



3 Details by Segment -Aerospace systems-


FY2022.Q1 (vs. FY2021.Q1)

Orders received 
+¥23.0 bil.

Increased due to an increase for MOD and in component parts for commercial aircraft jet engines


Revenue 
-¥6.6 bil.

Decreased due to a decrease for MOD and Boeing, despite an improvement in commercial aircraft jet engines


Business profit 
-¥4.6 bil.

Decreased due to a decrease for MOD and Boeing, despite an improvement in commercial aircraft jet engines


FY2022 forecast (vs. Forecast in May)

Orders received 
±¥0 bil.

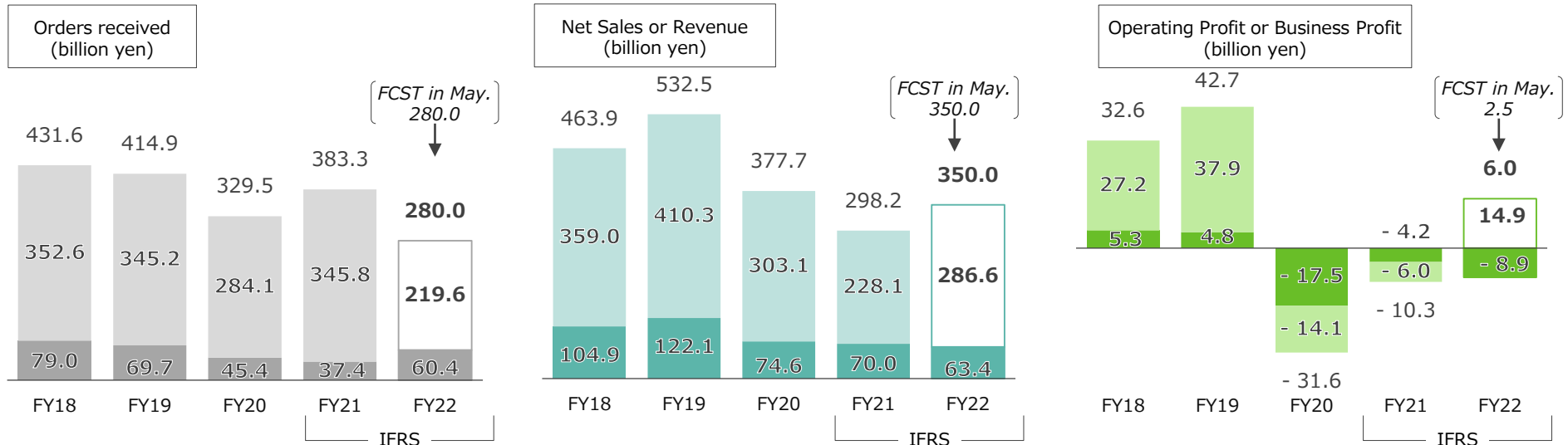
Expected to remain at the same level due to an increased orders from MOD and changes in FX assumptions, despite a decrease from Boeing.

Revenue 
±¥0 bil.

Expected to remain at the same level due to a decrease for MOD, despite the changes in FX assumptions

Business profit 
+¥3.5 bil.

Revised up due to the changes in FX assumptions



(Note) The graph shows the results in 1Q as dark colors and 2-4Q as light colors. Results for FY2021 for each segment are calculated using IFRS, but the figures are subject to change because preliminary figures that have not been audited are included.

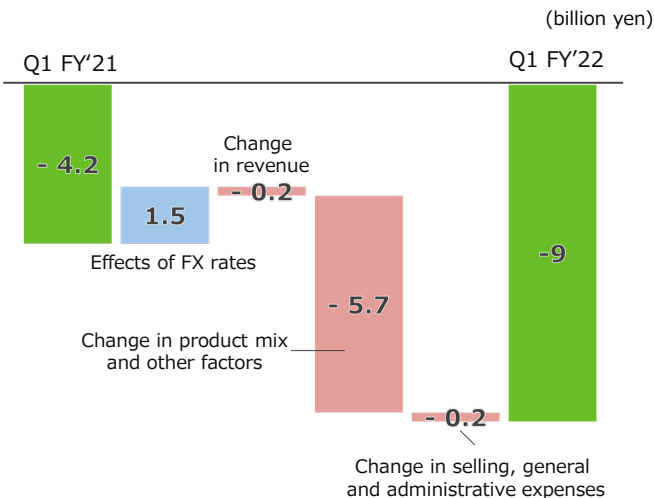
3 Details by Segment -Aerospace systems-

(Billion Yen)

	FY2021	FY2022		FY2021	FY2022 Forecast				
	Q1 Actual	Q1 Actual	Change	Actual	Old FCST	New FCST	Chg. Vs. FY21	Chg. Vs. Old FCST	Q2-4 FCST
Orders Received	37.4	60.4	+ 23.0	383.3	280.0	280.0	- 103.3	-	219.6
<i>Aerospace</i>	27.5	45.9	+ 18.4	329.5	205.0	205.0	- 124.5	-	159.1
<i>Aero Engine</i>	9.8	14.4	+ 4.6	53.8	75.0	75.0	+ 21.2	-	60.6
Revenue	70.0	63.4	- 6.6	298.2	350.0	350.0	+ 51.8	-	286.6
<i>Aerospace</i>	56.4	45.5	- 10.9	232.0	255.0	255.0	+ 23.0	-	209.5
<i>Aero Engine</i>	13.6	17.9	+ 4.3	66.1	95.0	95.0	+ 28.9	-	77.1
Business Profit (Loss)	- 4.2	- 8.9	- 4.6	- 10.3	2.5	6.0	+ 16.3	+ 3.5	14.9
<i>[Margin]</i>	<i>[- 6.0%]</i>	<i>[- 14.0%]</i>	<i>[- 7.9pt]</i>	<i>[- 3.4%]</i>	<i>[0.7%]</i>	<i>[1.7%]</i>	<i>[+ 5.1pt]</i>	<i>[+ 0.9pt]</i>	<i>[5.1%]</i>

※Results for FY2021 for each segment are calculated using IFRS, but the figures are subject to change because preliminary figures that have not been audited are included.

Details of change in Business Profit(Loss)



Appendix

Number of aircraft component parts sold to Boeing

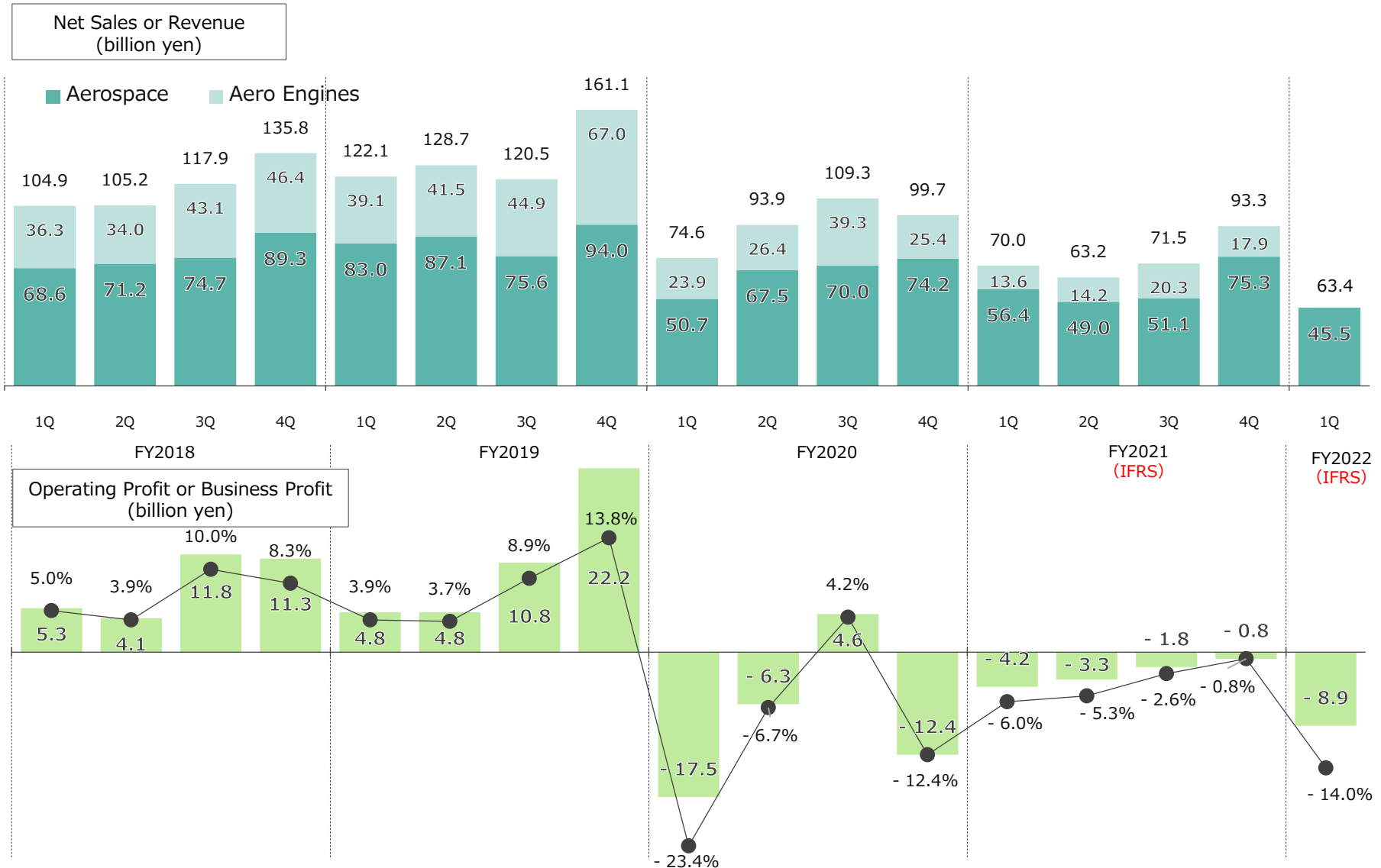
	FY'21		FY'22	Change
	Q1	Q1-4	Q1	
767	8	34	8	-
777	6	21	7	+ 1
777X	1	4	0	▲ 1
787	16	35	0	▲ 16

Number of jet engine component parts sold

	FY'21		FY'22	Change
	Q1	Q1-4	Q1	
V2500	2	16	5	+ 3
PW1100G	107	437	129	+ 22

※Number of jet engine component parts sold to Rolls-Royce is not disclosed

3 Details by Segment -Aerospace systems-



(Note) The figures for the end of 2-4Q FY 2021 in this graph are calculated using IFRS, but the figures are subject to change in the future because they are based on our company estimates that have not been audited.

3 Details by Segment -Aerospace systems-

Market Overview

- Commercial business
 - Demand for aircrafts and aircraft jet engines is sluggish because global passenger demand remains weak due to the great impact of COVID-19
 - Air passenger demand is recovering with an increase in the number of countries prioritizing the resumption of economic activities, including North America and Europe, but not in Asia
 - Market outlook is still uncertain due to the situation in Ukraine
 - It will take a considerable amount of time for the market to recover
- MOD business
 - There is a certain demand within tight defense budget
 - Stable orders are expected over the medium to long term

Specific Efforts

✓ Securing stable revenue in core business

- Cost reductions in existing orders of aircrafts for Boeing and commercial aircrafts jet engines
- Steady promotion of existing projects of development and mass production for MOD aircrafts and helicopters

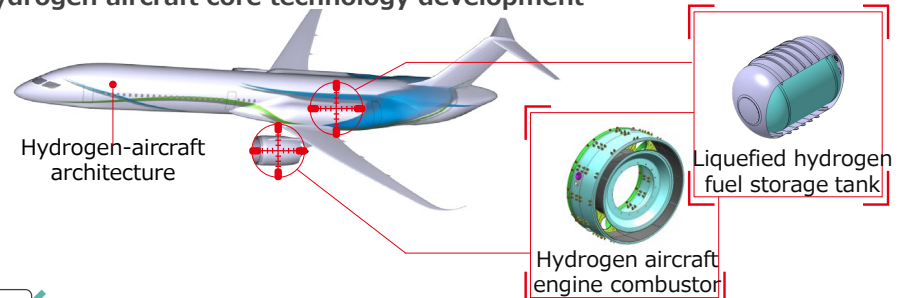


H145//BK117 D-3
2 orders received from
National Police Agency

✓ Technology strategy in accordance with the change in market trends

- Rebuilding R&D in line with future vision
- Utilization of *Green Innovation fund* of government for development of carbon-free technology

Hydrogen aircraft core technology development



✓ Improving financial foundation

- Review of fixed cost structure
- Reduction of inventories through production innovation activities