



# Spirit AeroSystems Holdings, Inc. Third Quarter 2011 Performance Review

**Jeff Turner**

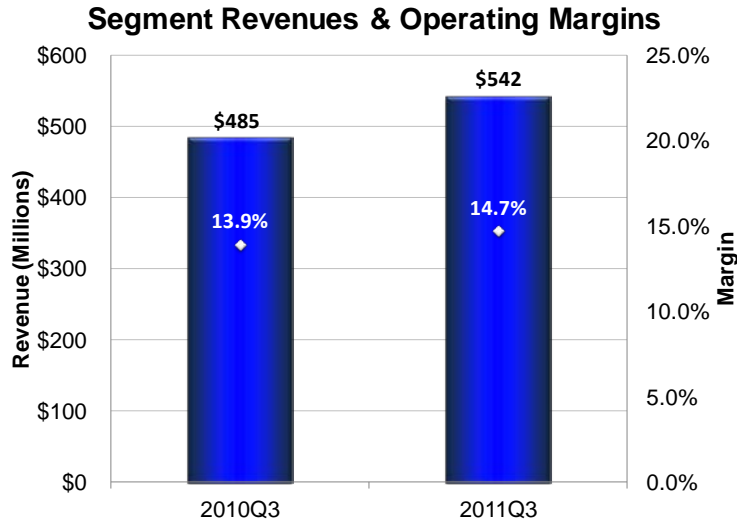
President and Chief Executive Officer

**Phil Anderson**

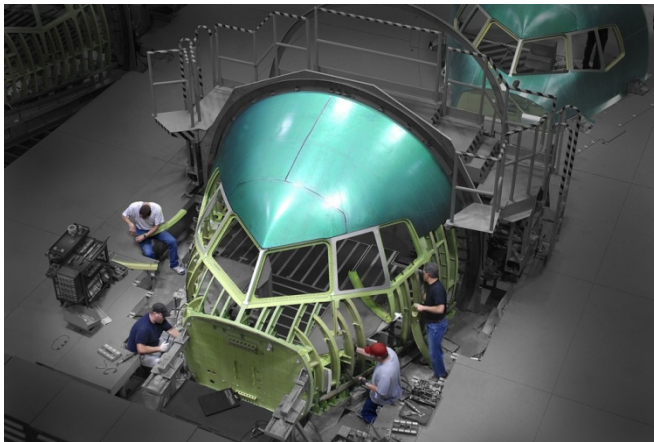
Senior Vice President and Chief Financial Officer

November 3, 2011

- **Solid third quarter performance**
- **Achieving development program milestones**
- **Delivering higher production volumes**
- **Backlog at over \$30 billion**
- **Continued strong commercial airplane market outlook**



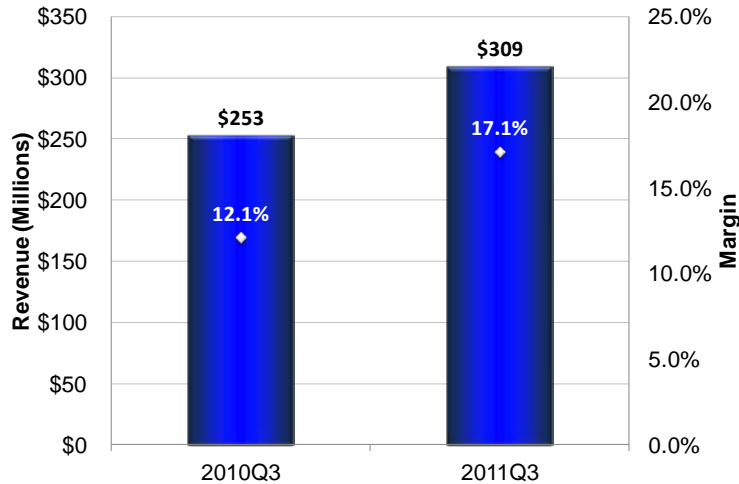
- **Solid performance on increasing volumes**
- **Delivered unit 3,800 737 Next Generation fuselage**
- **Delivered 787 forward fuselage number forty-nine**
- **Delivered thirty-fourth 747-8 forward fuselage**
- **Focused on 787 cost opportunities**



**777 Cab**

***Delivering on Higher Volumes***

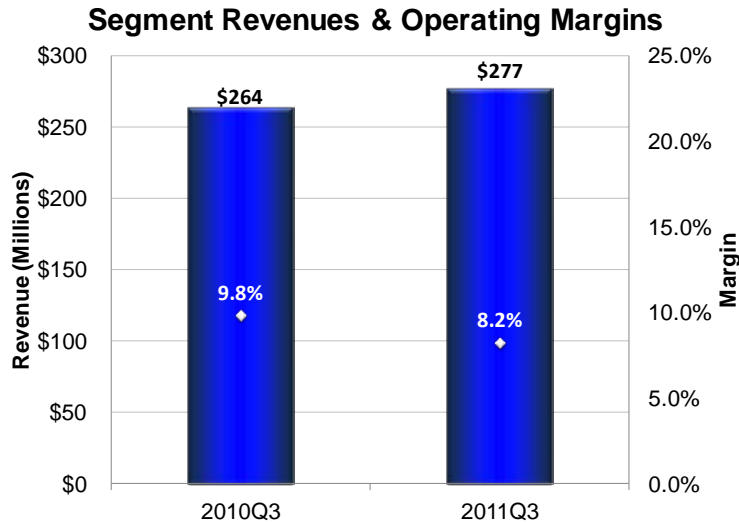
## Segment Revenues & Operating Margins



777 Nacelle

- **Strong performance on increasing volumes...aftermarket contributes**
- **Focused on development programs**
- **Delivered unit 3,800 for 737 Next Generation Pylon and Thrust Reverser**
- **Shipped fiftieth 787 Engine Pylon**
- **Tanker development underway**

*Delivering on Higher Volumes*



A350 Leading Edge Spar

- **Solid performance with increasing volumes**
- **Delivered 5,000<sup>th</sup> A320 Wing components**
- **Delivered unit 3,800 for 737 Next Generation Slats / Flaps**
- **Shipped thirty-third 747-8 Fixed Leading Edge Wing section**
- **Delivered unit fifty-one 787 slats**
- **Achieving development program milestones**

*Delivering on Higher Volumes*



# Spirit AeroSystems Holdings, Inc.

## Third Quarter 2011

### Financial Results

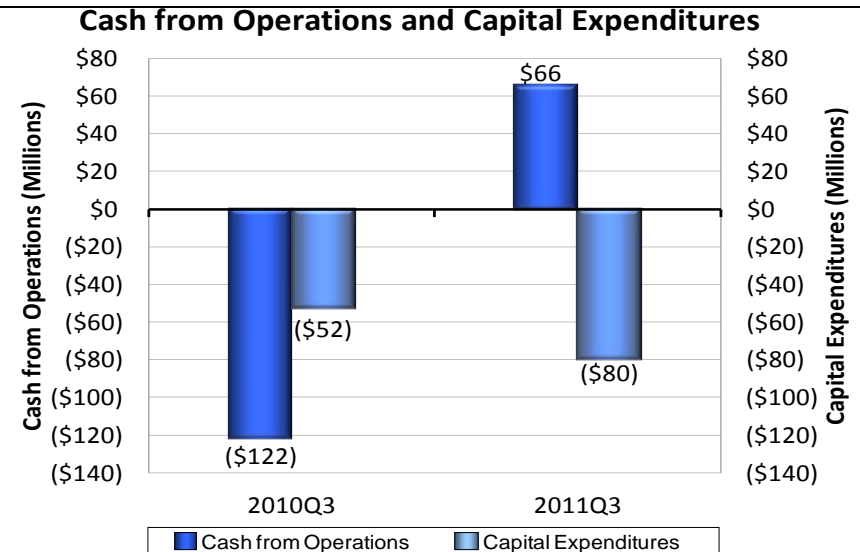
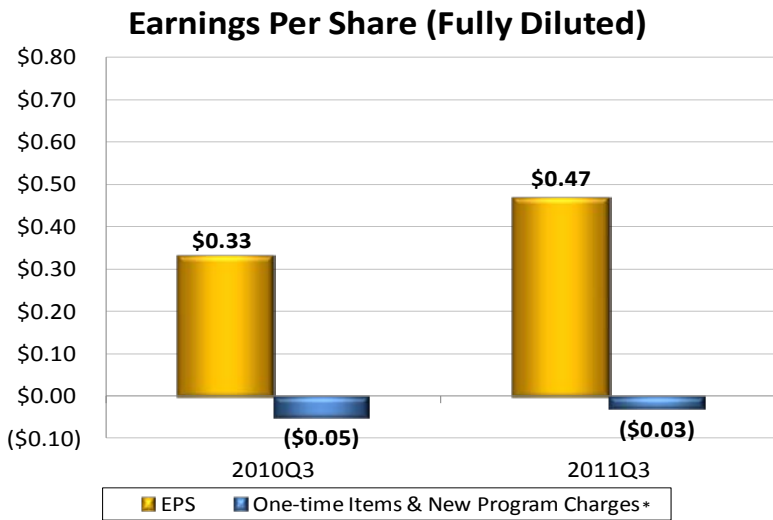
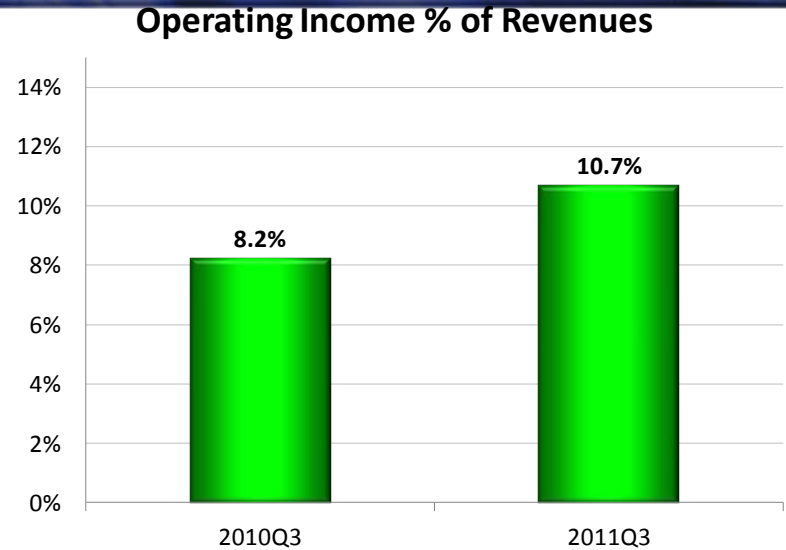
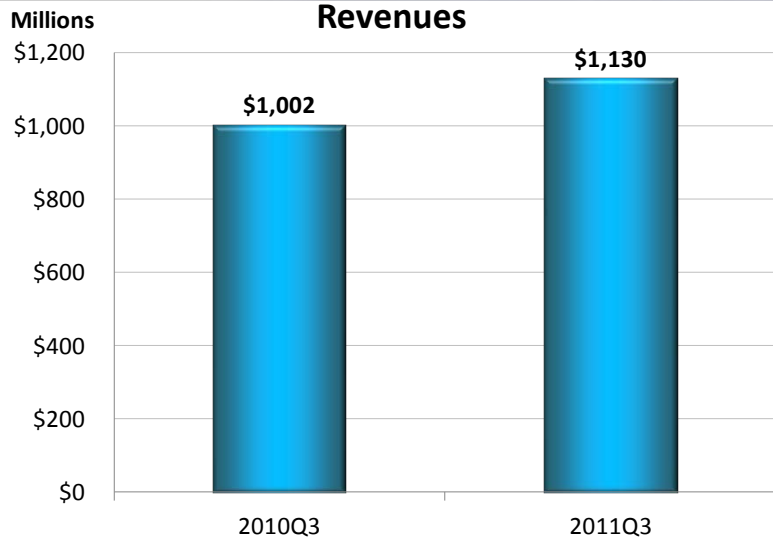
**Phil Anderson**

Senior Vice President and Chief Financial Officer

November 3, 2011



# Third Quarter 2011 Financial Highlights

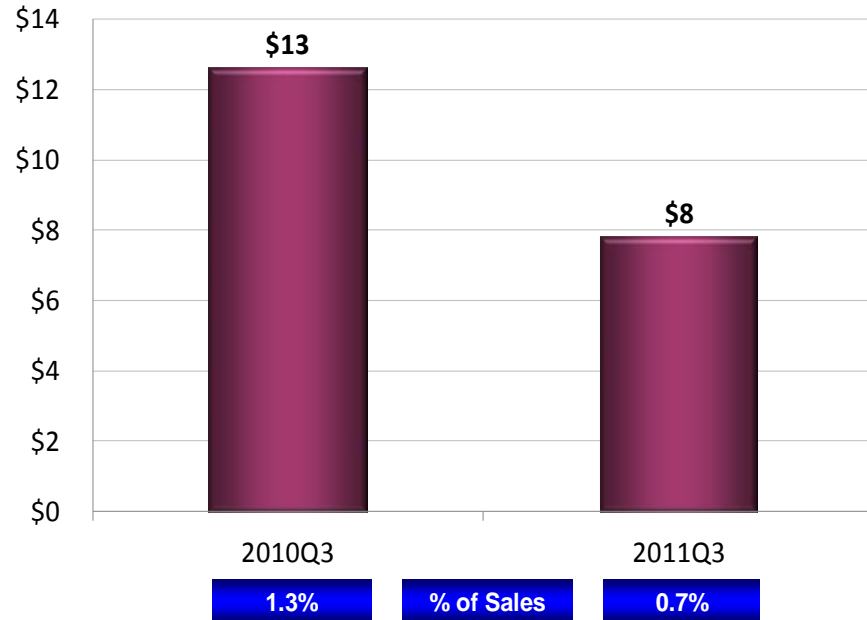


\* see appendix for breakout

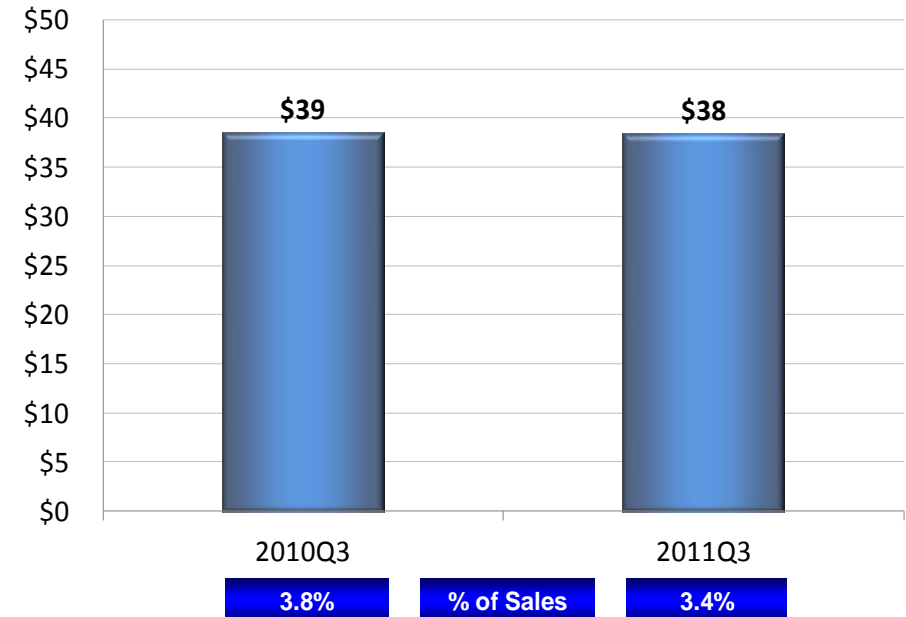
**Revenue & Earnings Growth on Core Business Volume**

# Third Quarter 2011 Period Expenses

**Research & Development Expense (Millions)**



**S G & A Expense (Millions)**

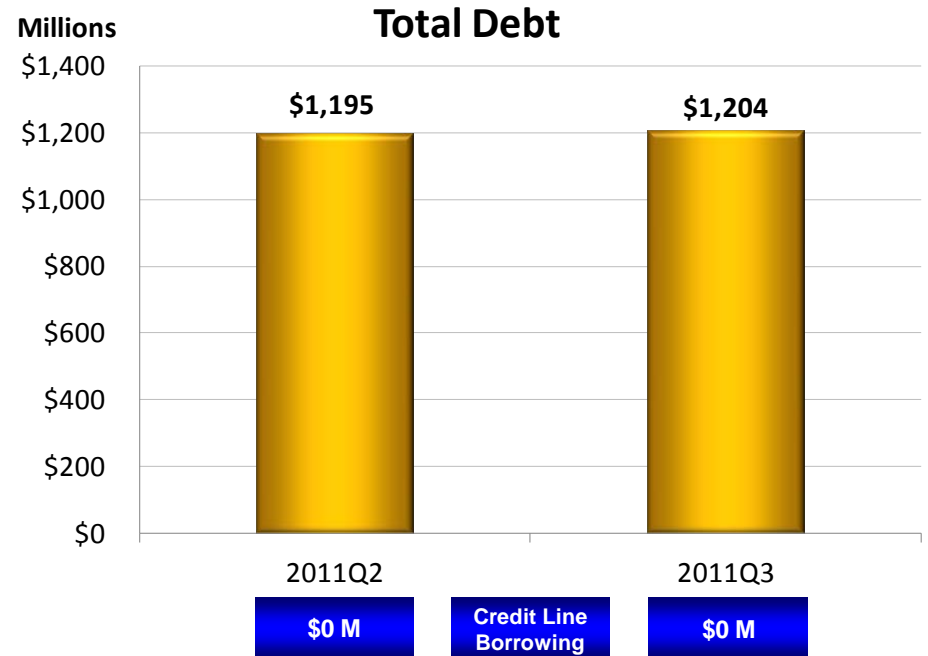
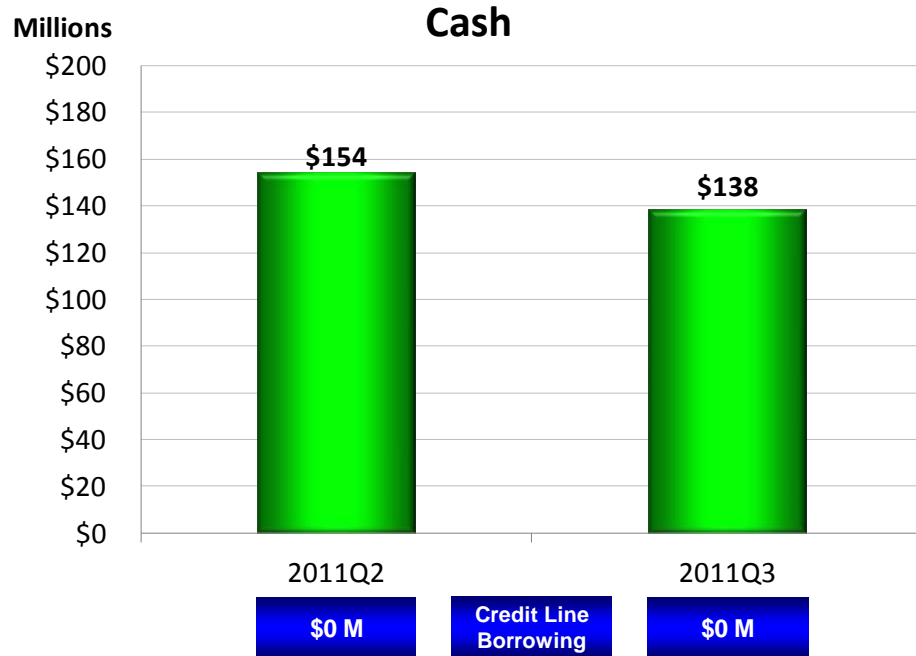


***Disciplined Expense Management***



# Cash and Debt Balances

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

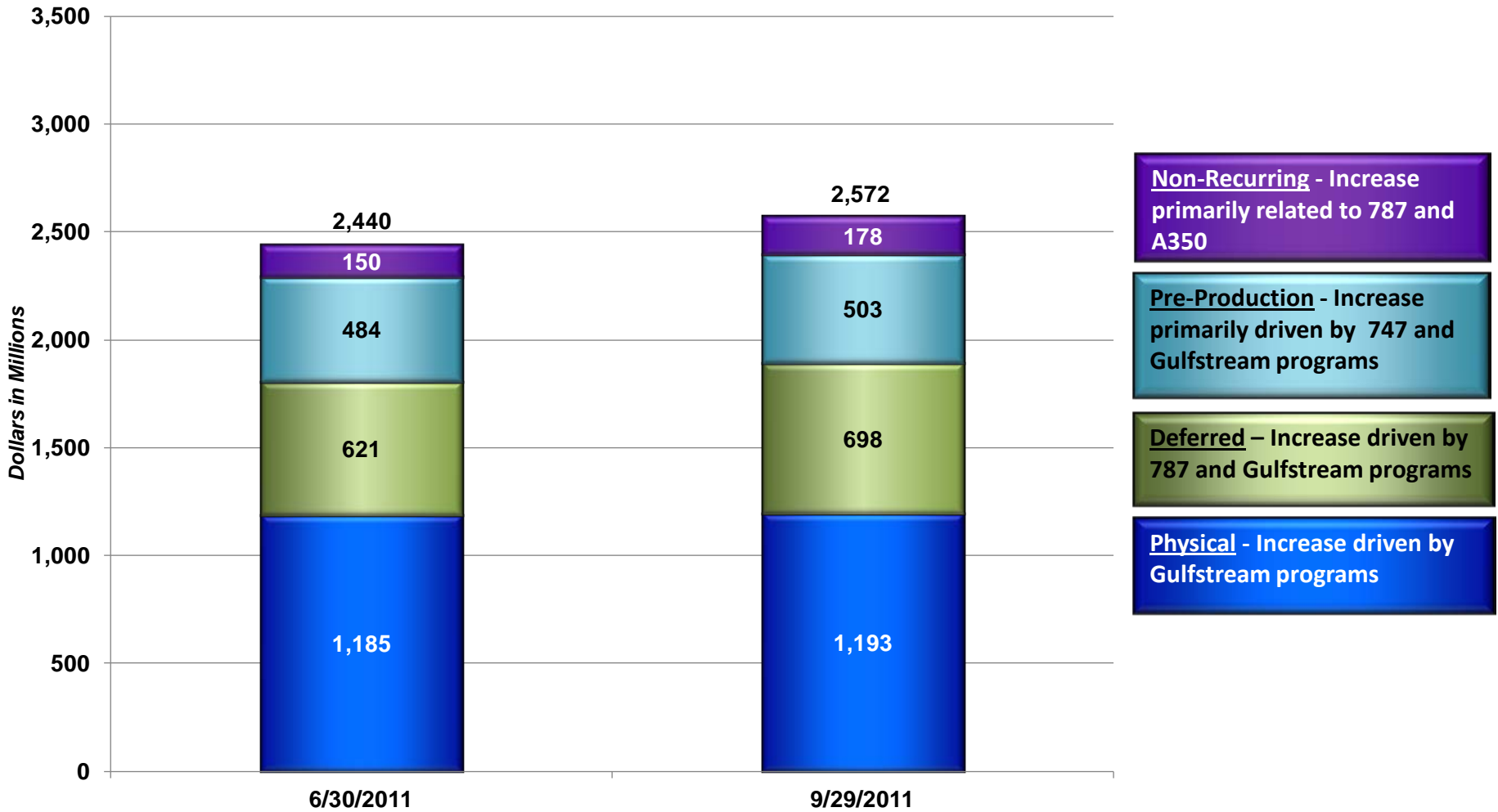


▪ \$650 million undrawn credit-line at 9/29/2011

▪ As of 9/29/2011, Total Debt/Total Capital = 38%

***Strong Liquidity...Proactively Managing Capital Structure***

# Inventory



*Reinvesting for Growth and Diversification*



# 2011 Financial Guidance

*Financial Guidance Issued on November 3, 2011*

	<u>2010 Actual</u>	<u>2011 Guidance</u>
Revenues	\$4.2 billion	~\$4.7 billion <del>\$4.5 - \$4.7 billion</del>
Earnings Per Share (Fully Diluted)	\$1.55	\$1.40 - \$1.50
Effective Tax Rate	26.3%	~31% ~30%
Cash Flow from Operations	\$125 million	(\$50)- \$0 million ~\$50 million
Capital Expenditures	\$288 million	~\$250 million ~\$300 million

***2011 Guidance Updated***

# Closing Comments

- **Core business is strong**
- **Delivering on higher production rates**
- **Focused on execution to meet customer commitments**
- **Strong market for core products**
- **Positioned to execute our strategy**

# Forward-Looking Information

## **Cautionary Statement Regarding Forward-Looking Statements:**

This presentation contains “forward-looking statements.” 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,” “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, including, but not limited to, the Boeing B737, B747, B767 and B777 programs, and the Airbus A320 and A380 programs; the effect on business and commercial aircraft demand and build rates of 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 of Boeing’s new B787 and certification and delivery of Airbus’ new A350 XWB aircraft programs, including first flight, certification and first delivery for the Airbus A350 XWB, receipt of necessary regulatory approvals, and customer adherence to their announced schedules; 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 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, 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 successfully extend or renegotiate our primary collective bargaining contracts with our labor unions; 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; and 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. You should review carefully the sections captioned “Risk Factors” in our 2010 Form 10-K filed February 22, 2011 and our second quarter 2011 Form 10-Q filed August 5 for a more complete discussion of these and other factors that may affect our business.



## One-time Items & New Program Charges

	2010Q3	2011Q3
Unfavorable Cumulative Catch-Up Adjustment	\$ (4.2)	
IAM Early Retirement	\$ (6.5)	
Favorable Cumulative Catch-Up Adjustment		\$ 3.7
CH-53K Forward Loss		\$ (10.0)
Subtotal	\$ (10.7)	\$ (6.3)
Tax Impact (2010 28.5%, 2011 31.0%)	\$ 3.0	\$ 2.0
After Tax Change	\$ (7.7)	\$ (4.3)
Fully Diluted Shares	140.9	142.3
EPS Impact	\$ (0.05)	\$ (0.03)