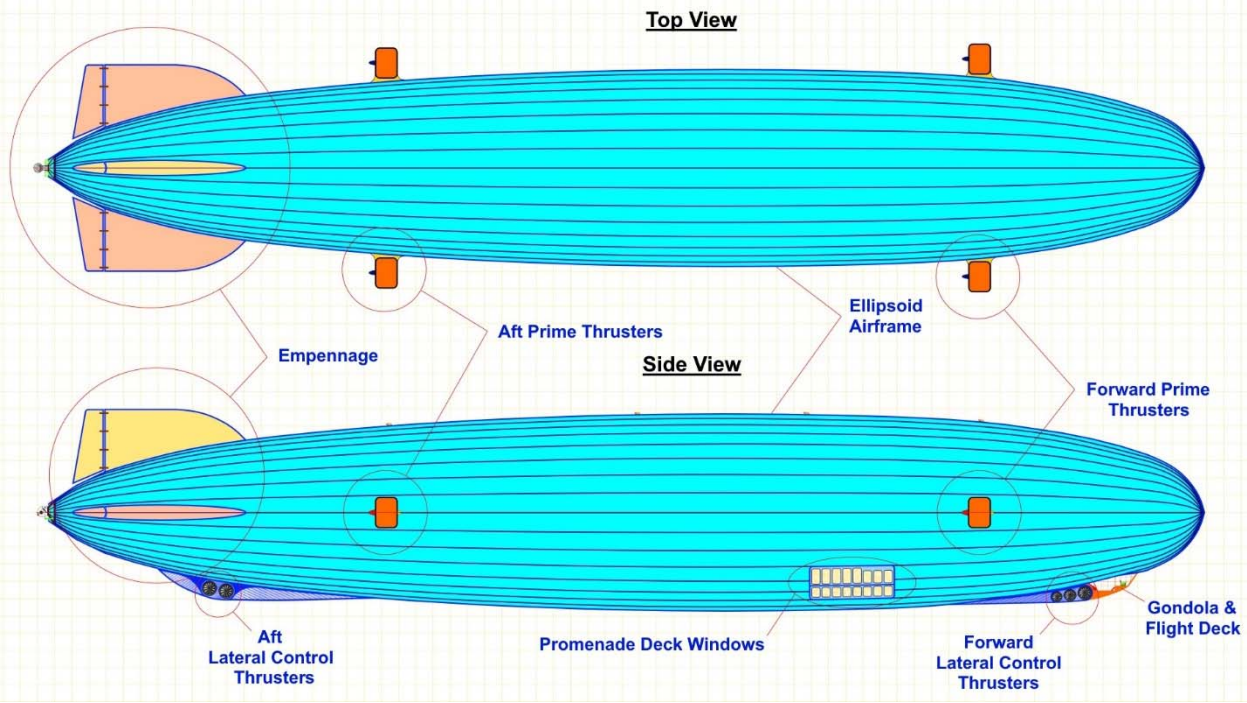
As displayed, the empennage (tail section) follows the same configuration as used on today's commercial aircraft.

Like the Hindenburg, the largest aircraft ever built, our design only requires 4 prime thrusters to achieve a cruising speed of 75 mph.

Floor-to-ceiling promenade windows will provide scenic views of the world outside.

Our design provides all the functionality required for today's market applications while simultaneously keeping build and operational costs to a minimum.

Simplicity and economy of design are key to the revival of LTA.



## Our Business Model

LTA hasn't been used to transport passengers or cargo in nearly **90 years**, which explains the American public's reluctance to embrace the technology.

For this reason, our first goal is to **demonstrate the technology's many capabilities** using various methods, with some being revenue generating.

Additionally, there are no trained flight crews at this level of LTA and virtually no FAA rules or regulations.

For these reasons and to promote media interest, we will be **constructing a fully functional airship** capable of providing a platform for training, certification, and adequate demonstration of the technology's capabilities.

Once we have achieved FAA certification, we will begin conducting revenue-generating passenger and cargo transport services designed to target key business entities and demographics within the public.

Our next-term strategy will be to make the technology available to the global community using the **same methods employed by today's aircraft manufacturers,** which include a mix of direct buy and lease programs such as:

- Dry Lease = aircraft only
- ACMI = aircraft, crew, maintenance, insurance
- CMI = crew, maintenance, insurance

LTA's **efficiency advantages**, plus the global cargo industry's **projected annual growth of 4%** by Boeing's World Air Cargo Forecast (WACF), **will work to incentivize** the more than **400 aircraft leasing companies worldwide** to utilize the technology as their go-to transportation alternative.

And most importantly, LTA's **profit potential** and **global economic impact cannot be overstated** because it will revolutionize many diverse industries, revealing it as a global, **multi-market** technology.

## Our Competition

A Google search for “lighter than air technology” will result in several pages of results, but **virtually all the programs and designs listed are either defunct** or haven’t shown any progress for several years.

For example:

- CycloCrane
- SkyLifter
- CargoLifter AG
- Pelican Project
- Aeroscraft’s Dragon Dream
- Lockheed Martin’s P791
- Flying Whales
- DynaLifter
- SkyHook
- LEMV
- HALE-D
- HAV’s Airlander 10
- Blue Devil Block 2

Just to name a few.

Currently, **LTA Research** is the only active LTA program that could be considered a competitor in the industry.

Founded in 2016 by Google co-founder **Sergey Brin**, LTA Research employed a former NASA engineer to develop its prototype, Pathfinder 1, which is **loosely based on the US Navy’s Akron and Macon designs** from the 1930s.

Both airships suffered the same fate after just **two years of service each**, the result of a structural defect causing the failure of their tail sections.

Based on LTA Research’s website, Pathfinder 1’s airframe is constructed from the **most expensive build materials** available today, and the complexity of its design makes it **very labor-intensive** to assemble.

Additionally, it’s estimated that the development of Pathfinder 1 has cost **more than $150 million**, but the **400-foot prototype** has virtually no real capabilities.

Since the Hindenburg fire in 1937, nearly **90 years ago**, there have been at least **10 failed airship programs** costing taxpayers and investors more than **$2 billion**.

In contrast, the German Zeppelin Company, over a **40-year period** in the early 1900s, **perfected their design**, built 140 airships, used 80 of them to bomb England and her allies in WWI, flew in all types of weather, and carried the first passengers and cargo across continents, oceans, and around the world by air—20 years ahead of the aeroplane and on a **much smaller budget**.

The Germans learned early on that **simplicity, low cost, and integrity of design are key to a successful LTA program.**

## Our Team

Chris Caudle – Founder & CEO of Voyager Global, Inc.

- Research and development - Voyager Global LTA program
- DOD contractor
- CEO of IT consulting firm
- FAA certified Airframe & Powerplant mechanic
- Power Generation Industry Technician

Lynn Anderson – Advisory Role

- 30 years in the aviation industry fulfilling various executive positions for Boeing Operations.

Dwight Landon – Advisory Role

- 40 years in the aviation industry as a technical writer for Boeing, Cessna, Beech Aircraft, Learjet, and Bombardier.

## Our Traction

As of 2025, we have **8 years invested in our project** and have achieved the following milestones:

- Research and study of the German LTA program
- Research and study of the failed LTA programs – approximately 10
- Feasibility and profitability study
- Buoyancy control preliminary design
- Production of 25 marketing and educational video presentations
- Buildout of the Voyager Global website – approximately 15 pages
- First product preliminary design
- Raised seed funding via a Crowdfunding round
- Initial weight and balance calculations
- Buoyancy control preliminary design
- Propulsion system research and preliminary design
- Build location research and initial contacts

## Our Ask

As previously mentioned, we are simply modernizing an already proven design.

This significantly reduces the R&D and proof-of-concept costs for our project.

Currently, our design is in a 2-dimensional format and needs to be transformed into a 3D model, which will provide all dimensions, materials, and costs for the build of our first product.

For this reason, **we are seeking an investment of $200,000 in exchange for an equity stake in our company**.

We estimate it will take one year to complete the design phase, followed by one year for the build and one year for testing and certification.

With this timeline, we should be generating revenue within 3 years of receiving funding.

We welcome your questions and comments.

## Contact Information

Chris Caudle

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Email: marketing@voyagerglobal.us

**Social Media:**

- X.com: @VoyagerGlobalUS
- Instagram: VoyagerGlobalUS

**For more information, visit our website at:**

https://voyagerglobal.us/

We also have more than 20 video presentations addressing a myriad of topics, which can be found on our “Pitch Deck” page at:

https://voyagerglobal.us/pitchdeck/

To date we have identified more than 60 markets that LTA will positively impact, 6 of which are displayed on our “Markets” page at:

https://voyagerglobal.us/markets/

*Join us as we revive LTA and transform the transportation industry as we know it today while simultaneously enhancing the growth of the world’s economies for a safer and more prosperous tomorrow.*