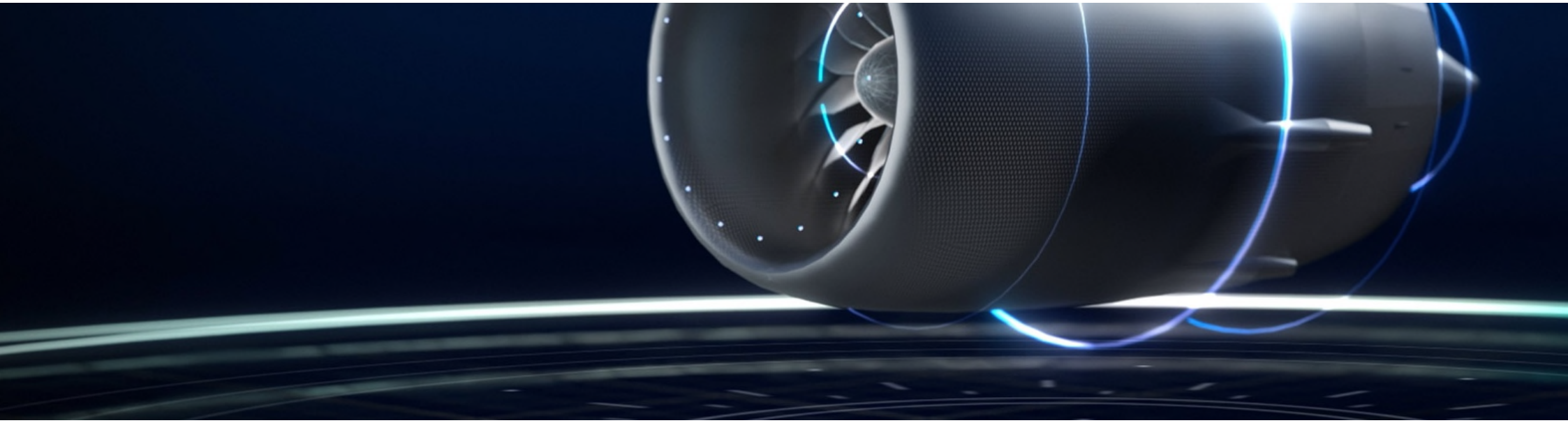
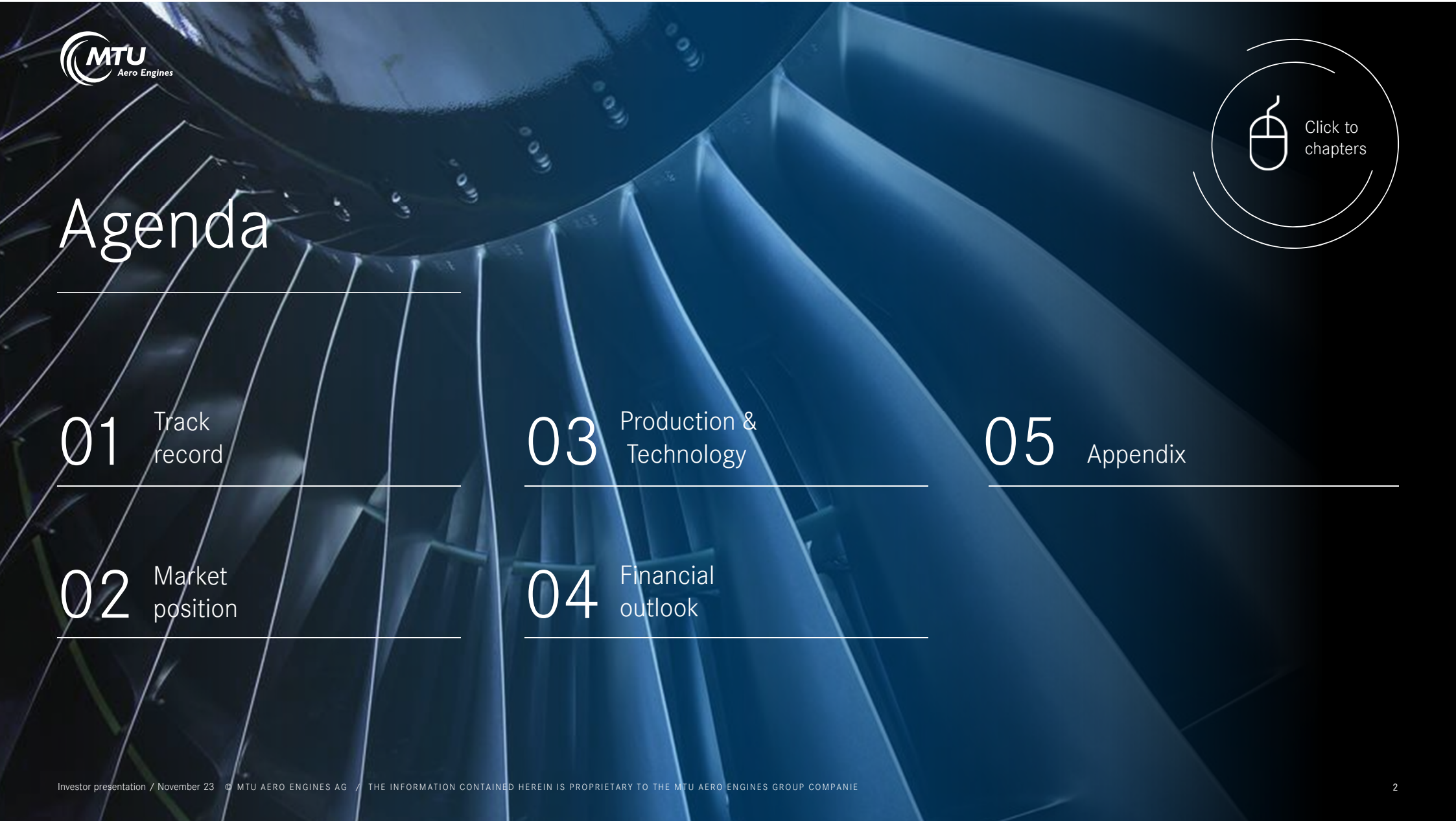
DRIVEN BY VISIONS OF TOMORROW



MTU Aero Engines AG I Investor presentation

December 2023



Click to chapters

Agenda

01 Track record

We are one of the pioneers of the aviation industry and are firmly established in the market as a leading manufacturer of aircraft engines and member of the DAX stock index.

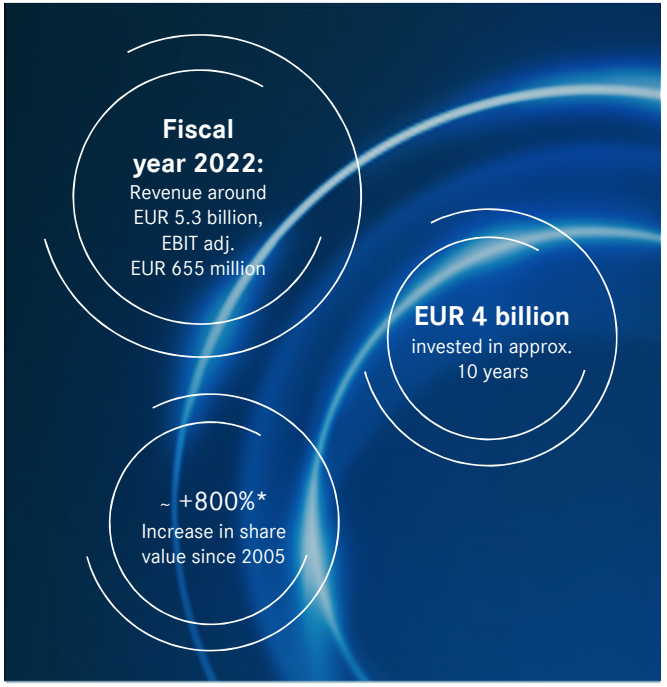
We shape the future of aviation!

WHAT WE DO

- **Design, development, production and support** of aircraft engines in all thrust categories
- **Commercial business:** 30% of aircraft have MTU technology on board
- **Military business:** full system capability, for more than 80 years
- **Commercial MRO:** worldwide leader in customized engine service solutions
- **MRO portfolio:** 1,100 shop visits per year for 30+ different engine types

HOW WE DO IT

- **People:** more than 10,000 engine experts at 16 locations
- **Partnerships:** with all OEMs, airlines and the German Air Force (program shares from 5% up to 40%)
- **Technology:** 200 technology projects, 2,800 patents and 500 inventors
- **Products:** high-pressure compressor, low-pressure turbine, turbine center frame
- **Process:** lifetime excellence (lifecycles from 25 to 50 years)
- **Culture:** innovative and competent



** Basis: 30 November 2023*

MTU is built on excellence in these three pillars

COMMERCIAL OEM BUSINESS

- Revenues: ~ € 1.2 billion (26 %)**
- Decades of partnerships with OEMs increasingly include maintenance
- Balanced product portfolio in all thrust categories
- Order volume secures business beyond mid of this decade
- Approx. 30% of active aircraft with MTU participation

9M 23 Actuals: Revenues € 1.6 billion ** | **EBIT adj. margin** ** **23.6%**

MILITARY OEM BUSINESS

- Revenues: ~ € 0.4 billion (9 %) **
- European and U.S. engine programs
- Full system capability
- R&D is typically customer financed
- Leading partner of the German Armed Forces

COMMERCIAL MRO BUSINESS*

- Revenues: ~ € 3.1 billion (65 %) **
- Services: maintenance, leasing and asset mgmt.
- Exposure to highest growth engines (PW1000G, V2500, CFM56, CF34, GE90)
- Global network with direct customer business, partner of OEMs and airlines
- More than 1,400 customers, including over 200 airlines

9M 23 Actuals: Revenues € 3.1 billion ** | **EBIT adj. margin** ** **7.2%**

MTU group Guidance 2023: Revenue adj.~ € 6.1 - 6.3 billion | EBIT adj. > ~ € 800 million | FCF > ~€ 326 millon

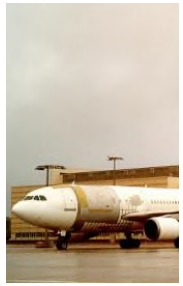
** MRO = Maintenance, Repair and Overhaul ** Basis: 9M 2023 Actuals (Group Revenues and Commercial OEM revenues adjusted for PW1100G powder metal issue)*

MTU looks back on many important names from the German industrial history

1934
BMW Flugmotorenbau GmbH
is founded

1965
MAN takes over
BMW Triebwerkbau

1969
MTU
50% Daimler Benz
50% MAN



1989
MTU becomes an affiliate of
Deutsche Aerospace, later renamed
DaimlerChrysler Aerospace (DASA)

2005
MTU goes public

Today
MTU Aero Engines is
established in the DAX,
Germany‘s primary stock
index

Focus on **military** applications — Focus on **commercial** applications

02 Market position

2020-2021 was a test for the entire industry. We have proven resilience in the most severe aviation crisis since the end of the Second World War and are ready to further shape the future of aviation.

The aero engine industry

CHARACTERISTICS

- Industry **players are specialized** in different modules and technologies
- **Oligopolistic** structure of market
- **OEM** business and **MRO** are perfect supplements
- New engine deliveries are almost EBIT neutral, **spare parts** business is the **main value driver** for the OEM segment

HIGH BARRIERS TO ENTRY

- **High technology** expertise required
- Substantial **up front investment** (R&D, Concessions) required
- **Long term** contracts
- Structurally **captive spare parts** business
- Strict **certification requirements** and **regulatory approvals**

MTU is an essential partner in the engine value chain

Material suppliers* | Engine component suppliers* | **Subsystem/ module suppliers*** | Engine OEMs* | Airframers* | **Airline operations**

CPP
PCC
ALCOA
ATI

senior Aerospace
Hanwha Techwin
MB AEROSPACE

KAWASAKI HEAVY INDUSTRIES, LTD.
IHI
MITSUBISHI HEAVY INDUSTRIES, LTD.
MTU Aero Engines

GE Aviation
Pratt & Whitney
Rolls-Royce
SAFRAN AEROSPACE · DEFENCE · SECURITY

AIRBUS
BOEING
BOMBARDIER
EMBRAER

MRO

Engine MRO
MTU Aero Engines

OEM market | **Aftermarket**

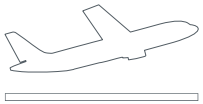
** selected market participants*

Long-term fundamentals for the aerospace industry remain intact

Positive market environment for the aviation industry

20-year annual
GDP growth 2.5%[1)]

20-year annual RPK[2)]
traffic growth 3.5%[1)]



20-year annual CTK[3)]
traffic growth 3.2%

20-year new aircraft
deliveries 42,700

Solid new aircraft deliveries over the next 20 years[4)]

32,000	6,800	3,000	900
Passenger single-aisle	**Passenger twin-aisle**	**Regional jets**	**Freighters**

Source: MTU 1) CAGR 2019-41 2) RPK = Revenue Passenger Kilometres 3) CTK = Cargo Tonne Kilometres 4) 2022-41

MTUs unique market position in both segments OEM and MRO

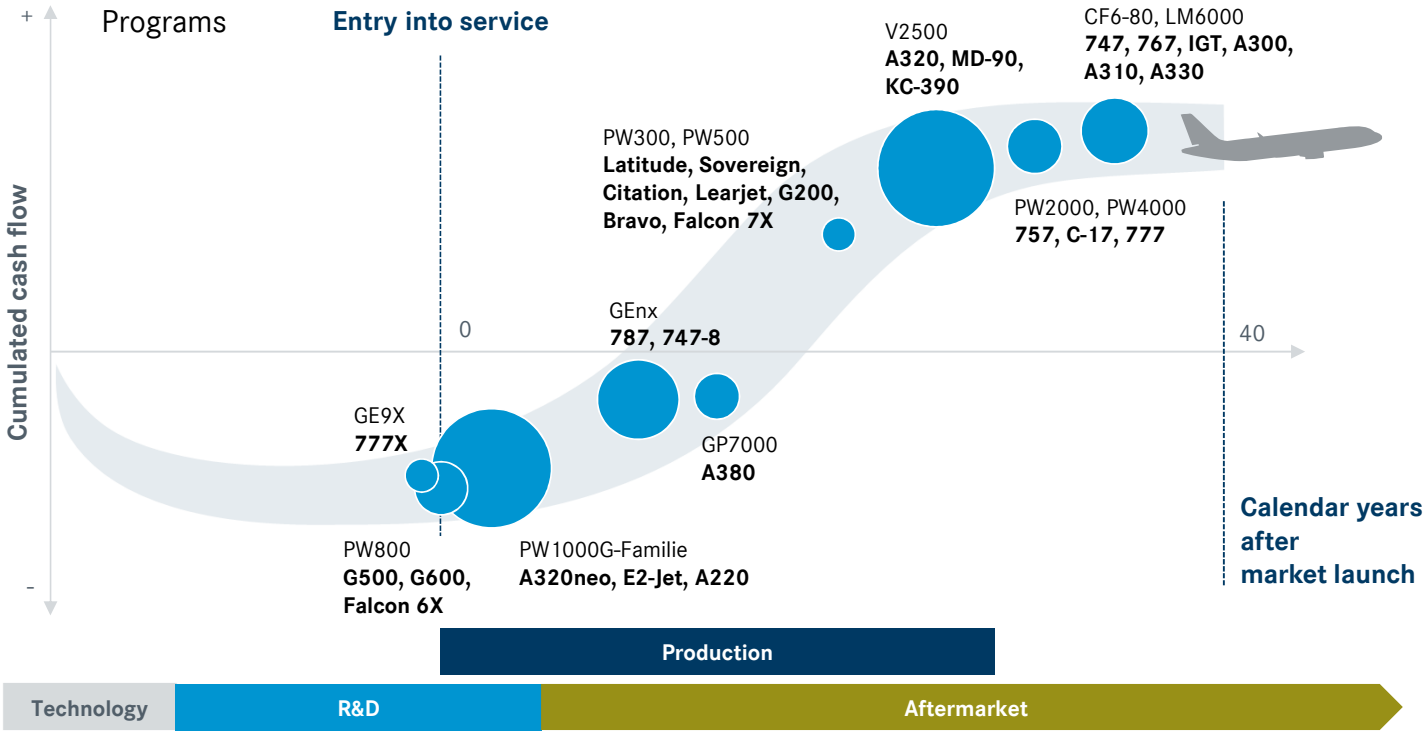
OEM

- **Strategic** long-term **partnership** with **Pratt & Whitney** in the narrowbody market (LPT/HPC) secures growth opportunities
- **Partnership** on large engines for hot section parts (TCF) with **General Electric** ensures product diversification
- BizJets/Regional/**Narrowbodies** the **backbone** of our portfolio
- **Higher portion** than industry average of **freight and military** engine applications provides solid ground for the aftermarket
- Excellent **access to the MRO** market via OEM-Partnerships, independent and Airline JVs
- MTUs business model provides for a high level of agility proven by the resilience in 2020-2021

MRO

- **No. 1 Independent** MRO provider worldwide
- Worldwide **broadest portfolio** with 30+ engine types
- **Repair technologies** for mature engine programs
- **Leading** MRO provider for **V2500**
- **Integrated OEM-MRO** business secures aftermarket volume and provides opportunities for future programs

A balanced portfolio in all thrust categories ensure MTU's long-term success



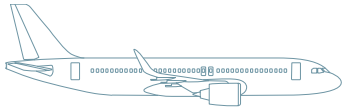
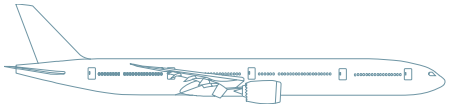
01 MTU outperforms the market in three of the four market segments by:

- Securing and expanding market and program shares
- Gaining access to new market segments

02 MTU shares in the OEM's strong growth in its aftermarket business:

- In new programs, our MRO share is equal to our OEM program share
- This makes MTU a long-term partner in OEM network
- For 70 – 80% of new engines sold, OEM maintenance agreements are concluded with the sales contract
- The majority of these MRO agreements are fly-by-hour contracts

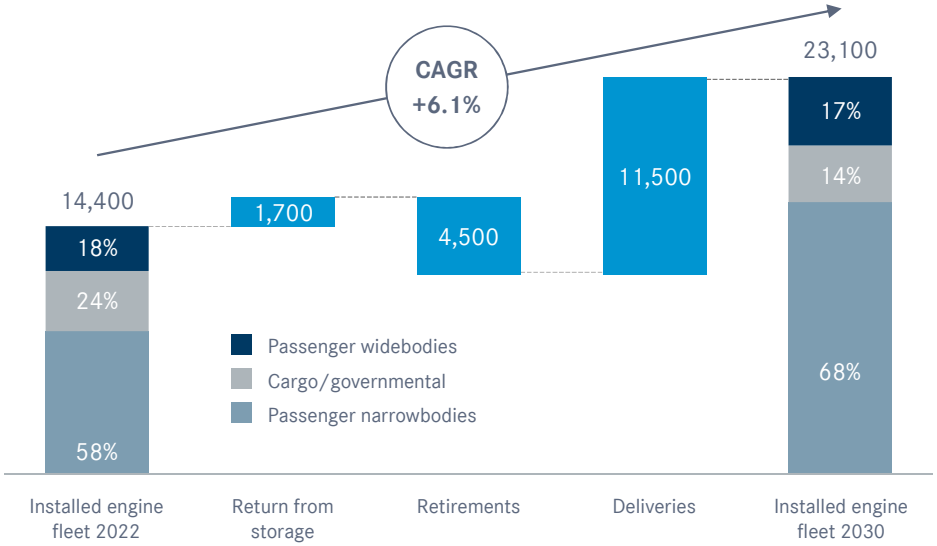
In the commercial OEM business MTU expands its position in all market segments

BUSINESS JETS	REGIONAL JETS	NARROWBODIES	WIDEBODIES
			
Market position improved	**Market share will increase from 0 % to 90 %**	**Excellent market position will further improve**	**Adding the biggest and strongest engine to the portfolio**
PW800, PW300/500	PW1500G, PW1700G/1900G	V2500, PW1100G-JM	GE9x, GEnx, CF6-80

Optimizing risk profile and growth opportunities by continuous participation in varying thrust classes

MTU's future growth is driven by narrowbody engines

COMMERCIAL ENGINE FLEET WITH MTU PARTICIPATION 2022-2030



NEW ENGINE DELIVERIES 2022-2030

~ 9,000
Passenger narrowbody engine deliveries

~ 2,100
Passenger widebody engine deliveries

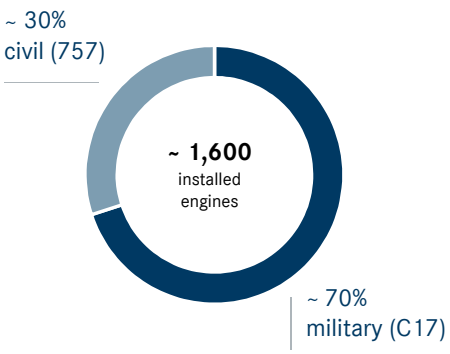
~ 450
Cargo and government applications engine deliveries

Source: MTU – Engines with MTU participation

MTU has a strong engine product portfolio to benefit from the aftermarket

PW2000 (B757, C17) [1)]

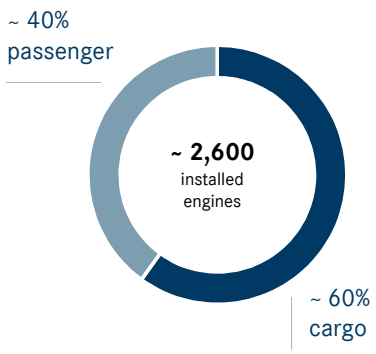
Installed engines



- High military exposure
- Stable spare parts outlook

CF6-80C/E (767, 747, A330) [1)]

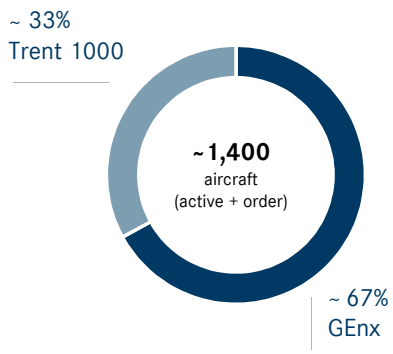
Installed engines



- Benefits from strong cargo demand
- Good potential for pax-to-freighter conversions

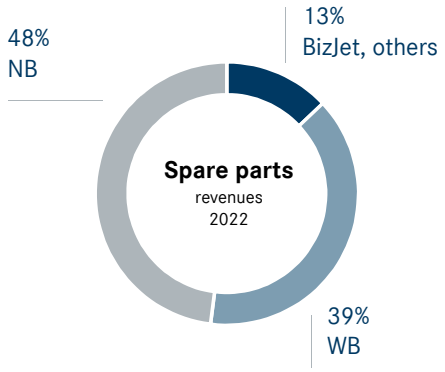
GENX (787, 747-8) [1)]

Market share



- Growing spare parts business
- High market share
- Strong order book

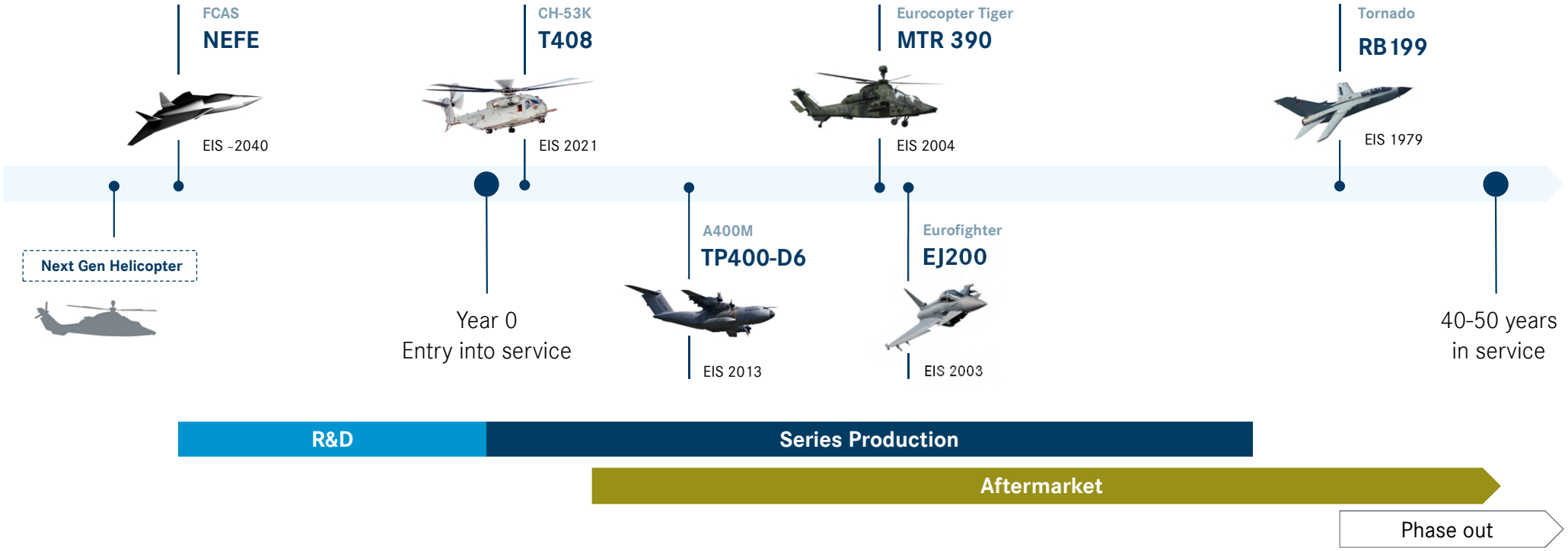
SPARE PARTS REVENUE SPLIT



- Key revenue driver V2500, PW1000G-family, PW2000, CF6-80C/E

1) Source: MTU 09/2022

Solid military engine portfolio

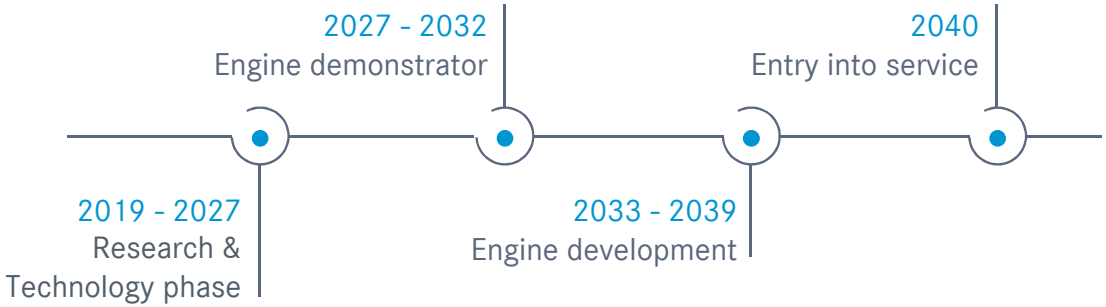


Kick-off for the most advanced engine for the European next-generation fighter

~ 2,000
engines expected

~ 500
engineers at MTU

TIMELINE OF THE NEXT EUROPEAN FIGHTER ENGINE



Achievements

- Foundation of 50:50 JV EUMET in 2021
- Strong partnerships across Europe
- Start of demonstrator phase 1B, first milestones reached

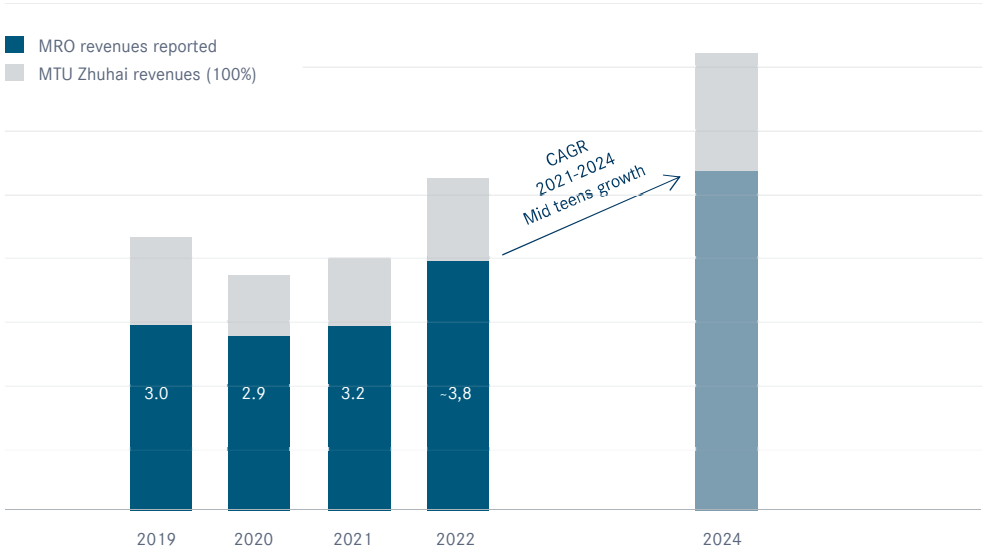
Benefits for MTU

- Further enhancement of technology competencies
- Establish and expand own supply chain for high-tech products
- Technology spin-off in commercial engines
- High revenue potential

Source: www.eumet-engine.eu

MTU Maintenance weathered the Covid-19 storm and continues to perform above average

MRO REVENUES 2019 -2024 INCL. REVENUE MTU ZHUHAI (IN USD MILLION)



- Pre-Covid revenue levels already reached in 2021
- Corona crisis well managed thanks to narrowbody and cargo exposure, high flexibility and quick reactions
- Faster ramp-up compared to competitors

1) MTU Source

MTU is working consistently to further strengthen its MRO market presence

Secure market access

- Further increase independent MRO business
- Cooperation with OEM on new engine programs
- Promoting partnerships (e.g. with JV partners)

Expansion of product portfolio

- Expansion of existing and development of new services
- Focus on customer needs

Presence in key markets

- Expansion of global MRO network
- Presence in high-volume markets and access to growth markets

Increase competitiveness

- Digitalization and process innovations
- Expansion of best-cost – optimization of high cost
- Strengthening cooperation within the global MRO network

MTU offers minimized maintenance costs and the best possible engine value retention

MARKET TRENDS

- Ongoing demand for independent solutions as an alternative to OEM aftermarket services
- Increasing focus on newer engine models
- Growing demand for vertically integrated solutions – beyond maintenance

No. 1: MTU is the largest independent maintenance provider in the world

BENEFITS

01 **Long-standing expertise** and market leadership as an independent provider

02 **One-stop shop for services –** a partner for all your engine needs

03 **Integrated solutions** throughout the lifecycle of an engine

04 **Combined know-how as MRO, lessor and asset manager** ensures the most cost-efficient solutions

In the more recent programs, MTU increasingly supports the OEMs, providing standardized maintenance solutions

MARKET TRENDS

- Current OEM MRO market share is around 56%, tendency further growing
- High number of Airlines are focusing on their core business

70 – 80 % of new engines are sold with an OEM maintenance contract

BENEFITS

01 **Long-term partner** in the OEM network

02 Reduction of expenses throughout the lifecycle and **investments**

03 **Reduction of shop visits costs** through MRO expertise

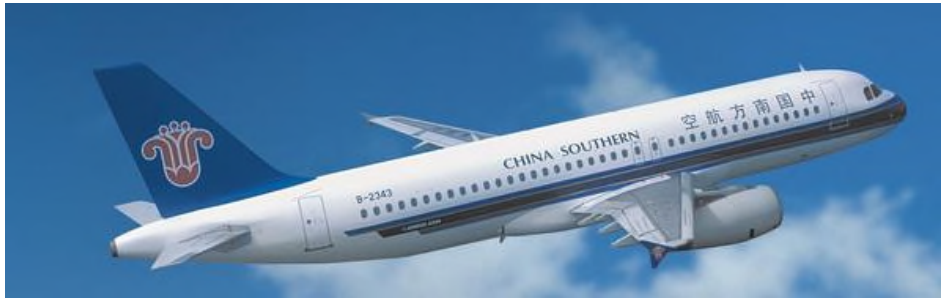
04 Ability to set up **best-cost shops**

MTU's unique MRO expertise makes it a preferred airline partner – together with China Southern, MTU has built up the No. 1 shop in China

MARKET TRENDS

- Strong growth of new airlines and large fleets forecasted
- Selected Airlines are interested in increasing MRO expertise and in-house capabilities

60 % of the world's new demand comes from growth markets (emerging countries)



BENEFITS

01 Local presence with **high MTU quality standards**

02 **Access to additional MRO business** outside the home market

03 **Shop visits cost reduction** and **maximization of margins** through MRO expertise

04 Win-win: **shared costs & investments –** more volume

Expansion of our global MRO network is progressing

MTU Maintenance Canada
Move to new facility 2021

MTU Maintenance Zhuhai (JV)
Shop expansion 2021

MTU Maintenance Zhuhai #2 (JV)
New shop 2024

MTU Maintenance Hannover
Shop expansion 2021

MTU Maintenance Ludwigsfelde
Shop expansion 2019

MTU Maintenance Serbia
Opening October 2022

EME Aero (JV)
New shop 2019

ASSB Airfoil Service (JV)
Shop expansion 2021

03 Production & Technology

Leading technology paving the way for emissions-free flight

LEADING TECHNOLOGY FOR CORE ENGINE MODULES AND PRODUCTION PROCESSES

- Fastrunning low-pressure turbine **(LPT),** high-pressure compressor **(HPC)** and turbine center frame **(TCF)**
- MTU as role model for **automation** in aero engine manufacturing (Blisk production centre, Rotor2, electrochemical machining (ECM))
- **In-house competence retained** even in volatile market environment

PAVE THE WAY FOR EMISSIONS-FREE FLIGHT

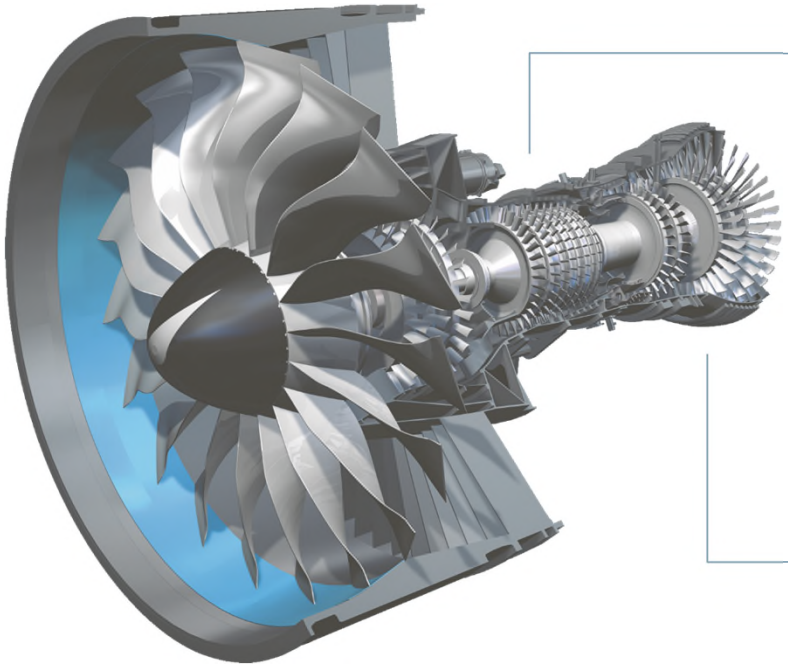
- **Sustainable technology** paves the ways towards emission-free flights
- MTUs technology roadmap contains some **150 defined technology projects** towards decarbonization
- Since 2022 **climate neutral production** at all German sites and at MTU Polska*
- Similar projects will follow in our other international locations in the near future

** incl. three approaches for CO_2 reduction: avoidance, transformation, compensation*

MTU focuses on five core engine competencies – three core components and on unique manufacturing and maintenance processes

MANUFACTURING

MAINTENANCE



High-pressure compressor (HPC)

Low-pressure turbine (LPT)

Turbine center frame (TCF)

OEM global footprint – target vision for future manufacturing sites

Target set-up OEM Munich:

Renewed infrastructure and competences GEN2/NEFE/FFC*

- Development/compliance hardware and pre-series
- High-tech procedures
- Military programs
- Highly automated production systems

Target set-up OEM Polska:

Enhanced portfolio

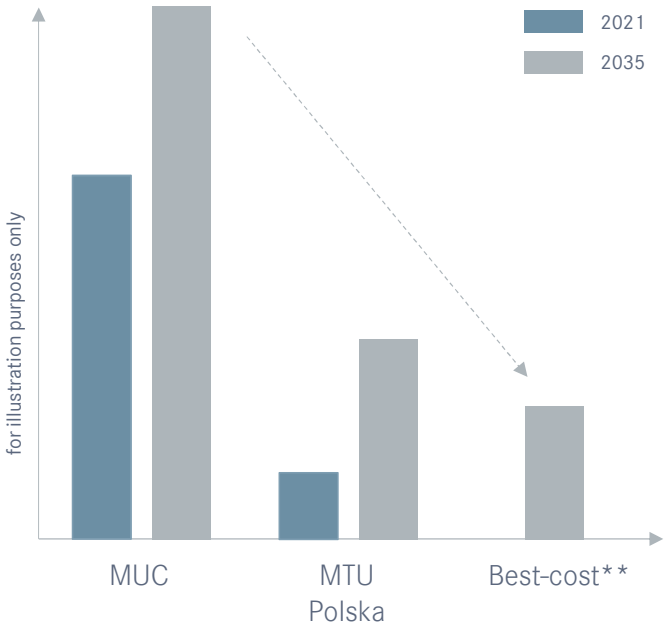
- Expansion to static parts with increased complexity
- Additive manufacturing

Target set-up OEM best-cost:

Capacity growth

- Low-tech process steps
- Simple parts for training purposes
- Labour-intensive, manual production steps and assemblies

LABOUR COST PER HOUR

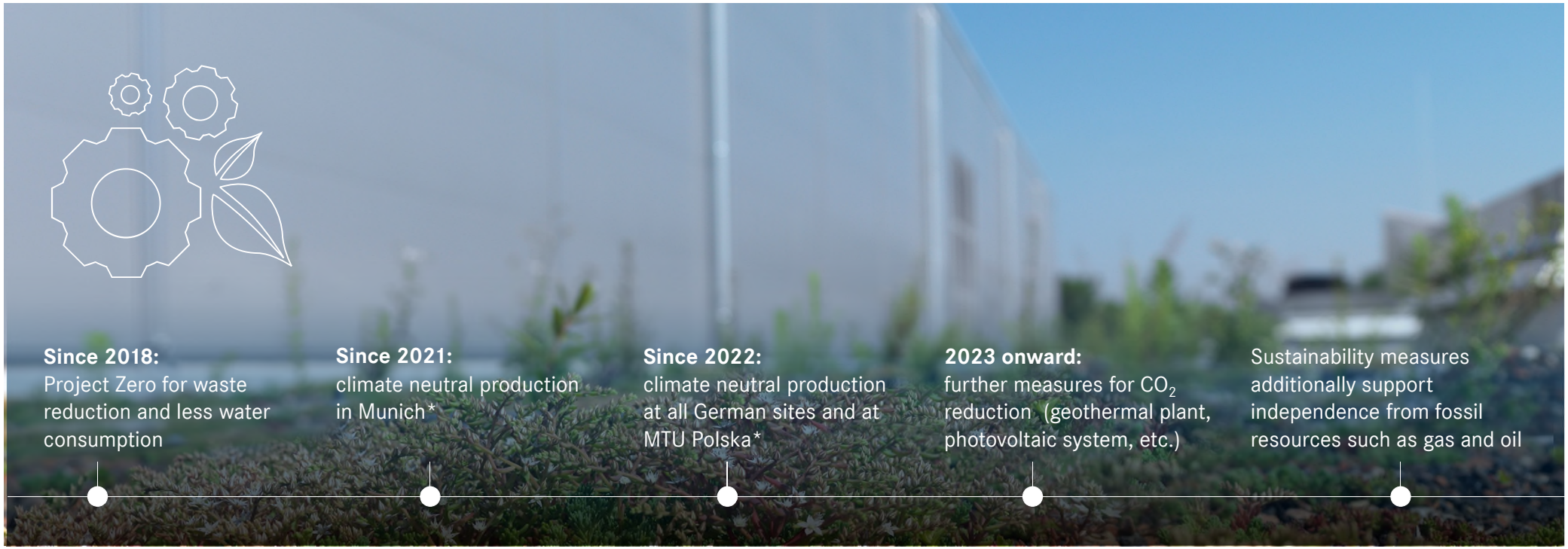


GEN2 = GTF 2nd generation, NEFE = Next European fighter engine, FFC = Flying fuel cell

** estimate*

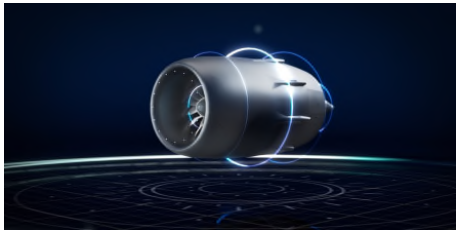
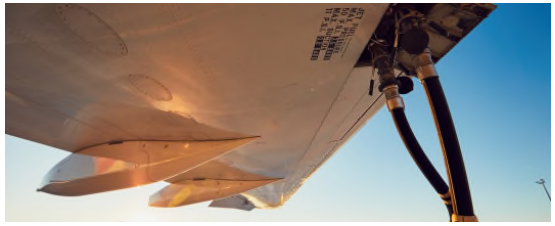
EcoRoadmap for a sustainable production

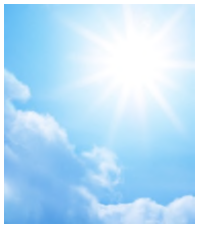
60% CO2 reduction by 2030 according to Paris climate agreement



** incl. three approaches for CO_2 reduction: avoidance, transformation, compensation*

Energy sources for emission-free aviation

IMPORTANCE OF SAF* FOR NEAR- AND LONG-TERM CLIMATE PROTECTION

Near-term

- Drop-in application in existing fleet with imminent impact on climate
- Blend of 50% already certified
- Sustainable usage of high-efficient existing engines in fleet until end-of-life

Long-term

- Long-term application for long range due to high energy density
- Usable for all future engine concepts based on high efficient gas turbines

IMPORTANCE OF HYDROGEN AS CLEANEST ENERGY CARRIER

Long-term

- “Green” hydrogen has largest potential for zero emissions
- Infrastructure and handling more complex than for SAF
- Due to lower energy density applicable for short range and mid range
- MTU develops a flying fuel cell for hydrogen usage – cleanest way of hydrogen consumption without combustion

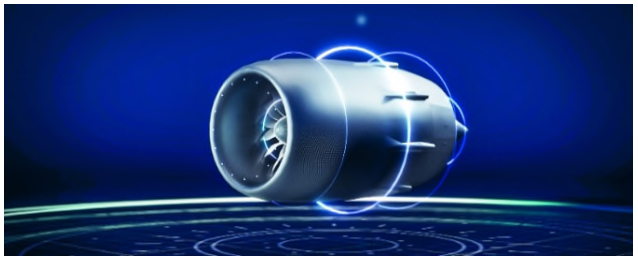
** SAF = Sustainable Aviation Fuel*

Engine concepts towards emission-free aviation

2ND GENERATION GEARED TURBOFAN

- Reduced fan pressure ratio and higher overall pressure ratio
- More efficient components and advanced materials
- Increased robustness and improved time-on-wing

WET CONCEPT



- Gas-turbine with waste heat recovery and steam injection into the combustion chamber
- Applicable to all thrust and range classes
- Significant reduction of all emissions (incl. non-CO_2-emissions)

FLYING FUEL CELL

- An electrochemical reaction in fuel cells transforms chemical energy from H_2 and O_2 into electrical energy
- Applicable to short and medium range aircraft
- Largest potential in terms of emission-free flying

04 Financials & outlook

In recent years, we have proven resilience in a challenging market environment. From here, we start the future with a diversified portfolio and a considerable investment in new technologies.

Financial strength setting the ground for new investments

FINANCIAL STRENGTH

- **Strong balance sheet with** a healthy leverage and high level of liquidity
- **Diversified funding** mix – no short-term refinancing required
- **Resilience proven** in crisis years 2020-2021
- **Investment grade** rating
  - Moody's: Baa3 (stable)
  - Fitch: BBB (stable)

SETS THE GROUND FOR OUR INVESTMENT

- Into **new technologies** towards emission-free flights and our contribution to **decarbonization**
- Into our ongoing efforts in **digitization** and **automation**
- In **higher program shares** in future engine programs

Fleet management program for GTF engine

Quality escape on Pratt & Whitney produced parts leads to accelerated engine removals and inspections for PW1100 engine

FINANCIAL IMPACT

- MTU has to share obligations for **customer support** as well as expenses for **additional MRO-efforts**
- **Customer support** estimated at 5.3 bn$ @100% for PW1100G corresponds with additional MTU obligations of 961 m$
  - Revenue effective build up of refund liabilities for warranty and liability risks
- **Additional MRO-efforts** estimated at 1.5 bn$ @100% for PW1100G
  - Revenue effective refund liability catch up for invoice corrections/subsequent costs of 52 m$
  - COGS effective write-down of inventories by 17 m$
  - Remainder of additional MRO-efforts (approx. 200m$ @18%) will need to be recognized in the course of future aftermarket revenue recognition

Total effect on reported revenues	1,013 m$	956 m€
Total effect on reported EBIT	1,030m$	972 m€

9M reported key financials

(in m €)	9M 2022	9M 2023
Revenues	**3,818**	**3,653**
EBIT	**331**	**-410**

Guidance 2023 – Adjusted EBIT and adj. FCF 2023 confirmed

Reported figures will be impacted by GTF fleet management plan

ORGANIC REVENUE

Military

Up mid teens %

Commercial OE

Up thirty %

Commercial Spares

Up high teens to low twenties %

Commercial MRO

MRO up high teens %

GTF share at mid to high thirties % of revenue

Total Group Sales*

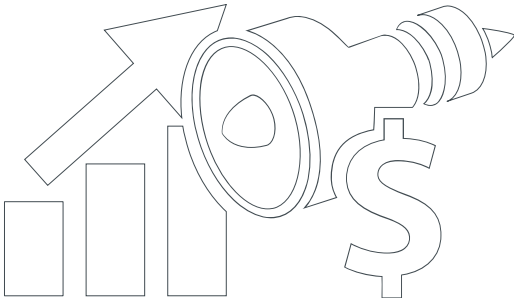
EUR 6.1 – 6.3 bn €

EBIT adj.

>800 Mio €

FCF adj.

> 2022 actuals



*subject to adjustment

Mid term outlook until 2025

- Demand recovery remains strong – Business parameters from last years mid term outlook remain valid and intact
  - **Military business:** strong development in new engines and services
  - **Commercial OE:** benefits from rate increases on all major platforms
  - **Commercial spare parts:** strong demand following growing flight activities
  - **Commercial MRO:** improved market position in independent business accompanied by strong GTF volumes

- FX environment around USD/EUR parity provides strong uplift for revenues and EBIT adj.
- 2024 EBIT adj. expected significantly above 2019 results
- FCF impacted by GTF fleet management program

AMBITION FOR 2025

Revenue

EUR 8 billion

EBIT adj

~ EUR 1 billion

MTU's financial policy remains prudent and reliable
Balanced leverage ratio target – 0.5 to 1.5 x net debt/EBITDA

MTU's cash deployment strategy

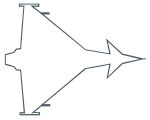
Priorities	**Organic growth**	**Dividends**	**Share buybacks**	**M&A**
Targets	New program opportunities	Payout target of 40% of net income adj.	Opportunistic instrument to limit deleveraging and manage dilution	Opportunities limited

MTU is well positioned in the market to benefit from further growth and to deal with market challenges

Economic slowdown
A strong financial and contractual position prepares well to deal with current challenges and realize opportunities

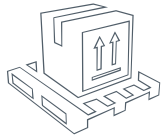
Financial vision underlines strong performance targets
Outlook of reaching record revenues of >8bn € with an EBIT adj. of >1bn € in 2025 as next waypoint of success story

Decarbonization and climate protection
Achieve net-zero carbon emissions by 2050 in production MTU with clear technology roadmap (Gen2 GTF, WET, FFC) addressing CO_2 and non-CO_2–emissions



Defence & Sovereignty
MTU plays a key role in Europe's most important current & future military engine programs

Recovery & growth
Recovery expected for 2024, long-term growth and ongoing strong orderbooks ⟶ Operational excellence in OEM and MRO as basis for re-ramp up and long-term growth



Reshuffling of global supply chain
MTU's supply chain is challenging but stable, thanks to its multiple source strategy

Industry re-shaping
Fleet renewal, focus on efficiency ⟶ MTU with strong product portfolio – GTF engines offer double-digit improvements in fuel burn and operating costs

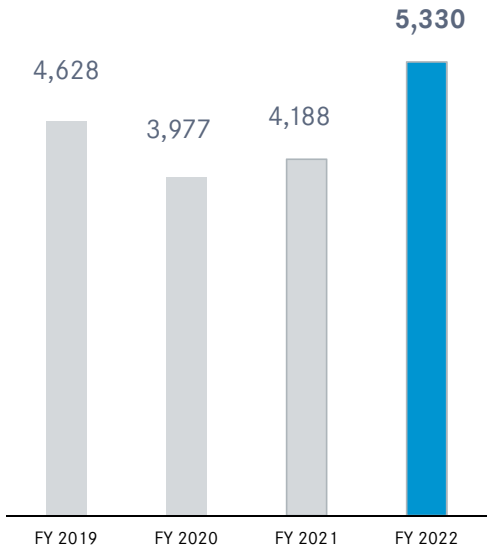
Retain and attract talent
MTU offers a lot of benefits to attract new talented employees (innovative culture, leadership values)

05 Appendix

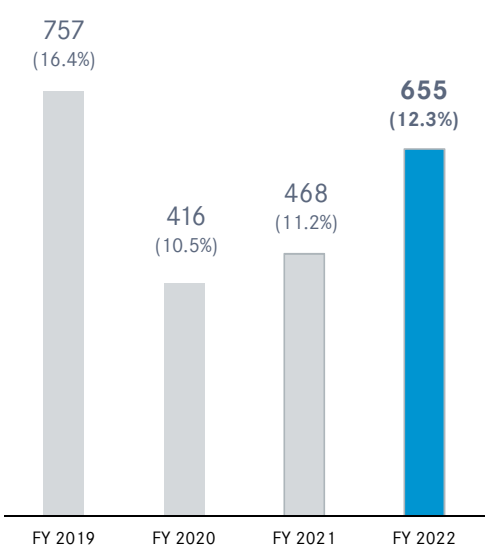
In our appendix you will find some more important financial data and further information. If you miss any information, please let us know.

Key Financials

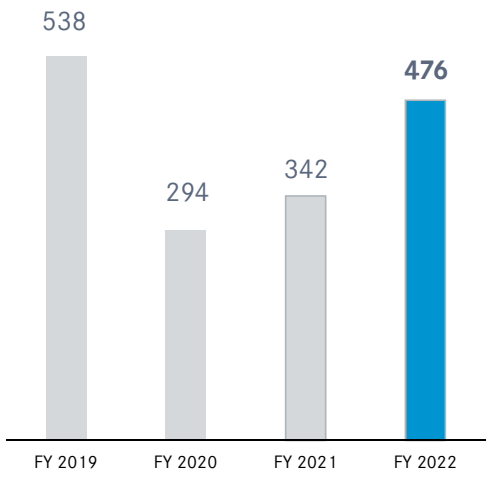
REVENUES
[m €]



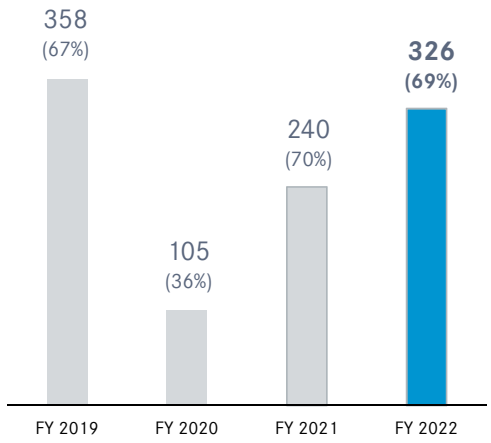
EBIT ADJUSTED
(EBIT Margin) [m €]



NET INCOME ADJUSTED
[m €]



FREE CASHFLOW / CCR*)
[m €]

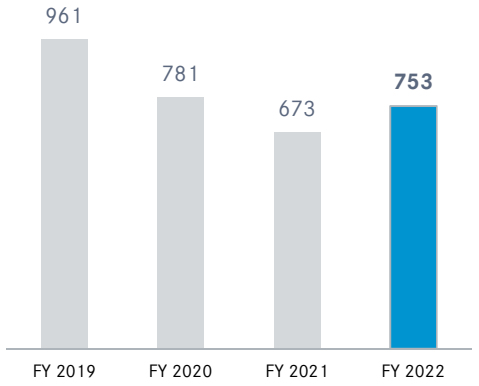


** CCR Cash conversion rate = FCF/ Net Income adj.*

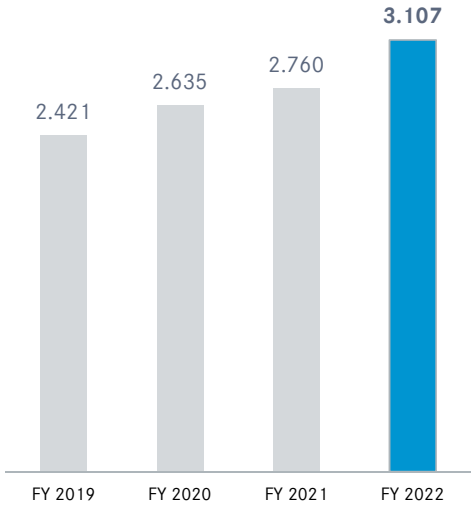
Strong balance sheet provides good cushion against current volatile market environment

Key credit figures

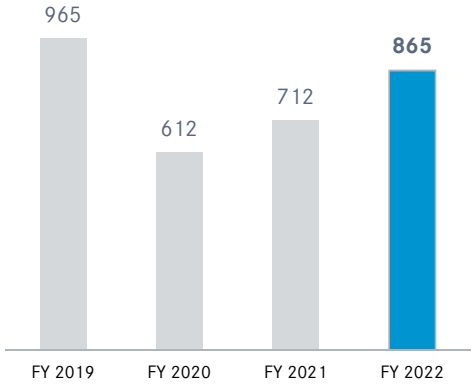
NET FINANCIAL DEBT
[m €]



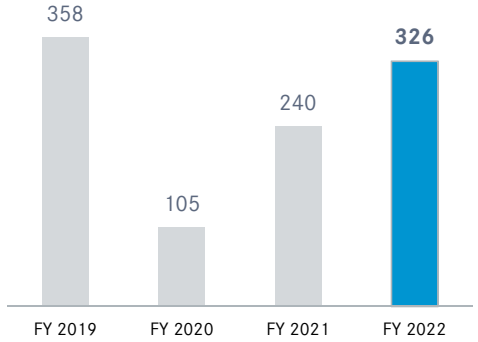
EQUITY
[m €]



EBITDA
[m €]



FREE CASHFLOW
[m €]



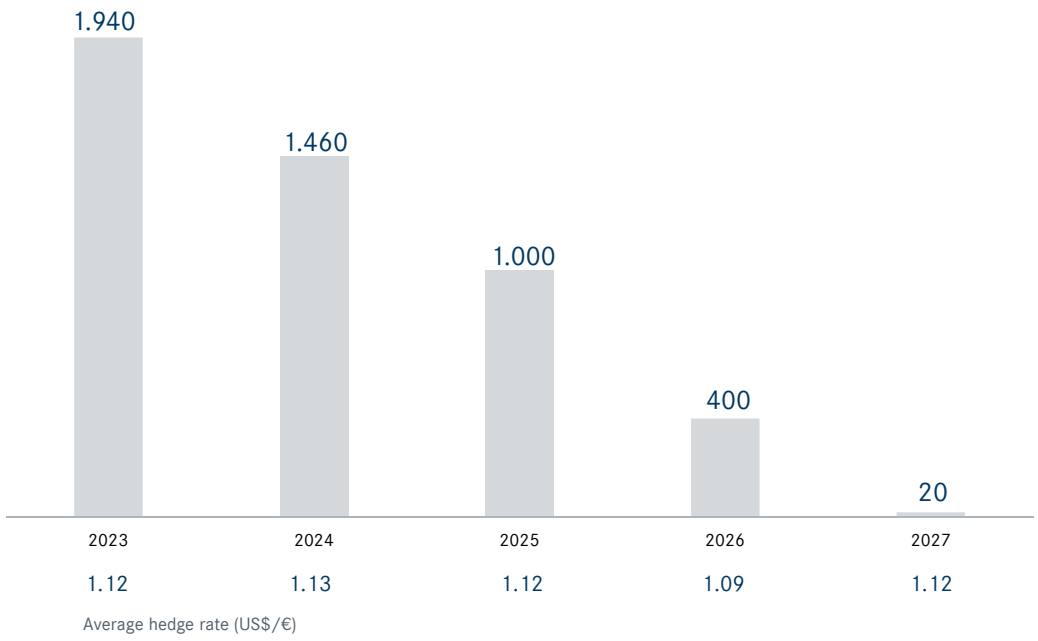
- Net Financial Debt / EBITDA range – targeted between 0.5 – 1.5
- Equity ratio of 30%+

MTU's debt profile

LOAN DETAILS	AMOUNT	COUPON	ISSUE DATE	MATURITY
Revolving Credit Facility	500 m€	Customary market reference rates plus an additional margin; unused credit facilities are subject to a loan commitment fee		29 June 2027
Euro Bond	500 m€	3.00%	01 July 2020	01 July 2025
Convertible Bond 2019	500 m€	0.05% Conversion Price € 378.4252 (Premium 55%)	18 Sept 2019	18 March 2027
Notes (Private Placement)	100 m€	3.55%	12 June 2013	12 June 2028

USD exchange rate / Hedge portfolio

HEDGE BOOK AS OF OCTOBER 11TH, 2023 IN MILLION USD



HEDGING MODEL – USD EXPOSURE

- Approx. 75% of USD revenues are covered with USD costs via procurement ("**natural hedging**")
- USD sensitivity will rise over the next years due to increasing net USD exposure

ROLLING HEDGING MODEL

- Exchange rate analysis and new hedging contracts on a quarterly basis
- **Hedging period: maximum 20 following quarters**

- For MTU hedging remains an instrument for **risk mitigation**
- Sensitivity pre hedging: 10 cent move in USD/EUR exchange rate has an impact of ~ EUR 150 million on EBIT (2024)

Commercial engine portfolio

AIRCRAFT SEGMENT	ENGINE	PROGRAM SHARE	AIRCRAFT APPLICATION
Widebody (50 – 120 klb)	GP7000	22.5%	A380
	PW4000G	12.5%	B777
	CF6-80C	9.1%	B747-400, B767, Boeing MD-11, A310
	GEnx	6.6%	B787 Dreamliner, B747-8
	CF6-80E	n.n.	A330
	CF6-50/80A	n.n.	DC 10-30, B767, A310
	GE9X	4%	B777X
Narrowbody (20 – 50 klb)	PW2000	21.2%	B757, C-17
	PW1100G-JM	18%	A320neo
	PW6000	18%	A318
	V2500	16%	A320 family, Boeing MD-90
	JT8D-200	12.5%	Boeing MD-80 range
Regional Jets (13 – 24 klb)	PW1500G	17%	A220 (former Bombardier Cseries)
	PW1900G	17%	Embraer E-Jet Gen 2
Business Jets (3 – 16 klb)	PW300	25% (PW305/306)	Learjet 60, Do328 JET, Gulfstream G200, Hawker
		15% (PW307)	1000, Dessault Falcon 7X, Cessna Sovereign
	PW500	25%	Cessna Bravo, Cessna Excel
	PW800	15%	Gulfstream G500, G600, Falcon 6X

Military engine portfolio

AIRCRAFT SEGMENT	ENGINE	PROGRAM SHARE	AIRCRAFT APPLICATION
Fighter Aircraft	EJ200	30 %	Eurofighter Typhoon
	RB199	40 %	Panavia Tornado
	F414	4.4 %	F414: F/A-18 E/F Super Hornet; EA-18G Growler
Transport Aircraft	TP400	22.2 %	A400M
Helicopter	MTR390	40 %	Eurocopter Tiger
	T408	18.4 %	CH-53K (US-HTH)

MTU Management Board

Lars Wagner
Chief Executive Officer

- CEO at MTU Aero Engines AG since January 2023
- His responsibilities include technology and engineering, human resources, corporate strategy, corporate communications and legal affairs
- He joined MTU in 2015 as Executive Vice President, OEM Operations and acted as COO from January 2018 to December 2022. Before joining MTU, he held several managing positions at Airbus.

Peter Kameritsch
Chief Financial Officer &
Chief Information Officer

- Member of Executive Board acting as CFO and CIO since January 2018
- He joined MTU in 1999 and worked in various management positions in finance, investor relations and corporate strategy at different MTU locations

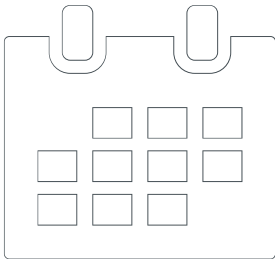
Michael Schreyögg
Chief Program Officer

- Member of Executive Board since July 2013
- He oversees marketing & sales and program management in MTU's MRO, commercial and defense programs
- He joined MTU in 1990 and was in charge for several commercial and military programs before he took over the responsibility for MTU's military business in 2008

Dr. Silke Maurer
Chief Operating Officer

- Member of Executive Board since February 2023
- She oversees procurement, production, assembly and corporate quality

IR Kalender



2024

29 February

Conference call
Full year results 2023

30 April

Conference call
Q1 2024 results

8 May

Annual general meeting
for the fiscal year 2023

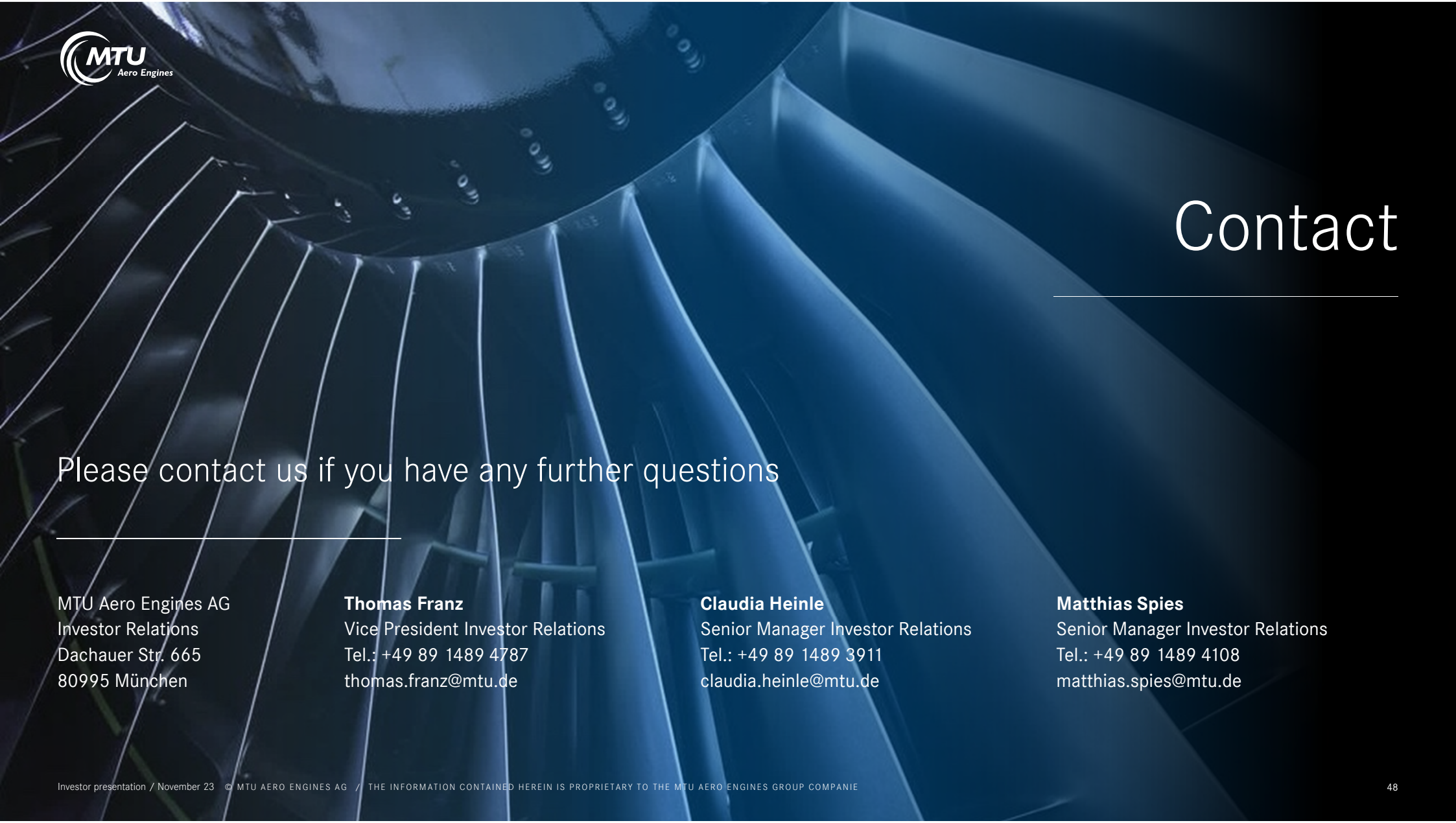
26 July

Conference call
Q2 2024 results

24 October

Conference call
Q3 2024 results

Thank you for your attention.



Contact

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Actual results, performance or events may differ materially from those in such statements due to, without limitation, (i) competition from other companies in MTU's industry and MTU's ability to retain or increase its market share, (ii) MTU's reliance on certain customers for its sales, (iii) risks related to MTU's participation in consortia and risk and revenue sharing agreements for new aero engine programs, (iv) the impact of non-compete provisions included in certain of MTU's contracts, (v) the impact of a decline in German or other European defense budgets or changes in funding priorities for military aircraft, (vi) risks associated with government funding, (vii) the impact of significant disruptions in MTU's supply from key vendors, (viii) the continued success of MTU's research and development initiatives, (ix) currency exchange rate fluctuations, (x) changes in tax legislation, (xi) the impact of any product liability claims, (xii) MTU's ability to comply with regulations affecting its business and its ability to respond to changes in the regulatory environment, (xiii) the cyclicality of the airline industry and the current financial difficulties of commercial airlines, (xiv) our substantial leverage and (xv) general local and global economic conditions. Many of these factors may be more likely to occur, or more pronounced, as a result of terrorist activities and their consequences.

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Proprietary Notice