Third Quarter 2017

Earnings Conference Call

October 19, 2017

Forward Looking Statements

The information contained in this presentation includes statements based on management's current expectations, estimates and projections that constitute "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995. Such statements include statements regarding the company's anticipated financial and operating performance, relate to future events and expectations and involve known and unknown risks and uncertainties. The Company cautions that such forward-looking statements are not guarantees of future performance or events and involve significant risks and uncertainties and actual events may vary materially from those expressed or implied in the forward-looking statements as a result of various factors. For a summary of specific risk factors that could cause results to differ materially from those expressed in the forward-looking statements, please refer to the company's reports filed with the Securities and Exchange Commission, including the company's most recent Forms 10-Q and 10–K. All information in this presentation is as of the date of the presentation. The company undertakes no duty to update any forward-looking statement to conform the statement to actual results or changes in the company's expectations except as may be required by law.

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Non-Run-Rate Items

Non-run-rate items to us are items that, while they may recur from period to period, (1) are particularly material to results, (2) impact costs as a result of external market factors and (3) may not recur in future periods if the same level of underlying performance were to occur. These are part of our business and operating environment but are worthy of being highlighted for the benefit of the users of our financial statements.

Further, presentations including such terms as net income, operating income, or earnings before interest, tax, depreciation and amortization ("EBITDA") "before non-run-rate", "after adjustments" or "adjusted", are not intended to be (and should not be relied on) in lieu of the comparable caption under generally accepted accounting principles ("GAAP") to which it is reconciled. Such presentations are solely intended to provide greater clarity of the impact of certain material items on the GAAP measure and are not intended to imply such items should be excluded.

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Non-GAAP Financial Measures

This information contains certain non-GAAP financial measures. A “non-GAAP financial measure” is defined as a numerical measure of a company’s financial performance that excludes or includes amounts so as to be different than the most directly comparable measure calculated and presented in accordance with GAAP in the statements of income, balance sheets or statements of cash flow of the company. Pursuant to the requirements of Regulation G, the Company has provided a reconciliation of non-GAAP financial measures to the most directly comparable financial measure in the accompanying tables.

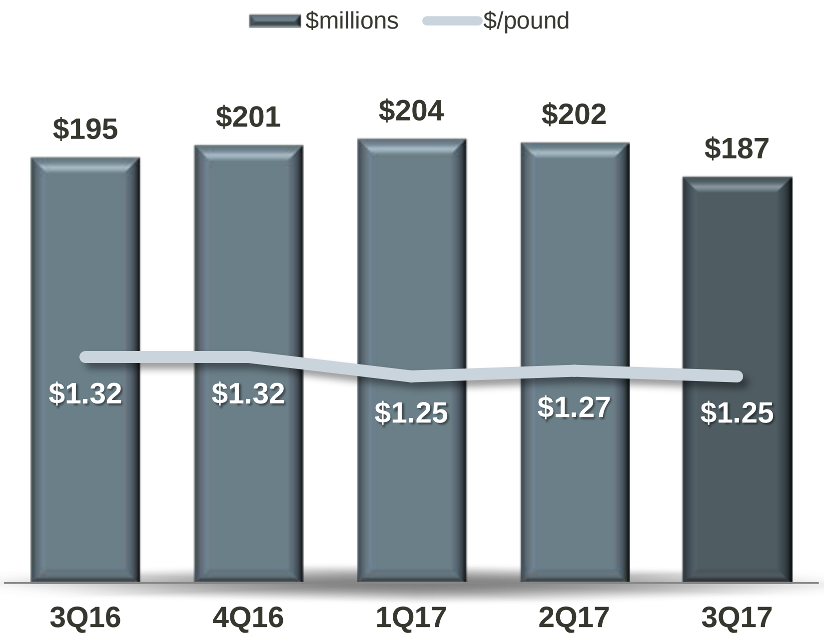
The non-GAAP financial measures used within this presentation are value added revenue, EBITDA, Adjusted EBITDA, operating income excluding non-run-rate items, adjusted net income and earnings per diluted share, excluding non-run-rate items and ratios related thereto. These measures are presented because management uses this information to monitor and evaluate financial results and trends and believes this information to also be useful for investors.

3Q17 Overview

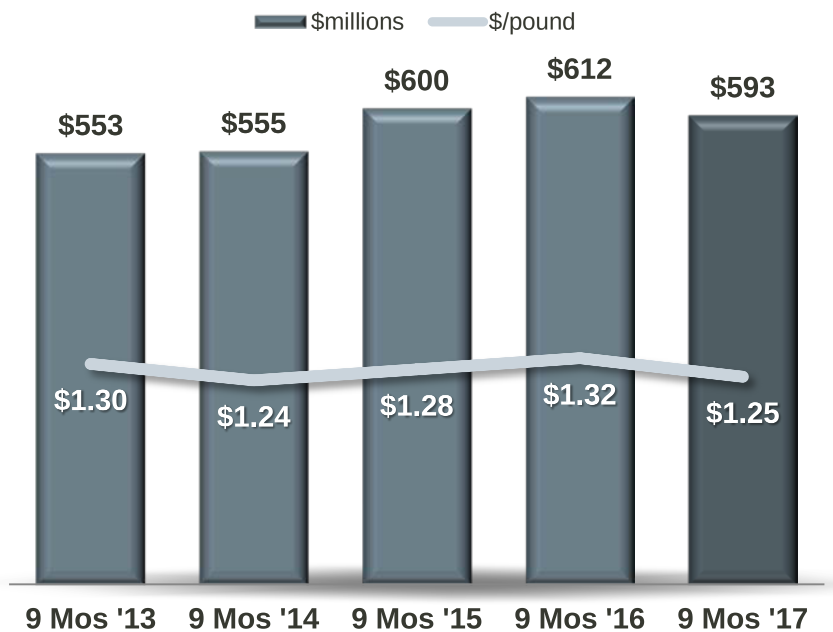
- Sales performance and industry dynamics – continuation of prior trends
  - Normal 3Q seasonality
  - Automotive extrusions y/y growth
  - Solid industrial demand
  - Aerospace supply chain destocking
  - Leaner product mix and lower y/y sales margins
  - Favorable scrap raw material costs
- Operational performance
  - Slower-than-anticipated ramp-up of new equipment at Trentwood, impacting throughput
  - Underlying manufacturing efficiency continued trend of y/y improvement

Value Added Revenue[1]

Quarterly Value Added Revenue



9 Months Value Added Revenue



VAR decreased year-over-year on slightly higher shipments, lower sales margins and leaner product mix:

- Aero/HS supply chain destocking and 2Q/3Q throughput constraints
- Continued growth in Auto shipments
- Strong General Engineering demand
- Competitive price pressure and higher contained metal costs negatively impacted sales margins on certain non-contract sales

[1] Value Added Revenue (VAR) = Net Sales less hedged cost of alloyed metal; refer to slides 22-23

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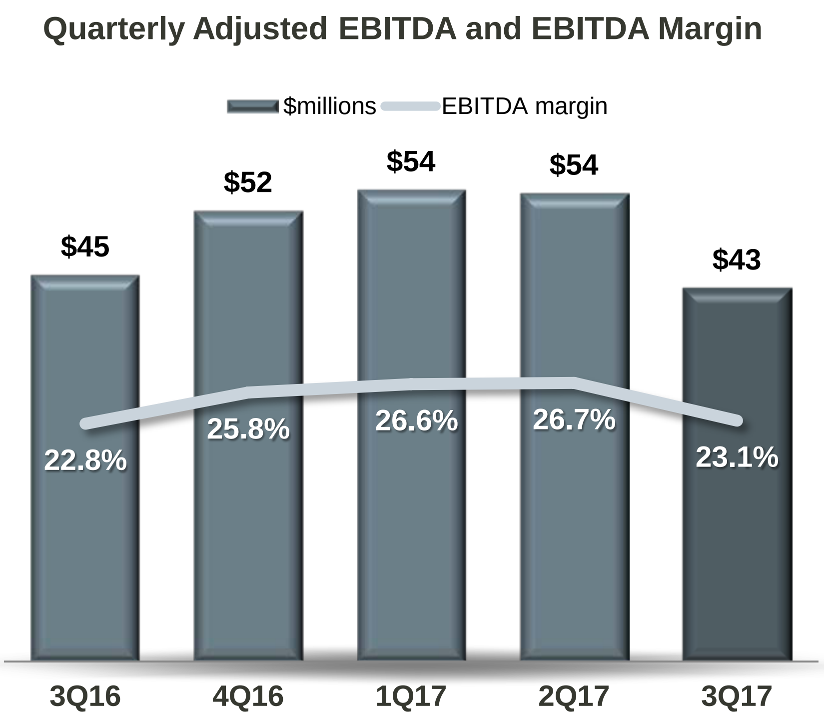
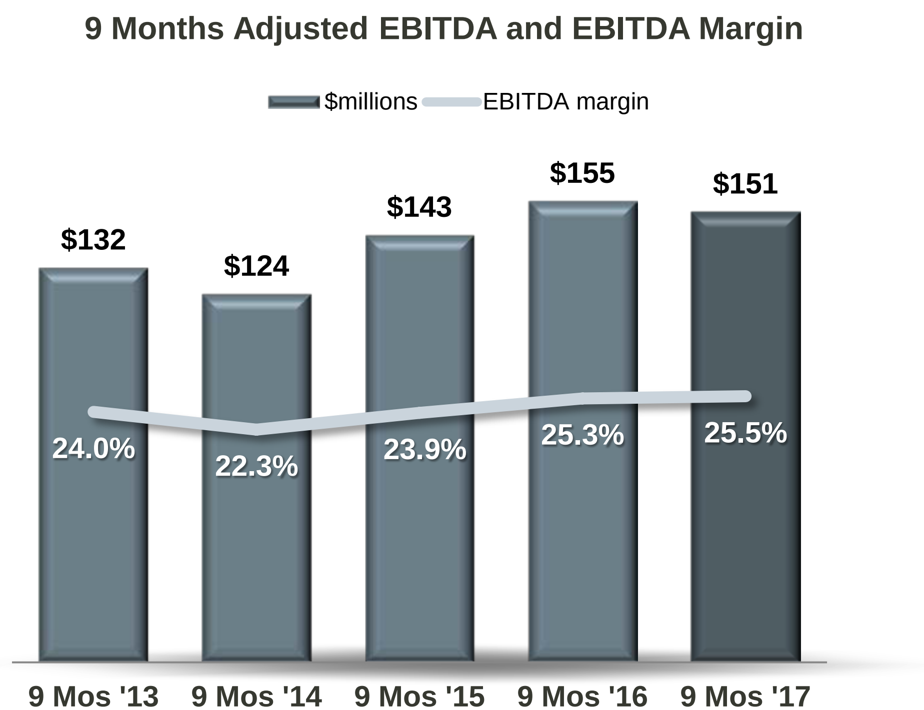
Adjusted EBITDA[1] and EBITDA Margin[2]





Adjusted EBITDA down slightly from prior year

- Adverse sales impact largely offset by favorable purchased scrap prices and lower operating and overhead costs
- Solid underlying manufacturing efficiencies across the platform

EBITDA margin improved compared to prior year despite headwinds

[1] EBITDA = Consolidated Operating Income before non-run-rate plus Depreciation and Amortization; refer to slides 24-25
[2] EBITDA margin = EBITDA as a percent of Value Added Revenue (VAR)

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Consolidated Financial Highlights

(in $millions except Shipments & EPS)	Quarterly					Nine Months	
	3Q16	4Q16	1Q17	2Q17	3Q17	2016	2017
Shipments *(in millions of lbs)*	148	152	164	160	150	463	473
Net Sales	$321	$332	$355	$356	$333	$999	$1,044
Value Added Revenue [1]	$195	$201	$204	$202	$187	$612	$593
As Reported:							
Operating Income	$30	$45	$60	$11	$40	$133	$111
Net Income	$15	$25	$36	$5	$20	$67	$61
EPS [2]	$0.82	$1.37	$2.04	$0.27	$1.16	$3.70	$3.49
Adjusted:							
Operating Income [3]	$36	$43	$45	$44	$33	$128	$122
EBITDA [4]	$45	$52	$54	$54	$43	$155	$151
EBITDA margin [5]	22.8%	25.8%	26.6%	26.7%	23.1%	25.3%	25.5%
Net Income [6]	$19	$23	$27	$25	$16	$64	$68
EPS [7]	$1.02	$1.27	$1.52	$1.47	$0.90	$3.54	$3.89

[1] Value Added Revenue (VAR) = Net sales less hedged cost of alloyed metal; refer to slides 22-23
[2] As Reported EPS = Reported Earnings Per diluted Share; refer to slides 26-27
[3] Adjusted Operating Income = Consolidated Operating Income before non-run-rate; refer to slides 24-25
[4] EBITDA = Consolidated Operating Income before non-run-rate plus Depreciation and Amortization; refer to slides 24-25
[5] EBITDA margin = EBITDA as a percent of Value Added Revenue (VAR)
[6] Adjusted Net Income = Reported Net Income excluding non-run-rate items; refer to slides 26-27
[7] Adjusted EPS = Reported Earnings Per diluted Share excluding non-run-rate items; refer to slides 26-27
Totals may not sum due to rounding

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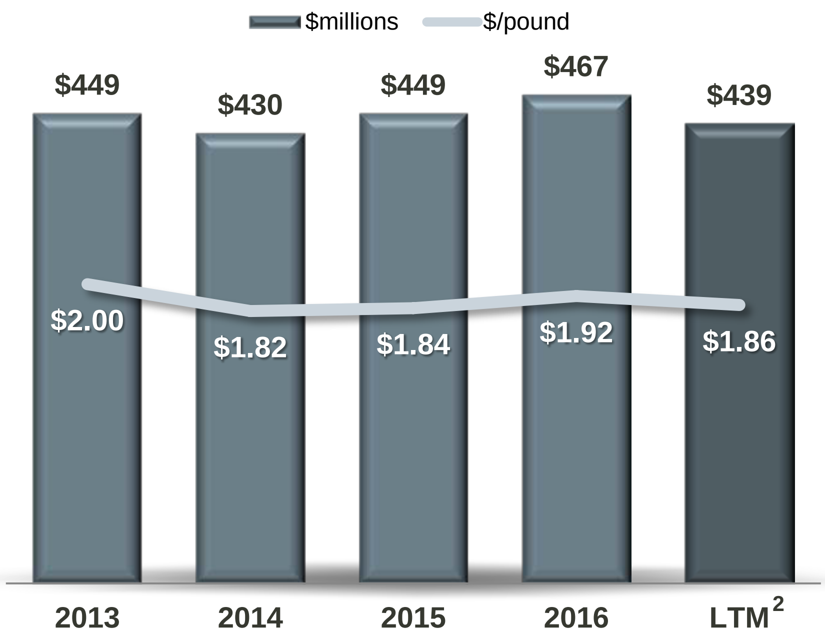
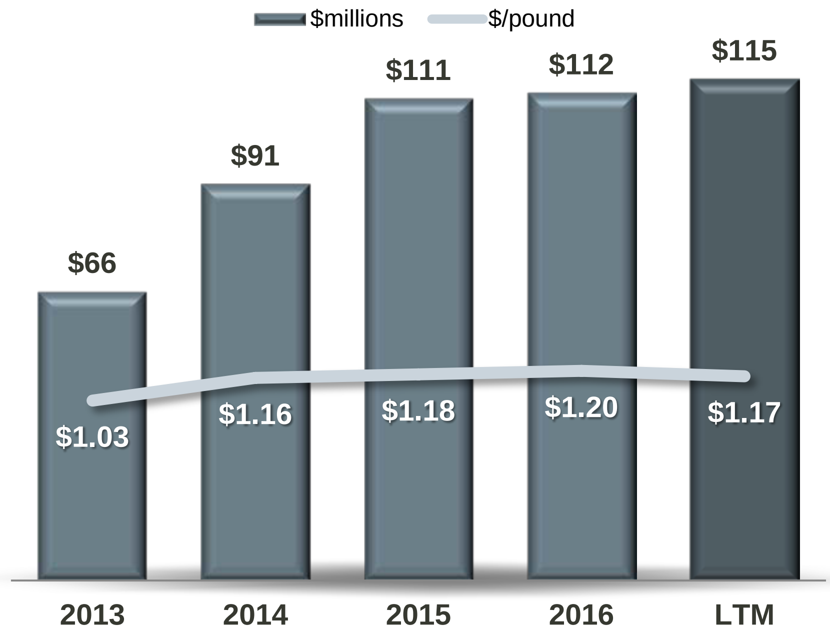
2017 Outlook
Aero/High Strength & Automotive

Aerospace / High Strength Value Added Revenue[1]



Automotive Value Added Revenue

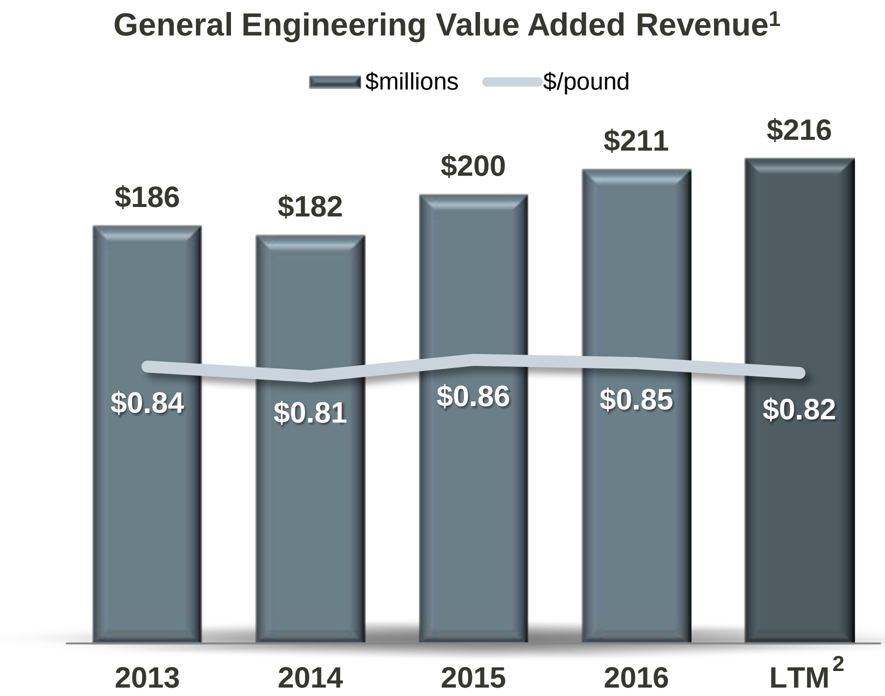


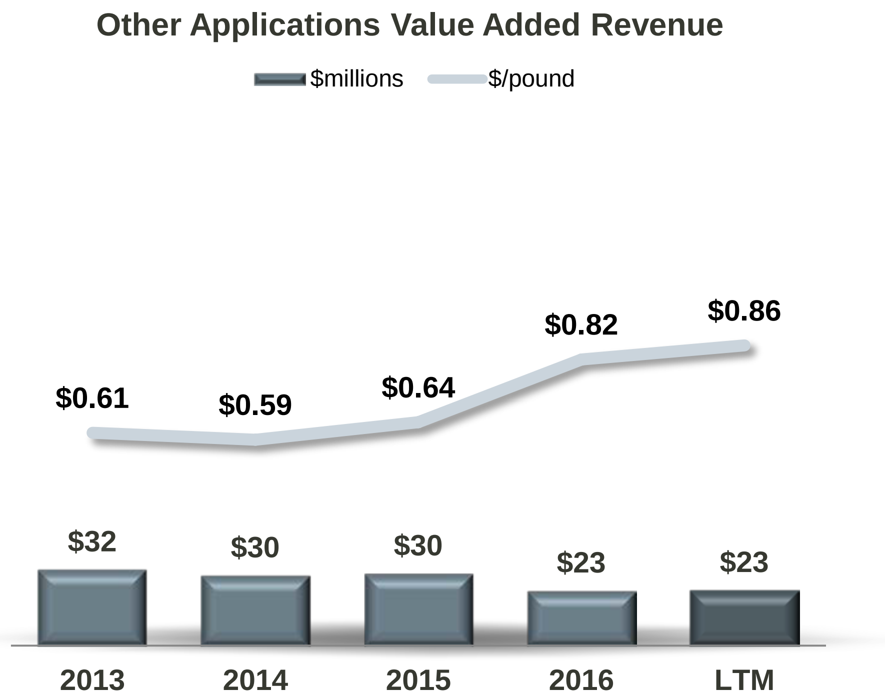
Aerospace/HS 2017 outlook reduced:
- Anticipate continued commercial aerospace supply chain destocking and competitive price pressure
- Expect shipments to be down from prior year due to lower throughput at Trentwood; VAR impacted by competitive price pressure

Automotive extrusions 2017 outlook unchanged:
- Expect double-digit shipment growth and mid-single-digit VAR growth compared to 2016
- Growth expected in lower value-added products

[1] Value Added Revenue (VAR) = Net sales less hedged cost of alloyed metal; refer to slides 22-23
[2] LTM = Last Twelve Months, as of September 30, 2017

2017 Outlook
Industrial Applications





General engineering 2017 outlook unchanged:

- Expect y/y shipment growth driven by solid demand for GE applications
- VAR growth expected to lag shipment growth due to tighter sales margins and leaner mix

Other applications 2017 outlook unchanged:

- VAR for these non-core applications expected to steadily decline as capacity is redirected to more strategic applications

[1] Value Added Revenue (VAR) = Net sales less hedged cost of alloyed metal; refer to slides 22-23
[2] LTM = Last Twelve Months, as of September 30, 2017

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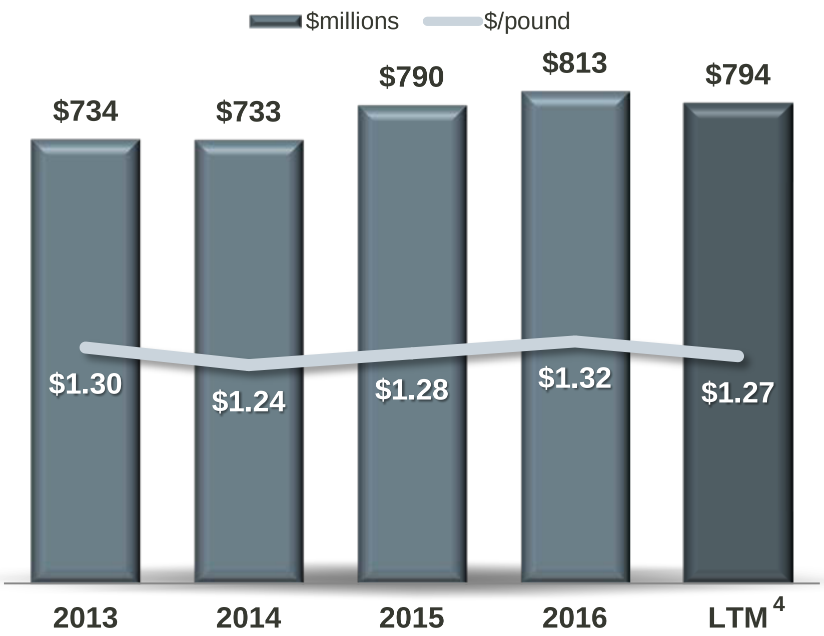
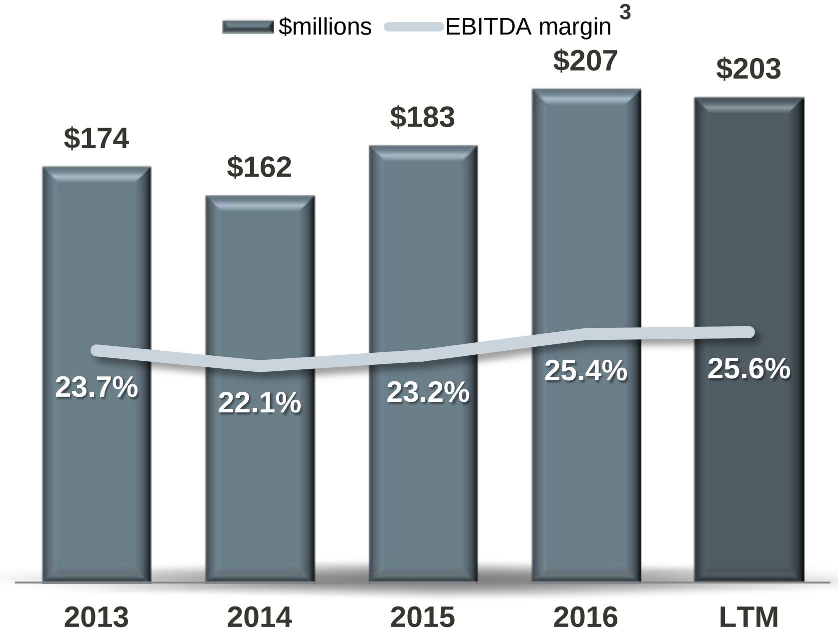
Summary 2017 Outlook

Value Added Revenue[1]



EBITDA[2]



- Aero supply chain inventory overhang expected to continue in 4Q and to a lesser extent into 2018
- Expect continued improvement in underlying cost efficiency following Trentwood project-related disruption
- Expect normal 4Q seasonality; planned major maintenance expense similar to 3Q
- Anticipate ending 2017 well-positioned to participate in industry-wide demand growth in 2018-2019

[1] Value Added Revenue (VAR) = Net Sales less hedged cost of alloyed metal; refer to slides 22-23
[2] EBITDA = Consolidated Operating Income before non-run-rate plus Depreciation and Amortization; refer to slides 24-25
[3] EBITDA margin = EBITDA as a percent of Value Added Revenue (VAR)
[4] LTM = Last Twelve Months, as of September 30, 2017

Summary

- 3Q17 results reflected normal seasonality, slower-than-anticipated ramp-up of new equipment and automation at Trentwood, and continued strong operating performance
- Industry dynamics around the aerospace supply chain de-stocking will continue to negatively impact pricing on non-contract sales through remainder of 2017
- In 4Q, expect normal seasonality, high planned major maintenance cost, and restoration of normal operations and material flows at Trentwood
- Anticipate quality, cost and capacity benefits from the Trentwood modernization projects to begin being realized in 4Q with increasing benefits in 2018 and beyond
- Strong balance sheet and cash flow generation will support continued investments in growth and return of cash to shareholders

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Appendix

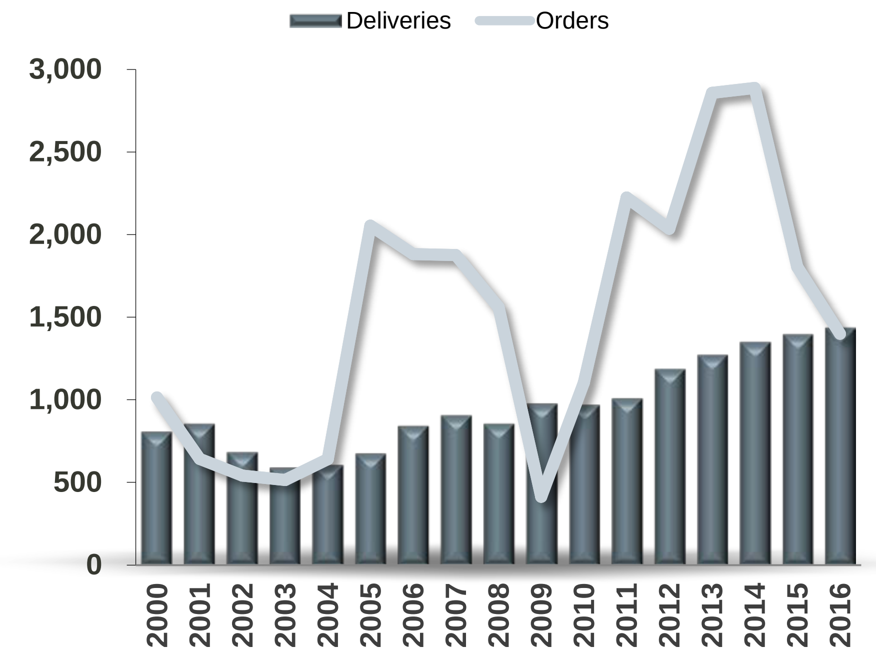
Company Summary

A leader in fabricated aluminum products

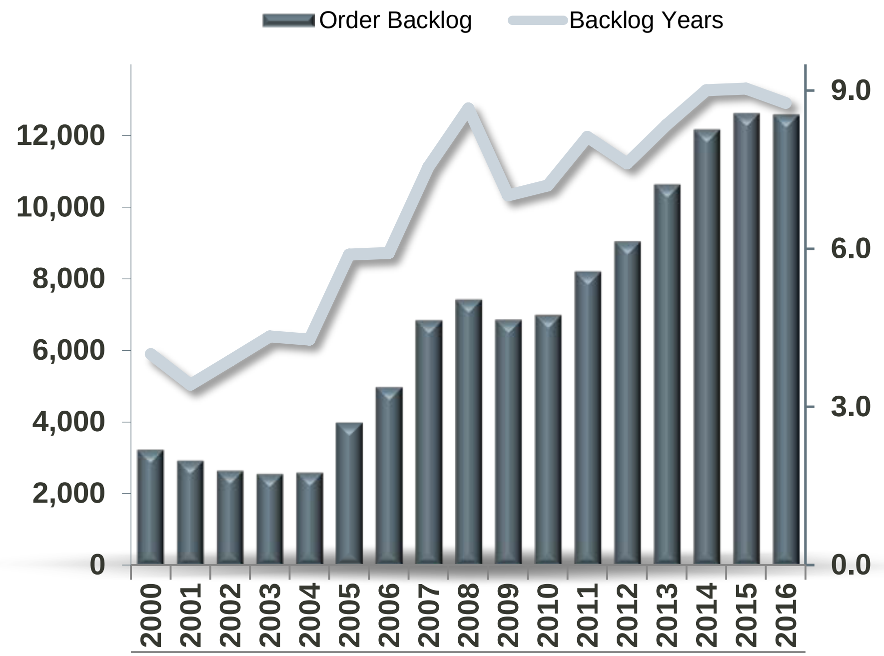
- Leading North American semi-fabricated specialty aluminum products manufacturing company serving global markets
- Emphasis on highly engineered specifications for aerospace, defense, automotive, and general engineering applications
- Broad product offering of sheet, plate, rod, bar, wire, tube, and custom extrusions
- Reputation for Best In Class customer satisfaction driven by quality, availability, service and delivery performance
- Financial strength and flexibility
- Significant investments made for growth and competitive strength
- Solid platform and market presence for further value creation in strategic end market applications

Boeing/Airbus Commercial Airframe Deliveries & Backlog

Boeing/Airbus Commercial Airframe Orders/Deliveries



Boeing/Airbus Commercial Airframe Backlog

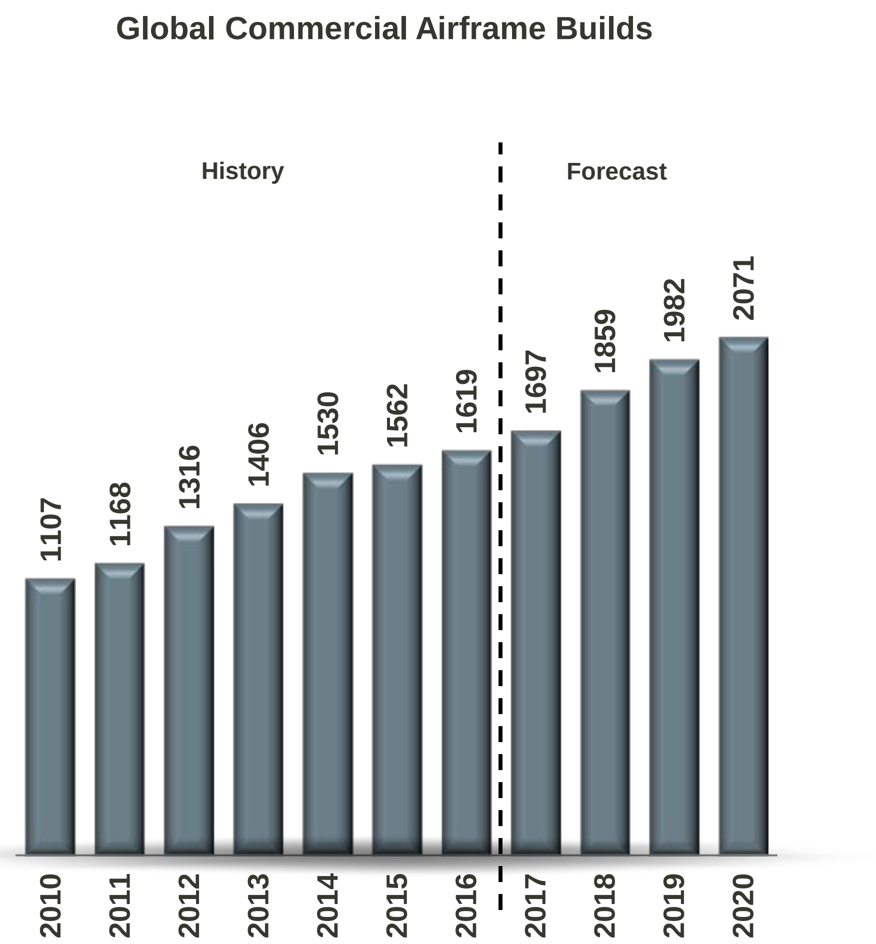


- **Boeing/Airbus record 2016 deliveries were up 3%**
- **2016 orders equate to 1 year of production**

- **Backlog ~9 years at 2016 production**

Source: Boeing & Airbus

Total Commercial Airframe Deliveries



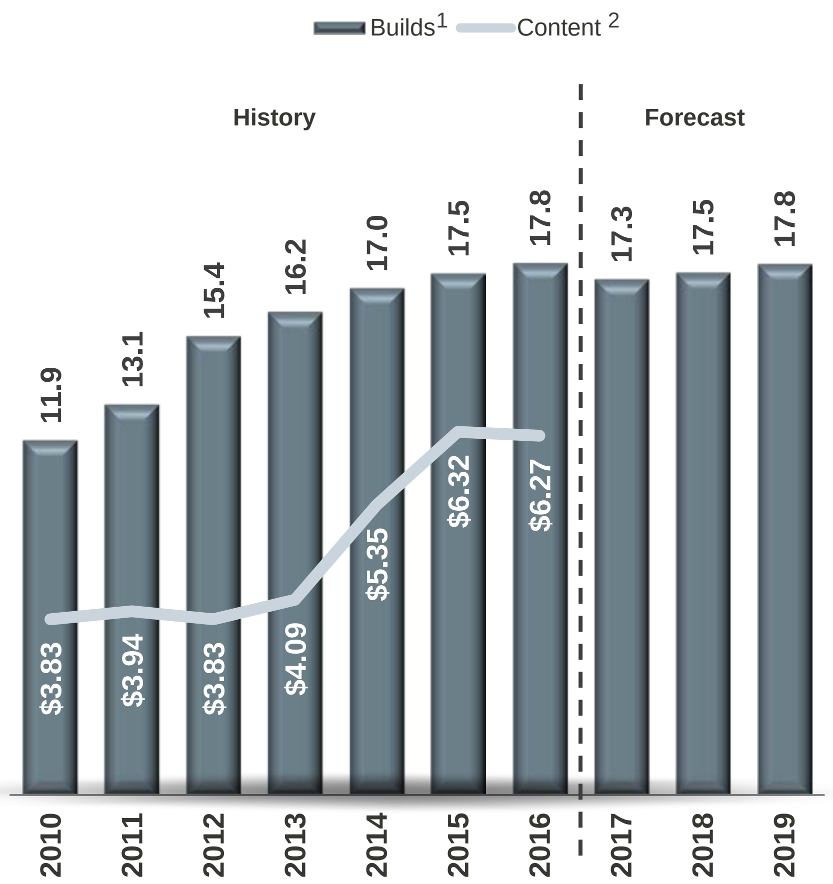
Robust secular growth trend

- Driven by global air travel growing at 5% CAGR (revenue passenger miles) over several decades
- 9-year order backlog for airframes and growing demand
- Increasing aluminum plate content driven by:
  - Continued migration to monolithic component design in airframe manufacturing
  - Longer and larger airframes

Source: 2010-2016 Airline Monitor; 2017-2020 Kaiser estimate

Automotive Demand Trend

North American Light Vehicle Production
(Millions of vehicles)



Robust secular growth trend

- Driven by increasing aluminum extrusion content as original equipment manufacturers continue to light-weight new vehicles, achieve greater fuel efficiency and comply with stringent federal regulations
- Kaiser is well-positioned
  - Strong market presence, reputation for performance
  - Market focused technical sales and engineering teams
  - Premier automotive extrusion focused facilities (London, ONT, Bellwood, VA, Kalamazoo, MI, Sherman, TX)

[1] Builds = IHS
[2] Content = Kaiser's Automotive Value Added Revenue dollars per North American vehicle build

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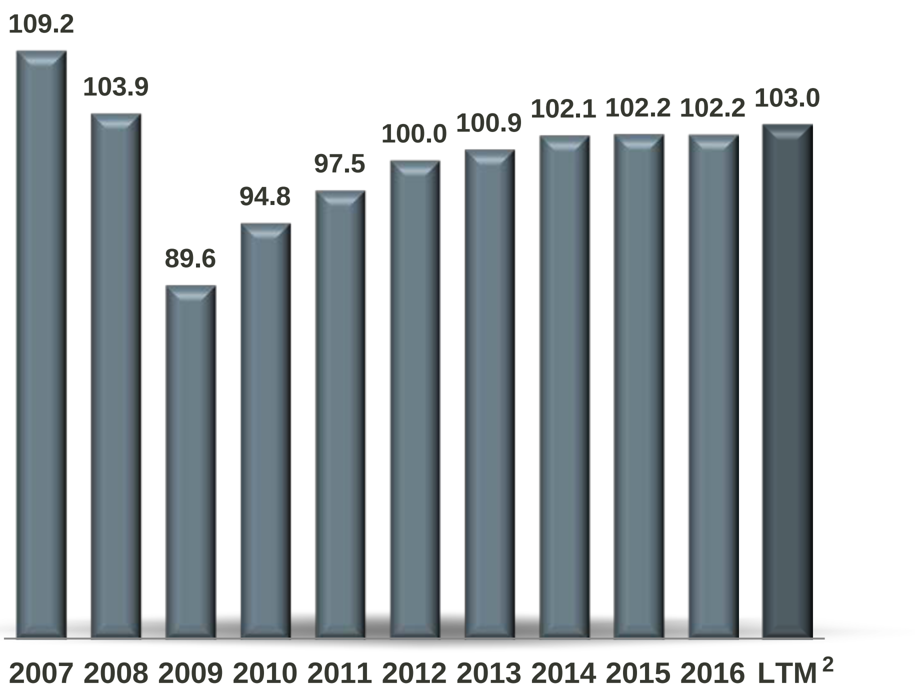
U.S. Manufacturing Trends

Index of Industrial Production – Manufacturing[1]



Slow, steady economic recovery

- U.S. manufacturing activity recovering slowly
- Kaiser supplies a broad portfolio of general engineering products to the industrial sector that includes:
  - Sheet & plate
  - Rod, bar & wire
  - Seamless & structural tube
  - Extruded forge stock
  - Redraw rod

[1] Represents Annual Averages indexed to 2012; Source: Federal Reserve statistics for U.S. manufacturing
[2] LTM = Last Twelve Months, as of September 30, 2017

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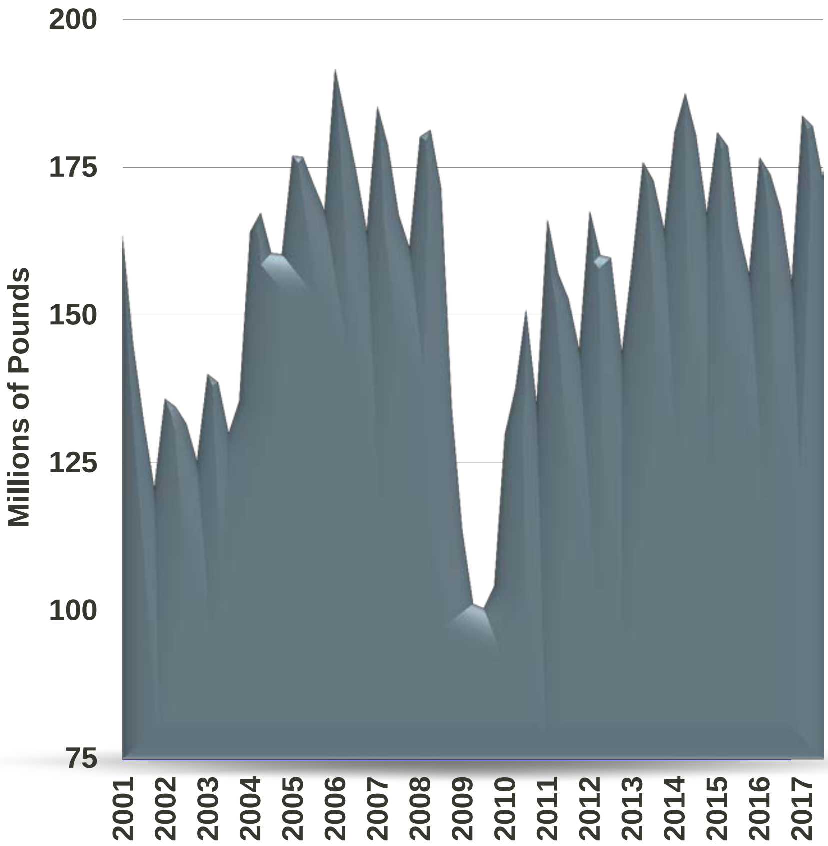
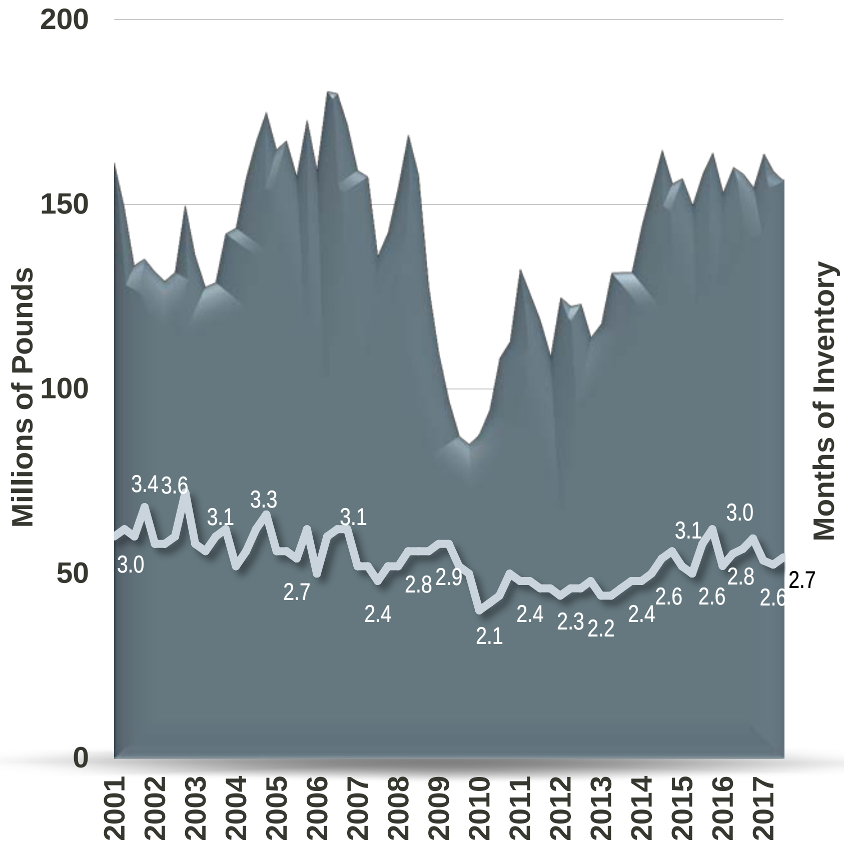
MSCI[1] Aluminum Rod & Bar Shipments & Inventory

Quarterly MSCI Shipments



Quarterly MSCI Inventory



[1] MCSI = Source: Metal Service Center Institute

Non-run-rate Adjustments

Mark-to-market

- Our hedging-related derivatives are marked-to-market and reflected at fair value on our balance sheet. Non-cash gains and losses on certain derivatives (primarily aluminum, natural gas and electricity) are recognized in income.

Consolidated LIFO[1] to Plant LIFO Adjustment

- We report externally using the LIFO inventory valuation method on a *consolidated* basis
- We manage our business using the LIFO inventory valuation method on a *plant-by-plant* basis
- The adjustment from consolidated to plant LIFO adjusts our COGS[2] to the LIFO methodology we use to manage our business

[1] LIFO = Last In First Out
[2] COGS = Cost of Goods Sold

Sales Analysis By Application - Quarterly

	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17
Shipments (lbs, mm)											
Aero & High Strength	61.9	62.8	58.9	59.9	63.7	60.0	55.5	64.0	60.4	59.0	53.4
General Engineering	60.4	59.4	55.8	55.8	63.1	64.6	62.7	59.4	71.2	67.8	64.1
Automotive Extrusions	22.1	24.4	24.3	22.7	24.5	23.7	22.6	22.1	25.5	25.9	24.5
Other Applications [1]	13.5	13.2	11.5	8.8	8.0	6.7	7.4	6.2	6.5	6.8	7.6
Total	157.9	159.8	150.5	147.2	159.3	155.0	148.2	151.7	163.6	159.5	149.6
Value Added Revenue [2] ($mm)											
Aero & High Strength	$ 111.2	$ 115.0	$ 113.3	$ 109.6	$ 122.6	$ 116.8	$ 108.6	$ 118.9	$ 111.9	$ 110.2	$ 98.4
General Engineering	51.6	50.7	50.1	47.6	53.3	54.1	53.0	50.8	57.0	55.6	52.6
Automotive Extrusions	25.7	29.0	28.4	27.4	28.6	29.3	27.6	26.3	29.5	30.3	28.9
Other Applications	8.7	8.7	7.5	5.4	6.1	5.7	6.2	5.1	5.5	6.1	6.6
Total	$ 197.2	$ 203.4	$ 199.3	$ 190.0	$ 210.7	$ 205.9	$ 195.4	$ 201.0	$ 203.9	$ 202.2	$ 186.5
Value Added Revenue ($/lb.)											
Aero & High Strength	$ 1.80	$ 1.83	$ 1.92	$ 1.83	$ 1.92	$ 1.95	$ 1.96	$ 1.86	$ 1.85	$ 1.87	$ 1.84
General Engineering	0.85	0.85	0.90	0.85	0.84	0.84	0.85	0.86	0.80	0.82	0.82
Automotive Extrusions	1.16	1.19	1.17	1.21	1.17	1.24	1.22	1.19	1.16	1.17	1.18
Other Applications	0.64	0.66	0.65	0.61	0.76	0.85	0.84	0.82	0.85	0.90	0.87
Overall [3]	$ 1.25	$ 1.27	$ 1.32	$ 1.29	$ 1.32	$ 1.33	$ 1.32	$ 1.32	$ 1.25	$ 1.27	$ 1.25

[1] Includes custom industrial products and billet
[2] Value Added Revenue (VAR) = Net Sales less hedged cost of alloyed metal
[3] Total VAR / Total Shipments
Totals may not sum due to rounding

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Sales Analysis By Application - Annual

	FY 2013	FY 2014	FY 2015	FY 2016	LTM[1]
Shipments (lbs, mm)					
Aero & High Strength	224.3	236.9	243.5	243.2	236.8
General Engineering	222.5	223.4	231.4	249.9	262.5
Automotive Extrusions	64.1	78.5	93.5	92.9	98.0
Other Applications[2]	52.8	50.0	47.0	28.3	27.1
Total	563.7	588.8	615.4	614.3	624.4
Value Added Revenue[3] ($mm)					
Aero & High Strength	$ 449.2	$ 430.2	$ 449.1	$ 466.9	$ 439.4
General Engineering	186.1	181.9	200.0	211.2	216.0
Automotive Extrusions	66.3	90.9	110.5	111.8	115.0
Other Applications	32.0	29.5	30.3	23.1	23.3
Total	$ 733.6	$ 732.5	$ 789.9	$ 813.0	$ 793.7
Value Added Revenue ($/lb.)					
Aero & High Strength	$ 2.00	$ 1.82	$ 1.84	$ 1.92	$ 1.86
General Engineering	0.84	0.81	0.86	0.85	0.82
Automotive Extrusions	1.03	1.16	1.18	1.20	1.17
Other Applications	0.61	0.59	0.64	0.82	0.86
Overall[4]	$ 1.30	$ 1.24	$ 1.28	$ 1.32	$ 1.27

[1] LTM = Last Twelve Months, as of September 30, 2017
[2] Includes custom industrial products and billet
[3] Value Added Revenue (VAR) = Net Sales less hedged cost of alloyed metal
[4] Total VAR / Total Shipments
Totals may not sum due to rounding

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Reconciliation of Reported Net Income to Adjusted EBITDA

(in $ millions)	Quarterly										
	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17
Consolidated - Reported Net (Loss) Income	($292.2)	$20.2	$22.1	$13.3	$26.3	$26.0	$14.9	$24.5	$36.0	$4.7	$19.9
Interest Expense	9.8	5.2	4.9	4.2	3.7	5.5	5.5	5.6	5.6	5.5	5.3
Other (Income) Expense	(0.4)	(0.4)	0.9	1.7	(0.3)	10.7	-	(0.1)	(0.6)	(1.0)	(1.5)
Income Tax (Benefit) Provision	(175.8)	12.0	12.6	16.0	15.1	15.7	9.4	15.3	18.5	2.2	16.1
Consolidated - Reported Operating (Loss) Income	($458.6)	$37.0	$40.5	$35.2	$44.8	$57.9	$29.8	$45.3	$59.5	$11.4	$39.8
Operating NRR[1] items:											
Mark-to-Market Losses (Gains)	4.5	1.5	1.7	(4.3)	(4.0)	(10.9)	(2.0)	(1.8)	(15.1)	11.9	(10.8)
Consolidated LIFO to Plant LIFO Adjustment	(1.3)	2.8	(2.6)	(5.9)	0.2	(2.1)	4.1	(1.6)	0.4	1.5	2.0
Lower of Cost or Market Inventory Write-Down	-	-	-	2.6	4.9	-	-	-	-	-	-
Workers' Compensation Discount Rate Effect	0.1	-	0.1	-	-	(0.1)	0.1	(0.3)	0.1	0.1	(0.1)
Impairment Losses	-	-	-	0.1	-	0.1	2.7	-	-	18.4	-
Legacy Environmental	0.4	0.8	(0.4)	0.5	-	-	-	0.1	-	-	0.2
VEBA Net Periodic Benefit Cost	0.6	0.6	0.6	0.6	0.8	0.9	0.8	0.9	1.1	1.1	1.2
Loss (Gain) on Removal of Union VEBA Net Assets[2]	492.2	1.6	(2.9)	2.5	(0.1)	-	-	-	(1.3)	-	0.5
Total Operating NRR Items	496.5	7.3	(3.5)	(3.9)	1.8	(12.1)	5.7	(2.7)	(14.8)	33.0	(7.0)
Consolidated Operating Income before operating NRR	37.9	44.3	37.0	31.3	46.6	45.8	35.5	42.6	44.7	44.4	32.8
Depreciation & Amortization - Consolidated	8.0	8.1	8.1	8.2	8.7	9.0	9.0	9.3	9.6	9.5	10.2
Consolidated - Adjusted EBITDA	$45.9	$52.4	$45.1	$39.5	$55.3	$54.8	$44.5	$51.9	$54.3	$53.9	$43.0

[1] NRR is an abbreviation for Non-Run-Rate; NRR items are pre-tax
[2] Includes effect of terminating the defined benefit accounting for the Union VEBA and related accrual adjustments
Totals may not sum due to rounding

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Reconciliation of Reported Net Income to Adjusted EBITDA

(in $ millions)	Annual				
	2013	2014	2015	2016	LTM[1]
Consolidated - Reported Net Income (Loss)	**$104.8**	**$71.8**	**($236.6)**	**$91.7**	**$85.1**
Interest Expense	35.7	37.5	24.1	20.3	22.0
Other (Income) Expense	(5.6)	(6.7)	1.8	10.3	(3.2)
Income Tax Provision (Benefit)	38.4	35.3	(135.2)	55.5	52.1
Consolidated - Reported Operating Income (Loss)	**$173.3**	**$137.9**	**($345.9)**	**$177.8**	**$156.0**
Operating NRR[2] items:					
Mark-to-Market (Gains) Losses	(0.7)	10.4	3.4	(18.7)	(15.8)
Consolidated LIFO to Plant LIFO Adjustment	(7.4)	4.0	(7.0)	0.6	2.3
Lower of Cost or Market Inventory Write-Down	-	-	2.6	4.9	-
Workers' Compensation Discount Rate Effect	(1.3)	-	0.2	(0.3)	(0.2)
Impairment Losses	-	1.5	0.1	2.8	18.4
Legacy Environmental	4.5	0.8	1.3	0.1	0.3
VEBA Net Periodic Benefit (Income) Cost	(22.5)	(23.7)	2.4	3.4	4.3
Loss (Gain) on Removal of Union VEBA Net Assets[3]	-	-	493.4	(0.1)	(0.8)
Total Operating NRR Items	(27.4)	(7.0)	496.4	(7.3)	8.5
Consolidated Operating Income before operating NRR	145.9	130.9	150.5	170.5	164.5
Depreciation & Amortization - Consolidated	28.1	31.1	32.4	36.0	38.6
Consolidated - Adjusted EBITDA	**$174.0**	**$162.0**	**$182.9**	**$206.5**	**$203.1**

[1] LTM = Last Twelve Months, as of September 30, 2017
[2] NRR is an abbreviation for Non-Run-Rate; NRR items are pre-tax
[3] Includes effect of terminating the defined benefit accounting for the Union VEBA and related accrual adjustments
Totals may not sum due to rounding

KAISER ALUMINUM

Adjusted Net Income and EPS

(in $ millions except EPS)	Quarterly										
	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17
GAAP Net (Loss) Income	$(292.2)	$ 20.2	$ 22.1	$ 13.3	$ 26.3	$ 26.0	$ 14.9	$ 24.5	$ 36.0	$ 4.7	$ 19.9
Operating NRR[1] Items	496.5	7.3	(3.5)	(3.9)	1.8	(12.1)	5.7	(2.7)	(14.8)	33.0	(7.0)
Tax impact of above NRR items	(184.5)	(2.6)	1.5	(0.4)	(0.6)	4.6	(2.1)	1.0	5.5	(12.4)	2.6
NRR tax (benefit) charge	(1.5)	(1.8)	(0.7)	1.8	-	-	-	-	-	-	-
Adjusted Net Income	$ 18.3	$ 23.1	$ 19.4	$ 10.8	$ 27.5	$ 18.5	$ 18.5	$ 22.8	$ 26.7	$ 25.3	$ 15.5
GAAP (losses) earnings per diluted share[2]	$(16.85)	$ 1.11	$ 1.21	$ 0.73	$ 1.44	$ 1.43	$ 0.82	$ 1.37	$ 2.04	$ 0.27	$ 1.16
Adjusted earnings per diluted share[2]	$ 1.01	$ 1.27	$ 1.07	$ 0.60	$ 1.51	$ 1.02	$ 1.02	$ 1.27	$ 1.52	$ 1.47	$ 0.90

[1] NRR is an abbreviation for Non-Run-Rate; NRR items are pre-tax
[2] Diluted shares for EPS calculated using treasury method
Totals may not sum due to rounding

KAISER ALUMINUM

Adjusted Net Income and EPS

(in $ millions except EPS)	Annual				
	2013	2014	2015	2016	LTM[1]
GAAP Net Income (Loss)	$ 104.8	$ 71.8	$ (236.6)	$ 91.7	$ 85.1
Operating NRR[2] Items	(27.4)	(7.0)	496.4	(7.3)	8.5
Non-Operating NRR Items[3]	(3.8)	(3.6)	—	—	—
Tax impact of above NRR items	11.8	4.0	(186.0)	2.7	(3.3)
NRR tax benefit	(15.1)	(2.4)	(2.2)	—	—
Adjusted Net Income	$ 70.3	$ 62.8	$ 71.6	$ 87.1	$ 90.3
GAAP earnings (losses) per diluted share[4]	$ 5.44	$ 3.86	$ (13.76)	$ 5.09	$ 4.84
Adjusted earnings per diluted share[4]	$ 3.65	$ 3.38	$ 3.95	$ 4.83	$ 5.16

[1] LTM = Last Twelve Months, as of September 30, 2017
[2] NRR is an abbreviation for Non-Run-Rate; NRR items are pre-tax
[3] Non-Operating NRR Items do not contribute to Reported Operating Income and represent the mark-to-market of convertible bond related financial derivatives as well as income from a one-time bankruptcy trust share distribution in 3Q13
[4] Diluted shares for EPS calculated using treasury method
Totals may not sum due to rounding

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