

The Aerospace & Defense Forum

Who We Are...

A 11-year-old global aerospace and defense leadership community of over 2,400 professionals that facilitates communication, collaboration, and commercerelative to the business of A&D

Eight chapters – Los Angeles, San Fernando Valley, Santa Clarita Valley, South Bay, Orange County, San Diego, Ventura, Arizona and Dallas-Ft. Worth
Conduct monthly meetings with presentations, panels and tours with industry leaders focused on some aspect of the business of A&D

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The Aerospace & Defense Forum

M&A Trends in the Aerospace Industry and Guidance for Small to Medium Sized companies and How to be Prepared

Presenters:

Paul Croci
Managing Director
Head of Aerospace and Defense Investment Banking
Wells Fargo Investment Bank
New York

Scott Dragicevich
Director
Southern California Investment Banking
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Los Angeles

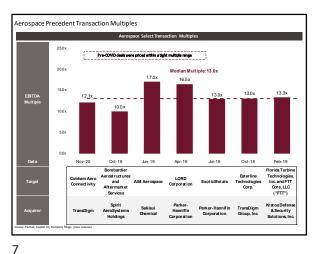
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Commercial Aerospace Industry Update



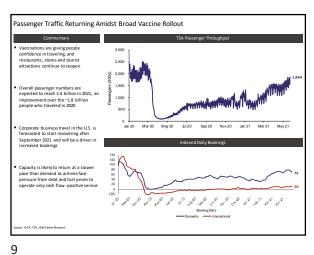
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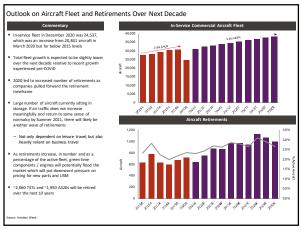
Near-Term Aerospace Industry Outlook Domestic passenger traffic is expected to perform significantly better than international markets – driven by strong GDP growth, acc consumer disposable cash during lockdowns, pent-up demand and the absence of travel restrictions Broad vaccine rollout will lead to a significant uptick in air traffic in the Summer of 2021 IATA estimates that domestic markets could recover to 96% of pre-crisis levels in the second half of 2021 (~48% improvement on 2020 performance)

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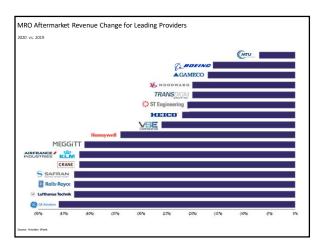
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Aircraft Production Updates May 2021: Boeing announced the possibility of having production rate fo the 737 MAX increase to 26 aircraft/month by the end of 2021, 31/month by March 2022 and 42/month in Fall of 2022 Boeing has delivered more than 85 737 MAX jetliners since recertification and continues to work through the ~400 737 MAX in inventory (current backlog totals ~3,900 aircraft) Airbus is also exploring rates as high as 70/month by early 2024 and 75 by 2025 The company is expected to deliver ~570 aircraft in 2021, ~650 in 2022 and ~775 aircraft in 2023 A320 A330 A350 ■2020 ■2021 ■2022 ■2023 ■2024 ■2025



MRO Demand 2021-2030 \bullet 2021-2023 MRO demand is estimated to be ~\$37B (~14%) lower than pre-COVID forecasts Accelerated aircraft retirements is resulting in a newer fleet, which delays services needs ase in MRO demand is due to higher utilization over the next decade in addition to legacy engines that are due for maintenance ~\$60B will be spent on airframe heavy maintenance over the next decade; A320 and 737 are the main drivers, rep MRO Demand by Aircraft Type



Defense Industry Overview

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Defense Select Transaction Multiples

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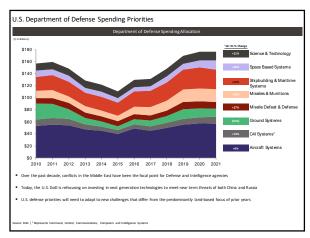
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COVID Impact on Federal Debt Could Pressure Defense Spending

Devervators

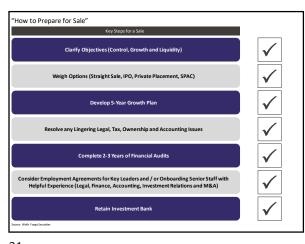
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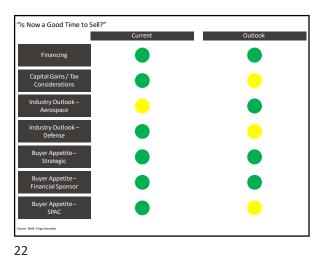
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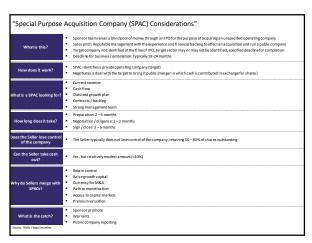
A&D Exit Strategies

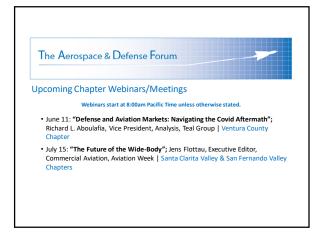
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The Aerospace & Defense Forum

Recordings of over 250 chapter and webinar presentations are available for download by A&D Forum members (Individual Membership is \$350/year), in addition to free attendance at all A&D Forum meetings and webinars. Membership is free for those not located near one of the nine operating chapters.

You can join the mailing lists of any chapters for free, which will also provide you the monthly A&D Forum Newsletter.

Opportunities to sponsor chapters and to sponsor webinars are available.

For more info:

https://oerospacedefenseforum.org/

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