Date: November 28, 2026

To,
The Listing Department,
National Stock Exchange of India Limited,
Exchange Plaza, 5th floor,
Plot No. C/1, G Block,
Bandra Kurla Complex, Bandra (East),
Mumbai - 400 051

Trading Symbol: FLYSBS

Sub: Corporate Presentation

Please find enclosed the Corporate Presentation to be presented post this filing at the Investor Call scheduled to held on November 28, 2026.

We request you to take the same on record.

Thanking You.

For **FLYSBS AVIATION LIMITED**

SAPTHARISHI NARAYANAN

Digitally signed by SAPTHARISHI NARAYANAN
Date: 2026.11.28 14:35:12 +05'30'

Name : Saptharishi N
Designation : Company Secretary and Compliance Officer

FlySBS Aviation Limited
REGISTERED OFFICE
Plot No.16 (NP), 3rd Floor, IndiQube Palmyra, SIDCO Industrial Estate, Ekkatuthangal, Guindy Industrial Estate, Chennai, Chennai City Corporation, Tamil Nadu, India, 600032.
PHONE/LANDLINE
+9144 2260 4444
EMAIL
fly@sbsaviation.in
CIN:
L62200TN2020PLC136959
GST:
33AAECF1762D1Z3

FlySBS Aviation Limited

H1 FY27 Investor Presentation

Results for the half-year ended 30 September 2026

NSE Emerge: FLYSBS | Chennai | November 2026



Image AI-generated; for illustrative purposes only.

Safe harbour

This presentation has been prepared by FlySBS Aviation Limited (the "Company") solely for information purposes. It does not constitute an offer, recommendation or invitation to purchase or subscribe for any securities, and shall not form the basis of, or be relied on in connection with, any contract or binding commitment.

The information is based on data the Company considers reliable, but no representation or warranty, express or implied, is made as to its accuracy, completeness or fairness. Industry and peer data are drawn from third-party and public sources that have not been independently verified.

This presentation contains forward-looking statements, including on aircraft inductions, fleet size, flying capacity and market growth. These involve risks and uncertainties, including DGCA approvals, aircraft delivery timelines, geopolitical conditions, fuel prices, exchange rates, competition and demand. Actual results may differ materially. Capacity figures are illustrative and are not forecasts or guidance. The Company undertakes no obligation to update these statements.

Financial figures for H1 FY27 are unaudited and have been subjected to a limited review by the statutory auditors. Figures are standalone unless stated otherwise. Certain images are AI-generated and are used for illustrative purposes only.

H1 FY27 IN ONE LINE

Our strongest half-year yet: record revenue, record profit, and a fast-growing own fleet



₹192.4 Cr

Revenue from operations

+39.8% YoY

₹54.3 Cr

EBITDA

+64.0% YoY

₹37.4 Cr

Profit after tax

+56.7% YoY

2 to 7

Own-permit jets, March 2026 to March 2027

3.5x own-permit fleet

Standalone figures, H1 FY27 versus H1 FY26.

AGENDA

What we will cover today

01	**H1 FY27 results** Financial and operating performance, margins, balance sheet, milestones	Slides 5 to 13
02	**Fleet expansion and the five-year plan** Fleet today, three Hawker 900XP inductions, the growth plan	Slides 14 to 19
03	**Industry and peer benchmarking** India and global market, domestic and international peers	Slides 20 to 23
04	**Track record and shareholders** Four-year record, ratios, IPO proceeds, shareholding	Slides 24 to 27
05	**Digital autonomy and way ahead** Our AI-powered charter platform, H2 FY27 priorities and why FlySBS	Slides 28 to 31

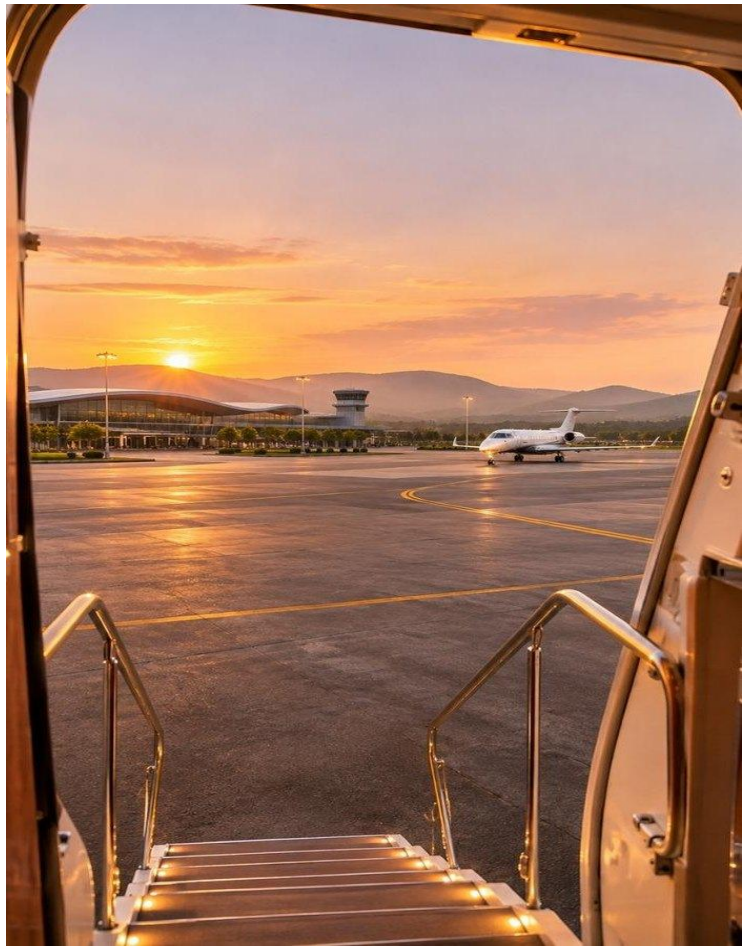


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Revenue up 40%, EBITDA up 64%, profit up 57%

Revenue from operations

₹192.4 Cr

H1 FY26: ₹137.6 Cr

+39.8% YoY

EBITDA

₹54.3 Cr

H1 FY26: ₹33.1 Cr

+64.0% YoY

Profit after tax

₹37.4 Cr

H1 FY26: ₹23.8 Cr

+56.7% YoY

Earnings per share

₹21.59

H1 FY26: ₹16.86

+28.1% YoY

EBITDA margin

27.8%

H1 FY26: 23.7%

+405 bps

Core EBITDA margin

26.6%

Excl. other income; H1 FY26: 22.6%

+399 bps

PAT margin

19.1%

H1 FY26: 17.1%

+202 bps

Consolidated, incl. Dubai subsidiary

Revenue ₹193.9 Cr

EBITDA ₹54.6 Cr

PAT ₹37.6 Cr

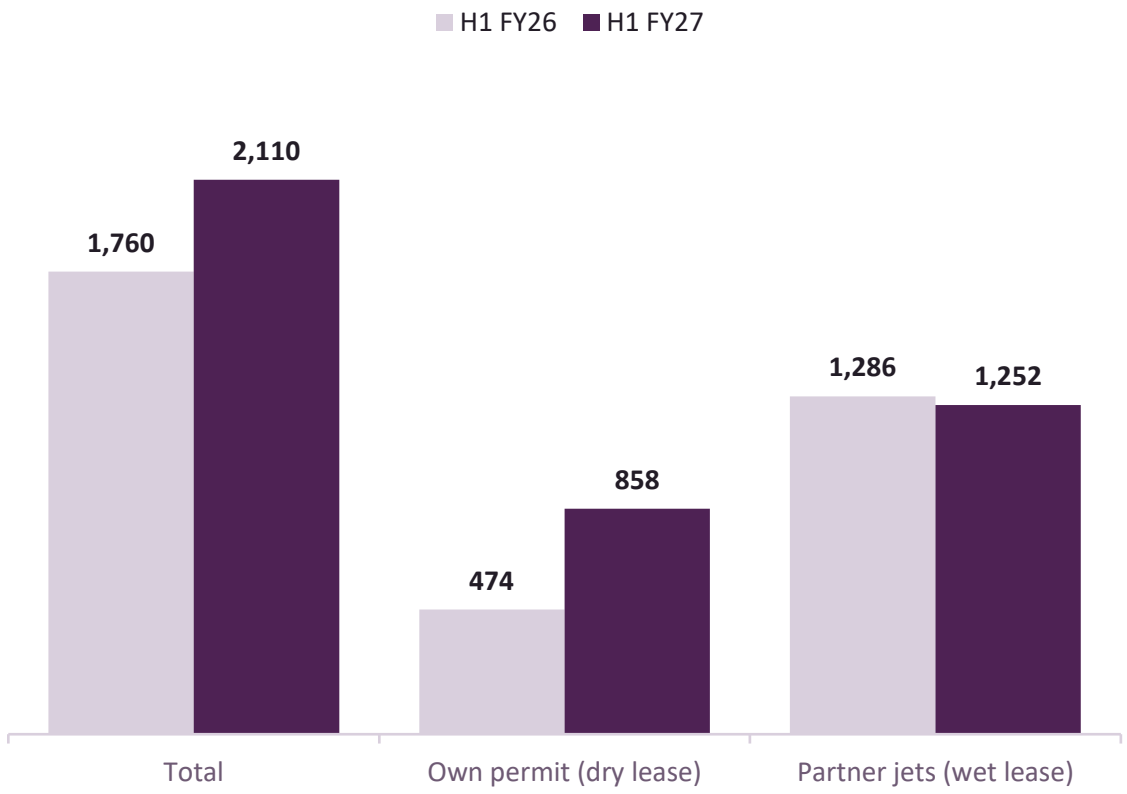
EPS ₹21.76

Standalone unless stated; ₹ Crore. EBITDA = profit before tax + finance costs + depreciation; margins on total income. Source: unaudited H1 FY27 results (limited review), approved 11 Nov 2026.

More flying, and more of it on our own permit

Chargeable flying hours

H1 FY26 versus H1 FY27



692

Departures
From 291; +138%

329

Unique destinations touched
From 168; +96%

11.6 hrs

Average flying per day
From 9.6 hrs

₹9.1 L

Revenue per chargeable hour
From ₹7.8 L; +17%

41%

Own-permit share of hours
From 27%

12

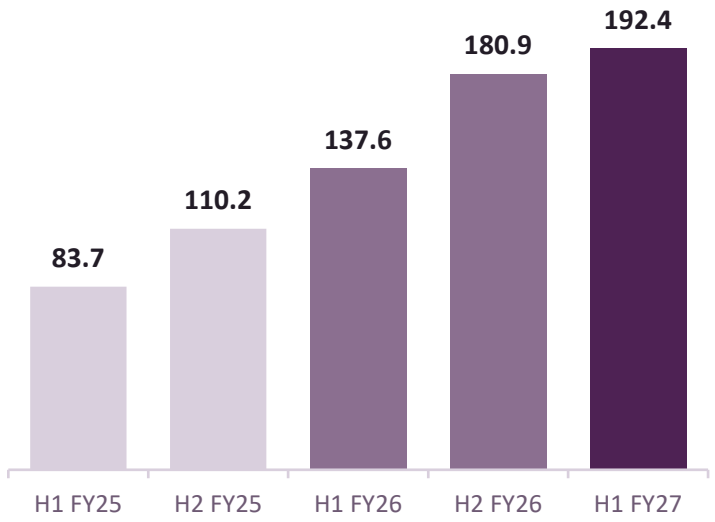
Crew members
From 8 a year ago

H1 FY27 versus H1 FY26. Source: company MIS (unaudited operating data).

Revenue, EBITDA and PAT over the period

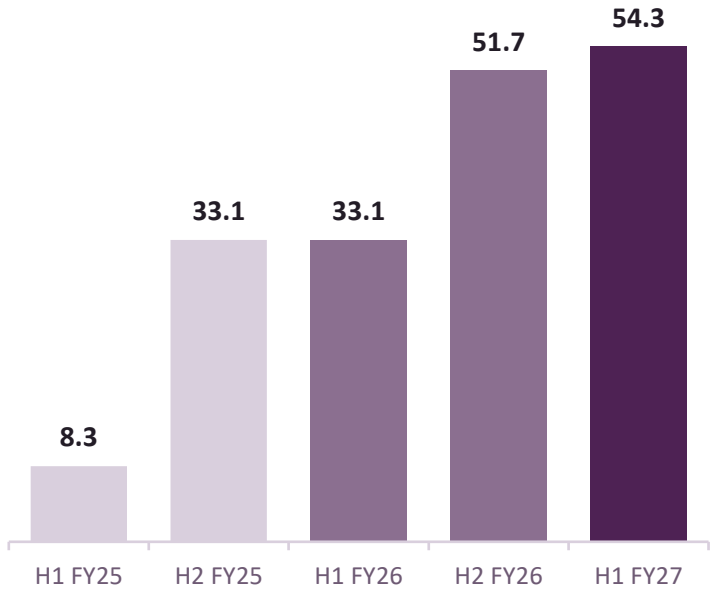
Revenue from operations

₹ Crore



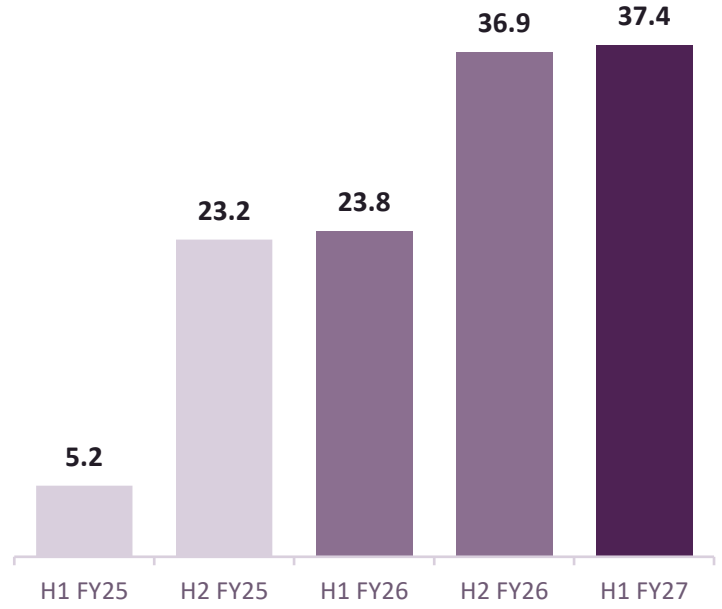
EBITDA

₹ Crore



Profit after tax

₹ Crore



2.3x Revenue from operations, H1 FY25 to H1 FY27

6.5x EBITDA, H1 FY25 to H1 FY27

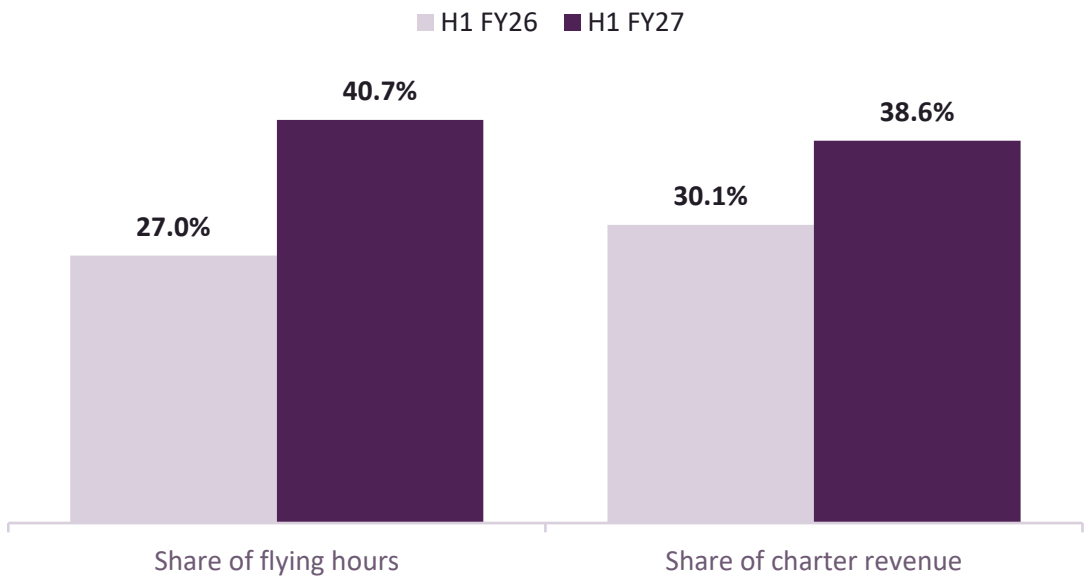
7.2x Profit after tax, H1 FY25 to H1 FY27

Standalone; ₹ Crore. Half-year figures derived from published half-yearly and annual results.

Moving flying onto our own permit is lifting margins

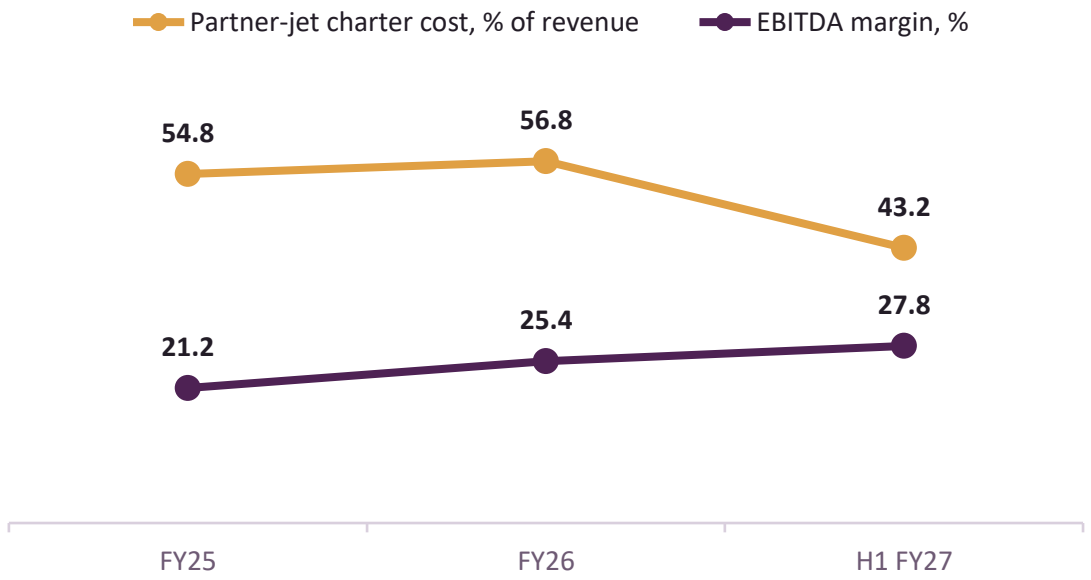
Own-permit share of our business

%, H1 FY26 versus H1 FY27



Partner-jet cost falls, margin rises

% of revenue



+81% own-permit hours, H1 FY27 versus H1 FY26

43% partner-jet charter cost as a share of revenue, from 57% in FY26

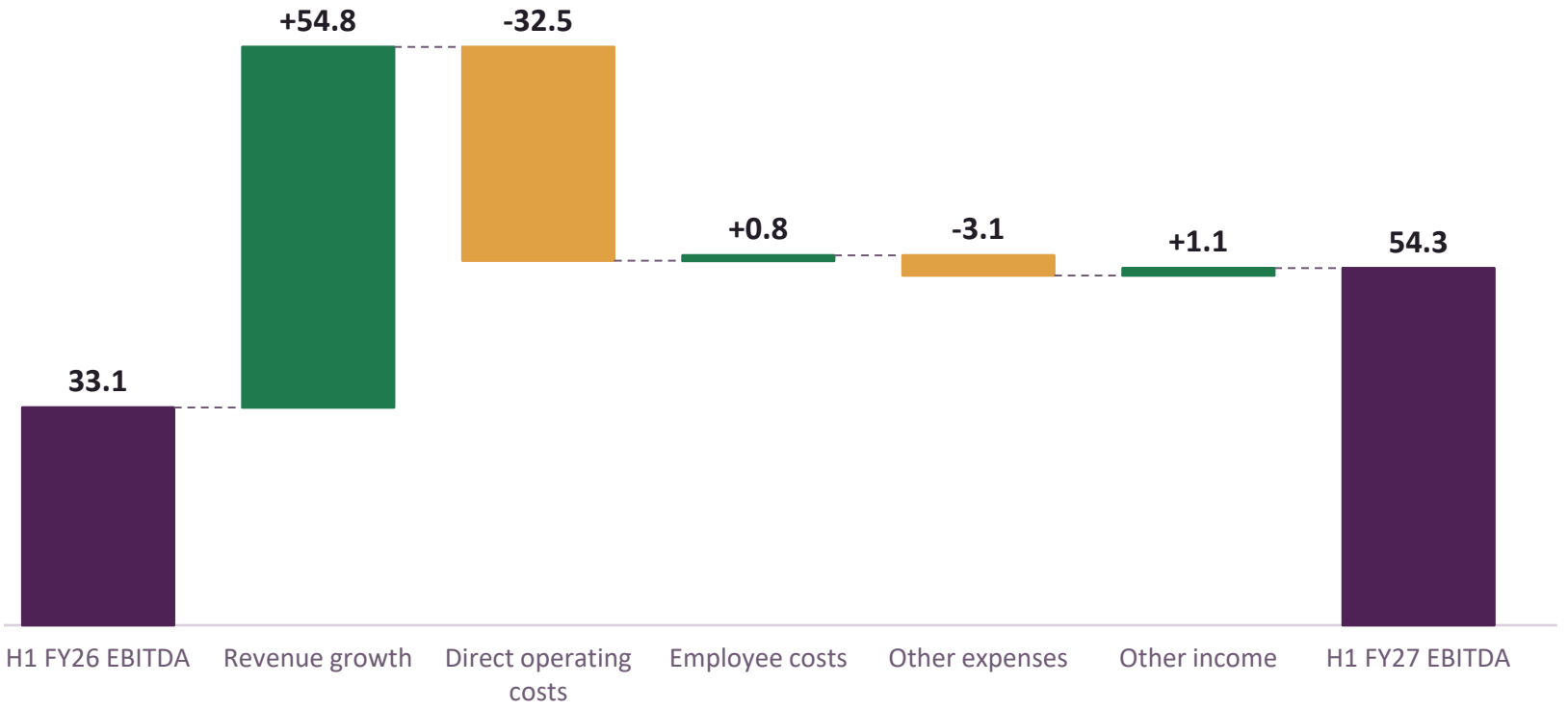
HPCL long-term Jet A-1 supply agreement as fuel becomes our own cost

Hours and revenue shares from company MIS (charter revenue excludes other operating revenue). Partner-jet charter cost = aircraft charter charges in direct operating expenses. EBITDA margin on total income; standalone.

How EBITDA grew from ₹33.1 Cr to ₹54.3 Cr

EBITDA bridge, H1 FY26 to H1 FY27

₹ Crore

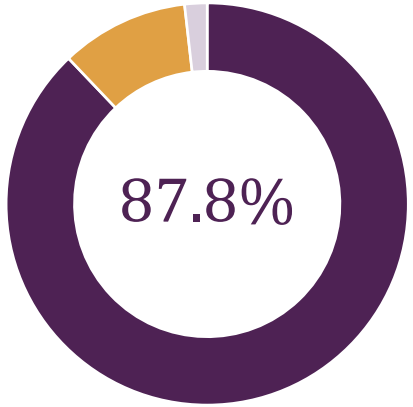


~38%

incremental EBITDA margin: each additional ₹100 of income added about ₹38 of EBITDA

- Direct costs grew 33%, against 40% revenue growth
- Employee costs fell to ₹2.2 Cr because Operating Crew Expenses are captured in Direct Costs
- Other expenses include ₹1.4 Cr of IPO expense amortisation

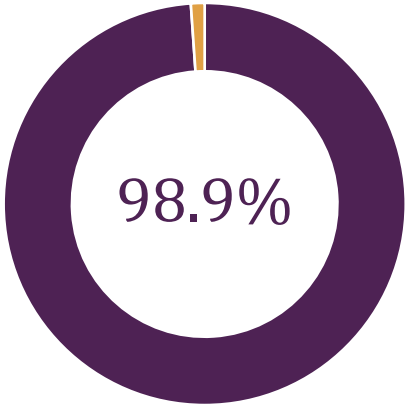
Corporate, international and loyal: the quality of our revenue



International

International ₹169.0 Cr | Domestic ₹19.9 Cr | Other operating ₹3.5 Cr

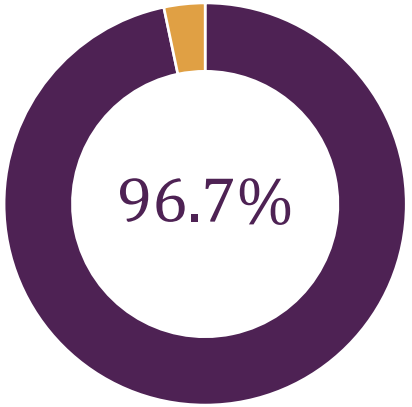
FY26: 86.7%



Corporate clients

Corporate ₹186.7 Cr | UHNI / HNI ₹2.2 Cr

FY26: 92.2%



Repeat clients

Repeat ₹182.6 Cr | First-time ₹6.3 Cr

FY26: 87.8%

₹72.8 Cr of charter revenue came from our own-permit jets in H1 FY27: 39% of the total, up from 30% a year ago

International / domestic split of revenue from operations per financial statements (standalone).

Profit and loss statement, H1 FY27

₹ Lakhs	H1 FY27	H1 FY26	YoY	H2 FY26	HoH	FY26	H1 FY27 Consol.
Revenue from operations	19,242.19	13,760.64	+39.8%	18,092.60	+6.4%	31,853.23	19,386.67
Other income	311.51	199.34		1,359.57		1,558.91	311.51
Total income	**19,553.70**	**13,959.97**	**+40.1%**	**19,452.17**	**+0.5%**	**33,412.14**	**19,698.18**
Direct operating expenses	13,201.66	9,951.32		13,278.04		23,229.36	13,302.79
Employee benefit expenses	222.81	304.28		323.91		628.19	222.81
Other expenses	699.77	393.81		683.56		1,077.37	713.49
EBITDA	**5,429.46**	**3,310.56**	**+64.0%**	**5,166.66**	**+5.1%**	**8,477.22**	**5,459.09**
EBITDA margin	27.77%	23.72%	+405 bps	26.56%	+121 bps	25.37%	27.71%
Finance costs	387.96	145.24		183.40		328.64	387.96
Depreciation and amortisation	31.27	26.30		30.77		57.07	31.27
Profit before tax	**5,010.23**	**3,139.02**	**+59.6%**	**4,952.49**	**+1.2%**	**8,091.51**	**5,039.86**
Tax	1,275.06	754.68		1,259.49		2,014.17	1,275.06
Profit after tax	**3,735.17**	**2,384.34**	**+56.7%**	**3,693.00**	**+1.1%**	**6,077.34**	**3,764.80**
PAT margin	19.10%	17.08%	+202 bps	18.99%	+12 bps	18.19%	19.11%
Basic EPS (₹)	21.59	16.86	+28.1%	21.90	-1.4%	38.76	21.76

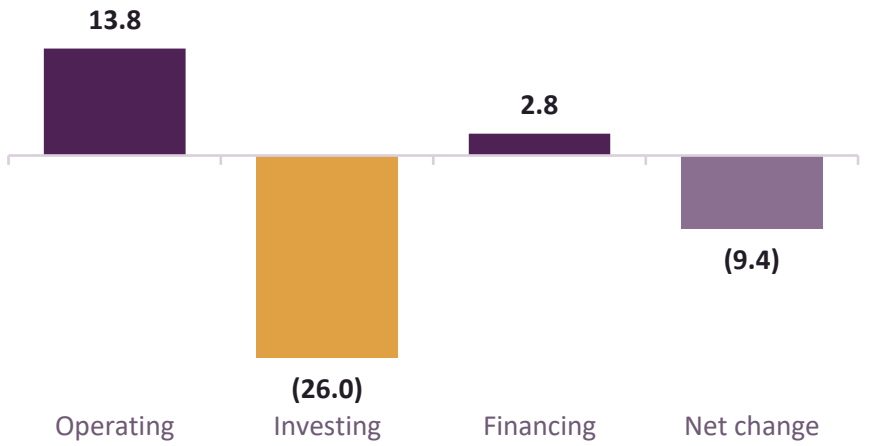
Standalone except the last column. H1 FY27 and H1 FY26 unaudited (limited review); H2 FY26 and FY26 audited. EBITDA as defined on slide 5; margins on total income. EPS not annualised.

A strong, low-debt balance sheet backing fleet growth

₹ Lakhs (consolidated)	30 Sep 2026	31 Mar 2026
Shareholders' funds	35,132.28	31,368.26
Long-term borrowings	760.46	186.58
Short-term borrowings	3,544.75	3,479.04
Trade payables	942.09	998.06
Other liabilities and provisions	2,135.88	3,121.64
Total equity and liabilities	**42,515.46**	**39,153.58**
Fixed assets (incl. intangibles)	683.74	710.43
Long-term loans and advances	21,036.43	18,514.38
Other non-current assets	5,994.58	5,565.76
Inventories	1,928.70	1,850.45
Trade receivables	5,378.40	3,820.69
Cash and cash equivalents	3,140.48	4,082.70
Short-term loans, advances and other assets	4,353.13	4,609.16
Total assets	**42,515.46**	**39,153.58**

H1 FY27 cash flow

₹ Crore, consolidated



₹351 Cr
Net worth

0.12x
Debt to equity

₹11.6 Cr
Net debt

Investing outflows are mainly security deposits placed with lessors for incoming aircraft.

Consolidated unaudited statement of assets and liabilities and cash flows, 30 Sep 2026 (31 Mar 2026 standalone audited). Net debt = total borrowings less cash and cash equivalents.

Six months of milestones

Jun 2026

Legacy 650 in service

VT-GPS, our second 13-seat jet, began commercial flying on our own permit

Jul 2026

Dubai subsidiary live

FlySBS Aviation LLC capitalised; ₹1.4 Cr revenue and ₹0.3 Cr PAT in its first period

Sep 2026

HPCL fuel agreement

Long-term Jet A-1 supply across India, signed on 23 September 2026

Sep 2026

First AGM as a listed company

Held on 29 September 2026, with the FY26 annual report

Oct 2026

Hawker 900XP inducted

VT-PRY (MSN HA-0177), our third own-permit jet, opens the mid-size segment

Dec 2026

Three more Hawkers arriving

HA-0150, HA-0095 and HA-0162 from December 2026, for induction in Q4 FY27

Our own-permit fleet today: three jets, two types



Embraer Legacy 600

VT-SSR | 13 seats

Range about 5,200 km. On our permit since 2023: the jet that built our own-permit business.



Embraer Legacy 650

VT-GPS | 13 seats

Range about 7,220 km. IPO aircraft one; in commercial service since June 2026.



Hawker 900XP

VT-PRY | MSN HA-0177 | 9 seats

Built 2011. Inducted October 2026 with ₹14.0 Cr of IPO proceeds; our first mid-size jet.

Partner jets on wet lease for long-range missions: we plan to replace both with our own-permit aircraft by March 2027

FLEET EXPANSION

From 2 to 7 own-permit jets by March 2027

3.5x
own-permit fleet,
March 2026 to March 2027

26 to 71
own-permit seats

And beyond the seven: we plan to replace both wet-lease partner jets with our own-permit aircraft within the same period

March 2026

2 own-permit jets

Embraer Legacy 600 and 650, plus 2 partner jets on wet lease

October 2026

3 own-permit jets

+ Hawker 900XP VT-PRY (HA-0177)

From December 2026

6 own-permit jets

+ Hawker 900XP HA-0150, HA-0095 and HA-0162

By March 2027 (target)

7 own-permit jets

5 Hawker 900XP + 2 Embraer Legacy

Timelines are targets and depend on DGCA approvals and aircraft deliveries.

Next in: three Hawker 900XPs from three continents



HA-0150 MSN

N916JB | Built 2009

From Denver, Colorado, USA

9 Seats

~5,600 hrs Airframe

One corporate owner since new; engines and APU on Honeywell MSP Gold



HA-0095 MSN

TC-GAE | Built 2009

From Istanbul, Turkey

9 Seats

~6,700 hrs Airframe

Part 135 maintained and operated for 10+ years; recent engine overhauls



HA-0162 MSN

N362XP | Built 2010

From Panama City, Panama

9 Seats

~2,100 hrs Airframe

One owner since new and always hangared; low-time airframe

Destination Chennai: arriving from December 2026; induction targeted in Q4 FY27 on long-term dry lease, subject to DGCA approvals

Photographs of the actual airframes. Airframe hours approximate, per latest Pre-Purchase Inspection Report.

Why the Hawker 900XP is the right jet for our next phase



~2,900 nm range (about 5,370 km) **Mach 0.80** high-speed cruise

9 seats stand-up cabin, aft lavatory **41,000 ft** maximum altitude

Type data from manufacturer specifications; range with typical payload and reserves.

The mid-size sweet spot
Most corporate trips carry 4 to 8 passengers; a 9-seat jet serves them at a lower hourly cost than a 13-seat Legacy

Reach from Chennai
Every Indian metro and Tier-2 city, the Gulf and Southeast Asia, nonstop

Performance where it matters
Honeywell TFE731-50R engines for strong take-off from warm and shorter runways

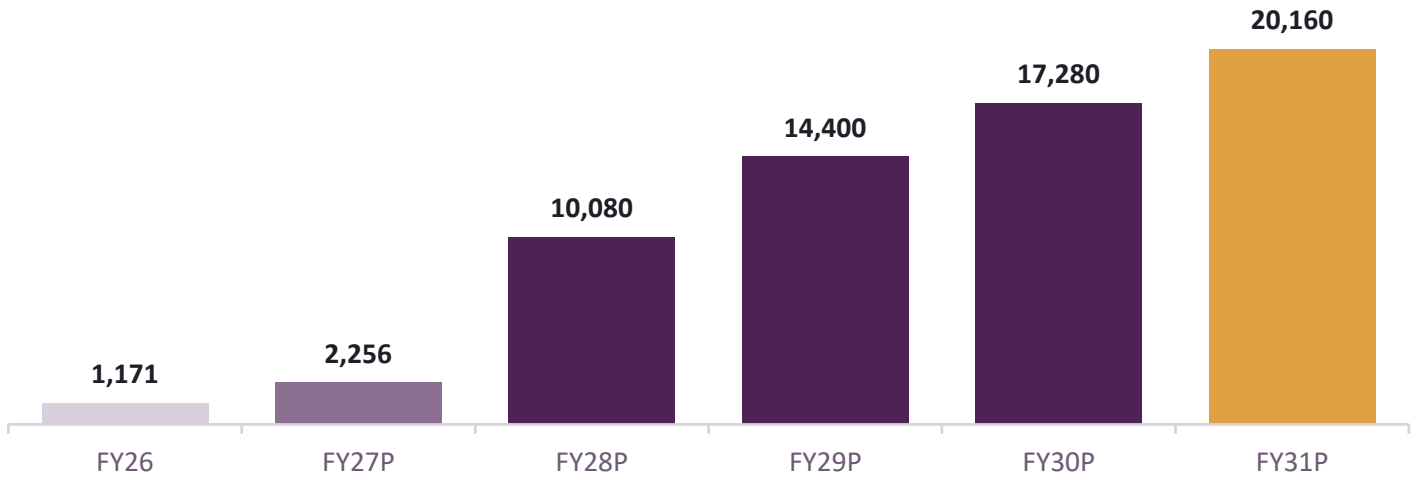
One type, five jets
Shared crews, spares and CAMO capability across the Hawker fleet bring down cost per hour

Proven airframes
2009 to 2011 jets on manufacturer engine programmes, leased in at pre-owned values

Our five-year plan: own-permit flying hours up 9x by FY31

Own-permit flying hours per year

Hours; FY26 actual, FY27 to FY31 as per business plan



	FY26	FY27P	FY28P	FY29P	FY30P	FY31P
Own-permit jets (year end)	2	7	14	16	20	22

9x own-permit flying hours, FY27 to FY31: from 2,256 to 20,160

7 to 22
own-permit jets, March 2027 to FY31

~80 hrs
flying per jet per month in the plan, below the ~86 our own-permit jets flew in H1 FY27

₹8.0 L / ₹5.5 L
planning yield per flying hour: Embraer Legacy / Hawker 900XP

More margin retained: Own-permit flying keeps the margin a partner jet would earn; partner cost fell to 43% of revenue

Prudent utilisation: The plan assumes fewer hours per jet than our own-permit fleet is flying today

Partner jets replaced: Wet-lease partner jets to be replaced by our own-permit aircraft

FY26 actual from company MIS. FY27 to FY31: company five-year business plan (forward-looking; not guidance). Actual outcomes depend on demand, pricing, aircraft inductions and DGCA approvals.

What a larger own fleet unlocks

A deeper domestic network

Mid-size Hawkers make one to three hour domestic sectors and Tier-2 airfields economical; we serve 17+ Indian cities today

Regional international reach

The Gulf and Southeast Asia nonstop, with FlySBS Aviation LLC in Dubai as our international base

Recurring revenue

Assured availability on our own fleet lets us launch the air-time subscription now in development

More of every charter rupee

Each jet moved from partner wet lease to our own permit keeps more margin with FlySBS

Scale economics

Two aircraft types across the fleet: pooled crews, spares and CAMO, and long-term HPCL fuel supply

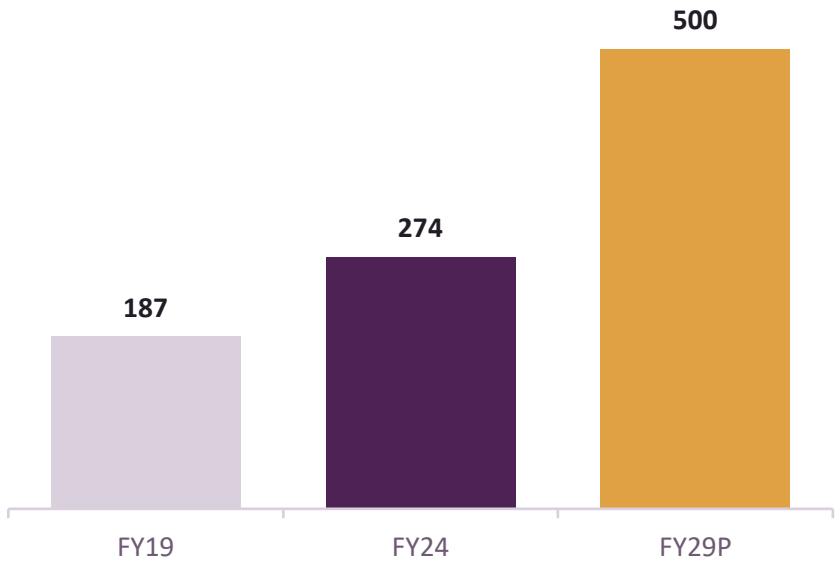
Capital-light growth

Jets come on long-term dry lease; we fund lessor security deposits, not aircraft purchases

Air-time subscription in development; launch timing to be announced.

India: the world's most under-penetrated private aviation market

India private jet market
US$ Million



13 to 15% expected annual growth, FY24 to FY29P
(FY29P: US$500 to 550 Mn)

0.12
business jets per million people
USA 44.1 | Brazil 5.2

19,877
UHNWIs (US$30 Mn+) in India
25,217 forecast by 2031

121
charter jets: Asia-Pacific's largest fleet
+53% between 2023 and 2025

160
operational airports
up from 74 in 2014

~138
DGCA non-scheduled operator permits
few with proven long-range capability

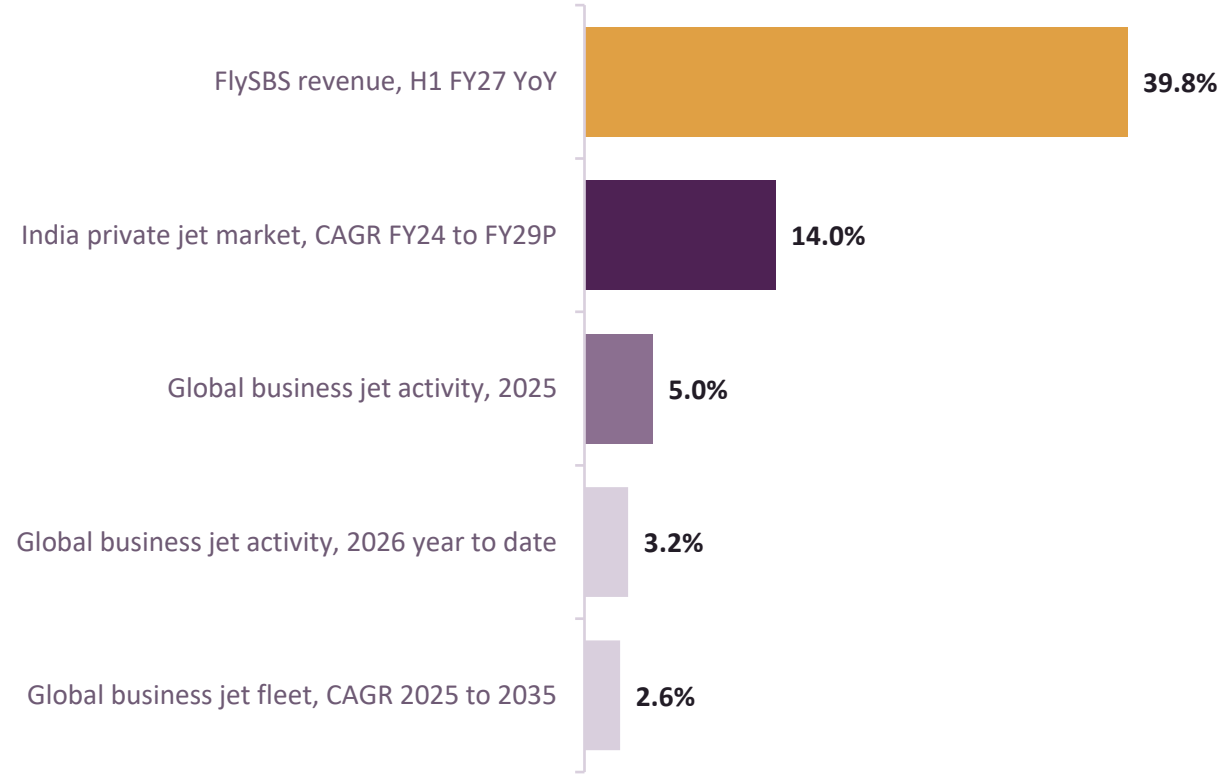
391
dollar billionaires in India
the client base for private flying

Sources: CareEdge Research via RHP (market size); Knight Frank Wealth Report 2026; M3M Hurun 2026; Asian Sky Group Asia-Pacific Charter Report 2025; Ministry of Civil Aviation; DGCA (31 May 2026); Aviation Week and Stratos Jets (density).

Business aviation is at a record, and FlySBS is outgrowing it

Growth rates compared

%



+5%

global business jet flights in 2025, the busiest year on record

WingX

6.4 Mn

flight hours flown by business aviation worldwide in 2025

Vista Global

~9,950

new business jets forecast for delivery, 2026 to 2035; global fleet to reach ~51,000

Honeywell 2026 outlook

#1 in APAC

India recorded the strongest net business jet fleet growth in Asia-Pacific in 2025

Honeywell 2026 outlook

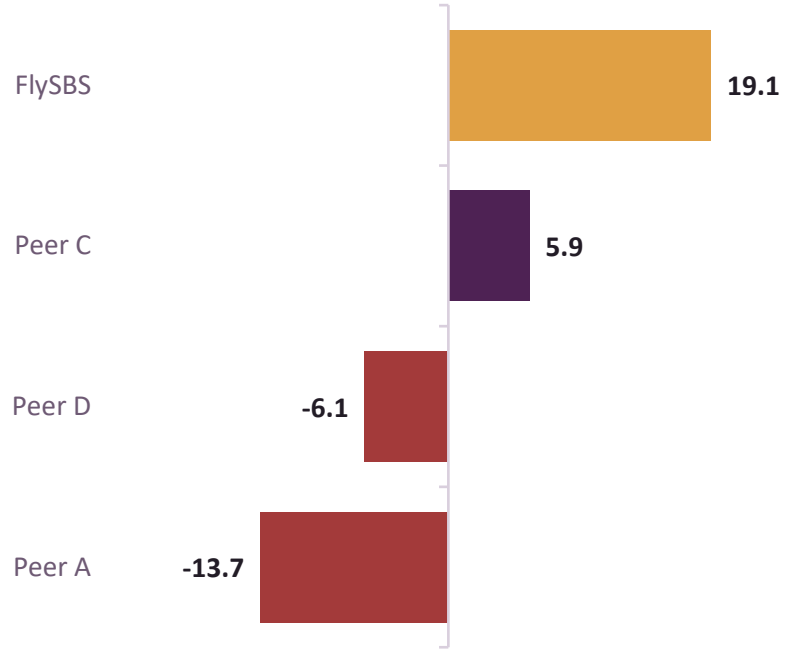
Sources: WingX Global Market Tracker (2025 review; 2026 to 25 Oct); Vista Global 2025 results release; Honeywell Global Business Aviation Outlook (Oct 2026); CareEdge via RHP (India CAGR, mid-point of 13 to 15%).

Against Indian peers: fast growth with the best net margin

Operator	Segment	Period	Revenue growth	EBITDA margin	PAT margin
FlySBS	**Listed charter operator**	**H1 FY27**	**+39.8%**	**27.8%**	**19.1%**
Peer A	Corporate-group jet operator	FY26	+86.8%	33.5%	-13.7%
Peer B	Corporate-owned charter operator	FY25	+18.0%	n.d.	n.d.
Peer C	Private aviation platform	FY25	-8.5%	n.d.	5.9%
Peer D	Listed helicopter operator	FY26	-3.9%	3.9%*	-6.1%

PAT margin

%, latest period

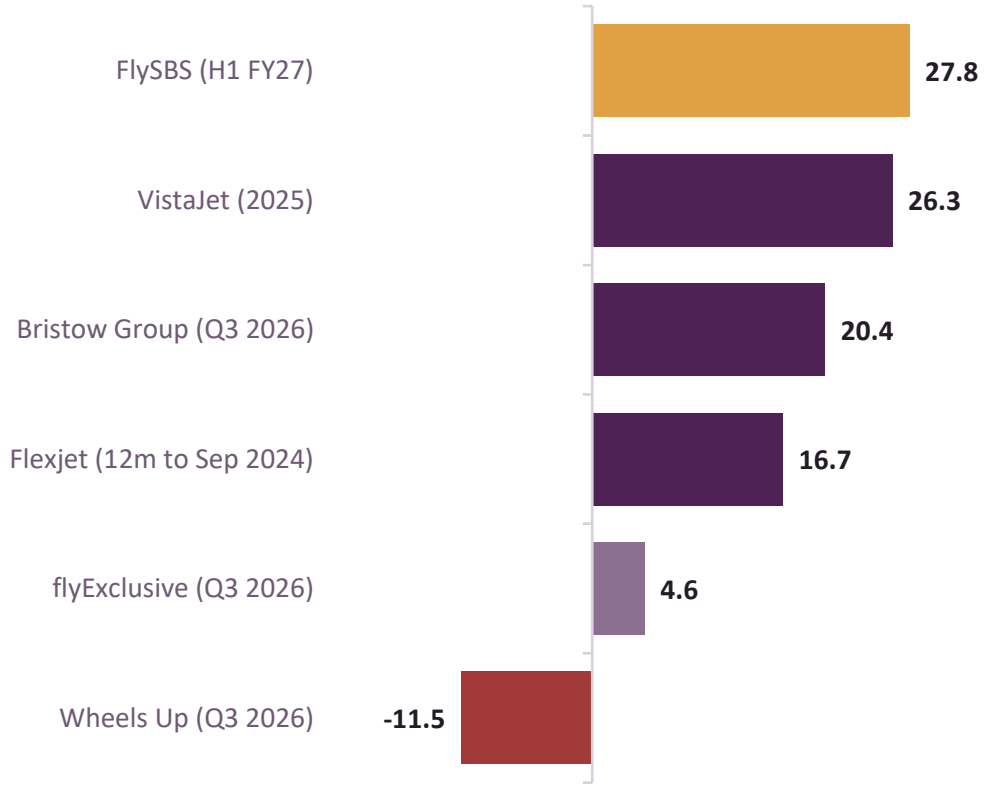


The only peer that pairs 30%+ revenue growth with a double-digit net profit margin

Peers' statutory filings and annual reports as publicly reported, latest available period. Scheduled airlines are excluded as they are not comparable. n.d. = not disclosed. *Operating margin. Peer A PAT reflects forex losses; Peer C PAT includes other income.

Global peers: top-tier margins at a fraction of the scale

EBITDA margin
%, latest disclosed period



Operator	Model	Scale	Revenue growth
FlySBS (NSE Emerge)	**Charter, own permit**	**3 own-permit jets; 7 by Mar 2027**	**+39.8%**
VistaJet (Vista Global)	Subscription	~206 aircraft; ~US$2.9 Bn revenue	n.d.
Bristow Group (NYSE)	Helicopter services	Q3 revenue US$437.9 Mn	+13.4%
Flexjet	Fractional, leasing	340+ aircraft	n.d.
NetJets (Berkshire Hathaway)	Fractional	~1,100 aircraft	+11.3% hrs
flyExclusive (NYSE American)	Charter, jet club	Q3 revenue US$111.1 Mn	+21%
Wheels Up (NYSE)	Membership, charter	Q3 revenue US$164.8 Mn	-11%

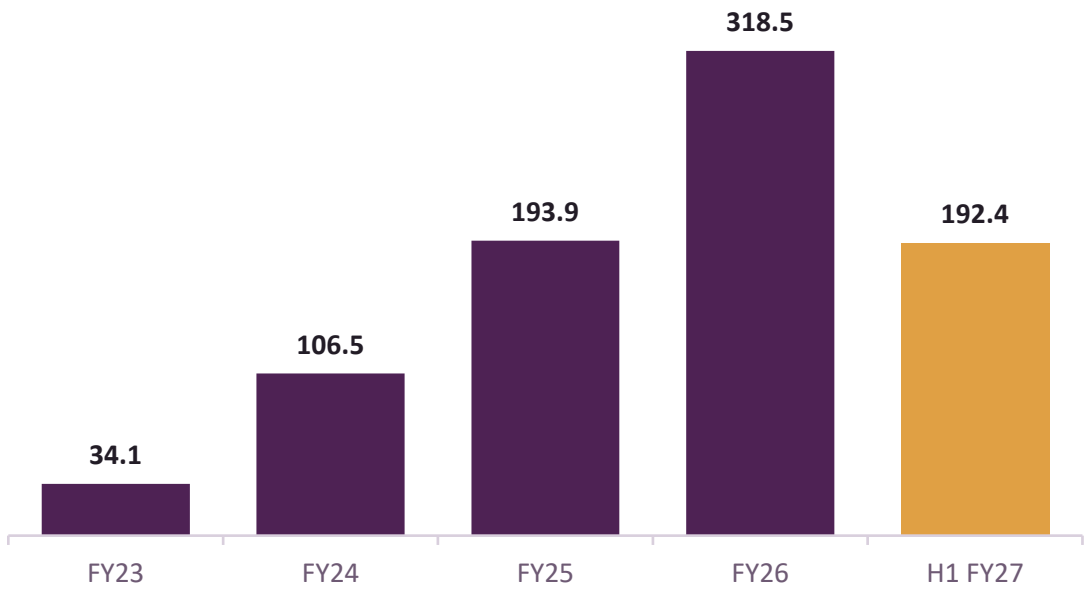
Listed peers: Q3 CY2026 (July to September 2026), the same months as our Q2 FY27. NetJets revenue growth shown as 2025 flight-hour growth.

Sources: company Q3 2026 results and SEC filings (adjusted EBITDA as reported); S&P Global on Vista Global; Moody's and S&P on Flexjet notes; Berkshire Hathaway 2025 Annual Report. n.d. = not disclosed.

Three-year revenue CAGR of 111% and PAT CAGR of 160%

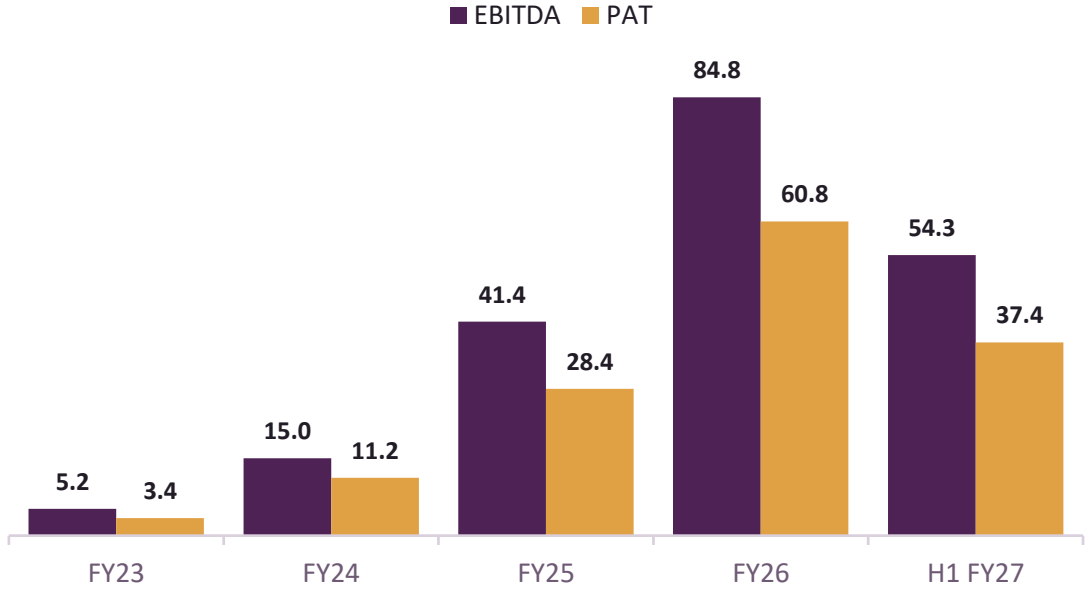
Revenue from operations

₹ Crore



EBITDA and profit after tax

₹ Crore



110.6%	Revenue CAGR, FY23 to FY26
153.1%	EBITDA CAGR, FY23 to FY26
160.4%	PAT CAGR, FY23 to FY26
+1,140 bps	EBITDA margin, FY23 to FY26

Standalone; audited for FY23 to FY26, unaudited (limited review) for H1 FY27. CAGR over three years, FY23 to FY26.

Strong returns with low leverage

26.2%

Return on equity
FY26; H1 FY27 annualised 22.5%

24.0%

Return on capital employed
FY26

0.12x

Debt to equity
30 Sep 2026

14.0x

Interest coverage
H1 FY27 EBITDA to finance costs; FY26: 25.8x

₹21.59

Earnings per share
H1 FY27, not annualised; FY26: ₹38.76

₹202.9

Book value per share
30 Sep 2026; 31 Mar 2026: ₹181.28

₹351 Cr

Net worth
30 Sep 2026; up from ₹314 Cr in March

₹34.2 Cr

Cash generated from operations
H1 FY27, before tax (consolidated)

FY26 ratios as reported in the FY26 Annual Report. H1 FY27 ROE annualised on average equity.

USE OF IPO PROCEEDS

89% of IPO proceeds deployed, strictly as per the offer document

Object (₹ Crore)	Allocated	Utilised	Balance
Six pre-owned aircraft on long-term dry lease	80.47	**69.45**	11.03
Repayment or prepayment of borrowings	7.28	**7.28**	Nil
General corporate purposes	9.79	**9.10**	0.70
Issue expenses	4.99	**4.99**	Nil
Total	**102.53**	**90.81**	**11.73**

89%

₹90.81 Cr of ₹102.53 Cr deployed by 30 Sep 2026

Nil deviation from the objects of the issue, per the monitoring agency (CARE Ratings)

₹11.03 Cr held for the remaining aircraft, pending induction

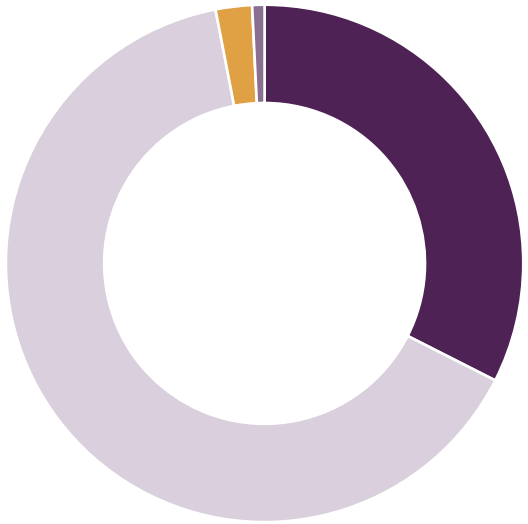
318.68x IPO subscription, August 2025

Source: H1 FY27 results (note 6); monitoring agency report for the period ended 30 Sep 2026. Figures in ₹ Crore, rounded.

Shareholding and market data

Shareholding pattern

% as at 30 Sep 2026



- Promoters **32.47%**
- Public **64.48%**
- FIIs **2.27%**
- DIIs **0.77%**

₹554.10

Share price
As on 25 Nov 2026

₹959 Cr

Market capitalisation
As on 25 Nov 2026; 1,73,03,751 shares

+146%

Over the IPO price
Issue price ₹225; listing ₹427.50

₹719.95 / ₹355.25

52-week high / low
NSE Emerge

FLYSBS

NSE Emerge symbol
ISIN INE0VCK01011

32.47%

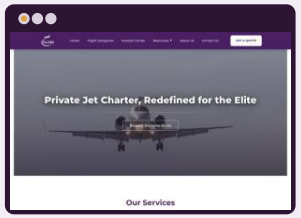
Promoter holding
Steady since listing

Market data (share price, market capitalisation, 52-week range and return over the IPO price) is as at close on 25 November 2026 (NSE) and will have changed since. Shareholding as at 30 September 2026.

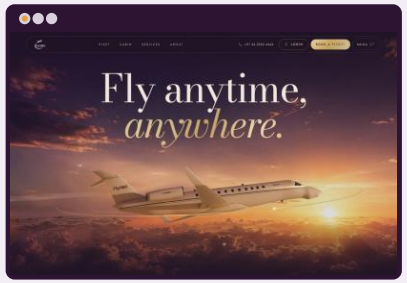
Transforming FlySBS into an AI-powered charter platform

Our own permit kept more of every charter rupee. Our own AI platform does the same for clients, pricing, fuel, supply chain and data.

01 THE FRONT DOOR



BEFORE





A premium website and client portal

- Book a flight online, day or night
- Client and partner portal: quotes, invoices, boarding passes
- Plan a journey and request it in one step
- Every enquiry flows into our AI CRM

02 EIGHT AI FRAMEWORKS

Agentic pricing
Itemised quotes built in minutes

Fuel consumption
Burn modelled per aircraft and route

Supply chain and procurement
Vendors bought against rate cards

AI client acquisition
Every enquiry traced to source

Air-time subscriptions
Hour balances debited per flight

Demand and fleet forecasting
High-demand dates flagged early

Crew and safety compliance
DGCA duty-time checks in every roster

Autonomous back office
Every trip invoiced, reconciled to Tally

03 AI CORE

One shared record of every client, trip, aircraft and crew member · human approval on every AI decision · every number traceable to source

Capabilities deployed in phases across FY27. Website: sbsaviation.in today and the new FlySBS website (preview). Technology partner: HIYAKU Systems.

How digital autonomy grows the business

AI on a profitable base | Peers use AI to reach profit. We use it to compound ours.

↑ Revenue per jet	↑ Hours flown per jet	↓ Cost per block hour	↑ Revenue per employee	↓ Receivable days
New clients and air-time	AI demand forecasting	Fuel and procurement AI	AI agents take routine work	Every trip invoiced as it flies



01 Grow revenue

- New clients from the website and AI CRM
- Air-time subscriptions add recurring revenue
- More hours flown from every jet

02 Expand margins

- Agentic pricing on actual costs and demand
- Fuel framework and smarter procurement
- Lower cost per block hour

03 Scale efficiently

- AI agents take the routine work
- A growing fleet without growing overhead
- Every trip invoiced as it flies: faster cash

Proven in our peer set Surf Air Mobility credits its AI platform with 6% lower operating cost and 9% lower fuel burn per block hour

Peer data: Surf Air Mobility business update, 7 Oct 2026 (YTD 2026, company-reported). Arrows show the direction each metric is designed to move, not guidance.

Our priorities for H2 FY27

01

Complete the fleet

Induct HA-0150, HA-0095, HA-0162 and HA-034 for seven own-permit jets by March 2027, and replace both wet-lease partner jets with our own

02

Fill every hour

Utilisation is the metric the Board watches most closely; mid-size jets open new domestic and regional missions

03

Convert profit into cash

As the business scales, so growth stays self-funded

04

Launch recurring access

A technology-enabled air-time subscription, built on assured availability from our own fleet

05

Build the international base

Scale FlySBS Aviation LLC in Dubai for Gulf and international charters

06

Safety ahead of scale

Crew, CAMO and quality capacity in place before each aircraft arrives

Fleet timelines are targets and depend on DGCA approvals and aircraft deliveries.

Why FlySBS: profitable growth from a fast-growing own fleet

39.8%	**Profitable growth**	Revenue growth in H1 FY27, with a 19.1% PAT margin
2 to 7	**Own fleet growing 3.5x**	Own-permit jets, March 2026 to March 2027
96.7%	**Sticky corporate demand**	Share of charter revenue from repeat clients
0.12	**An under-penetrated market**	Business jets per million people in India (USA 44.1)
27.8%	**Margins with the global best**	EBITDA margin in H1 FY27 (VistaJet 26.3%)
0.12x	**A strong, low-debt balance sheet**	Debt to equity, with ₹351 Cr of net worth

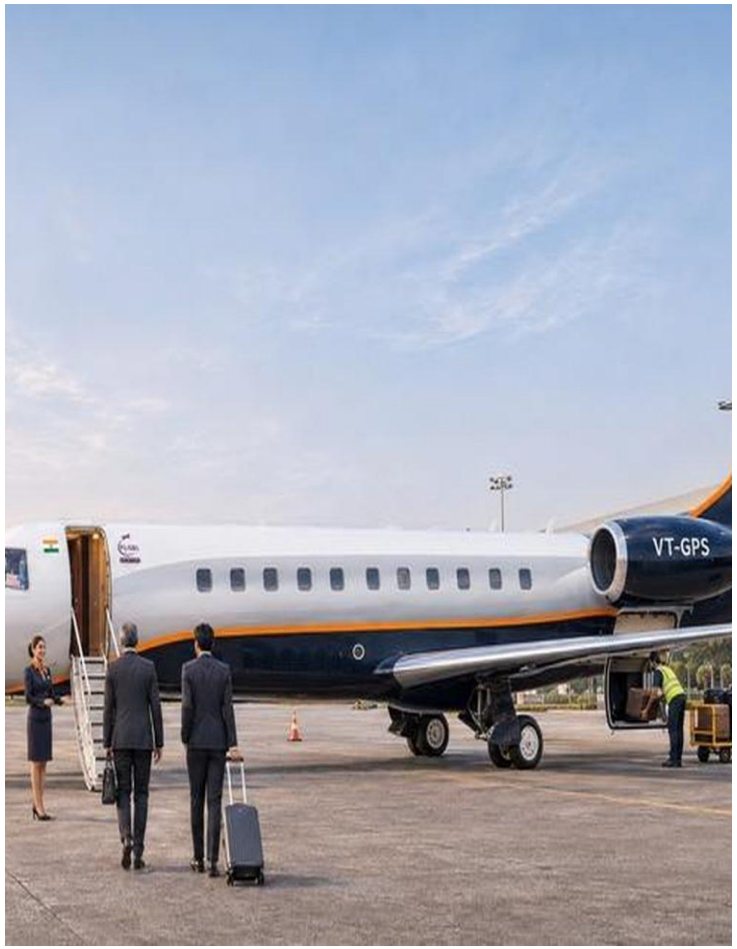


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Thank you

Fly Anytime, Anywhere

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