INVESTOR PRESENTATION

MARCH 13, 2025

DISCLAIMER – FORWARD LOOKING STATEMENTS & NON-GAAP DISCLOSURE

This presentation contains forward-looking statements that involve substantial risks and uncertainties. We intend such forward-looking statements to be covered by the safe harbor provisions for forward-looking statements contained in Section 21E of the Securities Exchange Act of 1934, as amended (the "Exchange Act"), and Section 27A of the Securities Act of 1933, as amended (the "Securities Act"). In some cases, you can identify forward-looking statements by the words "anticipate," "assume," "believe," "continue," "could," "estimate," "expect," "foreseeable," "future," "intend," "may," "might," "objective," "ongoing," "plan," "potential," "predict," "project," "seek," "should," "will," or "would" and/or the negative of these terms, or other comparable terminology intended to identify statements about the future. They appear in a number of places throughout this presentation and include statements regarding our intentions, beliefs or current expectations concerning, among other things, our financial condition, liquidity, prospects, growth, strategies, the industry in which we operate and other information that is not historical information. These statements involve known and unknown risks, uncertainties and other factors that may cause our actual results, levels of activity, performance or achievements to be materially different from the information expressed or implied by these forward-looking statements. Although we believe that we have a reasonable basis for each forward-looking statement contained in this presentation, we cannot assure you that we will achieve or realize these plans, intentions or expectations. Forward-looking statements are inherently subject to risks, uncertainties and assumptions that are difficult to predict or quantify.

Generally, statements that are not historical facts, including statements concerning our possible or assumed future actions, business strategies, events or results of operations, are forward-looking statements. Factors that could cause actual results to differ materially from those forward-looking statements included in this presentation include, among others: risks related to conditions that affect the commercial and business aviation industries; decreases in budget, spending or outsourcing by our military end-users; risks from any supply chain disruptions or loss of key suppliers; increased costs of labor, equipment, raw materials, freight and utilities due to inflation; future outbreaks and infectious diseases; risks related to competition in the market in which we participate; loss of an OEM authorization or license; risks related to a significant portion of our revenue being derived from a small number of customers; our ability to remediate effectively the material weaknesses identified in our internal control over financial reporting; our ability to respond to changes in GAAP; our or our third-party partners' failure to protect confidential information; data security incidents or disruptions to our IT systems and capabilities; our ability to comply with laws relating to the handling of information about individuals; changes to United States tariff and import/export regulations; failure to maintain our regulatory approvals; risks relating to our operations outside of North America; failure to comply with government procurement laws and regulations; any work stoppage, hiring, retention or succession issues with our senior management team and employees; any strains on our resources due to the requirements of being a public company; risks related to our indebtedness; our success at managing the risks of the foregoing, and the other factors described in our Annual Report on Form 10-K for the year ended December 31, 2024 and our other filings with the SEC.

As a result of these factors, we cannot assure you that the forward-looking statements in this presentation will prove to be accurate. You should understand that it is not possible to predict or identify all such factors. We operate in a competitive and rapidly changing environment. New factors emerge from time to time, and it is not possible to predict the impact of all of these factors on our business, financial condition or results of operations.

Furthermore, if our forward-looking statements prove to be inaccurate, the inaccuracy may be material. In light of the significant uncertainties in these forward-looking statements, you should not regard these statements as a representation or warranty by us or any other person that we will achieve our objectives, plans or cost savings in any specified time frame or at all. In addition, even if our results of operations, financial condition and liquidity, and the development of the industry in which we operate, are consistent with the forward-looking statements contained in this presentation, those results or developments may not be indicative of results or developments in subsequent periods. We caution you not to place undue reliance on these forward-looking statements. All forward looking statements attributable to us or persons acting on our behalf are expressly qualified in their entirety by the foregoing cautionary statements. Forward-looking statements speak only as of the date of this presentation. We do not undertake any obligation to update or revise any forward-looking statements, whether as a result of new information, future events or otherwise, except as required by law. Comparisons of results for current and any prior periods are not intended to express any future trends or indications of future performance, unless expressed as such, and should only be viewed as historical data.

This presentation includes "non-GAAP financial measures," which are financial measures that either exclude or include amounts that are not excluded or included in the most directly comparable measures calculated and presented in accordance with accounting principles generally accepted in the United States ("GAAP"), including Adjusted EBITDA and Adjusted EBITDA Margin. We use these non-GAAP financial measures to evaluate our business operations.

Certain of the non-GAAP financial measures presented in this presentation are supplemental measures of our performance, in the case of Adjusted EBITDA and Adjusted EBITDA Margin, that we believe help investors understand our financial condition and operating results and assess our future prospects. We believe that presenting these non-GAAP financial measures, in addition to the corresponding GAAP financial measures, are important supplemental measures that exclude non-cash or other items that may not be indicative of or are unrelated to our core operating results and the overall health of our company. We believe that these non-GAAP financial measures provide investors greater transparency to the information used by management for its operational decision-making and allow investors to see our results "through the eyes of management." We further believe that providing this information assists our investors in understanding our operating performance and the methodology used by management to evaluate and measure such performance. When read in conjunction with our GAAP results, these non-GAAP financial measures provide a baseline for analyzing trends in our underlying businesses and can be used by management as one basis for financial, operational and planning decisions. Finally, these measures are often used by analysts and other interested parties to evaluate companies in our industry.

We define Adjusted EBITDA as net income (loss) before interest expense, income tax expense (benefit), depreciation and amortization, further adjusted for certain non-cash items that we may record each period, as well as non-recurring items such as acquisition costs, integration and severance costs, refinance fees, business transformation costs and other discrete expenses, when applicable. We define Adjusted EBITDA Margin as Adjusted EBITDA divided by revenue. We believe that Adjusted EBITDA and Adjusted EBITDA Margin are important metrics for management and investors as they remove the impact of items that we do not believe are indicative of our core operating results or the overall health of our company and allows for consistent comparison of our operating results over time and relative to our peers.

Management recognizes that these non-GAAP financial measures have limitations, including that they may be calculated differently by other companies or may be used under different circumstances or for different purposes, thereby affecting their comparability from company to company. In order to compensate for these and the other limitations discussed below, management does not consider these measures in isolation from or as alternatives to the comparable financial measures determined in accordance with GAAP. Readers should review the reconciliations of our non-GAAP financial measures to the corresponding GAAP measures included in this presentation and should not rely on any single financial measure to evaluate our business.

STANDARDAERO AT A GLANCE

THE LEADING INDEPENDENT AEROENGINE AFTERMARKET SERVICES PROVIDER

Pure Play Focus on the Aeroengine Aftermarket

~80% of Revenue from Platforms with #1 or #2 Market Positions[1]

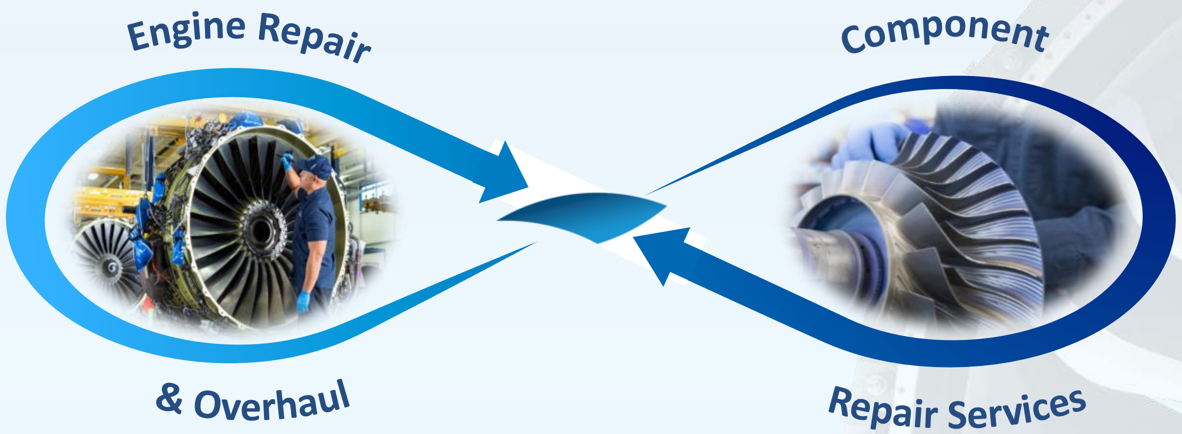
~77% of Revenue from Customers with Long-Term Agreements[2]

First Independent LEAP Premier MRO Provider in the Americas

Global Footprint Across 50+ Sites and 4 Continents

Platform for Synergistic M&A

Leading Capabilities Serving the Aeroengine Aftermarket

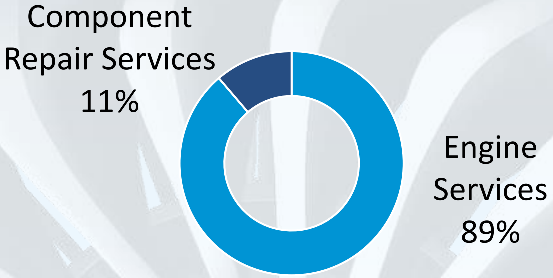


Key Partner to Both OEMs and Operators

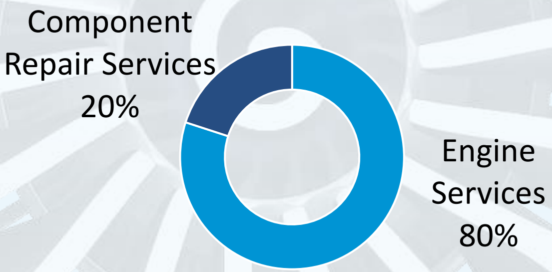
cfm · GE Aerospace · DELTA · SkyWest Airlines · Honeywell · SAFRAN · Southwest · U.S. Air Force · Ministry of Defence · Pratt & Whitney (An RTX Business) · Rolls-Royce · NETJETS · JSSI

Attractive Business Mix

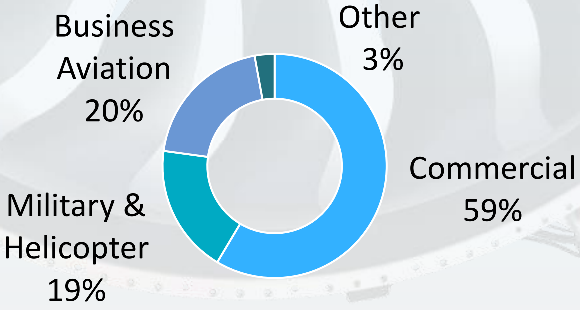
Revenue by Segment[2]



Segment Adj. EBITDA by Segment[2]



Revenue by End Market[2,3]

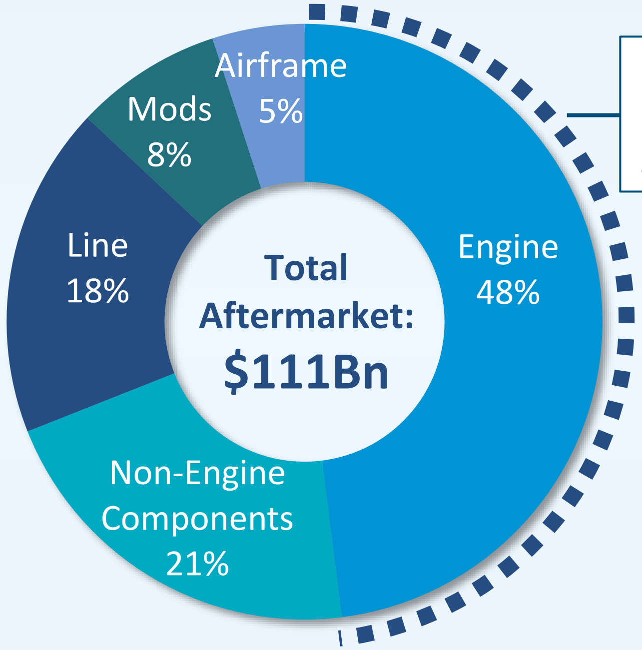


1. Company estimates; reflects % of 2024 Engine Services revenue
2. Based on FY 2024 results
3. Reflects revenue mix across entire business with Component Repair Services allocated across end markets

PURE PLAY FOCUS ON THE ENGINE AFTERMARKET

LEADER IN THE MOST PROFITABLE AND HIGH GROWTH SEGMENT OF THE AFTERMARKET

LARGEST PORTION OF AFTERMARKET



StandardAero
Pure Play Focus on Engine Aftermarket

MOST ATTRACTIVE MARKET CHARACTERISTICS

	StandardAero's Presence[1]	Relative Profitability	Relative Market Growth
Engine & Engine Components	●	●	+++
Non-Engine Components	◔ *(Primarily APUs)*	◕	+++
Line	○	◑	++
Modifications	○	◑	+
Airframe	○	◔	~

LONG-TERM TAILWINDS

Growth Drivers

- ✓ **Pent Up Demand**
- ✓ **Constrained Capacity**
- ✓ **Aging Global Fleet**
- ✓ **Greater Outsourcing**

Well Positioned for Long-term Outsized Growth

- ✓ **Strategic Growth Platforms**
- ✓ **Customer Relationships**
- ✓ **Pricing Opportunities**

Source: Aviation Week 2024 Commercial Fleet and MRO Forecast

1. Reflects StandardAero presence within the commercial aerospace market. StandardAero provides nose-to-tail services, including airframe and avionics, for business aviation customers which is higher profitability and is primarily used to drive engine aftermarket business.

HIGHLY COVETED LONG-TERM RELATIONSHIPS

DIFFERENTIATED OEM-ALIGNED AND INDEPENDENT BUSINESS MODEL UNDERPINS LONGSTANDING RELATIONSHIPS

ENGINE OEMS

GE Aerospace >20 Years

Honeywell >30 Years

Rolls-Royce >60 Years

SAFRAN >30 Years

Pratt & Whitney (An RTX Business) >40 Years

- ✓ Outsourcing allows OEMs to focus on developing engines
- ✓ Expands OEM network of aftermarket support
- ✓ Improves customer satisfaction via better service / TAT
- ✓ Mitigates market & margin erosion from non-OEM parts

Critical Partnership Role

StandardAero

Connecting OEMs and Operators

OPERATORS

Commercial Aero	Military	Business Aviation
SkyWest Airlines, Delta, Southwest, FedEx	U.S. Air Force, Ministry of Defence, U.S. Navy	NetJets, JSSI, XOJET

- ✓ Often want creative, customized solutions
- ✓ Superior attention, service and performance
- ✓ Offer cross-OEM/platform services and bundling
- ✓ Access to competitive pricing from USM and repairs

LEADING POSITIONS ON MOST PLATFORMS SERVED

#1 OR #2 SHARE ON MANY OF THE MOST ATTRACTIVE PLATFORMS ACROSS THE ENGINE LIFECYCLE

BROAD PRESENCE ACROSS PLATFORMS IN VARYING STAGES OF THEIR LIFECYCLE

LEADERSHIP POSITION ON MOST PLATFORMS SERVED

	Commercial Turbofan					Turboprop			Military				Heli	Business Aviation			
																	
Engine Platform	CFM56	LEAP	RB211	CF34	AE3007	PW100	PW150	PT6A	AE2100	AE1107	T56	J85	RR250/ RR300	HTF7000	TFE731	PW300/ PW500	TAY
Select Airframes	737NG	737MAX A320/321neo Family	757	Embraer E-Jets CRJ Series Challenger	Embraer ERJ Family	ATR 42/72 DHC Dash 8 EMB120	Q400	King Air Caravan PC-12	C-130J Super Hercules C-27	V-22 Osprey	C-130 Hercules P-3 Orion E-2 Hawkeye	T-38 Talon F-5	Bell 206/212/407 AW109	Challenger Citation Praetor	Citation Falcon Hawker	Citation Falcon Hawker	GIV G350 G400

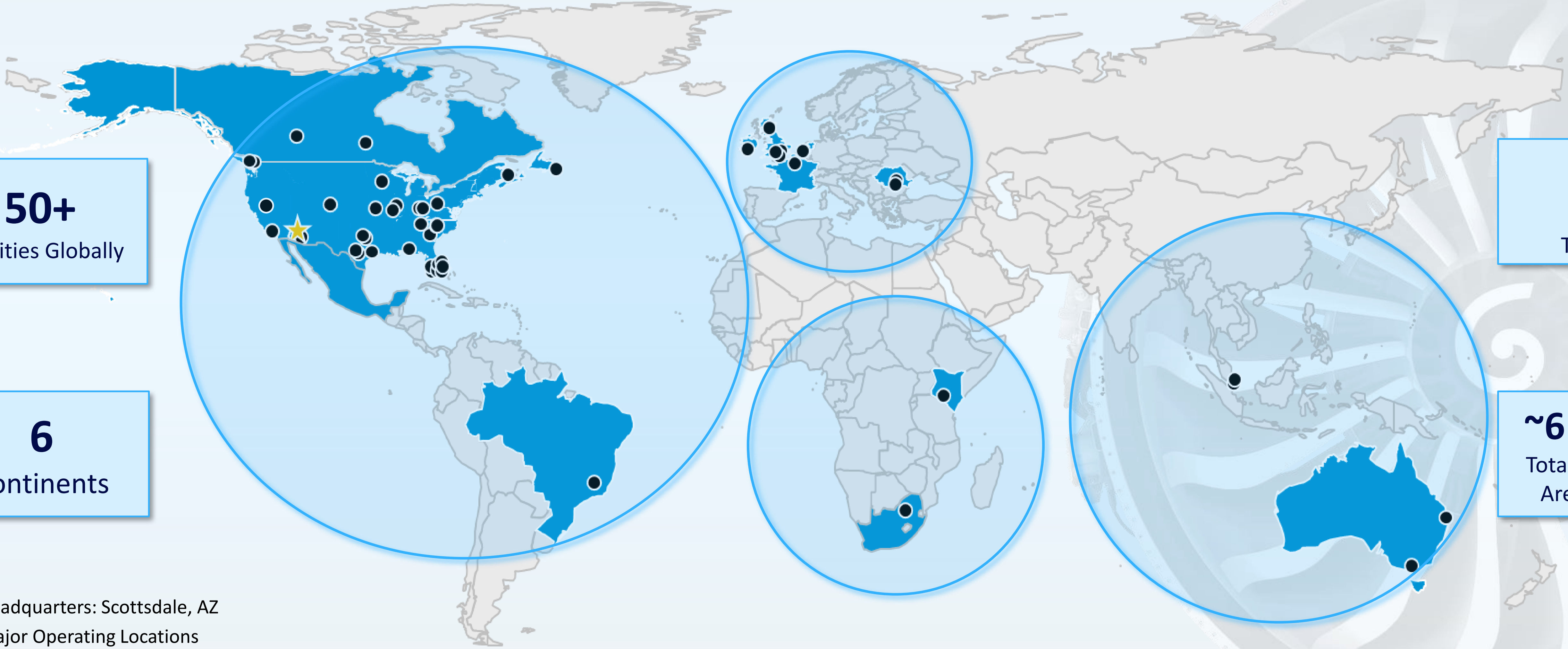
Source: Cirium; Aviation Week; Company Estimates

STRATEGICALLY LOCATED GLOBAL FOOTPRINT

GLOBAL NETWORK AND SCALE POSITION STANDARDAERO TO WIN ACROSS CUSTOMERS AND GEOGRAPHIES

50+
Facilities Globally

6
Continents



★ Headquarters: Scottsdale, AZ
● Major Operating Locations

55
Global
Test Cells

~6MM ft^2
Total Production
Area Globally

~7,700 Employees Across Global Network of 50+ Locations to Support All Geographies

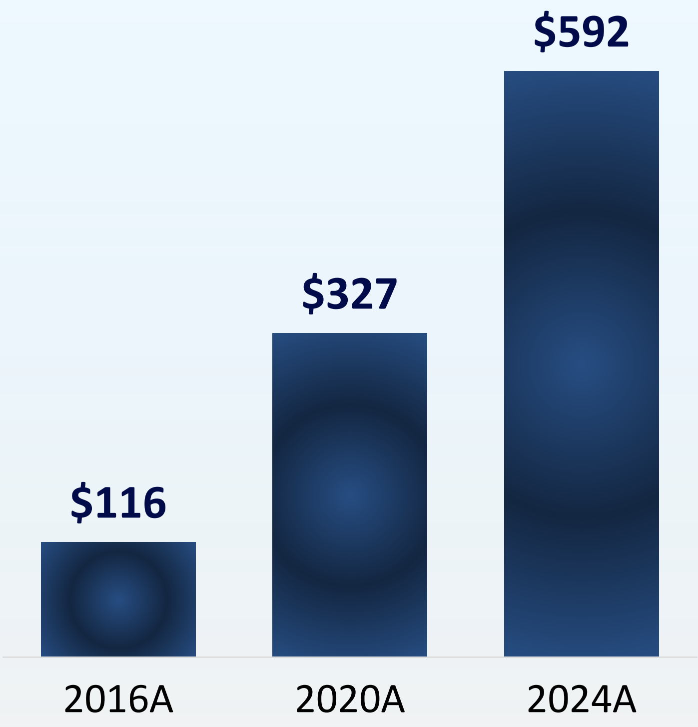
SYNERGISTIC ENGINE COMPONENT REPAIR BUSINESS

STANDARDAERO HAS GROWN INTO ONE OF THE LARGEST ENGINE COMPONENT REPAIR PLATFORMS GLOBALLY

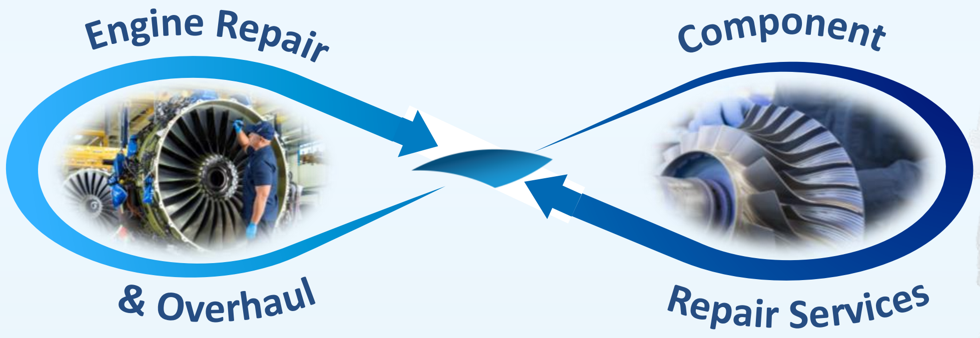
>$500MM	$592MM	Attractive 26%+	>20,000
Component Repair Investment Since 2017	Component Repair Services Revenue in 2024	Adjusted EBITDA Margin[1]	Unique Repairs

COMPONENT REPAIR GROWTH

(CRS Segment Revenues, $ in millions)



SYNERGISTIC WITH ENGINE SERVICES



Provides Component Repair:

- ✓ Repair Volumes
- ✓ OEM IP Access
- ✓ Platform Insights
- ✓ Pricing Insights

Provides Engine Services:

- ✓ Quicker Turn Times
- ✓ Higher Margins
- ✓ One-Stop-Shop
- ✓ OEM Preference

LARGE OPPORTUNITY

- ✓ Large, Growing Market
- ✓ Attractive Pricing Dynamics
- ✓ Competitive Advantages from Scale, Breadth and OEM Relationships
- ✓ Synergistic Insourcing Opportunities
- ✓ Large M&A Universe

[1] Represents 2024A Component Repair Services Segment Adjusted EBITDA Margin

TRACK RECORD OF SUCCESSFUL M&A

EXPERTISE IN EXECUTING VALUE-ACCRETIVE ACQUISITIONS

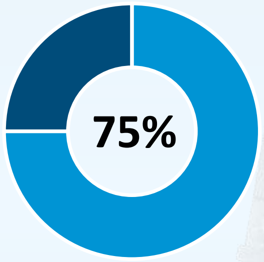
Proven Acquisition Process

- Dozens of acquisitions evaluated each year
- Focus on appreciation of long-term equity value and strategic fit
  - High-value, complementary capabilities
  - Strong synergy planning and execution
  - Access to new customers, platforms, capabilities and geographies

Playbook for Driving Outsized Returns from Synergies

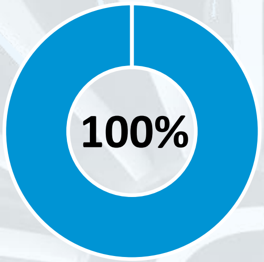
Vector Aerospace: *$62MM Annual Synergies*

% of acquired EBITDA



DallasAirmotive H+SAviation: *$28MM Annual Synergies*

% of acquired EBITDA

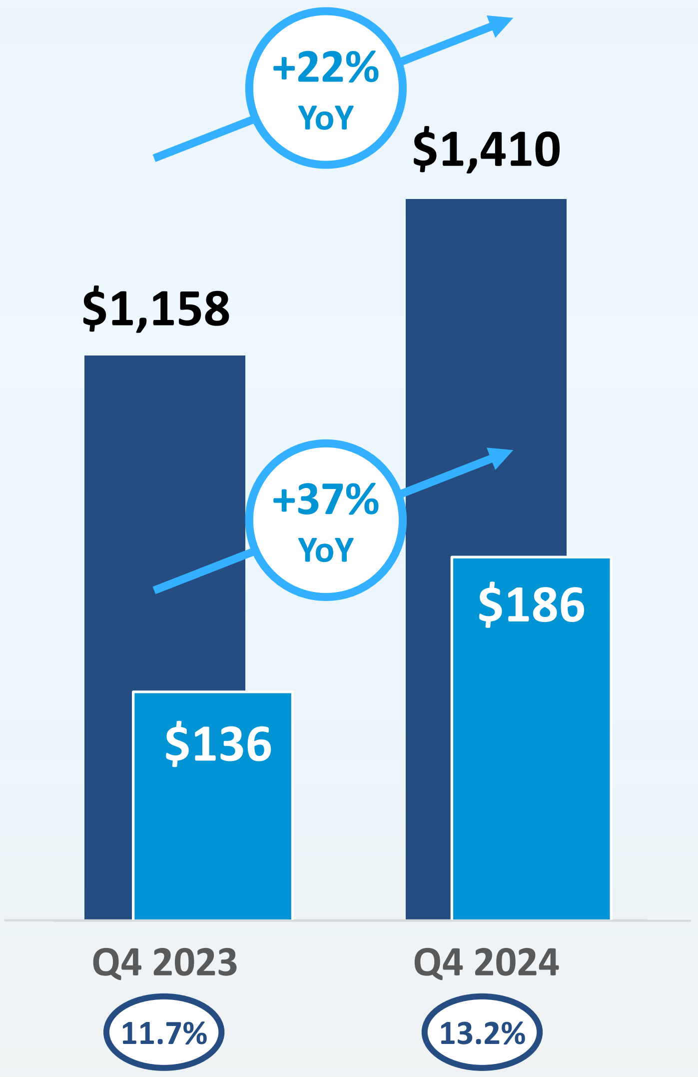


History of Consistent Add-On Execution that Expands Capabilities and Reach

- 2017: Vector Aerospace, PAS Technologies, Kelly Aviation Center (a Lockheed Martin affiliate), JAS
- 2019: Safe Fuel Systems
- 2020: TRS Global Services
- 2021: DallasAirmotive H+SAviation, PTS Aviation Inc.
- 2022: EB Airfoils, LLC. (an Ansun Capital company)
- 2023: WesternJet Aviation
- 2024: Aero Turbine Inc.

Q4 & FY 2024 FINANCIAL HIGHLIGHTS

Q4 2024



2024 PERFORMANCE DRIVERS

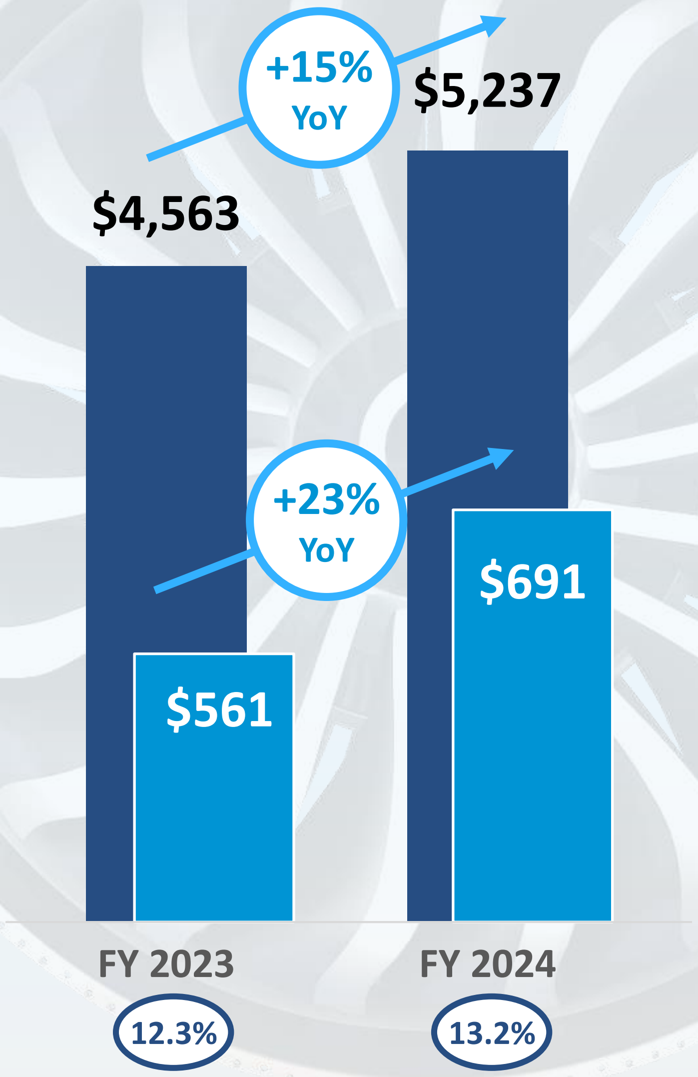
Further Aftermarket Demand Strength

- Commercial Aerospace: **+25% YoY (+33% in Q4)**
- Business Aviation: **+8% YoY (+11% in Q4)**
- Military & Helicopter: **+1% YoY (+9% in Q4)**

Continued Margin Expansion

- Favorable platform and engine work scope mix at Engine Services
- Continued growth in high margin Component Repair Services business
- Continued operating leverage as the business scales

FY2024



Revenue *Adj. EBITDA* [1] X% *Adj. EBITDA Margin* [1]

Note: $ in millions
1. See appendix

2024 OVERVIEW

Outstanding Growth and Momentum

- ✓ 15% Revenue & 23% Adjusted EBITDA Growth in 2024
- ✓ 22% Revenue & 37% Adjusted EBITDA growth in 4Q
- ✓ 33% Commercial Aerospace Growth in Q4

Strong Start on LEAP

- ✓ Achieved Industrialization Milestones
- ✓ Inducted 1st Engines
- ✓ 260 LEAP Component Repairs Developed
- ✓ Signed >$1 Billion of Long-Term Agreements

New Growth Investments

- ✓ Opened New CFM56 Center of Excellence at DFW
- ✓ New CF34 License with GE that Expands Relationship
- ✓ Augusta BizAv Facility Expansion Underway

Performance Excellence

- ✓ Expanded Adjusted EBITDA Margin by +90 bps
- ✓ Grew Insourced Component Repair Content by >40%
- ✓ Kim Ernzen Appointed as New COO

New Platforms and M&A

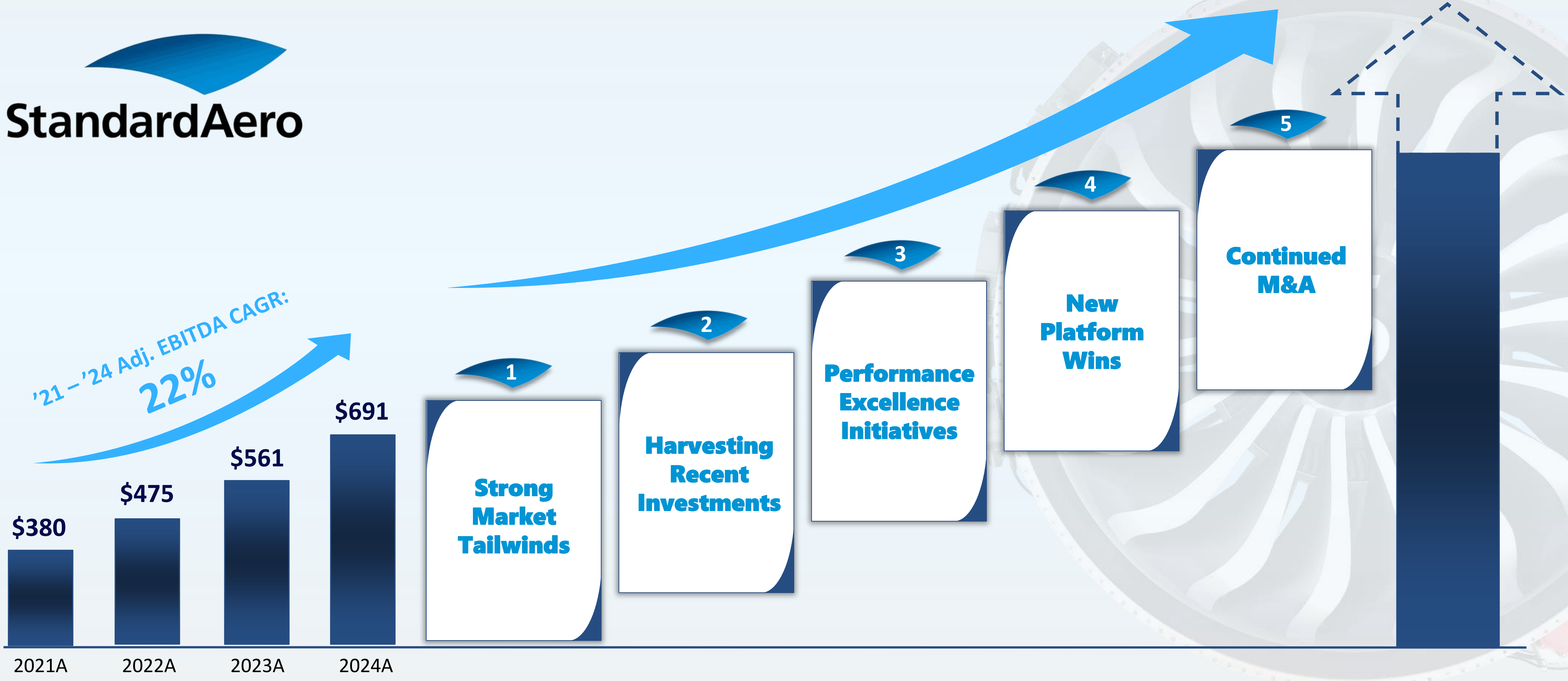
- ✓ Acquired Aero Turbine to Enhance Component Repair Capabilities
- ✓ Expanded Boom Supersonic Partnership

- Completed IPO on NYSE on October 2nd – $1.2 billion IPO primary proceeds used to deleverage
- Refinanced Capital Structure & Rating Upgrades – annual interest savings of more than $130 million

IDENTIFIED PATH TO BEST-IN-CLASS GROWTH

MULTI-PRONGED GROWTH PLAN TARGETING CONTINUED COMPOUNDING RETURNS

StandardAero



Note: $ in millions

APPENDIX

RECONCILIATION OF NON-GAAP FINANCIAL METRICS

ADJUSTED EBITDA AND ADJUSTMENTS WALK

	Year Ended December 31,			
	2024	2023	2022	2021
	(in millions, except percentages)			
Net income (loss)	$11.0	$(35.1)	$(21.0)	$(30.7)
Income tax expense	70.8	40.2	43.0	(13.8)
Depreciation and amortization	188.1	197.1	195.2	196.4
Interest expense	282.5	309.6	243.0	205.3
Business transformation costs (LEAP and CFM) (1)	43.2	11.4	—	—
IPO-related costs	26.9	—	—	—
Refinancing costs	23.7	19.9	—	—
Loss on debt extinguishment and refinancing costs	15.3	6.2	—	—
Stock compensation (2)	17.4	—	—	—
Integration costs and severance (3)	2.8	1.4	4.7	12.7
Acquisition costs (4)	1.4	1.5	1.3	8.4
Other (5)	7.4	8.9	9.2	2.1
Adjusted EBITDA	**$690.5**	**$561.1**	**$475.4**	**$380.4**
Revenue	$5,237.2	$4,563.3	$4,150.5	$3,479.9
Net income (loss) margin	0.2%	(0.8)%	(0.5)%	(0.9)%
Adjusted EBITDA Margin	**13.2%**	**12.3%**	**11.5%**	**10.9%**

(1) Represents new product industrialization costs with the business transformation of the LEAP 1A/1B engine line in San Antonio, Texas and the expansion of our CFM56 capabilities into Dallas, Texas.
(2) Represents non-cash stock compensation expense associated with awards issued under 2019 Long-Term Incentive Plan in connection with Carlyle's ownership. Because those awards do not vest until a liquidity event, the Company did not begin recognizing any associated stock compensation expense until the Company's IPO on October 2, 2024, when a liquidity event became probable."
(3) Represents integration costs incurred, including any facility or platform consolidation associated with the integration of an acquisition that does not meet capitalization criteria and severance related to reduction in workforce or acquisitions. Examples of integration costs may include lease breakage or run-off fees, consulting costs, demolition costs or training costs.
(4) Represents transaction costs incurred in connection with planned and completed acquisitions, including legal and professional fees, debt arrangement fees and other third-party costs.
(5) Represents other non-recurring costs including quarterly management fees payable to Carlyle Investment Management L.L.C. and Beamer Investment Inc. under consulting services agreements, representation and warranty insurance costs associated with acquisitions, and other non-comparable events to measure operating performance as these events arise outside of our ordinary course of continuing operations. See Note 17, "Related Party Transactions" to our consolidated financial statements included elsewhere in this report for descriptions of the consulting services agreements with Carlyle Investment Management L.L.C. and Beamer Investment Inc.

SEGMENT DISCLOSURE

SEGMENT ADJUSTED EBITDA

	Three Months Ended December 31,		Year Ended December 31,	
	2024	2023	2024	2023
	(in millions, except percentages)			
Engine Services				
Segment Revenue	$1,245.6	$1,026.8	$4,644.8	$4,049.9
Segment Adjusted EBITDA	$159.8	$131.2	$610.9	$519.1
Segment Adjusted EBITDA Margin	12.8%	12.8%	13.2%	12.8%
Component Repair Services				
Segment Revenue	$164.0	$131.0	$592.4	$513.4
Segment Adjusted EBITDA	$43.7	$30.4	$154.7	$125.3
Segment Adjusted EBITDA Margin	26.6%	23.2%	26.1%	24.4%

Note: Figures may not sum due to rounding

SEGMENT DISCLOSURE (CONTINUED)

SEGMENT REVENUE AND SEGMENT ADJUSTED EBITDA TO PROFIT BEFORE TAX WALK

	Three Months ended December 31, 2024		
	Engine Services	Component Repair Services	Total Segments
		(In thousands)	
Revenue from external customers	$1,264,287	$145,326	$1,409,613
Intersegment revenue	(18,710)	18,710	---
Total segment revenue	$1,245,577	$164,036	$1,409,613
Other segment items[1]	1,085,766	120,371	1,206,137
Segment Adjusted EBITDA	**$159,811**	**$43,665**	**$203,476**
Corporate[2]			17,311
Depreciation and amortization			48,143
Interest expense			47,011
Business transformation costs (LEAP and CFM)[4]			9,612
IPO-related costs			8,303
Refinancing costs			17,259
Loss on debt extinguishment			11,678
Stock compensation[7]			17,376
Integration costs and severance[3]			1,857
Acquisition costs[6]			51
Other[5]			6,235
Profit before tax			**$18,640**

	Full Year ended December 31, 2024		
	Engine Services	Component Repair Services	Total Segments
		(In thousands)	
Revenue from external customers	$4,712,468	$524,693	$5,237,161
Intersegment revenue	(67,729)	67,729	---
Total segment revenue	$4,644,739	$592,422	$5,237,161
Other segment items[1]	4,033,833	437,688	4,471,521
Segment Adjusted EBITDA	**$610,906**	**$154,734**	**$765,640**
Corporate[2]			75,108
Depreciation and amortization			188,164
Interest expense			282,507
Business transformation costs (LEAP and CFM)[4]			43,238
IPO-related costs			26,909
Refinancing costs			23,700
Loss on debt extinguishment			15,255
Stock compensation[7]			17,376
Integration costs and severance[3]			2,782
Acquisition costs[6]			1,374
Other[5]			7,470
Profit before tax			**$81,757**

Note: Figures may not sum due to rounding

(1) Other segment items for each reportable segment primarily includes cost of sales and other selling general and administrative expenses.

(2) Corporate primarily consists of costs related to executive and staff functions, including Information Technology, Human Resources, Legal, Finance, Marketing, Corporate Supply Chain and Corporate Engineering Services finance, which benefit the enterprise as a whole. These costs are primarily related to the general management of these functions on a corporate level and the design and development of programs, policies, and procedures that are then implemented in the individual segments, with each segment bearing its own cost of implementation. The Corporate function also includes expenses associated with the Company's debt.

(3) Represents integration costs incurred, including any facility or platform consolidation associated with the integration of an acquisition that does not meet capitalization criteria and severance related to reduction in workforce or acquisitions. Examples of integration costs may include lease breakage or run-off fees, consulting costs, demolition costs or training costs.

(4) Represents new product industrialization costs with the business transformation of the LEAP 1A/1B engine line in San Antonio, Texas and the expansion of our CFM56 capabilities into Dallas, Texas.

(5) Represents other non-recurring costs fees incurred in connection with the IPO, quarterly management fees payable to Carlyle Investment Management L.L.C. and Beamer Investment Inc, representation and warranty insurance costs associated with acquisitions, and costs for professional services incurred as a result of our IPO readiness that are the result of other, non-comparable events to measure operating performance as these events arise outside of our ordinary course of continuing operations.

(6) Represents transaction costs incurred in connection with planned and completed acquisitions, including legal and professional fees, debt arrangement fees and other third-party costs.

(7) Represents non-cash stock compensation expense associated with awards issued under 2019 Long-Term Incentive Plan in connection with Carlyle's ownership. Because those awards do not vest until a liquidity event, the Company did not begin recognizing any associated stock compensation expense until the Company's IPO on October 2, 2024, when a liquidity event became probable.

SEGMENT DISCLOSURE (CONTINUED)

SEGMENT REVENUE AND SEGMENT ADJUSTED EBITDA TO PROFIT BEFORE TAX WALK

	Three months ended December 31, 2023		
	Engine Services	Component Repair Services	Total Segments
		(In thousands)	
Revenue from external customers	$1,040,760	$117,011	$1,157,771
Intersegment revenue	(13,946)	13,946	---
Total segment revenue	$1,026,814	$130,957	$1,157,771
Other segment items[1]	895,634	100,553	996,187
Segment Adjusted EBITDA	**$131,180**	**$30,404**	**$161,584**
Corporate[2]			25,841
Depreciation and amortization			49,303
Interest expense			79,130
Business transformation costs (LEAP and CFM)[4]			5,979
Integration costs and severance[3]			(1,187)
Other[5]			1,774
Profit before tax			**$744**

	Full Year ended December 31, 2023		
	Engine Services	Component Repair Services	Total Segments
		(In thousands)	
Revenue from external customers	$,4,097,621	$465,663	$4,563,284
Intersegment revenue	(47,753)	47,753	---
Total segment revenue	$4,049,868	$513,416	$4,563,284
Other segment items[1]	3,530,757	388,108	3,918,865
Segment Adjusted EBITDA	**$519,111**	**$125,308**	**$644,419**
Corporate[2]			**83,301**
Depreciation and amortization			197,104
Interest expense			309,645
Business transformation costs (LEAP and CFM)[4]			11,363
Refinancing costs			19,921
Loss on debt extinguishment			6,182
Integration costs and severance[3]			1,374
Acquisition costs[6]			1,514
Other[5]			8,896
Profit before tax			**$5,119**

Note: Figures may not sum due to rounding

(1) Other segment items for each reportable segment primarily includes cost of sales and other selling general and administrative expenses.

(2) Corporate primarily consists of costs related to executive and staff functions, including Information Technology, Human Resources, Legal, Finance, Marketing, Corporate Supply Chain and Corporate Engineering Services finance, which benefit the enterprise as a whole. These costs are primarily related to the general management of these functions on a corporate level and the design and development of programs, policies, and procedures that are then implemented in the individual segments, with each segment bearing its own cost of implementation. The Corporate function also includes expenses associated with the Company's debt.

(3) Represents integration costs incurred, including any facility or platform consolidation associated with the integration of an acquisition that does not meet capitalization criteria and severance related to reduction in workforce or acquisitions. Examples of integration costs may include lease breakage or run-off fees, consulting costs, demolition costs or training costs.

(4) Represents new product industrialization costs with the business transformation of the LEAP 1A/1B engine line in San Antonio, Texas and the expansion of our CFM56 capabilities into Dallas, Texas.

(5) Represents other non-recurring costs including quarterly management fees payable to Carlyle Investment Management L.L.C. and Beamer Investment Inc. under consulting services agreements, representation and warranty insurance costs associated with acquisitions, and costs for professional services incurred as a result of our IPO readiness that are the result of other, non-comparable events to measure operating performance as these events arise outside of our ordinary course of continuing operations. See Note 17, "Related Party Transactions" for descriptions of the consulting services agreements with Carlyle Investment Management L.L.C. and Beamer Investment Inc.

(6) Represents transaction costs incurred in connection with planned and completed acquisitions, including legal and professional fees, debt arrangement fees and other third-party costs.