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**MTU Aero Engines takes 15 percent role in Pratt & Whitney's next-generation engine programs**

- **Compressor and turbine for PW810 and Geared Turbofan™ for MRJ**
- **Potential market: some five billion euros each**
- **Contracts already signed**

Berlin, May 27, 2008 – MTU Aero Engines has secured a 15 percent stake each in the new PW810 and the Geared Turbofan™ engine for the Mitsubishi Regional Jet. MTU CEO Egon Behle announced the deal in Berlin on Tuesday, May 27, the first day of the ILA International Aerospace Exhibition. Both engines are predicted to come with a substantial market potential. "We expect sales over the whole program life valued at up to about five billion euros to MTU for either model," Behle said at a joint press briefing with Pratt & Whitney. The contracts have already been signed.

Robert J. Keady, Pratt & Whitney Senior Vice President of Sales & Marketing, emphasized: "We are excited to continue our long-term partnership with MTU Aero Engines as we work together to bring the next generation of commercial engines to market. The selection of MTU Aero Engines for these key technologies demonstrates our commitment to bringing world-class partners to the Geared Turbofan and PW810 engine programs."

As risk-sharing partner, MTU will take on responsibility for the development, production and assembly of the Pratt & Whitney Canada PW810's low-pressure turbine. Additionally, Germany's leading engine manufacturer will develop and produce the first four stages of the high-pressure compressor. At a thrust of 10,000 pounds (45 kN), the PW810 is targeted at the large business jet market. The launch customer is Cessna with its Citation Columbus.

In the Geared Turbofan engine for the Mitsubishi Regional Jet program MTU will be responsible for the development, production and assembly of the engine's advanced, high-speed low-pressure turbine, and develop and produce the first four high-pressure compressor stages. The Geared Turbofan engine is the exclusive power for the Mitsubishi Regional Jet and is designed for 15,000 to 17,000 pounds (68 to 77 kN) of thrust. Launch customer for the Mitsubishi Regional Jet is Japan's All Nippon Airways (ANA).

Development of the two engine models is already under way in preparation for entry into service in 2013. The underlying technology is being validated under a demonstrator program: the first test phase has successfully been



completed and flight testing on Pratt & Whitney's 747 flying testbed will begin mid-year. Airbus announced that the company will test a Geared Turbofan demonstrator engine on the wing of a converted A340 in the fourth quarter of this year.

A 24,000 pounds (109 kN) thrust Geared Turbofan engine has also been selected by Bombardier as sole-source power for the proposed CSeries aircraft. The CSeries program is expected to launch later this year.

MTU Aero Engines is a long-established player in the engine industry. The company cooperates with big engine makers General Electric, Pratt & Whitney and Rolls-Royce. Having carved out leadership positions in engine technologies, MTU excels in high-pressure compressors and low-pressure turbines, engine control units, and manufacturing and repair techniques. The German engine manufacturer has a workforce of about 7,100 globally and in fiscal 2007 posted consolidated sales close to 2.6 billion euros. MTU Maintenance is the world's largest independent provider of commercial engine maintenance services. In the military arena, MTU is Germany's industrial lead company for practically all engines flown by the country's military.

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