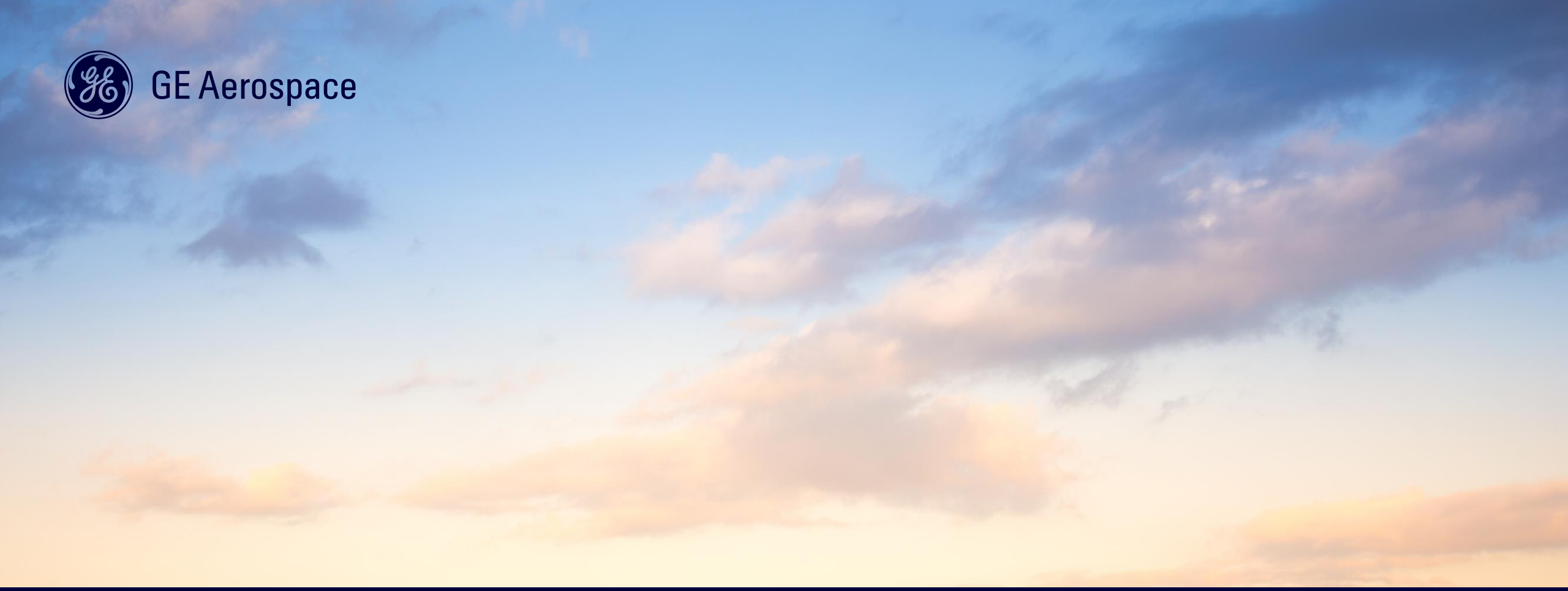


GE Aerospace

Product and Technology Update

October 8, 2025

Caution concerning forward-looking statements:

This document contains "forward-looking statements" – that is, statements related to future events that by their nature address matters that are, to different degrees, uncertain. For details on the uncertainties that may cause our actual future results to be materially different than those expressed in our forward-looking statements, see www.geaerospace.com/investor-relations/important-forward-looking-statement-information as well as our annual reports on Form 10-K and quarterly reports on Form 10-Q. We do not undertake to update our forward-looking statements. This document also includes certain forward-looking projected financial information that is based on current estimates and forecasts. Actual results could differ materially.

Non-GAAP financial measures:

In this document, we sometimes use information derived from consolidated financial data but not presented in our financial statements prepared in accordance with U.S. generally accepted accounting principles (GAAP). Certain of these data are considered “non-GAAP financial measures” under the U.S. Securities and Exchange Commission rules. These non-GAAP financial measures supplement our GAAP disclosures and should not be considered alternatives to the corresponding GAAP measures. The reasons we use these non-GAAP financial measures and the reconciliations to their most directly comparable GAAP financial measures are included in our earnings releases and our earnings presentations as applicable.

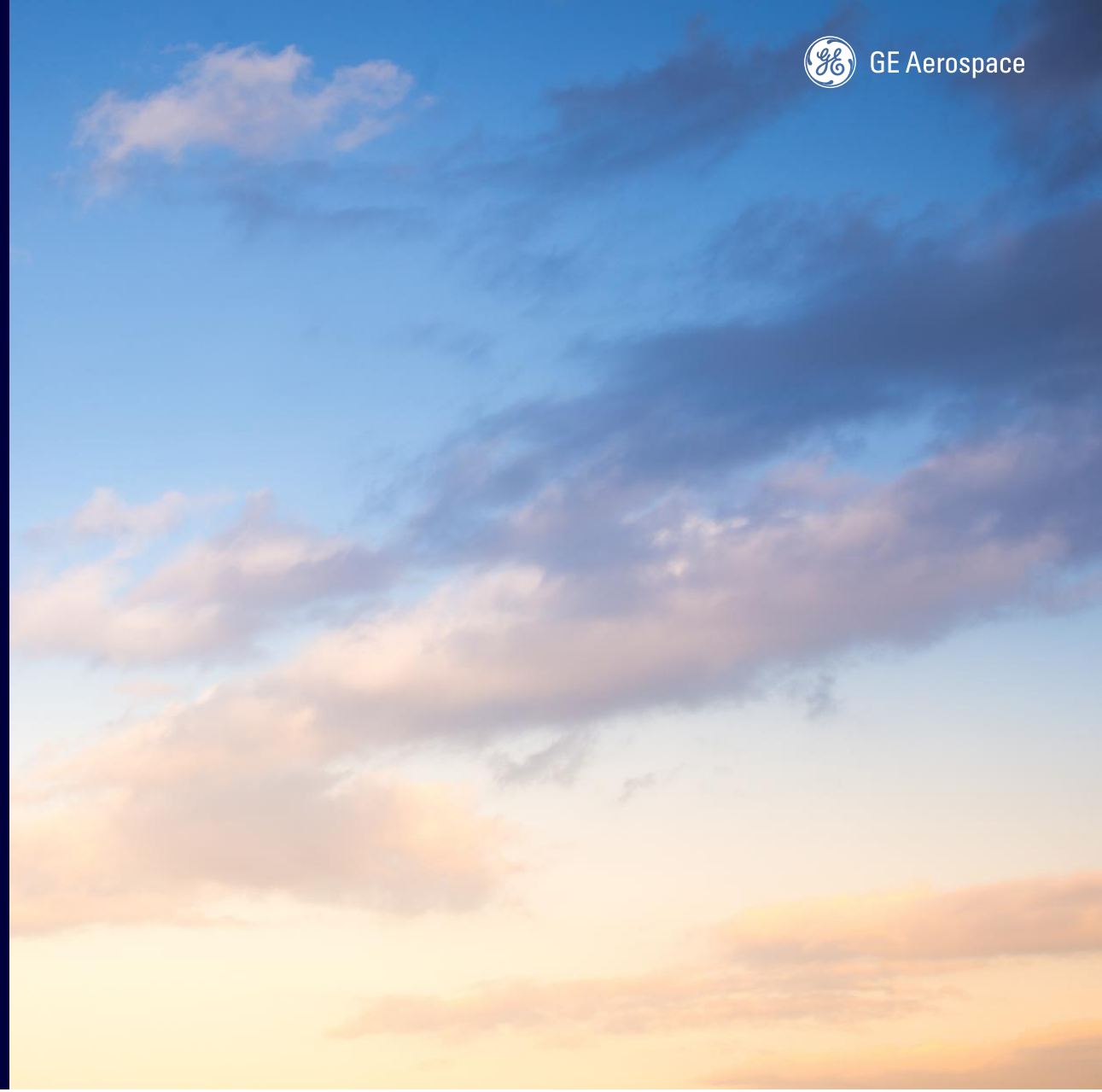
Additional information:

Amounts shown on subsequent pages may not add due to rounding. Charts shown on subsequent pages are not to scale.

CFM International is a 50/50 JV that produces CFM56 and LEAP engine families. RISE is a program of CFM International. CFM RISE is a registered trademark. CFM RISE is a technology demonstrator program, not a product for sale. Engine Alliance is a 50/50 JV that produces the GP7200 engine.

GE Aerospace’s Investor Relations website at www.geaerospace.com/investor-relations, as well as GE Aerospace's LinkedIn and other social media accounts, contain a significant amount of information about GE Aerospace, including financial and other information for investors. GE Aerospace encourages investors to visit these websites from time to time, as information is updated, and new information is posted.

GE Aerospace Research Center overview



GE Aerospace Research Center

America's first industrial research lab

125 years of innovation … solving the world's toughest challenges

Multidisciplinary teams

750+ researchers, 31 labs, 50 scientific capabilities

The industry's first …

Composite fan blades, CMCs[-a)], 3D printed engine parts, supercomputing

Long-term investment in innovation

>300 invention disclosures per year … materials, power electronics, AI portfolio

Network for expanded intellectual capital

>50 academic, government lab and agency partnerships

(a- Ceramic Matrix Composites

Developing cutting-edge capabilities to support our engine platforms

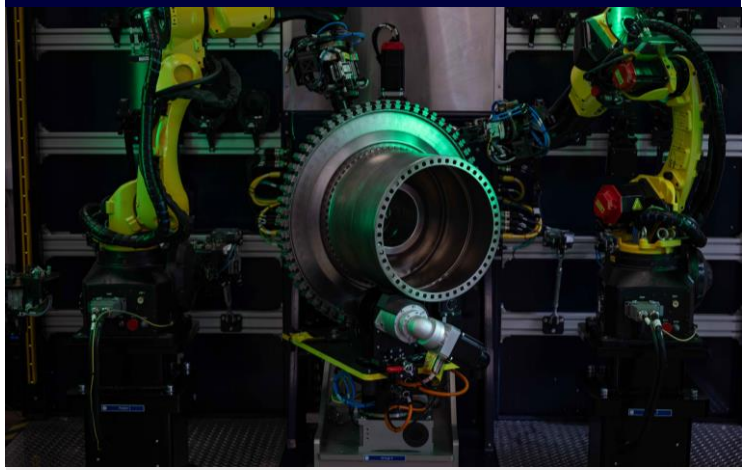
Advanced Materials

Discover, develop, and pilot new materials, coatings and manufacturing processes

Electrification

Demonstrate critical hybrid electric components for the aerospace industry

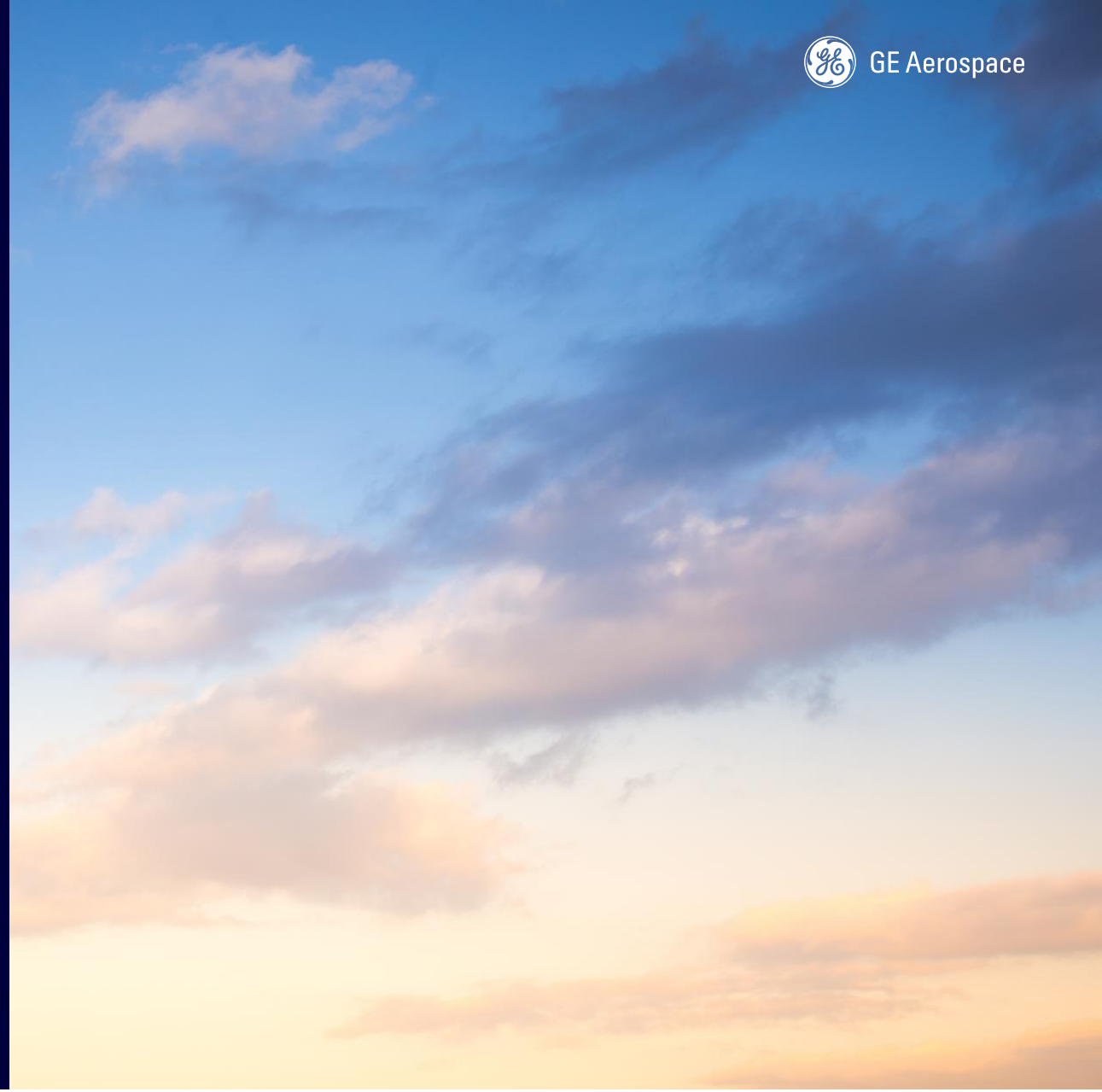
AI + Supercomputing



Improve time-on-wing, revolutionize product design cycles

Applying science and technology to deliver differentiated outcomes for our customers

– Key Messages



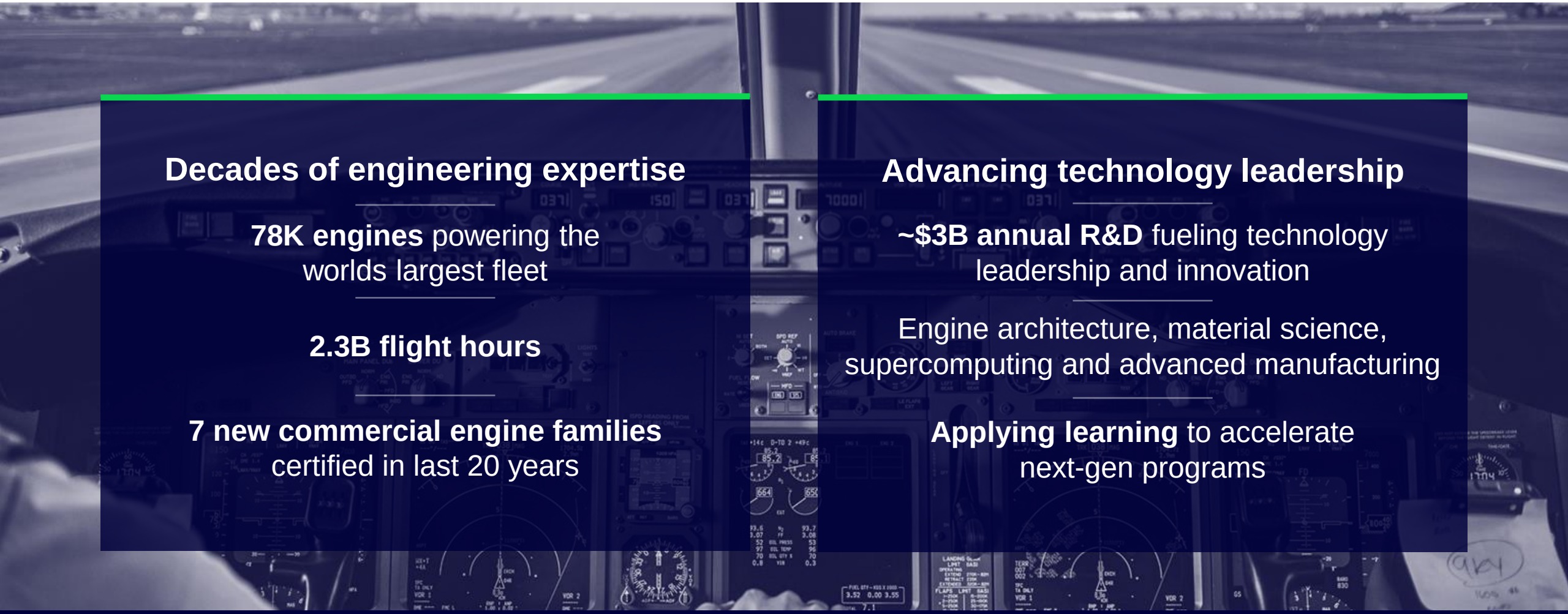
Technology objectives to deliver customer value

Design: Launch engine programs at mature levels of time-on-wing and enhanced efficiency

In-service: Deliver reliability, predictability and time-on-wing commitments

Aftermarket: Advance services technology to reduce turnaround time and cost of ownership

Differentiated experience and investments



Decades of engineering expertise

78K engines powering the worlds largest fleet

2.3B flight hours

7 new commercial engine families certified in last 20 years

Advancing technology leadership

~$3B annual R&D fueling technology leadership and innovation

Engine architecture, material science, supercomputing and advanced manufacturing

Applying learning to accelerate next-gen programs

Prioritizing safety, quality, delivery and cost

Systematic approach to running our company

TODAY

Ramping services and equipment

TOMORROW

Expanding capacity and capabilities

FUTURE

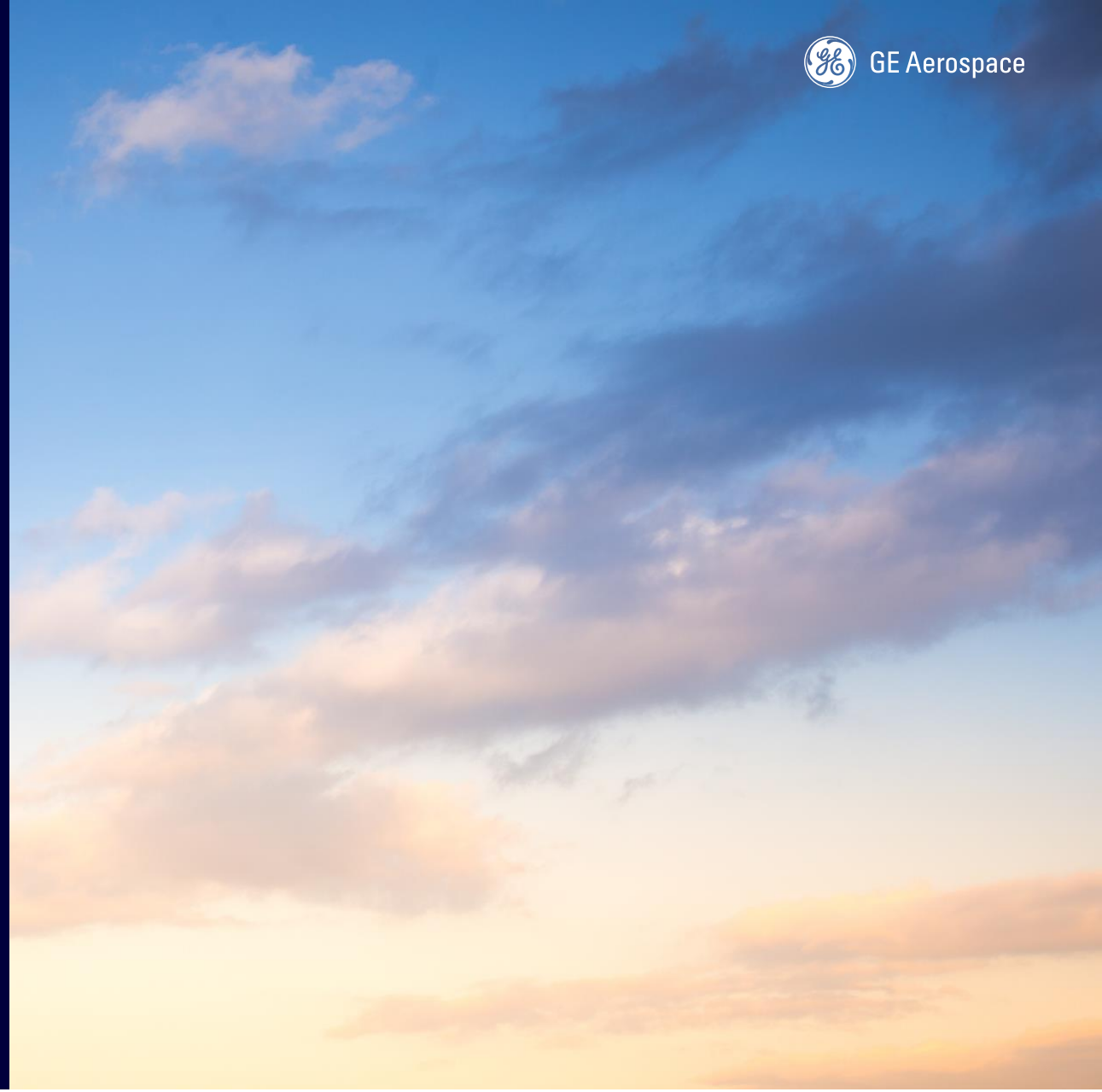
Inventing the future of flight

FLIGHT DECK

Behaviors + Fundamentals

A customer-driven culture for today, tomorrow and the future

Safety and Quality



Positioning GE Aerospace to identify and mitigate risks to safety and quality

Product Safety and Quality team		Impact
Aligns our Quality Management System (QMS) with our Safety Management System (SMS)	»	Accelerates proactive safety improvements backed by the best technical talent in the company
Extends technical expertise deeper into Operations and Quality functions	»	Forward-deploys resources to the point of impact to better deliver for our customers
Develop and strengthen technical talent across the company	»	Expands opportunities for talent development and growth in engineering and manufacturing

Enabling proactive identification of issues and improved processes

Our safety framework

Safety continuum

	Reactive +	Proactive +	Predictive
Foundational: Decades of industry-leading safety culture	Organization Designation Authorization (ODA) consistently rated green on FAA's ODA Scorecard	First voluntary Safety Management System (SMS) in '13	Strong open reporting culture
Continuous improvement: Driving safety technology further up the value chain	FLIGHT DECK driving improved efficiency in safety investigations and corrective actions	Extend enhanced inspections to module level across engines and aftermarket	AI-enabled next generation inspection technologies

Safety, quality and continuous improvement are cornerstones of GE Aerospace

Proactive inspections to identify and address concerns

GE Aerospace enhanced sub-surface inspection technologies

Field inspections focused on external surfaces

2016

"Dirty White Spot"

Uncontained disk event in Chicago

2018 - 2024

Enhanced Inspection Field Sub-Surface Part Inspections

Moving from surface to internal views; zero in on anomaly signals

2025

Module-Level Inspections More parts earlier in the process

Scale up from part-level inspections

Future

Multi-zone, multi-angle with single probe

Improve accuracy and productivity

7K+ turbine disks inspected to date supporting safety and time-on-wing

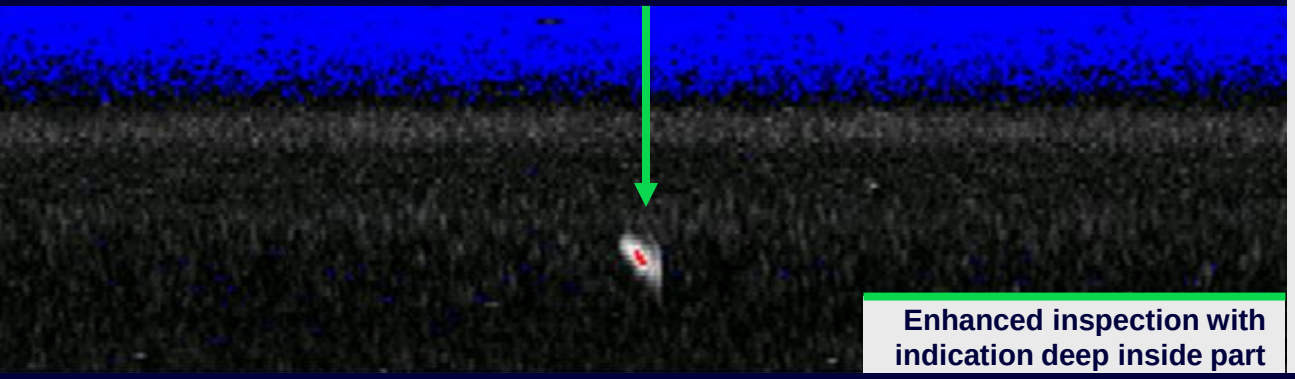
Customer example: enhanced inspections enabling quick action

Findings

Anomaly detected during proactive shop visit inspection

Discovered powder metal contamination during manufacturing

Potentially impacted **~3.4K parts (~4% of fleet)**



Enhanced inspection with indication deep inside part

Actions

1. Change at supplier and alignment with regulators
2. Conducted focused field inspections
3. Damage tolerant design reduced impacted population
4. Data analytics used to customize service bulletin

Results

1. Reduced suspect population to ~**1.3K parts**
2. Removed ~**50 engines** from service
3. Revised shop visit plans for remainder

Ensuring safety and minimizing customer disruption … sharing learnings across industry

Safety is our priority

Strive for zero defects, but don't assume it

Leverage advancements in technology to move from reactive to proactive to predictive

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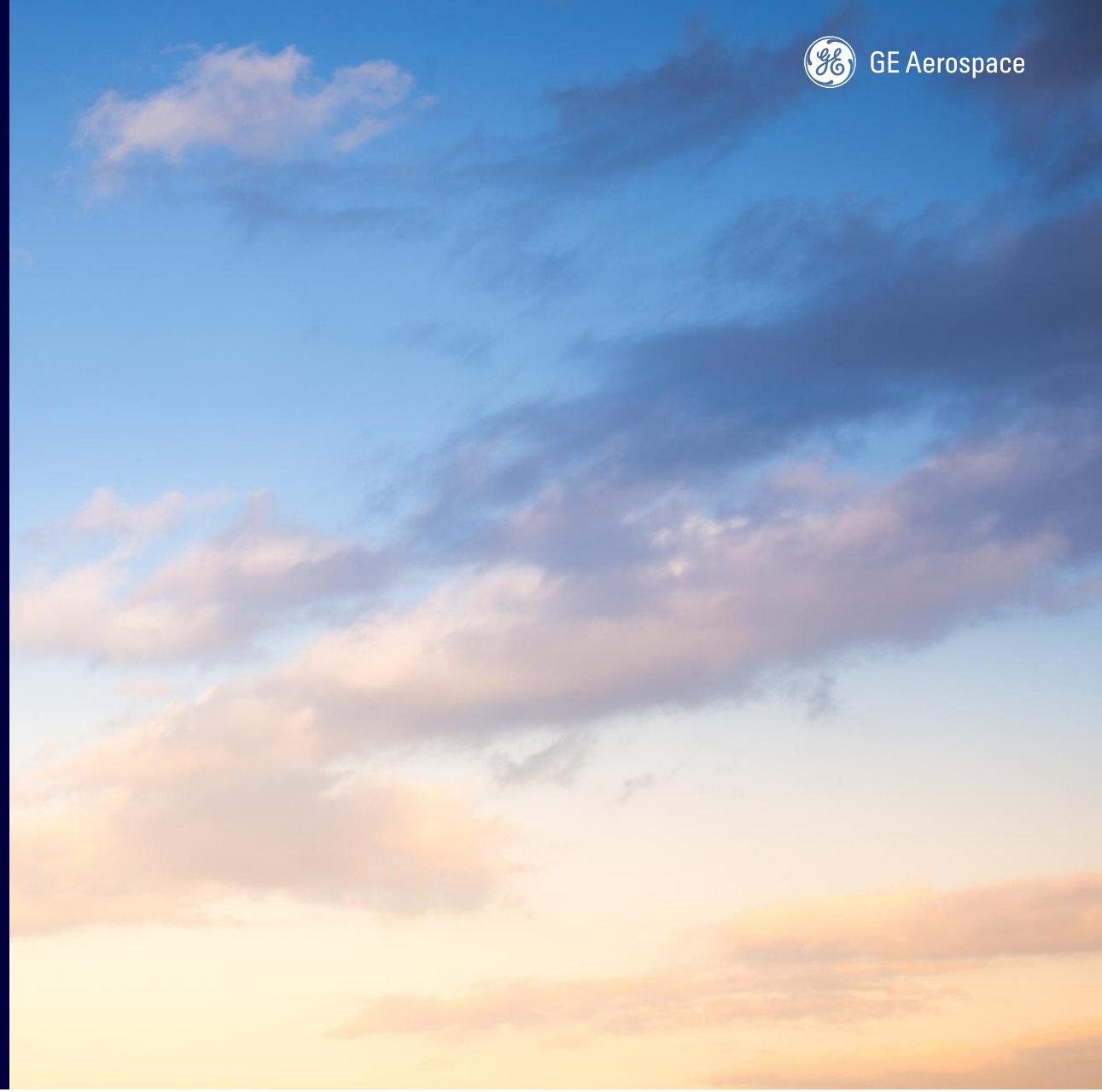
Support customer operations with minimal disruption

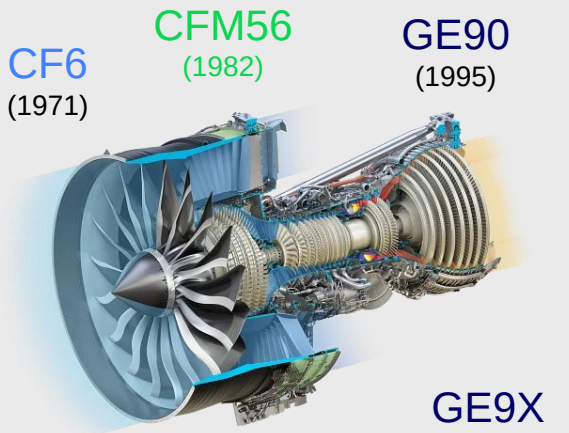
Durability progress



Durability begins with engine design

Simple architecture = best durability

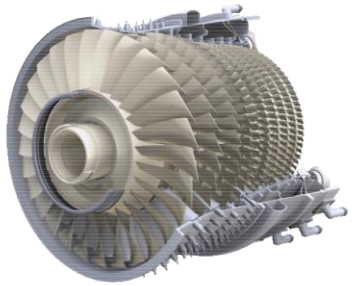
2-spool architecture driving durable engines for over 50 years
(EIS)



Fewer parts / modules and failure sources

Enabled by industry leading technology

Aerodynamic design



High Temperature / Low Weight Materials

Differentiation

Compressor delivering highest performance with maximum efficiency

Material science allows for better fuel burn at lowest weight

Foundation of technical expertise proven over decades

Drivers of engine removals

Top causes of engine removals

1 Planned removals

- Life limited parts (LLP)
- Analytics based maintenance (ABM)
- Customer Notification Record
- Engine Monitoring and Diagnostics

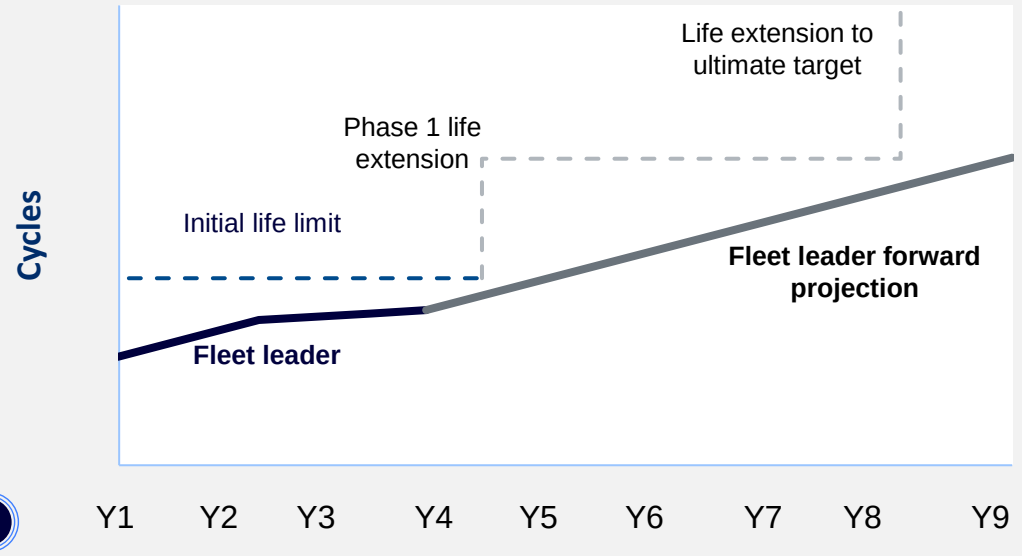
2 Unplanned removals

- Premature part distress
- Foreign object damage
- Oil and fuel leaks
- Borescope findings

LLP life extensions

Illustration of Life Limit Extension Process

Low pressure rotating LLP



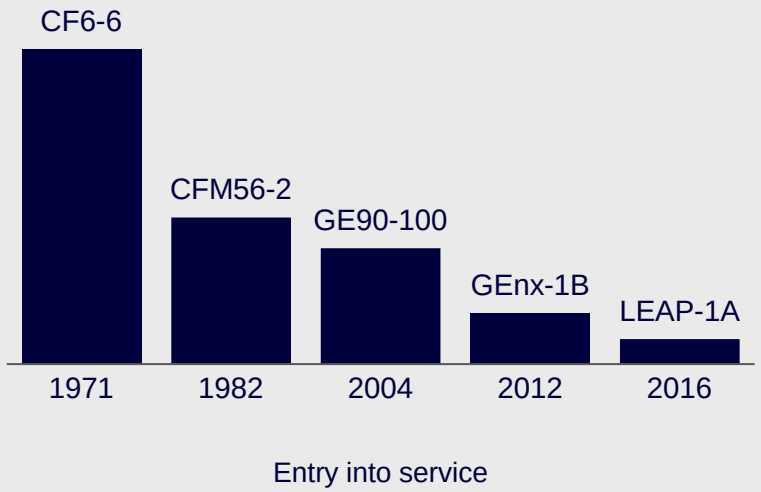
Optimizing time-on-wing with LLP life extensions a key part of early engine maturity

Why we're confident in durability progress

Field experience

Leveraging five decades of field experience and 2.3B flight hours

Removal rate per 1K hours
First 5 years of service



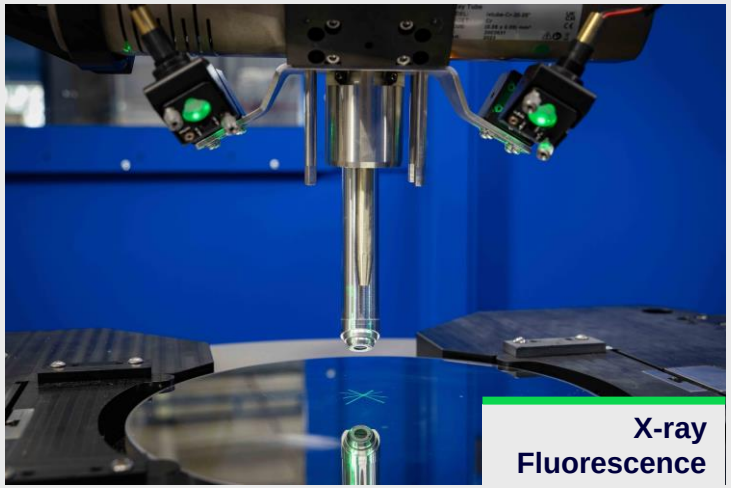
Testing and validation

Testing earlier and more often for each new engine generation

LEAP engine testing

Investment

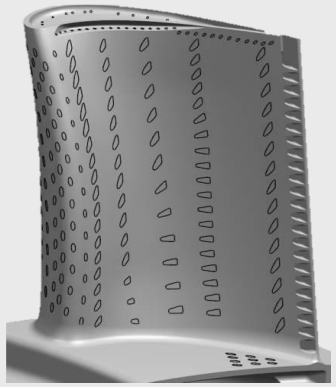
Investing in technology and talent with ~$3B annual R&D spend



X-ray Fluorescence

GEnx durability journey

Initial design

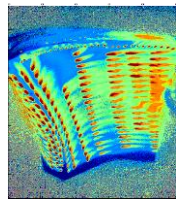


Initial blade

Field performance

Issue validation

- Model validation using fleet data combined with component testing



Pressure sensitive paint

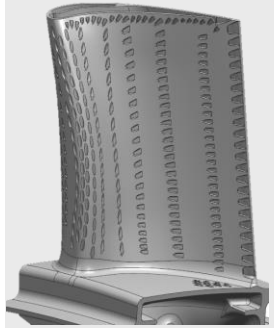
- Ability to simulate field experience with dust testing capability

Dust Injection System

- Robust engine test validation

Robust testing

Improved durability



Upgraded blade

- Increased and optimized cooling
- Added geometry contour

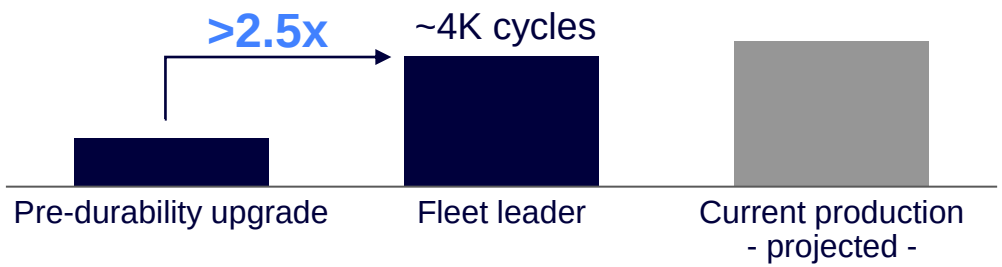
Field performance

Field learnings and validation process yielded 2x blade improvement

Seeing results … GEnx-1B durability upgrades improve time-on-wing

Harsh environment

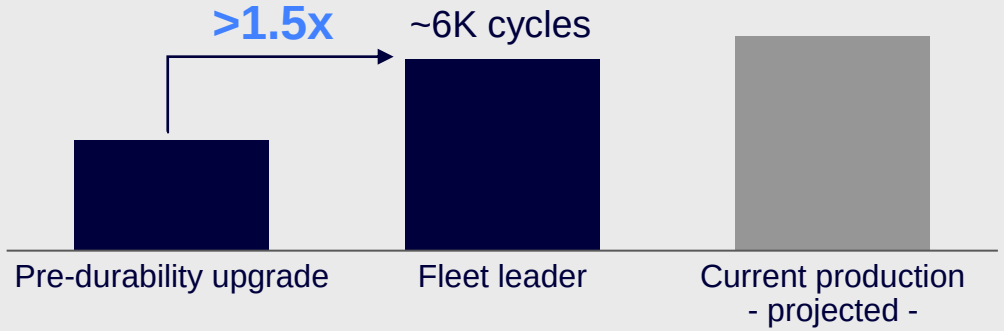
Time-on-wing (cycles)



- Pre-durability upgrade: ~2 years to 1st shop visit[-a)]
- Current configuration: ~5 years to 1st shop visit[-a)]

Neutral environment

Time-on-wing (cycles)

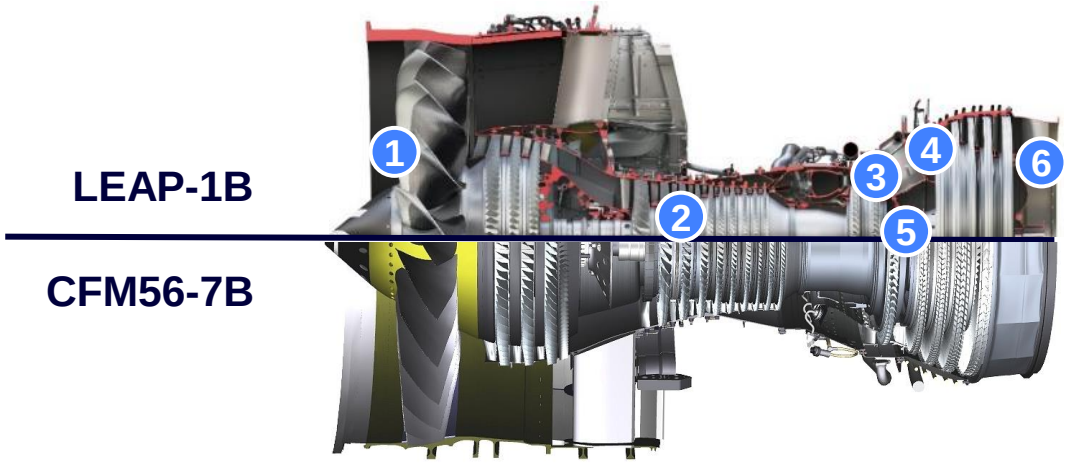


- Pre-durability upgrade: ~5 years to 1st shop visit[-a)]
- Current configuration: ~8 years to 1st shop visit[-a)]

(a- Assumes ~700 cycles / year

Current generation engines flying hotter with higher pressure

Design	Materials	Operating parameters
Advanced aerodynamics and thermal management	Design optimization reducing weight	LEAP flying longer and harder
▪ Pressure ratio: 1.7x higher, thermal efficiency ▪ Exhaust gas temperature: Max >10% higher, operational flexibility ▪ Combustor … Increased durability, 30% lower emissions	▪ Ceramics: >20% thermal capability, 1/3 weight ▪ Composites: Safran fan blades 50% of weight, more durable ▪ TI-Aluminide: Safran LPT, 50% of weight	▪ Flight length: ~30% longer, requires higher thrust ▪ Environment: Middle East and India, higher ambient temps, more and harsher dust

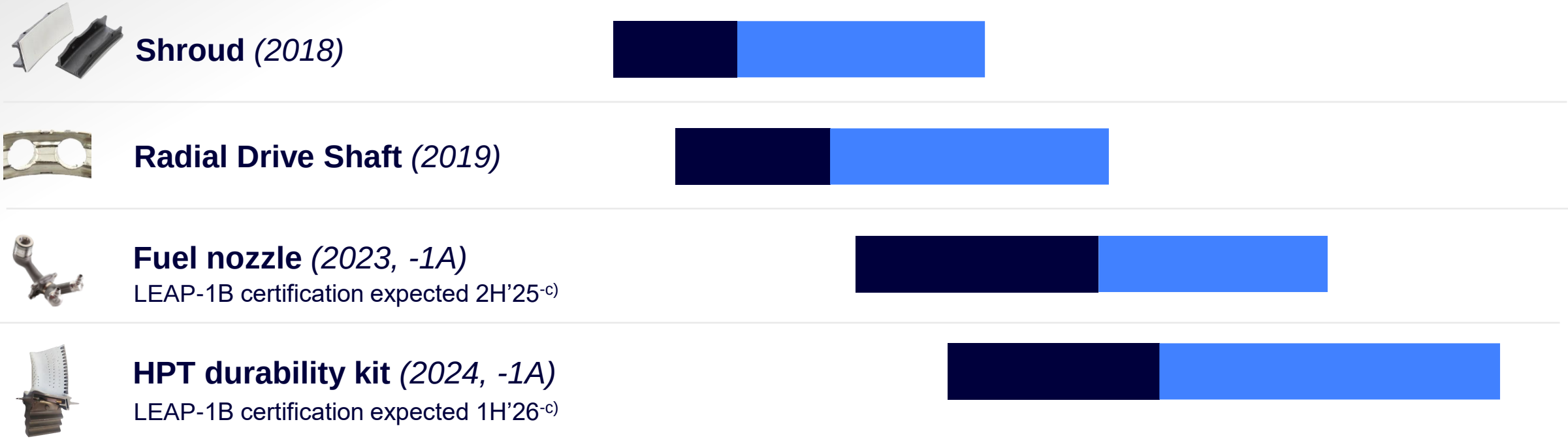


1. Composite Fan Blades
2. Compressor
3. High-temp. HPT
4. Ceramic Matric Composites
5. Powdered Metals
6. Titanium-Aluminide LPT

All data reflects LEAP vs CFM56 engine

Four improvements resulting in LEAP equivalent to CFM56 time-on-wing

Key improvements[a] *(certification)*



Shroud *(2018)*

Radial Drive Shaft *(2019)*

Fuel nozzle *(2023, -1A)*

LEAP-1B certification expected 2H'25[c]

HPT durability kit *(2024, -1A)*

LEAP-1B certification expected 1H'26[c]

Remaining retrofits completed at next planned shop visit limiting customer disruption

(a- Timeline: Shroud -1A; Radial Drive Shaft -1B; Fuel nozzle -1A; HPT durability kit -1A
(b- >90% of fleet
(c- Engine certification

LEAP time-on-wing progress

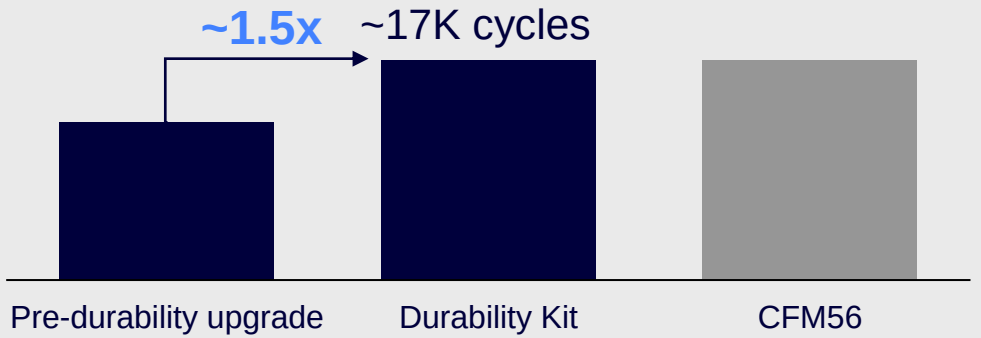
Harsh environment

Time-on-wing (cycles)[-a)]

- Pre-durability upgrade: ~1.5 years to 1st shop visit[-b)]
- Current configuration: ~4 years to 1st shop visit[-b)]

Neutral environment

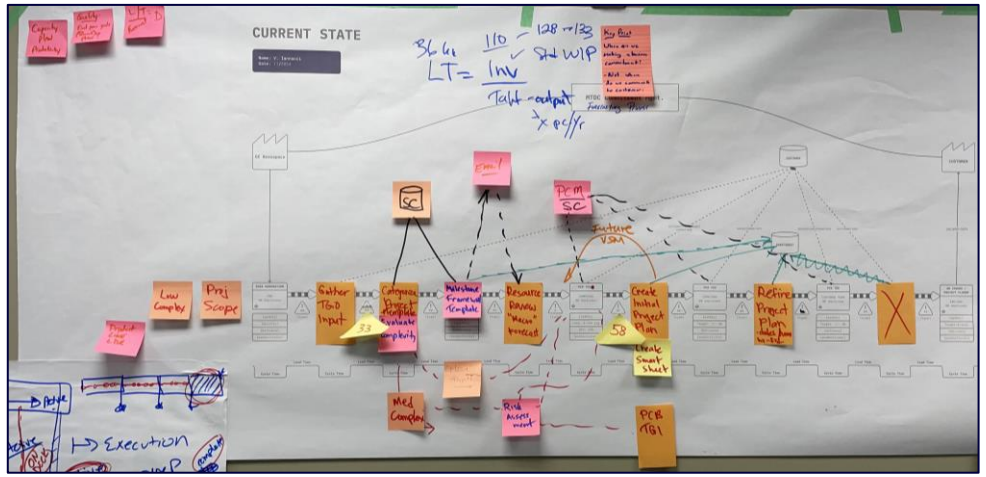
Time-on-wing (cycles)[-a)]



- Pre-durability upgrade: ~6 years to 1st shop visit[-b)]
- Current configuration: ~8 years to 1st shop visit[-b)]

(a- Low-thrust LEAP-1A
(b- Assumes ~2K cycles / year

– FLIGHT DECK – certification process improvements



TODAY: Focused on process

- Challenge: certification is an evolving landscape that is time-consuming, resource-intensive and complex
- Actions: established standard work, daily management and “single factory”, driving focus and clear prioritization, yielding…

20% ↑ Document Quality

6.9X ↓ Lead time reduction

313% ↑ Document Throughput

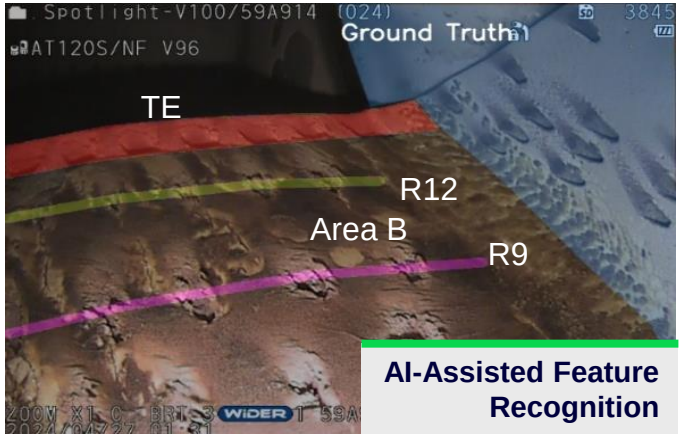
TOMORROW: AI Agent Utilization

- Initial focus: leverage AI to review documents for non-conformance and suggested actions for human review
- Impact: improved quality and speed of certification document review and workforce productivity
- Initial results: showing ↓ **95%** document review timing … manual pdf review (2-4 hours) vs utilizing AI tool (5 min)

Customer impact: IndiGo utilizing Analytics Based Maintenance (ABM.ai)

Application	ABM predicts optimal time for preventative maintenance, reducing engine removals and increasing time-on-wing
Approach	Analytics model + Visual Inspection + AI
Input	Borescope images of HPT blade taken while engine is on wing
AI benefits	2 hours to review and verify image results vs 1-2 days prior with ~80% accuracy … decision always vetted by the human
Impact	Improved predictability, no significant events for Indigo since Jun-'24, down ~75%
Next Steps	Expanding to all LEAP hot and harsh customers in October '25, and then neutral

Video borescope



AI-Assisted Feature Recognition

ABM.ai achieves speed, scale, predictability and accuracy

Next steps on LEAP durability roadmap

2025 2026 2027 2028 2029

HPT blade design

Improved HPT blade to further producibility, in production now

Upgraded dust mitigation

Procuring hardware for engine test and validation

Expanding ABM engine monitoring

… to other hot section parts

Increased Exhaust Gas Temperature (EGT) margin

Increased time-on-wing with additional available EGT margin, enabled via software

Optimized Climb Thrust (OCT)

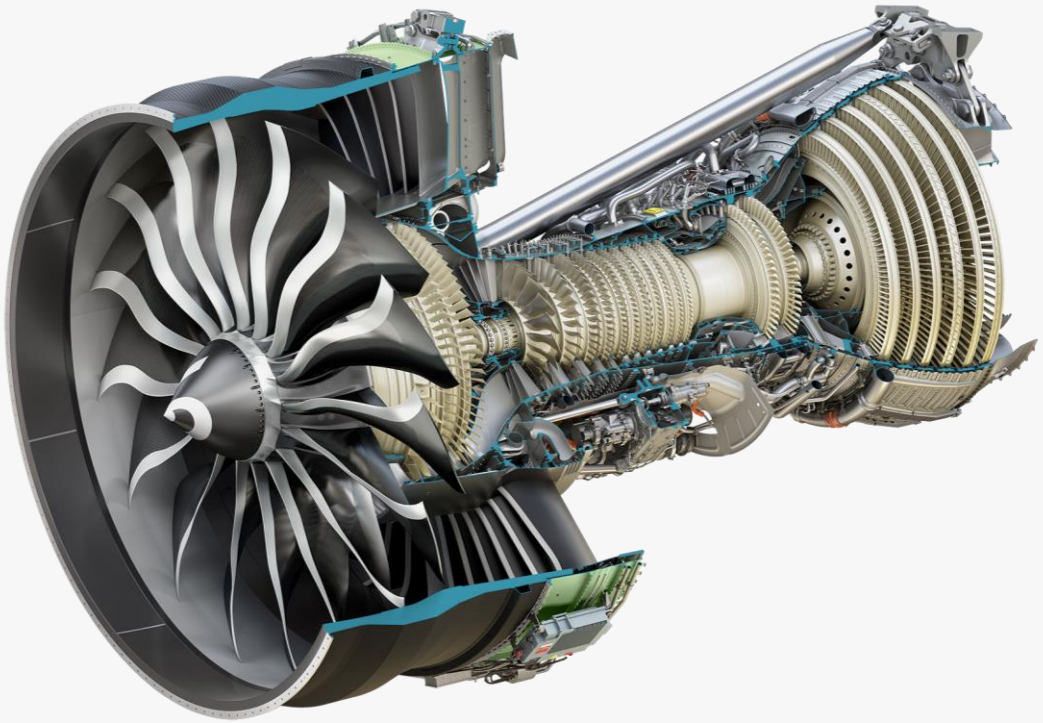
Lower thrust during climb reducing HPT blade temperatures enabled via software

Software

Hardware

Continuously investing in durability and leveraging learnings from RISE technologies

GE9X: performance and durability validated with proven GE Aerospace technology



Unshrouded HPT Blades
Leveraged in GE Aerospace/CFM engines since 1970s

Composite Fan Blades
Innovation dating back to GE90 in the 1990s

Lean-burn combustion
High performance fielded engines since 2010s

Ceramic matrix composites
>85M fielded flight hours and growing, mid-2010s EIS

GE9X design builds upon learnings from over five decades of engines

GE9X: most tested engine in our history

Testing progress

- >30K cycles of testing, including >9K endurance cycles
- ~1.6K cycles of dust ingestion tests, 2nd dust ingestion test underway
- 11 engines, 5 aircraft with successful flight tests
- 777X: >1.5K flights and >4K flight hours, including crosswind, brakes, takeoff, and stability and control testing

Testing and iterating design earlier

Years (before)/after EIS

	GEnx	LEAP	GE9X
1st blade improvement	3	0.5	**(2)**
Fuel nozzle improvement-a)	n.a.	7	**0**
1st endurance test	(1)	(1)	**(4)**
1st dust test	3	1	**(4)**
2nd dust test	6	5	**(1)**
Testing prior to EIS	**1K hours 2K cycles**	**4K hour 9K cycles-b)**	**19K hours / 40K cycles**

Invested in technical maturity and lessons learned from rigorous testing

(a- Reverse bleed system
(b- LEAP-1A

GE9X engine performing well

Key program milestones

2020

Engine certification

2024

1st production engine delivered

2025

3K
Cycle ETOPS test and FAA layout complete

Preparing for EIS …

2nd dust test running now

- >1K GE9X engines on order … ramping deliveries 2H'25
- 2nd GE9X dust test and Boeing flight testing ongoing
- Supply chain readiness … new plant and process to produce fiber for integrated CMC supply chain 1H'26
- Engine ETOPS testing complete to support aircraft certification

Experience and investments to deliver for customers

Unmatched 2.3B flight hours, combined with investments to advance each generation

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Continuously improving reliability, predictability and time-on-wing throughout engine lifecycle

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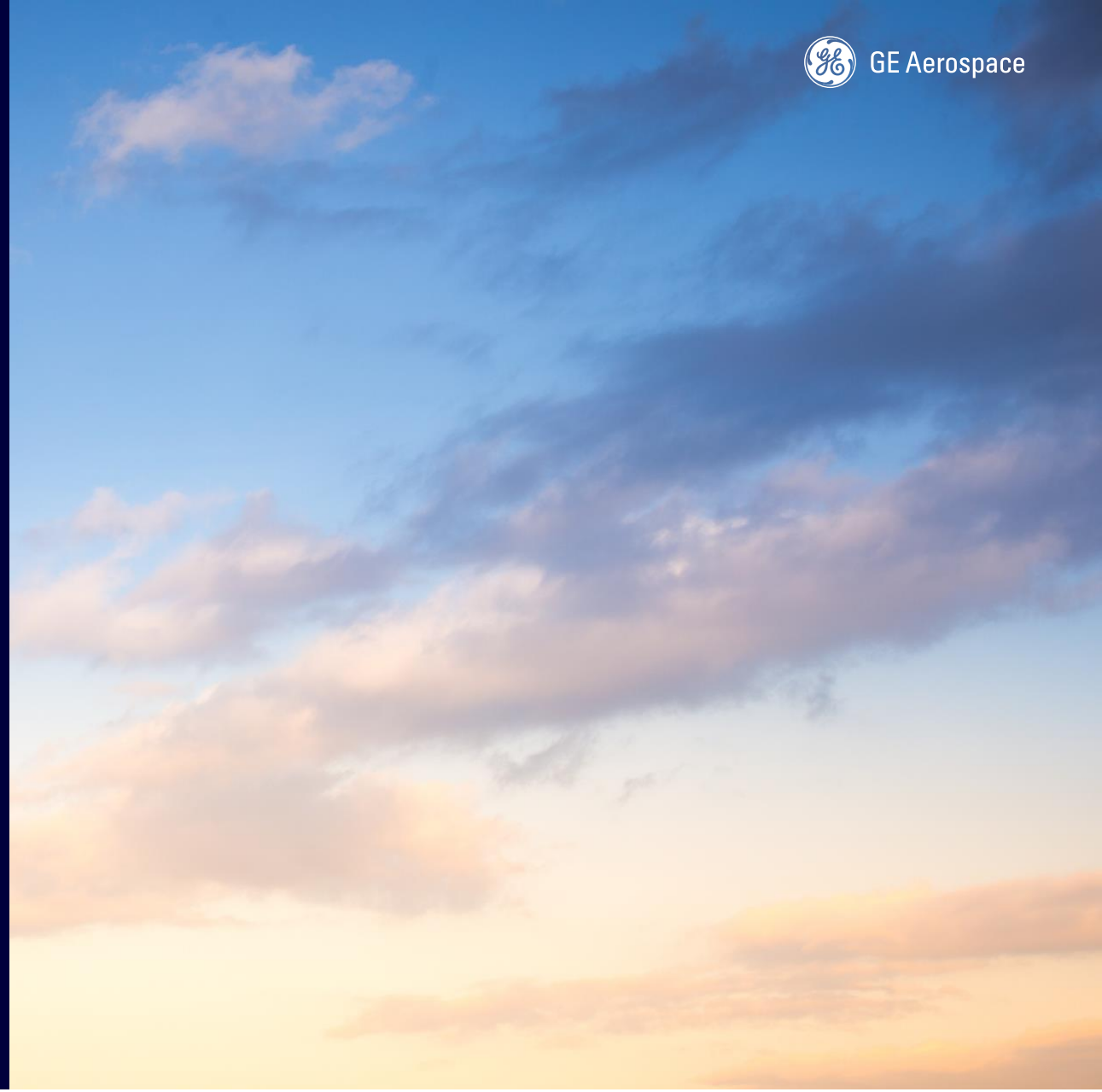
Preparing for 9X EIS by focusing on time-on-wing

Customer driven



Delivering customer value

RELIABILITY

- On-time departures drive revenue and trust
- Proven track record strengthens airline partnerships

PREDICTABILITY

- Fewer unscheduled removals minimize disruption
- Airlines can plan maintenance with confidence

TIME-ON-WING

- Time-on-wing improvement increases asset utilization
- Better durability commands higher residual value

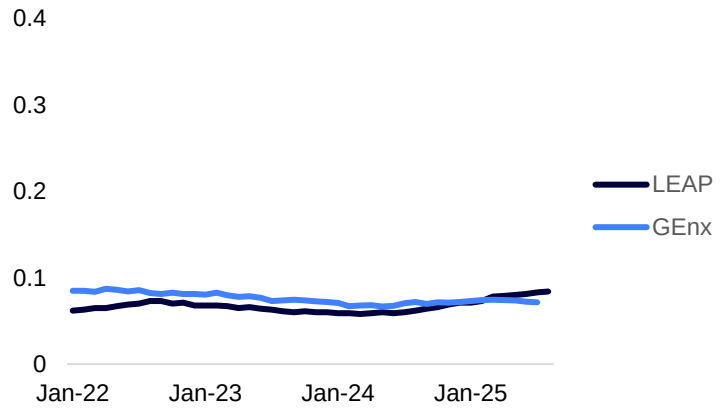
COST OF OWNERSHIP

- Faster turnaround time gets engines back into service generating revenue
- Global MRO network reduces downtime
- Alternative material options at lower cost

Differentiated experience for GEnx and LEAP customers…

Reliability

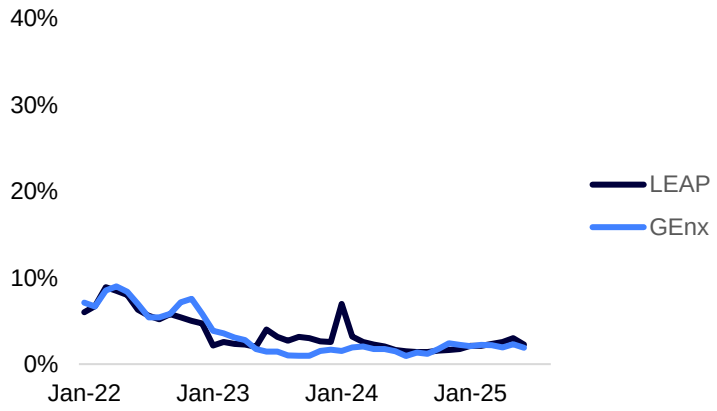
Best-in class reliability



- < 0.1 engine removal rate per 1K flight hours

Aircraft on ground (AOG)[-a)]

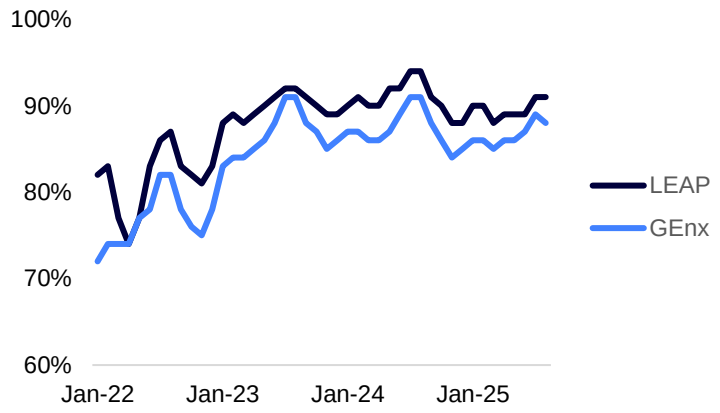
Working towards 0 AOG



- ~3% of fleet AOG with 5 to 10 days to recover

Utilization

Delivering revenue advantage



- > 85% days flown annually

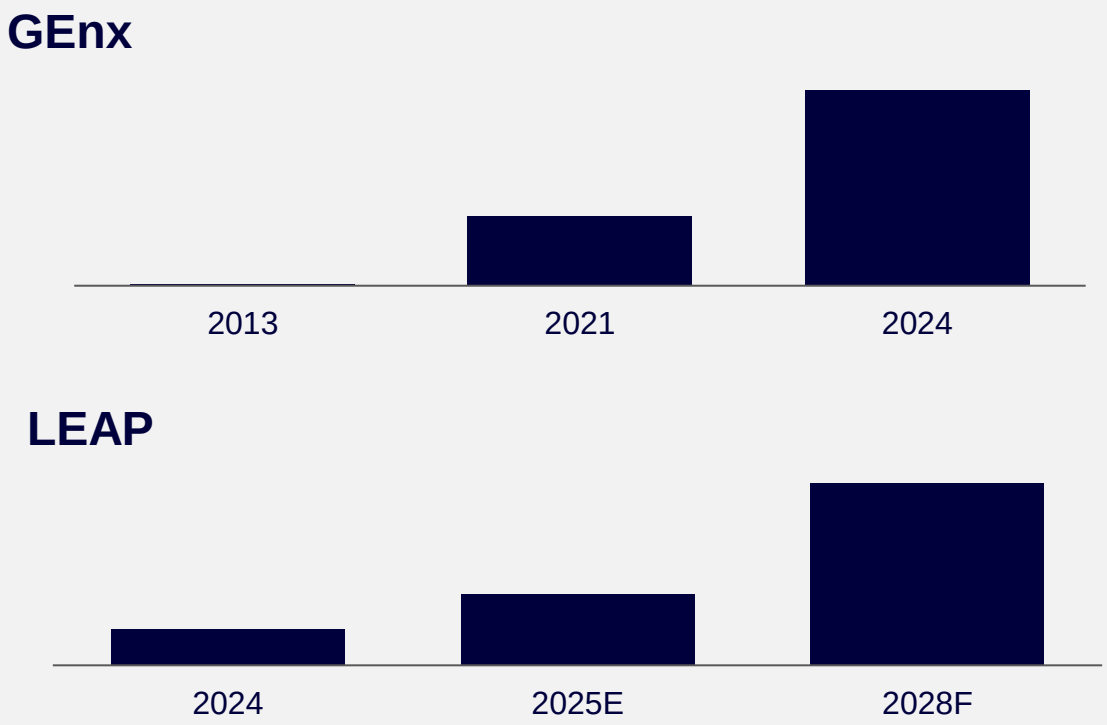
(a- Source: Cirium, in-storage AC

… better cost of ownership that is mutually beneficial

Delivering customer value…

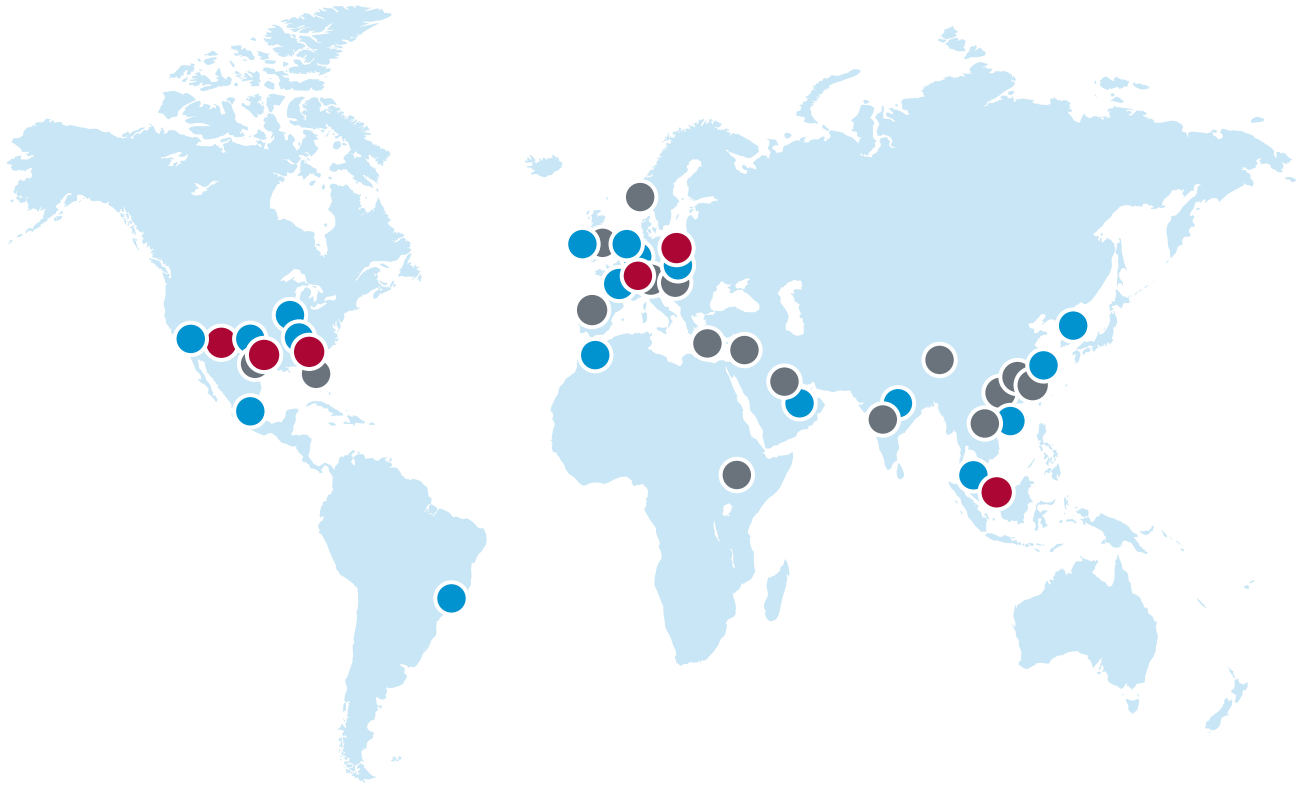
- Higher utilization and reliability allow operators to plan confidently and generate higher revenue
- Reduced operational disruption and need for spare engine support
  - LEAP spare engine ratio currently LDD program to date
- More durable engines command higher residual values
- Open MRO network drives competition

…and services profit with maturity



Durability improvements support customers and aftermarket profitability

Global open MRO network advantage



GE / CFM Shop Premier MRO [a)] Other

Benefits of open network

Flexibility: geographic optionality with customizable service solutions

Performance: OEM support, engine manual access and on-site training

Cost: competition drives productivity that reduces cost and improves turnaround times

A competitive ecosystem that reduces maintenance cost over the lifecycle

(a - Premier MRO have LEAP CFM Branded Service Agreement licenses

MRO investments supporting durability and turnaround time

Restoring performance

360 Foam

- Recovering performance >2.5x more than water wash
- Improving TOW and fuel efficiency
- Lowering CO_2 emissions

Foam Wash in process

Inspecting accurately

AI-Blade Inspection Tool (BIT)

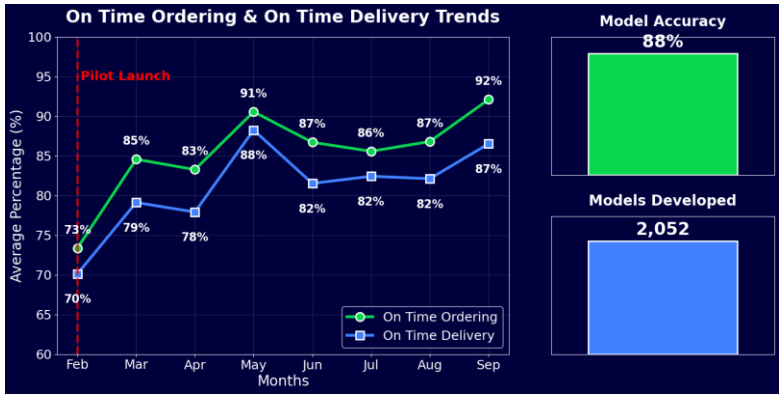
- Improving image quality during on-wing inspection
- Feeding better data analytics for shop visit workscoping
- Reducing inspection time > 50%

BIT measuring defects

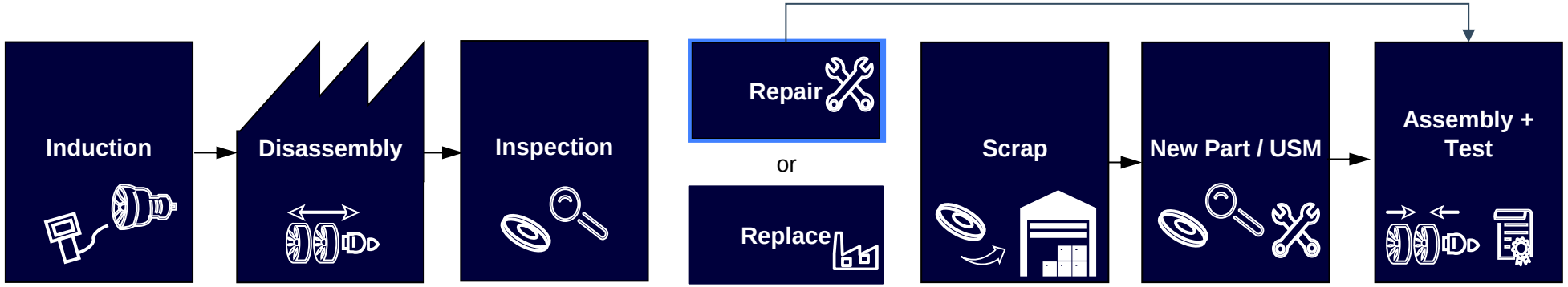
Optimizing Workscopes

AI-Material Assistant

- More accurate forecasting before shop visit enabling earlier part orders
- Improving workscope accuracy
- Resulting in ~5-day avg TAT reduction



Component repair in our MRO network



Benefits

Keep the fleet flying

- Improves turnaround time (TAT) by reducing need for new material
- Co-locating repair capability within MRO to improve TAT

Lower cost of ownership

- Creates alternative material solutions
- Drives competition and innovation

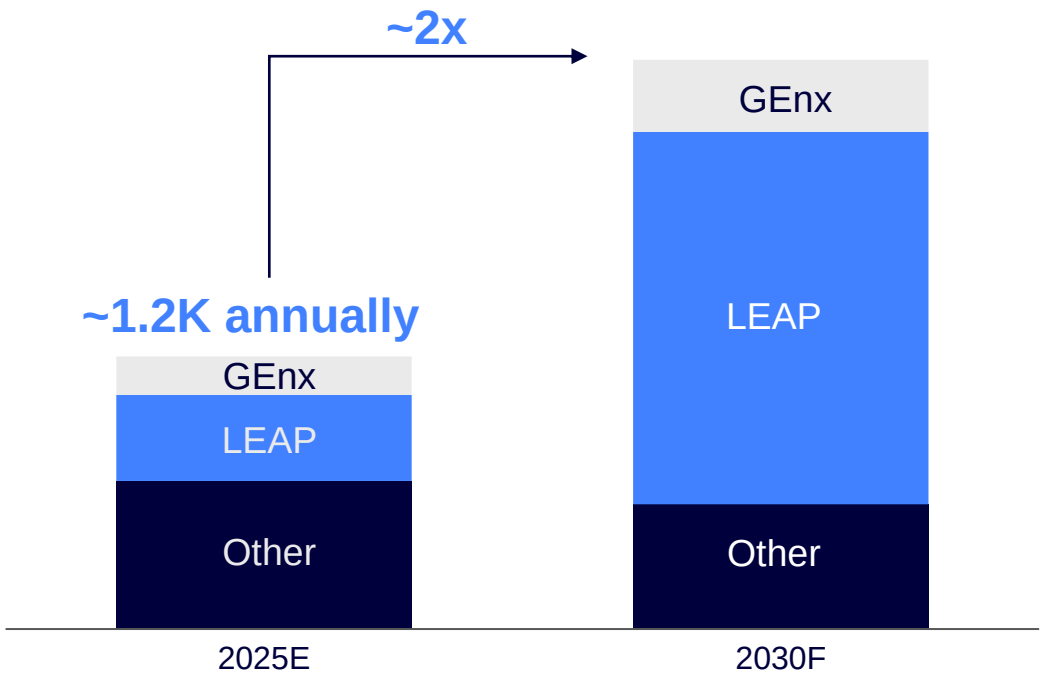
Drive profitability

- Optimizes global network
- Lowers shop visit costs

Component repairs deliver a differentiated competitive advantage

Accelerating investment in repairs

Growing repair capabilities



Targeted investments

- Services Technology Acceleration Center driving improvements across MRO network
- Leveraging OEM advantage for technology development… ~70% of repair are high IP
- Ramping LEAP and GEnx repairs at ~30% CAGR through the decade
- >25K repair catalog, ~50% lower cost than new-make

Building repair catalog to support lower cost of ownership and turnaround times

Improving turnaround times (TAT) with – FLIGHT DECK –

What's working well

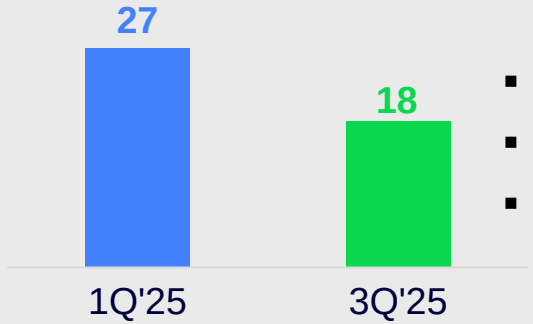
- Establishment of product flow lines … ~30% reduction in CFM56 TAT at Wales
- Implementation of operating cadences that drive shop visit launch

Opportunities to improve

- Scale product flow lines across MRO network
- Transform material availability, including repair
- Leverage FLIGHT DECK to maximize existing capacity and drive targeted capital deployment

LEAP disassembly TAT

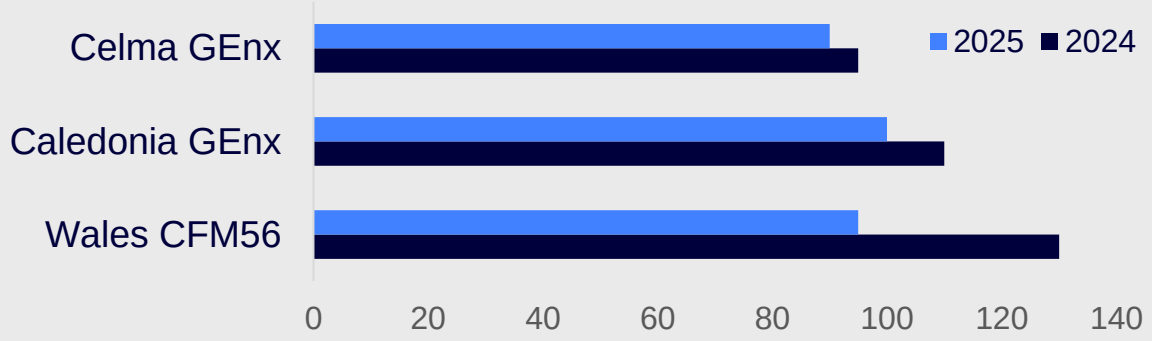
Transition from bay to flow disassembly in Malaysia



- Value Stream Management
- Standard Work and Daily Mgmt.
- 5S

33% disassembly time (days)

TAT (days)



Starting to see improvements … need to drive additional progress

Customer value supporting higher win-rates and installed base growth

Recent commercial wins

IAG INTERNATIONAL AIRLINES GROUP
32 787

CATHAY PACIFIC
14 777-9

QATAR AIRWAYS القطرية
30 777-9 | **130** 787

WESTJET
60 737

SkyWest AIRLINES
60 E175

Win rate

~75%
GEnx life of program win rate on 787

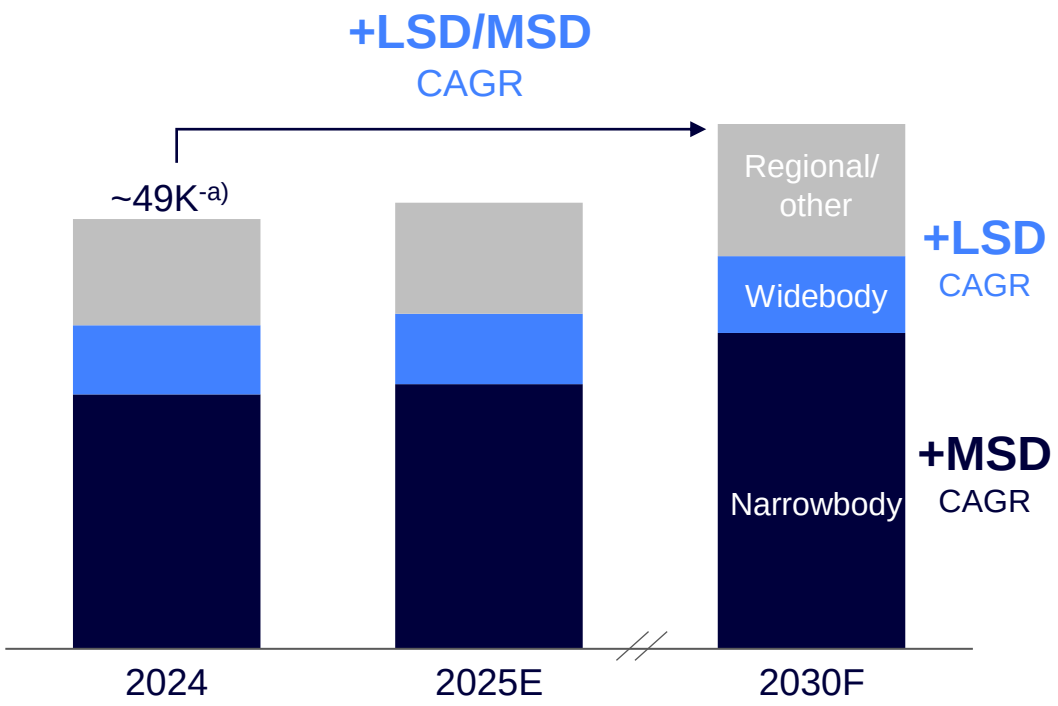
~60%
LEAP-1A life of program win rate on A320 family

~60%
777X/GE9X life of program win rate vs. A350[a)]

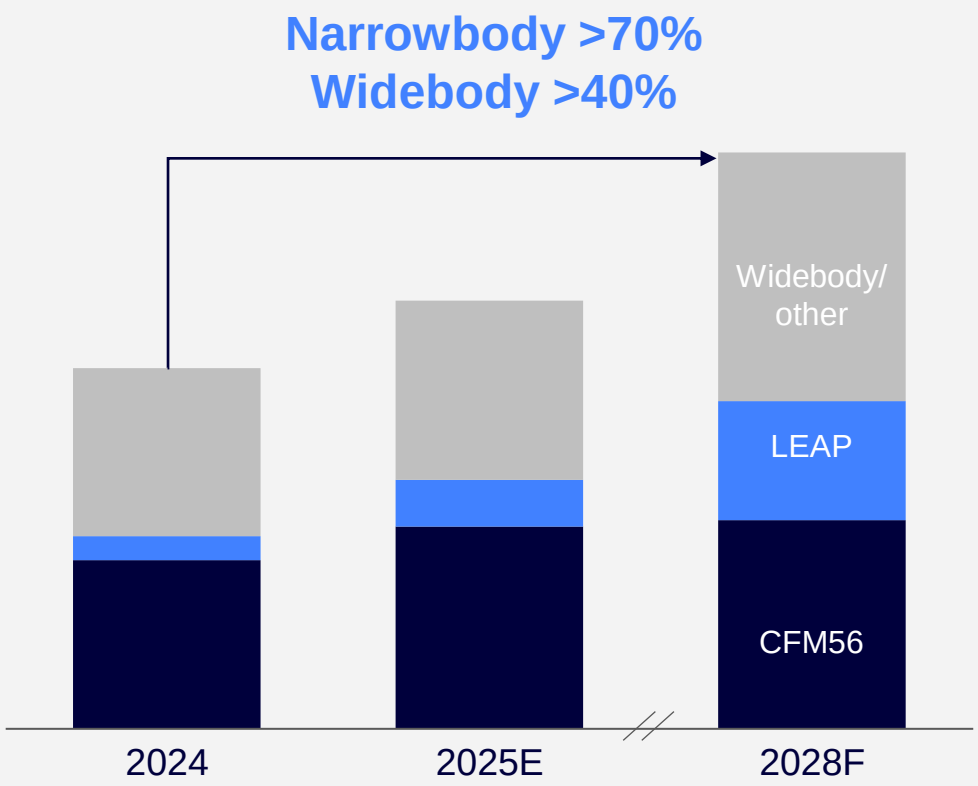
(a- A350-1000/freighter/ XWB-97

CES is well positioned for growth

Growing installed base[-a)] …



… supporting services profit growth



(a- Source: Cirium as of 12/31/24; includes fleet in service and parked aircraft

Delivering value for customers

Delivering differentiated outcomes for our customers through reliability and predictability

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Investing in services technology and leveraging FLIGHT DECK to improve turnaround times and cost of ownership

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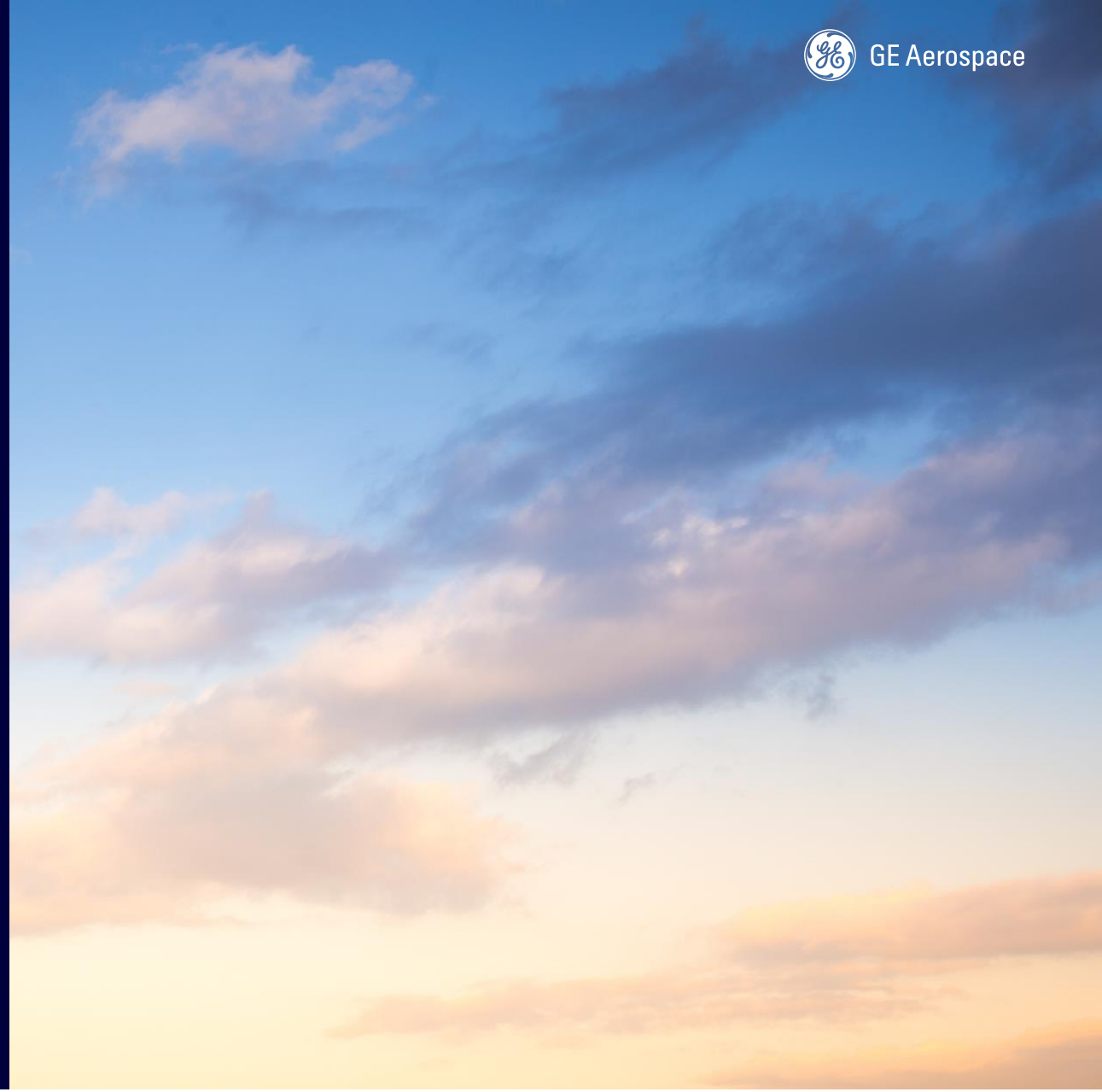
Leading to higher win-rates and services revenue and profit growth

Future of flight

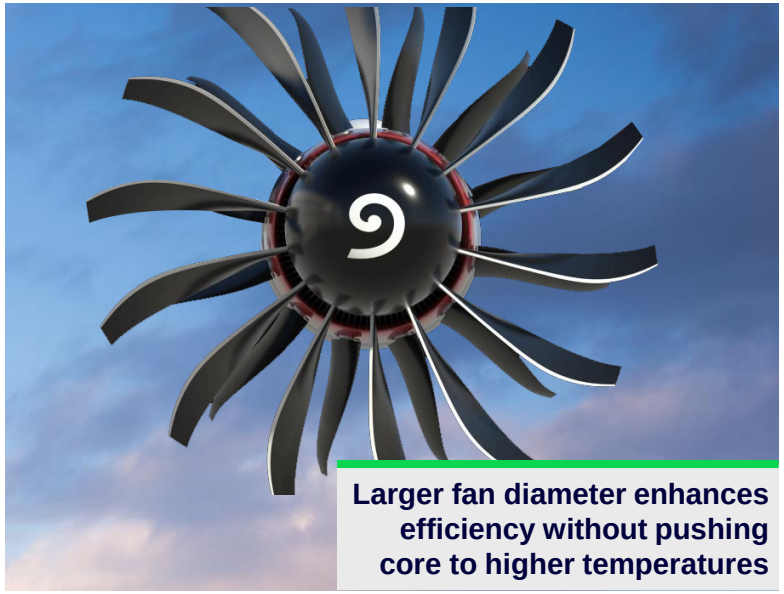


Launch engine programs at mature levels of time-on-wing and enhanced efficiency

Uncompromising commitment to safety first

Slower fan speed supports safe flying experience

Designing early for durability and maintainability



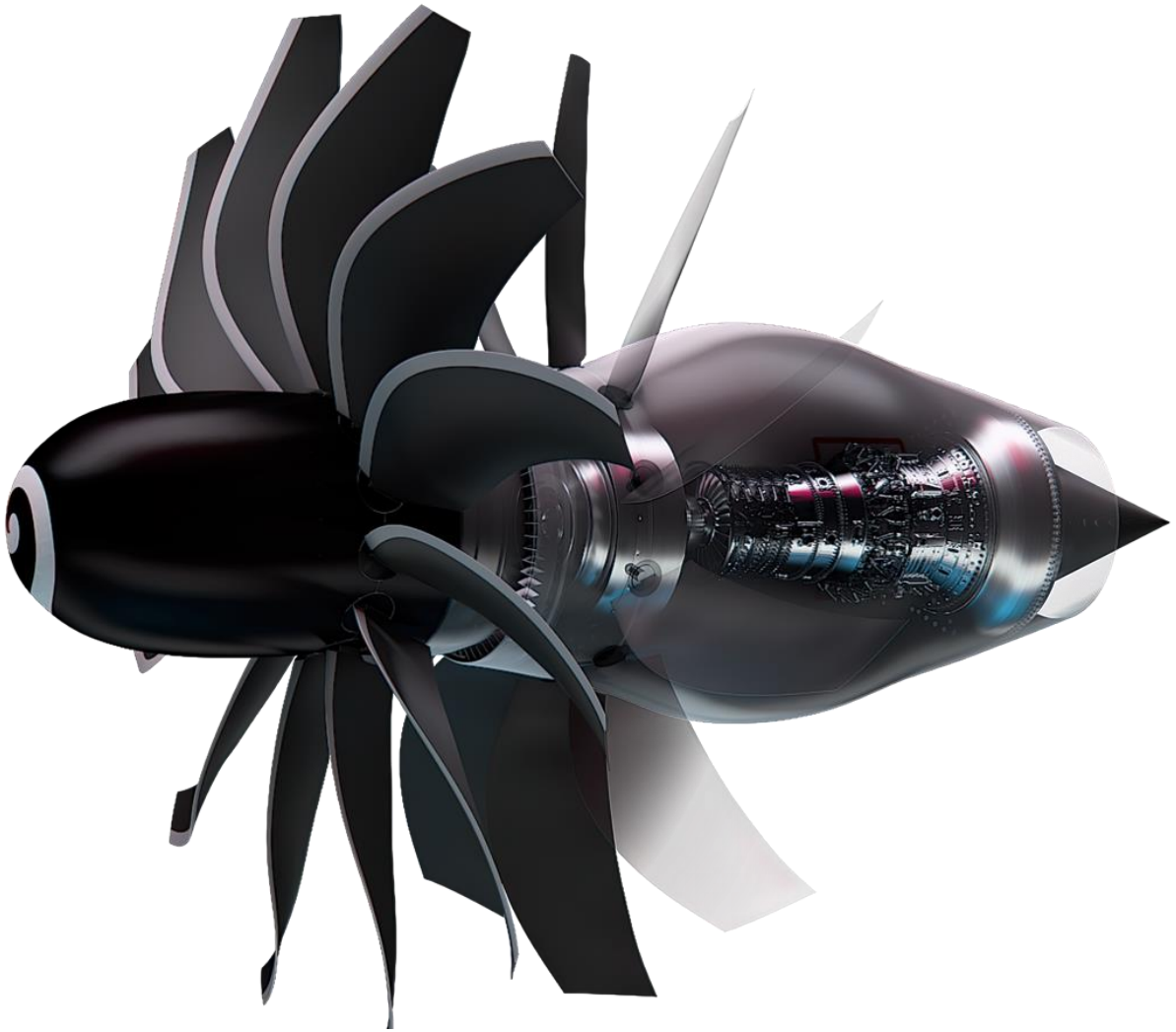
Larger fan diameter enhances efficiency without pushing core to higher temperatures

20%+ target fuel burn improvement by unlocking propulsive efficiency

Meet customer needs for next generation investment

Delivering equal or better durability and >20% improvement in fuel efficiency versus today's engines

Advancing suite of technologies with CFM RISE program



Open Fan

Largest fuel burn and durability improvement from propulsive efficiency

Compact core

Compressor, combustor and material technologies to improve thermal efficiency and durability

Hybrid electric

Integrating propulsion and power systems for commercial and defense applications

Alternative fuels

Testing 100% SAF compatibility, advancing hydrogen combustion

Progressing key technologies

Compact Core

HPT endurance tests

- Next-gen cooling: New blade technology tested and applicable to today's engines
- HPT testing: >3K endurance cycles complete, dust testing started
- Gathered emissions flight data to inform the next-gen combustion designs

Hybrid Electric

Baseline flight tests[-b)]

- Collaboration w/ NASA and Boeing to develop MW-class motor generators and kV system … nearing ground test demo
- Testing power extraction from narrowbody-architecture core … key step towards enabling hybrid flight
- BETA Technologies partnership to develop hybrid electric turbogenerator for AAM[-a)]

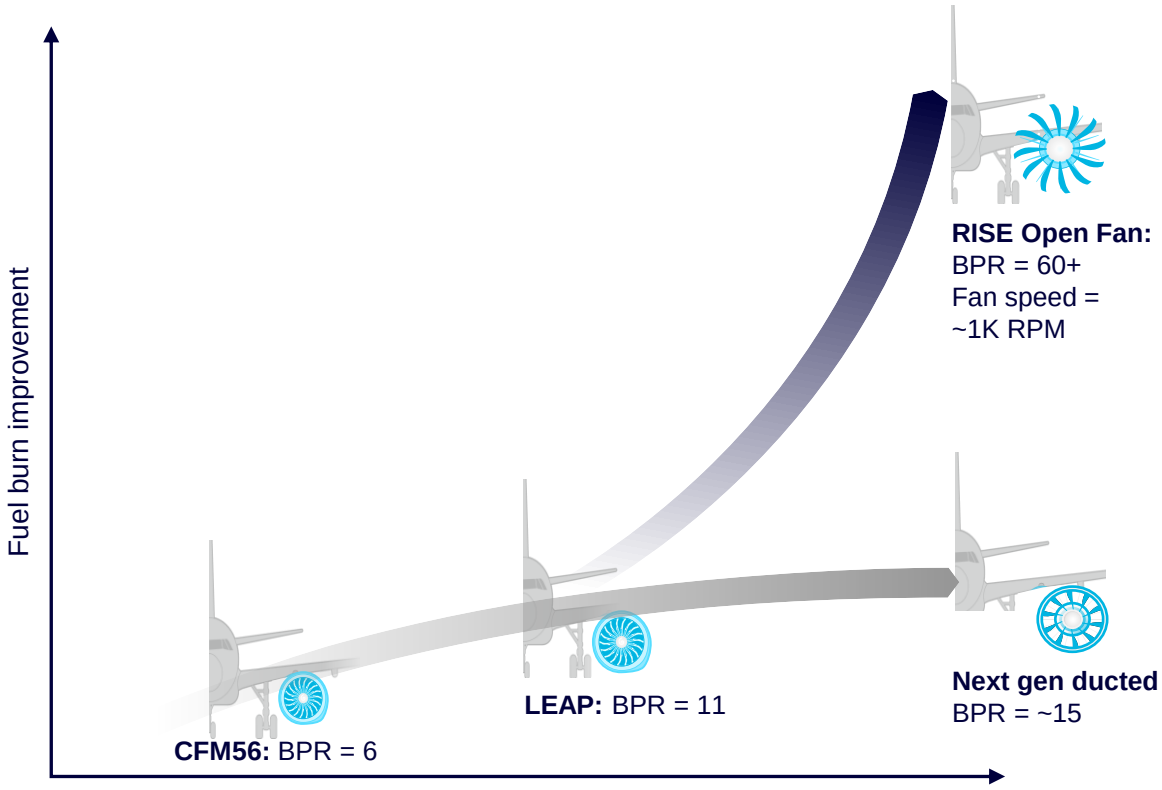
RISE program technology advancement supports today's engines and future of flight

(a- Advanced Air Mobility (AAM)
(b- Image courtesy of Aurora Flight Sciences

Why Open Fan engine design is best path for safety, durability and efficiency

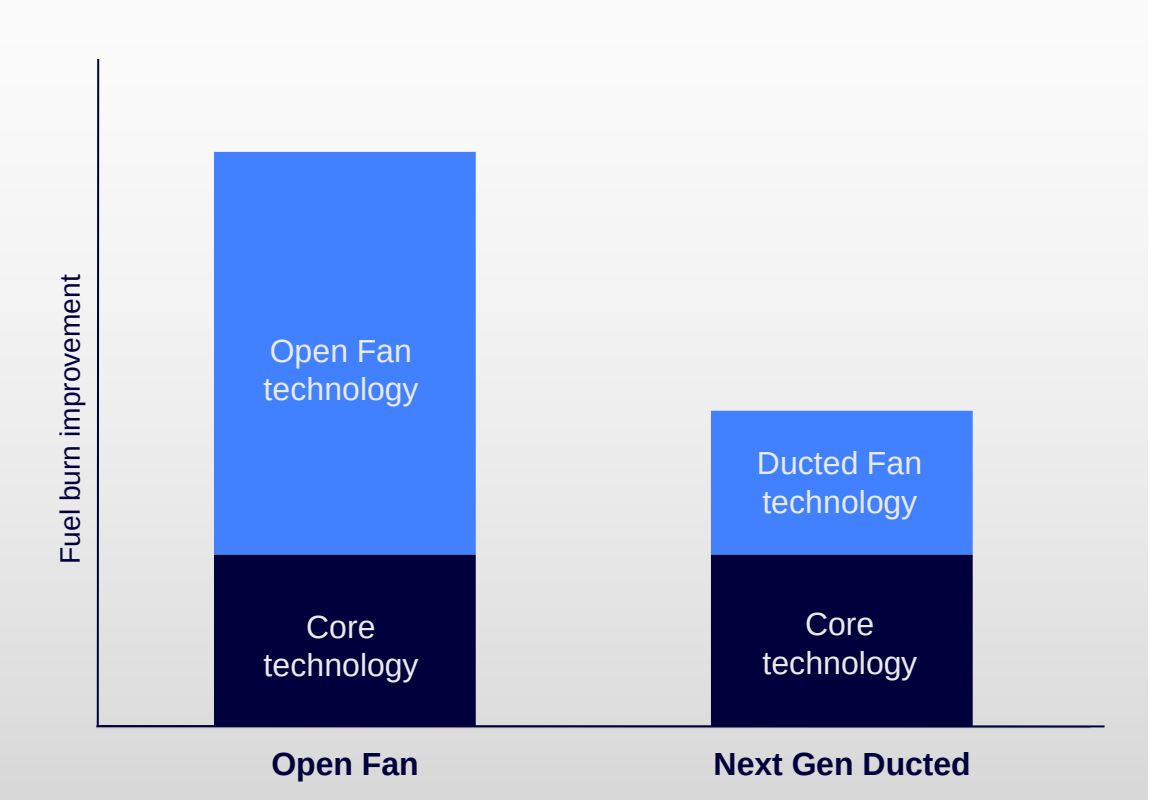
Unlocking propulsive efficiency …

RISE Open Fan significantly improves bypass ratio (BPR) compared to next-generation ducted engine

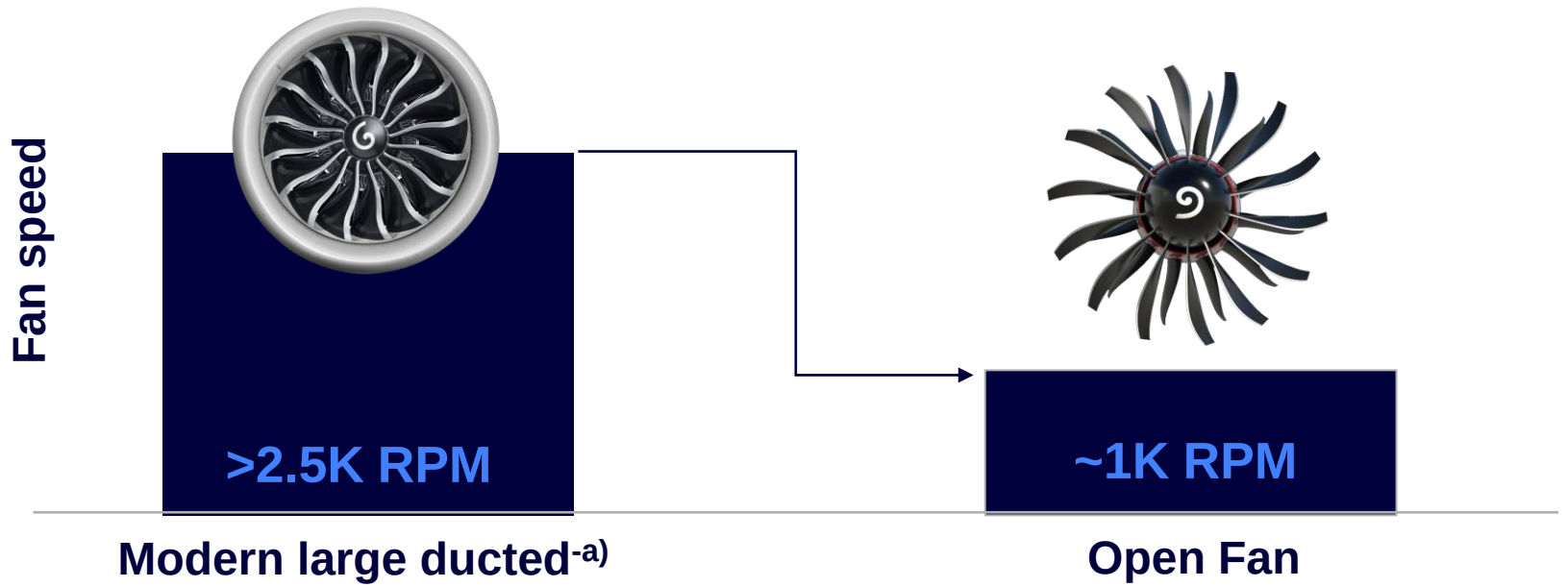


… with lowest risk path

Open Fan enables significantly better fuel burn improvement for a given hot-section temperature



Safety: lighter, slower spinning fan than advanced ducted engines today



Key advantages

- **Lower temperature core for better durability**
- **Reduced noise levels and vibration**
- **Lighter-weight engine system and fuselage reinforcement**

vs. next-gen ducted engines

Composite fan blade

Approaching **three decades** of continuous innovation with **~300M flight hours**

RISE Open Fan

Unducted variable pitch and other advanced features

Maintains same flight speeds as turbofans today

(a- reference to GE9X

Durability: Open Fan design reduces dust ingestion vs. engines today

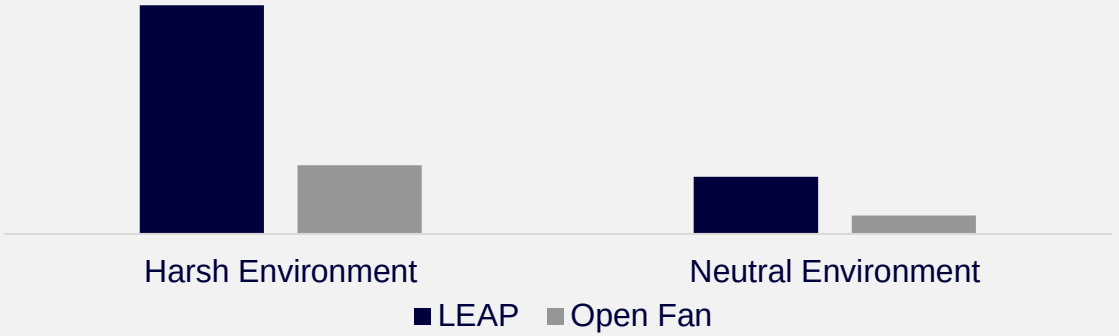
Open Fan design benefits for durability …

Open Fan has large variable bypass and multiple extraction points in air flow

- Greater bypass air around vs. through core
- Particle separator … aerodynamics reduce ingestion
- More effective extraction … adaptive cycle enables additional air streams for dust to exit engine

… Reduces particle amount in core

Projected total dust entering core with Open Fan architecture vs. LEAP

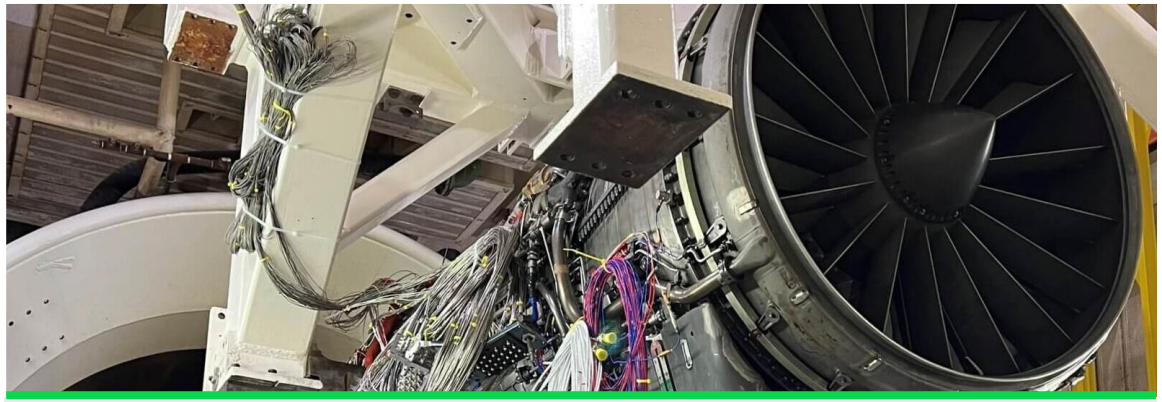


- Leads to less part erosion and deposit build-up within high-pressure compressor and turbine
- Extends time-on-wing & reduces unplanned maintenance
- Targeting Open Fan harsh environment core durability near LEAP in neutral environment

Open Fan has inherent durability advantages vs. next-generation ducted

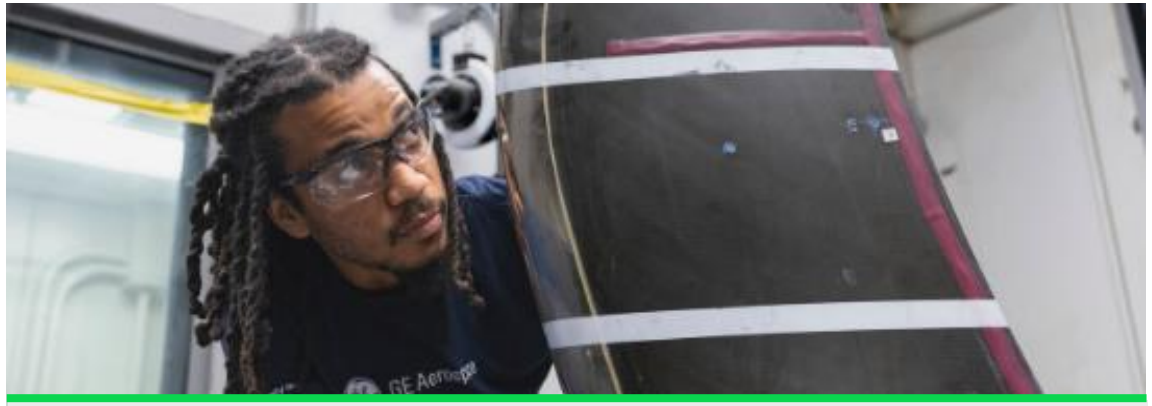
How we're advancing RISE program technologies

Named Chief Mechanic for Open Fan … first for GE Aerospace during tech development to prioritize durability and maintainability



Completed 3K endurance cycles of new HPT technologies and started dust ingestion tests, marking earliest ever durability tests for new technology

Ground test of first hybrid electric commercial engine demo to better understand controls and integration



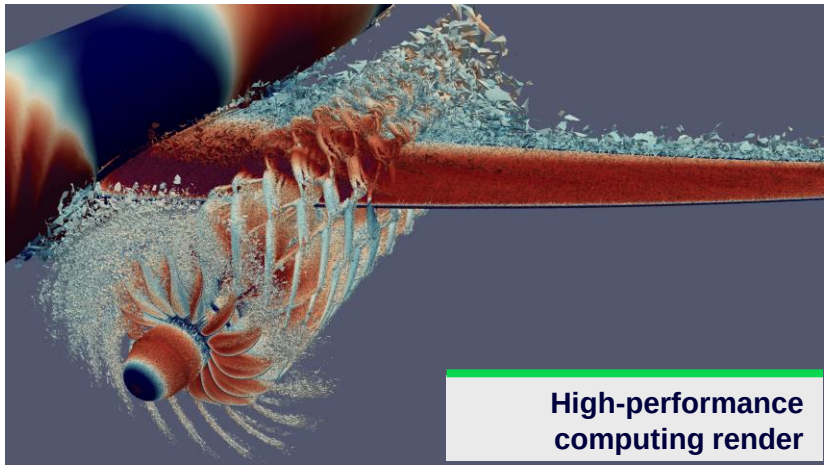
Testing full-size Open Fan blades and vanes … building on composite expertise for lighter blade, leveraging Dowty Propeller experience for blade attachment

Unprecedented investment to mature technology readiness

Airframer engagement builds confidence

Successfully modeled full scale Open Fan on wing for first time

- GE Aerospace, Boeing, NASA and U.S. Dept. of Energy study modeling Open Fan-airplane integration
- Using world's fastest supercomputers to refine engine designs



High-performance computing render

Progressing toward flight tests this decade with Airbus

- Ongoing Airbus and CFM integration work
- Flight tests to assess aircraft engine integration, aerodynamics and noise

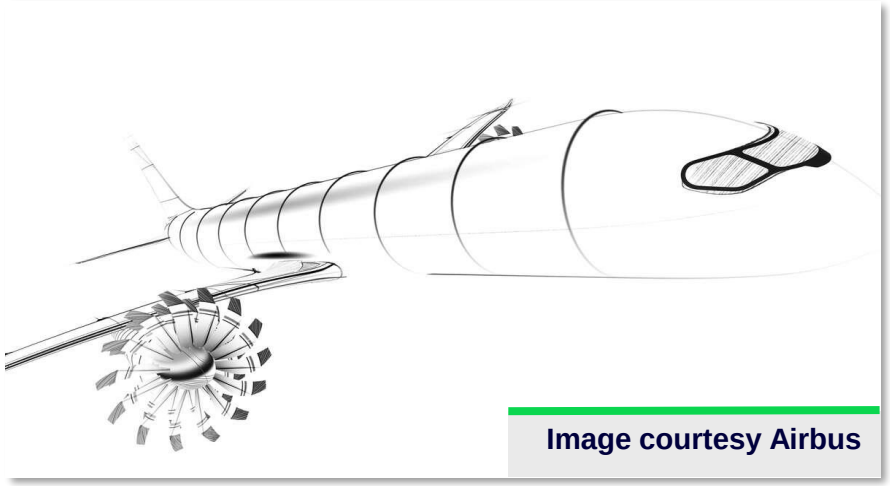


Image courtesy Airbus

Optimizing Open Fan airplane installation to provide performance advantage vs. ducted

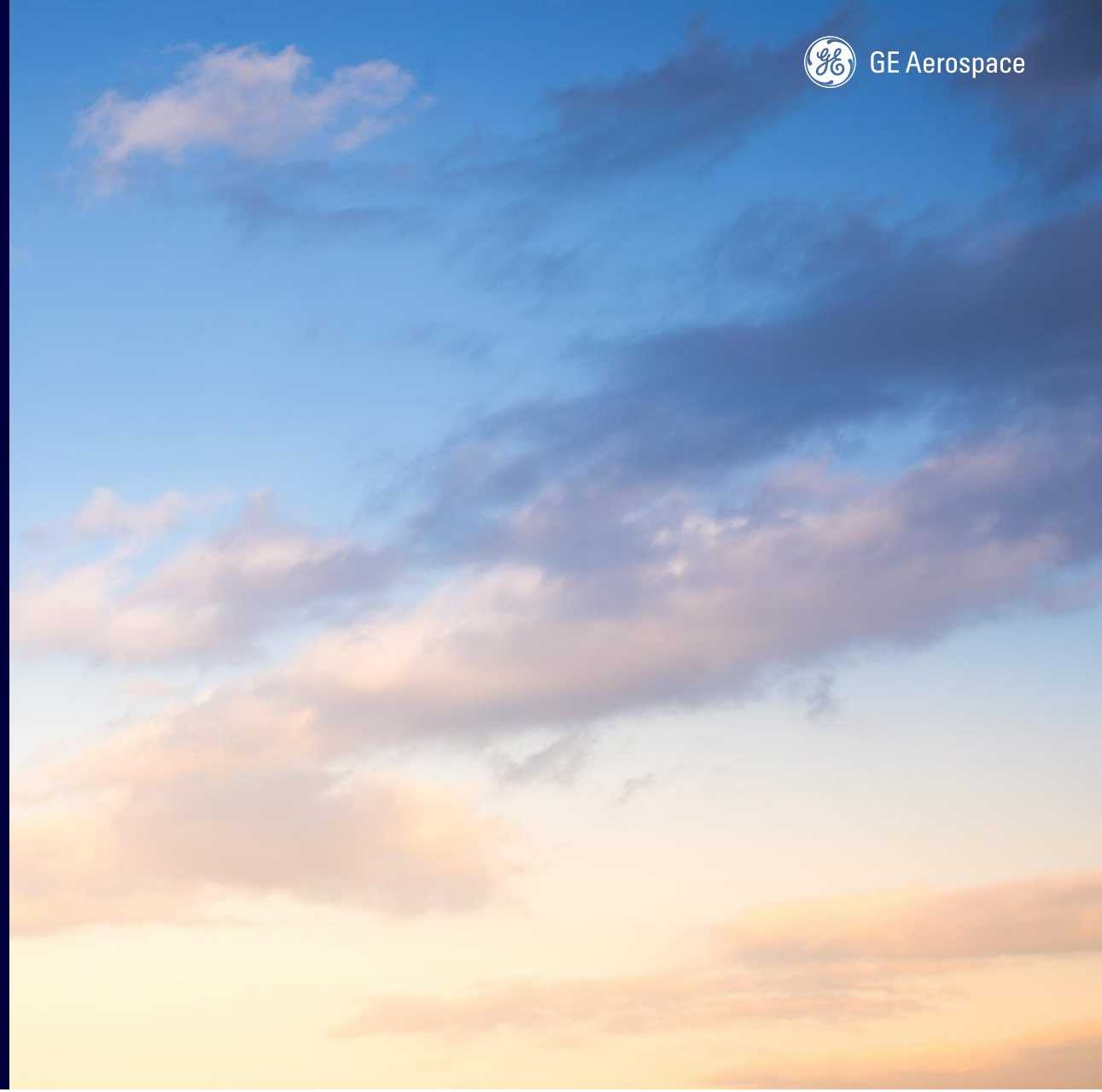
Meeting customer needs for the future of flight

Uncompromising commitment to safety first

Open Fan architecture offers inherent opportunities for durability and efficiency unmatched by ducted architecture

RISE is incorporating a focus on durability earlier than ever in technology maturation, including full endurance and dust testing

Wrap



Technology objectives to deliver customer value

Design: Launch engine programs at mature levels of time-on-wing and enhanced efficiency

In-service: Deliver reliability, predictability and time-on-wing commitments

Aftermarket: Advance services technology to reduce turnaround time and cost of ownership