Pilot. Passion. Partnership.

Q3 2014/15 Results Presentation

January 22, 2015

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The super-cycle continues

- Airbus and Boeing issued their expected annual deliveries forecast for the 2014-2033 period
  - ~35,000 aircraft over 100 seats are expected to be delivered over the next 20 years
  - On average, Airbus and Boeing updated their forecast by (i) 5% by number of aircraft, and (ii) 7% by the value
- 2014 deliveries of Airbus and Boeing increased by roughly 6 % y-o-y to a total of 1352 a/c. The majority of the growth is with Boeing and the deliveries on 737 and 787.
- With the introduction of the A330 NEO in Q4 2017, FACC expects that Airbus will grow its A330 program order book significantly over the coming years.
- Strong involvement of FACC AG in the A330 NEO in all divisions with potential production volume in China to benefit from the most essential market for the A330 family.
- FACC has expanded its backlog with its Airbus A320, A330 and business jet orders plus the significant extension of the backlogs of Airbus and Boeing in their full business year.
- Their book-to-bill was again larger than two. The combined order backlog ended at 12176 from 10639

Major milestones

- ✓ First delivery of A350 XWB to Qatar in Dec. 2014
- ✓ The first A320 NEO has started it flight test program on schedule, taking off with components from FACC AG.
- ✓ Following delivery of the first Challenger 350 to Netjets on 27 June 2014 after the aircraft was certified by authorities record deliveries in the third quarter which enabled Bombardier to deliver 54 300/350 aircraft in their business year.
- ✓ The first Legacy 500 was certified in September 2014 and was delivered to its first customer on 14 October 2014 and a total of 6 aircraft were installed in the last two months of 2014.
- ✓ Delivery of 5000th 737 winglet to Boeing and APB.
- ✓ First flight of the A330 with increased MTO (242 to) with FACC components on board, which were delivered in 3rd quarter 2014/15
- ✓ Extension of the Boeing 787 contract to include the major derivate 787-10 and extension of the Boeing 777 contracts to 2020.
- ✓ First delivery of retrofit packages to Lufthansa Group. The current low oil price supports airline profits and would likely lead airlines to spend more on retrofitting their aircraft interiors to make it more competitive.

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Highlights and achievements

Operational milestones achieved in the first nine months of the business year to support growth in future

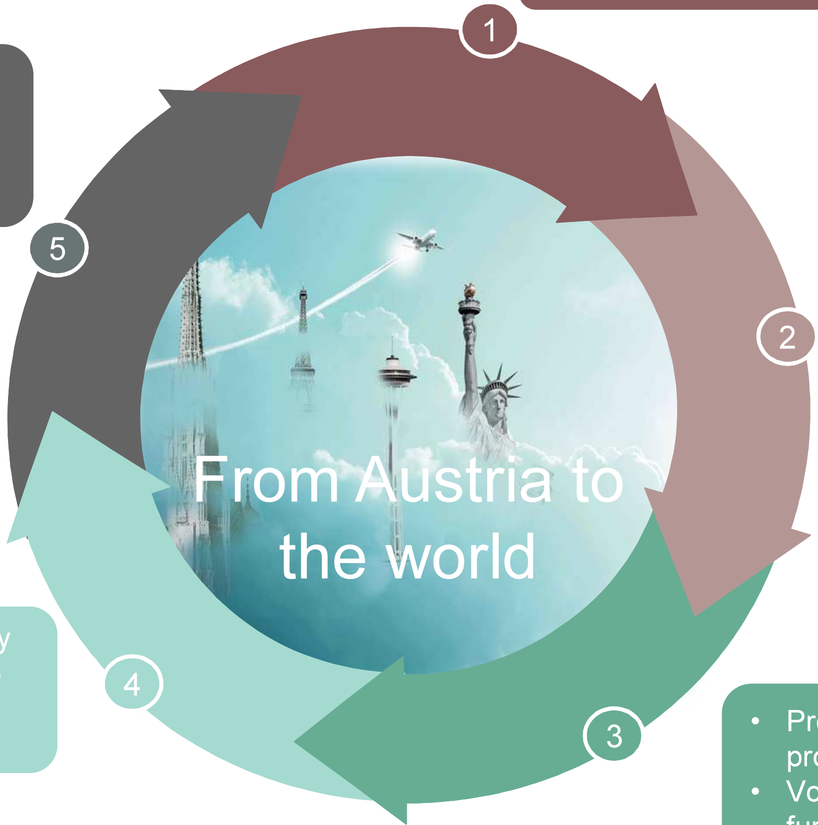
1
- 18% Y-o-Y growth in operational output across FACC

2
- +23% growth in Q3 compared to Q2/2015.
- All divisions are growing double digit in RC output

3
- Production ramp up for new products progressing.
- Volume from new business is further increasing.

4
- Facility extension and capacity increases in interior and aero-structures division completed to support future growth

5
- Established capacity in H1/14 supported growth in Q3
- Operational margin improved leading to positive Q3 results



"Double-Digit" growth in operational output

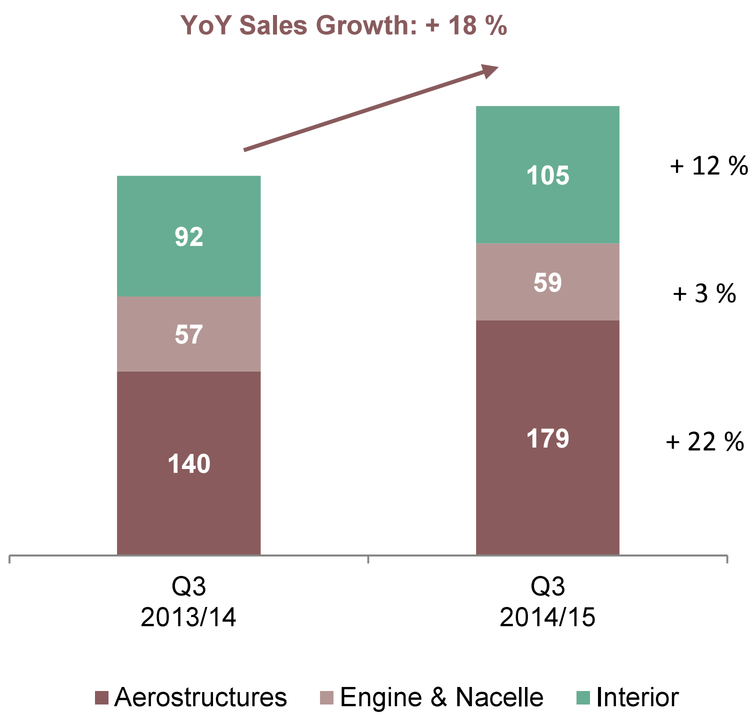
Product related revenues grew by 18 %. New projects are gaining further sales volume and will drive future revenues.

HIGHLIGHTS

- Trend from H1 continued in Q3
- Sales growth in all division
- +18% overall product sales increase Y-o-Y
- + 22% growth in Aerostructures division
- +3% growth in Engine & Nacelle Division (strong growth in nacelle compensats engine revenue decrease)
- + 12% growth in Interior Division mainly driven by new program (Business Jet applications and ramp up from A350 WXB)

PRODUCT SALES BY DIVISION

In EUR mill.



“Double-Digit” growth in operational output

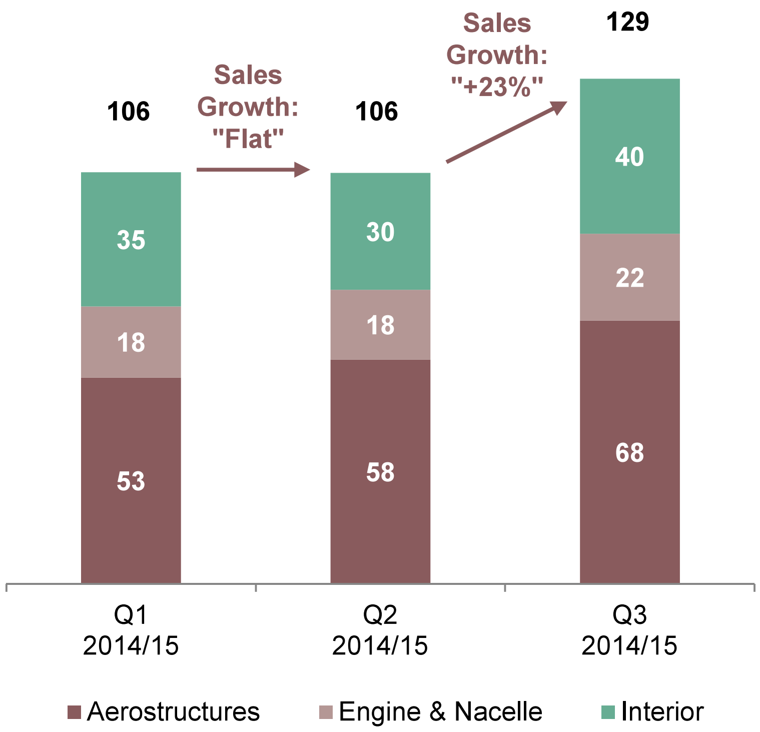
The product related revenue grow by +23% in Q3.

HIGHLIGHTS

- 23% overall output increase in Q3 compared to Q2
- All division in the double digit growth in Q3
  - Aerostructures: + 18%
  - Engine/Nacelle: + 24%
  - Interior: + 33%

QUARTERLY PRODUCT SALES BY DIVISION

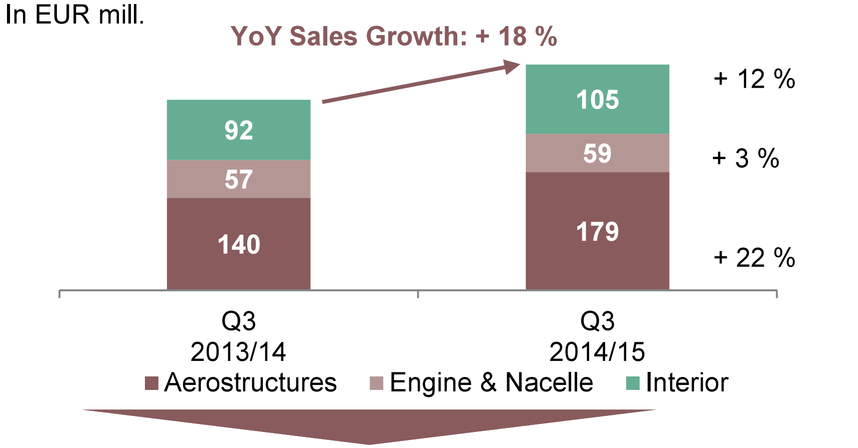
In EUR mill.



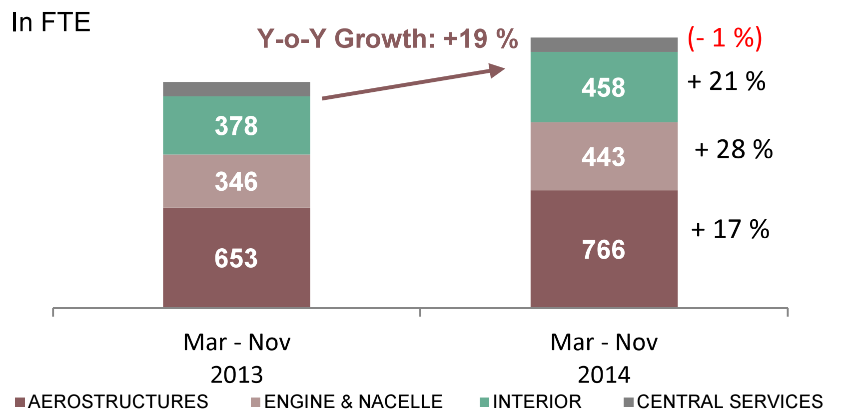
New Product Introduction – Ramp up snapshot

Changes in the Interiors model mix and expected output increases led to front loading of capacity during the first nine months of the business year

PRODUCT SALES BY DIVISION



HEADCOUNT DEVELOPMENT



HIGHLIGHTS

- A 23% increase from product revenues in Q3 achieved
- Investment in production head count
  - Overall headcount increased by 19% compared to product revenue growth of 16%
  - Increase in production headcount needed to
    - (i) manage new program mix
    - (ii) ramp up production in Q3/2014 and
    - (iii) support expected volume increases
- Higher product costs from Q2 stabilized in Q3
  - Material cost in Interiors stabilized in Q3
  - Introduction of modifications / configuration changes completed in Q3.

Operations Overview - Summary

- Q3/2014 output 18% above Q3/2013 output
- Q3/2014 growth of 23% compared to Q2 thanks to ramp up of new products
- Q3/2014 operational results turned to positive margins
- New business drives future increases in sales volumes across all three divisions
- Capacity increase established in H1
  - Production resources established enabled double digit increase in production output Q3
  - Program start up cost incurred in H1 2014/15 enabled product revenue increase in Q3
- Positive trend in Aerostructures with productivity level above expectations
- Interior production cost stabilized after Q2 major impacts with positiv margin achieved in Q3/2014

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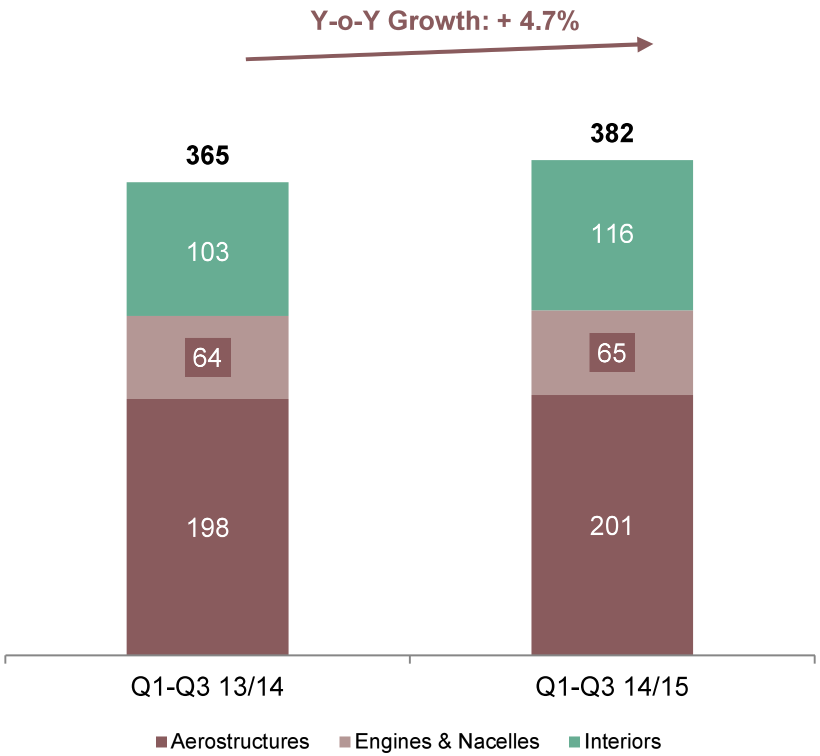
Financial snapshot

Order Backlog	▪ Positive developments to support future growth – New additional work package on the A330 Neo
Revenue Evolution	▪ Revenue Q1-Q3 2014/15 up 4.7% Y-o-Y driven by continued growth in product revenues ▪ Increase partially offset by a decrease in revenues from development services through Q3 but expecting significant revenue recognition from development services in Q4 2014/15
Profitability	▪ Increased profitability in Q3 vs. Q2 2014/15 and vs. Q3 2013/14 ▪ EBIT up by EUR 14.7 mill. in Q3 vs. Q2: EUR 5.5 mill. in Q3 vs. EUR -9.2 mill. in Q2 2014/15 ▪ EBIT up by EUR 0.8 mill. in Q3 vs Q3: EUR 5.5 mill. in Q3 vs. EUR 4.7 mill. in Q3 2013/14 ▪ Overall EBIT margin improving through 3 quarters: ▪ EBIT margin up to -2.4% after nine months vs. -6.1% after H1 of 2014/15 (compared to 3.4% in Q1-Q3 2013/14) ▪ Overall EBITDA margin improving through 3 quarters ▪ EBITDA margin up to 1.8% after nine months vs -1.9% after H1 of 2014/15 (compared to 7.1% in Q1-Q3 2013/14) ▪ Profitability affected by increased investment and ramp-up cost from new program, including – "Early phase" modification costs in Engines & Nacelles and Interiors – Portfolio reshaping costs in Interiors
Other Cash Flow Items	▪ Cash flow in Q1-Q3 2014/15 benefitted from the net proceeds of EUR 139 mill. from the IPO – Invested in inventories to support stronger delivery volumes expected in 2014/15 – Capex 14.9% of revenues mainly driven by investments in plant capacity expansion and investments into future growth programs – Dividend payment of EUR 19 mill.

Revenue growth driven by increase in product revenues

REVENUE BY SEGMENT

In EUR mill.



HIGHTLIGHTS

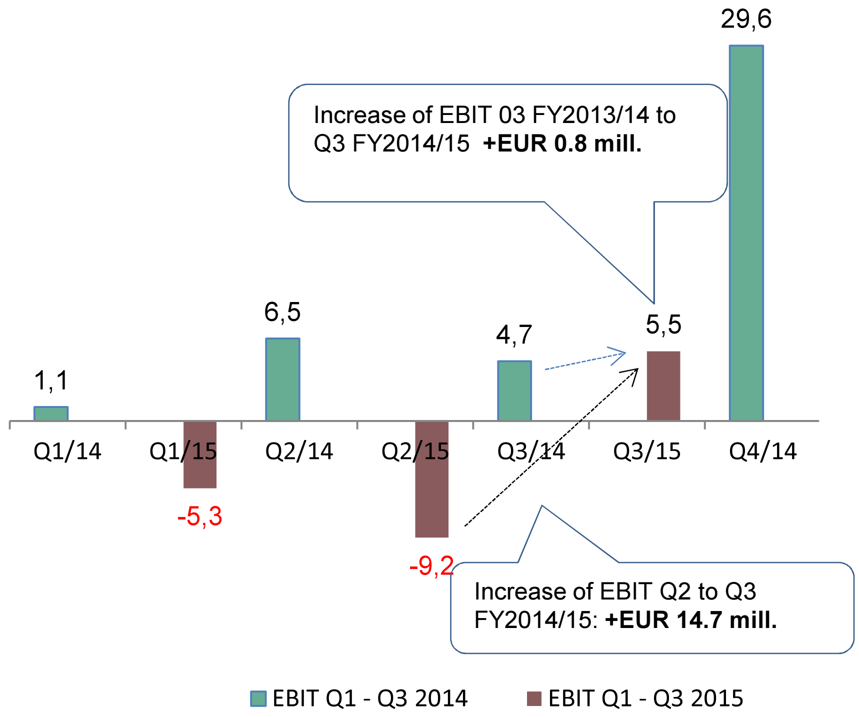
- Group total revenue up 4.7% Y-o-Y, in line with budget
  - Increase in product revenues of EUR 54.4 mill. (+18.8%)
  - Revenues related to development services down EUR 37.3 mill. due to unfavorable comparison with 2013/14
- Aerostructures total revenues up 1.5%
  - Volumes ramp-up on B787, A321, and A350XWB, B737
- Engines & Nacelles total revenues up 2.1%
  - Continued growth and ramp-up of new programs (B787, A350, and A320 neo)
- Interiors total revenue up 12.3%
  - Increased revenues from new programs (SSJ100, A350, Legacy 500, Challenger 350)
  - Revenues from other existing programs remained stable

Source: Company information

Group EBIT positive in Q3 and up versus Q2 last year

EBIT

In EUR mill.



HIGHTLIGHTS

- Group EBIT in Q3 2014/15 improved by EUR 14.7 mill. from EUR -9.2 mill. in Q2 up to EUR 5.5 mill. in Q3
- Aerostructures profitability increased in Q3 (despite the impact of lower revenues from development services (milestones contracts) vs. Q1-Q3 2013/14)
  - 2014/15 profitability to further strengthen as a result of growth in development revenues from invoicing major program milestones (scheduled to be invoiced in Q4)
- Interiors profitability stabilized in Q3
  - Post ramp-up phase, new business mix expected to deliver increased profitability
- Engines & Nacelles profitability impacted by higher production cost resulting from new component configurations
  - Expected to reverse in the coming months (negotiations ongoing)

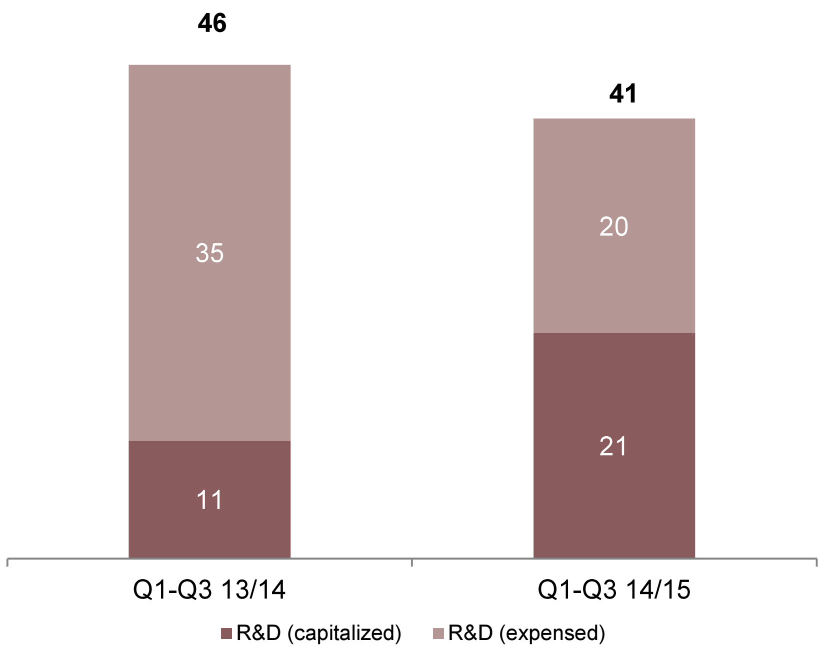
Source: Company information

Research and Development driven by continuous investment in new programs

R&D COSTS

In EUR mill.

12.6% *R&D spend – % of revenues* 10.7%



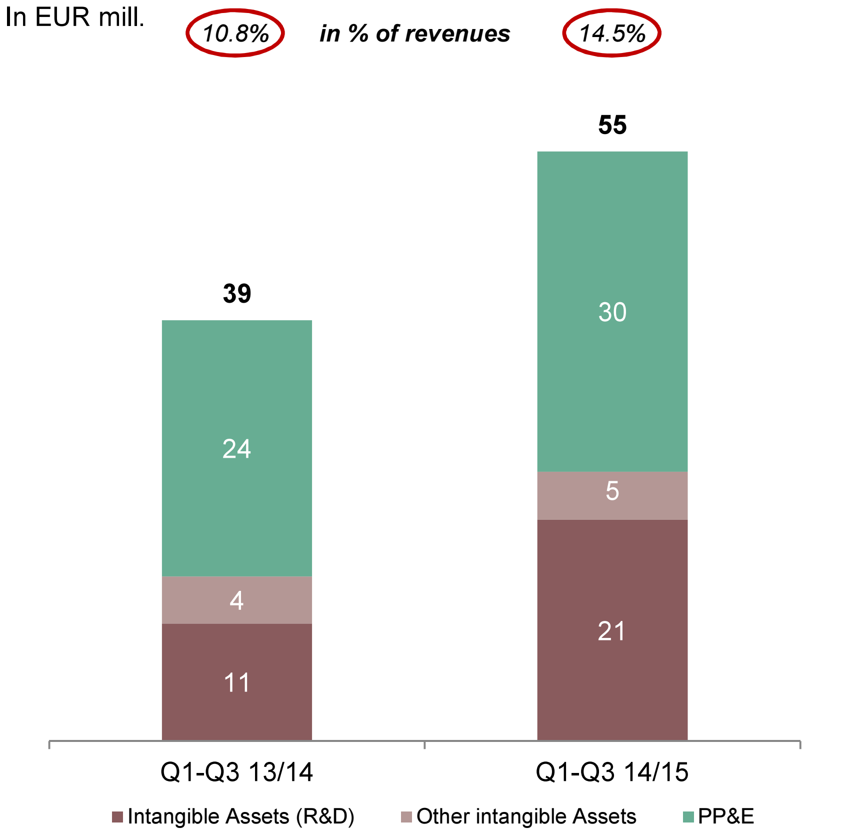
HIGHLIGHTS

- Total R&D (capitalized and expensed) costs decreased by 10.9% Y-o-Y
  - Significant number of applied research programs were concluded in Q1-Q3 2014/15
- Increase in capitalized R&D driven by A350, Embraer Legacy and Embraer E-Jet development
- St. Martin technology center has established itself as central hub for research activities
- FACC's research focus areas remain unchanged:
  - Development of new design concepts and prototypes
  - Development of manufacturing technology
  - Development of more complex systems
  - Materials characterization and modelling
  - Non-destructive testing

Source: Company information

Capex for capacity expansion to support production growth required to meet demand

CAPITAL EXPENDITURE



HIGHLIGHTS

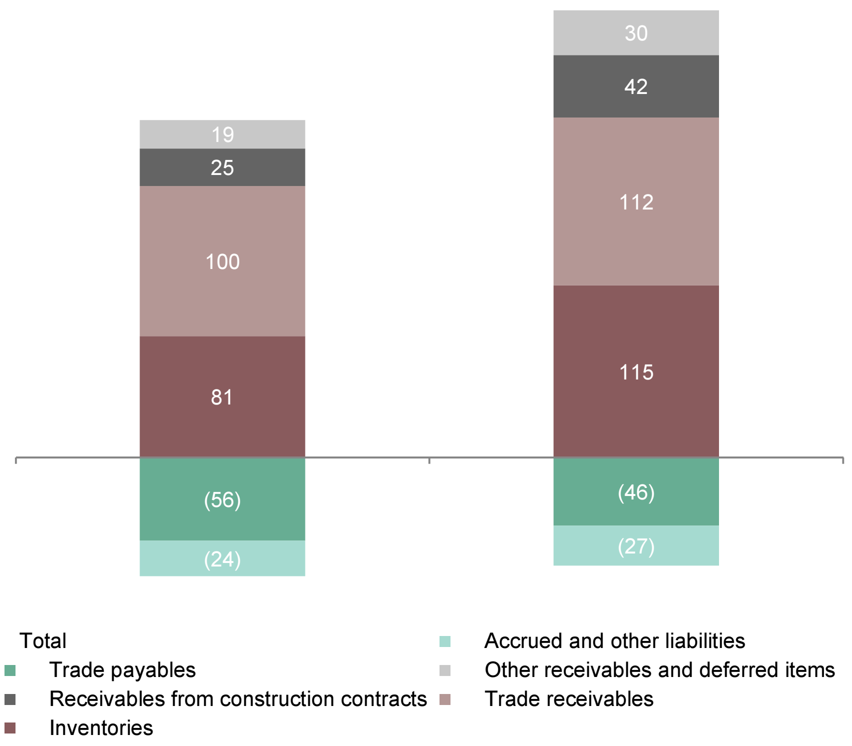
- Capital expenditures increased from 10.8% to 14.5% of total revenues
  - In line with the investment budget
- Investment in tangible assets mainly consisted of
  - Planned investments in the expansion of Plant II & III
  - Investments in tools for new aircraft programs
- Investment in intangible assets consisted of capitalized development costs associated with various aircraft programs, including:
  - A350 winglet
  - Embraer Legacy 450/500
  - Embraer E-Jet 190

Source: Company information

Investment in working capital to support future growth

NWC BY ASSET / LIABILITY TYPE

In EUR mill.



HIGHTLIGHTS

- Significant growth in inventories to support the stronger delivery volumes expected in 2014/15 and coming periods
- Increase in receivables under construction
  - Design improvement for A380
  - A330 wing fairing – introduction of new drag optimized part configuration
  - COMAC C919 wing components
  - COMAC C919 Interior
  - A350 XWB engine component package

Source: Company information

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Executive Summary

- Our order backlog benefits from the Aerospace super-cycle
  - The order backlog is growing with the ramp up of new business
  - Our market share is increasing with additional long term contracts executed with key OEMs
- Revenues increased in line with expectation
- Expect positive impact from US-Dollar valuation in future years.
- Timing issue on negotiations with customers on compensation for development work
- Based on today’s awareness of the progress in negotiations earnings outlook for 2014/15 was adapted.
- Long term Equity story remains unchanged

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