

- **GE Aerospace second quarter 2024 performance**
Financial results & company highlights
- July 23, 2024

Caution concerning forward-looking statements:

This document contains "forward-looking statements" – that is, statements related to future events that by their nature address matters that are, to different degrees, uncertain. For details on the uncertainties that may cause our actual future results to be materially different than those expressed in our forward-looking statements, see www.geaerospace.com/investor-relations/important-forward-looking-statement-information as well as our annual reports on Form 10-K and quarterly reports on Form 10-Q. We do not undertake to update our forward-looking statements. This document also includes certain forward-looking projected financial information that is based on current estimates and forecasts. Actual results could differ materially.

Non-GAAP financial measures:

In this document, we sometimes use information derived from consolidated financial data but not presented in our financial statements prepared in accordance with U.S. generally accepted accounting principles (GAAP). Certain of these data are considered “non-GAAP financial measures” under the U.S. Securities and Exchange Commission rules. These non-GAAP financial measures supplement our GAAP disclosures and should not be considered an alternative to the GAAP measure. The reasons we use these non-GAAP financial measures and the reconciliations to their most directly comparable GAAP financial measures are included in our earnings release, our Form 10-Q, the appendix of this presentation and prior earnings presentations, as applicable.

Additional information:

Amounts shown on subsequent pages may not add due to rounding.

CFM International is a 50/50 JV that produces CFM56 and LEAP engine families. RISE is a program of CFM International. CFM RISE is a registered trademark. Engine Alliance is a 50/50 JV that produces GP7200 engine.

GE Aerospace’s Investor Relations website at www.geaerospace.com/investor-relations, as well as GE Aerospace's LinkedIn and other social media accounts, contain a significant amount of information about GE Aerospace, including financial and other information for investors. GE Aerospace encourages investors to visit these websites from time to time, as information is updated, and new information is posted.



OUR PURPOSE

We invent the future of flight, lift people up and
bring them home safely

~3B

Passengers flew with GE
Aerospace technology
under wing in 2023

~900K

People flying at any
given time on GE Aerospace-
powered aircraft

3 out of 4

Commercial flights
powered by
our engines

Momentum continues at the Farnborough Airshow



British Airways selected GE Aerospace's GEnx engine, known for high performance and efficiency, to power six new Boeing 787s - the first introduction of this engine into their fleet.



The CFM LEAP-powered Airbus A321XLR was recently certified by the European Union Aviation Safety Agency, making this the fifth member of the A320neo family aircraft powered by LEAP engines.

Customer preferred platforms across narrowbody and widebody sectors

GE Aerospace: 2Q'24 highlights

Double-digit orders, profit, cash growth
... accelerating actions to improve output for customers

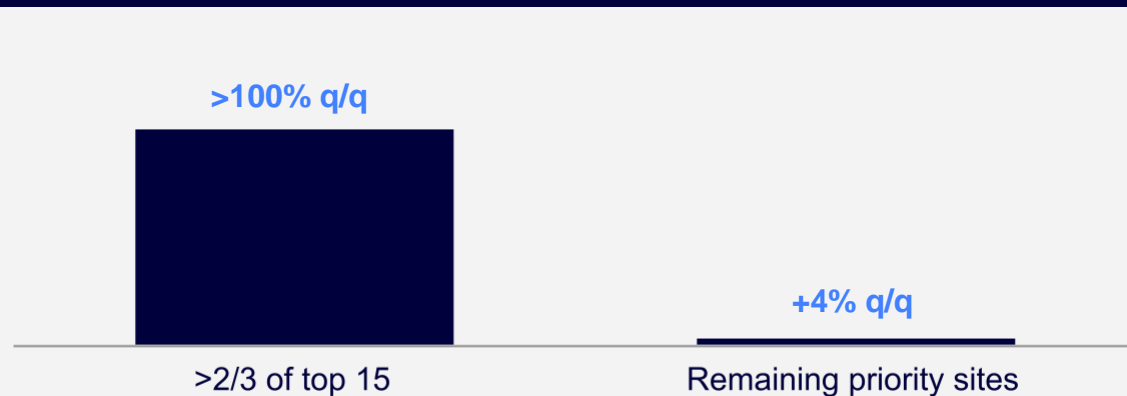
Commercial Engines & Services (CES)
Services growth and overall >20% profit increase
... industry's largest and growing commercial propulsion fleet

Defense & Propulsion Technologies (DPT)
Profit growing over 70%
... rotorcraft and combat engine provider of choice



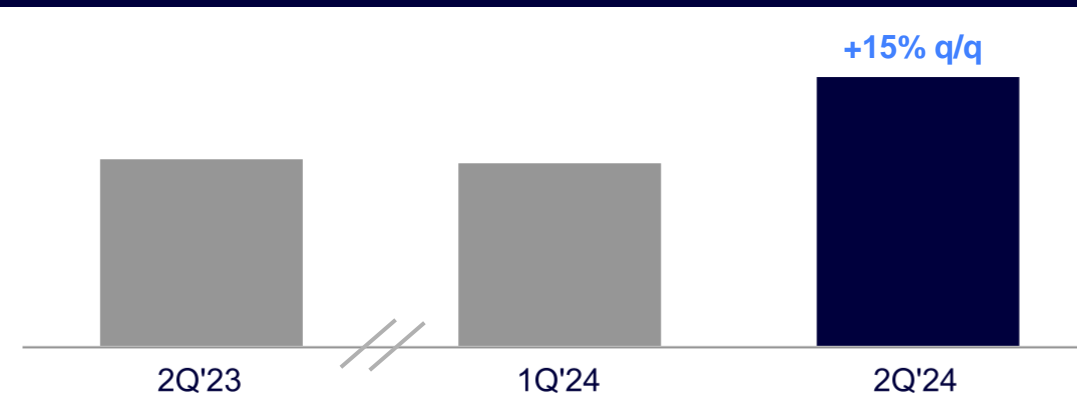
FLIGHT DECK - enabling problem solving inside & outside GE Aerospace

Top 15 supplier sites material input



- ~80% of material shortages attributable to 15 supplier sites
- >550 total engineers and supply chain resources deployed
- Daily management and problem solving improving input

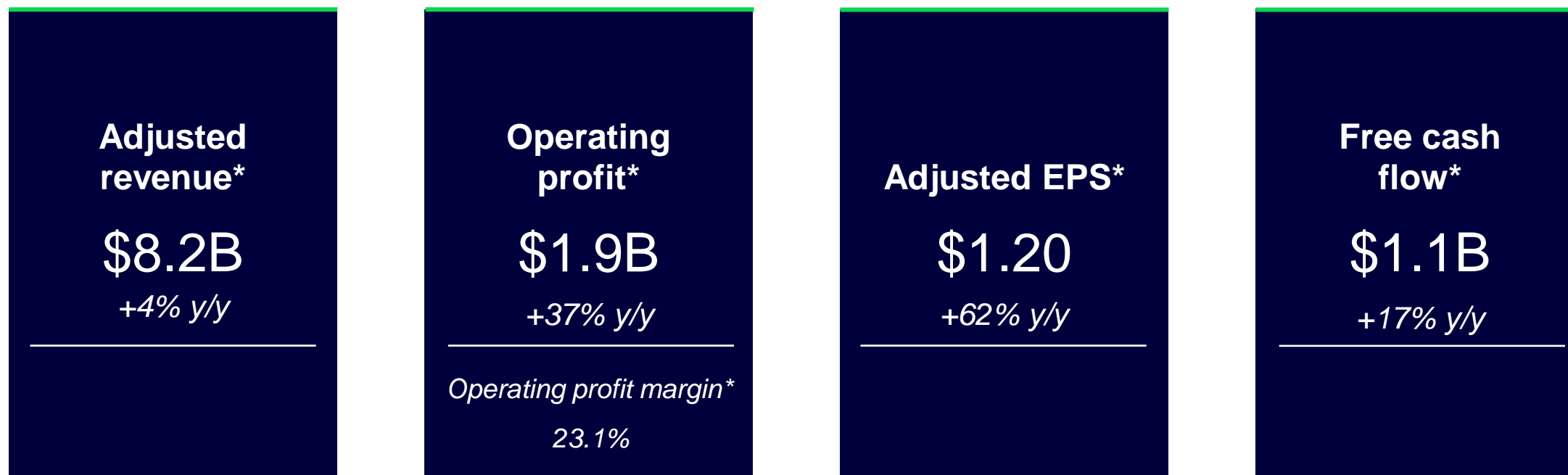
Internal shop visit output



- 2Q'24 LEAP shop TAT at 86 days ... >15% reduction vs '23
- LEAP shop visit output +9% q/q
- Investing \$1B to expand and upgrade MRO facilities worldwide

Executing priorities for today, tomorrow and the future

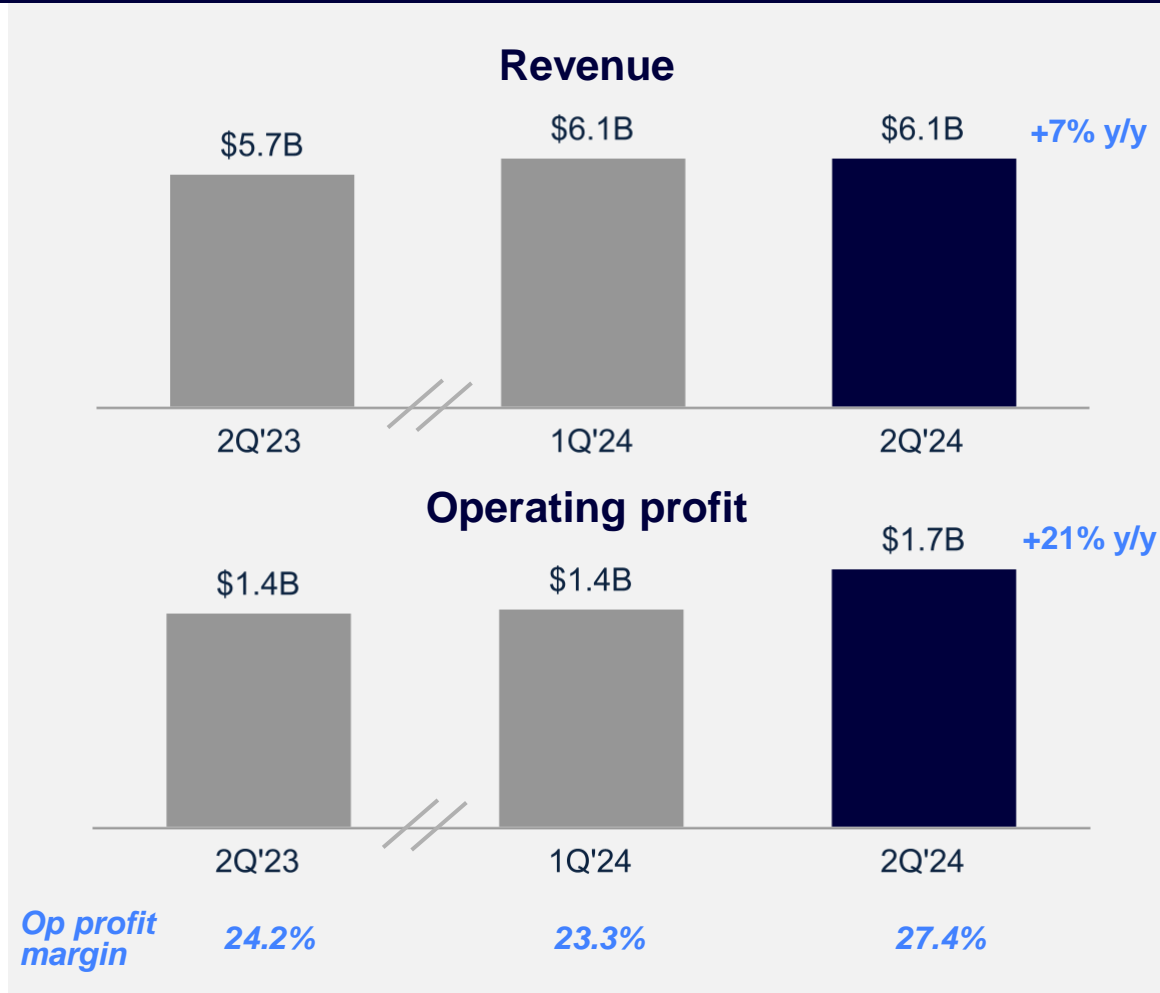
GE Aerospace: 2Q'24 performance



Solid 2Q and 1H performance ... raising full year profit and free cash flow* guidance

Commercial Engines & Services (CES): 2Q'24 performance

Results



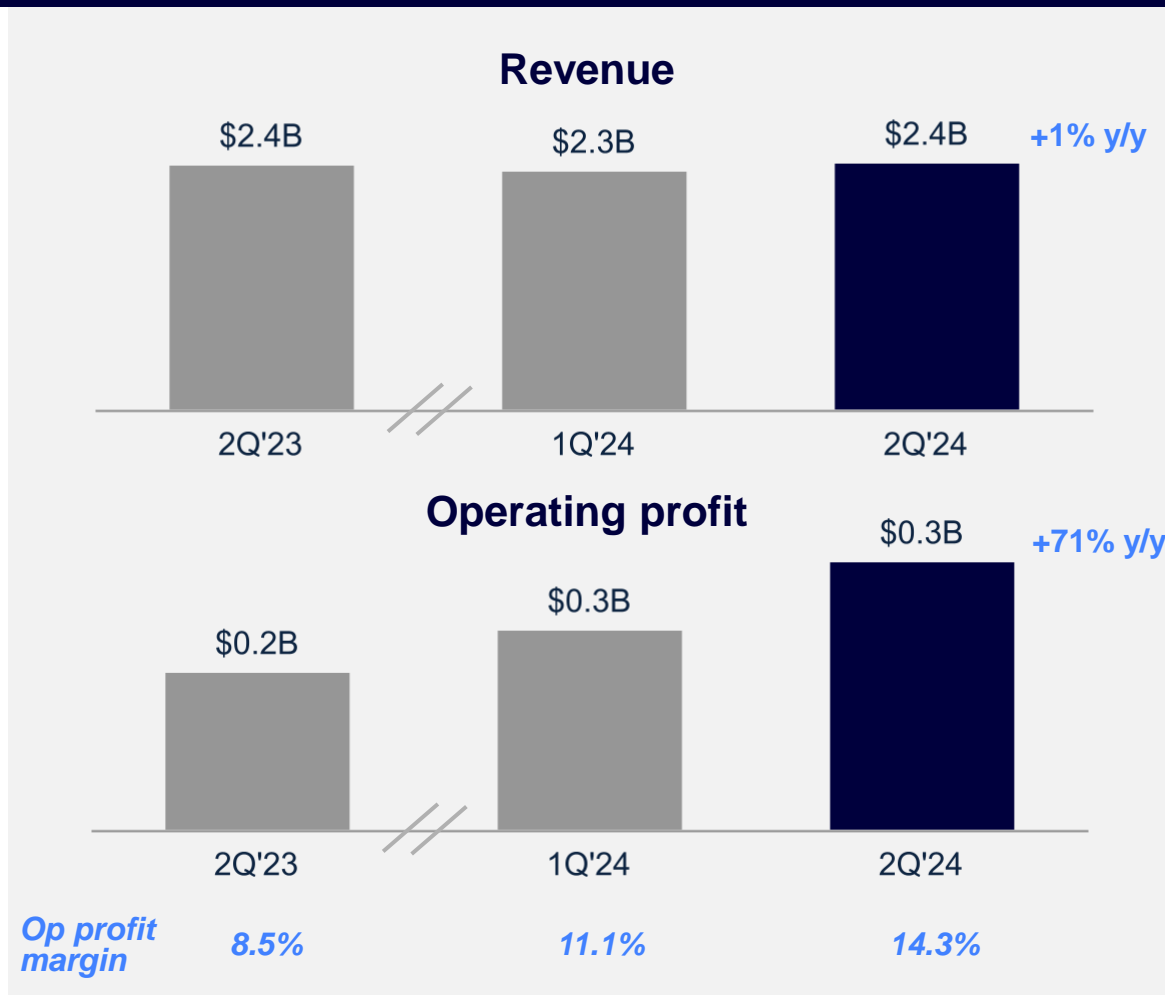
Dynamics

- **Orders:** \$9.2B, +38% ... services +36% and equipment +42%
- **Revenue:** \$6.1B, +7%
 - **Services:** +14% ... internal shop visits +14% outpacing spare parts
 - **Equipment:** (11)% ... units down double digits y/y, partially offset by customer mix and price
- **Operating profit:** \$1.7B, +21%
 - **Op profit margin:** 27.4%, +320bps ... services volume, price and mix offset investments

Defense & Propulsion Technologies (DPT): 2Q'24 performance

Results

Dynamics



- **Orders:** \$2.3B, (25)% ... lower Defense & Systems
 - **Defense book to bill:** 2Q 0.9x; YTD 1.0x
- **Revenue:** \$2.4B, +1%
 - **Defense & Systems:** (6)% ... lower units more than offsetting Services growth and pricing
 - **Propulsion & Additive Technologies:** +16% ... growth across several businesses
- **Operating profit:** \$0.3B, +71%
 - **Op profit margin:** 14.3%, +580bps ... mix, productivity, price and improved program performance offset investments

GE Aerospace: FY'24 total company guidance as of July 23, 2024

	2023	2024 guide (April)	2024 guide (July)
Adjusted revenue growth* <i>Adjusted revenue*</i>	+22% \$32.0B	LDD+	HSD
Operating profit* <i>Op profit margin*</i>	\$5.6B 17.4%	\$6.2B-\$6.6B	\$6.5B-\$6.8B
Adjusted EPS*	\$2.95	\$3.80-\$4.05	\$3.95-\$4.20
Free cash flow* <i>FCF* conversion^{a)}</i>	\$4.7B ~145%	>\$5B >100%	\$5.3B-\$5.6B >100%

* Non-GAAP Financial Measure
(a – FCF* conversion: FCF* / adjusted earnings*)

GE Aerospace: set to soar



Customer preferred platforms

Best performing products and services underwing, balanced across narrowbody, widebody, rotorcraft, combat and mobility platforms



Highest operational reliability

Robust technologies and proven products ... continuous improvements prioritizing safety, quality, delivery, and cost – in that order



Most extensive installed base

Unrivaled customer service and flight support creates customer intimacy, learning, and network flexibility across industry's largest fleets



Breakthrough innovation

Leading engineering inventing next-gen tech to drive efficiency, reliability & decarbonization along with advanced defense capabilities



FLIGHT DECK

GE Aerospace's proprietary lean operating model to deliver exceptional value to customers and shareholders

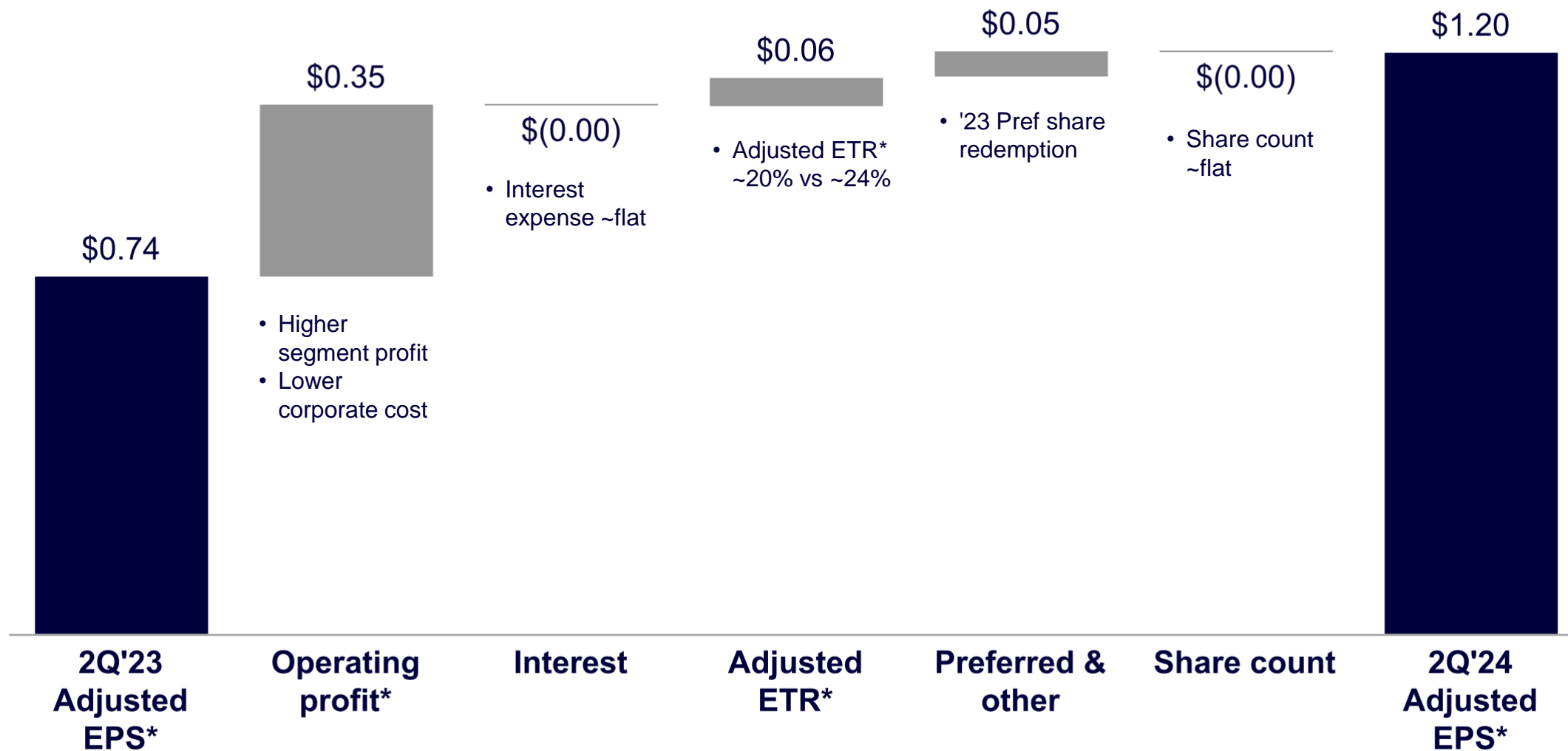
Consistently growing profit and generating FCF*, compounding with capital deployment and return opportunities

– Q&A

– Appendix

- [14 2Q EPS bridge](#)
- [15 2024 business guidance](#)
- [16 2024 additional items](#)
- [17 Orders and Revenue](#)
- [18 FCF](#)

2Q'24 Adjusted Earnings Per Share Bridge



*Non-GAAP Financial Measure
 Interest represents Interest and other financial charges excluding Insurance and U.S. tax equity
 Operating profit and interest impacts are tax effected

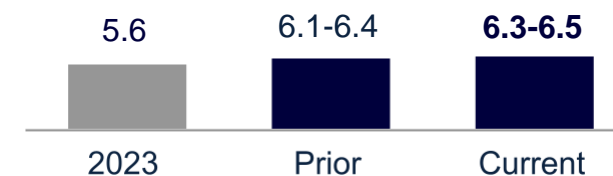
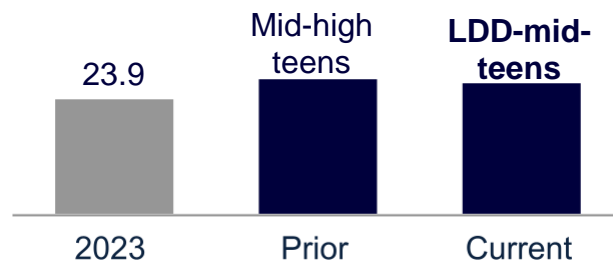
GE Aerospace: FY'24 guidance as of July 23, 2024

(\$ in billions)

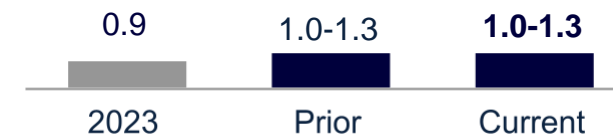
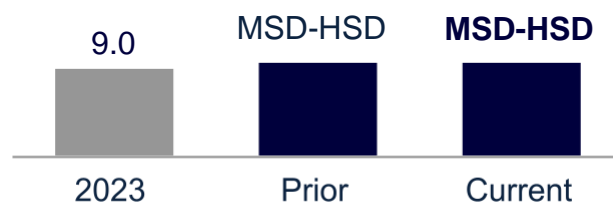
Adjusted revenue*

Operating profit*

COMMERCIAL ENGINES & SERVICES (CES)



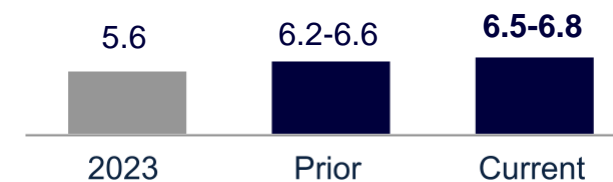
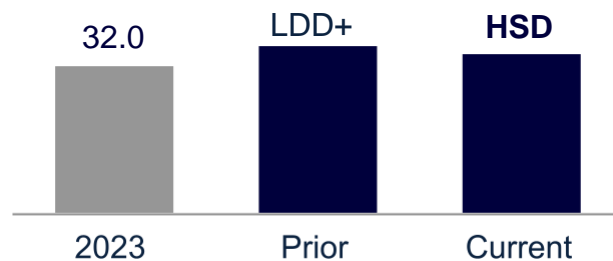
DEFENSE & PROPULSION TECHNOLOGIES (DPT)



CORPORATE & ELIMINATIONS



GE AEROSPACE



*Non-GAAP Financial Measure

(a - Includes \$(0.4)B for intercompany profit eliminations

"Prior" refers to guidance issued in April 2024. "Current" is as of July 2024.

GE Aerospace: additional items as of July 23, 2024

(\$ in millions, unless otherwise noted)

	2Q 2024	1H 2024	Outlook
Share buy-back	\$2.3B ^{-a)}	\$2.4B ^{-a)}	'24-'26 \$15B share buy-back authorization
Dividend paid	\$0.3B	\$0.4B	Dividend (\$0.28/share), ~30% of net income
Interest expense ^{-b)}	\$(239)	\$(495)	Slightly below ~\$(1)B in '24
Adjusted tax rate*	20.3%	20.5%	Low-twenties in '24
Separation cost	\$75	\$334 ^{-c)}	Expecting ~\$0.3B remaining post-spin over next couple of years
Spin-related restructuring	\$77	\$147 ^{-c)}	Expecting ~\$0.1B remaining post-spin, majority in '24
Non-op. benefit cost (income)	\$(204)	\$(421)	Positive in '24 driven by lower amortization of historical losses & investment gains
GEHC stake/AER note	N/A	N/A	~6.7% ownership GEHC / ~\$1B AerCap note as of June 30, 2024
Insurance net income	\$134	\$292	Expecting net income improvement y/y in '24 ^{-d)} ... investment results & improved claims

* Non-GAAP Financial Measure

(a) – \$1.9B in 2Q'24 and 1H'24 under the \$15B authorization announced in March 2024

(b) – Interest represents Interest and other financial charges excluding Insurance and U.S. tax equity

(c) – Includes pre-spin separation cost & restructuring

(d) – Excluding impact from cash flow testing

Orders and Revenue - supplemental information

(\$ in billions)

ORDERS	Services				Equipment				Total			
	2Q'24	y/y	2Q'24 YTD	y/y	2Q'24	y/y	2Q'24 YTD	y/y	2Q'24	y/y	2Q'24 YTD	y/y
Commercial Engines & Services	\$6.3	36%	\$11.6	27%	\$2.8	42%	\$5.9	58%	\$9.2	38%	\$17.5	36%
Defense & Propulsion Technologies	\$1.4	11%	\$2.7	7%	\$0.9	(49)%	\$2.7	(6)%	\$2.3	(25)%	\$5.4	—%
GE Aerospace	\$7.7	31%	\$14.2	23%	\$3.5	(3)%	\$8.0	31%	\$11.2	18%	\$22.2	25%

REVENUE	Services				Equipment				Total			
	2Q'24	y/y	2Q'24 YTD	y/y	2Q'24	y/y	2Q'24 YTD	y/y	2Q'24	y/y	2Q'24 YTD	y/y
Commercial Engines & Services	\$4.7	14%	\$9.1	13%	\$1.4	(11)%	\$3.1	8%	\$6.1	7%	\$12.2	11%
Defense & Propulsion Technologies	\$1.3	7%	\$2.6	12%	\$1.1	(6)%	\$2.1	4%	\$2.4	1%	\$4.7	9%
GE Aerospace	\$6.0	13%	\$11.7	12%	\$2.2	(14)%	\$4.6	2%	\$8.2 ^{-a)}	4% ^{-a)}	\$16.3 ^{-a)}	9% ^{-a)}

Order units were 808 in 2Q'24 vs 659 in 2Q'23 for commercial engines, 615 in 2Q'24 vs 461 in 2Q'23 for LEAP engines, and 62 in 2Q'24 vs 355 in 2Q'23 for Defense engines. Prior period quantity updated for CES.
(a – Adjusted revenue*

Free cash flow* performance

(\$ in billions)

	<u>2Q'24</u>	<u>y/y</u>	<u>2Q'24</u> <u>YTD</u>	<u>y/y</u>
Net earnings (loss) ^{-a)}	1.3	0.1	3.1	(4.9)
Depreciation & amortization	0.3	—	0.6	—
Operating working capital	(0.2)	(0.4)	—	0.1
Current receivables	(0.3)	—	—	0.3
Inventory	(0.7)	(0.6)	(1.2)	(0.5)
Current contract assets	—	(0.1)	0.2	0.1
Current contract liabilities	0.4	0.1	0.4	(0.2)
Progress collections	0.1	—	0.3	0.2
Accounts payable	0.3	0.2	0.4	0.2
AD&A	—	0.1	(0.1)	(0.1)
Other CFOA ^{-b)}	—	0.4	(0.3)	6.0
Gross CAPEX	(0.3)	(0.1)	(0.5)	(0.1)
FCF*	1.1	0.2	2.8	1.0
FCF* conversion ^{-c)}	83%		118%	

2Q'24 DYNAMICS

- FCF* primarily driven by strong adjusted earnings*
- Working capital use ...
 - Receivables use from Services revenue growth
 - Inventory use given supply chain constraints
 - Contract liabilities source from higher utilization billings
- Other CFOA: includes \$0.4B for losses on equity stakes, \$(0.2)B pay as you go pension

* Non-GAAP Financial Measure

(a – Earnings (loss) from continuing operations, which aggregates Net earnings (loss) and (earnings) loss from discontinued operations

(b – Includes the following: (Gains) losses on retained and sold ownership interests and other equity securities, principal pension plans (net), other post retirement benefit plans (net), income taxes (net) and all other operating; excludes separation cash expenditures and Corporate restructuring cash expenditures

(c – FCF* conversion: FCF* / adjusted earnings*

– Non-GAAP reconciliations

20 Adjusted earnings from operating profit

Adjusted earnings from operating profit

ADJUSTED EARNINGS (NON-GAAP)

(Dollars in millions)

	2Q'24	2Q'23	V%	2Q24 YTD	2Q23 YTD	V%
CES Operating Profit	1,679	1,389		3,098	2,603	
DPT Operating Profit	344	201		600	402	
Adjusted Corporate & Other Operating Costs*	(126)	(205)		(251)	(373)	
Operating Profit (loss) (Non-GAAP)	1,897	1,385	37 %	3,447	2,632	31 %
Less: interest and other financial charges ^{a)}	239	238		495	477	
Less: adjusted taxes*	337	277		605	471	
Less: preferred stock dividends and other	—	58		—	174	
Less: dilution	—	—		—	7	
Adjusted earnings (loss) (Non-GAAP)	1,321	812	63 %	2,347	1,503	56 %

2028 OPERATING PROFIT (NON-GAAP)

We cannot provide a reconciliation of the differences between the non-GAAP expectations and corresponding GAAP measure for GE Aerospace operating profit* 2028 without unreasonable effort due to the uncertainty of timing of any gains or losses related to acquisitions & dispositions, the timing and magnitude of the financial impact related to the mark-to-market of our remaining investment in GE HealthCare and the timing and magnitude of restructuring expenses. Although we have attempted to estimate the amount of gains and restructuring charges for the purpose of explaining the probable significance of these components, this calculation involves a number of unknown variables, resulting in a GAAP range that we believe is too large and variable to be meaningful.

* Non-GAAP Financial Measure

(a – Interest represents Interest and other financial charges excluding Insurance and U.S. tax equity)

– Upcoming calendar

3Q'24 Earnings

October 22, 2024