
GALACTIC
Investor Presentation
Fall 2019

Disclaimer

Forward-Looking Statements
This presentation contains certain forward-looking statements within the meaning of the federal securities laws with respect to Virgin Galactic Holdings, Inc. ("VGH"), including statements regarding VGH's spaceflight systems, markets and expected performance. These forward-looking statements generally are identified by the words "believe," "project," "expect," "anticipate," "estimate," "intend," "strategy," "future," "opportunity," "plan," "may," "should," "will," "would," "will be," "will continue," "will likely result," and similar expressions. Forward-looking statements are predictions, projections and other statements about future events that are based on current expectations and assumptions and, as a result, are subject to risks and uncertainties. Many factors could cause actual future events to differ materially from the forward-looking statements in this presentation, including but not limited to the factors, risks and uncertainties regarding VGH's business described in the "Risk Factors" section of the definitive proxy statement filed with the Securities and Exchange Commission (the "SEC") on October 10, 2019, as well as the other documents VGH files with the SEC. These filings identify and address other important risks and uncertainties that could cause actual events and results to differ materially from those contained in the forward-looking statements. Forward-looking statements speak only as of the date they are made. Readers are cautioned not to put undue reliance on forward-looking statements, and VGH assumes no obligation and does not intend to update or revise these forward-looking statements, whether as a result of new information, future events, or otherwise.

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Use of Data
Unless otherwise noted, the forecasted data contained in the assumptions for the projections are based upon Virgin Galactic's management estimates and publications and surveys. The information from publications has been obtained from sources believed to be reliable, but there can be no assurance as to the accuracy or completeness of the included information. Neither SCH nor Virgin Galactic has independently verified any of the data from third-party sources, nor has SCH or Virgin Galactic ascertained the underlying economic assumptions relied upon therein. While such information is believed to be reliable for the purposes used herein, none of SCH, Virgin Galactic, their respective affiliates, nor their respective directors, officers, employees, members, partners, shareholders or agents make any representation or warranty with respect to the accuracy of such information.

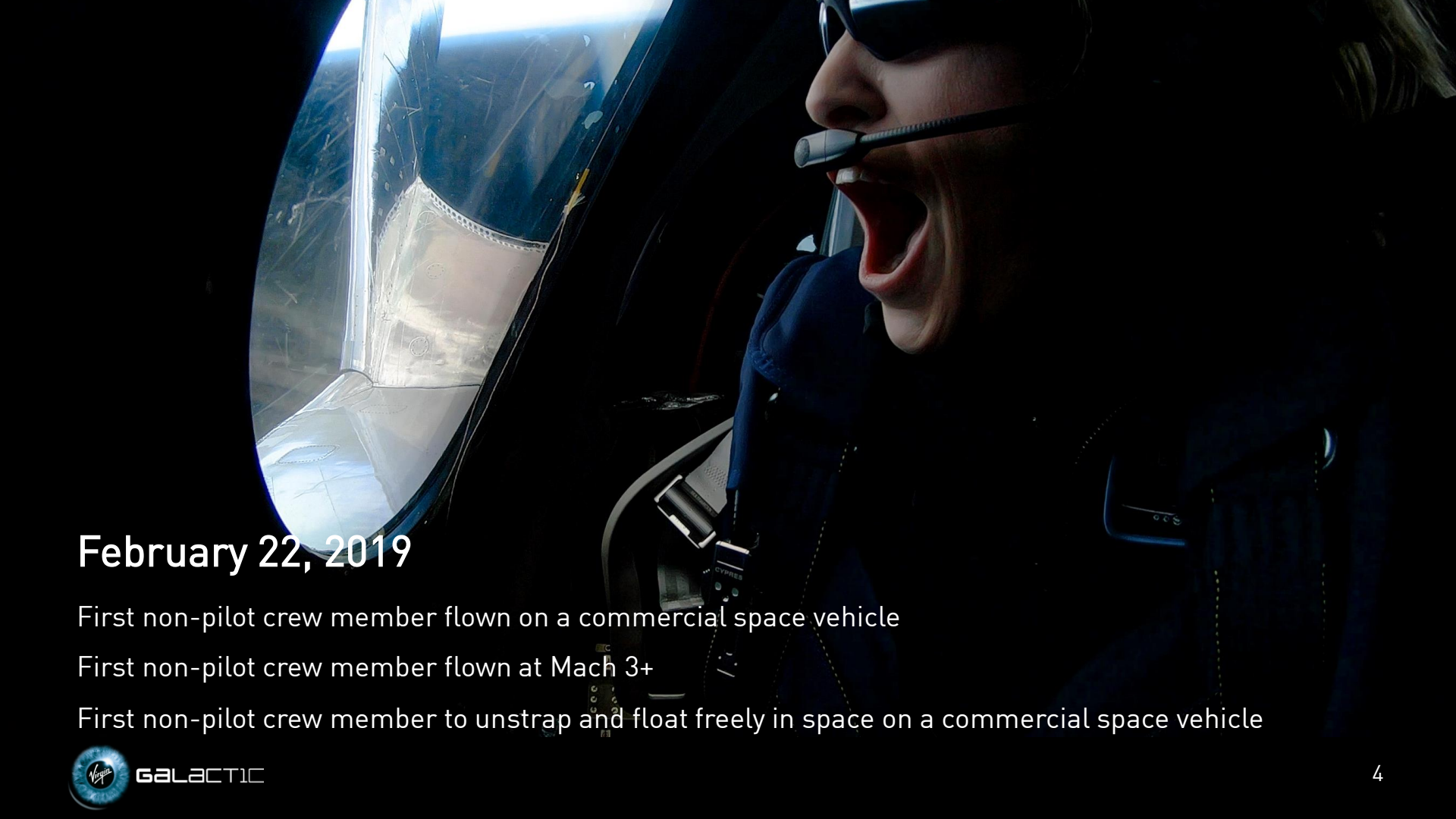
Use of Non-GAAP Financial Matters
This presentation includes certain forward-looking non-GAAP financial measures, EBITDA and EBITDA margin, with respect to Virgin Galactic's expected future performance. Virgin Galactic defines EBITDA as net income (loss), adjusted for interest expense, interest income, income taxes, depreciation and amortization. Virgin Galactic defines EBITDA margin as EBITDA divided by revenue. These non-GAAP measures are an addition, and not a substitute for or superior to measures of financial performance prepared in accordance with GAAP and should not be considered as an alternative to net income, operating income or any other performance measures derived in accordance with GAAP. Not all of the information necessary for a quantitative reconciliation of these forward-looking non-GAAP financial measures to the most directly comparable GAAP financial measures is available without unreasonable efforts at this time. Specifically, Virgin Galactic does not provide such quantitative reconciliation due to the inherent difficulty in forecasting and quantifying certain amounts that are necessary for such reconciliations, including net income (loss), accelerated depreciation and variations in effective tax rate.
Virgin Galactic believes that these forward-looking non-GAAP measures of financial results provide useful supplemental information to investors about Virgin Galactic. Virgin Galactic's management uses these forward looking non-GAAP measures to evaluate Virgin Galactic's projected financial and operating performance. However, there are a number of limitations related to the use of these non-GAAP measures and their nearest GAAP equivalents. For example, other companies may calculate non-GAAP measures differently, or may use other measures to calculate their financial performance, and therefore Virgin Galactic's non-GAAP measures may not be directly comparable to similarly titled measures of other companies.

Introduction to Virgin Galactic

December 13, 2018

First commercial space vehicle to put humans into space

First crewed space launch from US soil since 2011



February 22, 2019

First non-pilot crew member flown on a commercial space vehicle

First non-pilot crew member flown at Mach 3+

First non-pilot crew member to unstrap and float freely in space on a commercial space vehicle

First astronaut wings awarded for a space vehicle built for commercial service

May 10, 2019

Move-in initiated for world's first purpose-built commercial spaceport, Spaceport America

August 15, 2019

Reveal of Spaceport America interiors

VSS Unity

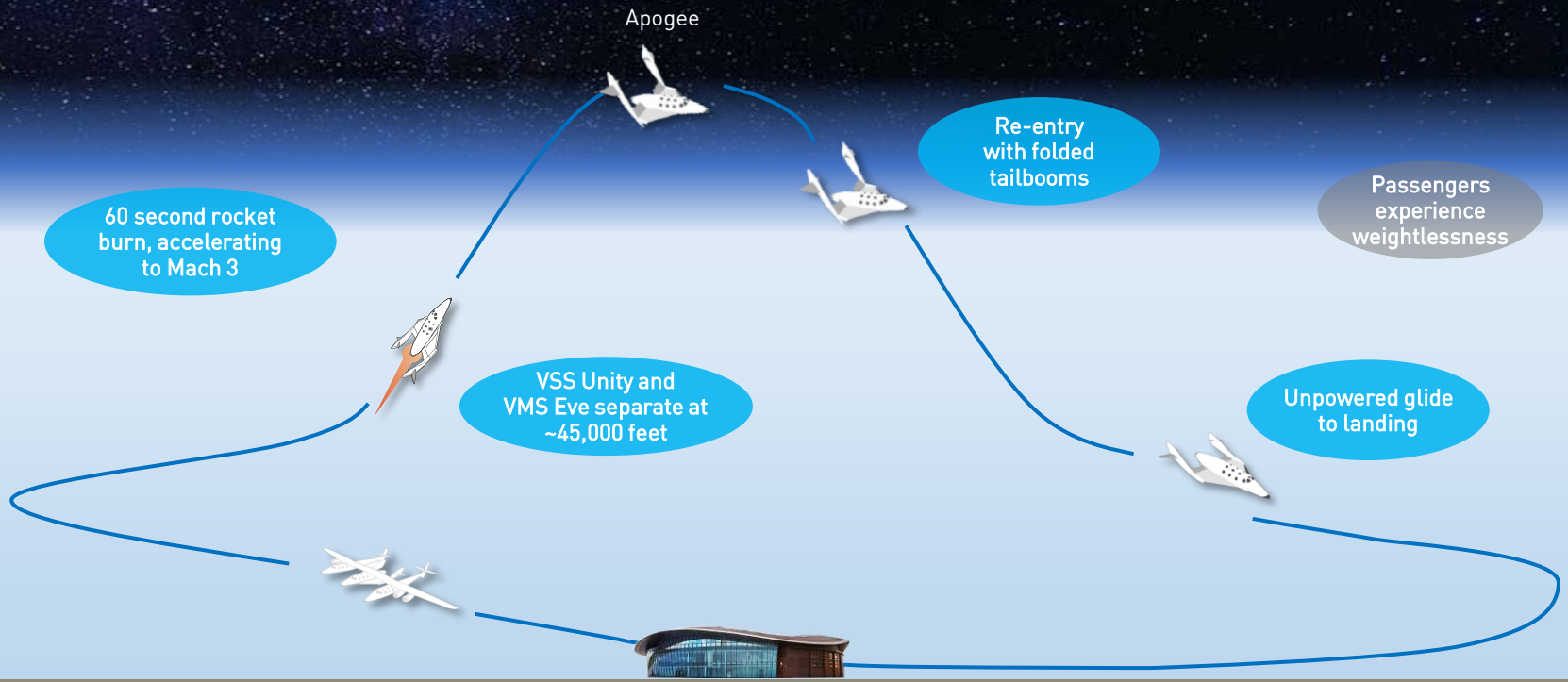
The world's first private, crewed spaceship designed for commercial service to take humans to space

VMS Eve

The world's largest all-composite aircraft in service

Our 600+ Customers

Virgin Galactic's Once-in-a-Lifetime Spaceflight



Note: Not to scale.

Virgin Galactic's History

2004
SpaceShipOne wins the X Prize

THE SPACESHIP COMPANY

2005
Announcement of VG's manufacturing entity

2010
George Whitesides joins VG from NASA

2018
Virgin Galactic's first space flight

2020
Expected launch of commercial human spaceflight operations

Virgin

2004
Virgin Galactic founded

2008-2009
WK2 and SS2 unveiled

FEDERAL AVIATION ADMINISTRATION

2016
Commercial operator license awarded by FAA

2019
Started operational move to Spaceport America

Virgin Galactic Today

The Spaceline

- WhiteKnightTwo ("WK2") and SpaceShipTwo ("SS2") operator
- Designs and manages the customer travel experience
- Headquarters: Spaceport America, New Mexico
- Employees: 190+[1]

The OEM

- Vertically integrated, end-to-end aerospace manufacturer
- Design, manufacturing and production capabilities
- Testing, validation and post-delivery support
- Headquarters: Mojave Air and Space Port, California
- Employees: 600+[1]

[1] Number includes contractors.

World-Class Executive Team

George Whitesides
CEO, Virgin Galactic

20 Years of Experience

NASA

Jon Campagna
CFO

23 Years of Experience

ERICSSON

ICON pwc

Mike Moses
President, Virgin Galactic

24 Years of Experience

NASA

Enrico Palermo
President, TSC

17 Years of Experience

woodside

INTERNATIONAL SPACE UNIVERSITY ISU

Stephen Attenborough
Commercial Director

30 Years of Experience

Gartmore

Industry-Leading Flight Team

Dave Mackay
Chief Pilot

42 Years of Experience

virgin atlantic

Mark "Forger" Stucky
Director of Flight Test

39 Years of Experience

NASA · SCALED COMPOSITES · UNITED STATES MARINE CORPS · UNITED

Frederic "CJ" Sturckow
Pilot, SS2 & WK2

34 Years of Experience

NASA · UNITED STATES MARINE CORPS

Michael "Sooch" Masucci
Pilot, SS2 & WK2

30 Years of Experience

XOJET · U.S. AIR FORCE

Kelly Latimer
Pilot, SS2 & WK2

30 Years of Experience

BOEING · U.S. AIR FORCE · NASA

Nicola Pecile
Pilot, SS2 & WK2

37 Years of Experience

Beth Moses
Chief Astronaut Instructor

31 Years of Experience

NASA

Indicates astronaut who has been to space

Limited Competition and Strong Barriers to Entry

	Years in Business	Customer Experience	Flight Experience	Takeoff / Landing	Flight Crew	Operational Milestones		
						FAA License?	Flight Test?	Flown Passenger?
	15 years	Driven by Virgin DNA 3-day pre-flight training End-to-end, including pre- and post-flight	Up to 90-minute journey 3-4 minutes floating in space	Horizontal takeoff Runway landing	2 pilots	✓	✓	✓
BLUE ORIGIN	19 years	1-day "essentials" training	11-minute journey Comparable free-floating in space	Vertical launch Parachute capsule landing	No pilot	✓	✓	-

Virgin Galactic's Near-Term Growth Strategy: Phase I

Planned Fleet Expansion

Five SS2s by end of 2023
at Spaceport America

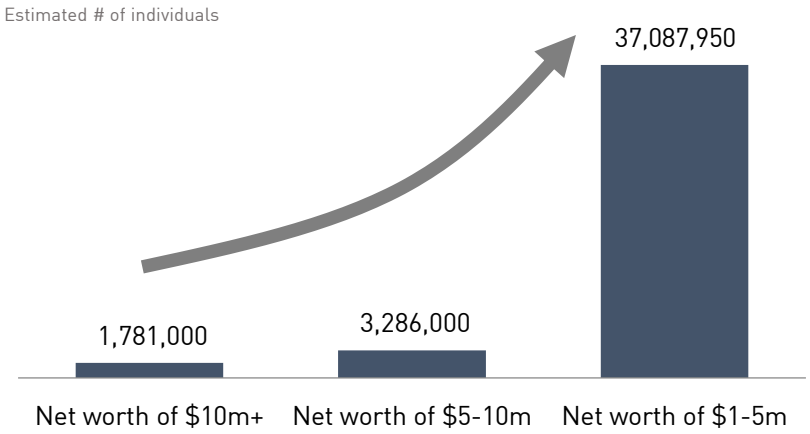
Research Payloads

Micro-gravity and suborbital space conditions research

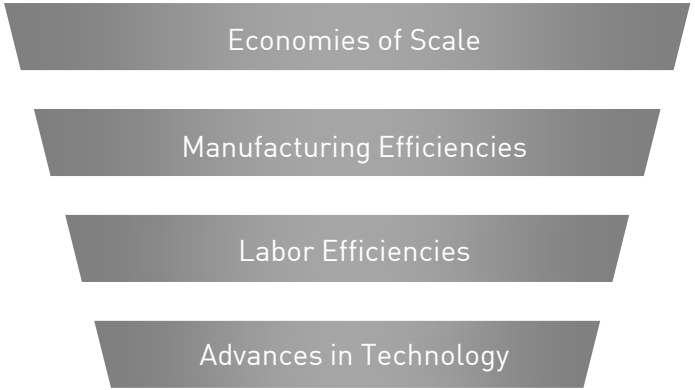
Representative Customers

TAM Expansion Through Democratization and Efficiencies of Scale: Phase II

Lower Prices Open the Market to More Individuals[1]



Levers to Reduce VG's Cost Profile

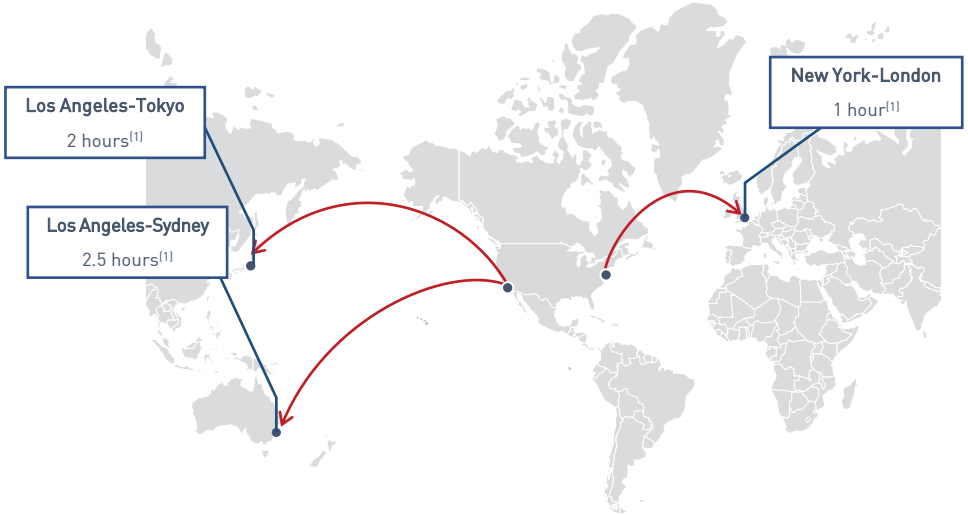


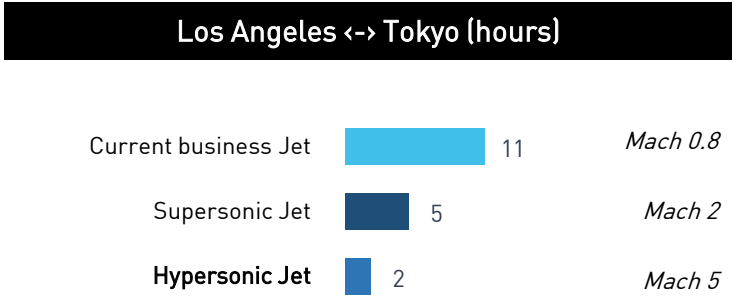
Additional Spaceports

Discussions with governments underway in Italy and UAE for potential new spaceports

[1] Credit Suisse Research Institute.

Hypersonic Point-to-Point Travel: Phase III





- Opportunities to apply VG's proprietary technologies and capabilities for other commercial and governmental uses
- Potential opportunities to develop supersonic and hypersonic vehicles that drastically reduce travel time for point-to-point travel
- Significant market opportunity (~$900 billion commercial aviation market and ~$600 billion total commercial passenger travel market)

Source: Management projections, IATA.
(1) Based on flight times for current business jets at Mach 0.8, extrapolated assuming potential to fly at Mach 5.

Potential Future Applications of VG's Technology and Capabilities

Third Party WK2 Sales

Hypersonic Testbed

Electric Air Mobility

High Altitude Persistent Platforms

Virgin Galactic Investment Highlights

1. Will Be the First and Only Public Company in Commercial Human Spaceflight
2. Sizeable and Growing Market of High Net Worth Individuals
3. Attractive Business Model with Reusable, Scalable Design
4. Demonstrated Willingness to Pay
5. Strong Competitive Position, Underpinned by More than $1 Billion of Investment
6. Exciting Financial Profile with Robust and Profitable Growth
7. Experienced and Proven Management Team and Flight Team

Market and Customer Overview

Virgin Galactic is Uniquely Positioned to Capture the Luxury Market

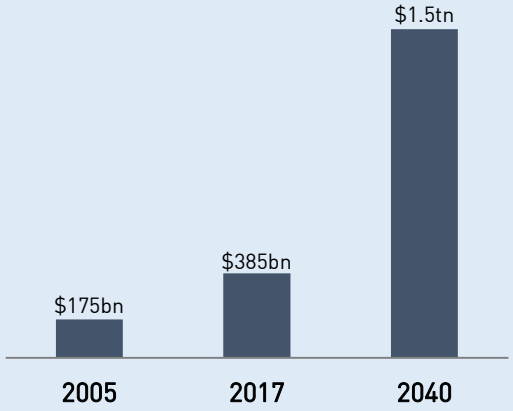
- Sector Appeal
- Industry Credibility
- Total Addressable Market
- Evolving Consumer Preferences
- Brand Differentiation

Personal Spaceflight

Commercial Space Travel Coming of Age

Commercial Space Industry Size[1]

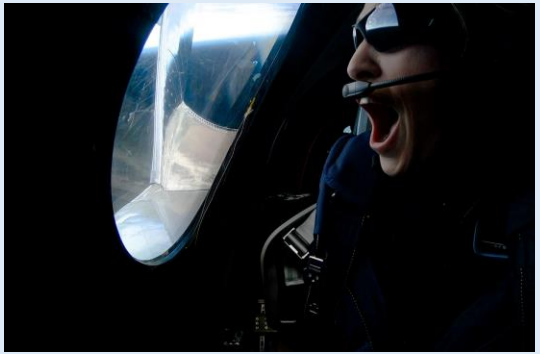
By 2040, the commercial space industry is expected to reach 5% of U.S. GDP



Significant Technological Advancements

High rates of flight for new entrants

Recent Proof of Concept

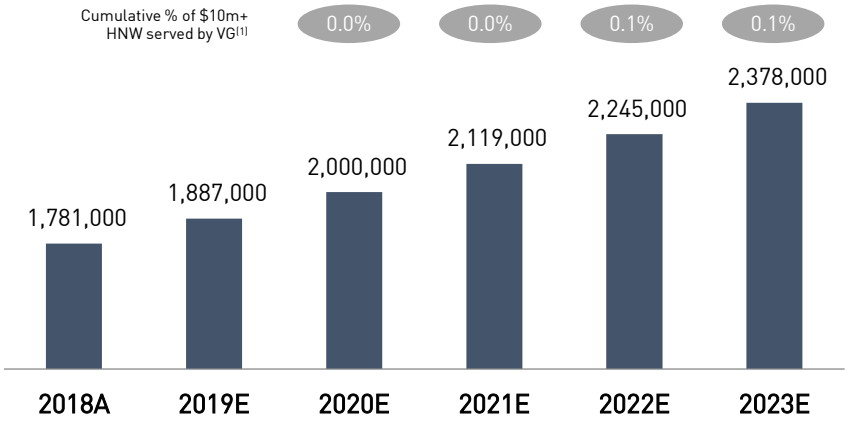


Private companies gaining credibility

[1] U.S. Chamber of Commerce.

Significant Addressable Market

Significant Addressable Market



- Individuals with $10+ million net worth expected to grow at a 2018A – 2023E CAGR of 6%
- Growth of high net worth population has historically exceeded GDP growth
- VG's business plan contemplates serving only a very small percentage of HNW individuals

Key Drivers

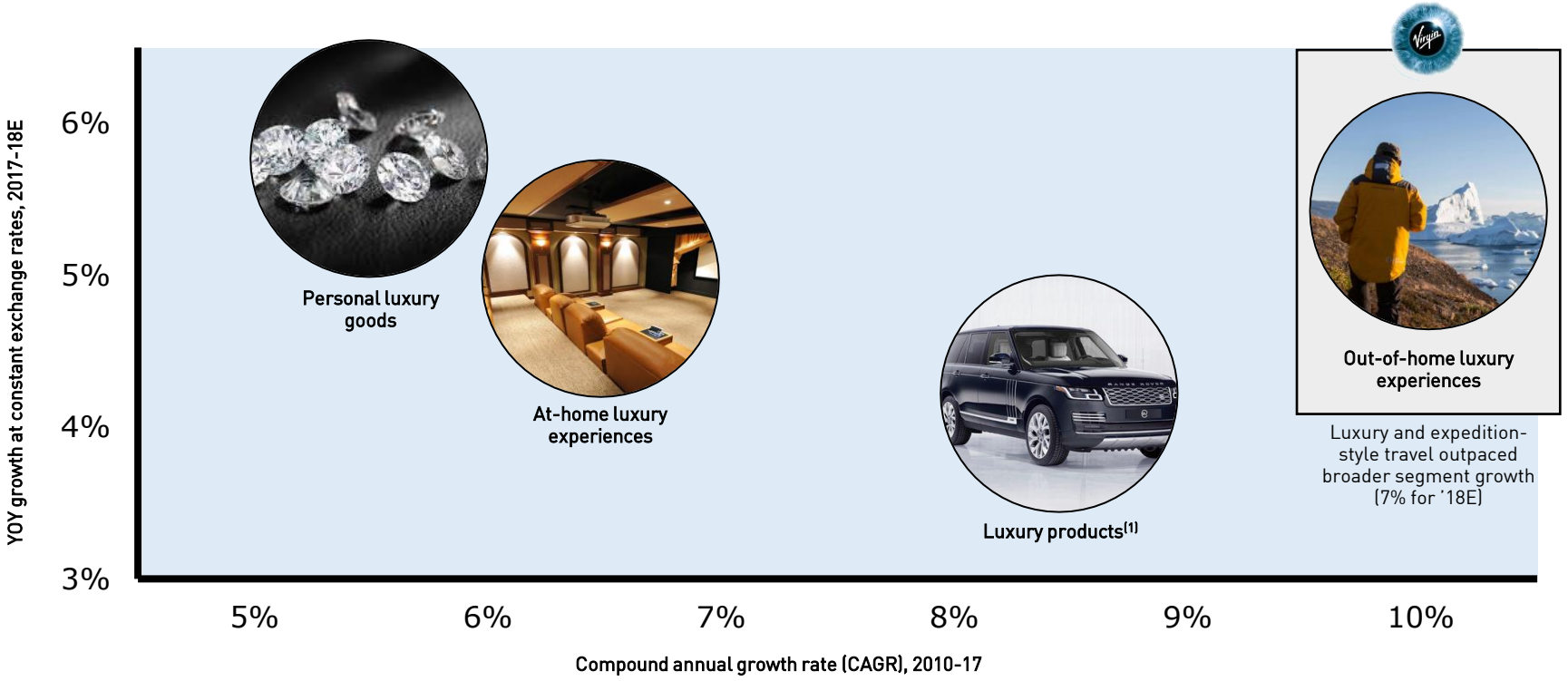
- Overall growth in global markets

- Growth in entrepreneurs and self-made wealth

- Growth of economies in emerging markets

Source: (1) Credit Suisse Research Institute. Based on Virgin Galactic's operational model.

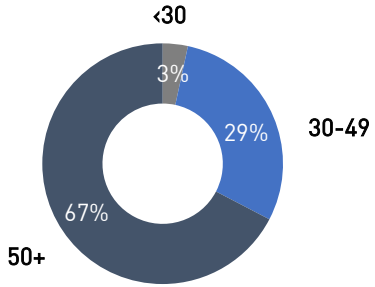
Spending Preferences and Trends Favor Luxury Experiences



Source: Bain Luxury Goods Worldwide Market Study, Fall-Winter 2018.
(1) Includes luxury cars, private jets and yachts.

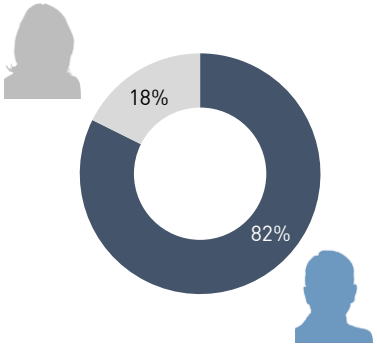
600+ Future Astronauts, ~$80 Million of Deposits

Future Astronauts by Age



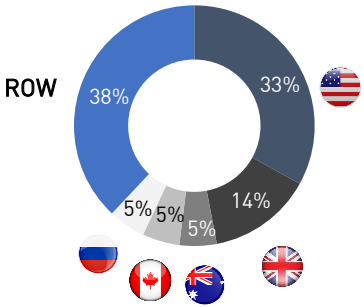
Interest across all ages, driven by shared beliefs and ambitions

Future Astronauts by Gender



Females account for 18% of committed Future Astronauts compared to 11% of current worldwide astronauts

Future Astronauts by Nation



Global interest, with strong demand and significant scope to grow geographic representation

Overview of Spaceflight System and Technical Capabilities

Our Spaceflight System

VMS Eve: The Carrier Aircraft

Carries VSS Unity up to its launch altitude of approx. 45,000 feet, offering what we believe to be critical safety advantages, including horizontal takeoff and landing

Carrier Aircraft Highlights	
Crew	2 pilots
Length	77.7 feet (~24 meters)
Wingspan	140.0 feet (~43 meters)
Takeoff / Landing	
Max Payload Weight (Takeoff)	30,000 pounds
Max Payload Weight (Landing)	17,000 pounds
Min Runway	9,400 feet (at sea level and max weight)
Flight Capabilities (Various Missions)	
Max Altitude	55,000 feet
Cruising Speed	Mach 0.6 (360+ mph)
Range	2,800 miles
Endurance	12+ hours
Total Flights	265+

VSS Unity: The Spaceship

Reusable winged spacecraft designed for air launch from VMS Eve

Spaceship Highlights	
Crew	2 pilots
Length	60 feet (~18 meters)
Tail Height	18 feet (~5 meters)
Wingspan	42 feet (~13 meters)
Capacity	
Max Passengers	6
Max Payload	Equivalent to 6 passengers
Flight Capabilities	
Top Speed	› Mach 3
Flight Duration	Up to ~90 minutes
Total Flights (SS2 Model)	50+, including 37 glide and 8 powered

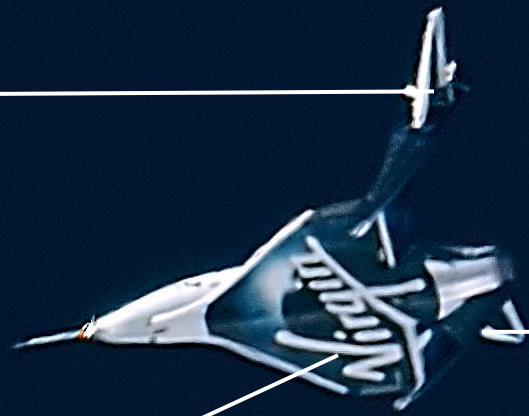
Hybrid Rocket Motor: The Motor

Displayed at the Moving Beyond Earth Gallery of the National Air and Space Museum

- Recognized as "most powerful hybrid rocket used in manned flight" by the Guinness Book of World Records
- Robust, yet simple human spaceflight rocket motor
- Max thrust: 72,000 lbs
- 100+ motors built to date
- Easy-to-store, replaceable fuel cartridge
- Liquid oxidizer with solid fuel grain

Feathering Re-Entry Mechanism

Patented, foldable boom tail



Once back in atmosphere, feather lowers and spaceship glides home

Shuttlecock aerodynamic profile for deceleration and stable re-entry

Virgin Galactic's Commitment to Safety

Horizontal Takeoff and Landing

Takeoff and landing on regular runways similar to a typical airliner

Two Pilots

Creates redundancy in operations and in-space safety

Mothership Engine Reliability

Highly reliable and rigorously tested jet engines for first 45,000 feet of journey

Hybrid Rocket Motor

Robust yet simple design with simple shut-off control

Flight Controls

Simple operations aimed at maintaining reliability

Seating

Two position seats to favorably redirect G loads in accordance with phases of flight

Re-Entry Mechanism

Proprietary feathering system for re-entry via gentle glide descent

Abort Architecture

System designed to allow for abort at any phase of the flight

Full Lifecycle Aerospace Development Expertise

Design, Modeling and Analysis → Manufacturing → Assembly and Systems Integration → Testing and Validation

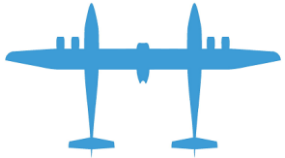
Capabilities cover the full range of design, manufacturing, ground testing, flight testing and post-delivery support

Fleet Build Progress and Expected Expansion Schedule

SS2-1 (VSS Unity)

SS2-2

SS2-3



WK2-1 (VMS Eve)

	SS2-1 (VSS Unity)	SS2-2	SS2-3	WK2-1 (VMS Eve)
Design	▲	▲	▲	▲
Tooling / Fixtures	▲	▲	▲	▲
Part Fabrication	▲	▲	▲	▲
Assembly and Integration	▲	▲	▲	▲
Flight Testing	▲	▲	▲	▲
Est. Year of Build Completion	2019	2020	2021	In Operation

Stage of readiness: ▲ Approximate progress

Overview of Virgin Galactic's Ground Operations

- Emphasis on **safety, reliability and maintainability** for vehicles rooted in decades of best practices in airline / charter operations
- **Prudent planned maintenance** assumptions during ramp-up period
- Learnings from the maintenance program during ramp-up period will **support the enhancement and efficient evolution of the program** to support high flight rate operations

Illustrative 5-Day SS2 Operational Flow

T-4 Days	T-3 Days	T-2 Days	T-1 Day	Flight Day
▪ Scheduled maintenance ▪ Compliance-driven functions	▪ Scheduled maintenance ▪ Pre-flight[1] prep initiated	▪ Pre-flight prep continued ▪ Rocket motor loaded ▪ Cabin configuration	▪ Pre-flight prep continued ▪ SS2 and WK2 mated ▪ Helium pressurant tank serviced	▪ Nitrous Oxide loaded ▪ Final pre-flight prep concluded ▪ Spaceflight ▪ Post-flight work completed

(1) Pre-flight refers to maintenance activities and inspections prior to a flight.

Shorter Launch Preparation Times Compared to Traditional Vehicles

Target WK2 and SS2 Operational Parameters

- Anticipated monthly flight rate: **15 flights** per vehicle (at scale)
- Supported by **2 days of scheduled maintenance** per week
- **5-day scheduled maintenance** period per month, coinciding with SS2 downtime

- Anticipated monthly flight rate: **5 flights** per vehicle (at scale)
- Supported by **5-day operational turnaround** after each flight
- **7-day scheduled maintenance** period per 5-flight cycle; scheduled **annual downtime of 1 month**

Pre-Flight Activity	Duration
WK2 Fueling	‹ 30 minutes
Rocket Motor CTN Physical Install	4 hours
SS2 Jack and Mate to WK2	‹ 1 hour
Pressurant Tank Load / Boost	1 hour
Nitrous Load	2.5 hours

Financial Overview

Key Assumptions

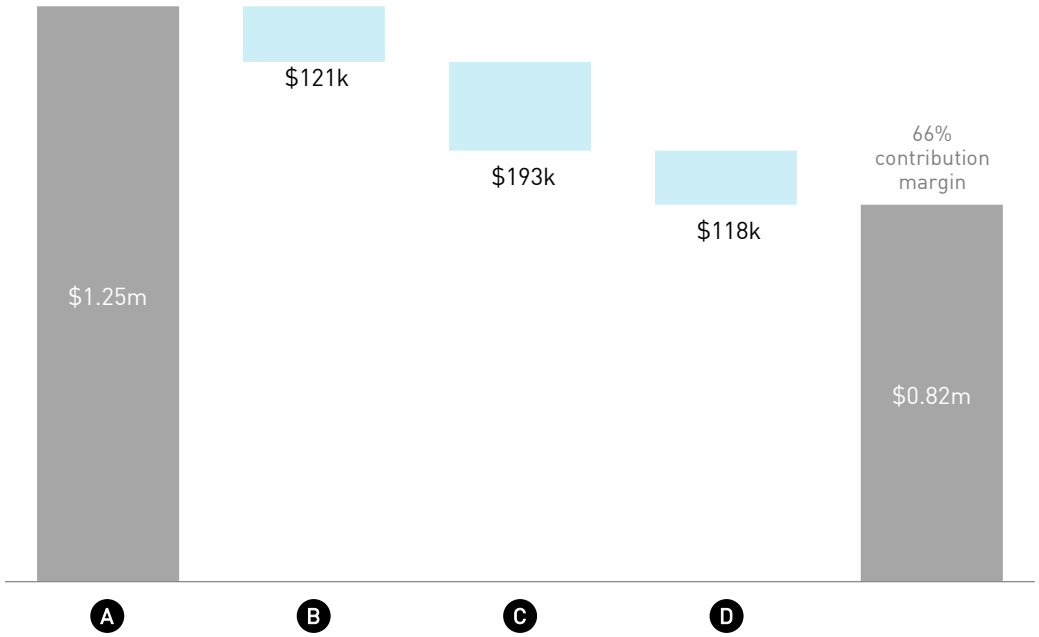
Start of Commercial Operations	▪ Financial projections assume **June 2020 commencement of commercial operations**, starting with one vehicle in service
Flight Rates	▪ Modest flight rates at commercial start, scaling up to an **ultimate anticipated flight rate of 5 per month** in 2022 and thereafter

Vehicle Build and Operational Stats	▪ Second and third SS2 vehicles (SS2-2, SS2-3) are currently under construction and are expected to be complete by the end of 2020 and 2021, respectively
	▪ Build time of **approximately 24 months for SS2-4 through SS2-5**
	▪ While vehicles have capacity for 6 passengers, early projection years assume lower passengers per flight
	  ▪ SS2-1 (VSS Unity) passengers per flight starts at 4, increasing to 5 in 2021 onwards
	  ▪ SS2-2 and SS2-3 passengers per flight start at 5, increasing to 6 in 2021 onwards
	  ▪ **Run-rate of 6 passengers per flight** throughout life of SS2-4 and SS2-5 vehicles

Source: VG Management.

Highly Attractive Single Flight Unit Economics

Contribution Analysis[1]

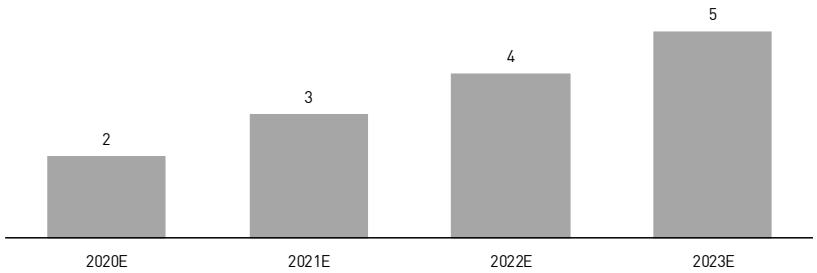


- **A** **Ticketed revenue**: Assumes flight carries 5 passengers at $250,000 per passenger
- **B** **Rocket motor and fuel costs**: Assumes price per rocket motor decreases over time via additional investments in advanced manufacturing capabilities, as well as learning curve efficiencies and benefits of economies of scale, modestly offset by inflation; fuel costs increase gradually over time, driven by inflation
- **C** **Customer costs**: Includes costs of insurance and customer training & experience, subject to inflationary increases over time
- **D** **Flight operations costs**: Includes fleet management and consumables and other flight related operational costs

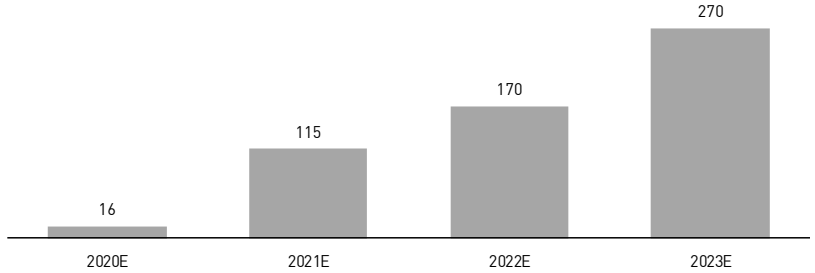
Source: VG Management.
(1) Contribution analysis based on new customer per ticket price of $250,000 and costs based on management projections as of 2023. Excludes any vehicle amortization cost.

Key Assumed Operational Metrics and Revenue

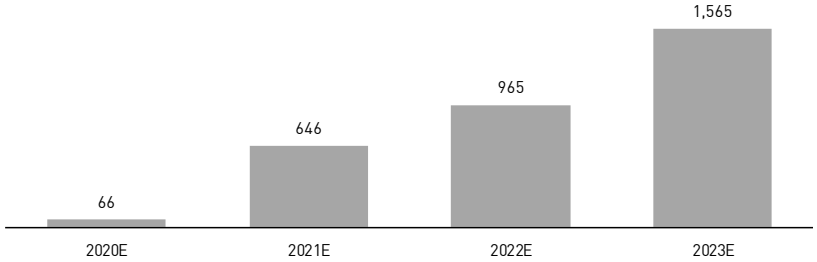
Number of Vehicles by Year End



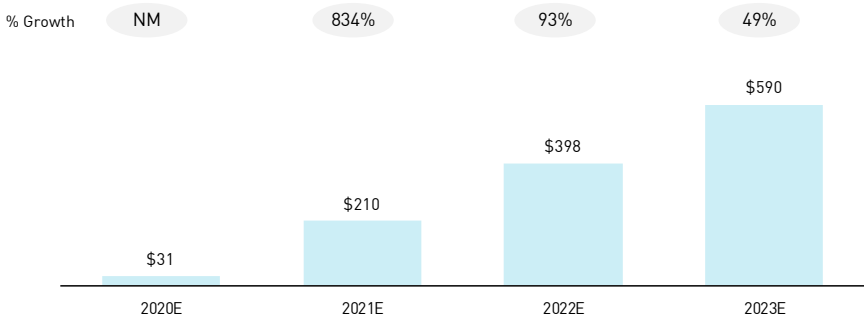
Total Flights (Annual)



Total Passengers Flown (Annual)



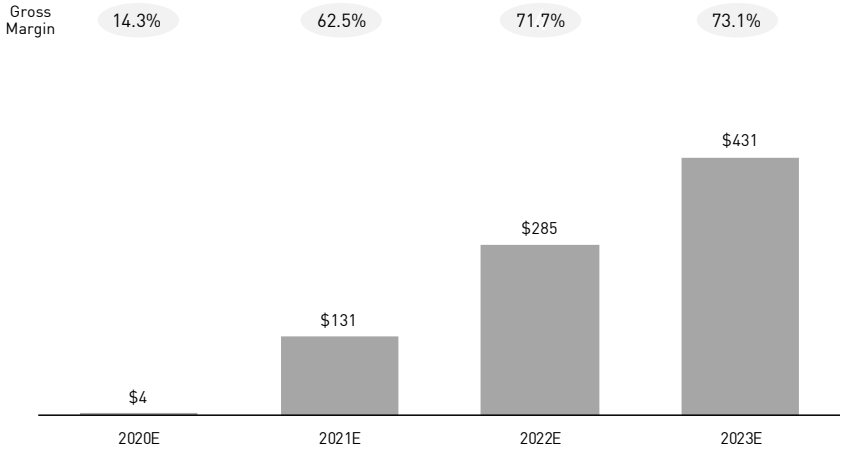
Total Revenue ($m)



Source: VG Management.

Strong Profitability Highlights Strength of Business Model

Gross Profit ($m)



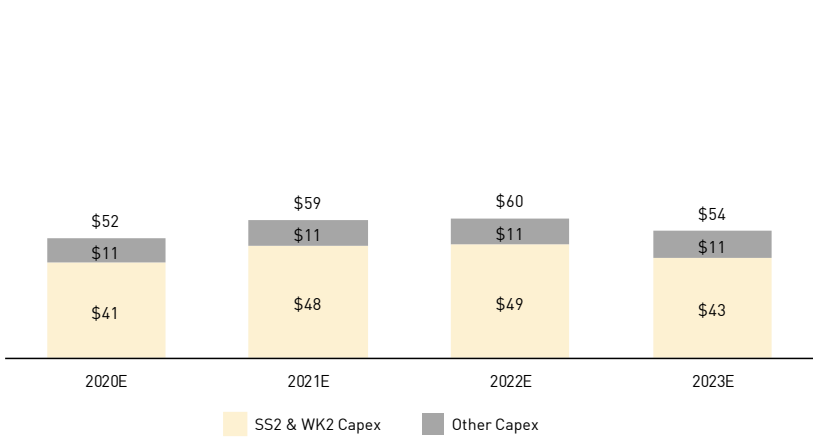
EBITDA ($m)

Run-rate gross and EBITDA margins are projected to reach approximately 73% and 46%, respectively, within 3 years of commencement of commercial operations, assuming operations start in June 2020

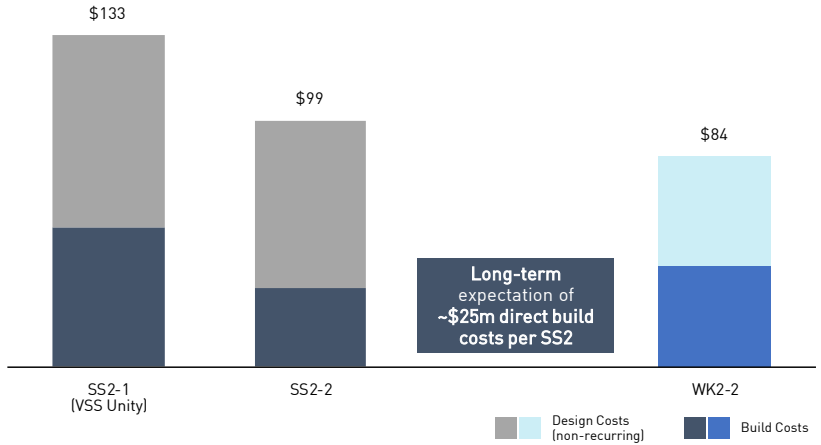
Source: VG Management.

Estimated Capex Spend Over Time

Total Annual Capex ($m)



Total Direct Design and Build Costs by Vehicle ($m)

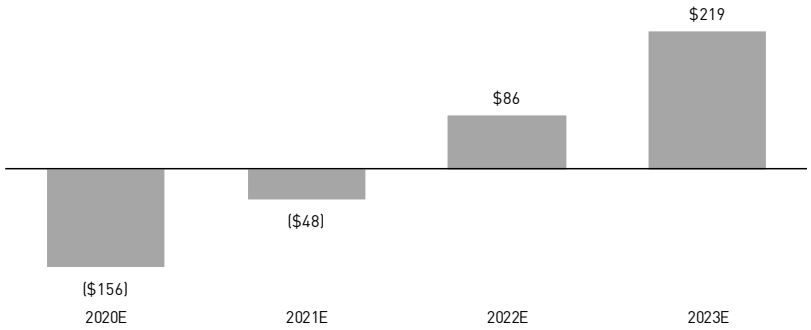


Total costs per vehicle are expected to decrease significantly due to the learning curve and sizeable non-recurring investment costs incurred historically for the initial vehicles

Source: VG Management.

Significant Liquidity to Fund Operations

EBITDA – Capex ($m)



Liquidity

- Strong liquidity position today as a result of cash from merger with IPOA
- Company has **no debt** on its balance sheet
- Approximately $16 million current cash burn per month ($190 million per year)[1]
- For illustrative purposes, $400 million of cash from the merger will provide more than two years of runway

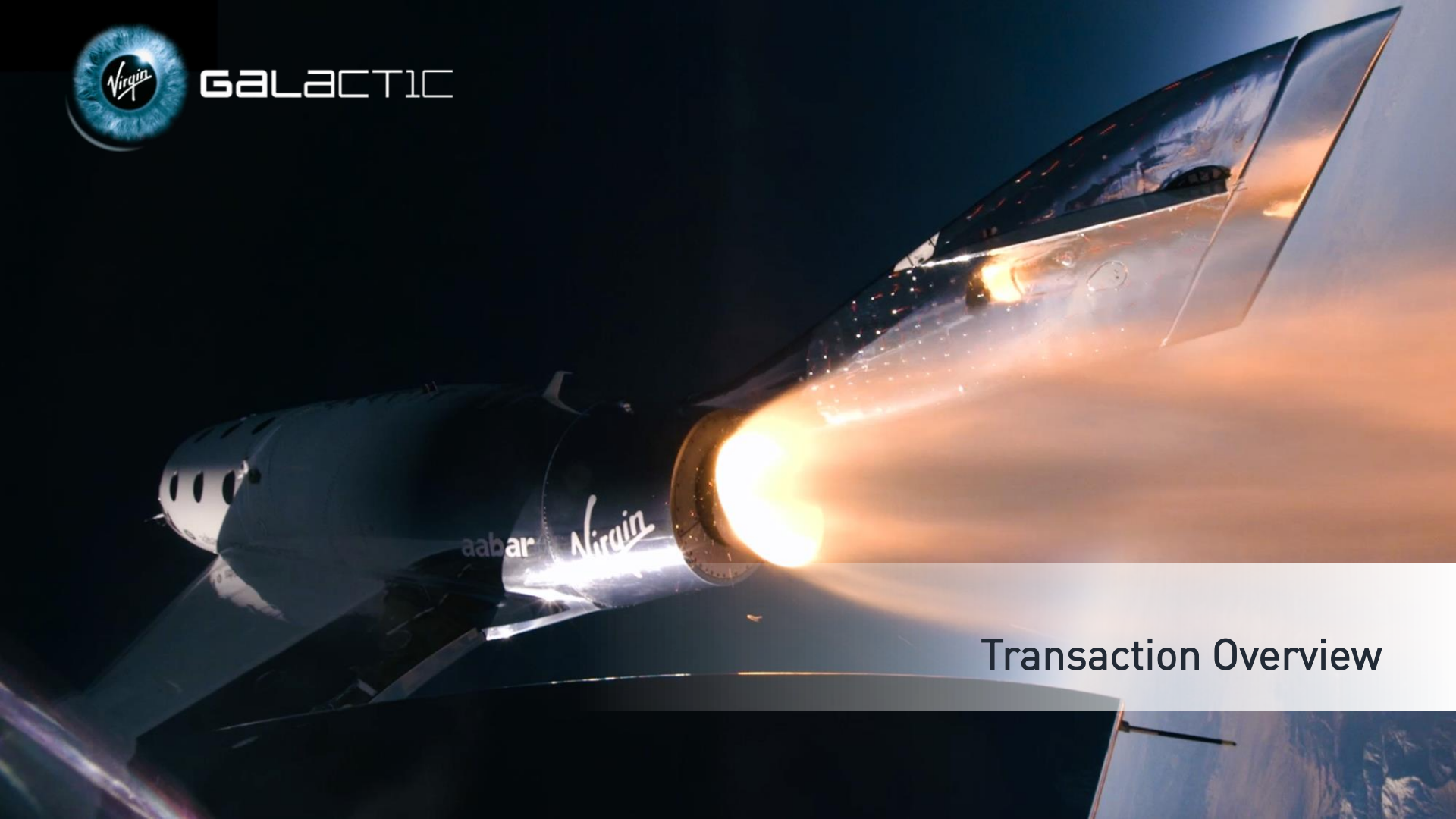
EBITDA – capex of $86 million achieved 2 years after commencement of commercial operations

Source: VG Management.
(1) Does not include incremental costs of being a public company.

Projected Financial Summary

	Fiscal Year Ended				CAGR
($m)	2020E	2021E	2022E	2023E	'20E - '23E
Ticketed Revenue	$21	$195	$376	$562	
Other Revenue	10	15	21	28	
Total Revenue	**$31**	**$210**	**$398**	**$590**	**167.3%**
% Growth	*NM*	*580%*	*89%*	*48%*	
Rocket Motor Costs & Fuel Costs	($5)	($24)	($36)	($41)	
Flight Operations & Maintenance	(19)	(30)	(37)	(50)	
Customer Costs & Insurance	(3)	(24)	(40)	(68)	
Total COGS	**(26)**	**(79)**	**(113)**	**(159)**	
Gross Profit	**$4**	**$131**	**$285**	**$431**	**360.3%**
% Margin	*14.3%*	*62.5%*	*71.7%*	*73.1%*	
Operating Expenses	($109)	($120)	($139)	($158)	
EBITDA	**($104)**	**$12**	**$146**	**$274**	**NM**
% Margin	*NM*	*5.5%*	*36.7%*	*46.4%*	
Capex	($52)	($59)	($60)	($54)	

Source: VG Management.
Note: Assuming a June 2020 commencement of operation a 1-month shift in commencement of commercial operations would impact 2020E revenue by ~$3 million.



Transaction Overview

Transaction Summary

- Pro forma **enterprise value of $1.5 billion**
- 2.5x CY2023E revenue and 5.5x CY2023E EBITDA
- IPOA founder committed to invest $100 million at $10.00 per share in connection with the business combination[1]
- Existing Virgin Galactic shareholders receive up to $274 million in cash consideration at close and approximately 103 million shares of rollover equity[2]
- Addition of Chamath Palihapitiya as Chairman and Adam Bain as a Director to Virgin Galactic's Board of Directors
- **Completion of transaction is expected in Q4 2019**

(1) Such shares to be acquired from the pro forma company or from Virgin Galactic's existing shareholders at the discretion of the existing shareholders.
(2) Assumes that existing Virgin Galactic shareholders receive $174 million of proceeds via a repurchase of rollover equity shares by IPOA and $100 million of proceeds via a sale to IPOA founder pursuant to the co-investment commitment.

Valuation and Sources & Uses

Pro Forma Valuation

($ in millions except per share values)	
IPOA Illustrative Share Price	$10.00
Pro Forma Shares Outstanding (millions) [1]	195.1
Total Equity Value	**$1,951**
Cash on Balance Sheet	(452)
Total Enterprise Value	**$1,499**

Pro Forma Enterprise Value / Revenue
3.8x *(Based on 2022E Revenue of $398 Million)*
2.5x *(Based on 2023E Revenue of $590 Million)*

Pro Forma Enterprise Value / EBITDA[2]
10.3 *(Based on 2022E EBITDA of $146 Million)*
5.5x *(Based on 2023E EBITDA of $274 Million)*

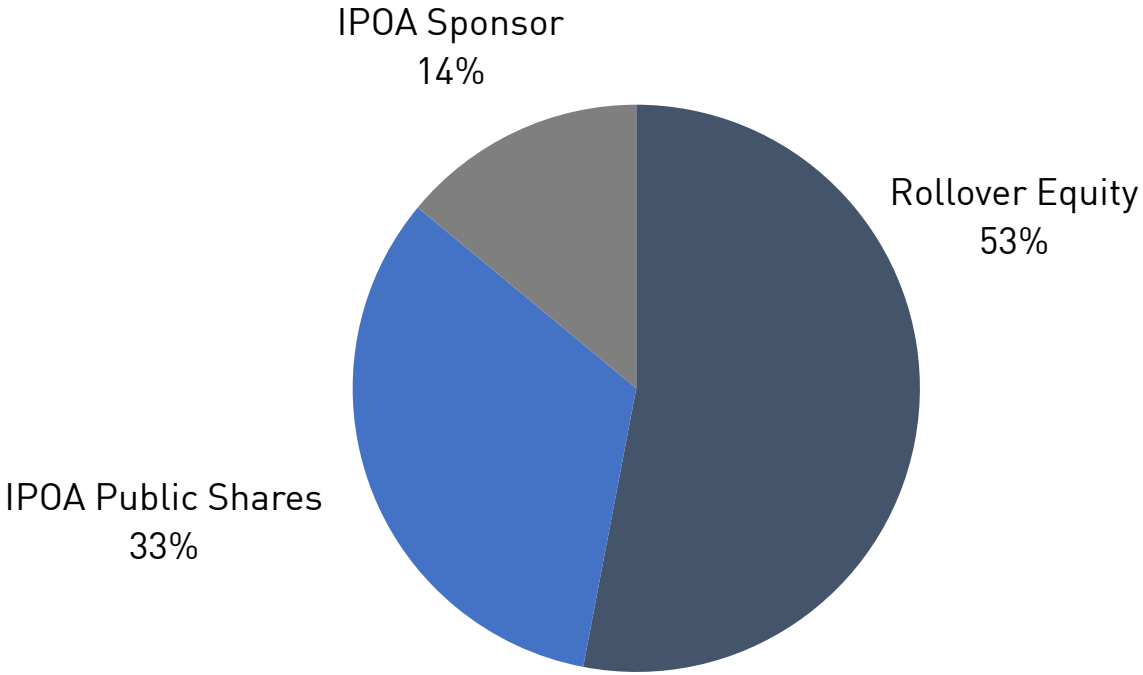
Sources & Uses[3]

($ in millions except per share values)	
Sources	
Cash from IPOA	$674
IPOA Founder Co-Investment	100
Total Sources	**$774**
Uses	
Cash to Balance Sheet	$452
Cash to Selling Shareholders	274 [4]
Illustrative Transaction Fees	48
Total Uses	**$774**

Cash to be held on balance sheet to support continued growth and commercialization

(1) Total shares includes 102.6 million rollover equity shares, 65.2 million IPOA public shares, 17.3 million IPOA founder shares (including 1.5 million Director RSU Awards) and 10.0 million shares from IPOA Founder's co-investment. Assumes no additional redemptions.
(2) EBITDA is a non-GAAP measure. Please refer to "Use of Non-GAAP Financial Matters" for additional information regarding the non-GAAP measures included in this presentation.
(3) Calculated as of June 30, 2019, after giving effect to redemptions in connection with our shareholder meeting on September 9, 2019, at an assumed price of $10.33 per share (which price is based on trust account figures as of June 30, 2019). Assumes no additional redemptions.
(4) Assumes that existing Virgin Galactic shareholders receive $174 million of proceeds via a repurchase of rollover equity shares by IPOA and $100 million of proceeds via a sale to IPOA founder pursuant to the co-investment commitment.

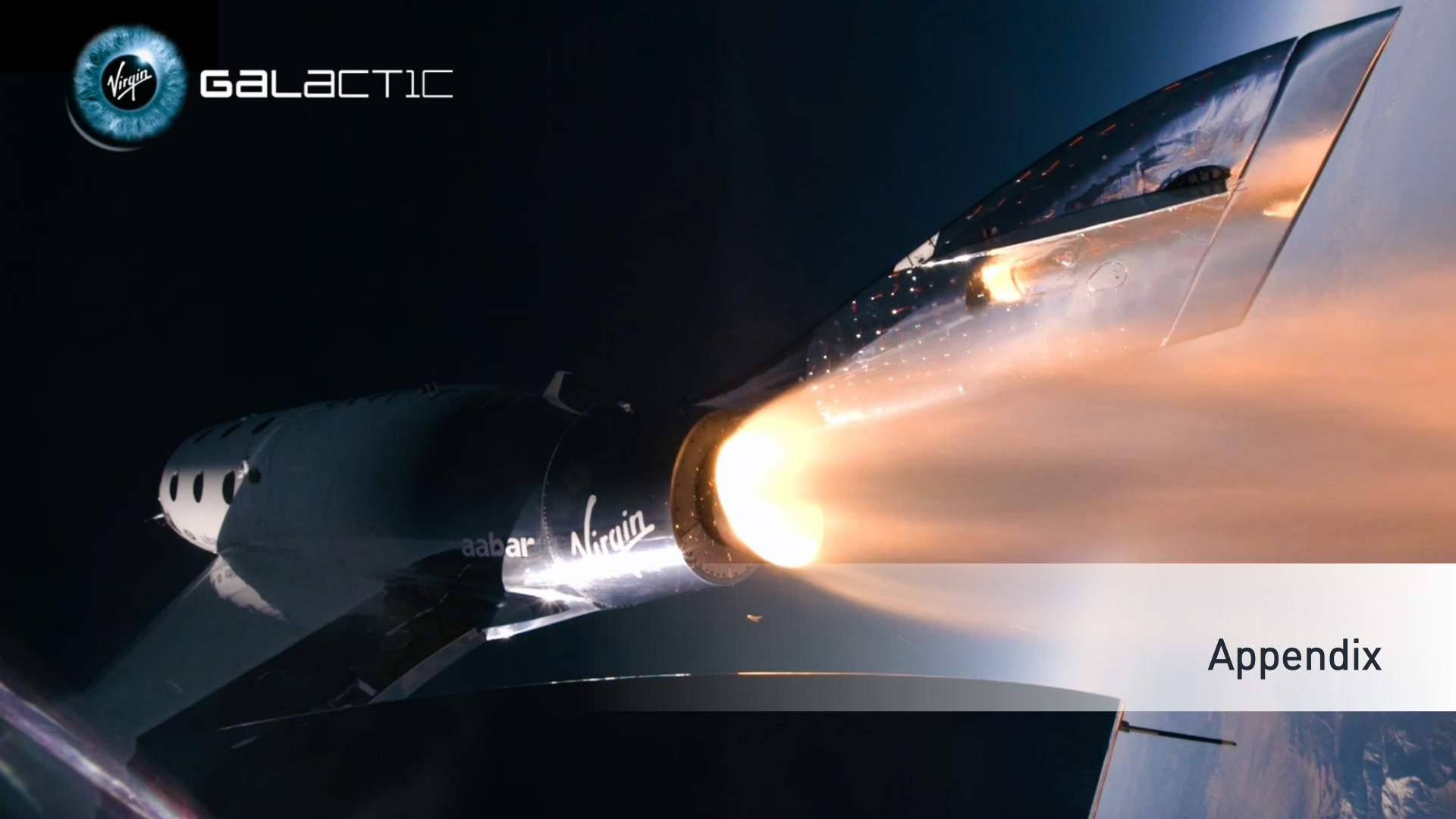
Pro Forma Ownership[1]



[1] Total shares includes 102.6 million rollover equity shares, 65.2 million IPOA public shares, 17.3 million IPOA founder shares (including 1.5 million Director RSU Awards) and 10.0 million shares from IPOA Founder's co-investment. Assumes no additional redemptions.

Virgin Galactic Investment Highlights

1. Will Be the First and Only Public Company in Commercial Human Spaceflight
2. Sizeable and Growing Market of High Net Worth Individuals
3. Attractive Business Model with Reusable, Scalable Design
4. Demonstrated Willingness to Pay
5. Strong Competitive Position, Underpinned by More than $1 Billion of Investment
6. Exciting Financial Profile with Robust and Profitable Growth
7. Experienced and Proven Management Team and Flight Team



Appendix

Who Are Our Customers?

The Space Enthusiast

"I have wanted to go since I watched those first steps on a fuzzy black and white TV"

69 years old

Background: Set up and sold engineering business, now semi retired

The Adventurer

"I've done it all, but this is the ultimate tick on my bucket list!"

45 years old

Background: Started a pharmaceutical company

The Virgin Brand Lover

"If Richard is doing it, and Virgin is in charge of it, I'm in!"

33 years old

Background: Investment banker

The Entrepreneur

"Space is the zeitgeist, and I want to be part of it."

42 years old

Background: Entrepreneur and investor

Driving Future Astronaut Engagement

Land Rover Partnership

- Power of the brand and the community enables one-of-a-kind partnership collaborations
- Astronaut Edition Range Rover is only available to signed-up Future Astronauts and embodies all that they love about VG

Building the Most Exclusive Community in the World

The World Above

What: A clear passion for space and everything within it

How:

- Eclipse festival
- CERN experience
- Evening with astronaut Tim Peake
- Intimate lunch with Professor Stephen Hawking

The Final Frontier

What: A thirst for exploration and adrenaline

How:

- Morocco driving trip with Land Rover
- Formula E races around the world hosted by Virgin Racing
- Virgin Strive challenges

The Finer Stuff

What: An appreciation for the finer things in life

How:

- Annual Virgin Galactic Necker trip with Richard
- Wine trip, hosted by a master maker in Beaune
- Ice hotels to game reserves, working with Virgin partners

The World Within

What: Giving back, and inspiring the next generation of innovators

How:

- Galactic Unite initiatives:
- ✓ Scholarships
- ✓ Mentoring
- ✓ Space chats