

Spirit AeroSystems Holdings, Inc.

First Quarter 2013

Performance Review

Larry Lawson

President and Chief Executive Officer

Phil Anderson

Senior Vice President and Chief Financial Officer

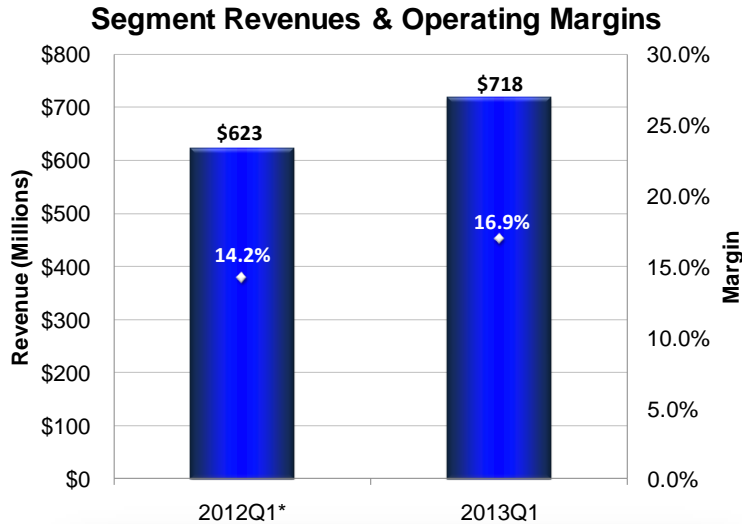
- Strong top-line growth and core operating results in the quarter
- Commercial aerospace leader with \$36B backlog
- Focus on program execution and operational excellence

Spirit AeroSystems Holdings, Inc. First Quarter 2013 Performance & Financial Results

Phil Anderson

Senior Vice President and Chief Financial Officer

Fuselage Systems

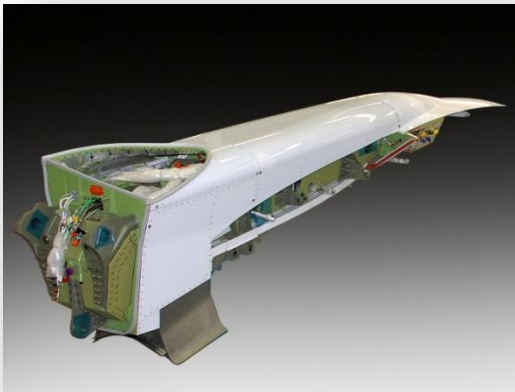
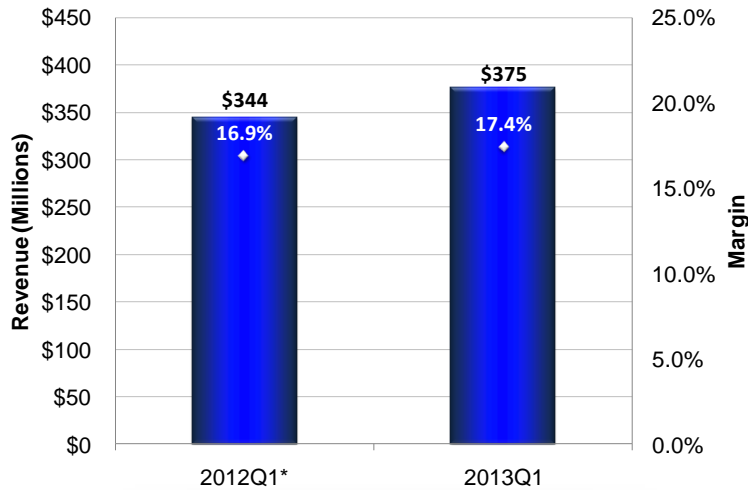


737 Fuselage

- Strong top-line growth and operating performance
- Delivered unit 4,400 737 Next Generation fuselage
- Shipped fifth A350 XWB composite center fuselage
- Delivered the 116th 787 forward fuselage
- Delivered final SDD CH-53K fuselage

*Warranty reserve in 2012 reclassified from segment operating income to unallocated cost of sales to conform to current year presentation.

Segment Revenues & Operating Margins

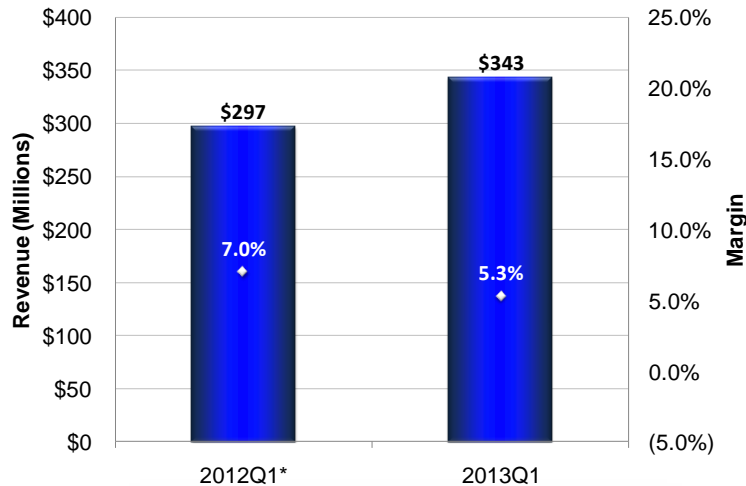


787 Pylon

- Strong top-line growth and operating performance
- Delivered unit 4,400 for 737 Next Generation pylon and thrust reverser
- Shipped unit 1,100 for 777 nacelle and pylons
- Shipped 117th unit of 787 engine pylons
- Achieved development program milestones

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Segment Revenues & Operating Margins

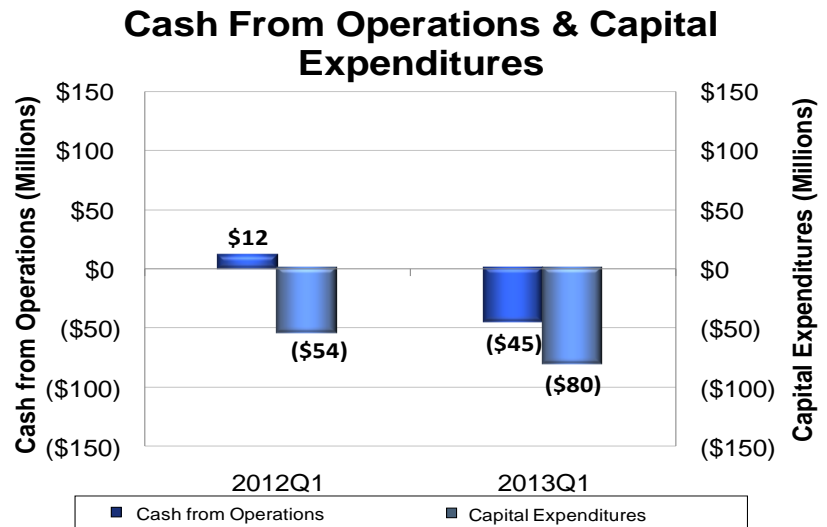
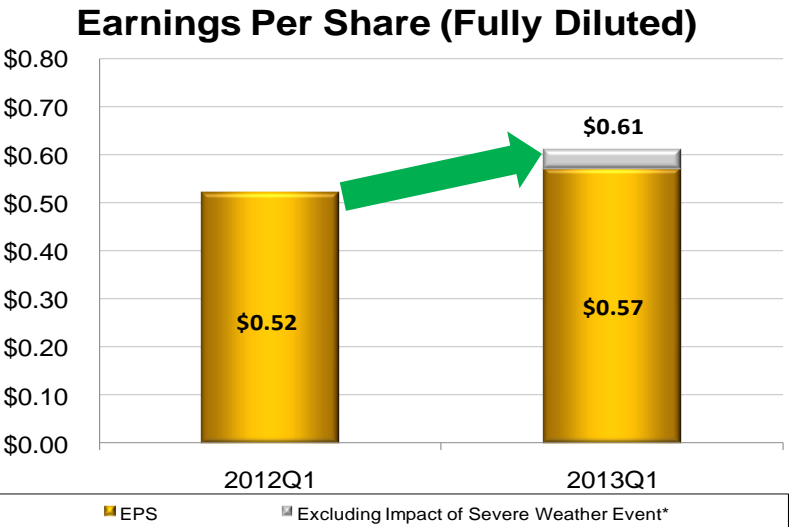
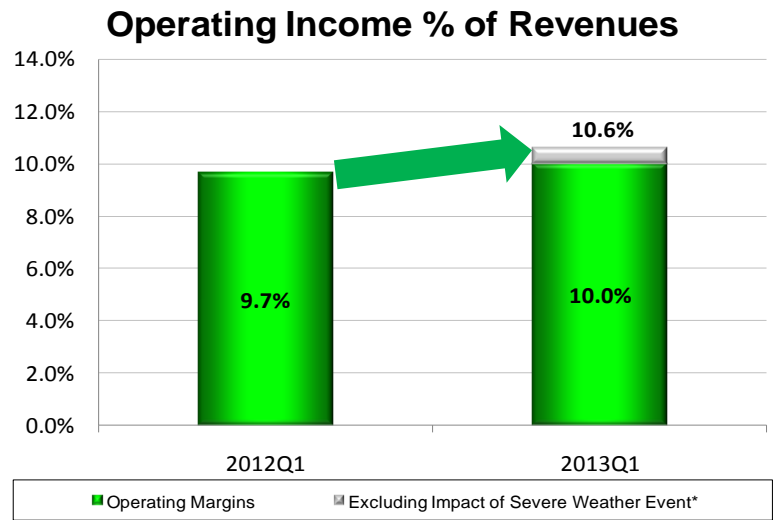
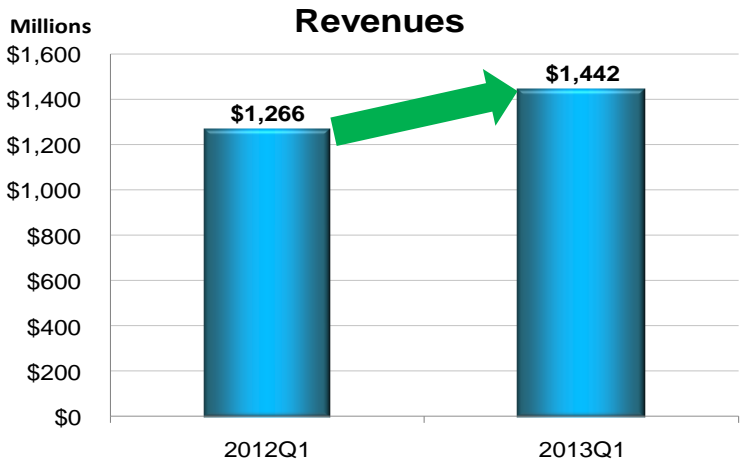


787 Fixed Leading Edge – Spirit Malaysia

- Strong top-line growth and core operating performance
- Delivered 5,600th A320 wing components
- Delivered unit 4,400 for 737 Next Generation slats / flaps
- Delivered the 114th 787 slats
- Delivered first 787 fixed leading edge from Spirit Malaysia facility

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First Quarter 2013 Financial Highlights



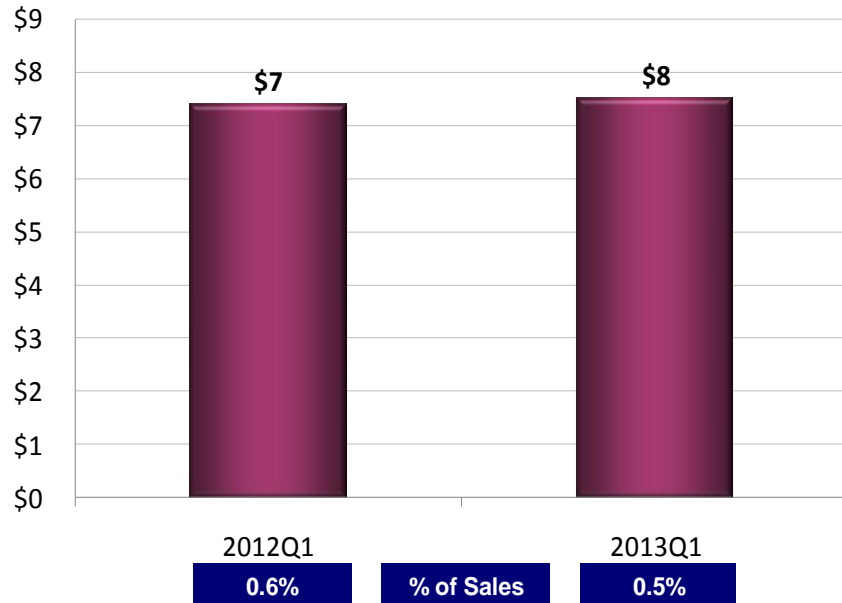
*Non-GAAP measure. Definitions, reconciliations, and further disclosures regarding this non-GAAP measure are appended to this document.

Revenue & Earnings Growth on Core Business

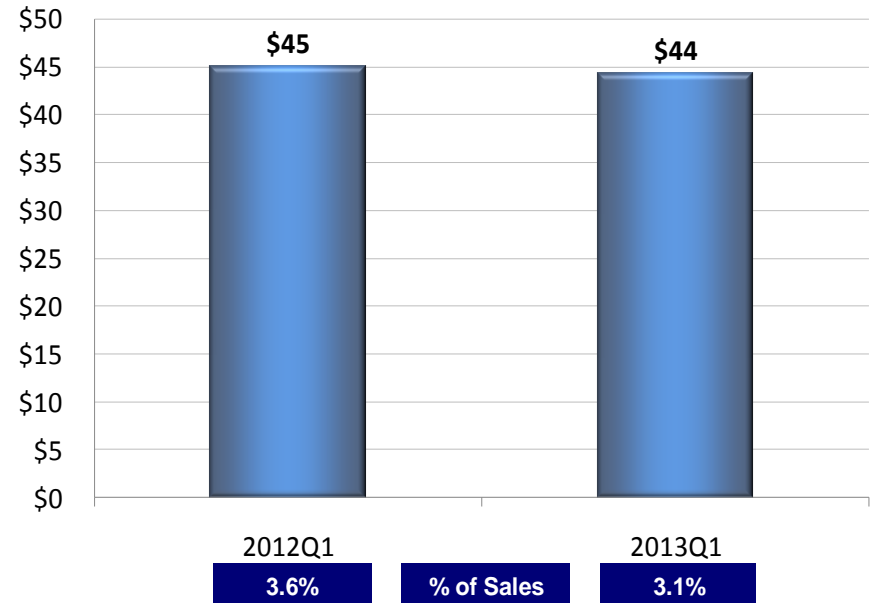
First Quarter 2013 Period Expenses



Research & Development Expense (Millions)



S G & A Expense (Millions)

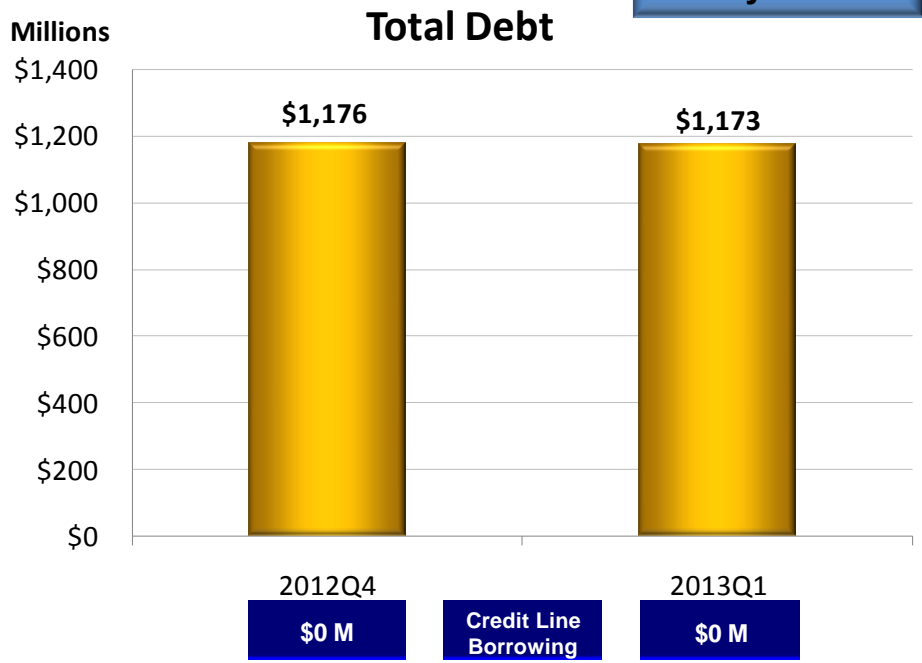
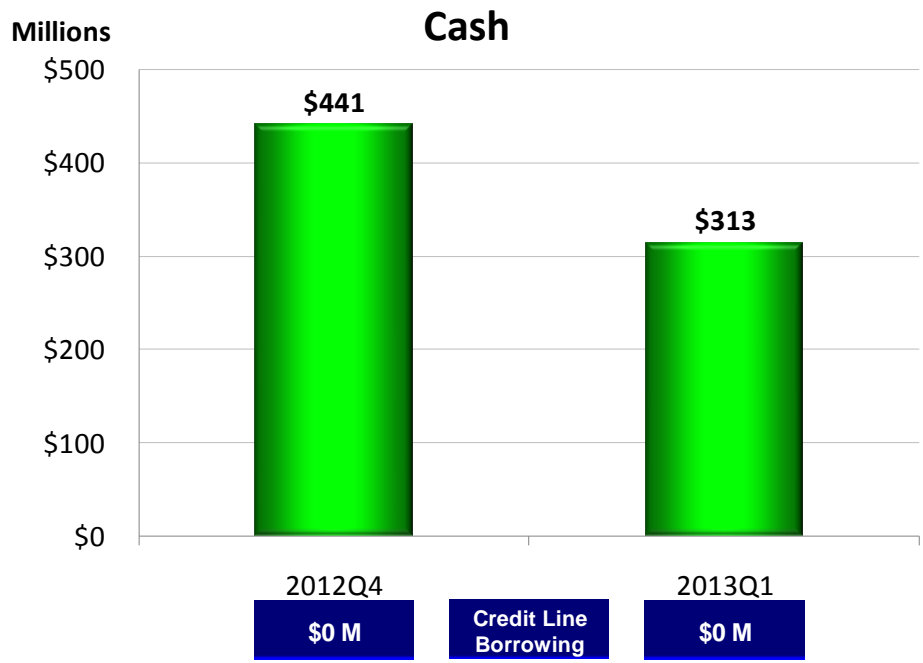


Disciplined Expense Management

Cash and Debt Balances



Credit Ratings
 S&P: BB
 Moody's: Ba2

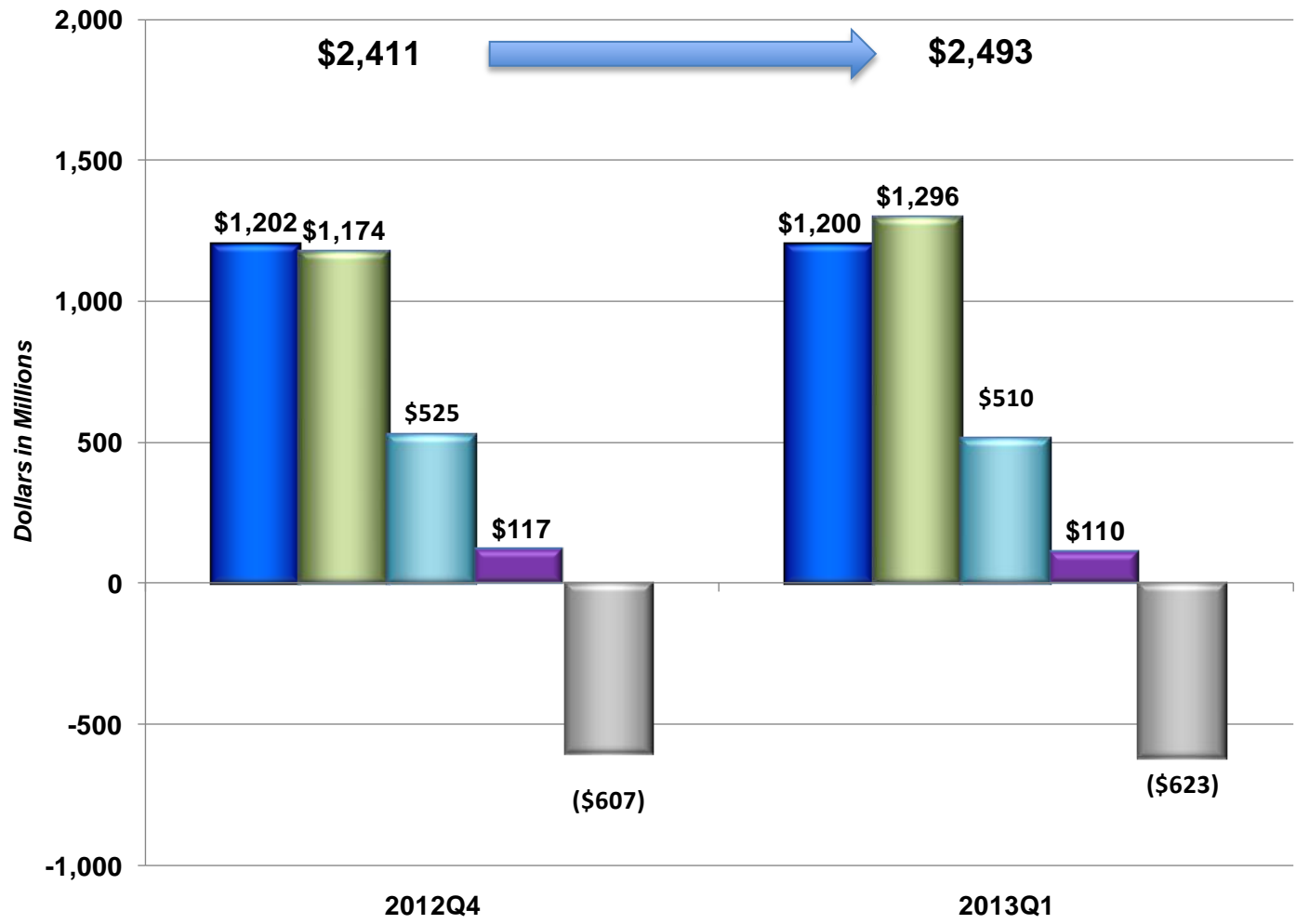


▪ \$650 million undrawn credit-line at 3/28/2013

▪ As of 3/28/2013, Total Debt/Total Capital = 36%

Strong Liquidity...Proactively Managing Capital Structure

Inventory Balance



Physical – Relatively stable

Deferred – Increase driven by A350 & Gulfstream programs

Pre-Production – Decrease driven by G650 & 787 programs

Non-Recurring – Decrease driven by A350 program

Forward Loss Provision – Increase driven by 787 program

- Commercial airplane market is strong...\$36B backlog
- Focus on
 - Core business growth and investment in innovation
 - Improve development program cost and execute 787 and A350
 - Create value

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 “may,” “will,” “should,” “expect,” “anticipate,” “intend,” “estimate,” “believe,” “project,” “continue,” “plan,” “forecast,” or other similar words, 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: our ability to continue to grow our business and execute our growth strategy, including the timing, execution and profitability of new programs; our ability to perform our obligations and manage costs related to our new commercial and business aircraft development programs and the related recurring production; margin pressures and the potential for additional forward-losses on aircraft development programs; our ability to accommodate, and the cost of accommodating, announced increases in the build rates of certain aircraft; the effect on business and commercial aircraft demand and build rates of the following factors: continuing weakness in the global economy and economic challenges facing commercial airlines, a lack of business and consumer confidence, and the impact of continuing instability in global financial and credit markets, including, but not limited to, any failure to avert a sovereign debt crisis in Europe; customer cancellations or deferrals as a result of global economic uncertainty; the success and timely execution of key milestones such as deliveries and resumption of service of Boeing’s B787; and first flight, certification and first delivery of Airbus’ A350 XWB aircraft program, receipt of necessary regulatory approvals, and customer adherence to their announced schedules; our ability to successfully negotiate new pricing under our main supply agreement with Boeing; our ability to enter into profitable supply arrangements with additional customers; the ability of all parties to satisfy their performance requirements under existing supply contracts with Boeing and Airbus, our two major customers, and other customers and the risk of nonpayment by such customers; 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; any adverse impact on the demand for air travel or our operations from the outbreak of diseases or epidemic or pandemic outbreaks; returns on pension plan assets and the impact of future discount rate changes on pension obligations; our ability to borrow additional funds or refinance debt; competition from original equipment manufacturers and other aerostructures suppliers; 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 United Kingdom Bribery Act, and environmental laws and agency regulations, both in the U.S. and abroad; the cost and availability of raw materials and purchased components; our ability to recruit and retain highly skilled employees and our relationships with the unions representing many of our employees; spending by the U.S. and other governments on defense; 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; our exposure under our existing senior secured revolving credit facility to higher interest payments should interest rates increase substantially; the effectiveness of our interest rate and foreign currency hedging programs; the outcome or impact of ongoing or future litigation, claims and regulatory actions; our exposure to potential product liability and warranty claims; and the accuracy or completeness of our assessment of damage and costs of restoration and recovery from the severe weather event that hit our Wichita, Kan. facility on April 14, 2012. 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 and Quarterly Reports on Form 10-Q.

Non-GAAP Measure Disclosure



Management believes that 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.

Operating Income % of Revenues Excluding Impact of Severe Weather Event

	<u>2012Q1</u>	<u>2013Q1</u>
Operating Income under GAAP	\$ 122.3	\$ 144.5
Adjustments to Operating Income:		
Impact from Severe Weather Event		(8.8)
Total Adjustments	\$ -	\$ (8.8)
Adjusted Operating Income	\$ 122.3	\$ 153.3
Adjusted Operating Income % of Revenues	9.7%	10.6%

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Earnings Per Share Excluding Impact of Severe Weather Event

	<u>Three Months Ended March 29, 2012</u>	<u>Three Months Ended March 28, 2013</u>
	<u>Earnings Per Share</u>	<u>Earnings Per Share</u>
GAAP Diluted Earnings Per Share	\$ 0.52	\$ 0.57
Impact from Severe Weather Event		\$ 0.04 ^a
Earnings Per Share Excluding Impact of Severe Weather Event	\$ 0.52	\$ 0.61

^a Represents the net earnings per share impact of the April 2012 severe weather event in the first quarter.

The earnings per share amount is presented net of income taxes of 30.5 percent.

EPS Calculation: $8.8\text{mm} * (1 - .305) = 6.1$, $6.1\text{mm} / 143.1\text{mm Diluted Shares} = \0.04

