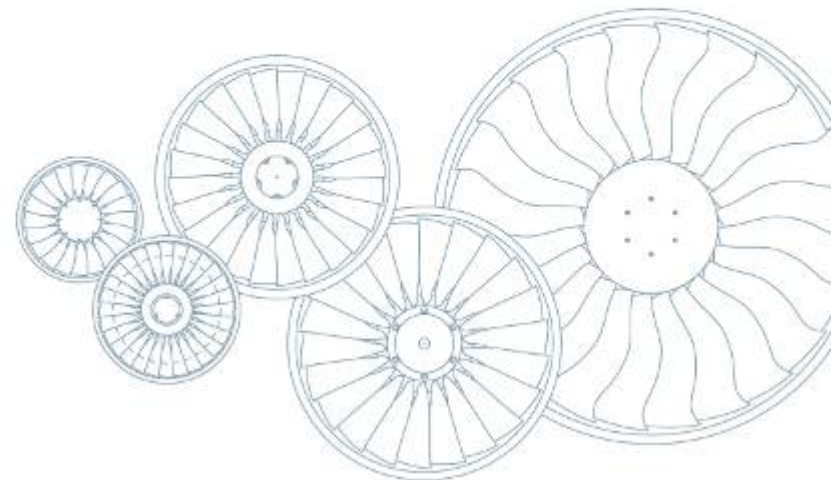




ILA Berlin Air Show – June 10, 2010
MTU Analyst Meeting

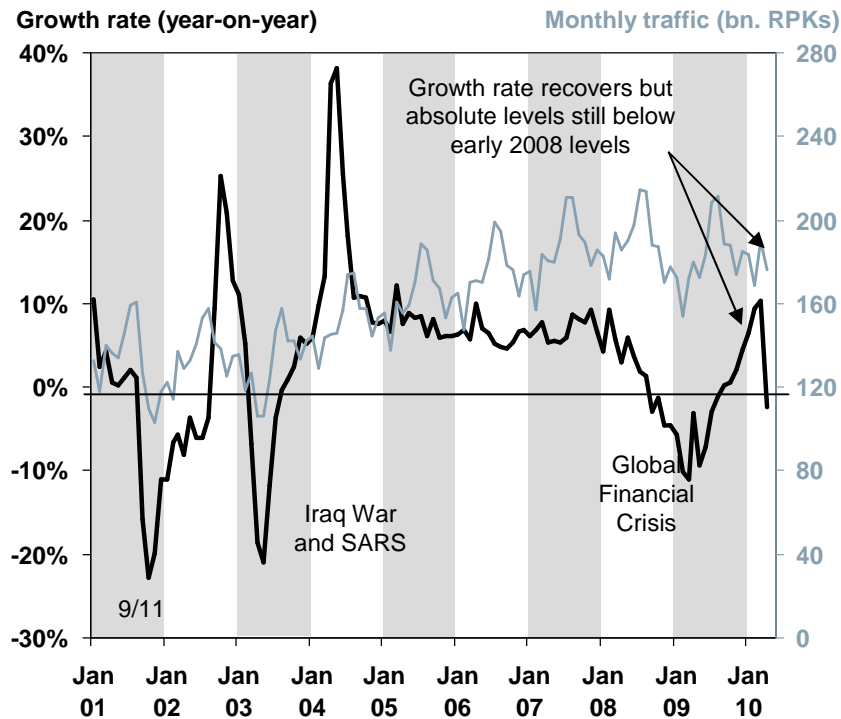


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Traffic Data Analysis Confirms Strong Upturn Led by Emerging Markets

Global Int'l Passenger Traffic



- In spite of disruptions in latest data (volcanic ash cloud) international air traffic continues to grow strongly
- Absolute levels remain below pre recession levels
- Further capacity reductions despite traffic growth

Regional Breakdown

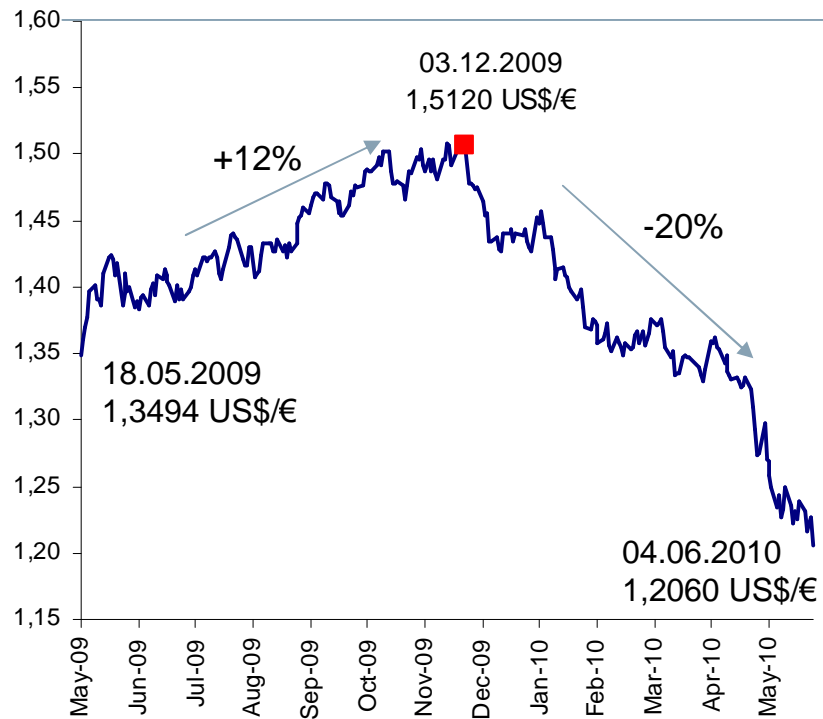
Passenger Traffic *)		YoY	YTD
(Latest Data)			
Africa	Apr	8.6%	11.1%
Asia / Pacific	Apr	3.5%	8.7%
Europe	Apr	-11.7%	0.0%
Latin America	Apr	1.2%	6.5%
Middle East	Apr	13.0%	21.7%
North America	Apr	-1.9%	3.2%
Global Int'l	Apr	-2.4%	5.8%

*) Source: IATA, May 27 2010

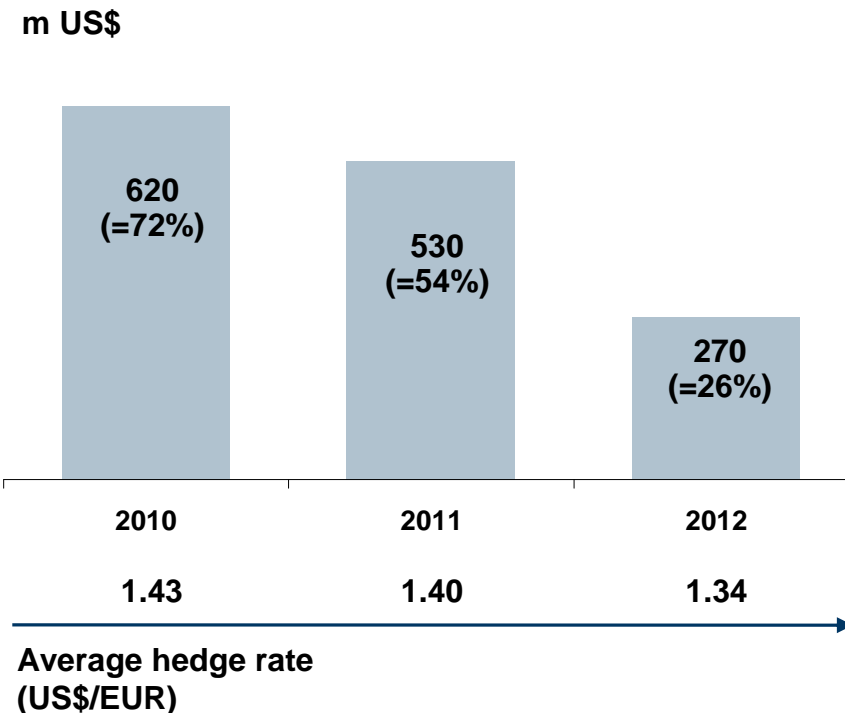
- Recovery in global traffic led by emerging markets
- Load factors improving due to capacity decline
- Premium/Economy mix continues to improve
- **Latest IATA passenger traffic forecast for 2010: +7.1%**

\$/€ Exchange Rate Development Providing Further Support

US\$ Exchange rate development



Hedge Book as of June 2010



- For MTU hedging remains an instrument for risk mitigation
- Sensitivity pre hedging: 10 ct move in \$/€ exchange rate has an impact of 40-50 m € on EBIT

Commercial OEM Business – Update on Focus Programs

Highlights

- Stable 2010 sales outlook confirmed (new engines and spare parts)



V2500 – continuous success

- Market share of new orders ~ 50% (last 12 months)
- Strong order book of ~2.000 engines
- Young fleet (7,4 yrs. in avg.) in total 3890 active engines of which 48% has not had any maintenance (MRO + spares to come)



New programs: GEnX, GTF for C-Series

- Flight test program B787 very successful with over 500 hrs
- First flight GEnX powered B787 early June
- First MTU engine set for C-Series delivered from MTU
- First engine to test for C-Series in summer



Business Jet Programs

- Business Jet market shows signs of recovery
- MTU delivered 5000th LPT module

Military Business – Update on Focus Programs



TP400

- A400M flight test is progressing as planned - 3rd A/C flying end of June
- We are fully convinced, that the A400M will be a market success, including its export potential. The operational advantages are worldwide unique.
- The feedback from flight testing demonstrates the power and reliability of the TP400-D6 engine.



EJ200

- Export Campaigns and flight trials in India - MMRCA (EF Typhoon) and EJ200 for Light Combat Aircraft - progressing well, down-select envisaged for end 10
- Further export activities ongoing in Switzerland and Middle East



GE38

- Engine Test Program on schedule. First delivery of Flight Test Engine scheduled for 1st quarter 2011. First flight of the CH53K in 2013.
- RFI for the Future Transport Helicopter, a potential application for the GE38 engine, is now scheduled for 2nd quarter of 2010.
- Further discussions started with airframers for additional applications of the GE38 Engine.

MTU Well Positioned to Profit From Long Term Growth Trends



Strong positioning in Asia – especially in China

- V2500 very successful in China – the majority of the single aisle engine selections in the past three years were won against CFM
- MoU with Chinese aviation group AVIC on new engine studies signed in Nov 2009
- MTU Zhuhai Nr. 1 MRO shop in China with significant market shares on V2500 (~90%) and CFM56-3 (~30%), 50% shop capacity extension started in 2009



Technology meets most critical economical and ecological requirements

- Geared Turbofan first and biggest step towards achieving MTU's CLean AIR Engine Program targets of 30% reduction in fuel burn and CO2 emissions
- Noise emissions, reliability and maintenance continue to be further focus areas



Low cost location and other initiatives further improve competitiveness

- Ramping up of Polish facility proceeding according to plan
- Challenge 2010 cost savings program well on track to achieve savings of € 30 m in 2010 and further € 20 m in 2011

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Air Transport Market Dynamics



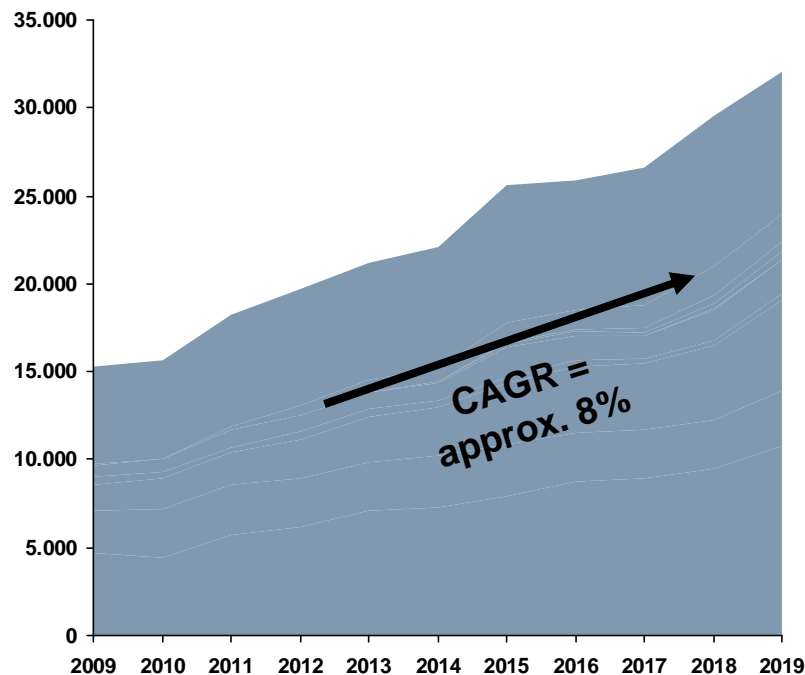
Near & Mid Term

- Worldwide air traffic expected to increase by 7.1% in 2010 vs. 3.1% decline last year
- Airline revenues to increase by 13% but still below 2008 levels
- Airline industry expected to post a profit of US\$ 2.5 bn in 2010, which is a significant upgrade compared to March prediction of a US\$ 2.8 bn loss
- Deferred maintenance reduced 2009 revenues; pre-crisis levels back probably by 2011/2012
- Flight hours recovery by single-aisle aircraft utilization, however total current fleet remains under-utilized
- Flat engine maintenance demand expected as a result of changes in aircraft demographics, decreased utilization and maintenance event deferrals

**Source: IATA, EIU, MTU-SM estimates*

Engine MRO Market Forecast

Commercial Engine MRO Market [m\$]



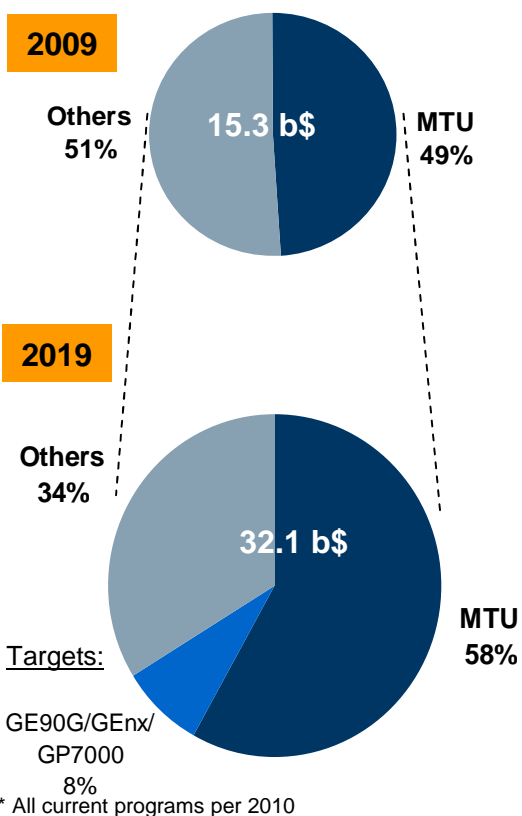
Source: AeroStrategy Forecast Initiative 2009 (MTU escalation factor added)

Long Term

- Engine MRO is the largest segment of the commercial MRO market and enjoys a high growth rate
- Growth driven by programs with MTU MRO participation (CF34, CFM56, V2500)
- China, Asia-Pacific and the Middle East will be the fastest growing regions
- North America and Western Europe, the larger markets, will be relatively flat

MTU Maintenance Outstanding Position

MTU Market Coverage*



Highlights

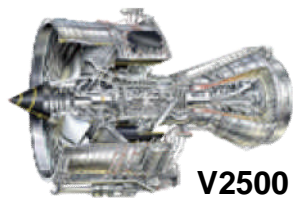
- Outstanding footprint in Asia, the fastest growing market
- MTU serves a healthy and diversified customer base of 100+ airline customers world-wide
- Contract value per March 2010: \$6.537bn
- MRO InTakt introduced as new production process leads to significant operational improvement and high customer satisfaction
- Focus on introducing new programs, as well as innovative service and repair solutions based on proprietary high tech repair development

AGENDA

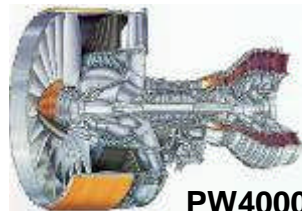
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MTU's Paths for Conventional and Geared Turbofans

Conventional Turbofan Developments



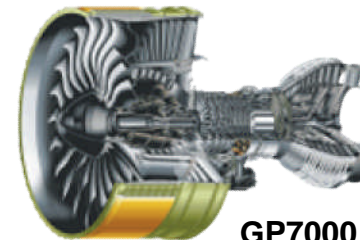
V2500
1995



PW4000
1998



PW6000
2003



GP7000
2004



PW800
Growth

New Engine Concepts



GTF Demonstrator
1993, 2001, 2007



CRISP – Tests
1995

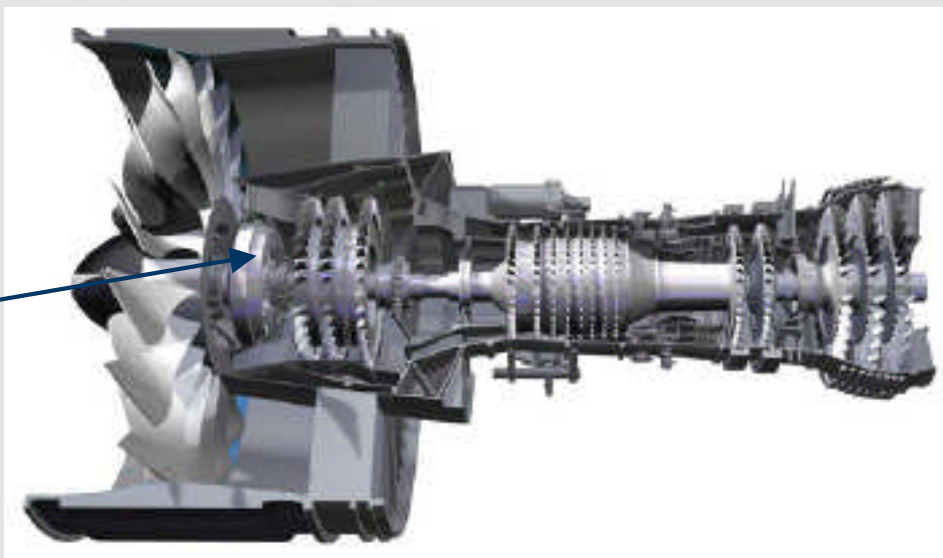


Open Propfan Demonstrator
1994



GTF Ground & Flight Demo Programme 2007 - 2009

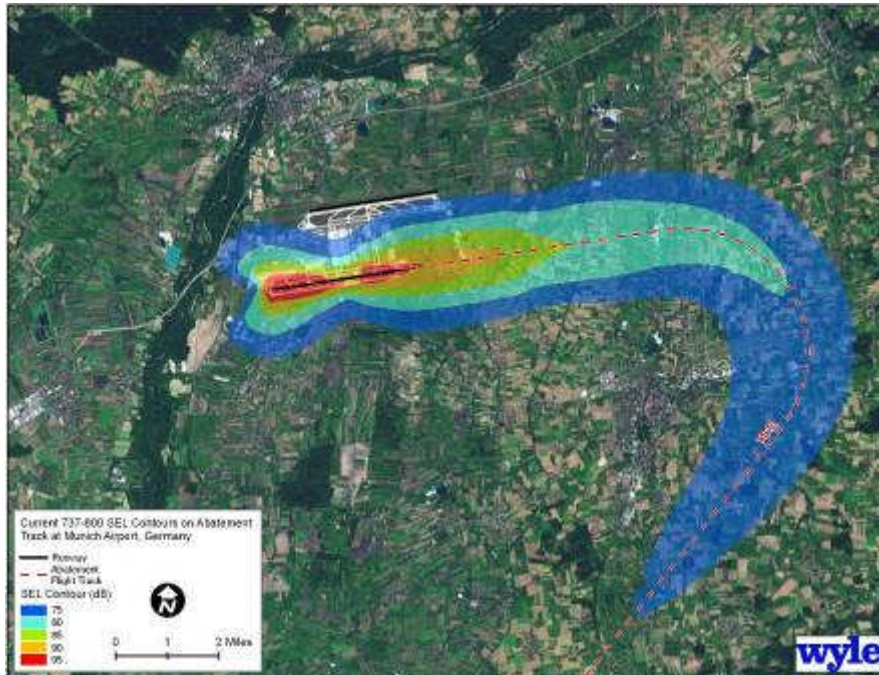
MTU Evaluation of Possible Engine Concepts (EIS 2015)



Single Aisle Comparison	Current engine	Advanced TF	Geared Turbofan
Fuel burn	Base	-10 to -12%	-15%
Noise, rel. ICAO stage 4	-2 to -4 dB	-15 to -17 dB	-20 dB
Maintenance cost	Base		> -20%

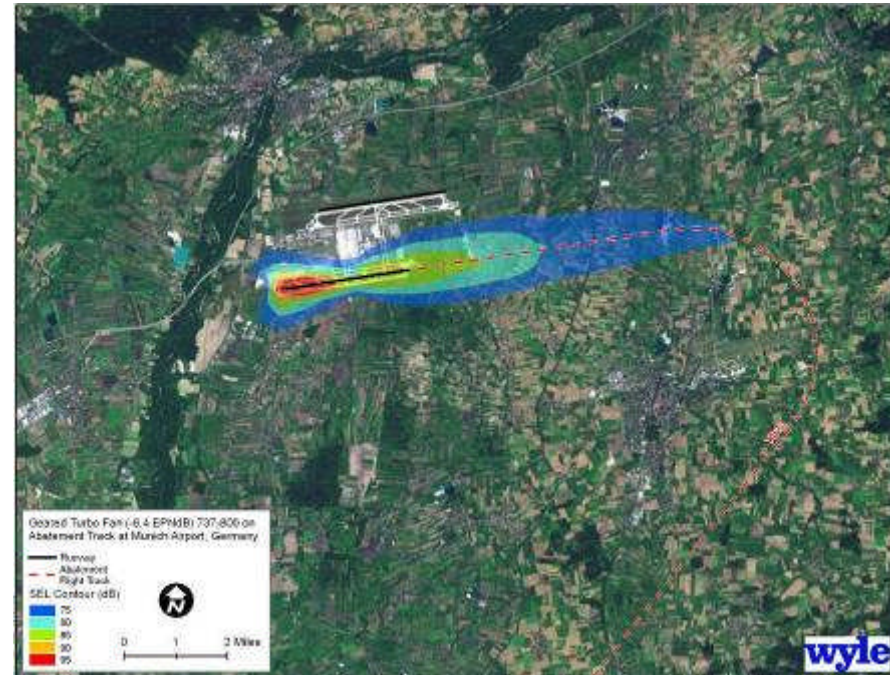
Significantly Reduced Noise Emission

Munich International Airport (MUC)



Today's Aircraft

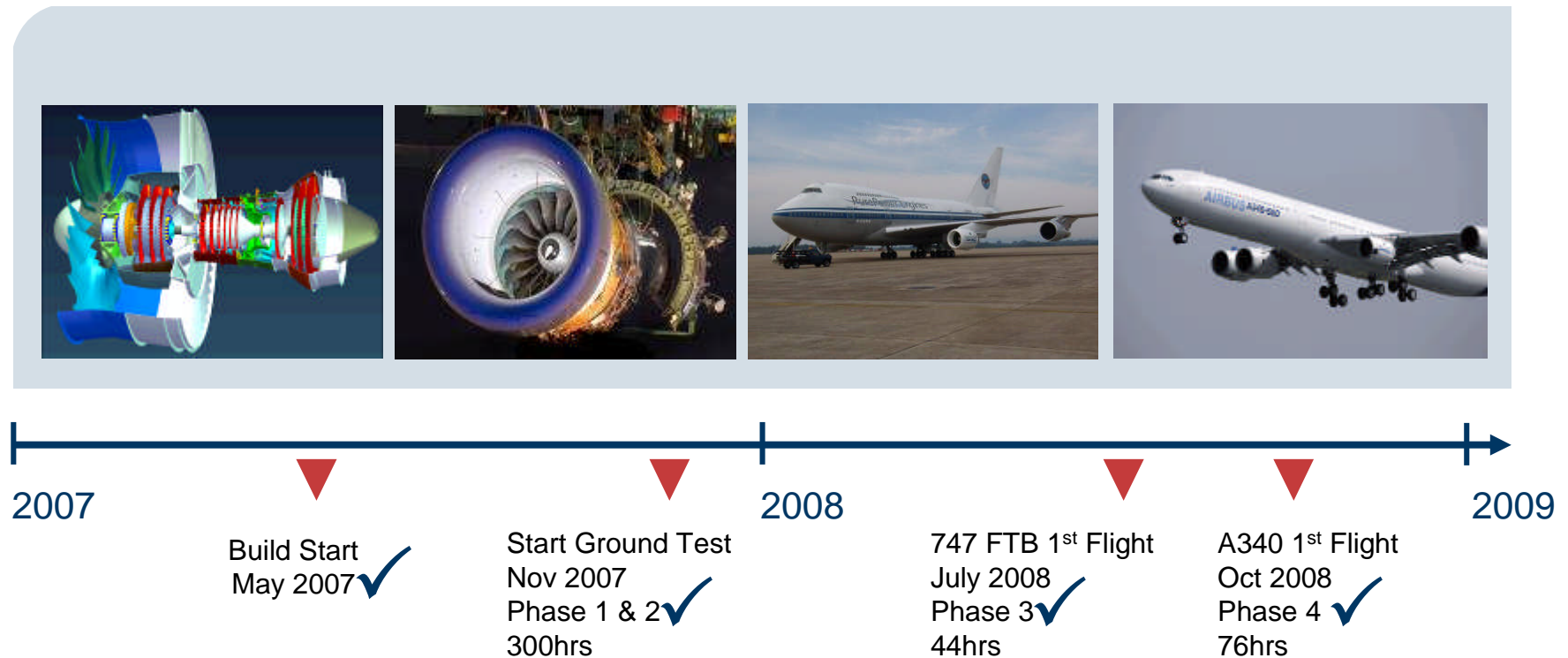
Noise Simulation: Pratt & Whitney
 SEL Contour Source: Wyle Laboratories



**Geared Turbofan Powered
 Next Generation Aircraft**

72% Reduction in 75dB Single Event Noise Contour

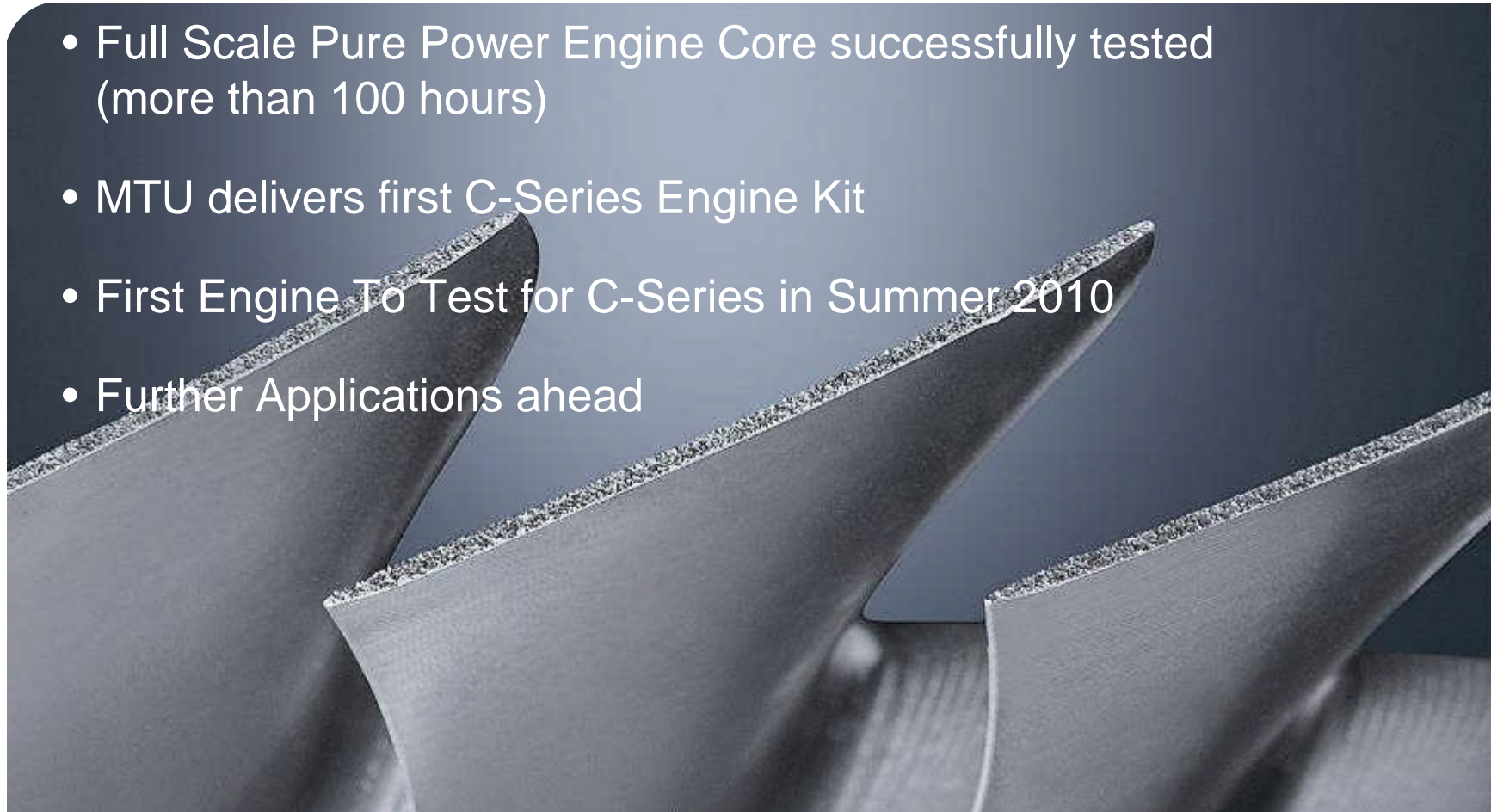
GTF™ Demonstrator Program Milestones



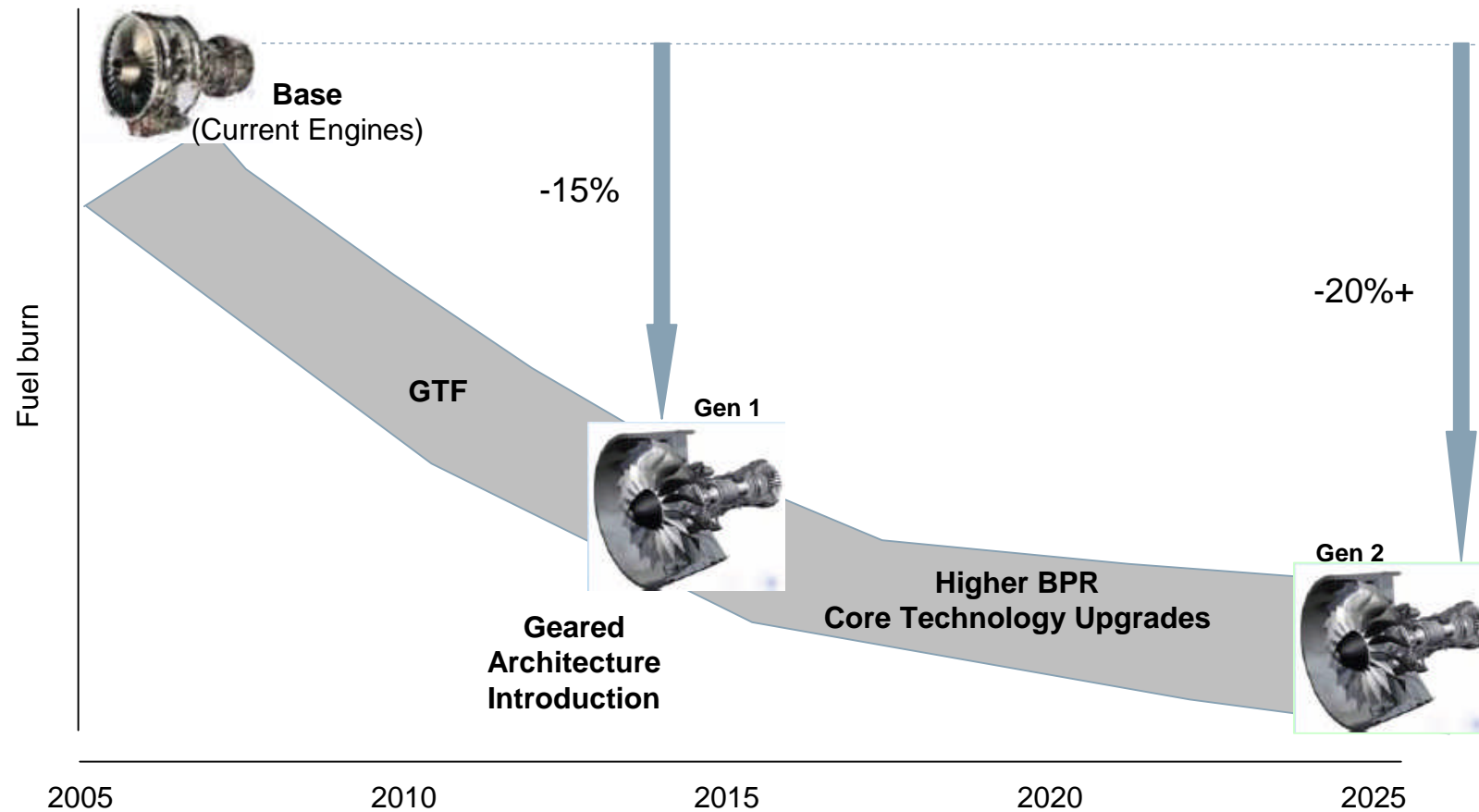
- Ground and flight test to demonstrate performance, noise and engine installation
- Technology readiness achieved end of 2008 to support product EIS end of 2012

GTF™ As We Speak... - 2010 Highlights

- Full Scale Pure Power Engine Core successfully tested (more than 100 hours)
- MTU delivers first C-Series Engine Kit
- First Engine To Test for C-Series in Summer 2010
- Further Applications ahead



Roadmap for Further Products (Technology Insertion)



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.

The company assumes no obligation to update any forward-looking statement.

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