

A formation of various aircraft, including a large four-engine turboprop, several narrow-body jets, and two helicopters, flying over a mountainous landscape at sunset. The sky is filled with soft, orange and blue clouds.

FIGEAC AERO

BUILT TO FLY.

Q1 revenue FY27
September 2026

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Highlights

Q1 highlights

- ① **21st consecutive quarter of revenue growth**
- ② **Performance perfectly in line with full-year guidance**
- ③ **Strong market tailwinds despite geopolitical context**
- ④ **Solid sales momentum, poised to accelerate**
- ⑤ **Record backlog driven by new business & higher build rates**
- ⑥ **Guidance reiterated**

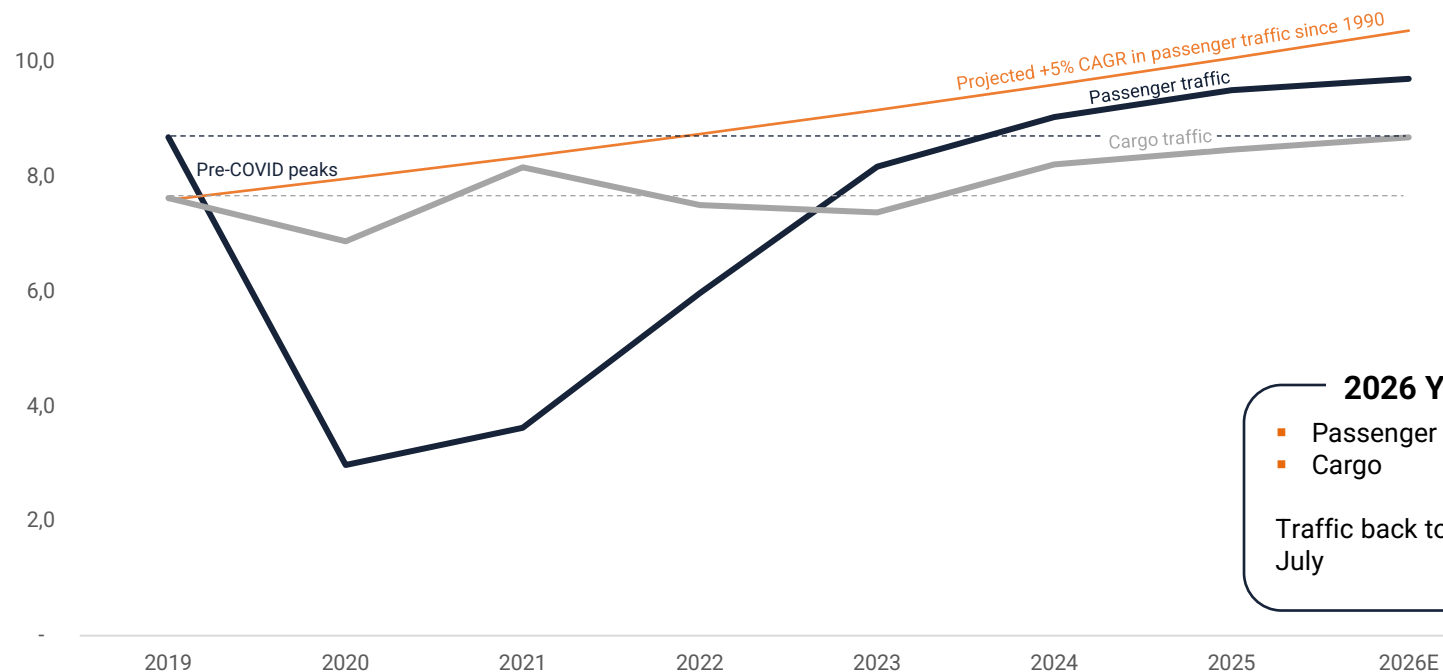




Market dynamics

Commercial: air traffic

Passenger traffic
(in RPK tn)



Passenger	-65.8%	+21.8%	+64.9%	+36.8%	+10.4%	+5.3%	+2.1%
Cargo	-9.9%	+18.8%	-8.1%	-1.7%	+11.3%	+3.4%	+0.7%

2026 YTD

- Passenger +0.6 %
- Cargo +4.6 %

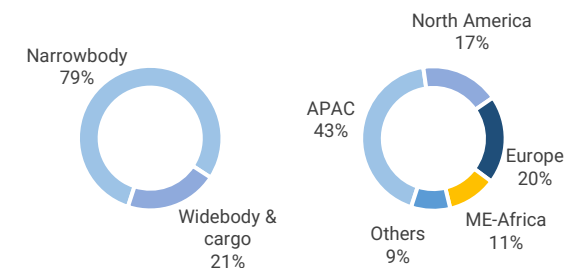
Traffic back to growth in July

Growth drivers

- GDP growth
- Middle-class in emerging economies
- Increased connectivity
- E-commerce growth

Projections 2026-2045

- Passenger: **+3.7% – 4.0% pa**
- Cargo: **+3.7% pa**
- New aircraft demand: **c. 42,000 – 44,000**



Source: IATA, YTD data as at 31 July 2026, Airbus, Boeing, Embraer, market outlook 2026-2045

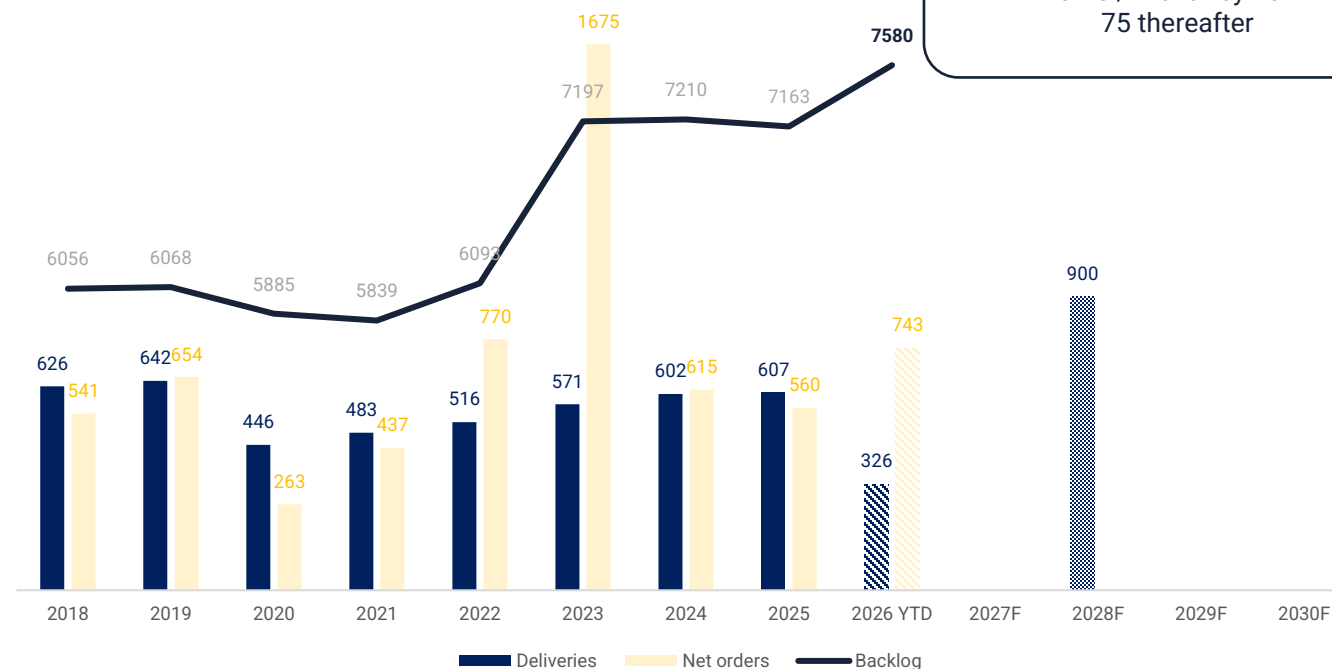
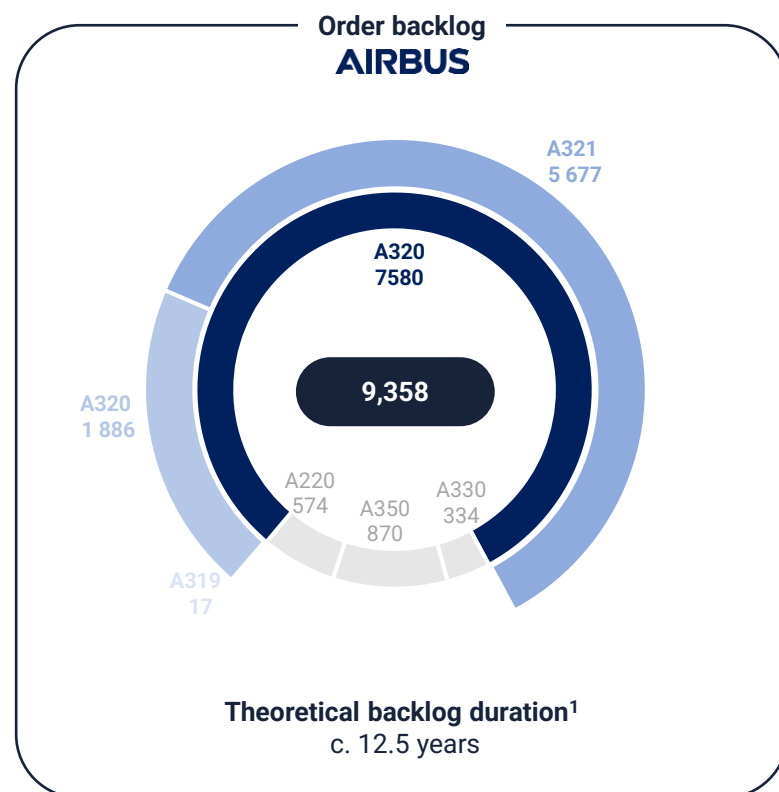
Commercial / Narrowbodies: A320 family



Demand steadily outpacing
production capacity

2026 YTD deliveries +14% yoy

Confirmed target rate :
70-75 / month by 2027
75 thereafter



Source: Airbus, data as at 31 July 2026, management estimates

¹ Based on current backlog & 2025 delivery data

Commercial / Narrowbodies: B737 family

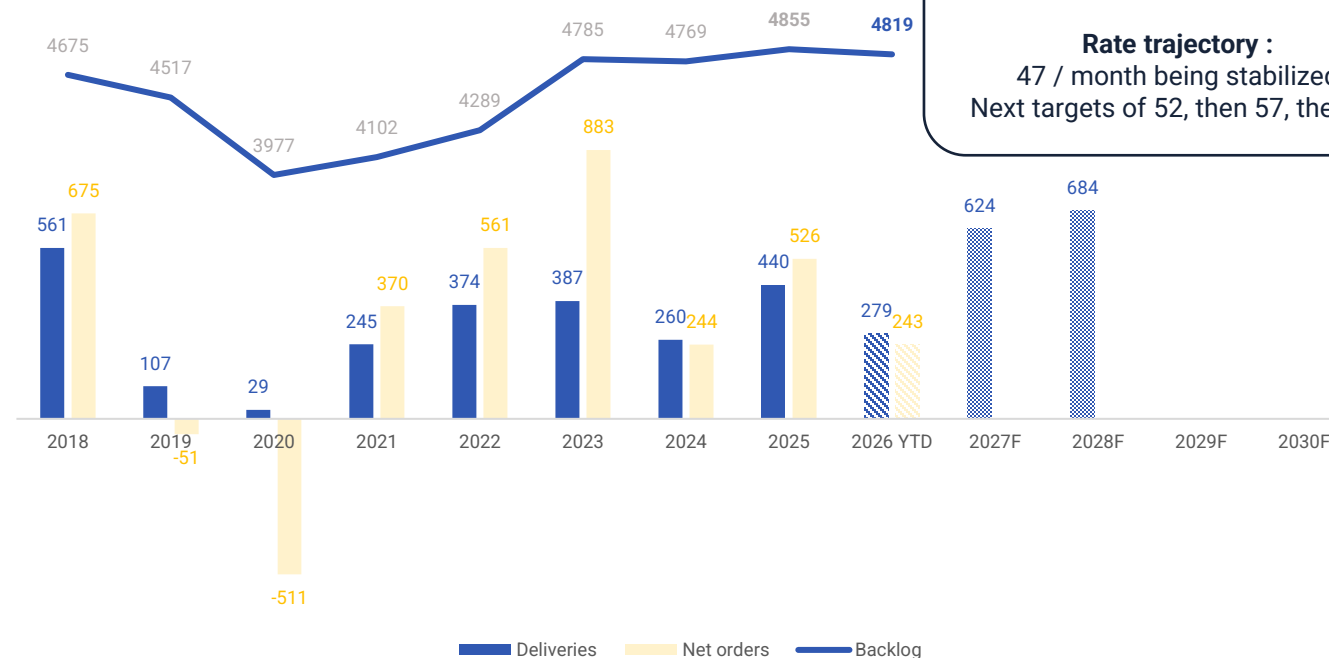
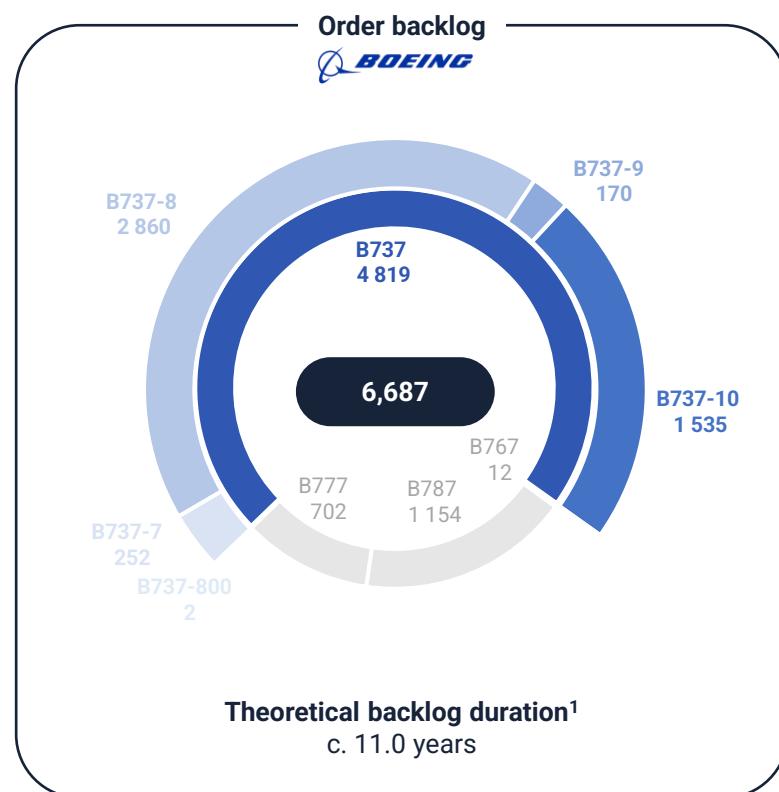


Demand steadily outpacing production capacity

Strong ongoing recovery + 4th production line opened in 2026

2026 YTD deliveries +15% yoy

Rate trajectory :
47 / month being stabilized
Next targets of 52, then 57, then 63



Source: Boeing, data as at 31 July 2026, management estimates

¹ Based on current backlog & 2025 delivery data

Commercial / Widebodies: A350 family

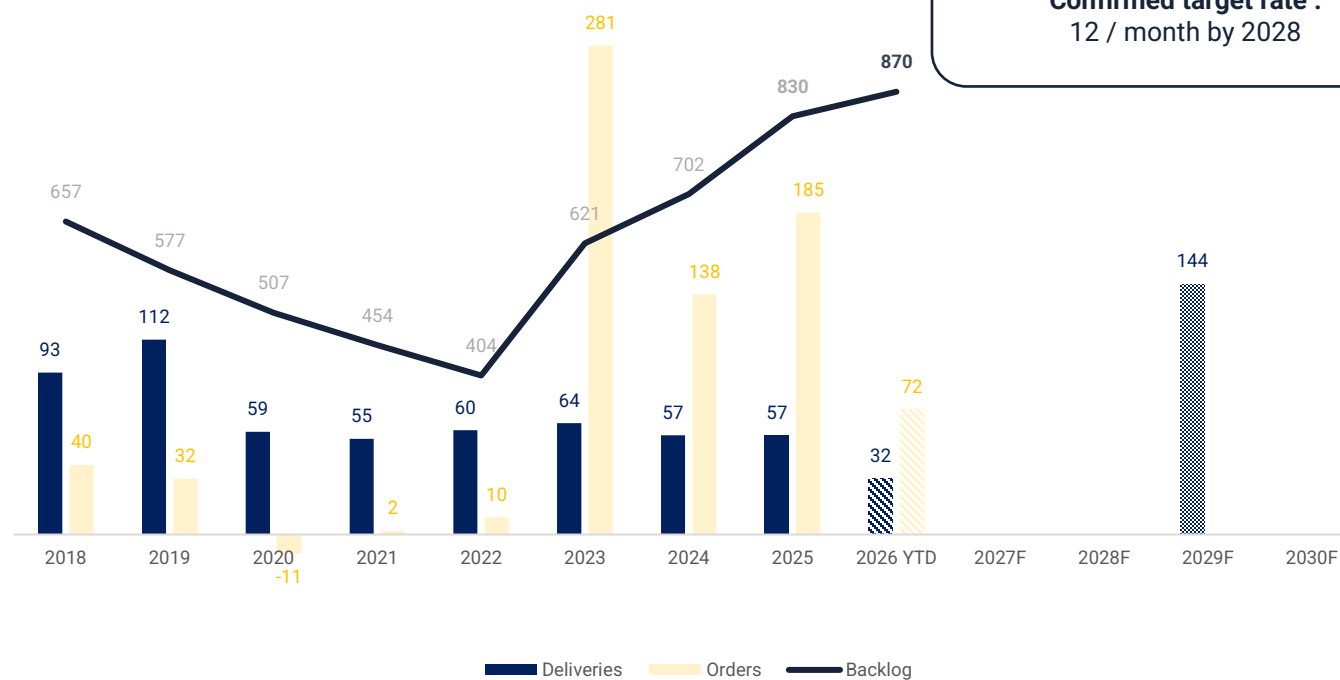
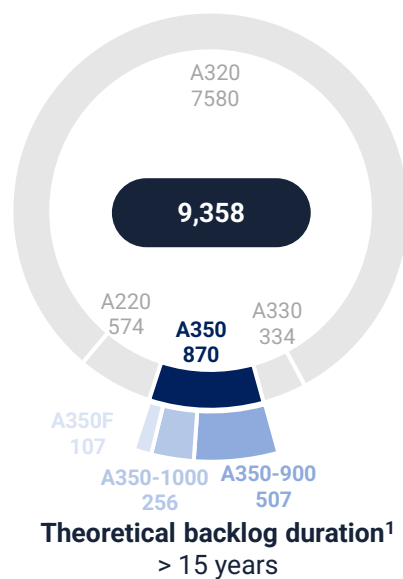


Demand strongly outpacing
production capacity
Growing demand for A350F

2026 YTD deliveries +19% yoy

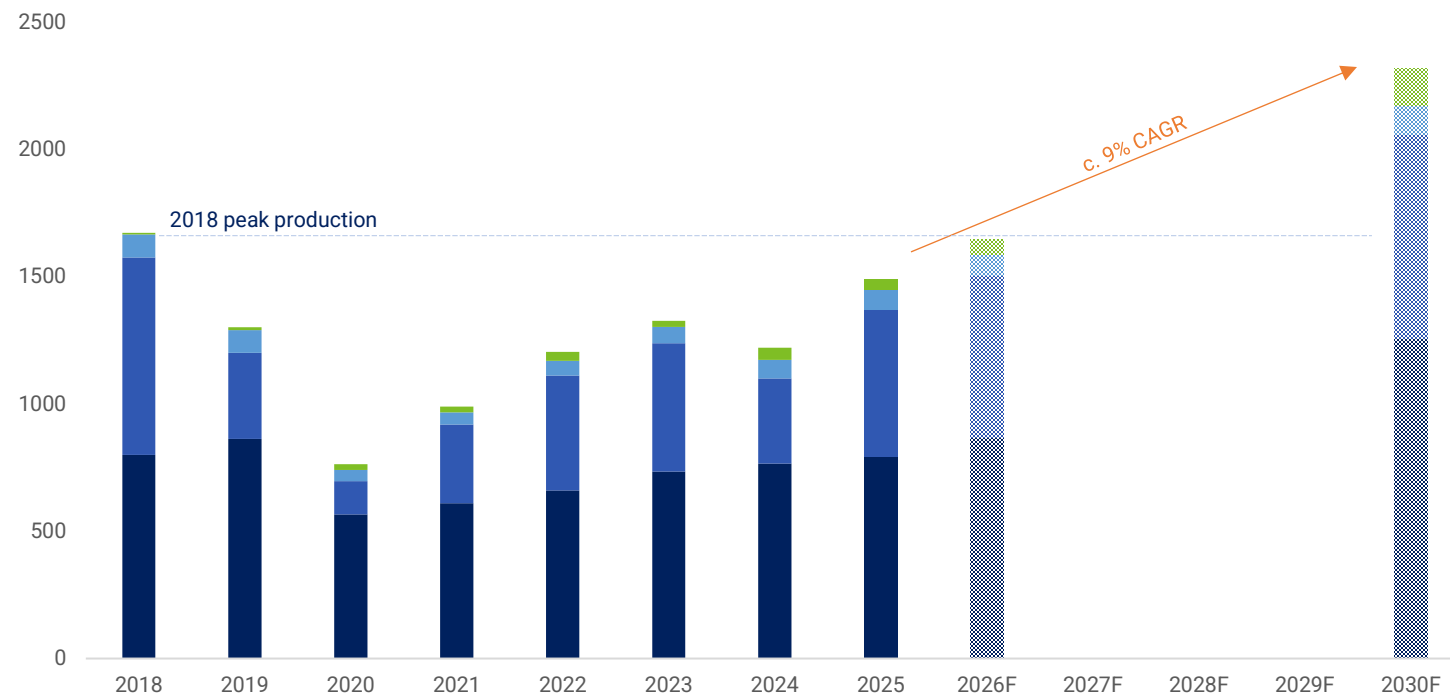
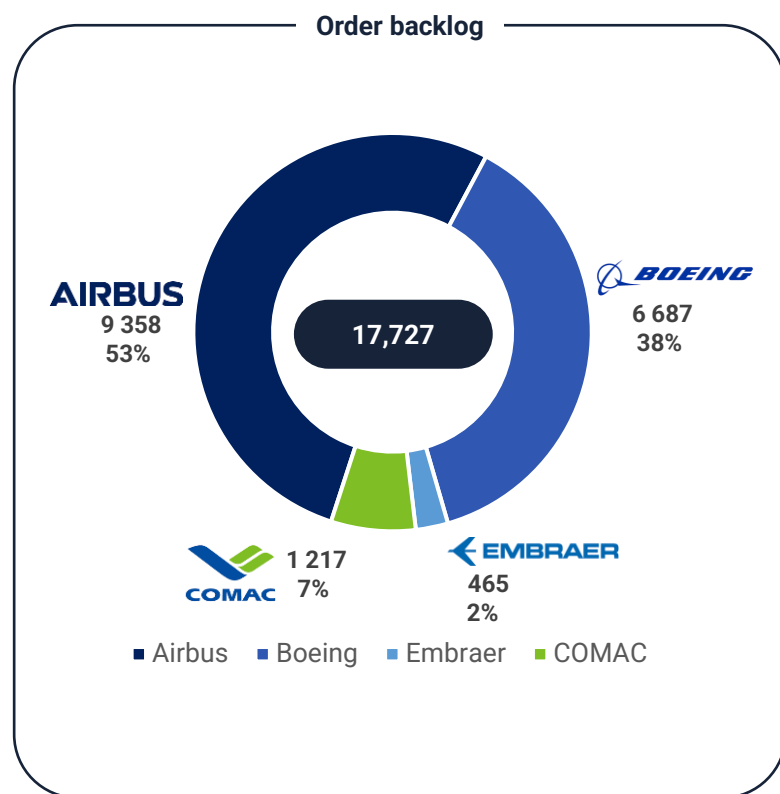
Confirmed target rate :
12 / month by 2028

Order backlog AIRBUS



Source: Airbus, data as at 31 July 2026, management estimates
¹ Based on current backlog & 2025 delivery data

Commercial: production rates set to increase to new record high



Source: Airbus, Boeing, data as at 31 July 2026, Embraer, data as at 30 June 2026, excluding military aircraft & business jets, COMAC, estimated data as at June 2026, IBA Insight, Forecast International, Avia Solutions, various press outlets, management estimates

Commercial: Update on current environment

Supply chain performance

- Increase in aircraft deliveries
+12% YTD
- Strong growth in new engine deliveries
+41% in LEAP deliveries in H1
LEAP & GTF full-year guidance revised upward
- Ongoing integration of Spirit Aerosystems in Airbus & Boeing
- No significant postponement in production rate transitions

**Improving supply bottlenecks overall
Production ramp-up ongoing**

Geopolitical situation

- Air passenger already back to growth after moderate slowdown
-3.4%, -2.2% & -1.7% in April, May & June, +0.2% in July
Up +0.6% YTD
- Sustained momentum in new aircraft demand
+24%
- No major order cancellations

**Little to no impact on outlook at this stage
Record backlogs to absorb any potential reduction in demand**

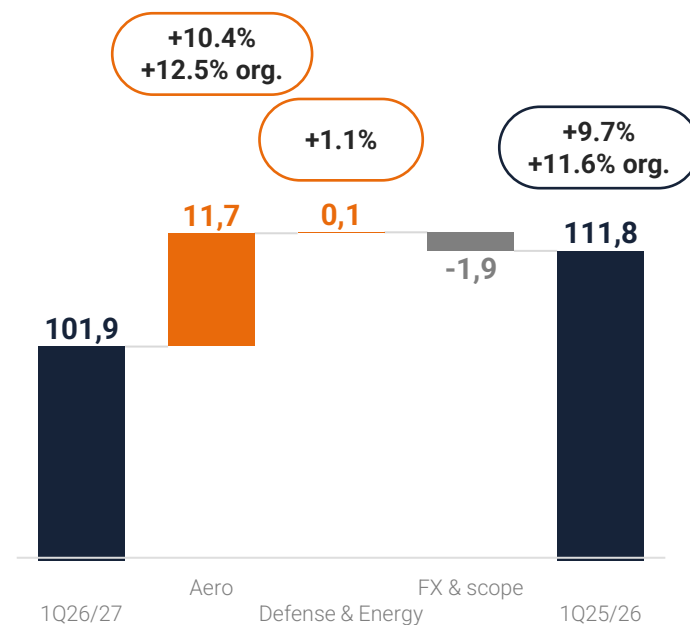
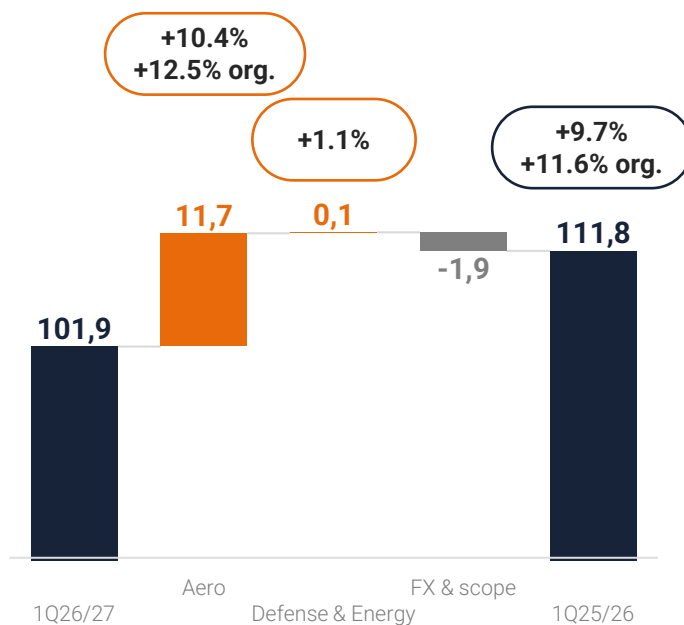


Q1 revenue FY27

Q1 revenue

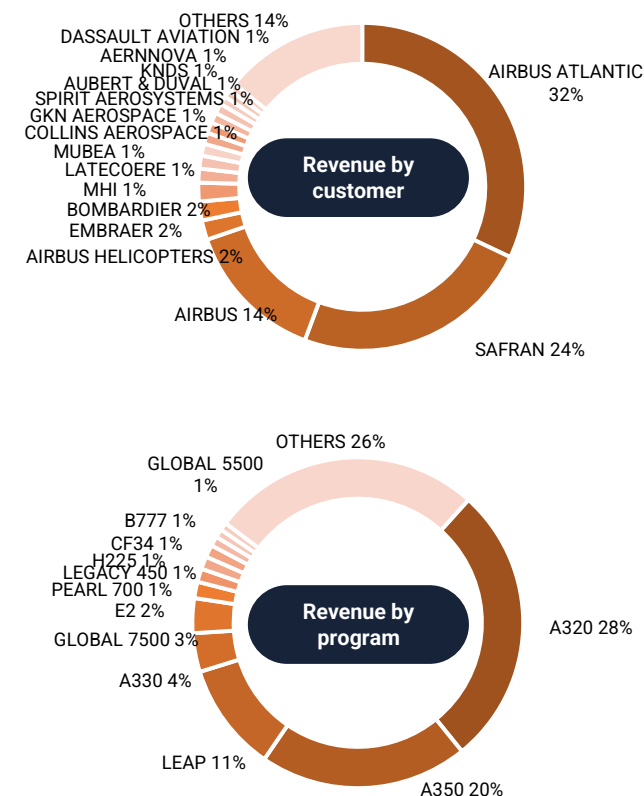
Q1 2026/27

YTD 2026/27



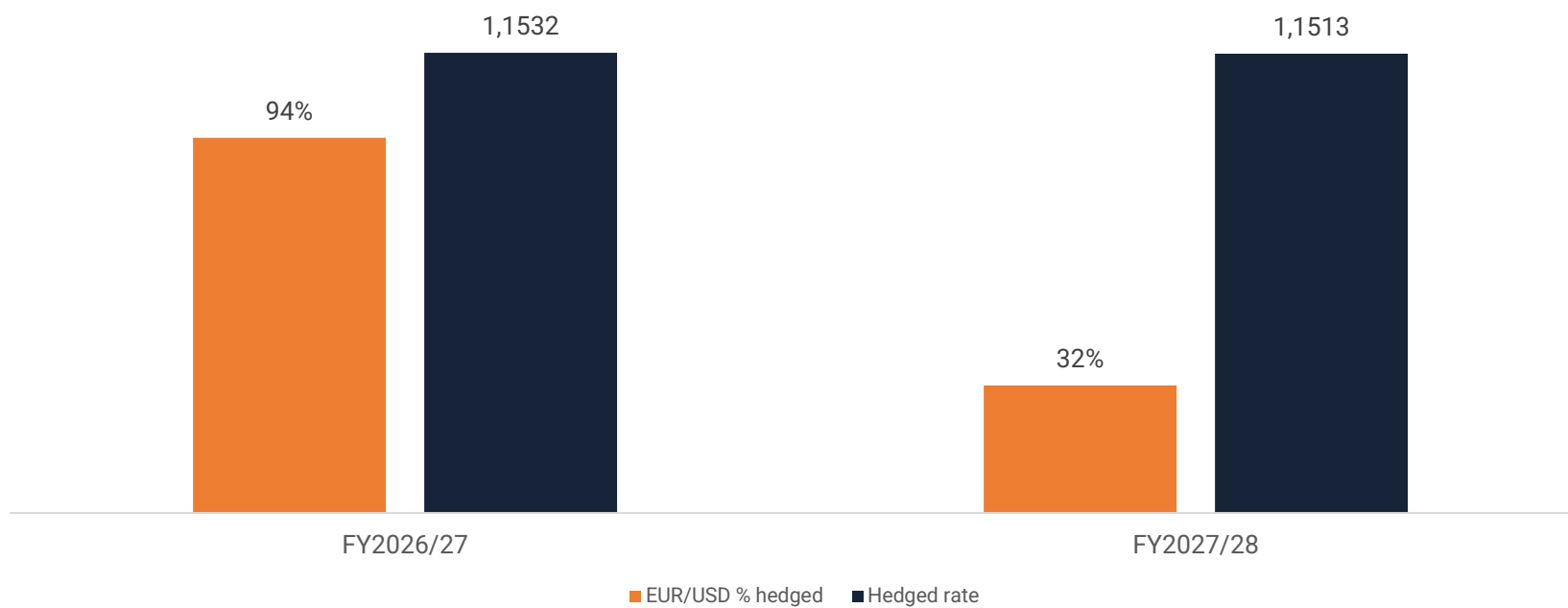
- Aerospace : growth mainly driven by key A350, A320 & 737 programs
- Defense & Energy : continued momentum in Defense, moderated by observed delays in Energy

Breakdown

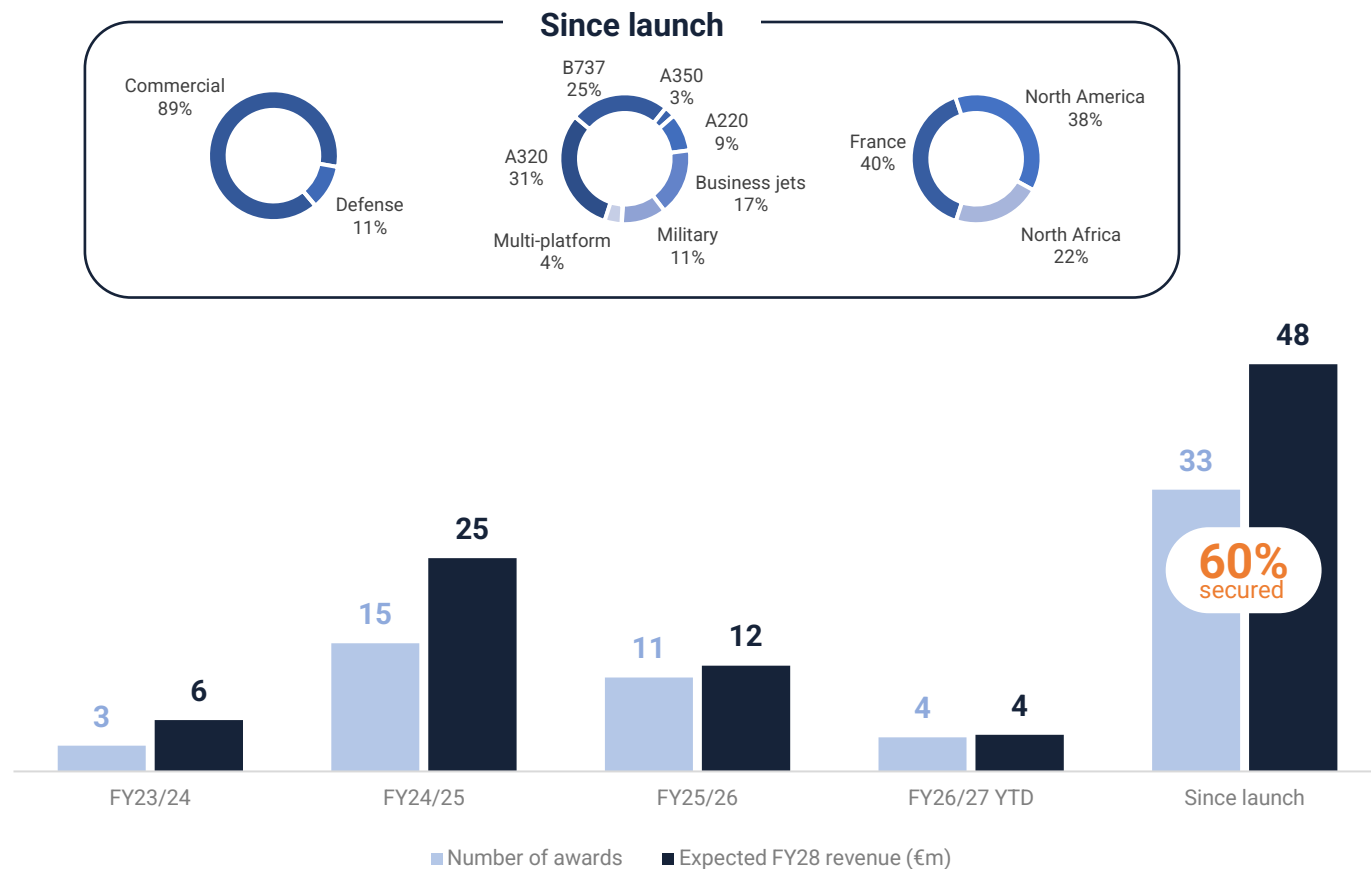


Note: figures in million euros, breakdown data based on identifiable revenue across programmes and customer, in relation to year-to-date consolidated revenue

Update on USD hedging



Sales momentum



Highlights

- FY2025/26 :**
 New customers with major potential (Boeing, Safran Electrical & Power)
 Strong development in NA
 Momentum in defense
- Since launch :**
 Progress in line with main areas for development identified at launch, i.e. NA & Defense
- New business complemented by renewals and renegotiations on significant scopes
- In line with objective (€80m - €100m) :**
 Solid portfolio of new business opportunities in all segments
 Including significantly larger deals

Strong and healthy backlog

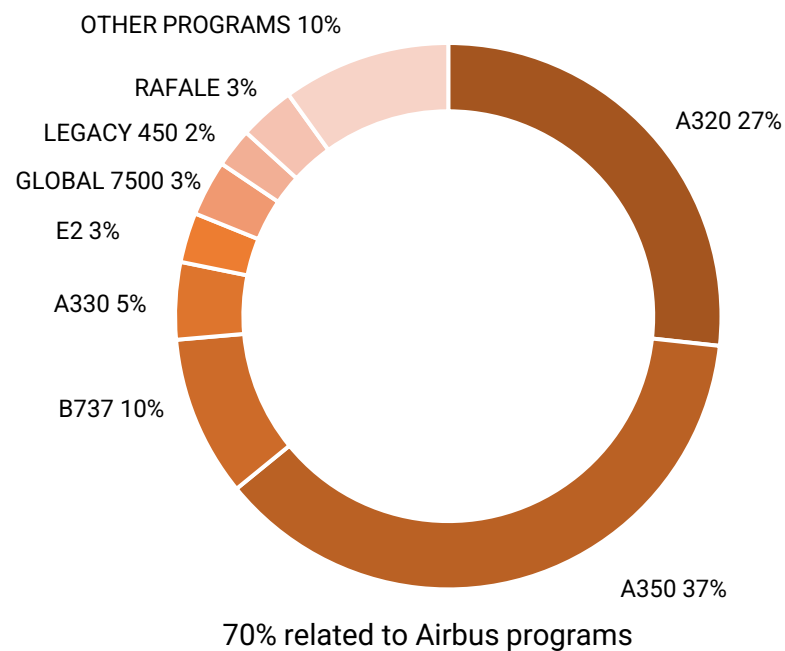
€5.0bn

30 June 2026

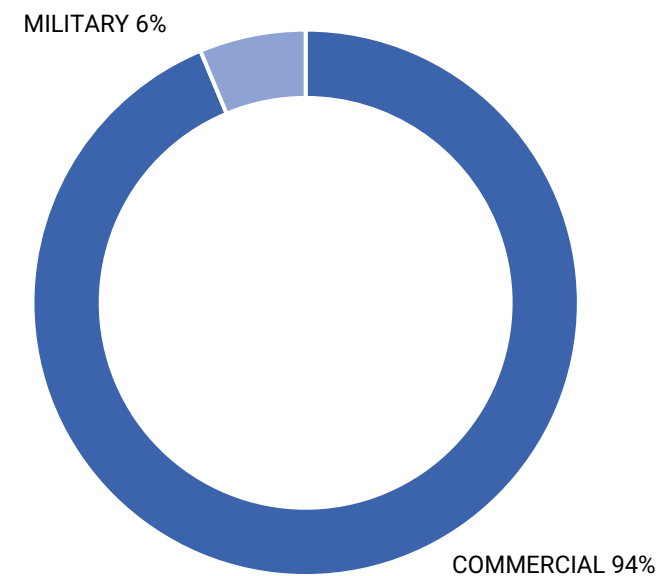
+3.3%

vs 31 March 2026

Aerospace backlog breakdown¹



Total backlog breakdown by segment²



¹ Breakdown data based on full-year identifiable revenue projections across programs and customer, excludes SNAA, Mécabrive Industries, FGAM & Casablanca Aéronautique, FGA Mexico & non-aerospace activities

² Breakdown data based on full-year identifiable revenue projections across programs and customers, includes management estimates



Outlook

Guidance



FY26/27

FY27/28

Revenue	€530m – 560m	> €600m
Current EBITDA	€86m – 94m	> €100m
Free Cash Flow	€35m – 40m <i>taking into account c. €10m of strategic initiatives</i>	€50m – 60m <i>taking into account €10m - 15m of strategic initiatives</i>
Financial leverage	2.6x – 3.1x	2.0x – 2.5x
EUR/USD assumption	1.16	1.175

New wings to FIGEAC AÉRO's investment case

IMPROVING FUNDAMENTALS

Strong growth drivers x Unique positioning x Strategic initiatives x Solid execution = Revenue growth + Improved financial performance + Stronger competitive position

ADDRESSING INVESTOR ISSUES

Deleveraging & streamlining of debt + Liquidity increase

GAINING FURTHER MOMENTUM

Improving supply chain bottlenecks + Exposure to defense + Aerospace market consolidation

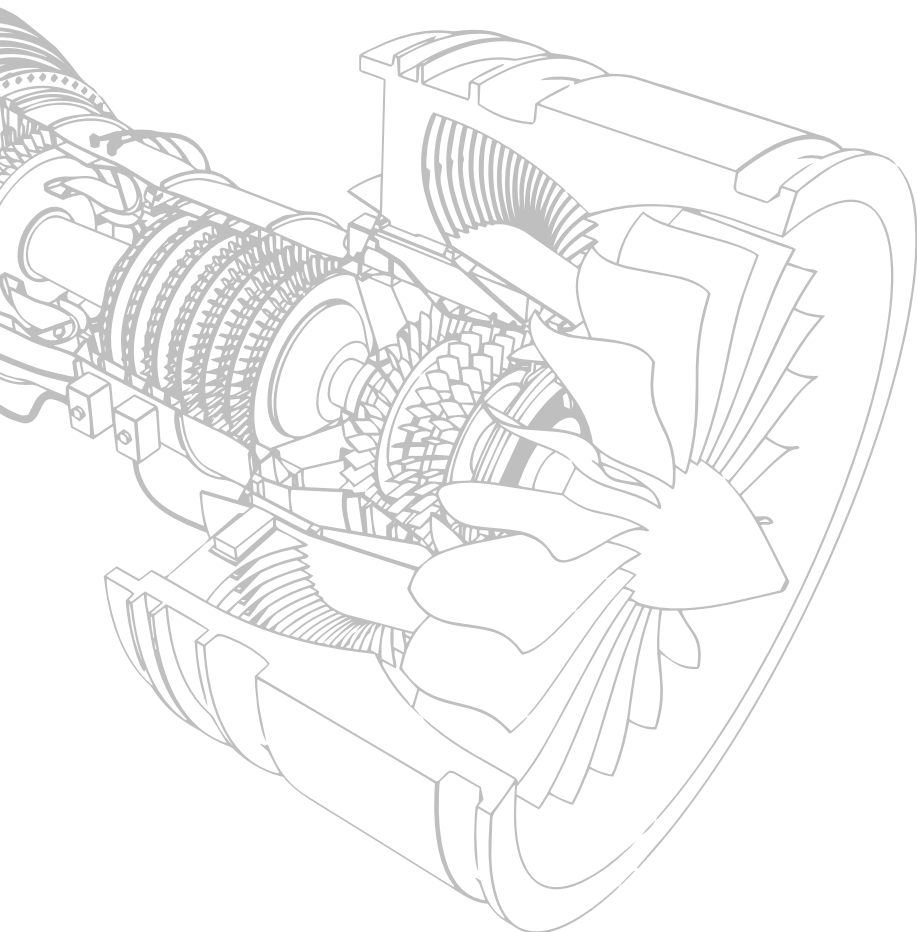


Q&A



Appendices

Glossary



Term / indicator	Definition
▶ OEM (Original Equipment Manufacturer)	Aircraft manufacturers, engine manufacturers and other airframers
▶ Build-to-Print	The manufacture of parts and sub-assemblies by a sub-contractor based on plans and specifications provided by the client
▶ OTD (On-Time Delivery)	Percentage of line items in a purchase order delivered to the client on time
▶ Current EBITDA / EBITDAc	Current EBITDA = Current operating income (loss) adjusted for net depreciation, amortisation and provisions before the breakdown of R&D expenses capitalised by the Group by type
▶ Backlog	Sum of orders received and to be received extrapolated over a 10-year period for each contract and request for proposals won, based on estimated build rates and EUR/USD exchange rate
▶ Organic	At constant scope and exchange rates
▶ DIO (Days of Inventory Outstanding)	Average number of days of revenue for which an item of inventory is held
▶ Net debt	Debt, net of cash, excluding non-interest bearing debt
▶ Leverage	Ratio of net debt to current EBITDA
▶ Capex	Investments in fixed assets
▶ ORNANE	Bonds redeemable into cash and/or new and/or existing shares
▶ EBITDA-to-FCF	Free Cash Flows divided by current EBITDA
▶ ROCE	(Return On Capital Employed) Net operating income after taxes (NOPAT) divided by the economic assets (fixed assets and working capital)
▶ Free cash-flow / net	Net cash-flow from operating activities before cost of financial debt and taxes, minus net cash-flow from investing activities / after cost of financial debt and taxes