



Spirit AeroSystems Holdings, Inc. Third Quarter 2010 Performance Review

Jeff Turner

President and Chief Executive Officer

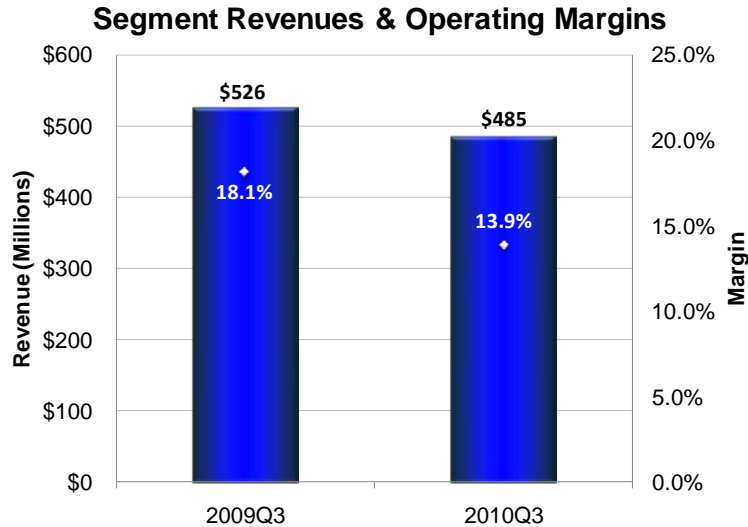
Phil Anderson

Senior Vice President and Chief Financial Officer

November 2, 2010

- **Core business continues to perform well**
- **Making plans to increase core production rates**
- **Continuing to progress on development programs**
- **Executing our long-term strategy**
- **Favorable commercial market outlook**
- **Growing backlog is now over \$28 billion**

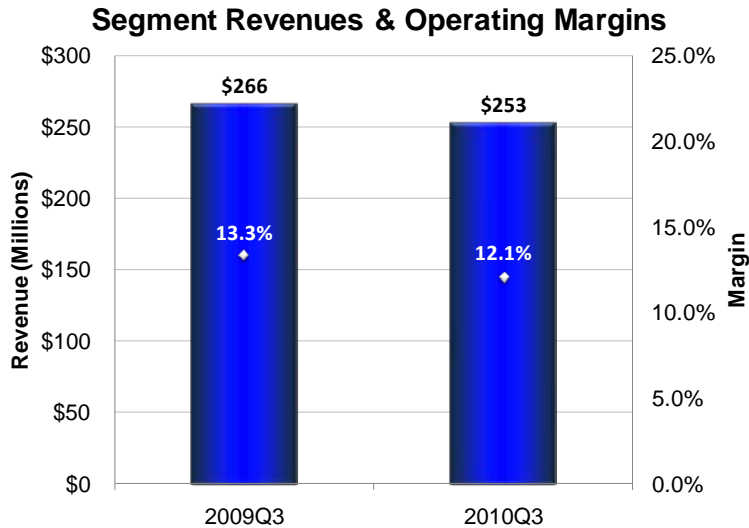
Fuselage Systems



787 Fuselage Assembly

- Executed well on core production volumes
- Delivered unit 3,400 737 Next Generation fuselage
- Delivered 787 forward fuselage number twenty-eight
- Delivered nineteenth 747-8 forward fuselage
- Progressed on Sikorsky CH-53K
- Continued progress on Airbus A350 XWB fuselage

Focused on Execution... Developing New Products

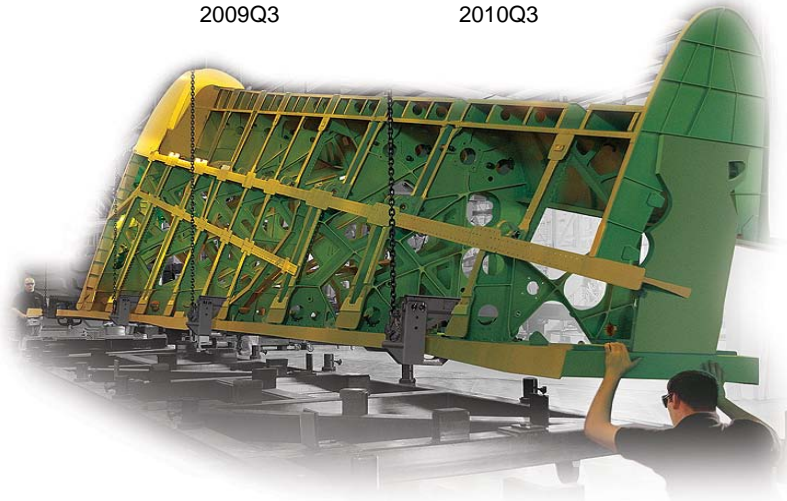
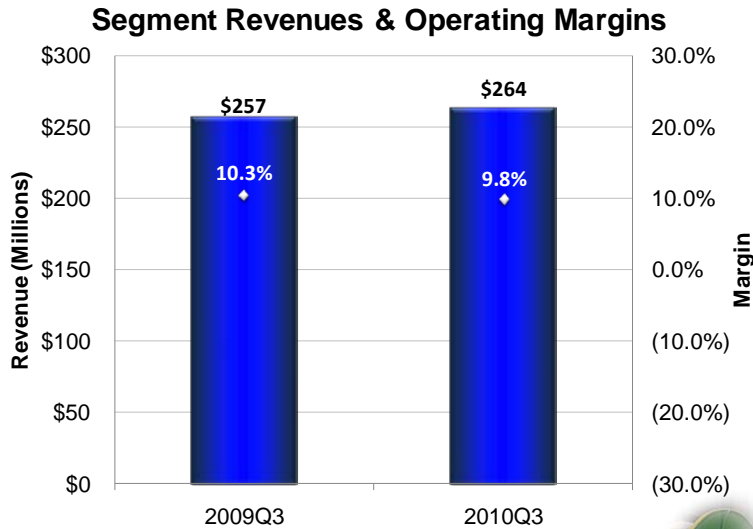


- Executed well on core production volumes
- Delivered unit 3,400 for 737 Next Generation Pylon and Thrust Reverser
- Shipped twenty-ninth 787 Engine Pylon
- Delivered fifteenth 747-8 Pylon shipset
- Supporting Rolls-Royce BR725 test phases
- Continued development progress on MRJ and Bombardier C Series



737 Thrust Reverser

Focused on Execution... Developing New Products



A380 Fixed Leading Edge Wing Assembly

- Executed well on core production volumes
- Delivered 4,500th A320 and 50th A380 Wing components
- Delivered unit 3,400 for 737 Next Generation Slats / Flaps
- Shipped nineteenth 747-8 Fixed Leading Edge Wing section
- Supporting Gulfstream G250 and G650 test phases
- Continued to implement Aftermarket growth strategy

Focused on Execution... Developing New Products



Spirit AeroSystems Holdings, Inc.

Third Quarter 2010

Financial Results

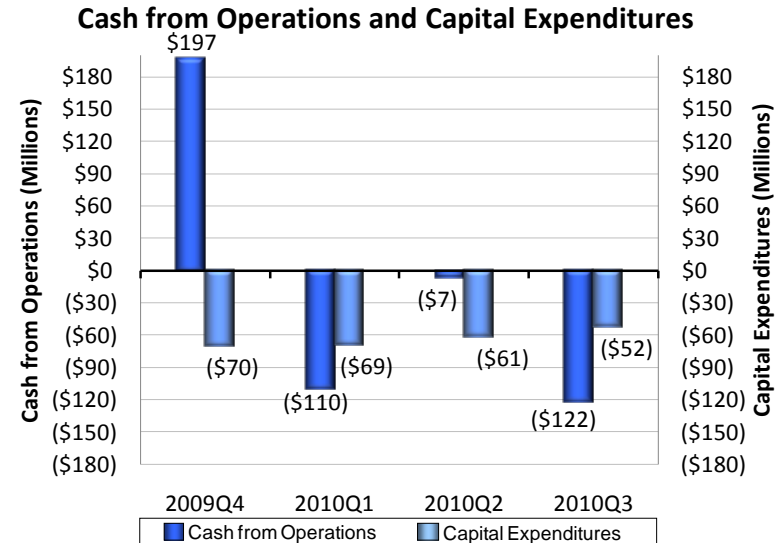
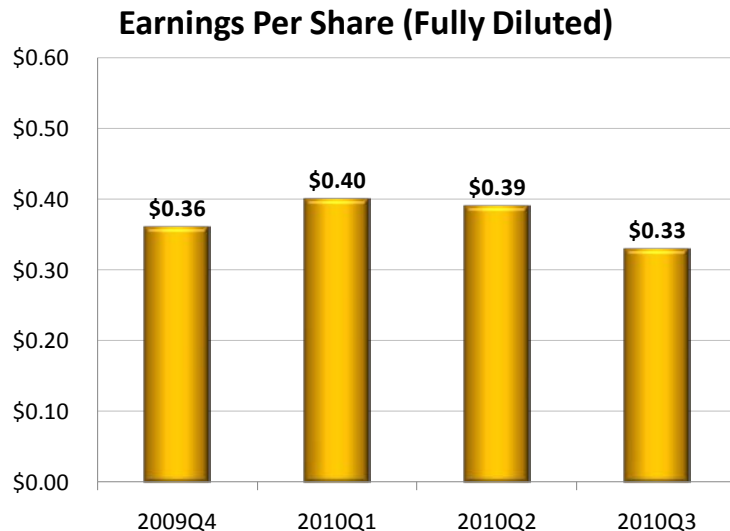
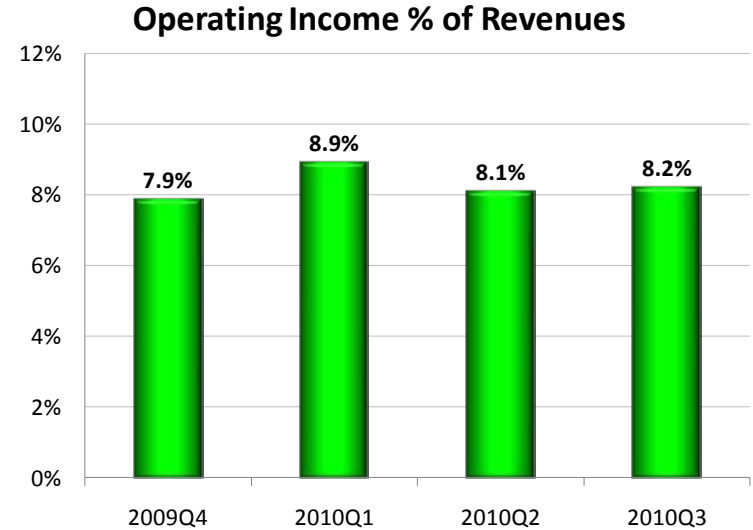
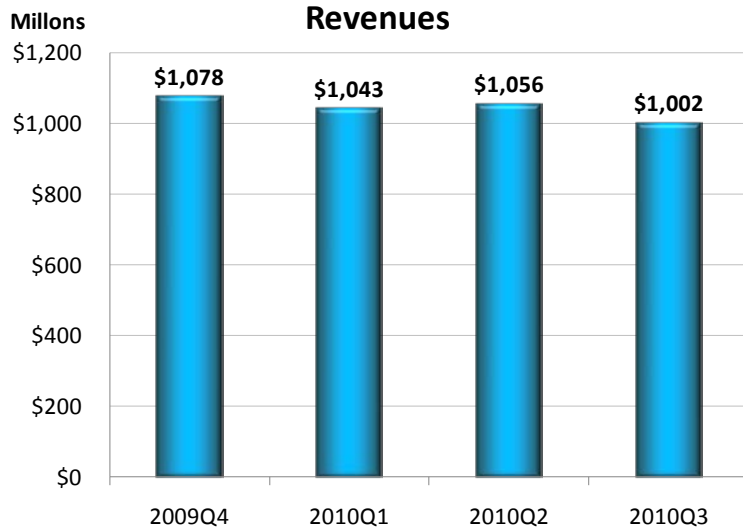
Phil Anderson

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November 2, 2010



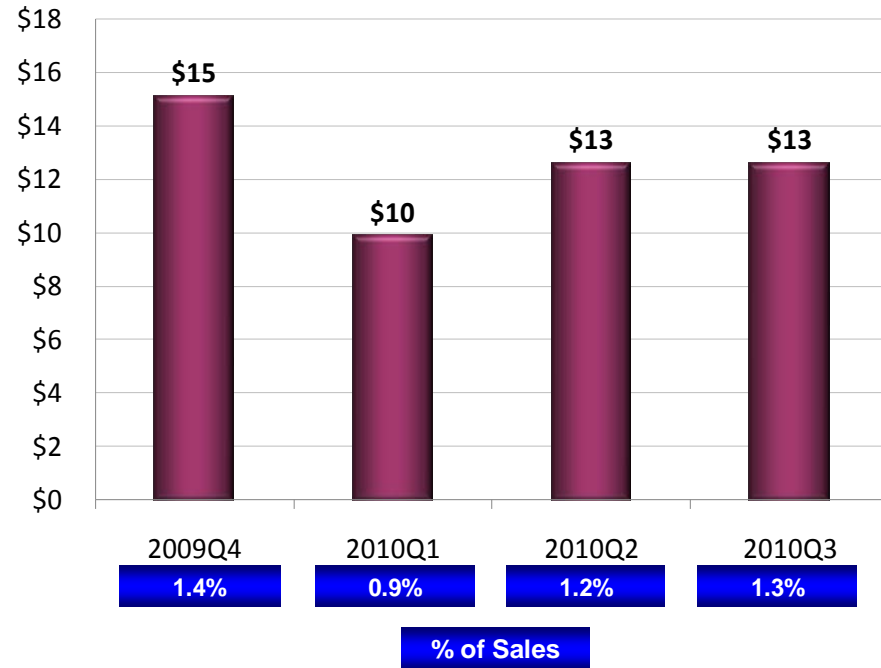
Third Quarter 2010 Financial Highlights



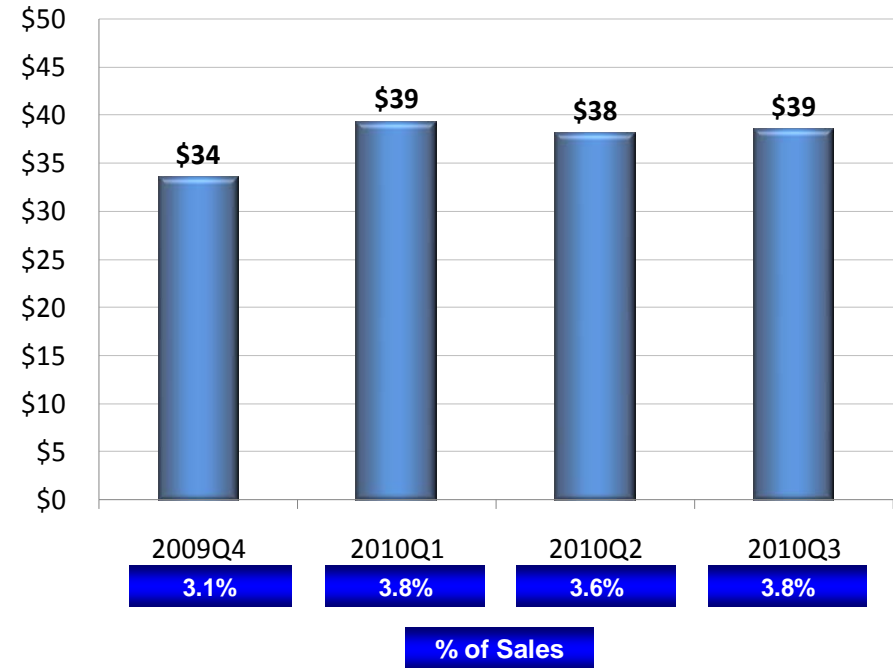
Continuing to Invest in Our Future

Third Quarter 2010 Period Expenses

Research & Development Expense (Millions)



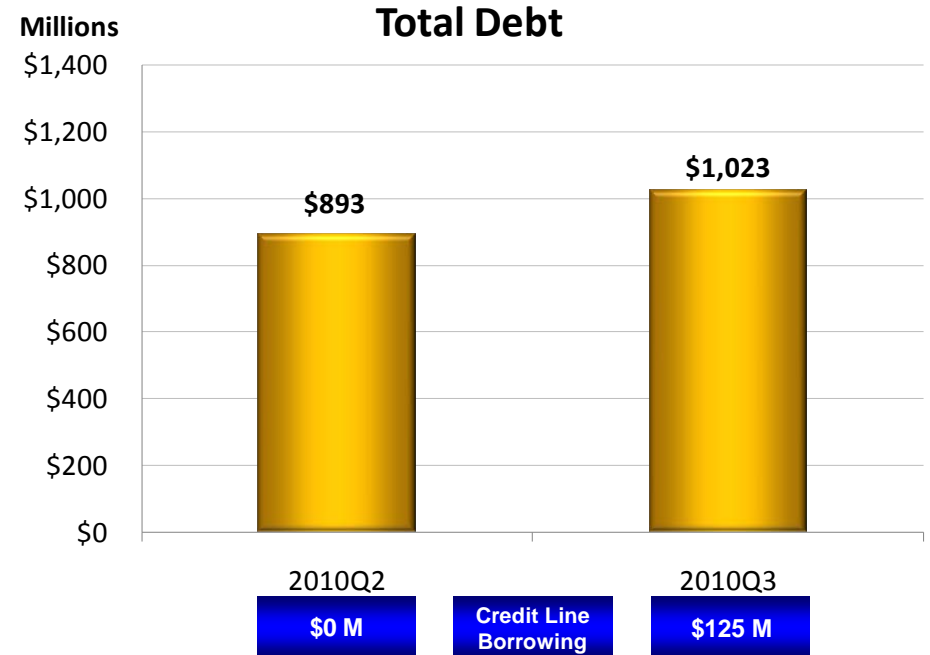
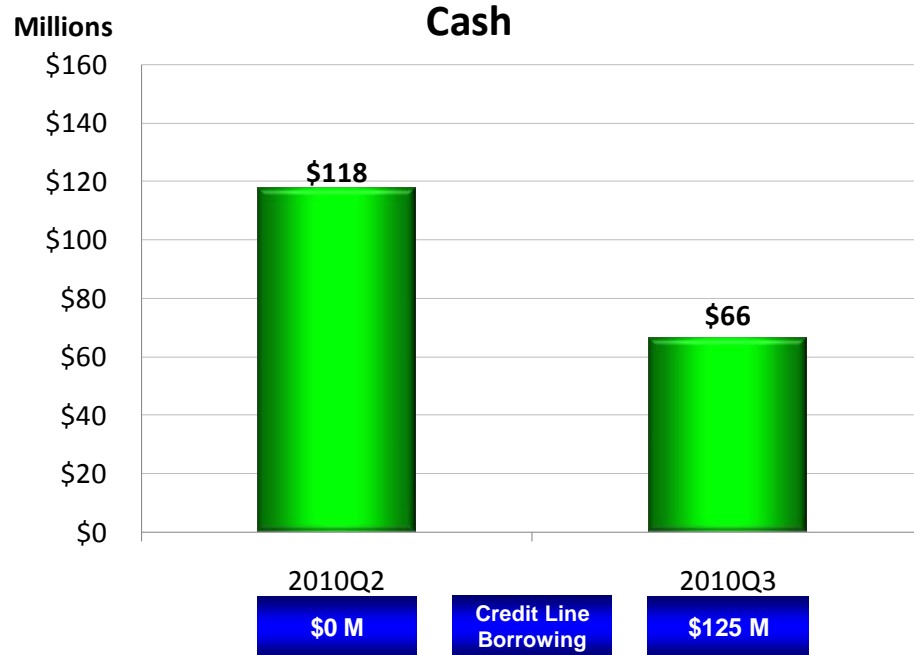
S G & A Expense (Millions)



Disciplined Expense Management

Cash and Debt Balances

Credit Ratings		Upgraded
S&P:	BB	
Moody's:	Ba3	Ba2

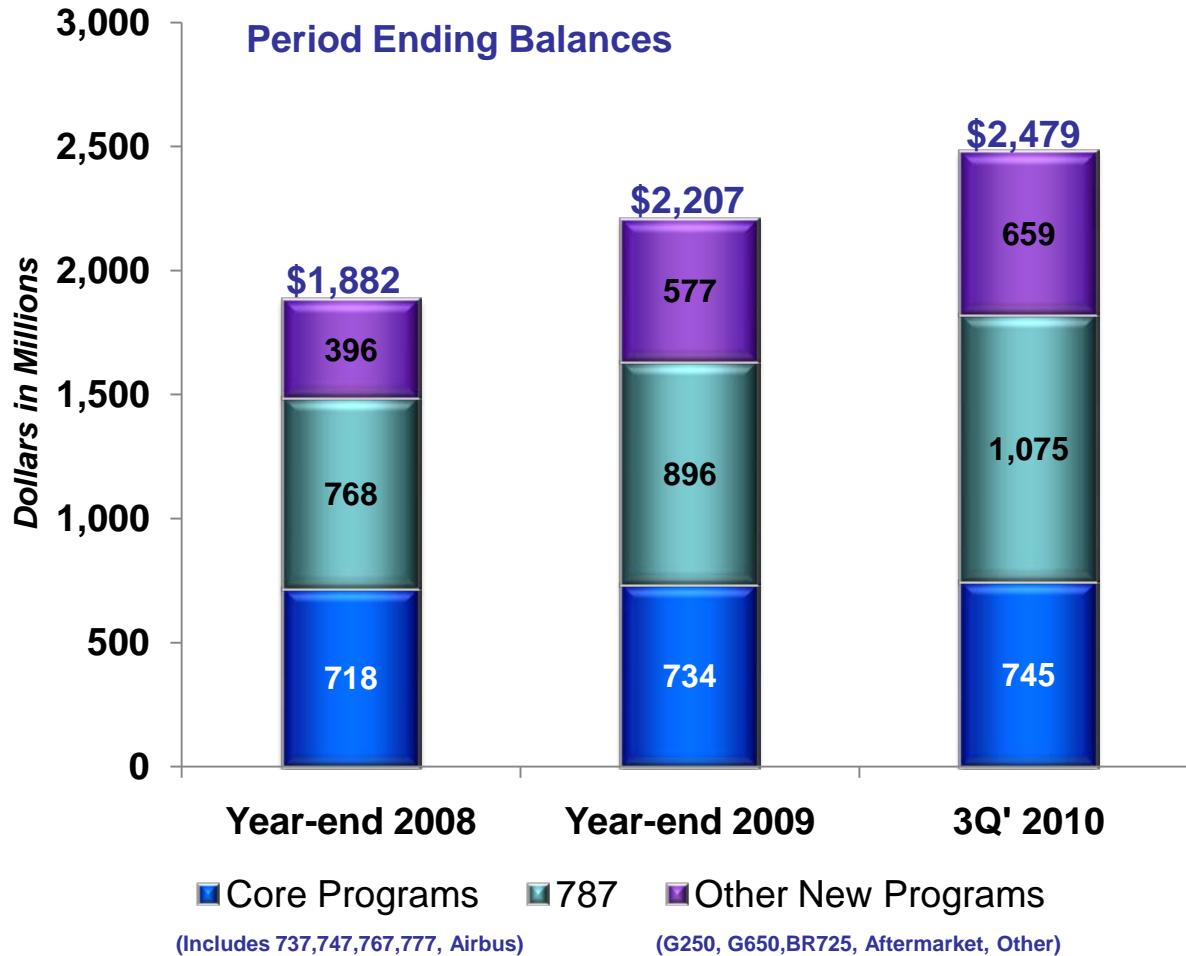


- \$284 million undrawn credit-line at 09/30/2010
- 10/15/10 credit agreement amendment increases revolver from \$409 million to \$650 million... new maturity of 9/30/2014
- Term loan maturity extended to 9/30/2016

▪ As of 09/30/2010, Total Debt/Total Capital = 37%

Strong Liquidity...Pro-Actively Managing Capital Structure

Inventory



- Core business growth driven by 747-8 and A320 offset by improvements on 737 and 777
- 787 growth driven by engineering change
- Other new programs driven by G250 and G650 engineering change and performance

Reinvesting for Growth and Diversification



2010 Financial Guidance

Financial Guidance Issued on November 2, 2010

	<u>2009 Actual</u>	<u>2010 Guidance</u>
Revenues	\$4.1 billion	\$4.0 - \$4.1 billion
Earnings Per Share (Fully Diluted)	\$1.37	\$1.50 - \$1.60
Effective Tax Rate	29.7%	~27%*
Cash Flow from Operations	(\$14) million	~\$75 million
Capital Expenditures	\$228 million	~\$325 million
Customer Reimbursement	\$115 million	N/A**

* Effective tax rate guidance, among other factors, assumes the benefit attributable to extending the U.S. research tax credit (Assumes ~2.5% benefit)

** Although calculations for years through 2009 included customer reimbursements, these payments concluded in December 2009.

Updating 2010 Guidance

Closing Comments

- **Core business remains strong... faster rates ahead**
- **Progressed on development programs**
- **Focused on customer commitments and execution**
- **Well positioned...Strong demand for core products**
- **Continued to execute our long-term strategy**

Customer Focused... Long Term Value Creation

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 and execution 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; potential reduction in the build rates of certain Boeing aircraft including, but not limited to, the B737 program, the B747 program, the B767 program and the B777 program, and build rates of the Airbus A320 and A380 programs, which could be negatively impacted by continuing weakness in the global economy and economic challenges facing commercial airlines, and by a lack of business and consumer confidence and the impact of continuing instability in the global financial and credit markets, including, but not limited to, sovereign debt concerns in Europe; the inability to resolve significant claims with Boeing related to non-recurring and recurring costs on the B787 program; declining business jet manufacturing rates and customer cancellations or deferrals as a result of the weakened global economy; the success and timely execution of key milestones such as certification and delivery of Boeing’s new B787 and Airbus’ new A350 XWB aircraft programs, including receipt of necessary regulatory approvals and customer adherence to their announced schedules; our ability to enter into supply arrangements with additional customers and 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, the Foreign Corrupt Practices 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 and the possibility that we may be unable to borrow additional funds or refinance debt; our exposure under our revolving credit facility to higher interest payments should interest rates increase substantially; the outcome or impact of ongoing or future litigation 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 section captioned “Risk Factors” in our 2009 Form 10-K for a more complete discussion of these and other factors that may affect our business.

