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**Paris Air Show a resounding success:  
MTU records orders worth over 1.3 billion US dollars (around 1 bn. euros)**

Paris, June 20, 2013 – MTU Aero Engines has achieved numerous new contracts at this year's Paris Air Show. Germany's leading engine manufacturer records orders worth more than 1.3 billion US dollars (around 1 billion euros) at the event in Le Bourget. Over three-fourths of the more than 1,300 engines ordered are of the PW1000G family, which offer a lower fuel burn and are very quiet. "This is an impressive proof that the eco-efficiency of flying is increasingly becoming a major priority, and that the geared turbofan engine has firmly established itself as the new propulsion concept in the marketplace," commented MTU CEO Egon Behle.

For MTU Aero Engines, the PurePower® PW1000G family of engines for the Airbus A320neo and the new Embraer E-jets E2 were the best-selling products at this year's aviation and space trade show in France. Over 300 PW1100G-JM engines firm orders were placed primarily by the airlines Spirit and LATAM as well as the aircraft leasing companies Air Lease Corp. (ALC), International Lease Finance Corp. (ILFC), and Aviation Capital Group (ACG) for their A320neo jets; amongst others Sky West and ILFC decided for a total of 730 PW1700G/PW1900G propulsion systems, including options, for their E-Jets E2. For Germany's leading engine manufacturer the proven V2500 was an additional highlight; Philippine Airlines (PAL) with 34 aircrafts and Spirit Airlines with 30 models selected amongst other buyers the classic A320 family jets. With over 70 engines for the widebody segment, the GENx propulsion system powering the 787 from Boeing, was in great demand. GECAS, United and Xiamen Airlines equipped their long-haul aircrafts with it.

With the PurePower® PW1000G Geared Turbofan™ (GTF) engine, Pratt & Whitney and MTU Aero Engines are building the propulsion system of the future. Compared with today's engines, the new technology holds promise of reducing fuel consumption and CO<sub>2</sub> emissions by 15 percent each, and of cutting perceived noise levels in half. Five manufacturers have so far opted for the concept: Airbus is offering the GTF for the A320neo, estimating the market demand at about 4,000 aircraft of this type. Bombardier has selected this engine family as the exclusive propulsion system for its new CSeries, as has Mitsubishi for its MRJ; Irkut has chosen it as an engine option for its MS-21; and Embraer has picked the geared turbofan for its new E-Jets E2.

Germany's leading engine manufacturer has stakes of 6.5 to 18 percent in the GENx, V2500 and PW1000G engine programs. MTU contributes key components to the geared turbofan, as, for example, the high-speed low-pressure turbine; it moreover assumes responsibility for the final assembly of 30 percent of all PW1100G-JM engines to



be produced. In the V2500 program, MTU is likewise responsible for the low-pressure turbine.

**About MTU Aero Engines**

MTU Aero Engines, Germany's leading and the country's only independent engine manufacturer, is an established global player in the industry. It engages in the development, manufacture, marketing and support of commercial and military aircraft engines and industrial gas turbines. The company is a technological leader in low-pressure turbines, high-pressure compressors, manufacturing processes, and repair techniques. In the commercial maintenance area, MTU Maintenance is the world's largest independent provider of engine maintenance services. In the military arena, MTU Aero Engines is Germany's industrial lead company for practically all engines flown by the country's military. MTU operates affiliates around the globe; Munich is home to its corporate headquarters. In fiscal 2012, the company had a workforce of some 8,500 employees and posted consolidated sales of some 3.4 billion euros. In early March this year, the company won the German Industry's 32nd Innovation Award, and in April, it was honored with the German Innovation Award. In both instances, MTU received the recognition for the geared turbofan engine's high-speed low-pressure turbine.

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