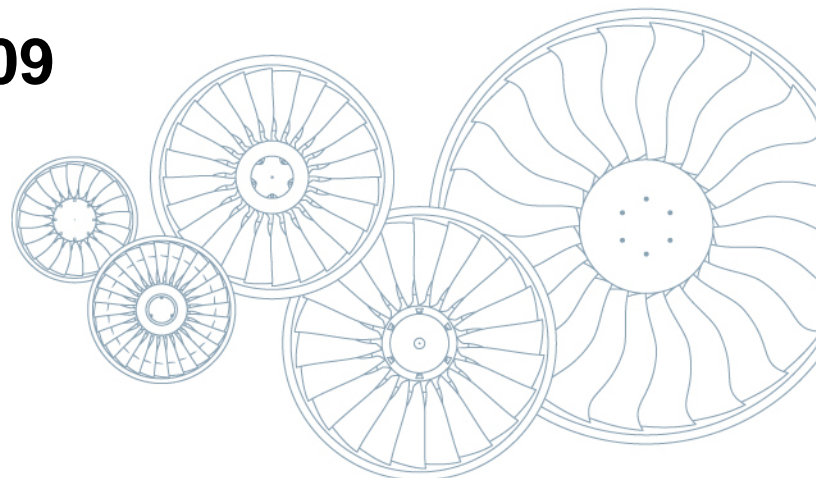




Investor and Analyst Day 2009

MTU Aero Engines

Munich, September 25, 2009



Agenda – MTU Investor and Analyst Day 2009

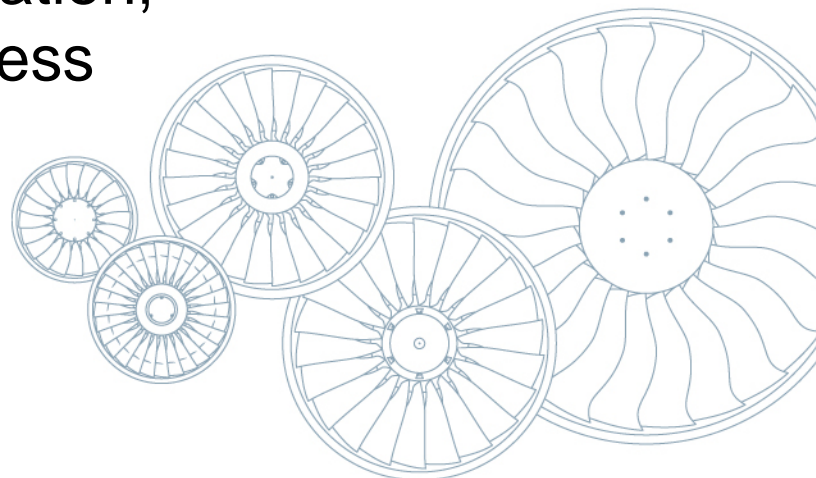
Time	Event	Speaker
11:00	Update on Current Market Situation, Commercial and Military Business	Egon Behle
	Update on Financials and on Progress of Challenge 2010	Reiner Winkler
12:40 – 13:30	Lunch with MTU Management	
13:30	The New MRO	Dr. Stefan Weingartner
	Preparing for Future Growth – MTU Operations and Technology	Dr. Rainer Martens
15:00 – 16:30	Guided Tour through the MTU-Museum or Shop Visit of the MTU Munich Facility	



Update on Current Market Situation, Commercial and Military Business

Egon Behle
CEO

Munich, September 25, 2009



Agenda

1. Current Market Situation
2. Commercial and Military Business
3. Market Outlook

MTU Aero Engines Celebrates its 75th Anniversary in 2009



1934

Foundation of BMW Flugmotorenbau GmbH

1969

Foundation of MTU München

1989

Formation of Deutsche Aerospace (DASA) within Daimler-Benz Group

2000

Name changed to MTU Aero Engines, directly held by DaimlerChrysler

2004

DaimlerChrysler sells MTU to KKR

2005

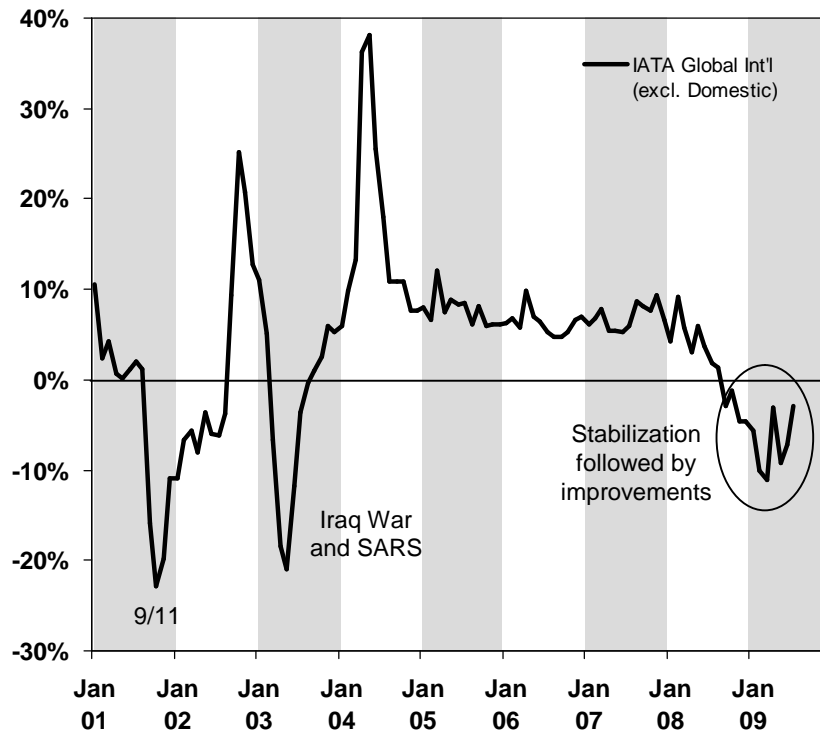
IPO of MTU Aero Engines Holding AG

2008

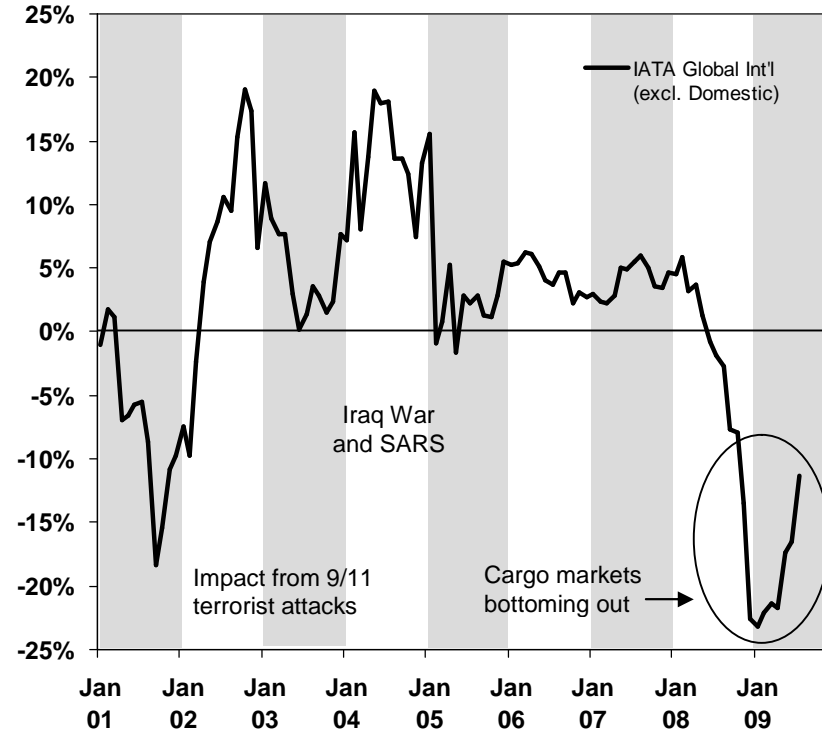
Record year of new program participations

Current Market Situation

Passenger air traffic growth

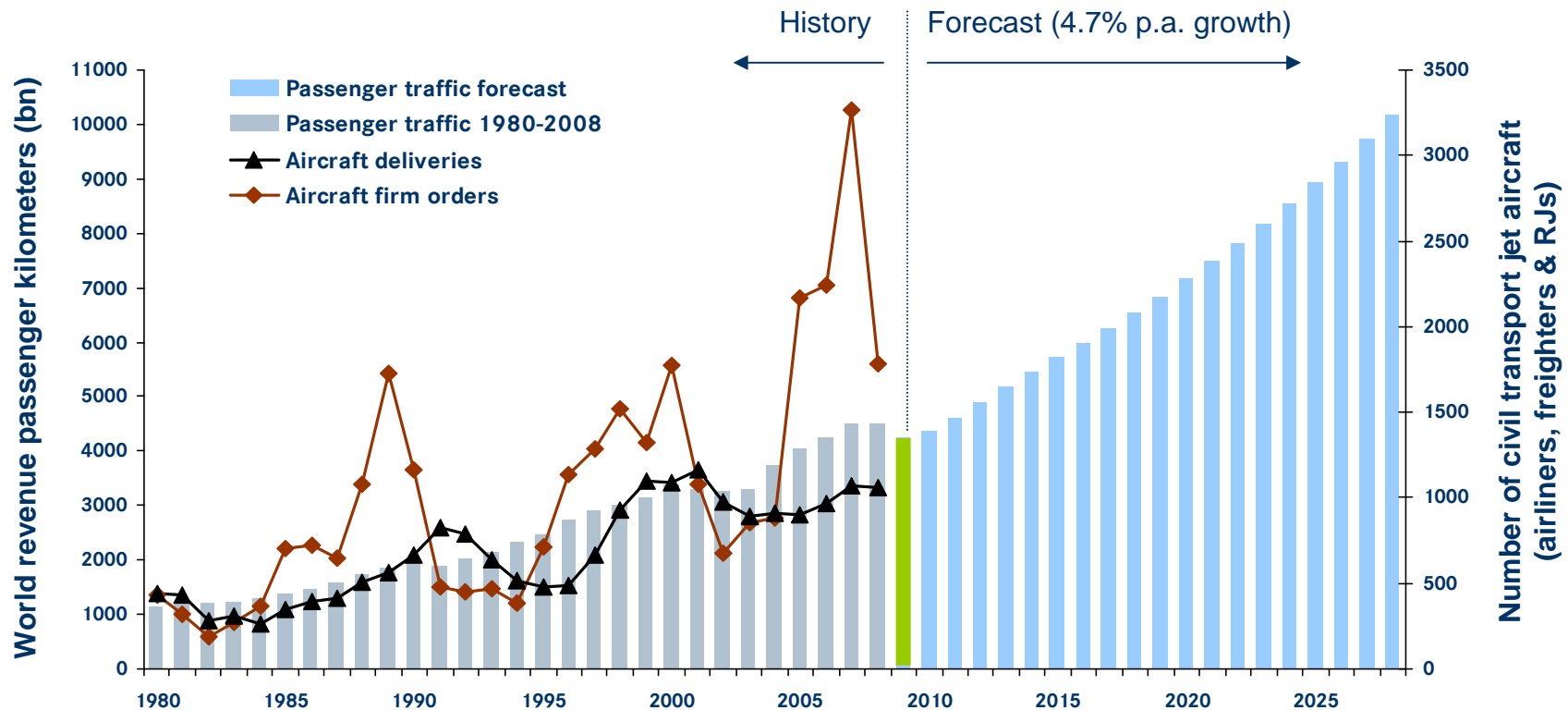


Cargo air traffic growth



July international traffic growth shows a relative improvement with passenger traffic at -2.9% and freight at -11.3%

The Market Cycles (Status September 2009)

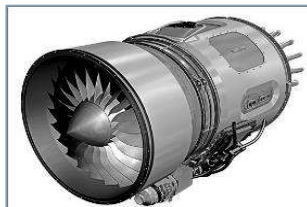


Source: MTU/ASM September 2009, Airclaims CASE

Remark: Western-manufactured jet powered commercial transport aircraft are considered (airliners, freighters & RJs; turboprops, business jets, military and general aviation excluded)

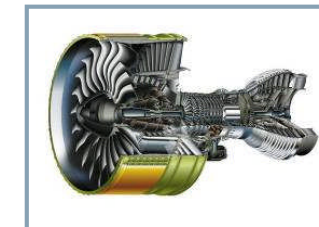
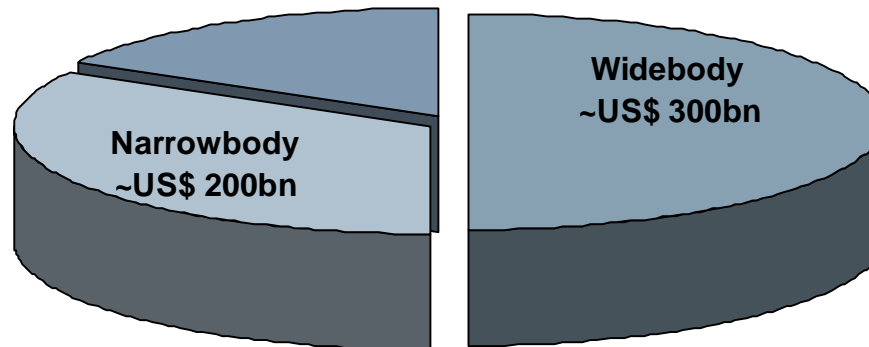
Market Expectations

Expected engine sales 2009-28 – CAGR ~3% to 4%



30-90 seats

Regional &
business jet
~US\$ 100bn



230+ seats



90-230 seats

Commercial aero engine market is expected to generate about US\$ 600bn sales over the next 20 years

Source: MTU/ASM September 2009; sales expressed in 2009 US\$ (i.e. not escalated)

Agenda

1. Current Market Situation
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Commercial Business – Operational Programs

Overall 2009 assumptions compared to 2008

- Large engine sales flat in US\$, business jet engine sales -50% in US\$
- Spare parts volume -5% to -8%, but sales almost stable on same US\$-basis



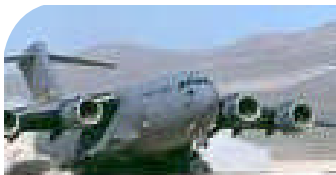
V2500 – continuous success

- 4000th engine delivered to TAM on August 28, 2009
- YTD market share of new orders 52%
- New upgrade engine studies ongoing



GP7000

- Several campaigns announced during Paris Air Show
- Airlines try to postpone aircraft deliveries



Military PW2000 for C17, industrial derivatives LM6000

- US President signed Supplemental Bill for 8 additional C17s
- Strong sales of LM6000 industrial derivatives

Commercial Business – New Engine Programs

GTF engines for CSeries and MRJ

- Lufthansa and LCI: total of 50 firm A/C for CSeries.
- Market activities ongoing (e.g. Hong Kong Aviation).
- MRJ considers stretched 100 PAX version as a result of market request.



GENx for B787 and B747-8

- B747-8 Freighter, engines installed on No. 1 Test Aircraft. First Flight Q4 2009, First Delivery Q3 2010.
- B787 Dreamliner: First Flight expected in 2009.
- MTU transition for 1st Turbine Center Frame (TCF) in Jan. 2012 on schedule.
- American Airlines ordered 42 firm and 58 optional B787-9 with GENx engines.

PW800

- New PW800 applications under preparation.

Military Business – Programs and Military MRO



- **EJ200** Tranche 3A contract for 193 additional engines – generating turnover until 2015 – was signed on July 31, 2009.
- EJ200 has shown exceptional performance and reliability during 135 000 flight hours so far.
- Focus on Eurojet export campaigns (2nd batch Saudi Arabia, India, Swiss, Japan).
- India campaign: Offer will be issued in October 2009.



- **GE38** FETT (first engine to test) achieved on June 24, 2009.
- CH-53K program under no political pressure.
- European Defense Agency has been tasked to identify further partners for the European HTH, potentially powered by the GE38.



- Additional military MRO** contracts have been secured with GE:
- MTU is exclusive partner for J79 spare parts harvesting.
 - Further expansion in the military MRO sector intended.

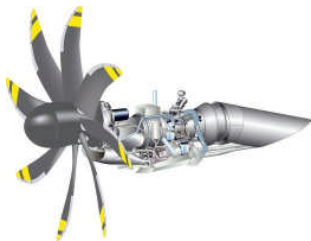
Existing and new business models ensure the combination of present day profitability combined with profitable growth.

Military Business – TP400 Program



General program information:

- **Preliminary FADEC software** has been delivered to Airbus at the end of June and successfully passed all tests by Airbus Military. Further EASA certification milestones have been passed. Final flight software on track.
- Airbus expects **A400M first flight** in Q4 2009.
- **TP400** turbo machinery is **spec-compliant**.
- **Flying testbed campaign** on track and successful.



Customer & market potential:

- **Customers** and **Airbus Military** are discussing the way-forward of the program.



We believe in the A400M to become a successful aircraft!

MTU Maintenance – MRO Highlights



MTU Hannover

- Process optimization
- Return to profit targets

MTU Zhuhai

- Continuous growth
- Expansion of infrastructure



MTU Berlin-Brandenburg

- Benefitting from IGT
- Suffering from business jets

Changes in Company Structure

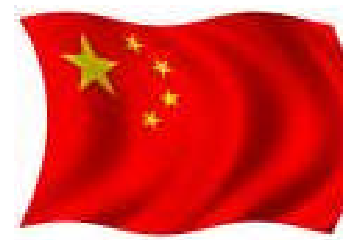
MTU Aero Engines Polska

Production started April 1, 2009



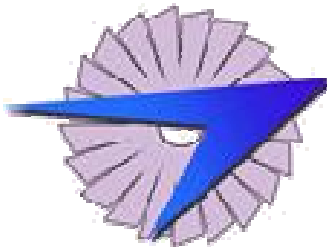
MTU in Shanghai

Office for business affairs



MEPC Middle East Propulsion Company

Contract signed June 2009



AENA Production

Sold June 30, 2009



Roland Berger Survey

Question to more than 100 leading decision makers in aviation industry:

Which measures have been taken by the companies to react to the crisis as well as to be prepared for the time after the crisis?

Summary:

In 2009, the agenda of the aviation industry has changed tremendously compared to previous years

- Focus on delivery performance changed to more flexibility in production
- Improvement of innovation processes
- Approx. 90% of the companies have implemented programs to increase efficiency and to reduce overhead cost
- Optimization of free cash flow and working capital management

MTU is working on these issues within the project Challenge 2010, profit improvement 2009 and other internal projects.

Agenda

1. Current Market Situation
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Market Outlook – Market Expectations for 2010

EADS: “Business is gradually recovering.”

EADS: “The severity and duration of the crisis can only be assessed in 2010.”

Airbus: “Production cuts possible in 2010.”

Boeing: “Global aviation market to recover in 2011.”

Boeing: “Growth in cargo traffic from 2010 onwards.”

Lufthansa: “Asia to drive future growth.”

IATA: “Traffic volumes rise but yields are weak.

2010: Passenger traffic +3.2% and cargo traffic +5%”

MTU's Market Expectations for 2010 from Today's Perspective

- OEMs indicate slight signs of market improvement.
- V2500 has upside potential versus 2009.
- GP7000 may stay flat (ramp up if some deliveries for 2009 are moved to 2010).
- GEnx first deliveries for B747-8.
- Business jet segment flat on low volumes 2009.
- Military business stable.
- Spare parts and MRO almost stable.
Upside potential in 2nd half of 2010 possible depending on growth return in passenger traffic.

Overall we expect a market on the level of 2009 with some upside potential.

Summary

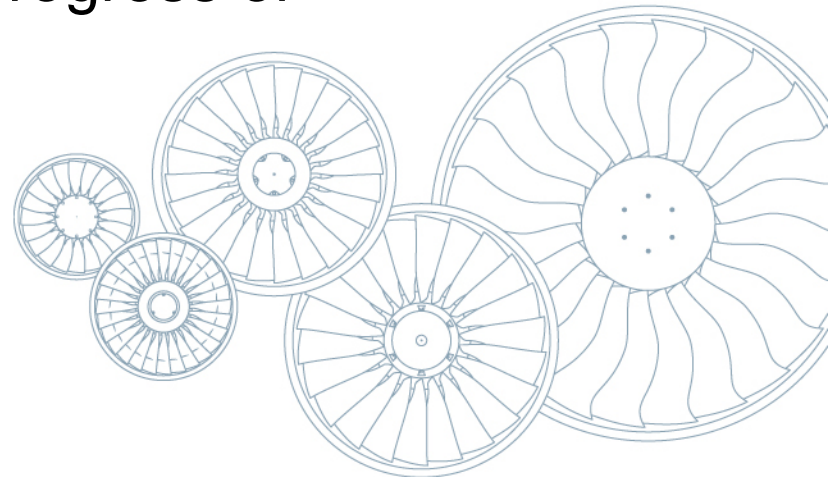
- ➔ Guidance 2009 remains unchanged.
- ➔ Challenge 2010 on track – optimization of internal structures and processes ongoing.
- ➔ Market has bottomed out, should stay on similar level in 2010.
- ➔ New commercial program participations in place to secure MTU's future.
- ➔ Military programs are doing well.
- ➔ MTU is preparing for future growth.



Update on Financials and on Progress of Challenge 2010

Reiner Winkler
CFO

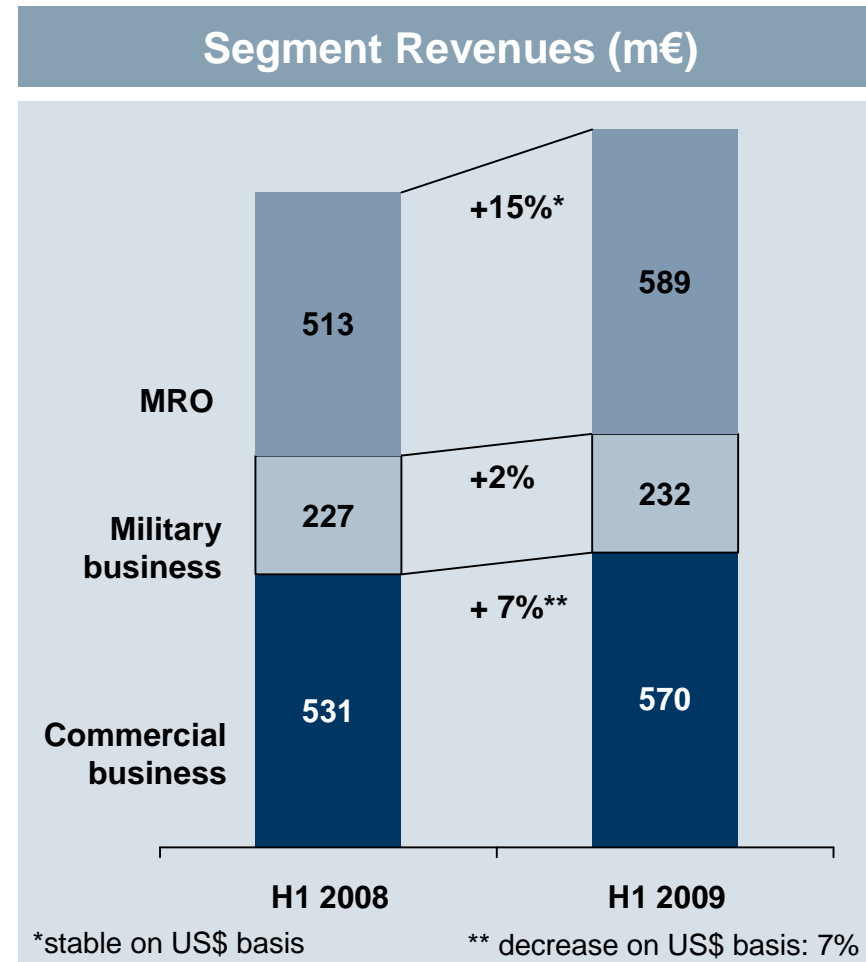
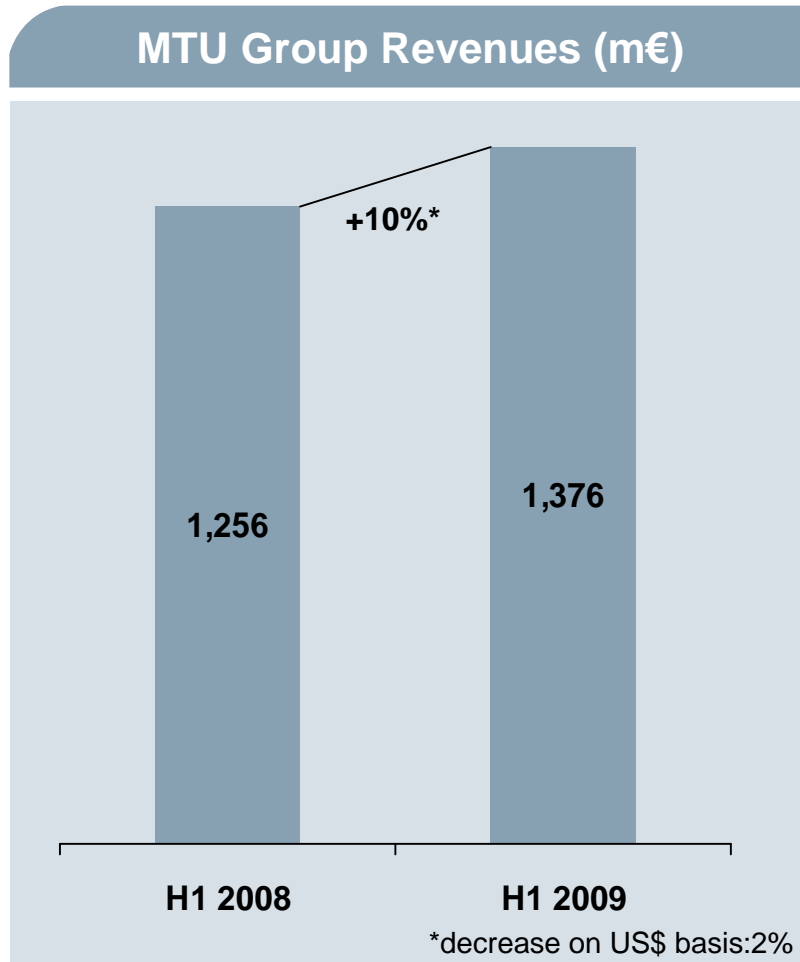
Munich, September 25, 2009



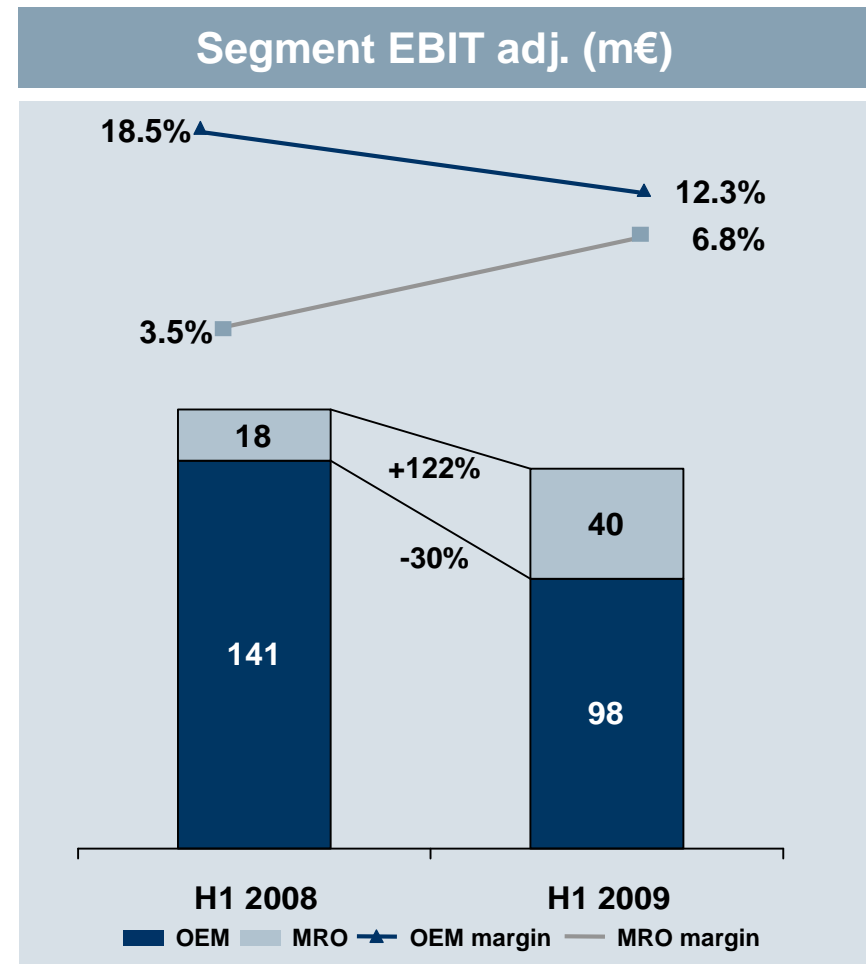
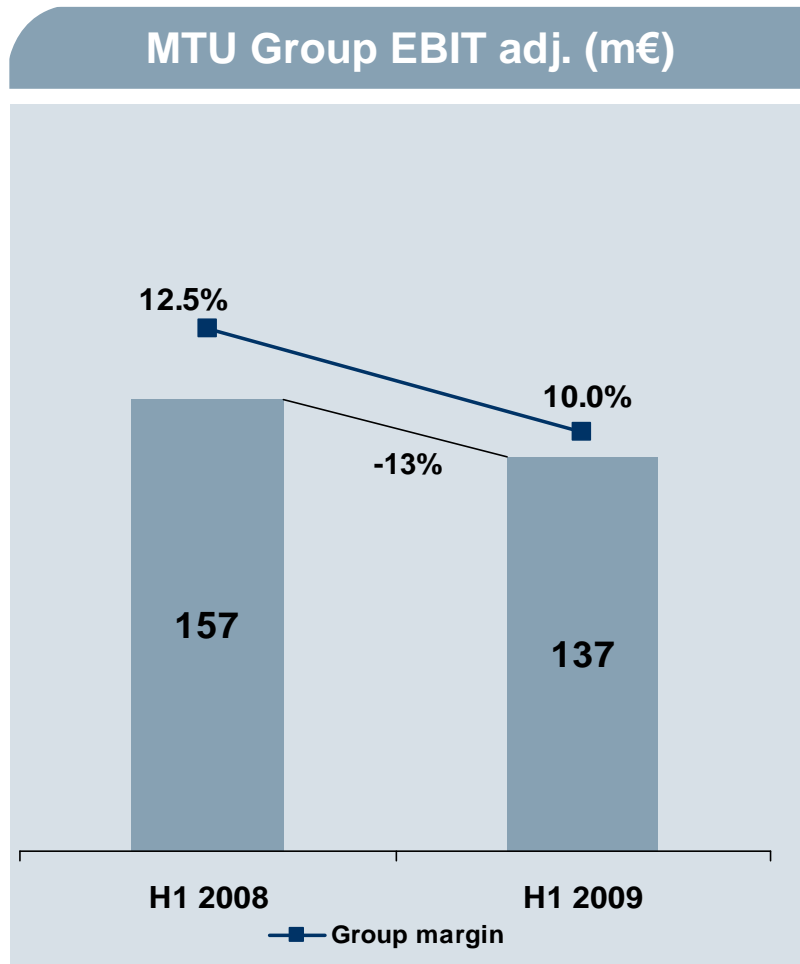
Agenda

1. H1 2009 and Guidance
2. Financial Position of MTU
3. “Challenge 2010” cost-cutting program
4. Summary

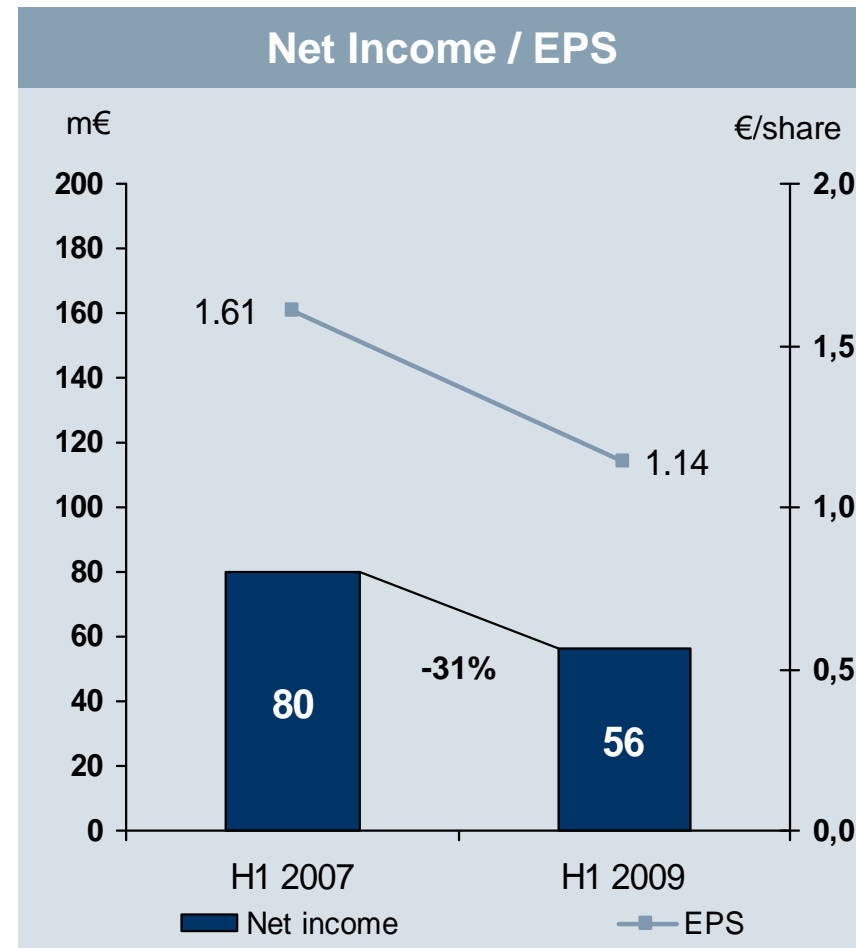
H1 2009: Revenue Growth



H1 2009: 10% EBIT at Group Level

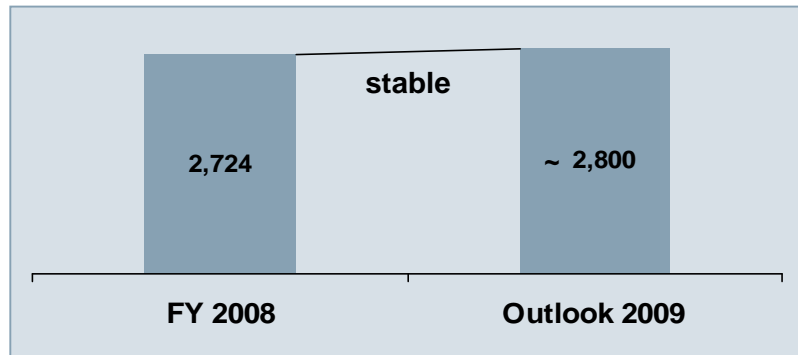


H1 2009: Free Cash Flow and Net Income / EPS

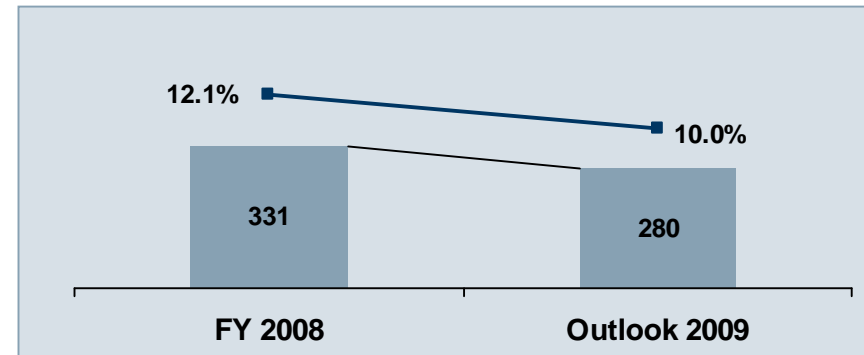


FY 2009 Forecast Remains Unchanged

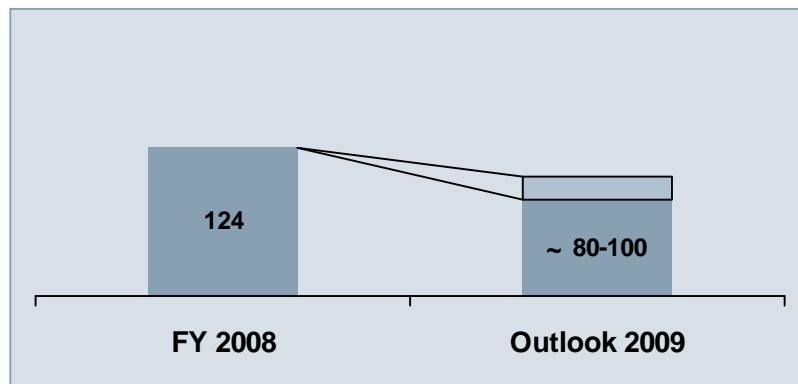
Revenues (m€)



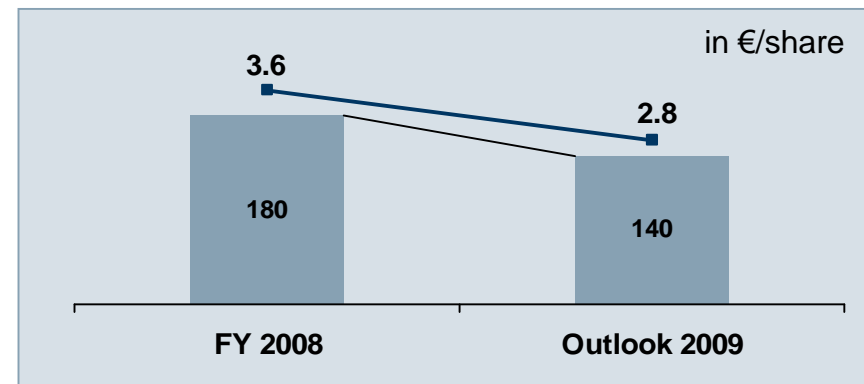
EBIT adj. (m€)



Free Cash Flow (m€)



Net Income / EPS reported (m€)



Agenda

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Financial Policy of MTU

➔ Continuous improvement of debt structure

➔ Optimization of Free Cash Flow (FCF)

Use of Free Cash Flow:

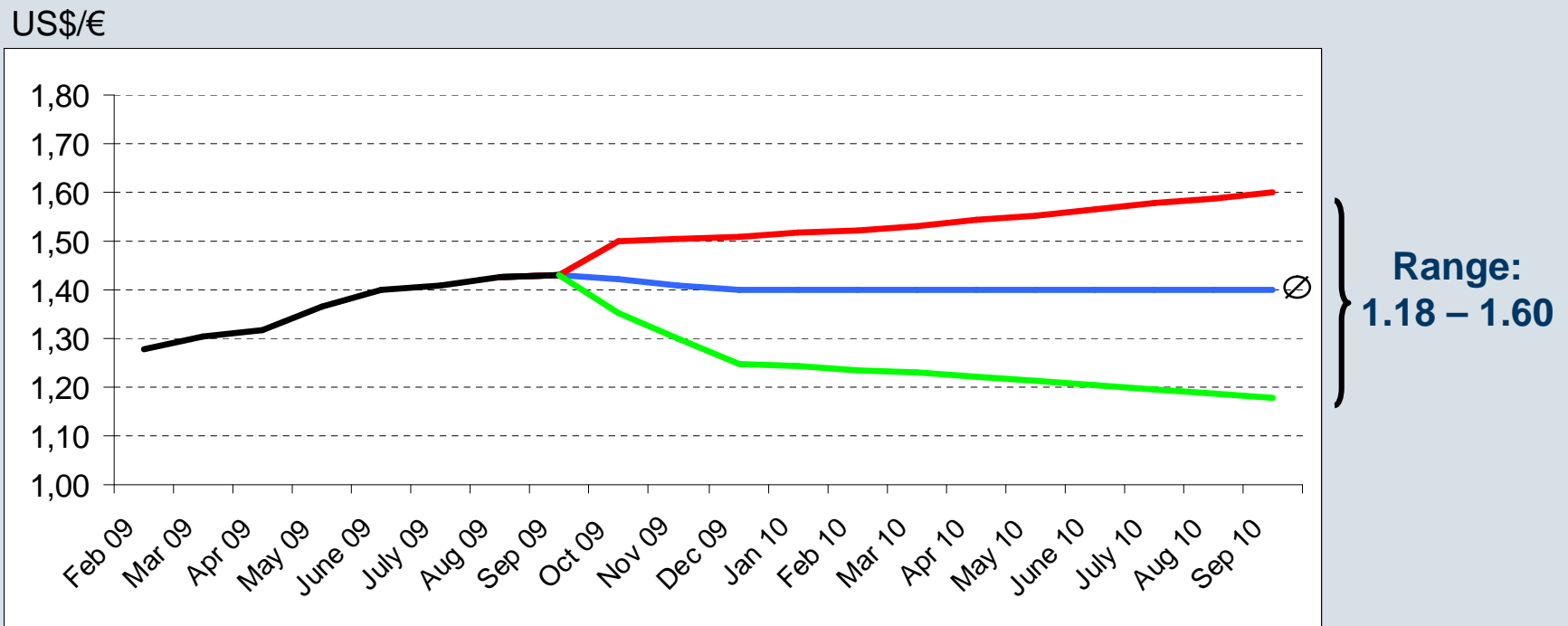
⇒ Share buy-back stopped
No further buy-back of convertible bond

⇒ FCF only used for dividend payment and debt reduction

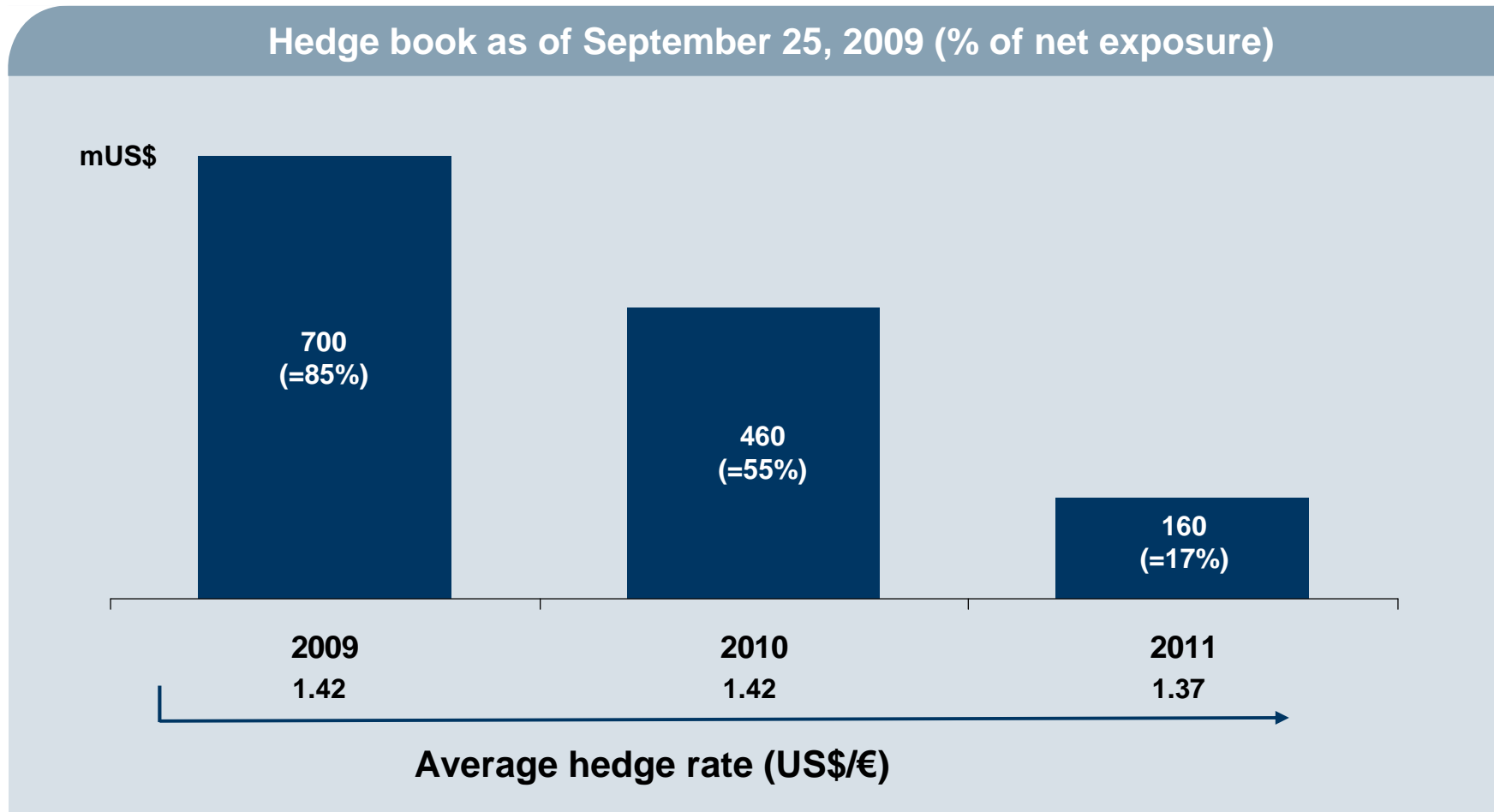
➔ Treasury policy: No speculative financial assets

➔ Solid liquidity cushion

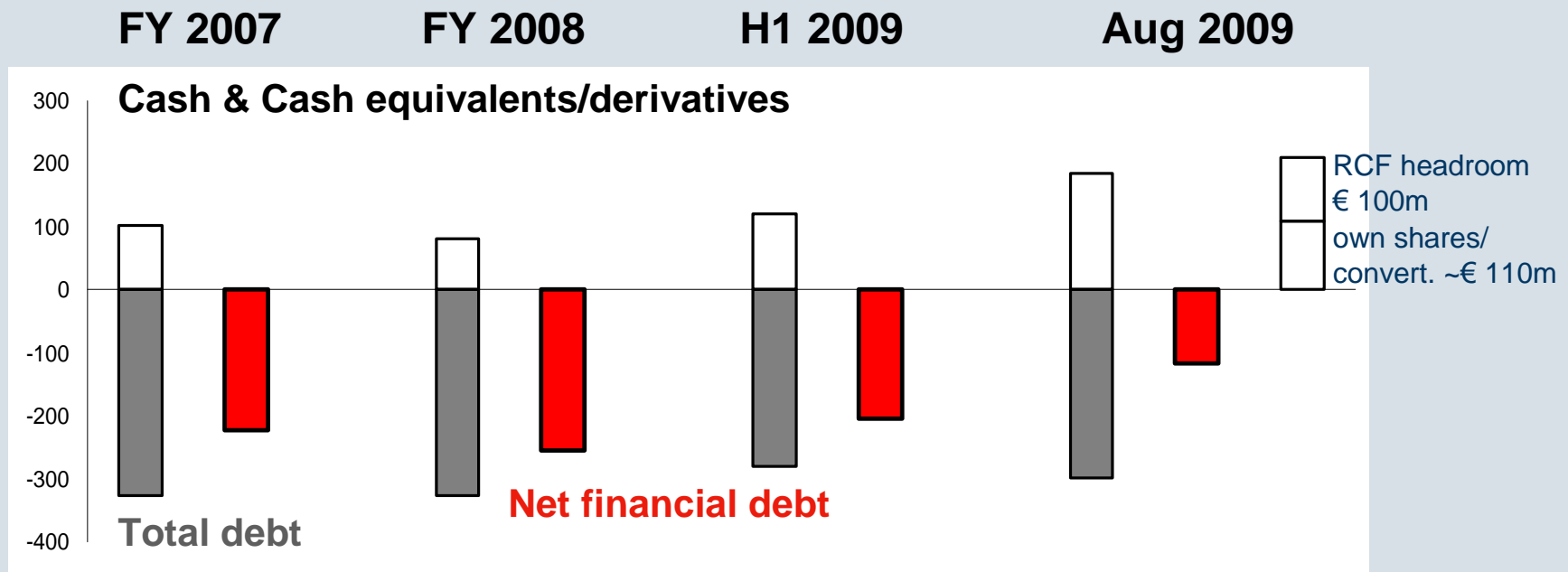
Reuters FX Poll (Sept. 2009)



MTU's Current Hedge Portfolio



Financial Position



➔ **MTU is in a healthy financial position, which improves continuously, and has a significant financial cushion**

Financial Activities of MTU

Placement of a “Schuldscheindarlehen” in the amount of € 65m (first offer € 50m):
4 tranches (fixed/floating rate, 3/5 years)

➡ Broadening the scope of investors: Sparkassen, Landesbanken

Existing liquidity currently at € 120m - 160m

Replacement of RCF: € 100m, 3 years until August 2012, termination of the former RCF (€ 250m, maturity Jan. 2010)

➡ Extension of maturity of credit facility

Convertible – Partial purchase in 2008

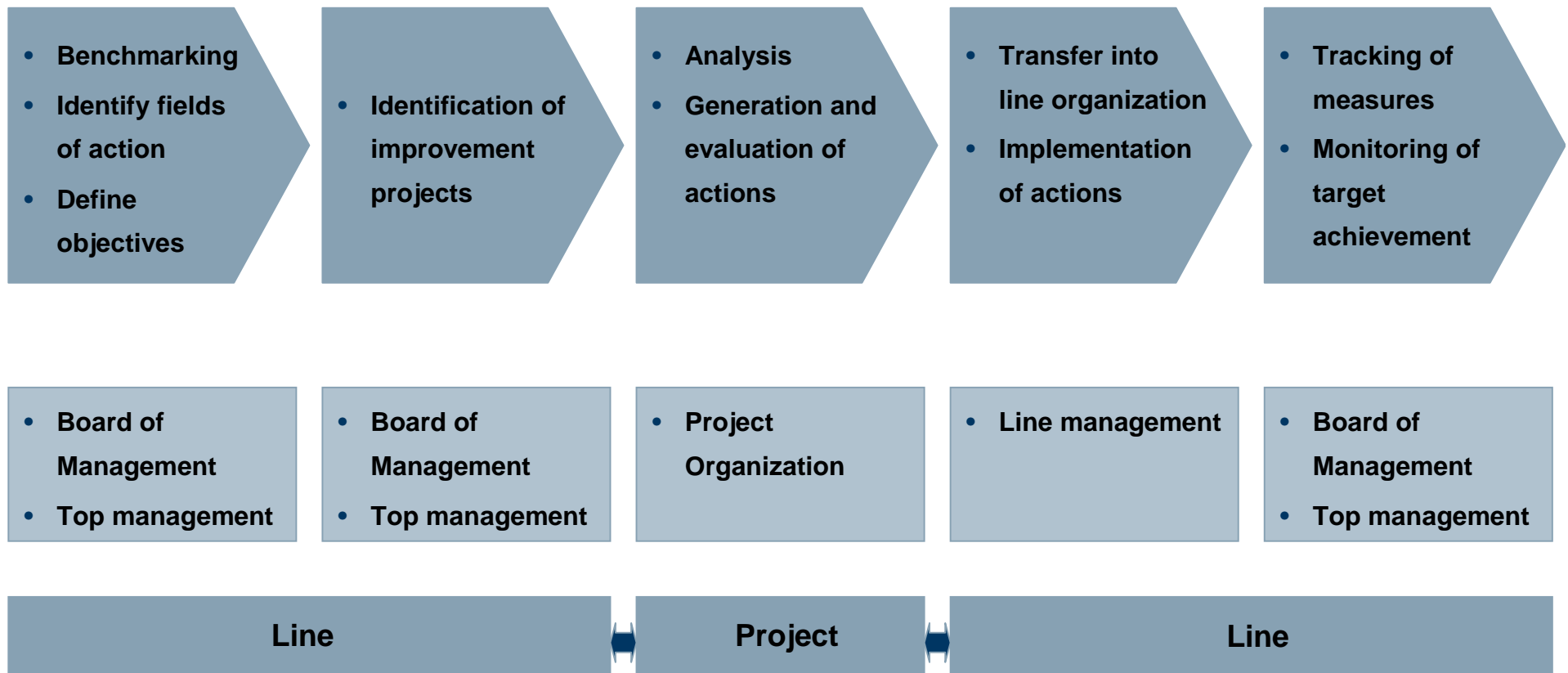
➡ Outstanding amount approx. € 153m nominal value

**Covenants of all financial instruments allow significant headroom,
in the range of € 700m - 900m**

Agenda

1. H1 2009 and Guidance
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Professional Efficiency Improvement Management at MTU



MTU BKM Target Costing - Maßnahmenbericht					HK + SBGK					
BKM Program	Kostenwirkung Maßnahme	[A] BKM Maßnahmengruppe	[A] Material	BKM Härtegrad	H1	H2	H3	H4	Gesamtergebnis	
V2500	kostenerhöhend	ARBEITSVORBEREITUNG	3A1988	DICHTRING, TRB, ST6						
			3A2522	DICHTRING, TRB, ST7						
		CH2010-FERTIGUNG	3A1984	LAUFSCHLEIBE, TRB, ST4						
			3A2430	LAUFSCHLEIBE, TRB, ST5						
			3A2996	LAUFSCHLEIBE, TRB, ST6						
		RISK_RM	1AG0069YT02	LAUFSCHLEIBE, NDT, ST4						
	kostenreduzierend	ARBEITSVORBEREITUNG	3A1984	LAUFSCHLEIBE, TRB, ST4						
			3A2923	LAUFSCHAUFEL, TRB, ST4						
			3A2996	LAUFSCHLEIBE, TRB, ST5						
		CH2010-FERTIGUNG	3A1984	LAUFSCHLEIBE, TRB, ST4						
			3A2430	LAUFSCHLEIBE, TRB, ST5						
			3A2996	LAUFSCHLEIBE, TRB, ST6						
		RISK_RM	1AG0069YT02	LAUFSCHLEIBE, NDT, ST4						
			1AG0070YT02	LAUFSCHLEIBE, NDT, ST5						

- Product cost reduction
- Optimization of production (process)

003800 V2500
BKM BKM_VORLAGE
ET-Kit nicht Serie
3A1047 GEHAEUSE&LAUEFER, NDT
ACC
Blades
Disks
3A1984 LAUFSCHLEIBE, TRB, ST4
3A2430 LAUFSCHLEIBE, TRB, ST5
3A2996 LAUFSCHLEIBE, TRB, ST6
IAS
Manuelle Pflege
OAS
TSC
Transfer Parts (Pr

Maßn.ID	Maßnahmengruppe	Maßnahme	Bezeichnung Maßnahme	Material	Pot. Mat	Pot. B...	HK+SBGK/S
324755	ARBEITSVORBEREITUNG	003-TTM2	Losgrößen Änderung von 5 auf 10	3A2996			
331600	ARBEITSVORBEREITUNG	007-TTM2	Zeitaufnahme Wuchtprüfen AVO834	3A2996			
331893	ARBEITSVORBEREITUNG	009-TTM2	Abgespecktes Rohmaterial AVO 636/ 646	3A2996			
353170	ARBEITSVORBEREITUNG	010-ITM2	AVO Zusammenlegung Schlusskontrolle (970/990)	3A2996			
375155	CH2010-FERTIGUNG	005-TFR2	Methode Abdrücke optimieren	3A2996			
375156	CH2010-FERTIGUNG	004-TFR2	Integration der Kennzeichnungsinhalte aus AVO965	3A2996			
375157	CH2010-FERTIGUNG	003-TFR2	Fräsen/Bohren: Komplettbearbeitung in einem BAZ	3A2996			
375158	CH2010-FERTIGUNG	002-TFR2	Schnellrüsten (Werkstückträger)/Rüstworkshop TT...	3A2996			
375159	CH2010-FERTIGUNG	001-TFR2	Kopfdrehen bei MTU Polska	3A2996			
375218	CH2010-FERTIGUNG	006-TFR2	Losgrößenreduzierung von 10 auf 5 Stück	3A2996			
365538		EK1AG0T32RT...	Vertragsmod. 1AG0T32RT03 001T01T026 LPA USD	1AG0T3...			
375094	RISK_RM	TLST-EK116	risk_RM_OP10_2011	1AG013...			
388484		EK1AG0132RT...	Vertragsmod. 1AG0132RT03 0011011026 LPA USD	1AG013...			
388485		EK1AG0132RT...	Vertragsmod. 1AG0132RT03 0011011026 LPA USD	1AG013...			

- KPIs**
- Material costs
 - Production costs
 - Productivity (%)
 - Lead time (days)
 - WIP (€)

WoC Report MTU-SH in Mio. €	Act. 2008	<div style="display: flex; justify-content: space-around;"> ↓ ↓ </div>												Budget Act. Month	Delta Act. /Bud	Bud. YE	Delta Act./ Bud YE		
		Jan	Feb	Mrz	Apr	Mai	Jun	Jul	Aug	Sep	Okt	Nov	Dez						
WoC		<h2>MRO inTakt – Working capital controlling at all facilities</h2>																	
Inventory Total IFRS net																			
Inventory RMS net																			
MTU owned WIP Net																			
Receivables (unbalanced)																			
Accounts Receivables																			
WIP (POC) net																			
GDNi																			
Prepayments																			
Liabilities (unbalanced)																			
KPIs																			
RMS Turnover days																			
Days Sales Outstanding (DSO)																			
TAT (Incl. Customer Hold)																			
Time to Invoice (days)																			

* no monthly budget figure available

Commentary

**KPIs
see above**

Current Status of the “Challenge 2010” Cost-Cutting Program

Challenge 2010

Major initiatives:

Reduction of product costs

- Design to cost
- Supply chain: Best cost countries (e.g. India)
- Optimization of components

Optimization of production and logistic processes, including MRO and R&D

- Optimization logistics Hannover
- Optimization logistics Berlin
- Optimization logistics Munich

Current status:

- ✓ Project is proceeding according to plan
- ✓ Reduction of product costs and in MRO
- ✓ Cost savings of ~€ 30m identified for 2010 and additional ~€ 10m for 2011 and will be realized in the corresponding years
- ✓ Remaining ~€ 10m to be analyzed according to plan, realization in 2011.

€ 50m cost reduction
from 2010/2011 on

The “Challenge 2010” program is on track

Agenda

1. H1 2009 and Guidance
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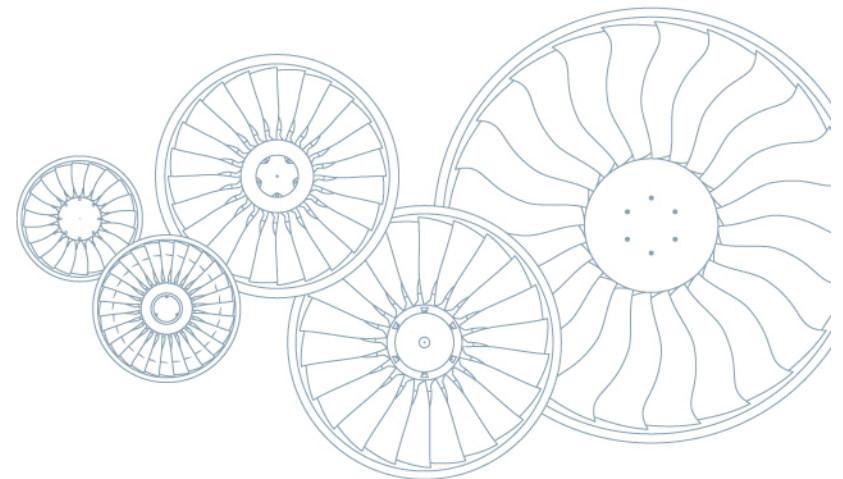
Summary

- ➔ H1 2009 figures show stable situation at MTU.
- ➔ Despite the economic downturn our 2009 guidance can be confirmed.
- ➔ MTU is in a healthy financial position which improved even through the recent crisis.
- ➔ MTU is on track with its “Challenge 2010” cost-cutting program with a total volume of € 50m. The program is aimed at ensuring competitiveness in a challenging macro environment.



The New MRO

Dr. Stefan Weingartner
President and CEO Commercial Maintenance
Munich, September 25, 2009



Agenda

- Commercial MRO
- Summary H1 2009 Financials
- Market Update
- Operations
- Outlook & Strategy

Agenda

- **Commercial MRO**
- Summary H1 2009 Financials
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Commercial MRO – Status Quo

Status Quo

- Market: worst crisis in air transportation ever
- MTU Maintenance Hannover: operational performance back on track
- MTU Maintenance Hannover: in September 2009 order intake of € 50m
- MTU Maintenance: 15% sales growth in H1 2009; stable revenues on US\$ basis
- MTU Maintenance Zhuhai: capacity increase initiated

Major Initiatives

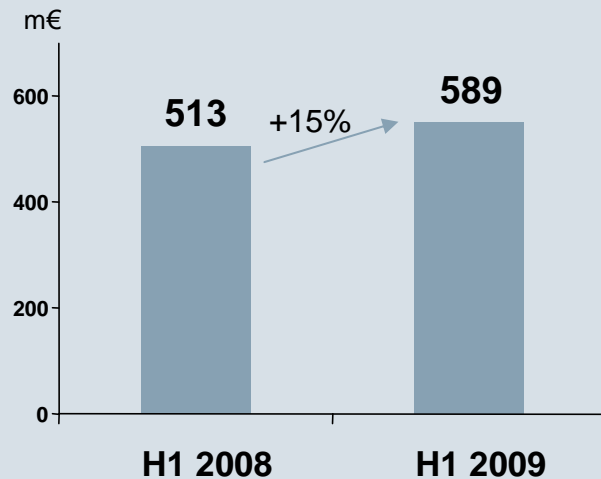
- All locations are prepared for market fluctuations (upward/downward)
- Continuous improvement program will be rolled out through entire organization
- MRO InTakt (Kaizen) implemented at MTU Maintenance Berlin-Brandenburg

Agenda

- Commercial MRO
- **Summary H1 2009 Financials**
- Market Update
- Operations
- Outlook & Strategy

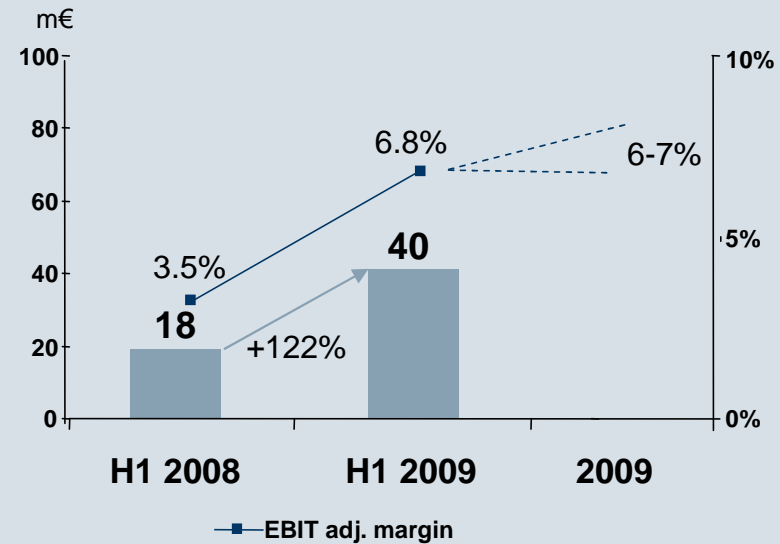
Summary H1 09 Financials – MRO Business

Revenues MRO Business



Stable revenues on US\$ basis

EBIT adj. MRO Business



Contract volume MRO (in bn US\$)

31.12.2008

30.06.2009

7.2

6.8

Agenda

- Commercial MRO
- Summary H1 2009 Financials
- **Market Update**
- Operations
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Commercial MRO – Market Trends

General Market Situation

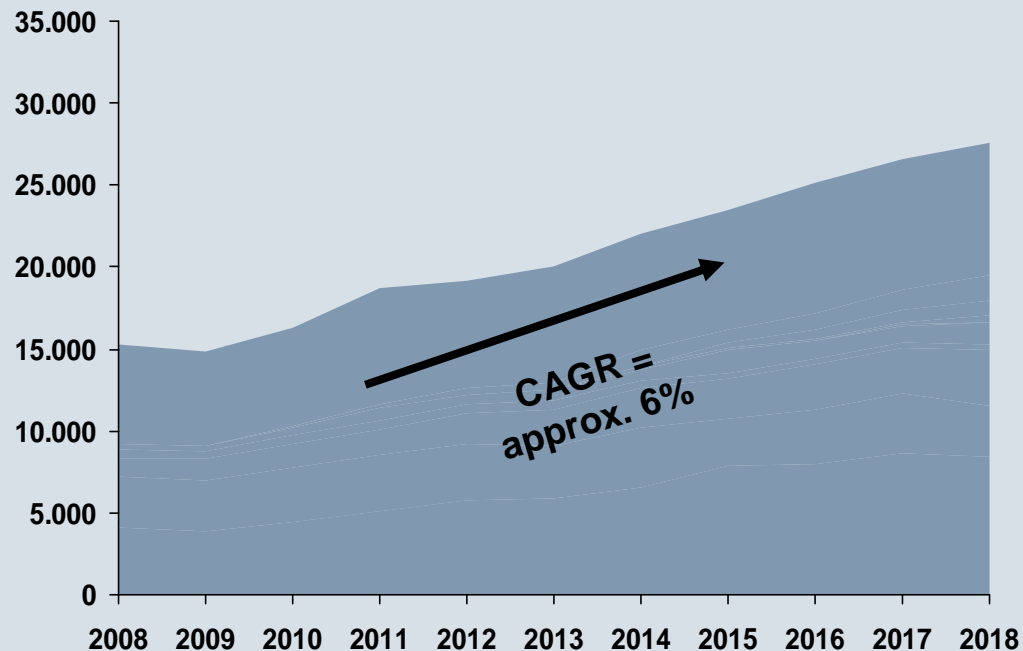
- Worst crisis in air transportation history (-4% yoy air traffic and \$ -11bn losses for airline industry expected in 2009); however, there are signs that bottom has been reached. Conserving cash and cutting capacities are the airlines' current top priorities
- Strong fall in oil prices, now stabilizing at ~70\$/bbl.
- Strong regional differences with positive air traffic in China, Indonesia and Middle East

Market Trends

- Active fleet declined approx. 1% yoy as of July. Retirement of fuel-inefficient aircraft ongoing but slowing down. MTU less affected than average, but affected by the out-phasing of CF6-50 and CFM56-3-powered aircraft, mainly in North American market
- Increasing demand for core MTU MRO products with high/rising utilization levels (V2500, CFM56-5B/-7, CF34-8/-10)
- Rising demand for MRO infrastructure in emerging countries with large domestic markets
- Restrictive OEM policy with regard to granting MRO licenses

Commercial Engine MRO Forecast

Engine MRO Market 2008-2018 [mUS\$]



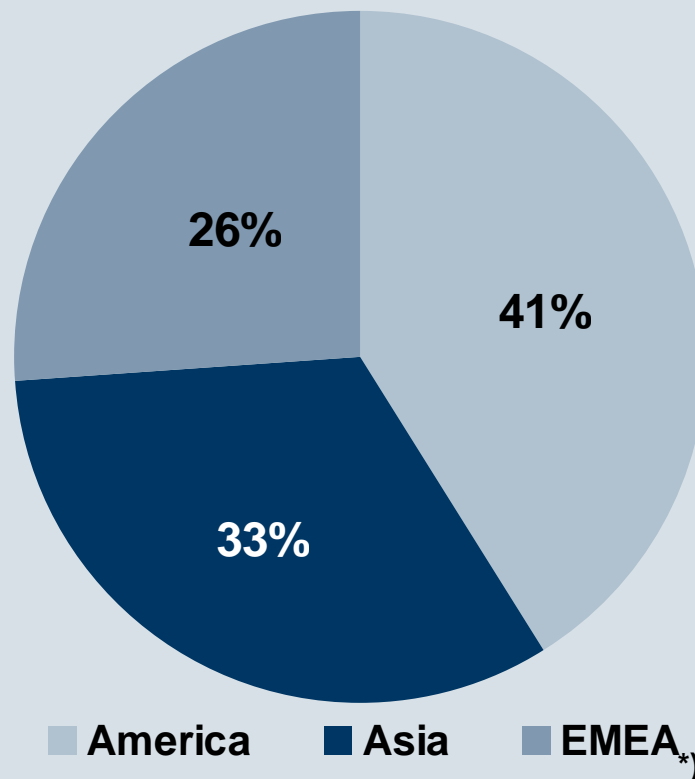
Based on: AeroStrategy CAMRO Forecast Initiative 2008

MTU's Response

- MTU less affected by crisis thanks to its young portfolio (V2500, CF34, CFM56)
- MTU marginally affected by airline bankruptcies so far
- Introduction of new engine programs under investigation, especially via JV with airlines
- Presence in markets with strong growth; Chinese airline market still growing
- Strong focus on lowering cost via repair development (both in-house high-tech DER repairs and cooperation with OEMs). Usage of low-cost facilities' network (Malaysia, China, Poland)

Healthy, Diversified Customer Basis

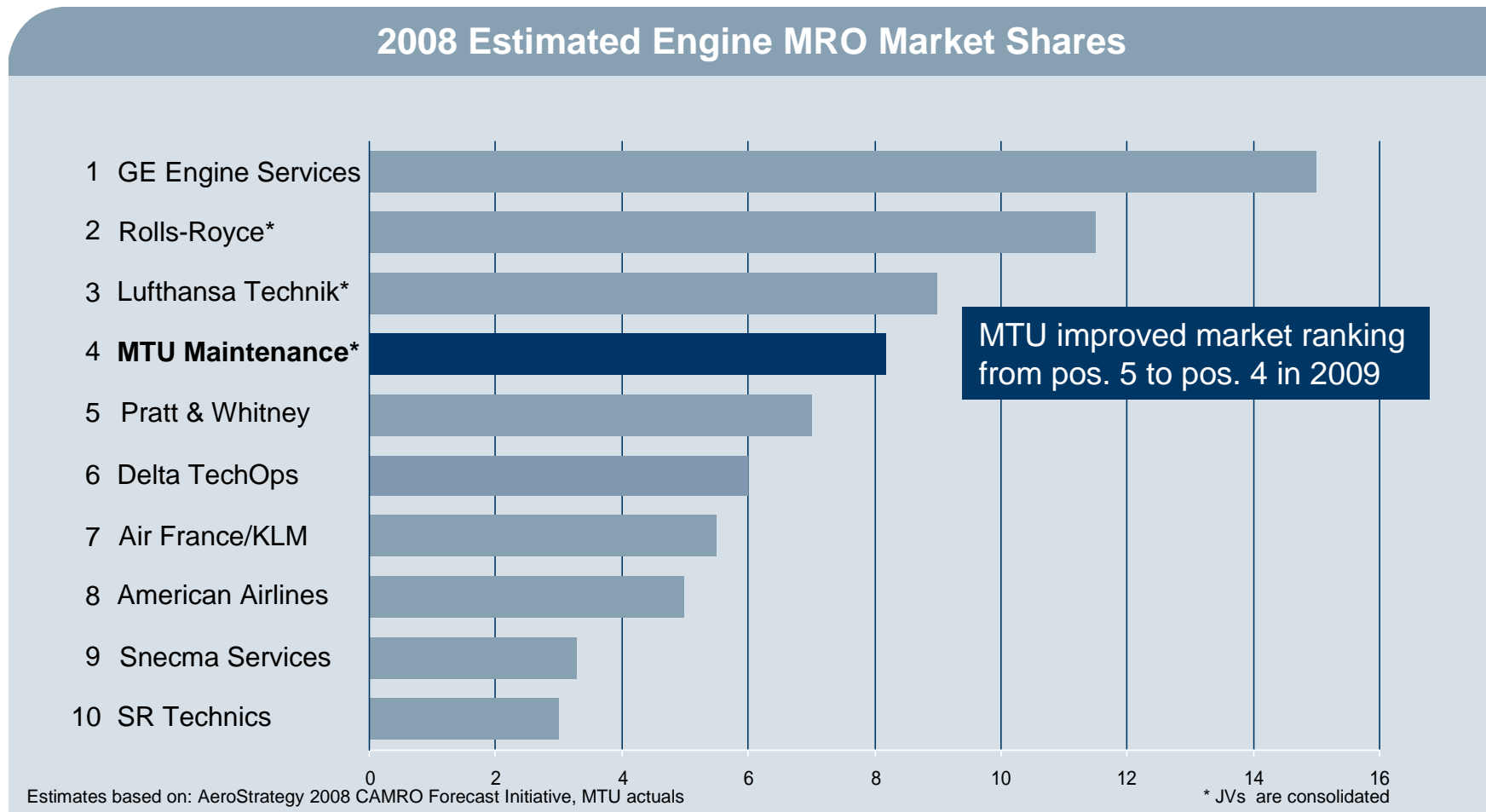
MTU Maintenance: 2008 Sales by Regions



^{*)} Europe, Middle East, Africa

- MTU was first mover into the Chinese market and has a strong footprint in this fastest growing Asian market
- JV partner China Southern Airlines is an important customer (6% of MRO revenues). MTU's portfolio in Asia is well diversified.
- Our top 10 customer basis consists of sound and healthy airlines
- Our revenues are secured by >50% through LTAs

Top 10 Engine MRO Providers 2008



Agenda

- Commercial MRO
- Summary H1 2009 Financials
- Market Update
- **Operations**
- Outlook & Strategy

MTU Maintenance Prepared for Workload Fluctuations

In view of the general market downturn in passenger and freight miles MTU Maintenance is prepared for a potential reduction of incoming shop visits.

The new production systems in Hannover and Berlin have been designed to reflect actual customer demand and are flexible to workload fluctuations.

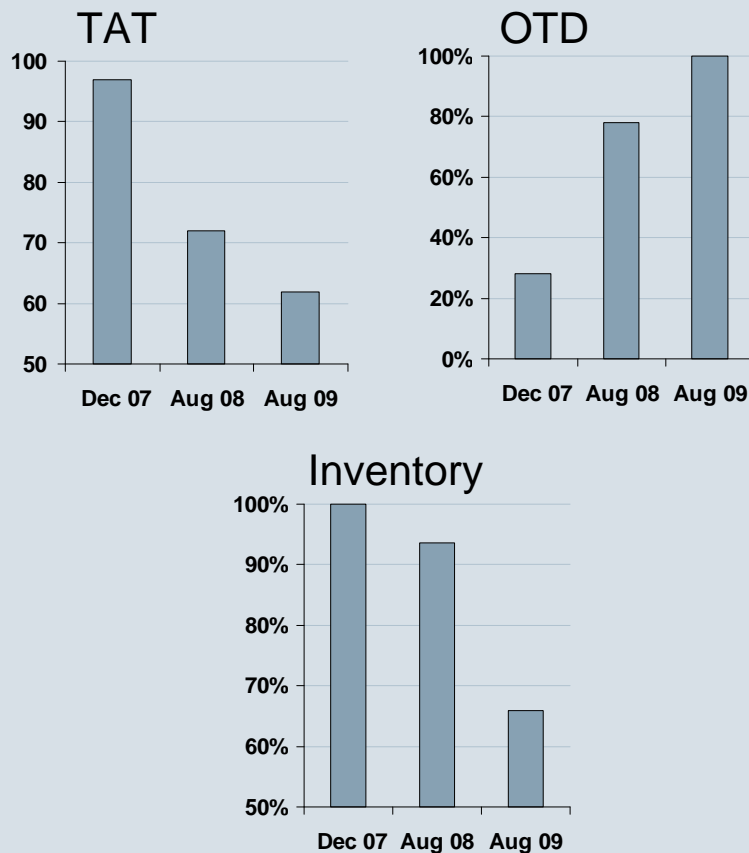
Additionally, we have added significant workforce flexibility by employing temporary workers. In Hannover, the temporary workers add up to 20% and in Berlin to 14%.

With an average residual leave of 5 weeks per employee MTU can further cushion workload fluctuations.

▶ **MTU Maintenance confirms financial targets for 2009**

MTU Maintenance Hannover: Further Improvements in Operational Performance

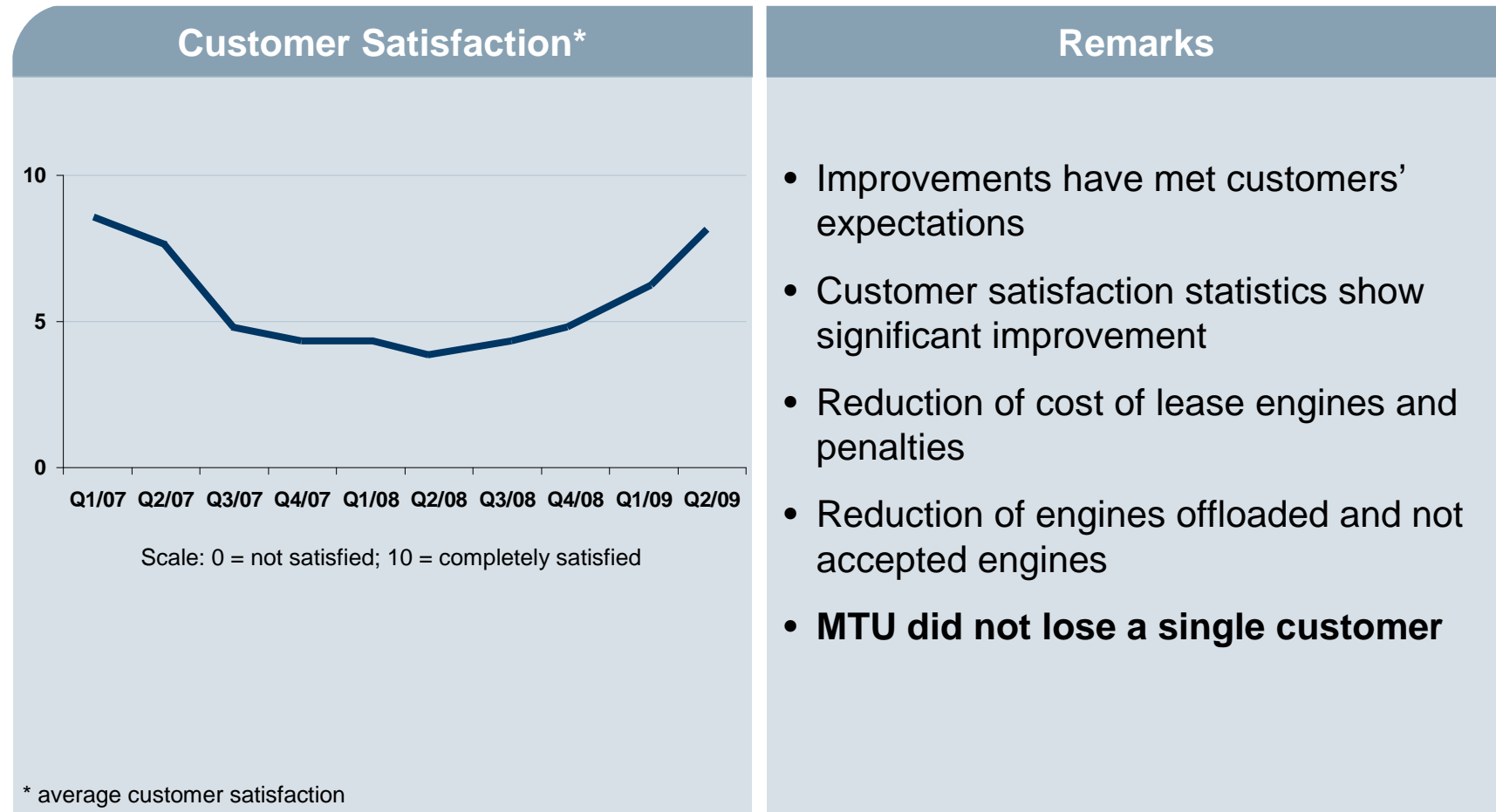
Key Performance Indicators



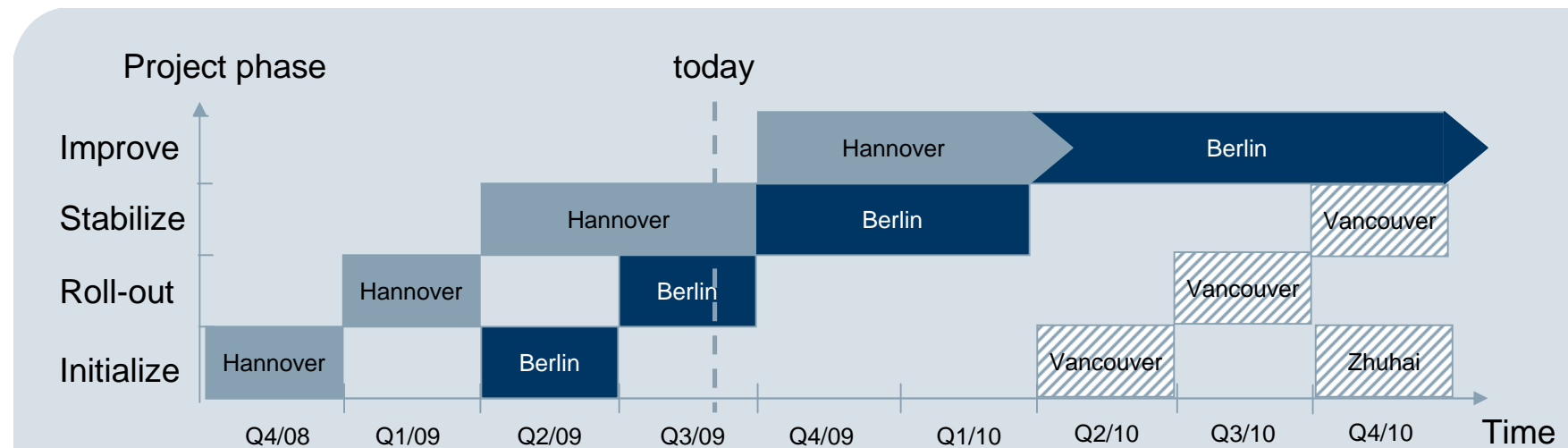
Highlights

- 50+ Kaizen workshops successfully conducted
- TAT decreased by 37 calendar days
Target TAT < 60 days
- OTD improved from 28% to 97%
- Inventory decreased by 34%

Customers Recognize MTU Maintenance Hannover as a Sound Partner again. Improvements Show Financial Impact.



MRO InTakt: Next Steps



- Implementation of new production/MRO system successfully completed in Hannover
- Operational improvements implemented → positive impact on bottom line
- Further improvements defined and supported by an internal CIP organization
- Implementation of new production/MRO system successfully started in Berlin
- Step-by-step roll-out at other MRO sites

Capacity Extension at the Zhuhai Facility

Introduction



- **Foundation:** 2001
- **Shareholders:** MTU Aero Engines 50%;
China Southern Airlines 50%
- **Current size:** 17.000 s.qm. shop area
- **Additional size:** 10.000 s.qm. shop area
- **Add. Invest.:** totalling US\$ 9m
- **Products:** V2500-A5; CFM56-3/-5B/-7

Key Facts

- No. 1 MRO facility in China with significant market shares (V2500 ~90%; CFM56-3 ~30%)
- Additional shop area needed to support strong growth (increasing demand for CFM56-7 MRO services in Asia)
- Optimized shop floor layout will support process improvements
- Capacity increase from 180 shop visits to date to 300+ shop visits
- Construction started in August 2009
- Completion of new production hall in 2012
- State-of-the-art plant will run on a 30% lower energy level
→ environmental and cost advantages

Commercial MRO – Highlights in Repair Development H1 2009

Repair Development (High-tech)

Agreement Signed with GE: Component Repair Development

- 1st repair development agreement of its type
- Provides exclusivity to MTU on developed repairs for 3-year period
- All repairs are OEM-approved

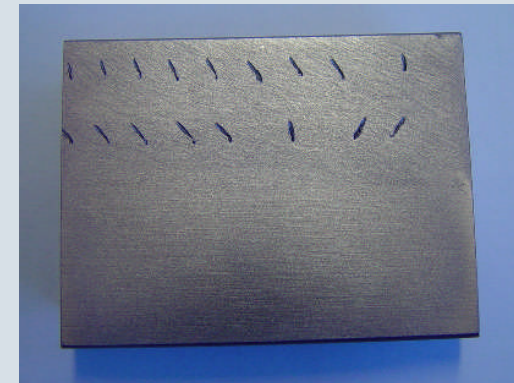
Introduced Repairs (Highlights / H1 2009)

- Under platform coating
Application: CF6-80 & V2500 HPT blades
USP*: material cost reduction
- HPT shroud full repair
Application: CFM56-7
USP: material cost reduction

Upcoming Repairs

- HPT vane, HPT blade & LPT vane stage 1 full repairs
Application: CFM56-7
USP: material cost reduction

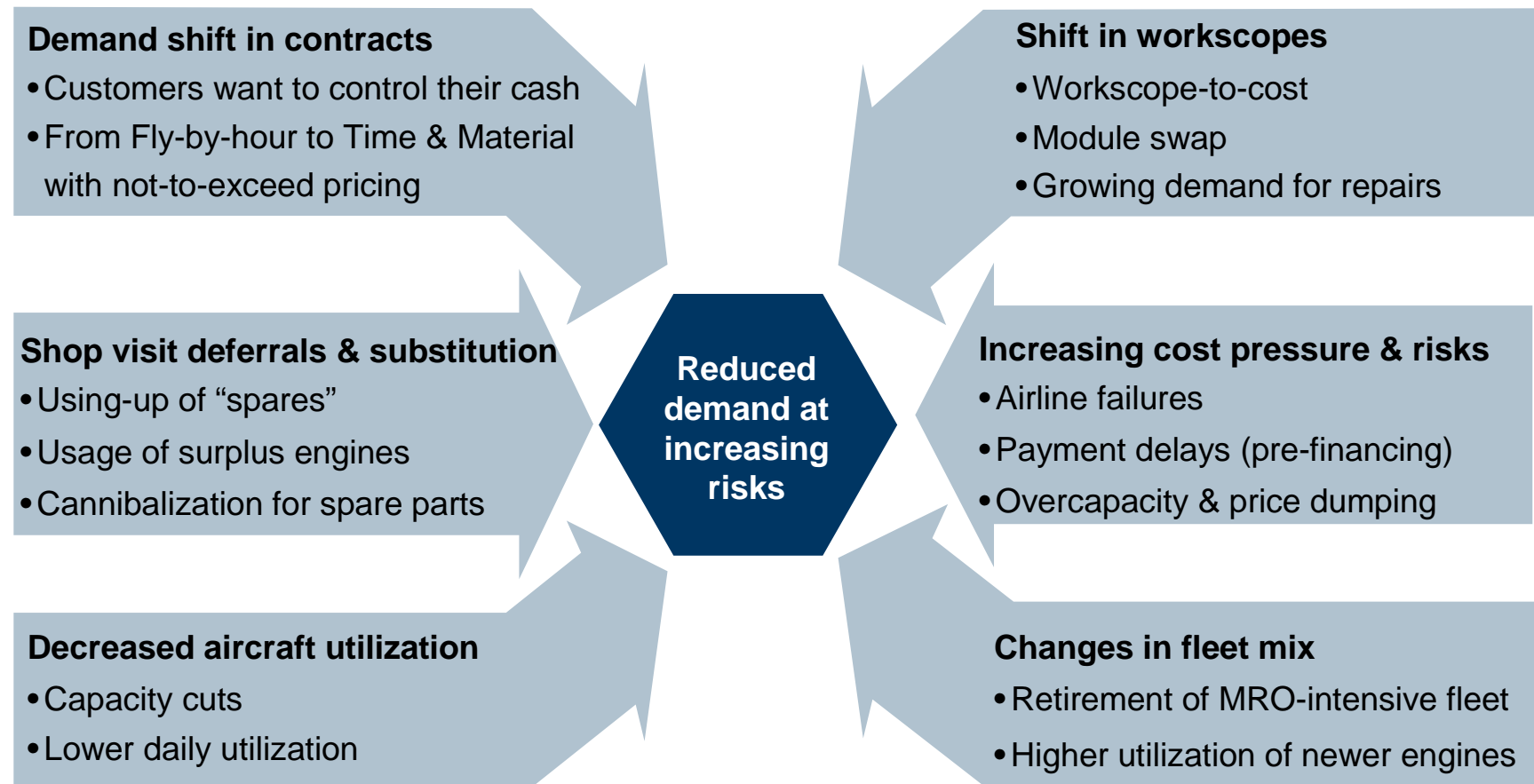
* unique selling proposition



Agenda

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- **Outlook & Strategy**

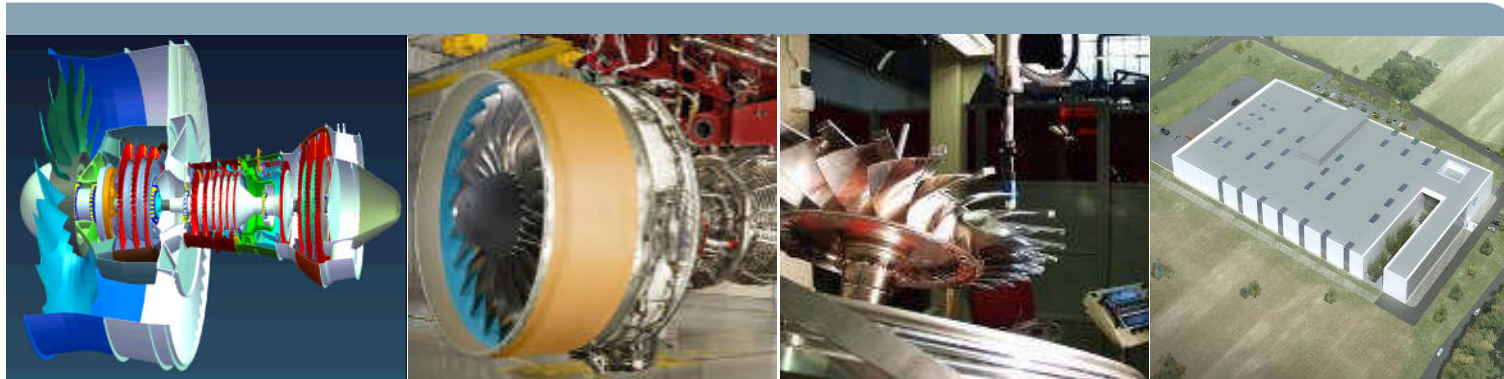
Short-term Market Challenges in Engine MRO



▶ **MTU’s MRO segment is better positioned than its competitors to respond to these challenges**

Summary

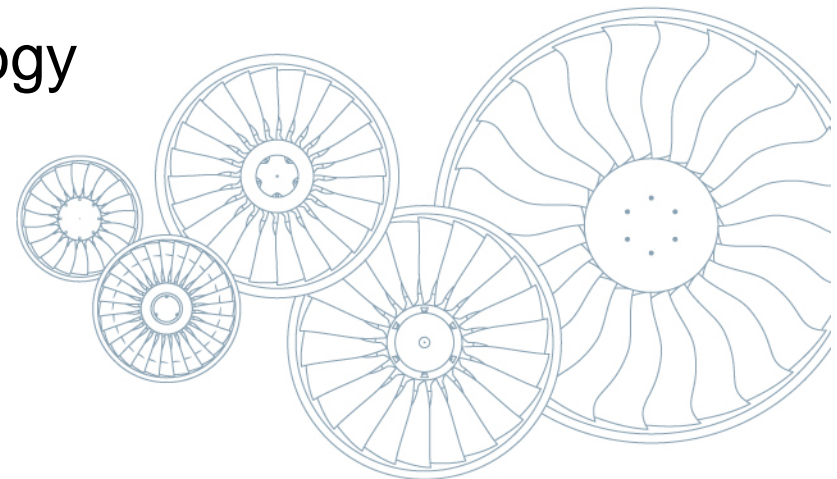
- ➔ MTU currently less affected by downturn than competition.
- ➔ Operations prepared for workload fluctuation.
- ➔ Strong product portfolio and diversified customer basis.
- ➔ New production system established to ensure future profitable growth.
- ➔ MRO InTakt implemented in Hannover and started at MTU Maintenance Berlin.
- ➔ Year end targets confirmed (flat in revenues; 6-7% margin).
- ➔ Strategic initiatives in place to ensure MRO participation in new engine programs.



Preparing for Future Growth – MTU Operations and Technology

Dr. Rainer Martens
COO

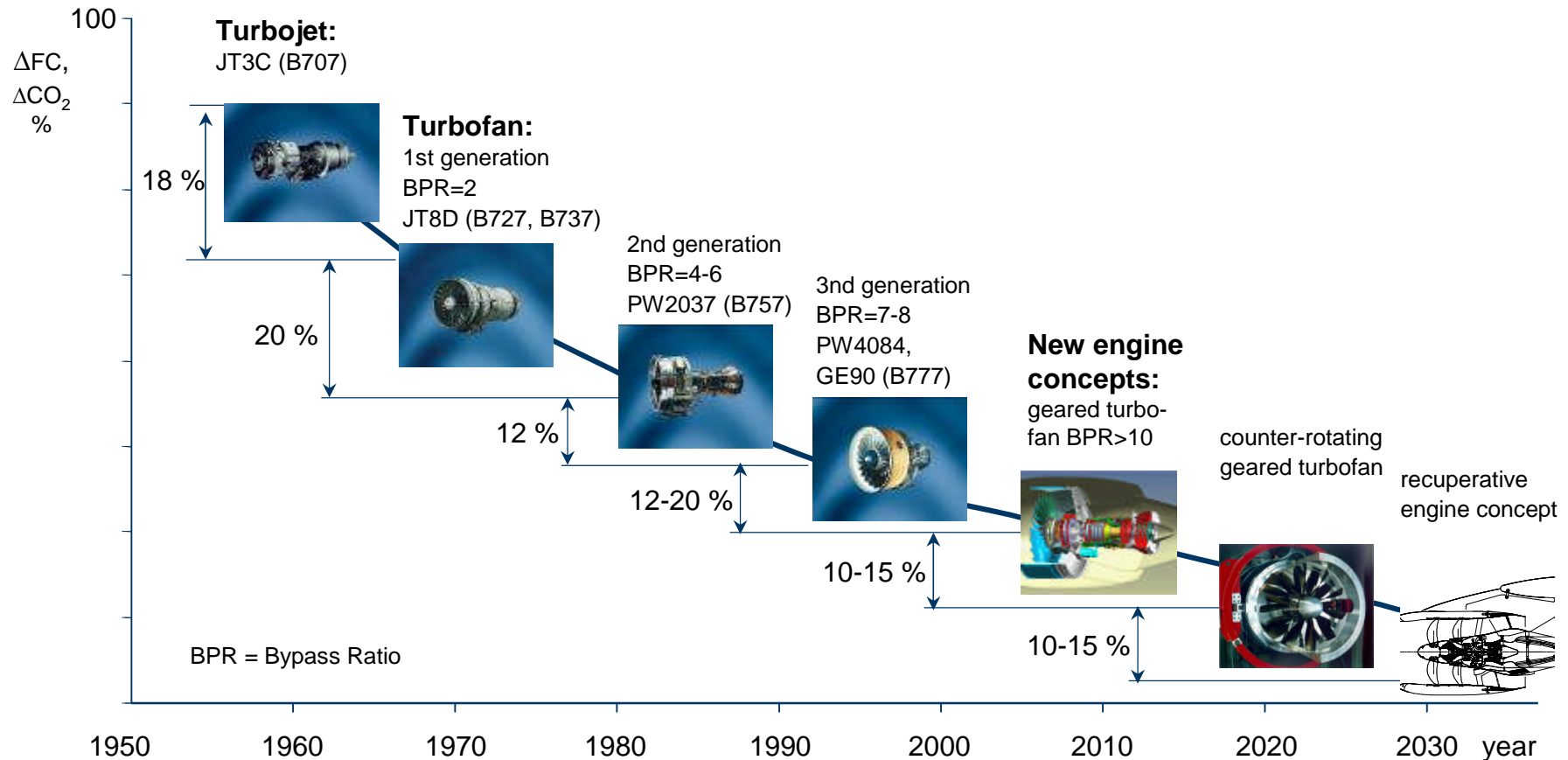
Munich, September 25, 2009



Agenda

1. Technical Evolution in Jet Engines
2. OEM Operations
 - MTU Aero Engines Polska
 - Structural Changes / Initiatives

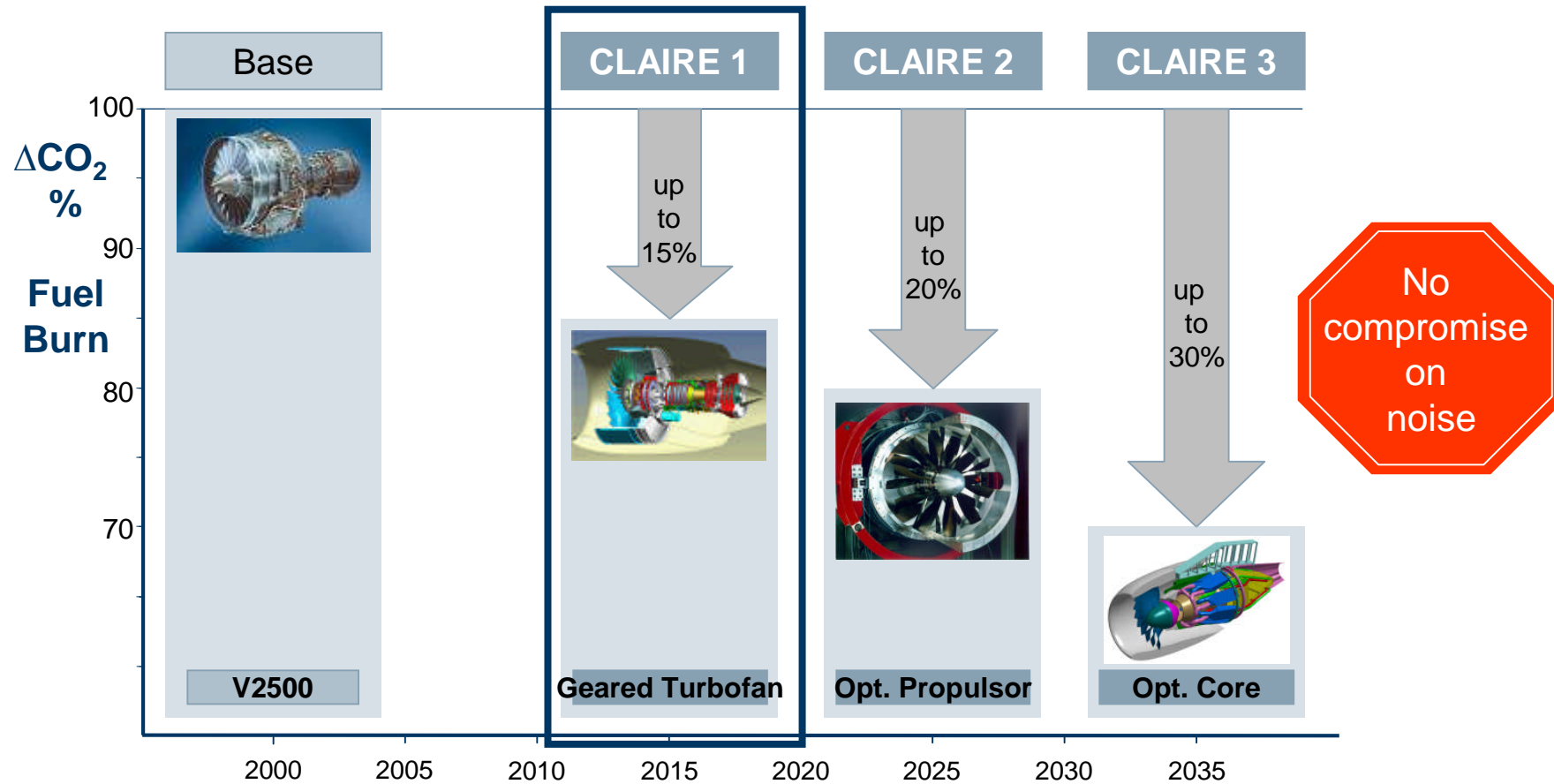
Improvements in Engine Development



Through technical innovation fuel consumption and CO₂ emissions were reduced by 50% over the past 50 years. Further improvements are in the making.

MTU Technology Program CLAIRE is our Guideline

CLean AIR Engine Technology Program



CLAIRE – our way to the engine of tomorrow

Geared Turbofan Design Objectives

Criteria	Existing Engine	Objective
Fuel burn	Base	> - 12%
Noise	-2 to -4 dB rel. ICAO stg. 4	> - 20dB rel. ICAO stg. 4
Emissions	-40% rel. ICAO96	-60% rel. ICAO 96
Maintenance cost	Base	> - 30%
Reliability	Base	Zero Target (no IFSDs)

- Fuel burn is the most critical objective due to impact on airlines' operating costs and on the ability to meet the tightening emission standards
- Community noise is becoming an economic factor for airlines
- Reliability and maintenance cost will continue to be amongst the most important focus areas and cannot be compromised

Source: P&W

For the Next Generation Single Aisle Engine with the GTF MTU is in the "Pole Position"!

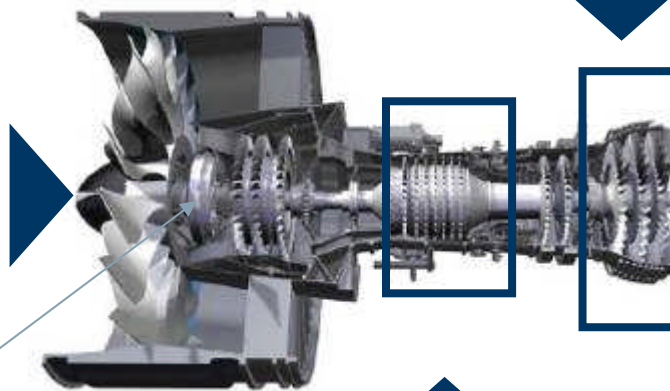
MTU High-speed LPT technology

ADP ... ATFI ... CLEAN ... **GTF Demo**



New technologies

- Light materials
- Turning MTF
- 3D blisk machining
- Gearbox



MTU compressor technology

EJ200...PW6000...NGPF



B737 NG

Airbus A320 NG



CSeries - PW1524G



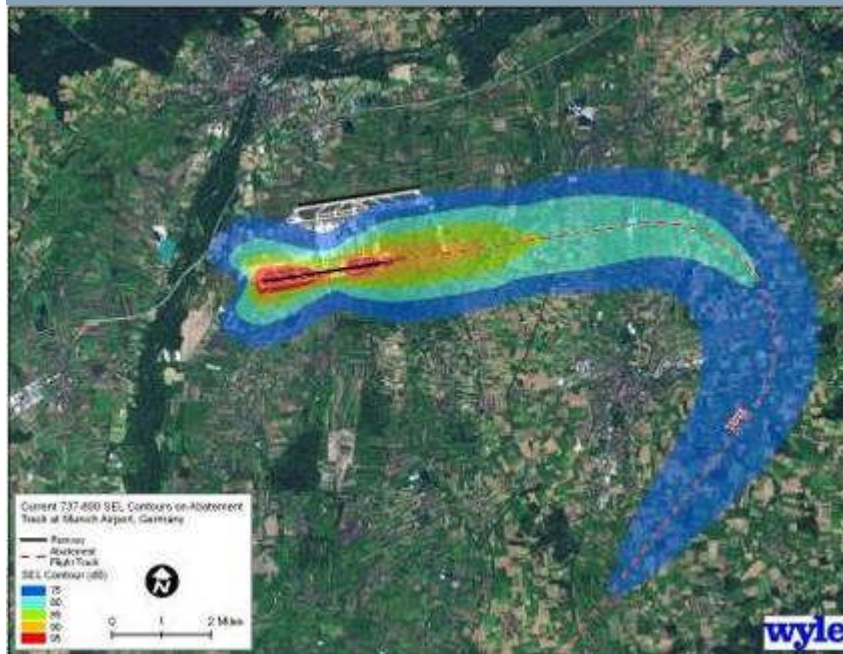
MRJ – PW1217G



Significantly Reduced Noise Emission

Munich International Airport (MUC)

Today's Aircraft




Noise Simulation: Pratt & Whitney
 SEL Contour Source: Wyle Laboratories

Geared Turbofan Powered Next Generation Aircraft



72% reduction in 75dB single event noise contour

Spotlight on new Development Engine Programs at MTU

				
Program	PW1524 C Series	PW1217 MRJ	GEnx	GE38
Thrust	23.3 klb	16 klb	67-75 klb	7500 shp
MTU component	HPC / LPT	HPC / LPT	TCF Turbine Center Frame	Power Turbine
MTU share	15%	15%	6.65%	18.4%
EIS	2013	2014	2012	2014
Sales in €	~ 10bn	~ 4bn	~ 11bn	~ 2bn

Our efficiency initiatives and our technical expertise already helped to win new campaigns and to fill our product portfolio to generate future sales

Agenda

1. Technical Evolution in Jet Engines
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Successful Launch of MTU Aero Engines Polska after only 9 Months of Construction

Key Figures

Land Size	70,000 m ²
Plant Size	18,000 m ²
Capacity 2010	315,000 h
Operations	206,000 h
R&D	63,000 h
Employees	229
Investment	>€ 60m



Start of production on April 1, 2009

MTU Aero Engines Polska – Product Categories

Manufacturing / parts repair

Airfoil machining



Preturning



Module assembly

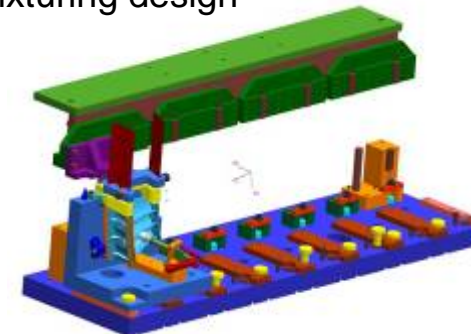


Engineering

Airfoil design



Fixturing design



MTU Aero Engines Polska is on its way to become the MTU high-tech low-cost location in airfoil design & manufacturing

MTU Aero Engines Polska – Impressions from the Site



Highlights

- efficient recruiting procedure
- smooth and efficient training phase supported by MUC
- flawless audit marathon conducted by various organizations
- KPIs – in time; within budget; in quality

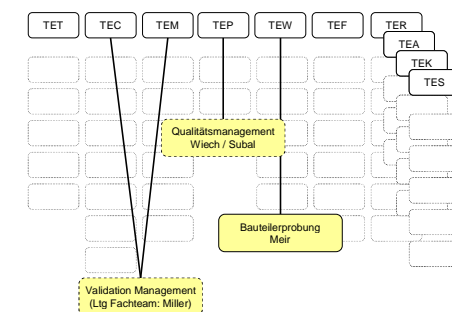
Production ramp up is well under way

Selected Activities in 2009 to Boost Performance

- ★ Divestiture of the manufacturing part of AENA
 - realigned OEM manufacturing activities
 - concentration of OEM manufacturing in Munich and Poland
 - AENA Engineering remains operational as an independent entity close to the US customers

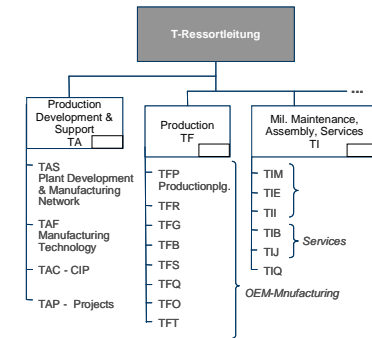


- ★ Consolidation of engineering and testing in Munich into an integrated development organization effective March 1, 2009
 - strengthened process orientation (IP3E process)
 - improved project management
 - increased development efficiency
 - reduced interfaces

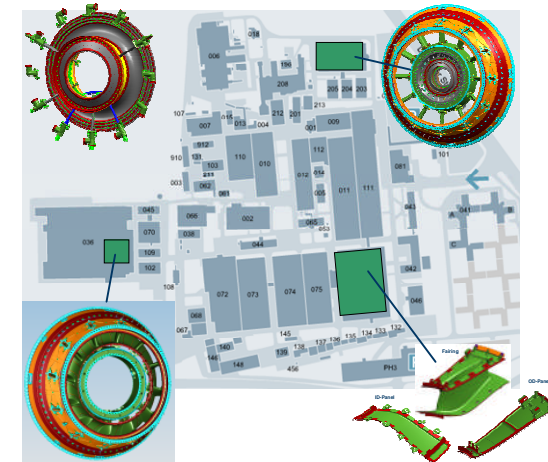


Selected Activities in 2009 to Boost Performance

- ★ Challenge 2010 – manufacturing & logistics
Reorganized manufacturing in Munich effective June 1, 2009
 - Concentrating on core competencies
 - Production planning for OEM parts manufacturing is centralized
 - Plant development and manufacturing network design is centralized
 - Development of manufacturing technology faster and closer aligned with the end customer
 - CIP team is centralized with consolidated resources



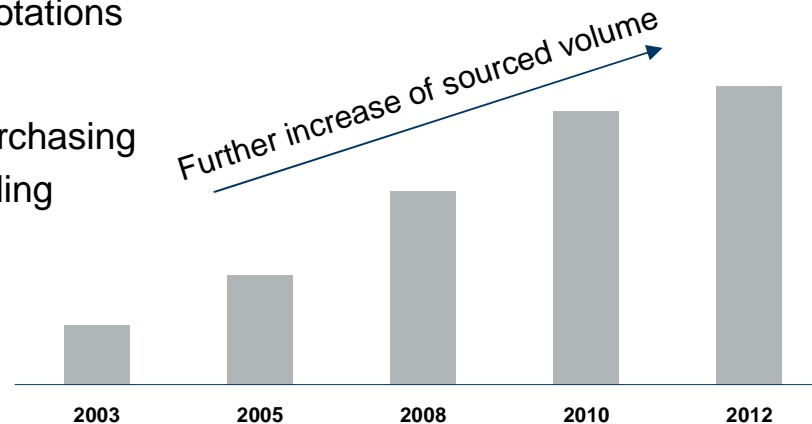
- ★ Advanced manufacturing concept for the GENx turbine center frame in Munich
 - New manufacturing concepts and technologies will support a profitable qualification and ramp up
 - Vacancies caused by MTU Aero Engines Polska will be immediately utilized by GENx, which avoids investments in new infrastructure



Selected Activities in 2009 to Boost Performance

★ Identification and ramp up of sourcing volume in BCCs* until 2012

- Screening of **109** countries and relevant aerospace markets
- **150** suppliers in 15 countries contacted with request for quotations
- Analysis of purchasing portfolio including labor value



Commodities selected for transfers

- Turbine blades and vanes
- Machining of rotating parts
- Small machined parts
- Sheet metal components

Target countries

- Israel
- Mexico
- Serbia / Romania
- India
- Poland
- China

By 2012 MTU will procure more than 20% of its engine parts in BCCs

* Best-cost countries

Summary

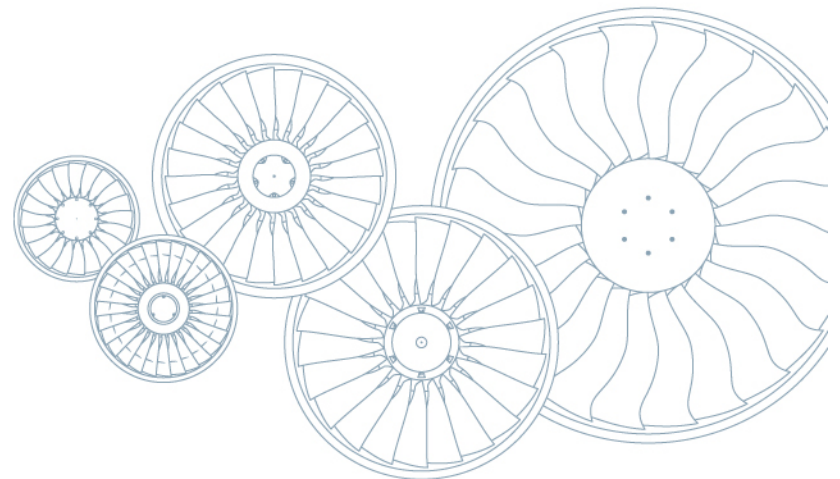
- ➔ Future engines need to cope with increasing environmental and economical challenges.
- ➔ The Geared Turbofan offers huge benefits with respect to fuel consumption, noise and maintenance cost and has proven technology readiness.
- ➔ The Geared Turbofan was selected by Bombardier and Mitsubishi for their new families of aircraft.
- ➔ MTU's CLAIRE technology program will provide further technical improvements to maintain our position at the leading edge.
- ➔ MTU Aero Engines Polska as our new low-cost location will help to maintain manufacturing within MTU and support the overall profitability especially of future new programs.
- ➔ Structural adjustments and initiatives within operations will put MTU in a leading position for the economic recovery.



Thank you for your attention.

Investor and Analyst Day 2009
MTU Aero Engines

Munich, September 25, 2009



Cautionary Note Regarding Forward-Looking Statements

Certain of the statements contained herein may be statements of future expectations and other forward-looking statements that are based on management's current views and assumptions and involve known and unknown risks and uncertainties that could cause actual results, performance or events to differ materially from those expressed or implied in such statements. In addition to statements that are forward-looking by reason of context, the words "may," "will," "should," "expect," "plan," "intend," "anticipate," "forecast," "believe," "estimate," "predict," "potential," or "continue" and similar expressions identify forward-looking statements.

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 cyclical nature 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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