This presentation contains forward-looking statements. Actual results may differ materially from results anticipated in the forward-looking statements. These and additional risk factors are described from time to time in ATI’s filings with the Securities and Exchange Commission, including its Report on Form 10-K for the year ended December 31, 2008.
Market Drivers

- Traffic (RPMs)
- Capacity (ASMs)
- Airline profitability
- Fuel costs
- International carriers
- Growth of low-cost carriers

Change

Revenue Passenger Miles (Billions)
2003–2013 Build Rate History & Forecast

Source: Airline Monitor July, 2009
Aircraft Titanium Demand Drivers

• **Boeing Programs**
  - 787 delayed two years
  - 747-8 delayed nine months
  - 777 build rates reduced

• **Airbus Programs**
  - A380 build rates reduced
  - A320 build rates reduced
Summary

- Global economic slowdown
- Market dynamics are changing rapidly
- Traffic declines easing in passenger and cargo
- 2009 record production of large commercial jets
- Large backlog of large commercial jets intact
- Airlines on track for negative profits in 2009
- Leasing companies working through financial crisis
- Airlines reducing current capacity to balance supply
- Improved fuel costs dampen impact of traffic declines
- 787 First Flight scheduled for 2009
Commercial Airframes

Commercial Aerospace Market

(Source: International Civil Aviation Organization (ICAO), IATA Feb 2009 forecast).

2009 RPM: -6%; FTM: -13%. Growth returning in 2010 at low rate (1-3%).

Challenge for the Future

Commercial Aerospace Market

Revenue Passenger Miles (Billions)

Freight Ton-Miles (Billions)

Passenger Miles

Freight Miles


0 20 40 60 80 100 120 140 160 180 200

0 500 1,000 1,500 2,000 2,500 3,000 3,500 4,000

(Source: International Civil Aviation Organization (ICAO), IATA Feb 2009 forecast).

2009 RPM: -6%; FTM: -13%. Growth returning in 2010 at low rate (1-3%).