This document contains “forward-looking statements” – that is, statements related to future, not past, events. In this context, forward-looking statements often address our expected future business and financial performance and financial condition, and often contain words such as “expect,” “anticipate,” “intend,” “plan,” “believe,” “seek,” “see,” or “will.” Forward-looking statements by their nature address matters that are, to different degrees, uncertain. For us, particular uncertainties that could cause our actual results to be materially different than those expressed in our forward-looking statements include: current economic and financial conditions, including volatility in interest and exchange rates, commodity and equity prices and the value of financial assets; the impact of conditions in the financial and credit markets on the availability and cost of General Electric Capital Corporation’s (GECC) funding and on our ability to reduce GECC’s asset levels as planned; the impact of conditions in the housing market and unemployment rates on the level of commercial and consumer credit defaults; our ability to maintain our current credit rating and the impact on our funding costs and competitive position if we do not do so; the adequacy of our cash flow and earnings and other conditions which may affect our ability to pay our quarterly dividend at the planned level; the level of demand and financial performance of the major industries we serve, including, without limitation, air and rail transportation, energy generation, network television, real estate and healthcare; the impact of regulation and regulatory, investigative and legal proceedings and legal compliance risks, including the impact of financial services regulation; strategic actions, including acquisitions and dispositions and our success in integrating acquired businesses; and numerous other matters of national, regional and global scale, including those of a political, economic, business and competitive nature. These uncertainties may cause our actual future results to be materially different than those expressed in our forward-looking statements. We do not undertake to update our forward-looking statements.
A great GE business
($ in billions)

CAGR 7%

Strategic imperatives

• Grow installed base and services
• Lead in next-generation products
• Position supply chain for new product volume growth
• Build out digital services for customer productivity

Revenue

Op profit

R&D

Deliveries

Installed Base

2012 Deliveries: GE 1,837; CFM 1,382; EA 77
2012 Installed base: GE 40K; CFM 18K; EA .2K
CFM is a 50/50 JV between GE and Snecma
EA is a 50/50 JV between GE and Pratt & Whitney

Deliveries and installed base includes GE and JV partners volume.
GE Aviation portfolio ... $20B

**Commercial engines**
$6.4^{–2)}$

- General aviation engines
- Power, mechanical, electronics

**Commercial engine services**
$6.9^{–2)}$

- Avionics
- Digital Services

**Military engines and services**
$4.0^{–2)}$

- Power Transmissions
- Turbo machinery

---

A global provider of engines, systems and services

- Based on 2012 revenue
- Includes CFM and EA revenue, 50-50 JV
- Estimated 2014 external revenue

... closed 8/1/2013
Commercial equipment growth

Environment

**Passenger demand**
(IATA, RPK % YoY)

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>5.3</td>
</tr>
<tr>
<td>2013E</td>
<td>5.3</td>
</tr>
</tbody>
</table>

**Load factors** (%)

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>79</td>
</tr>
<tr>
<td>2013E</td>
<td>80</td>
</tr>
</tbody>
</table>

**Jet fuel** ($/gal)

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>310</td>
</tr>
<tr>
<td>2013E</td>
<td>293</td>
</tr>
</tbody>
</table>

Production volume

# of GE and JV engines

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>'13E</td>
<td>2,600</td>
</tr>
<tr>
<td>'15F</td>
<td>3,000</td>
</tr>
<tr>
<td>'20F</td>
<td>3,300</td>
</tr>
</tbody>
</table>

In-service fleet

# of engines ‘000

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>'13E</td>
<td>33</td>
</tr>
<tr>
<td>'15F</td>
<td>37</td>
</tr>
<tr>
<td>'20F</td>
<td>46</td>
</tr>
</tbody>
</table>

New entrants

- GEnx
- LEAP
- Passport
- GE9X

Source: IATA & GE analysis

CFM is a 50/50 JV between GE and Snecma
EA is a 50/50 JV between GE and Pratt & Whitney
LEAP is a trademark of CFM International
Growing globally

Aircraft fleet in service

North America
(Traffic growth ~ 3%)

Europe
(Traffic Growth ~ 3.5%)

China
(Traffic Growth ~ 7.5%)

Latin America
(Traffic growth ~ 5%)

Middle East
(Traffic Growth ~ 6.3%)

Asia
(Traffic Growth ~ 4.8%)

Traffic growth is between ’13-32. Source: GE Aviation Marketing

CFM is a 50/50 JV between GE and Snecma
EA is a 50/50 JV between GE and Pratt & Whitney
Commercial services growth

Environment

Passenger demand
(IATA, RPK % YoY)

5.3 → 5.3
2012 → 2013E

Utilization
Avg. cycles/ day, % YoY

-1% → 0.8%
2012 → 2013 YTD

Departures
GE & JV-powered flights (MM)

20 → 21
2012 → 2013E

Source: IATA & GE analysis

In-service fleet

# engines (000)

'13E '15F '20F

33 37 46
18 21 26
14 15 19

In-service fleet

Backlog
3Q'13

$21B $85B
V% +36 V% +12

$106B

Equipment Services

Shop visits

4,400 4,800 5,900
2,300 2,600 3,500
2,000 2,100 2,200

4% CAGR

Source: IATA & GE analysis

CFM is a 50/50 JV between GE and Snecma
EA is a 50/50 JV between GE and Pratt & Whitney
## Commercial product positioning

<table>
<thead>
<tr>
<th>Today’s airline service</th>
<th>Installed base (2015F)</th>
<th>Today’s investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional/Business</td>
<td>9,600</td>
<td>H80, Turbo Prop</td>
</tr>
<tr>
<td>Narrowbody</td>
<td>20,700</td>
<td>HF120, Light Jet</td>
</tr>
<tr>
<td>Widebody</td>
<td>6,800</td>
<td>GE Passport, Large Cabin</td>
</tr>
</tbody>
</table>

- LEAP-1A, LEAP-1B, LEAP-1C
- Airbus, Boeing, COMAC
- GEnx-1B, GEnx-2B, GE9X
- 787, 747, 777x

~13,200 engines (backlog + wins)

CFM is a 50/50 JV between GE and Snecma
EA is a 50/50 JV between GE and Pratt & Whitney
HF120 is made by GE Honda, a 50/50 JV between GE and Honda Aero, Inc.
LEAP is a trademark of CFM International
Building on technology investment

Enabling ...
- Engineering productivity 10%+
- Manufacturing technology readiness
- Supply chain efficiencies

Commercial launches
- 70's: 3
- 80's: 7
- 90's: 5
- 00's: 5
- 10's: 9

LEAP is a trademark of CFM International, a 50-50 JV between Snecma and GE
Technology experience (engines/hours): CFM: ~4,000/~30MM, GE: ~2,000/~30MM
Commercial launches: 19 GE, 9 CFM, and 1 EA
Compression technology advancement ... a product of eCore

**GE
type**
- **GE
type**
- **GE
type**
- **GE
type**

**2011**
- **2011**
- **2011**
- **2011**

**23-1**
- **23-1**
- **23-1**
- **23-1**

Compressor pressure ratio
- **Compressor pressure ratio**
- **Compressor pressure ratio**
- **Compressor pressure ratio**

**2015-2016**
- **2015-2016**
- **2015-2016**
- **2015-2016**

**22-1**
- **22-1**
- **22-1**
- **22-1**

**2018 Cert**
- **2018 Cert**
- **2018 Cert**
- **2018 Cert**

**27-1**
- **27-1**
- **27-1**
- **27-1**

**1 technology platform ...**
- **1 technology platform ...**
- **1 technology platform ...**
- **1 technology platform ...**

**4 product applications**
- **4 product applications**
- **4 product applications**
- **4 product applications**

Performance claims based on GE estimates
- Performance claims based on GE estimates
- Performance claims based on GE estimates
- Performance claims based on GE estimates

LEAP is a trademark of CFM International, a 50-50 JV between Snecma and GE
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- LEAP is a trademark of CFM International, a 50-50 JV between Snecma and GE
Business and General Aviation ... a growth story

**Turboprops** ... lowest cost, best performance

**Light jets** ... expand GE Honda franchise

**Mid-size jets** ... everything but engines

**Large cabin** ... GE Passport plus Flight Efficiency Services and Power

**Services** ... synonymous with support

---

**Turboprop platforms**

- Thrush 510G
- LET L410
- CAIGA Primus 150
- Technoavia Rysachok
- AIR-TEC L410 Upgrade
- Nextant G90XT

---

**H-Series aircraft opportunities**

<table>
<thead>
<tr>
<th>New</th>
<th>Retrofit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,100</td>
<td>500</td>
</tr>
</tbody>
</table>

*Next 10 years

GE Honda is a 50/50 JV between GE and Honda Aero, Inc.
Military ... the affordable alternative

Top military installed fleets (2013 # engines)

- 13,600 (Top Fleet)
- 22,600 (GE)
- 16,000 (Rolls-Royce)
- 2,300 (CFM)

GE imperatives ... diversify portfolio

- Upgrades as cost-effective alternatives
- International sales to sustain production
- Marine growth ... military and commercial
- Science and technology readiness for NextGen

Sequestration ...

Least impacted

- Army helicopters
- Navy aircraft
- Science and technology programs

In-service fleet (# engines)

- 2013:
  - Marine: 24,900
  - Special: 25,500
  - Rotorcraft: 29,700

- 2015F:
  - Marine: 22,600
  - Special: 2,300
  - Rotorcraft: 2,400

- 2020F:
  - Marine: 23,100
  - Special: 2,400
  - Rotorcraft: 2,600

In-service fleet: '13: GE ~22,600, CFM ~2,300; '15: GE ~23,100, CFM ~2,400; '20: GE ~27,100, CFM ~2,600

Source: Flight Global, GE Analysis
Helicopters ... diversified growth

GE-powered international military (installed engines)

- Operating in 32 countries
- 40%
- 3,200 '12
- 4,400 '20F
- AW149
- AW101
- NH-90
- KUH-Surion
- AH-64 Apache
- T-70/Black Hawk

T700 military derivative: CT7 power of choice

- S-92 EIS '04
- AW189 EIS '13
- 1st flight '14
- Relentless 525

GE-powered oil & gas helicopters (installed engines)

- 144 '12
- 570 '20F
- 4X

Sikorsky
A United Technologies Company

AgustaWestland
A Finmeccanica Company

Bell Helicopter
A Textron Company
Minds + Machines ... Delivering Customer Value

Creating value from data

Legacy CF6
- 1 KB / flight
- 30 parameters
- 3 snapshots / flight

GEnx capability
- 0.5TB / flight
- 1,400 parameters
- 1 snapshot / sec

Customer value
- Improved forecasting
- Less disruptions
- Asset productivity

GE value
- Improved modeling
- Unique envir insights
- Future design learning

Flight Efficiency Services

+ Fleet Synchronization
“Let's implement full ops efficiency”

+ Navigation Services
“Partner with me to increase efficiency”

+ Fuel and Carbon
“Let's find and implement fuel saving programs”

+ Austin Digital
“Let's measure and track safety & fuel procedures”

Intelligent Operations

Reducing customer operating costs and enhancing aircraft utilization

Value Prop

Taleris is a joint venture company between GE Aviation and Accenture
Supply chain execution

Production volume
(Commercial and military units)

<table>
<thead>
<tr>
<th>Year</th>
<th>Military</th>
<th>Commercial</th>
<th>NPI</th>
</tr>
</thead>
<tbody>
<tr>
<td>'12</td>
<td>3,400</td>
<td></td>
<td></td>
</tr>
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</table>

Vertical integration
Reenergize make vs. buy

Technology differentiation
- Ceramic-matrix composites
- Enabling technologies

Cost control
- FADEC JV
- Fuel nozzles JV
- Composites
- Advanced castings
- Coatings

New entrants
- GEnx
- Passport
- LEAP
- GE9X

*LEAP, is a trademark of CFM International, a 50-50 JV between Snecma and GE*
*Fuel nozzle JV pending regulatory approval*
Building new technology capabilities

Ceramic-matrix composites

Material ...

Product ...

Production ...

Additive manufacturing

Application science ...

Scale ...

Production ...

**Material**
- Ceramic-matrix composites

**Product**
- World’s highest capacity manufacturer

**Production**
- Additive location TBD

* Advanced Atomization Technologies (Parker JV) pending regulatory approval
In summary

Unprecedented installed base ... and growing
  • Leadership in commercial aviation
  • Robust military growth opportunities

Production rates supporting services growth

GE invests for technology leadership
  • Winning products on winning airplanes
  • Manufacturing technologies enabling innovation

Digital offering enhancing customer productivity

Culture of simple, competitive cost structure
imagination at work