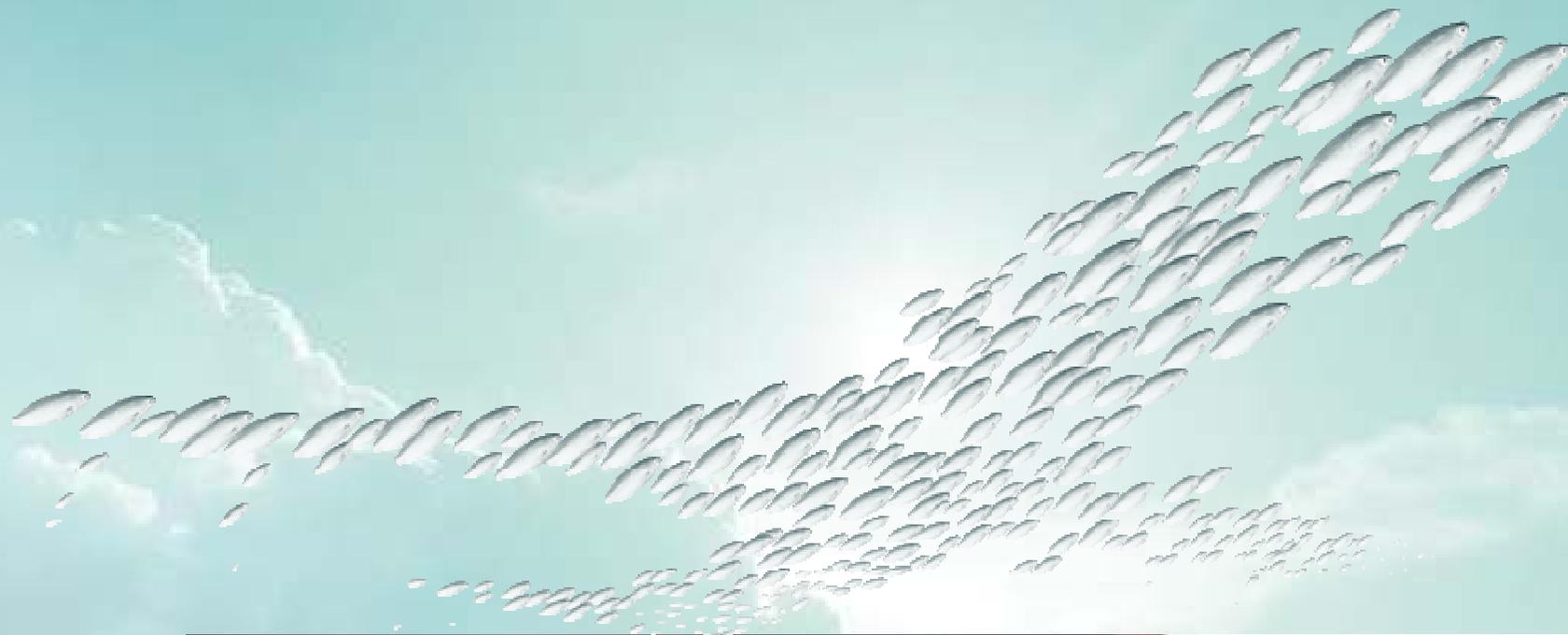


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FY 2014/15 Results Presentation

May 21, 2015





- 1 **Market Update**
- 2 Operations Update
- 3 Financial Highlights
- 4 Executive Summary

Market Update

- Airbus and Boeing reach **new order peaks** in 2014
- **Delivery forecast** for the coming years is solid despite headwind from low fuel cost
 - More disposable income increases travel and therefore revenue passenger kilometres.
 - Existing fleet will remain longer in service, airlines however do not delay orders for new equipment
- **Long-term forecasts** by Airbus, Boeing and IATA confirm the need for ~ 35.000 a/c between 2014 & 2033
- **Significant price pressure on the supply world**
 - The 787 and A350 cost overruns by the OEM's and price reduction discussions with suppliers following.
 - Significant reductions of engineering efforts in the future will first be seen with third party providers and suppliers
 - Significant layoffs with Bombardier in the business jet sector.

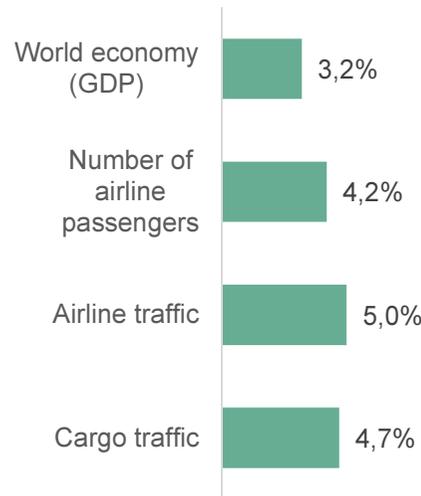
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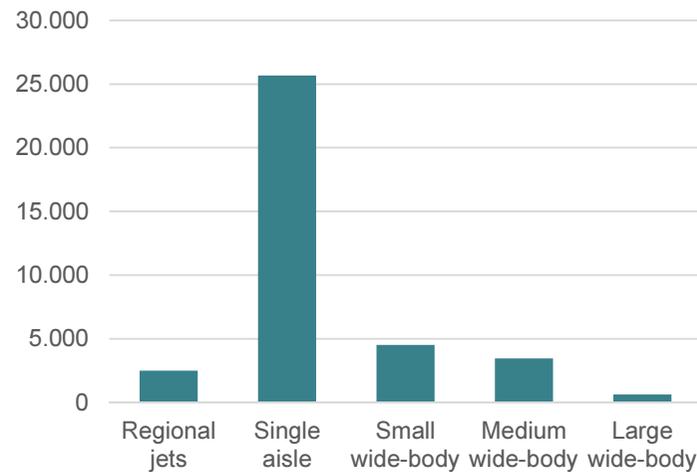
Long-Term Market Outlook

Airbus and Boeing predict strong growth for the next 20 years

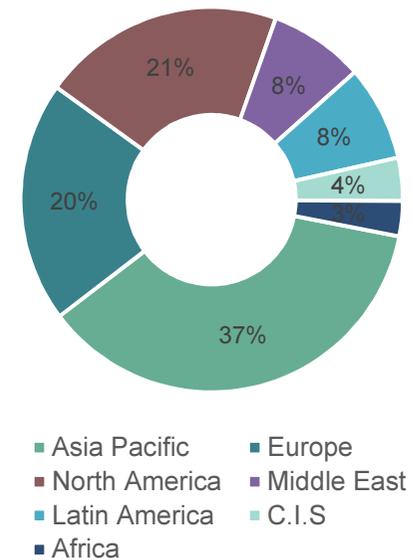
Strong long-term growth
20 years forecast



Average of 35,000 new airplanes
20 years forecast



Airplane deliveries
by region





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The FACC logo is located in the top right corner of the slide. It consists of the letters "facc" in a white, lowercase, sans-serif font, set against a dark blue square background. The square is partially obscured by a light blue, curved shape that resembles a folded corner of a document.

Fiscal Year 2014/15 – Snapshot

New long term contracts signed, investment programs executed, increasing production output but strong headwind from program set up cost.

New Business Opportunities:

- A320 neo Winglet, Wing to Body Fairings & Interior
- A330 neo Fan Cowl Doors
- B777 Wing Leading Edges contract extension, B787-10 Spoilers derivate
- Embraer E2 Spoilers, Winglets, Ailerons & Fairings

Facility Set Extension completed and further improvement programs established

- Interior production facility extension completed, A320 assembly line introduced with 20% efficiency increase
- Production ramp ups (B787, A321 Flap,) executed as planned
- FACC Wichita MRO facility set up completed and ramped up to full retrofit rate for B737 Winglets

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The logo for 'facc' is located in the top right corner of the slide. It consists of the lowercase letters 'facc' in a white, sans-serif font, positioned on a dark blue rectangular background. This background is partially covered by a light blue, curved shape that resembles a folded corner of a document.

Fiscal Year 2014/15 – Snapshot

New long term contracts signed, investment programs executed, increasing production output but but strong headwind from program set up cost.

Increasing Production Volume:

- YoY Production output increased from Euro 414 Mio to Euro 470 Mio (+15%)
- Volume from “New Business” is driving growth and has reached 42% of total product sales

Headwind from new program introduction

- Process maturity impacting Nacelle and Interior Division performance
- Revenue not recognized as planned in budget due to ongoing negotiations
- 57% reduction in revenues from engineering services impacting total growth

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New contracts signed to increase order backlog

New contracts are signed with key customers Airbus, Boeing, Embraer ... that will further increase FACC's order backlog

More volume with A320 Family Overhead bins

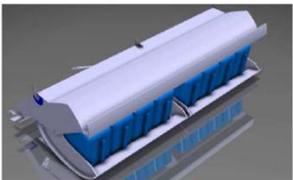
Today



4 frames



Tomorrow



4 frames



A320 new OHSC

10% more volume vs. current cabin

Up to 60% more bags

Typical bag size : 22" x 14.5" x 9"
Target Q1 2016
Project development study

A320 Winglet



E2 Spoiler / Aileron/ Winglet



Boeing Wing Parts: B777 Leading Edge & B787 Spoiler

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“State of the Art” facilities with lean production

Investments into new facilities and production equipment made to support future growth at economical conditions.



Interior Plant : 4.000 m² Facility Extension



Interior: A320 Moving Line with 18% efficiency increase



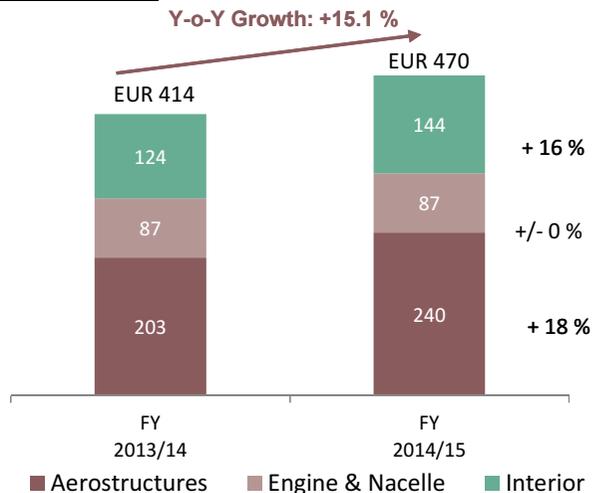
Aerostructures: A321 Outboard Flap at 100% OEM demand



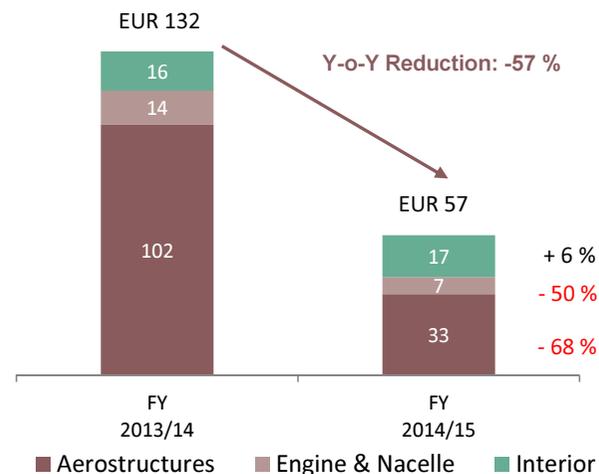
MRO Wichita: 300 AC B737 retrofitted with Scimitar Winglets

Fiscal Year 2014 – Key KPI's (RC, NRC, Total, EBIT)

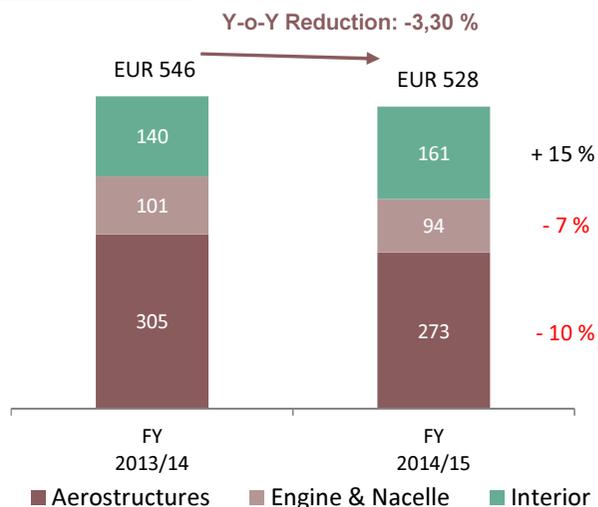
RC Revenue:



NRC Revenue:



TOTAL Revenue:



- 15% growth in product output
- Growth in all divisions
- Reduction in revenue from engineering services
 - Negotiations ongoing on major changes
 - Revenue not recognized in Engine&Nnacelle and Aerostructures due ongoing customer discussions
- Overall 34 mill. EUR impact on sales and earnings



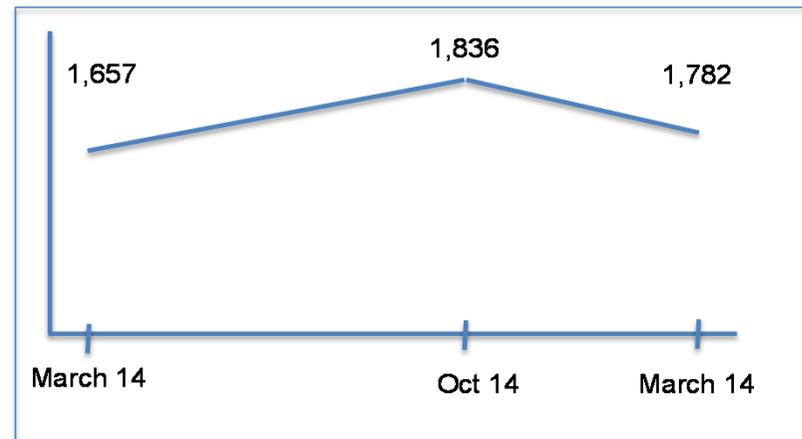
Production Head Count

Manufacturing head count was significantly increased in H1/2104 to support project demands and customer requirements.

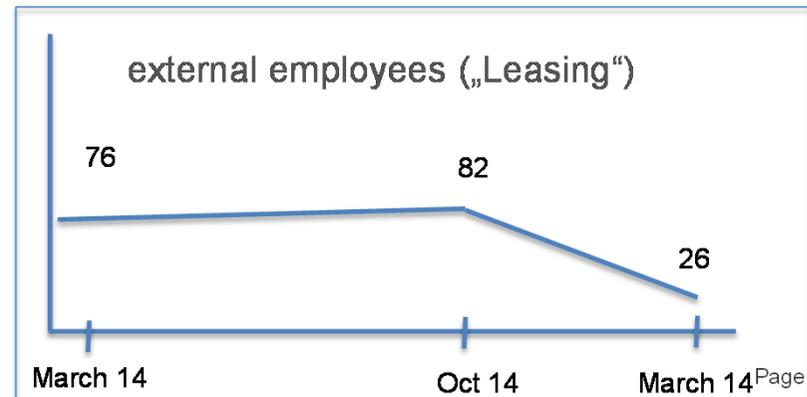
Comments

- Operations head count peaked in October 2014 at a level of 1.836 blue collars
- Heat Count increase in Q2 was needed to
 - manage new program mix
 - ramp up production in H2/2014
 - support expected volume increases
- Heat Count current status
 - Head count was reduced step by step -110 FTE's
 - Objective: keep work force stable in FY 2015/16
 - 2015/16 production output increase will be managed with established work force (learning curve) and outsourcing of selected programs to FACC's supply chain

Total reduction of 54 FTE's since 10/ 2014



Total reduction of 56 FTE's since 10/ 2014



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Business Year 2014/15 Summary

- Double digit growth in product revenue indicates that new programs are ramping up.
- 42% of total product revenue with new projects, but
 - Production cost still high and impacting margins
 - B787 pricing issues impacting Nacelle Division and FACC overall
 - Material cost increases to be settled with customers to flow down cost increases
- A320 Interior moving line savings as expected (ca 20% in Q4)
- Programs like B787 and A321 ramped up successfully to full production rates
- Costing saving programs established to lower cost
 - Ie.: Honeycomb core in house machining = 1 Mio cost saving in 2015 grow to 6 Mio in 2018
- Impact to EBIT caused from open claim settlements and non recognized revenues
- H1 major impact (-15 Mio to EBIT) stabilized and improved in H2
- New contracts brought on board pushing order backlog



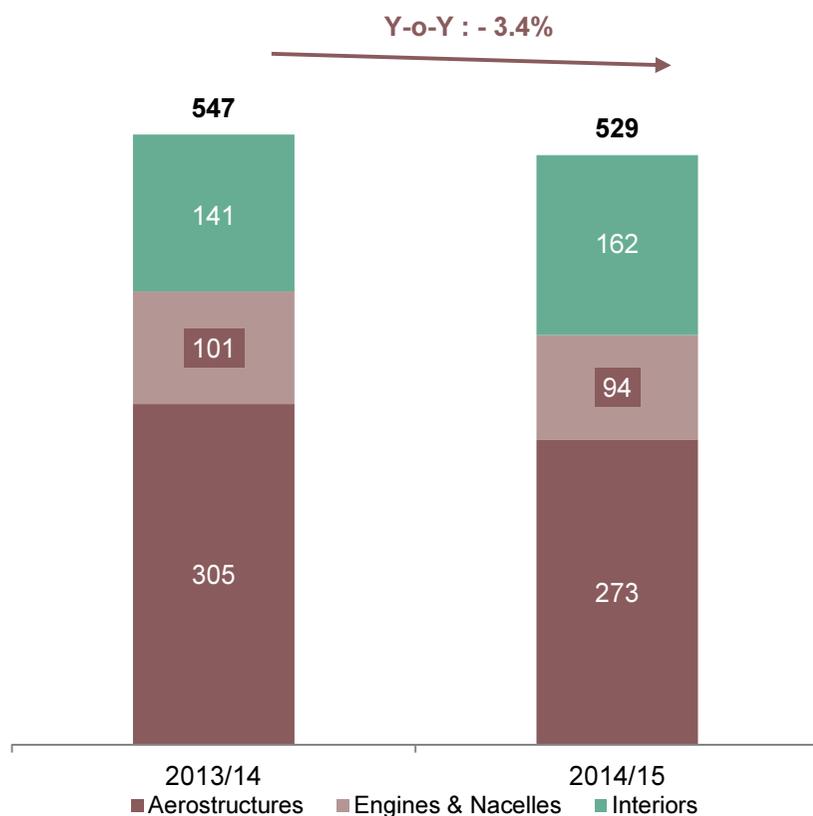


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Revenue influenced by delay in revenue recognition

REVENUE BY SEGMENT

In EUR mill.



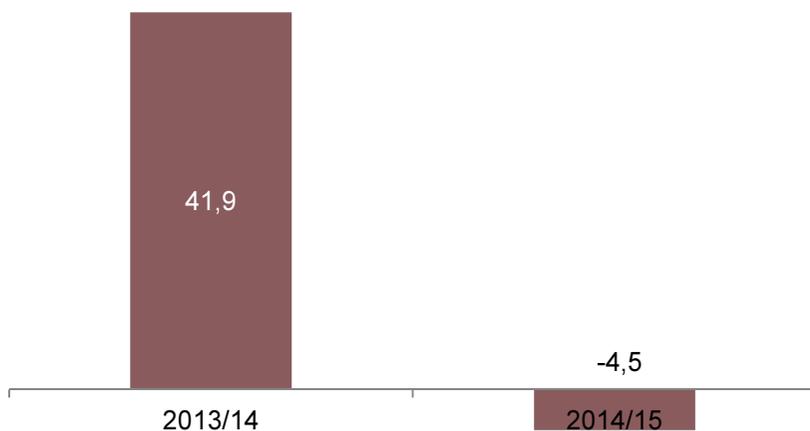
HIGHLIGHTS

- Group total revenue down by 3.4% Y-o-Y
- Increase in product revenues to EUR 471.4 mill. (+ 13.3%)
- Major deviation results from delay in revenue recognition due to open negotiations regarding two customer programs

Group EBIT also impacted by delay in revenue recognition

EBIT

In EUR mill.



HIGHLIGHTS

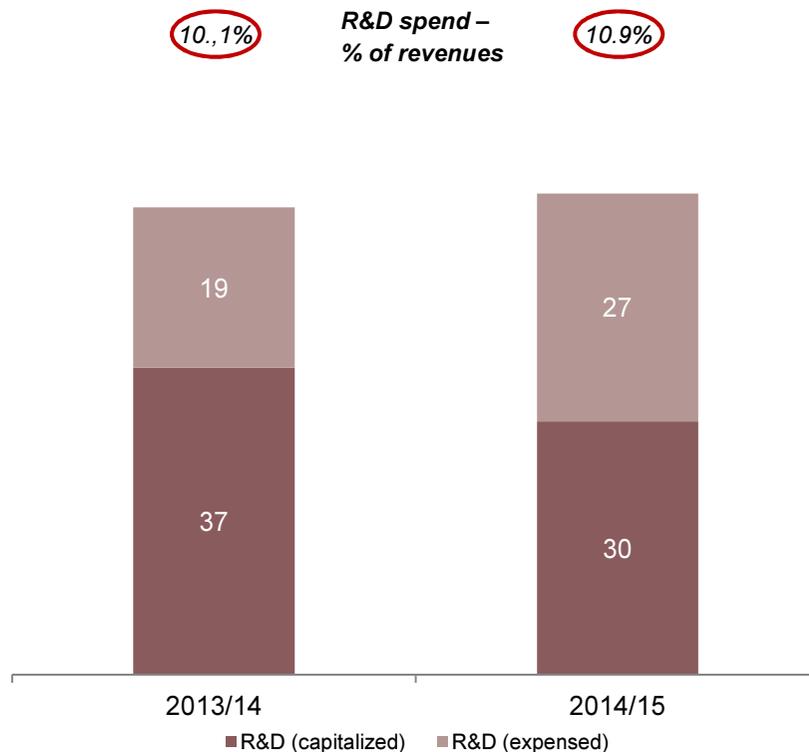
- Major deviation in EBIT results from delay in revenue recognition due to open negotiations regarding two customer programs

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Research and Development driven by continuous investment in new programs

R&D COSTS

In EUR mill.



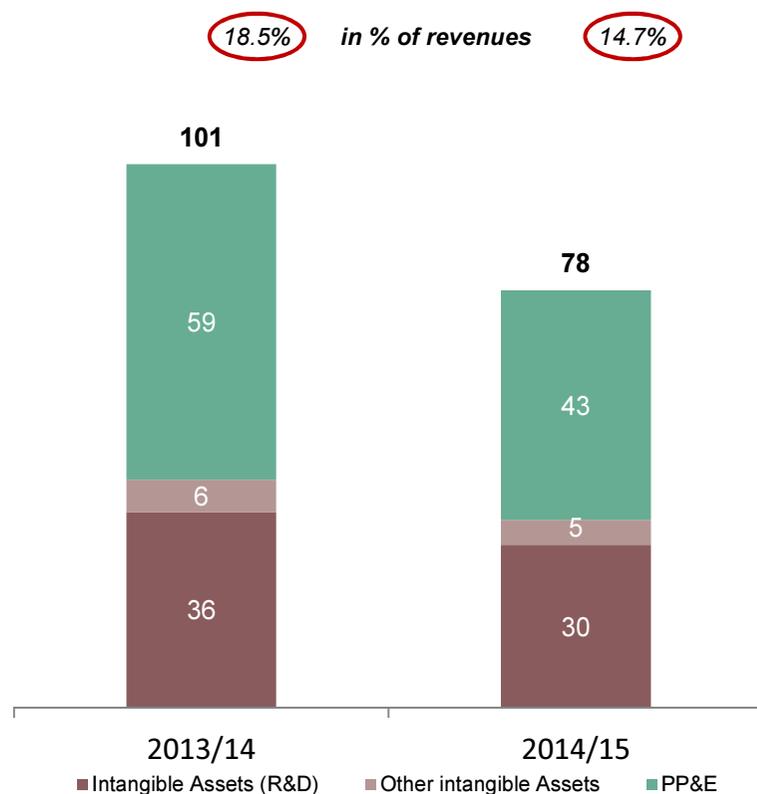
HIGHLIGHTS

- Total R&D (capitalized and expensed) costs stable on a Y-o-Y comparison
- 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

Capex for capacity expansion to support production growth

CAPITAL EXPENDITURE

In EUR mill.



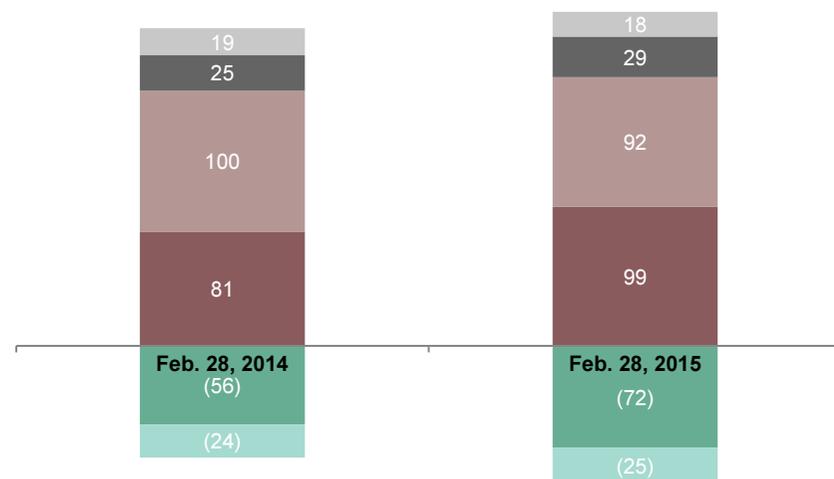
HIGHLIGHTS

- Capital expenditures decreased from 18.5% to 14.7% 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

Investment in working capital to support future growth

NWC BY ASSET / LIABILITY TYPE

In EUR mill.



- Total
- Accrued and other liabilities
 - Trade payables
 - Other receivables and deferred items
 - Receivables from construction contracts
 - Trade receivables

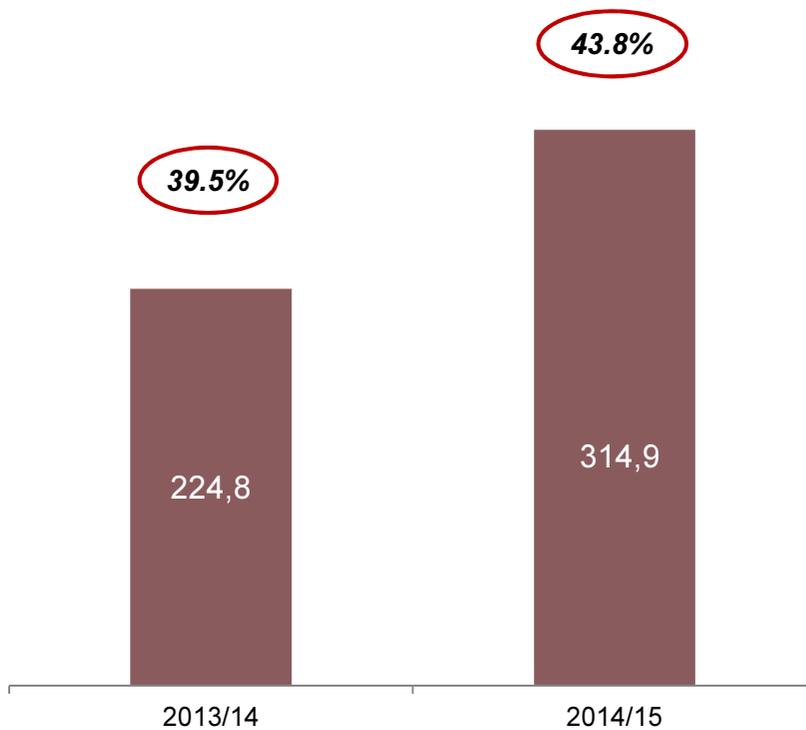
HIGHLIGHTS

- Significant growth in inventories to support expected delivery volumes for coming periods
- Increase in receivables from construction contracts

Equity and Net financial debt improved

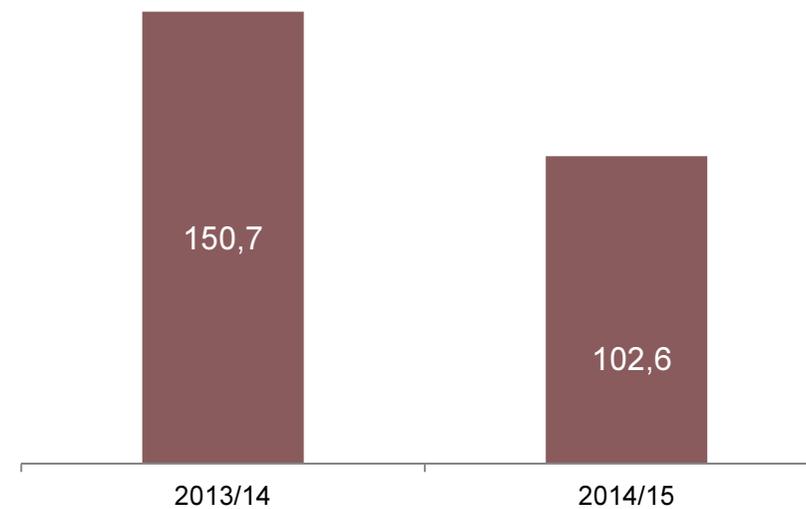
EQUITY RATIO

In EUR mill.



NET FINANCIAL DEBT

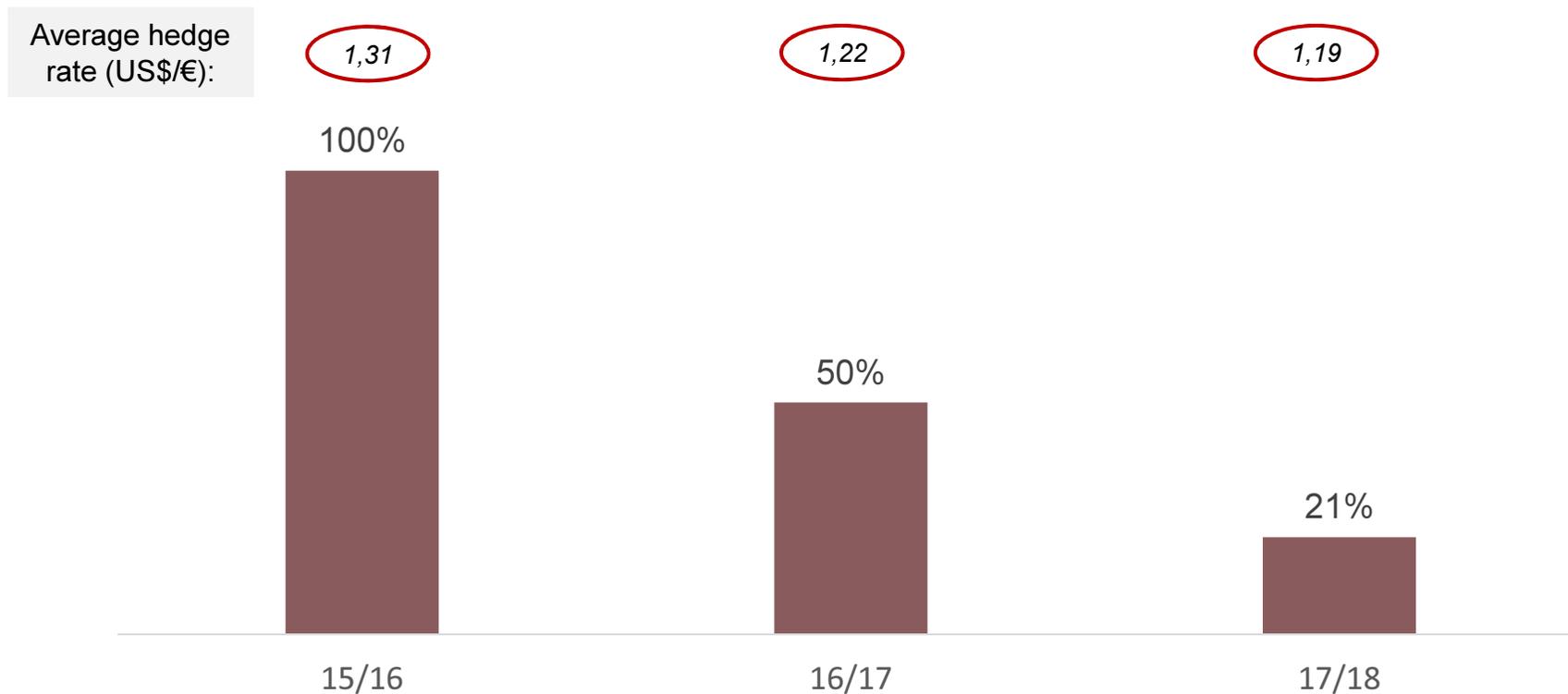
In EUR mill.



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Hedge Portfolio / US\$ Exchange Rate

Hedge book as of April 30, 2015





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Executive Summary

- As a result, the main objective of the “FACC Vision 2020” programme to achieve constant average double-digit growth in sales over the mid-term is likely to be met from today’s perspective.
- In its planning for the current financial year, FACC assumes that growth will be in the single digit percentage range. The company will only reach a sustainable double-digit growth rate after the further ramp up of series production for the above-mentioned new projects.
- Meeting the earnings targets for the 2015/16 financial year will largely depend on the successful implementation of efficiency measures in connection with the above-mentioned increase in output rates for new projects as well as the completion of customer negotiations currently underway.