

Mission Critical Metallics®

Titanium Demand and Trends in the Jet Engine Market

Hunter Dalton, EVP ATI Long Products & President ATI Allvac

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Forward Looking Statements

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 the Company's filings with the Securities and Exchange Commission, including its Annual Report on Form 10-K for the year ended December 31, 2012.

Commercial Aerospace Market Drivers

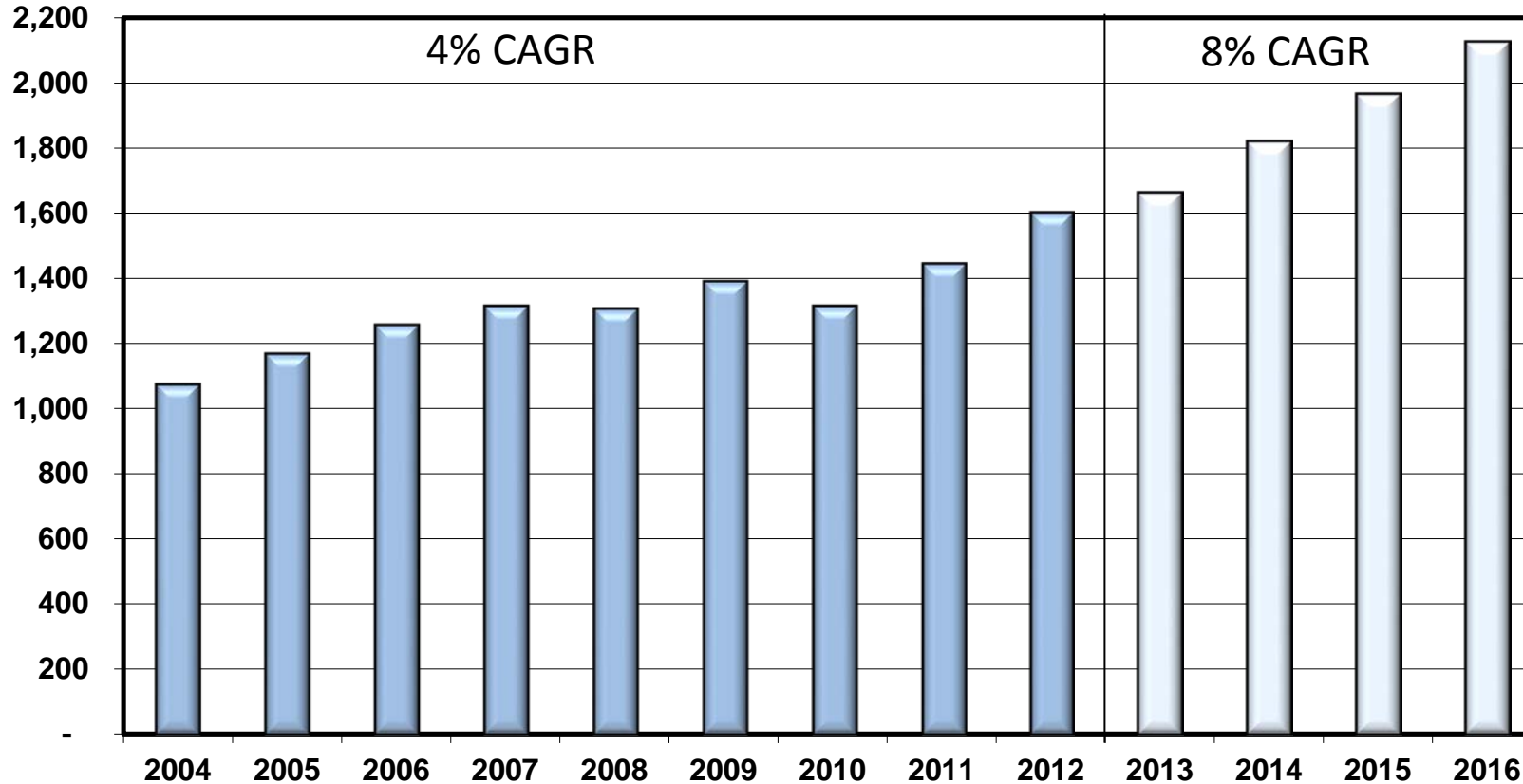
	Change	Specialty Metals Market Impact
Traffic (RPMs)	↑	+
Capacity (ASMs)	↑	+
Airline Profitability	↑	+
Fuel Costs	↔	+
International Carriers	↑	+
Growth of Low-Cost Carriers	↑	+

(Sources: Airline Monitor, IATA press releases)

(Sources: Airline Monitor, IATA press releases)

New Commercial & Military Jet Aircraft Build Rate

History and Forecast

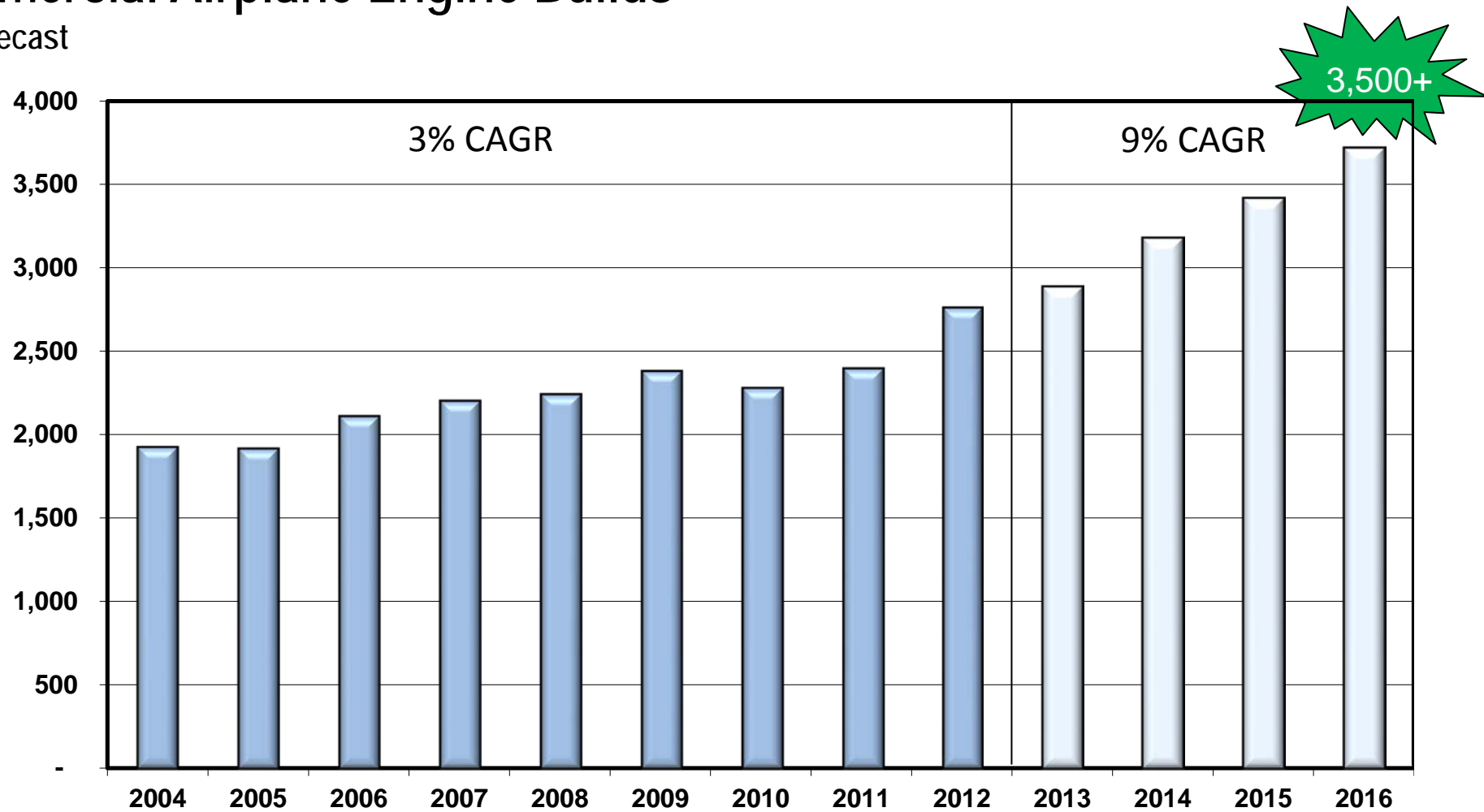


Secular Growth Trends
Titanium intensive airplanes
Fuel efficient hotter burning engines

Sources: Airline Monitor,
Forecast International

New Commercial Airplane Engine Builds

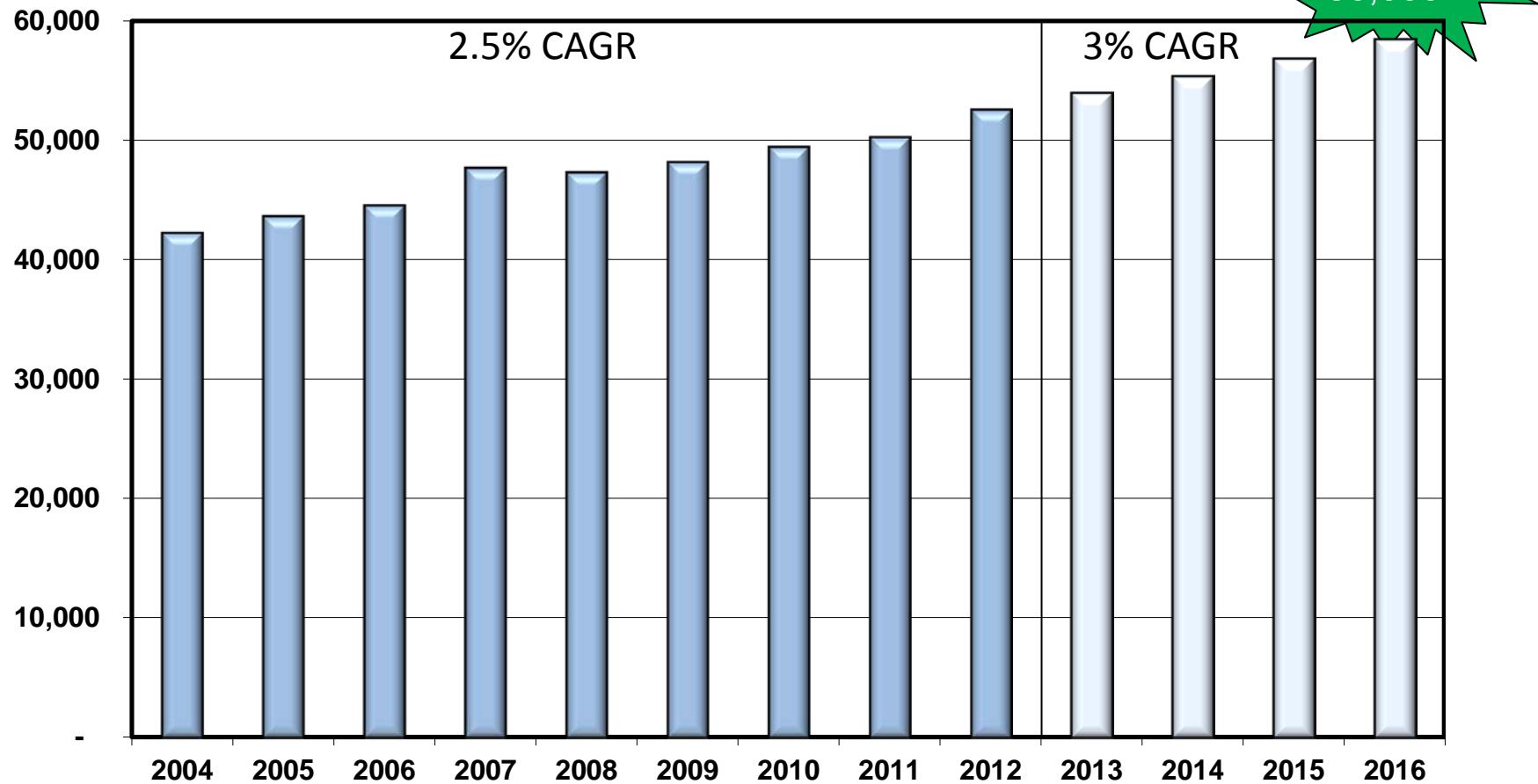
History and Forecast



Source: Airline Monitor

Commercial Engines in Service

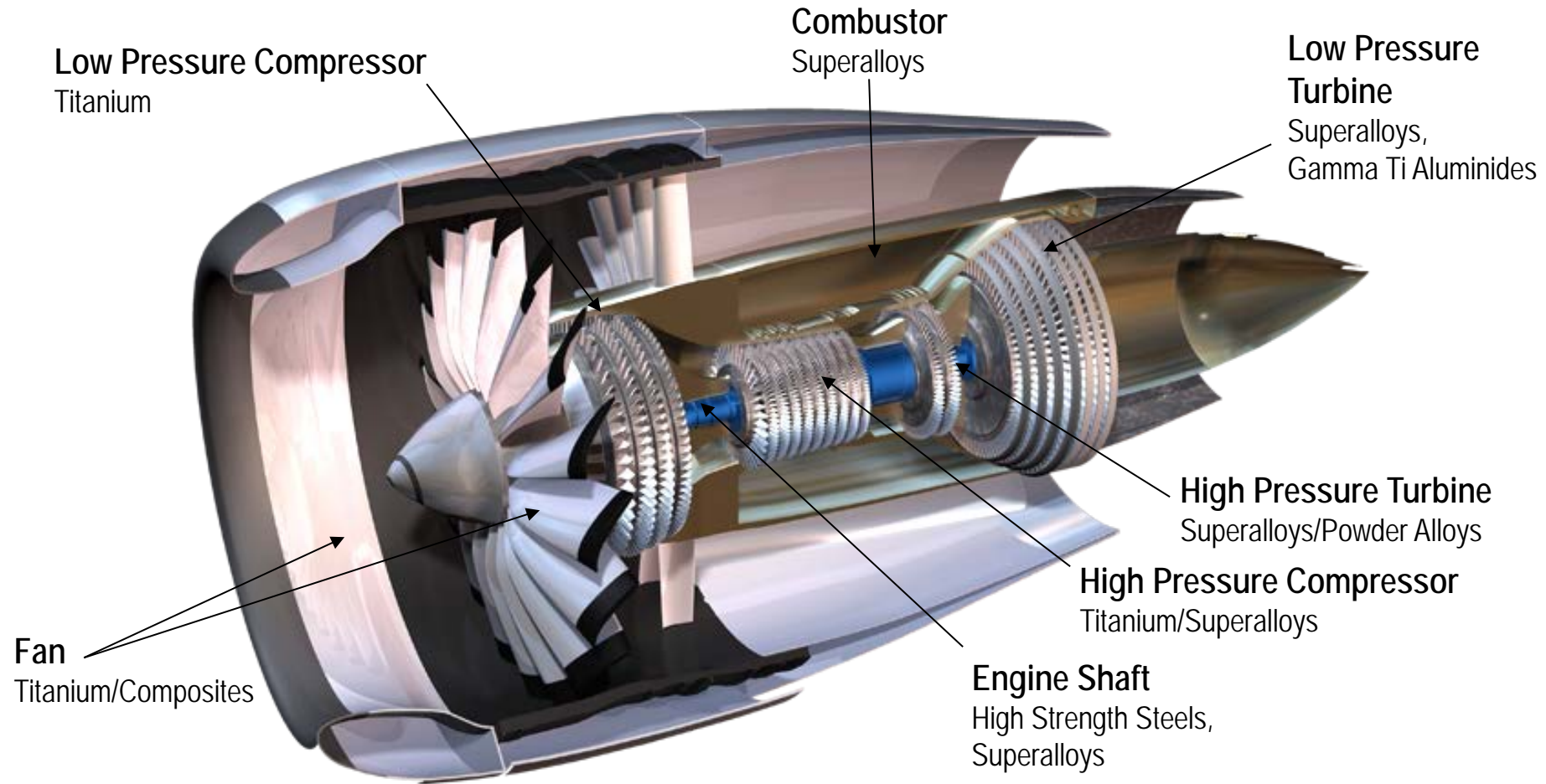
History and Forecast



The larger the fleet, the greater the demand for spare parts.

Source: Airline Monitor

Jet Engine Materials



ATI Alloys in Jet Engines

Fasteners

- Titanium
 - ATI 6-4™
- Stainless & Specialty Steel
 - ATI A286™
- Nickel & Cobalt-Based & Superalloys
 - ATI 718™
 - ATI 718Plus®
- Niobium
 - ATI Ti45Nb™

Bellows, Honeycomb, Insulation & Tubing

- Titanium
 - ATI 3-2.5™
 - ATI 425®
 - ATI 6-2-4-2™
 - ATI 6-4™
 - ATI 6-4 ELI™
- Stainless & Specialty Steel
 - AM 350®
 - ATI 15-7™
 - ATI 219™ (21-6-9)
 - ATI A286™

- Nickel & Cobalt-Based & Superalloys
 - ATI 600™
 - ATI 625™
 - ATI 718™
 - ATI 718Plus®
 - ATI HX™

APU Disks

- Nickel & Cobalt-Based & Superalloys
 - ATI 720 PM™
- Low Carbon Astroloy

Bearings, Gears & Shafts

- Stainless & Specialty Steel
 - ATI 1014™
 - ATI HCM3™
 - ATI HCM5™
 - ATI RBD™
 - ATI Vascomax® C-250™
- Nickel & Cobalt-Based & Superalloys
 - ATI 718™

SPF/DB Casing Components

- Titanium
 - ATI 425®

Fan: Blades & Casings, Disks, Rotor

- Titanium
 - ATI 6-2-4-2™
 - ATI 6-4™
 - ATI 17™

Compressor & Turbine: Disks, Rotors, Blades & Vanes

- Titanium
 - ATI 6-2-4-2™
 - ATI 6-2-4-6™
 - ATI 6-4™
 - ATI 8-1-1™
 - ATI 17™
 - Gamma Ti Aluminide
- Stainless & Specialty Steel
 - ATI A286™
 - ATI FV448™
 - ATI FV535™
 - ATI Jethete™ M152

Nickel & Cobalt-Based & Superalloys

- ATI 718™
- ATI 718Plus®
- ATI 720™
- ATI 901™
- ATI HX™
- ATI Powder Superalloys
- Rene 65™
- ATI Rene 95™
- ATI Waspaloy¹

Exhaust Cones, Mufflers & Thrust Reversers

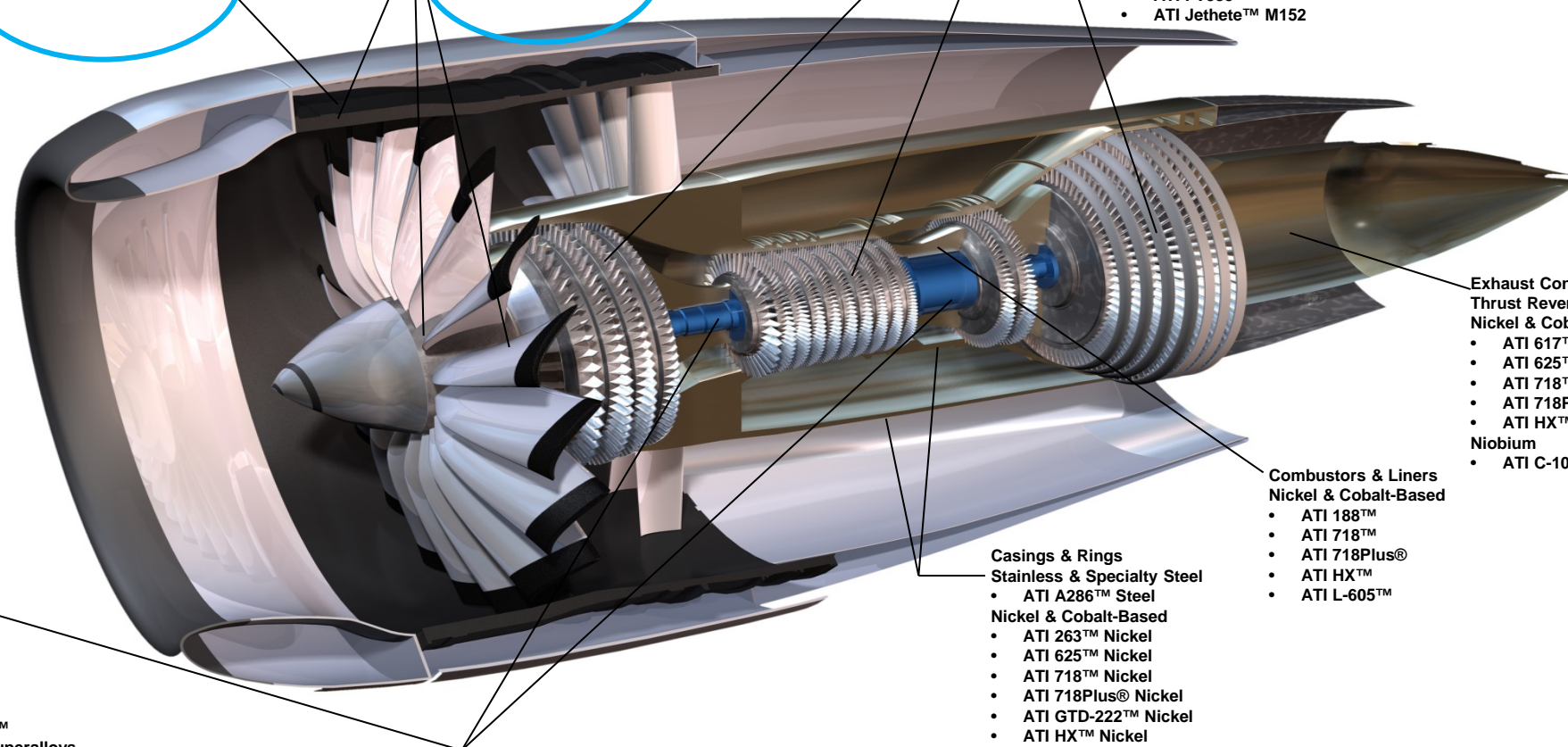
- Nickel & Cobalt-Based & Superalloys
 - ATI 617™
 - ATI 625™
 - ATI 718™
 - ATI 718Plus®
 - ATI HX™
- Niobium
 - ATI C-103™

Combustors & Liners

- Nickel & Cobalt-Based
 - ATI 188™
 - ATI 718™
 - ATI 718Plus®
 - ATI HX™
 - ATI L-605™

Casings & Rings

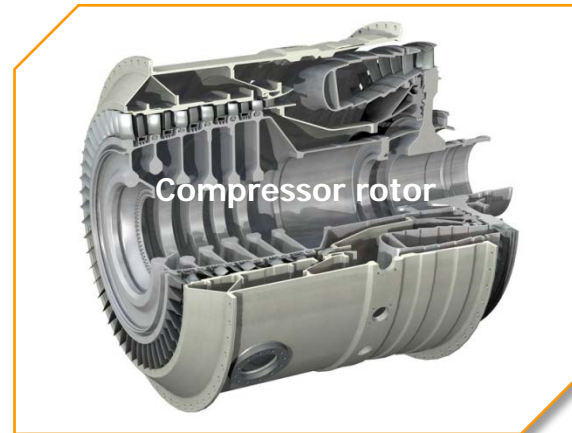
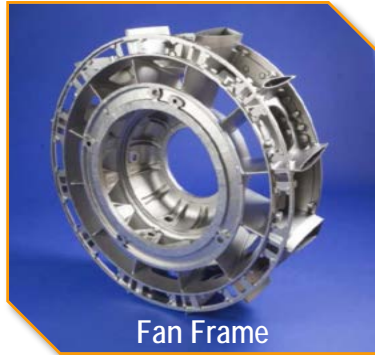
- Stainless & Specialty Steel
 - ATI A286™ Steel
- Nickel & Cobalt-Based
 - ATI 263™ Nickel
 - ATI 625™ Nickel
 - ATI 718™ Nickel
 - ATI 718Plus® Nickel
 - ATI GTD-222™ Nickel
 - ATI HX™ Nickel
 - ATI Waspaloy¹ Nickel
 - ATI X-750™ Nickel



¹ Trademark of Pratt & Whitney

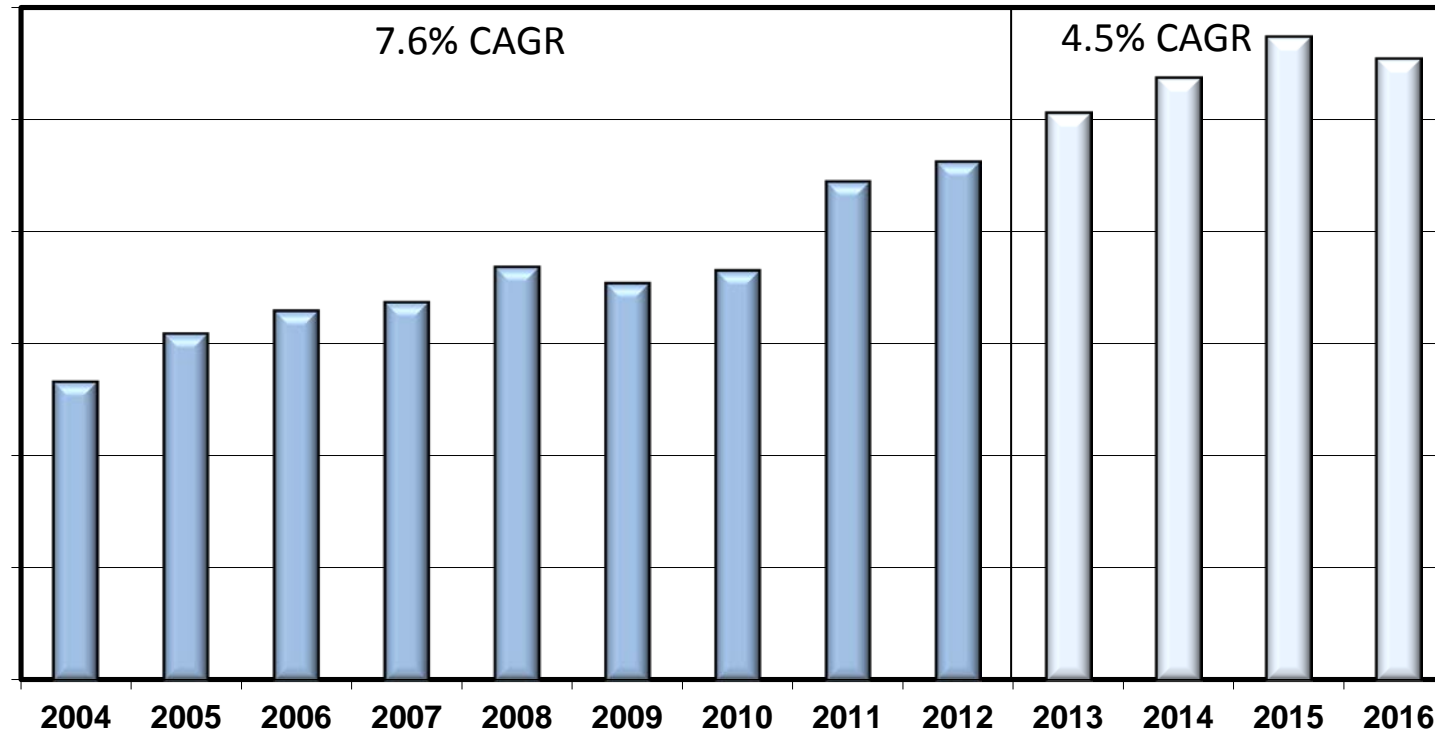
Titanium Applications in Jet Engines

Fan & compressor cases, disks, blisks, impellers, blades, vanes, and fasteners



Titanium Demand for New Engine Builds

History and Forecast

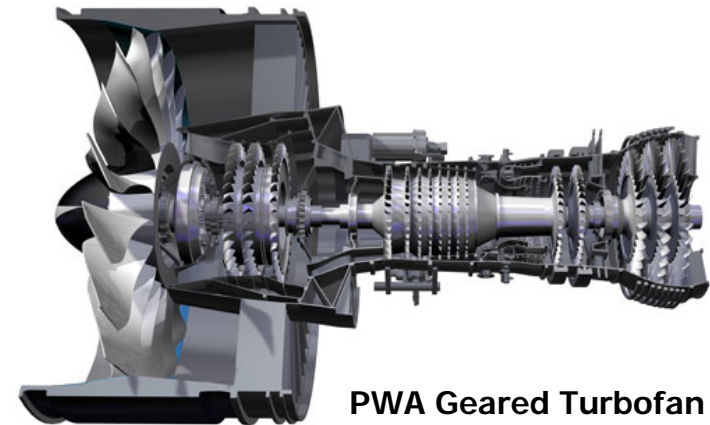


- Fundamental drivers & backlogs remain strong.
- Large commercial engines driving titanium demand.
- Near-term shipments impacted by lower demand for spares and inventory reduction throughout supply chain in 2012 and 1H 2013

Source: Airline Monitor; ATI Estimates

Engine Development Trends

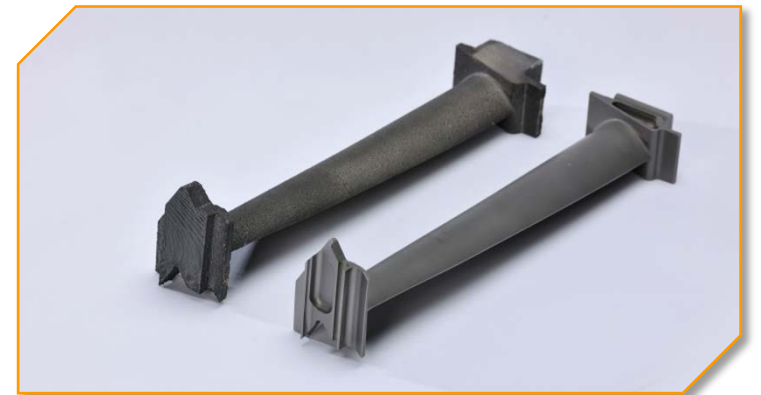
- Demand for “Green” engines
 - Reduced noise
 - Reduced emissions (SO_2 , CO_2 , NO_2)
- Improved fuel efficiency
 - Higher operating temperatures
 - Higher temperature capable materials
 - Lighter materials
- Lower operating costs for airlines
 - Reduced maintenance intervals
 - Reduced part count



New Designs and Materials

Changes in Jet Engine Design

- Limited introduction of composites
- Larger thrust engines
 - Consume more nickel-based and titanium alloys per engine
- Higher engine temperatures
 - Nickel-based alloy content in compressor growing
 - High temp powder/cast & wrought alloys
- New titanium-based materials
 - Gamma TiAl
- Additive Manufacturing

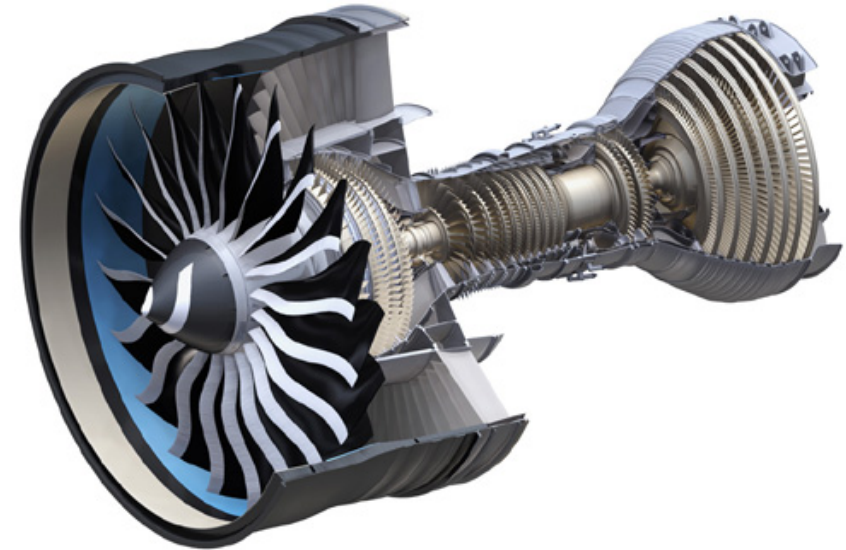


Evolutionary Change

Titanium in Jet Engines

Demand Drivers

- Higher build rates
- Larger engines
- Larger global fleet for spare parts
- New engine designs
- Fuel efficient hotter burning engines





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