

# First Quarter 2016 Earnings Review



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April 29, 2016

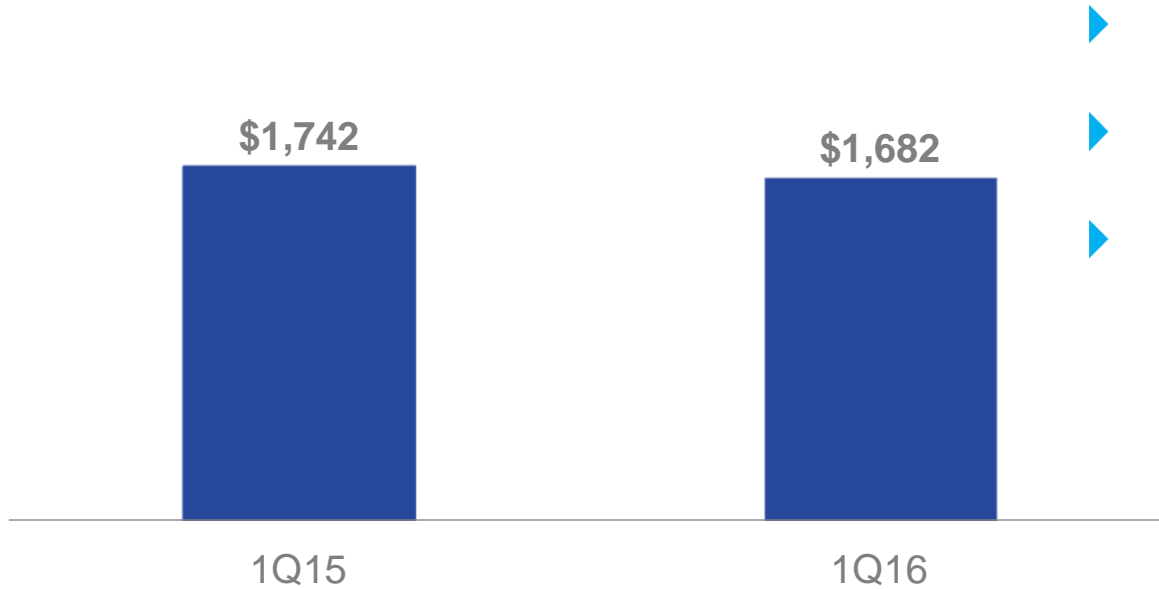


# 1Q Highlights

- ▶ **EPS : \$1.29**
- ▶ **B-21 Award**
- ▶ **3.6M Shares Repurchased (\$165M)**
- ▶ **Focus on Cost (Indirect, Overhead, Material)**
- ▶ **737 MAX First Flight**
- ▶ **Investment Grade Rating with Moody's / S&P**

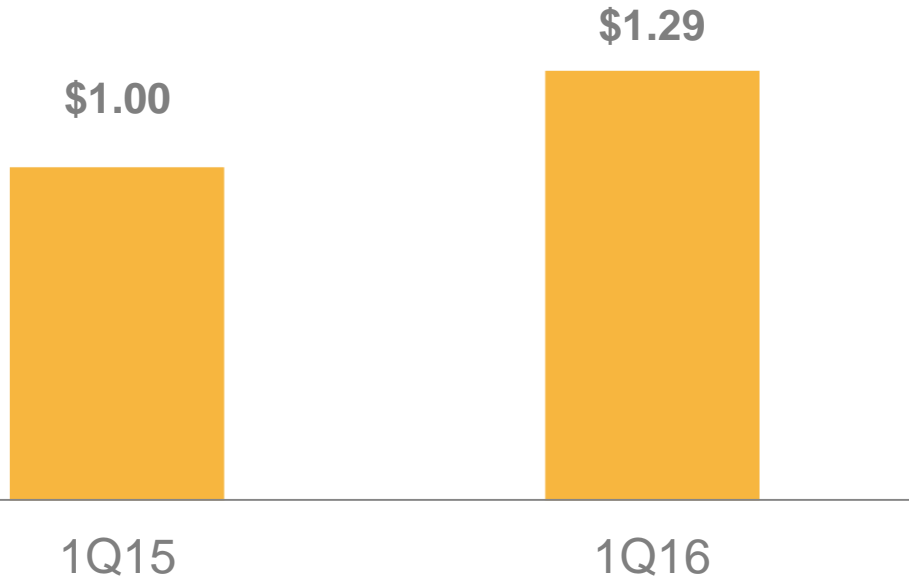
# Revenue

Millions



- ▶ Revenue Lower by 3%
- ▶ Increasing Rates on A350 and A320
- ▶ Backlog at \$46 Billion

# Adjusted EPS (Fully Diluted)\*

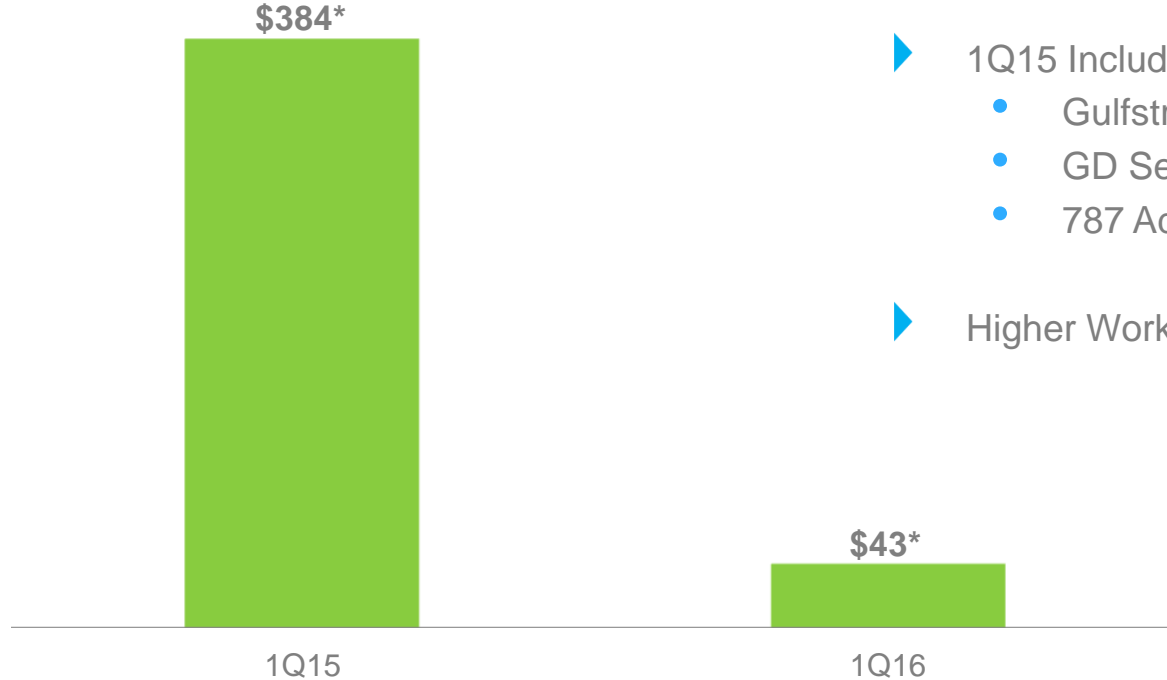


- ▶ Continued Cost Reduction Discipline
- ▶ Strong Improvement in Performance
- ▶ Supported by Lower Share Count

\*Non-GAAP measure. Definitions, reconciliations, and further disclosures regarding this non-GAAP measure are appended to this document.

# Free Cash Flow\*\*

Millions



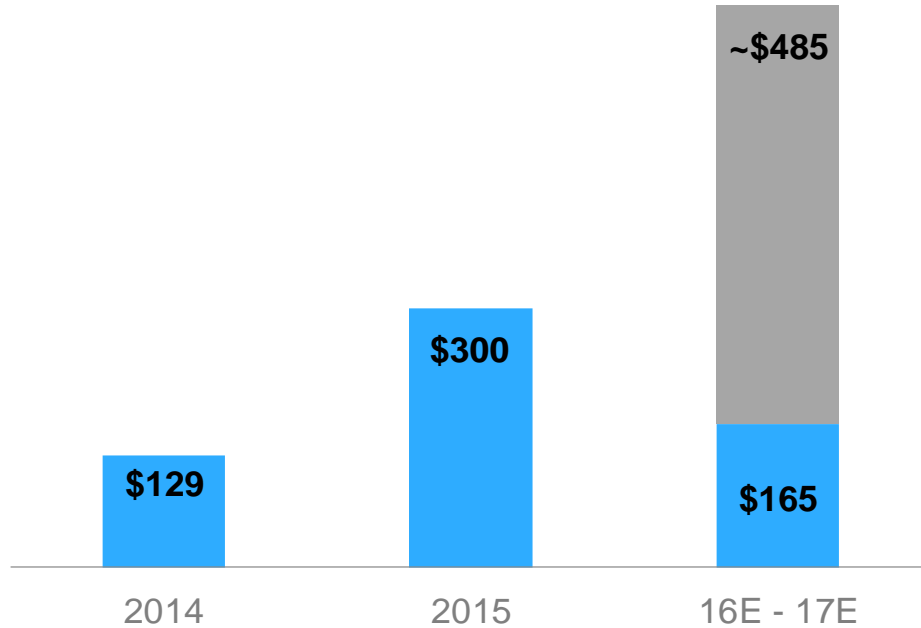
- ▶ 2016 Guidance of \$325 - \$375 Million Unchanged
- ▶ 1Q15 Included One-time Items:
  - Gulfstream Divestiture Tax Refund
  - GD Settlement
  - 787 Advance Repayments Delay
- ▶ Higher Working Capital

5 \*FCF includes \$16 million in 1Q 2015 and \$43 million in 1Q 2016 from 787 interim pricing agreement.

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# Capital Deployment

Millions

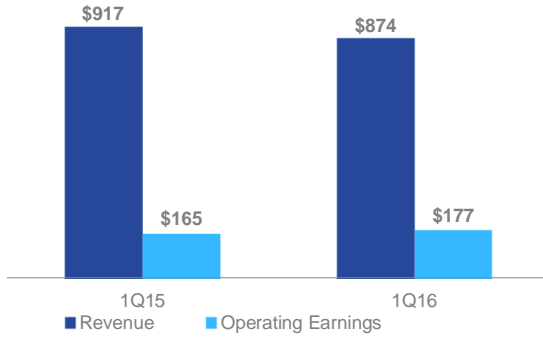


- ▶ Plan to return over \$1 billion to shareholders
- ▶ Maintain disciplined and opportunistic approach

# Segment Results

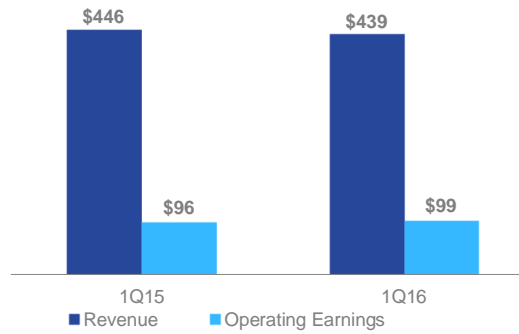
Millions

## Fuselage Systems



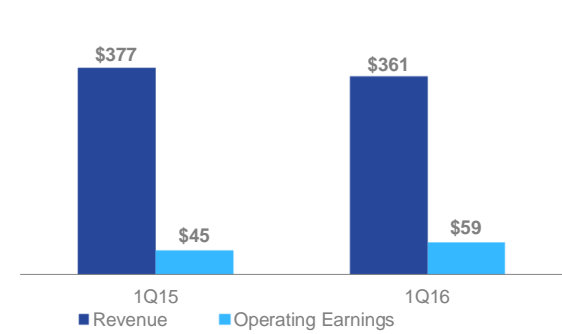
Millions

## Propulsion Systems



Millions

## Wing Systems



787 Fuselage



737 Propulsion



777 Wing

# 2016 Financial Guidance

Financial Guidance Unchanged April 29, 2016

## 2016 Guidance

Revenues

\$6.6 - \$6.7 billion

Earnings Per Share (Fully Diluted)

\$4.15 - \$4.35

Effective Tax Rate

~31.5% - 32.5%

Free Cash Flow\*

\$325 - \$375 million

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# Forward-Looking Information

## Cautionary Statement Regarding Forward-Looking Statements:

This presentation contains “forward-looking statements” that may involve many risks and uncertainties. Forward-looking statements reflect our current expectations or forecasts of future events. Forward-looking statements generally can be identified by the use of forward-looking terminology such as “anticipate,” “believe,” “continue,” “estimate,” “expect,” “forecast,” “intend,” “may,” “plan,” “project,” “should,” “will,” and other similar words or phrases, or the negative thereof, unless the context requires otherwise. These statements reflect management’s current views with respect to future events and are subject to risks and uncertainties, both known and unknown. Our actual results may vary materially from those anticipated in forward-looking statements. We caution investors not to place undue reliance on any forward-looking statements. Important factors that could cause actual results to differ materially from those reflected in such forward-looking statements and that should be considered in evaluating our outlook include, but are not limited to, the following: 1) our ability to continue to grow our business and execute our growth strategy, including the timing, execution, and profitability of new and maturing programs; 2) our ability to perform our obligations and manage costs related to our new and maturing commercial, business aircraft and military development programs and the related recurring production; 3) margin pressures and the potential for additional forward losses on new and maturing programs; 4) our ability to accommodate, and the cost of accommodating, announced increases in the build rates of certain aircraft; 5) the effect on aircraft demand and build rates of changing customer preferences for business aircraft, including the effect of global economic conditions on the business aircraft market and expanding conflicts or political unrest in the Middle East or Asia; 6) customer cancellations or deferrals as a result of global economic uncertainty; 7) the effect of economic conditions in the industries and markets in which we operate in the U.S. and globally and any changes therein, including fluctuations in foreign currency exchange rates; 8) the success and timely execution of key milestones such as receipt of necessary regulatory approvals and customer adherence to their announced schedules; 9) our ability to successfully negotiate future pricing under our supply agreements with Boeing, Airbus and our other customers; 10) our ability to enter into profitable supply arrangements with additional customers; 11) the ability of all parties to satisfy their performance requirements under existing supply contracts with our two major customers, Boeing and Airbus, and other customers and the risk of nonpayment by such customers; 12) any adverse impact on Boeing’s and Airbus’ production of aircraft resulting from cancellations, deferrals or reduced orders by their customers or from labor disputes or acts of terrorism; 13) any adverse impact on the demand for air travel or our operations from the outbreak of diseases or epidemic or pandemic outbreaks; 14) our ability to avoid or recover from cyber-based or other security attacks, information technology failures or other disruptions; 15) returns on pension plan assets and the impact of future discount rate changes on pension obligations; 16) our ability to borrow additional funds or refinance debt; 17) competition from commercial aerospace original equipment manufacturers and other aerostructures suppliers; 18) the effect of governmental laws, such as U.S. export control laws and U.S. and foreign anti-bribery laws such as the Foreign Corrupt Practices Act and the United Kingdom Bribery Act, and environmental laws and agency regulations, both in the U.S. and abroad; 19) any reduction in our credit ratings; 20) our dependence on our suppliers, as well as the cost and availability of raw materials and purchased components; 21) our ability to recruit and retain highly-skilled employees and our relationships with the unions representing many of our employees; 22) spending by the U.S. and other governments on defense; 23) the possibility that our cash flows and borrowing facilities may not be adequate for our additional capital needs or for payment of interest on and principal of our indebtedness; 24) our exposure under our existing senior secured revolving credit facility to higher interest payments should interest rates increase substantially; 25) the effectiveness of any interest rate hedging programs; 26) the effectiveness of our internal control over financial reporting; 27) the outcome or impact of ongoing or future litigation, claims and regulatory actions; and 28) our exposure to potential product liability and warranty claims. These factors are not exhaustive and it is not possible for us to predict all factors that could cause actual results to differ materially from those reflected in our forward-looking statements. These factors speak only as of the date hereof, and new factors may emerge or changes to the foregoing factors may occur that could impact our business. As with any projection or forecast, these statements are inherently susceptible to uncertainty and changes in circumstances. Except to the extent required by law, we undertake no obligation to, and expressly disclaim any obligation to, publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise. Additional information concerning these and other factors can be found in our filings with the Securities and Exchange Commission, including our most recent Annual Report on Form 10-K.

# Non-GAAP Measure Disclosure

Management believes the non-GAAP (Generally Accepted Accounting Principles) measures used in this report provide investors with important perspectives into the company's ongoing business performance. The company does not intend for the information to be considered in isolation or as a substitute for the related GAAP measure. Other companies may define the measure differently.

## Adjusted EPS

	Three Months	
	2016	2015
GAAP Diluted Earnings Per Share	\$1.29	\$1.30
Impact of Partial Release of Deferred Tax Asset Valuation Allowance	-	(0.30) <b>a</b>
Adjusted Diluted Earnings Per Share	\$1.29	\$1.00
Diluted Shares	132.7	140.4

**a** Represents the net earnings per share impact of deferred tax asset valuation allowance not associated with the Gulfstream divestiture of (\$42) million in 2015.

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## Free Cash Flow (\$ in millions)

	Three Months		Guidance
	2016	2015	2016
Cash Provided by Operating Activities	\$94	\$424	\$575 - \$675
Capital Expenditures	(51)	(40)	(250 - 300)
Free Cash Flow	43	384	\$325 - \$375
Cash Received under 787 Interim Pricing Agreement	(43)	(16)	
Adjusted Free Cash Flow	\$0	\$368	



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