Q1 2026 Quarterly Results

Conference Call

2026-04-30 | MTU AERO ENGINES AG

01

Market Environment & Business Review

Dr. Johannes Bussmann
Chief Executive Officer

Q1 2026

Q1 2026 – Successful start into the year underpins 2026 guidance

2,244 Growth **+7%**

REVENUE adj., m€

Group revenues increase mainly driven by military business and commercial MRO business

320/14.2% Growth **+6%**

EBIT adj. m€ /Margin

Group EBIT adj. supported by both OEM and MRO

177/77% Growth **+18%**

FCF m€ /CCR

Strong FCF in Q1 2026, driven by lower CF investing and higher dividend income

Guidance 2026 confirmed

Well positioned to manage macroeconomic challenges

Impact – What we see

- Increased geopolitical tensions affecting passenger traffic and supply chains
- Jet fuel prices at record highs, with local physical supply constraints increasing operating pressure for airlines
- Several airlines have announced moderate capacity adjustments
- Traffic and capacity reductions are expected to affect less fuel-efficient, mature fleets
- Supply chain challenges
- Rising energy cost environment

Near-term pressures are driving selective capacity adjustments, mainly affecting older, less fuel-efficient fleets

Mitigation – How we manage

- Diversified and fuel-efficiency-driven product portfolio stabilizes demand
- MRO demand exceeds capacity
- Strong GTF backlog in MRO and OEM with high degree of visibility and diversified customer base
- Multiple sourcing strategy and long-term supplier contracts in place
- Active risk and cost management inhouse and across supply chain
- Energy cost minor item in total cost base

Operational levers and backlog provide resilience

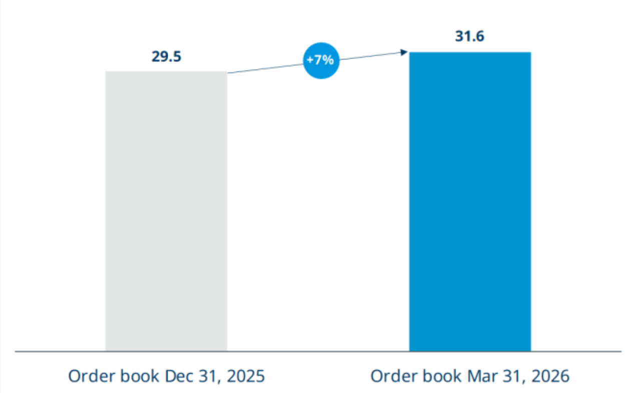
Middle East developments remain under close observation
MTU is prepared to react decisively to arising challenges and opportunities

Resilient product portfolio and strong order book

Confidence – Why are we confident

- Growth in military programs unaffected
- Continuous strong demand across core platforms such as GTF
- Strong orderbook in both OEM and MRO
- Resilient portfolio mix and strong MRO positioning
- Long-term aviation growth fundamentals unchanged
- Shop visit demand unchanged

Group order book demonstrates resilience



- Strong order book at € 31.6 bn – technically sold out for three years
- Order book up 5% organically, 2% from change in the US$ spot rate
- MRO contract wins in Q1 26 of US$ 878 m
- Com. OEM order intakes mainly for GTF and GE9x

MTU's long term growth trajectory remains unchanged, despite near-term volatility

Military business – Strategic step to capture future revenue potential in emerging drone market

MTU acquires AeroDesignWorks to enter the fast growing UAV* market

- Rapid and substantial access to fast-growing UAV propulsion market
- Leveraging MTU competences and customer relations
- Positioning in international key programs and supporting European sovereignty
- Accessing public development funds
- Scaling-up via organic growth, M&A and strategic partnerships with key players

MTU aims to establish itself as a core European supplier of UAV propulsion systems

* UAV = Unmanned aerial vehicle

UAV* market entry: Strategic potential for MTU across three power classes

Conventional heavy	Conventional light	Electric
Adapted business jet engines, e.g., PW545	AeroDesignWorks	eMoSys

Global military drone market

2025	2029	CACR 2025 - 2029
~ US$ 15 bn	**~ US$ 24 bn**	**~12.5%**

Source: MTU estimates

GTF™ update – Fleet management plan on track; GTF™ A certified for A320neo

- GTF™ fleet management plan on track
  - AoG* compensation payments will be settled in 2026
  - Continuous improvement in AOG* situation expected over the course of the year
  - PW1100-JM MRO network output up 23% yoy
- GTF™ A certified for A320neo family in April 2026, entry into service planned for H2 2026
- GTF™ engine deliveries continue to ramp across all three platforms
- 10 years of GTF™ in operation

>50
million flight hours

~20%
fuel savings possible per trip with GTF powered aircraft compared to previous engines

>2,700
aircraft with GTF in service

>8,000
engines on order

Commercial OEM

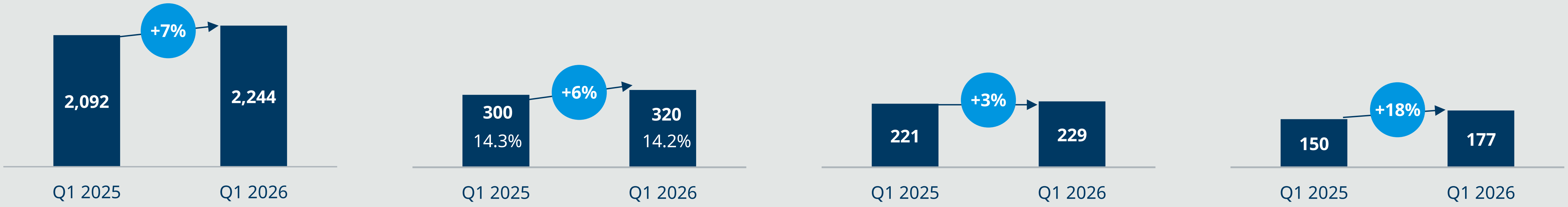
* AoG = Aircraft on ground

02

Financials

Katja Garcia Vila
Chief Financial Officer

Financial highlights Q1 2026 – Successful start in line with our FY expectations



Revenue adj.
in m€

- In US$ up 18 %
- Revenue driver military and commercial MRO business
- Commercial OEM with high share of spare engines
- GTF MRO revenue share 44%

EBIT adj.
in m€/**Margin** in %

- A favourable business mix in OEM and a solid contribution from MRO resulted in an increase of 6%

Net income adj.
in m€

- Net income following EBIT adjusted, partly offset by interest result

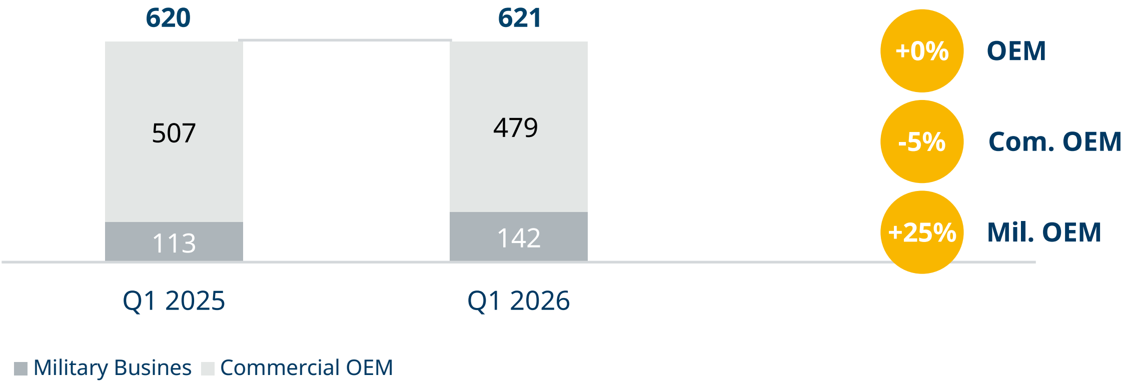
Free cash flow adj.
in m€

- FCF driven by lower CF from investing and higher dividend income

OEM with ongoing strong margin performance

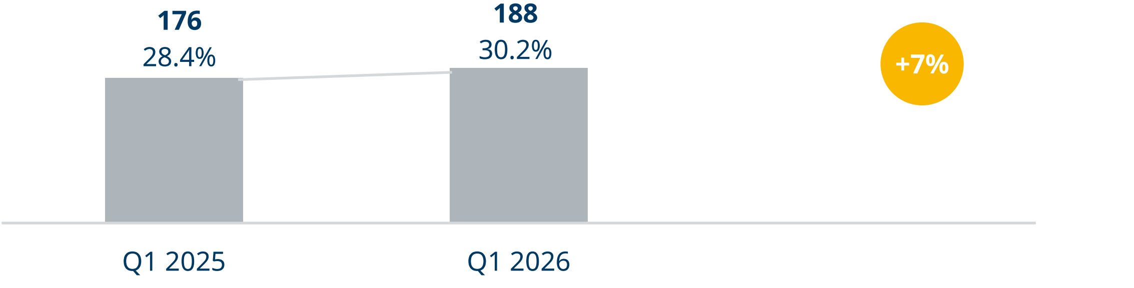
Revenue adj.
in m€

Growth
’25 vs. ‘26



EBIT adj.
in m€/Margin in %

Growth
’25 vs. ‘26



Q1 2026

Revenue adj.

- Organic Commercial OEM US$ up 5%
  - Organic commercial OE sales stable
  - Lower engine deliveries in Q1 26 with higher number of spare engines compared to Q1 25
  - Seasonally softer Q1, with sequential delivery ramp-up expected in subsequent quarters
  - Organic spare parts sales up ~10% driven mainly by narrow body engines
- Military revenues up 25%, supported mainly by EJ200 and TP400

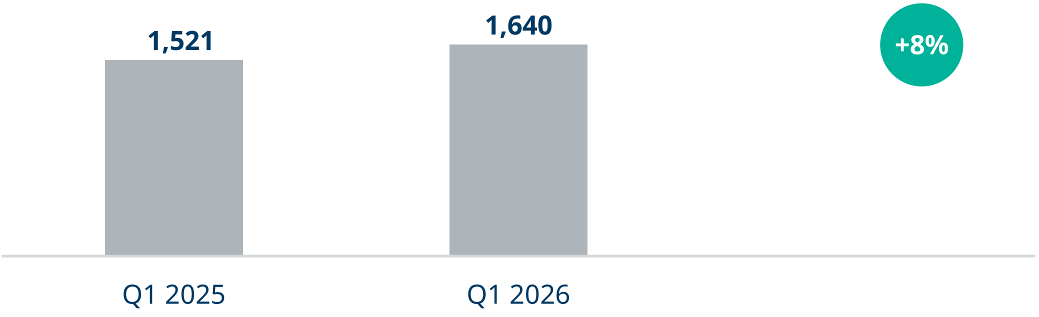
EBIT adj.

Adjusted EBIT margin increased, driven by a favourable commercial OEM mix and higher military volumes

MRO US$ revenues support full year expectation with solid EBIT margin

Revenue adj.
in m€

Growth
’25 vs. ‘26



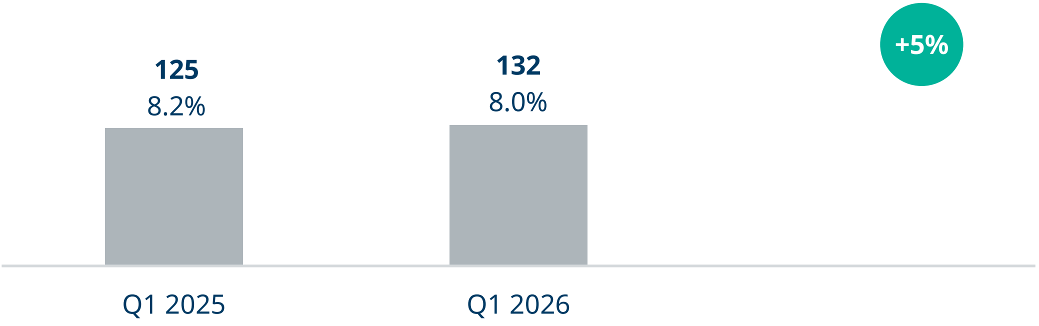
Q1 2026

Revenue adj.

- US$ MRO revenues up 20%
- Core US$ MRO revenues remained stable compared to Q1 25
- GTF MRO revenue share at 44% (Q1 25: 34%)

EBIT adj.
in m€/Margin in %

Growth
’25 vs. ‘26

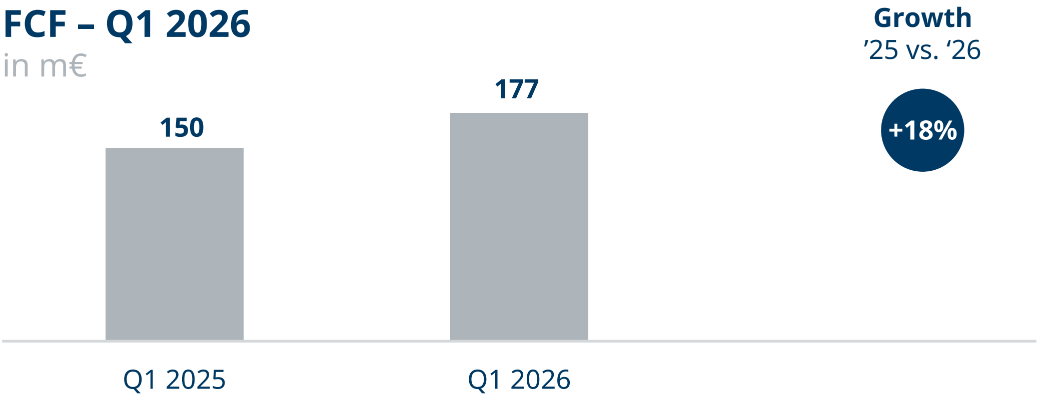


EBIT adj.

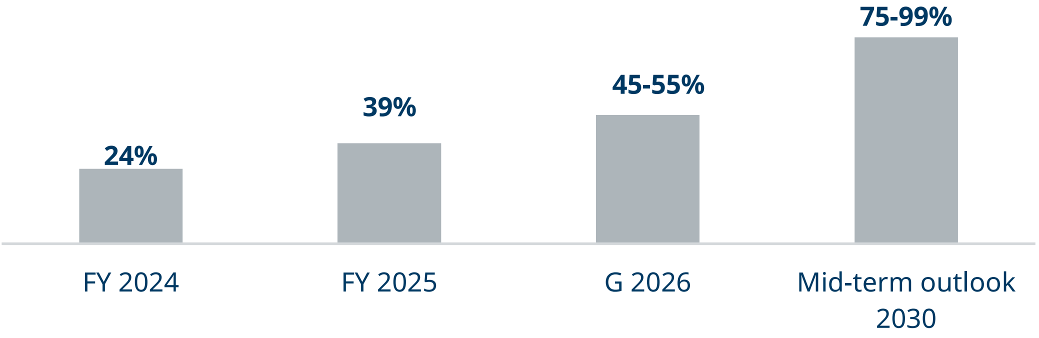
- EBIT adj. up 5% to €132 m resulting in a margin of 8.0 %
- Headwinds from higher GTF MRO share and ramp up costs at MTU Maintenance Fort Worth partially compensated by strong EBIT contribution from MLS and independent MRO business

FCF tailwinds and headwinds – FCF strong within Q1 with CCR 77%

FCF – Q1 2026
in m€



FCF – Guidance 2026
CCR in %



Q1 2026

Major tailwinds Q1 2026
- Lower cash flow from investing activities
- Higher dividend payments received in Q1 2026
- Less GTF™ AOG compensation payments yoy

Major headwinds Q1 2026
- Working capital drag in line with business development

G 2026

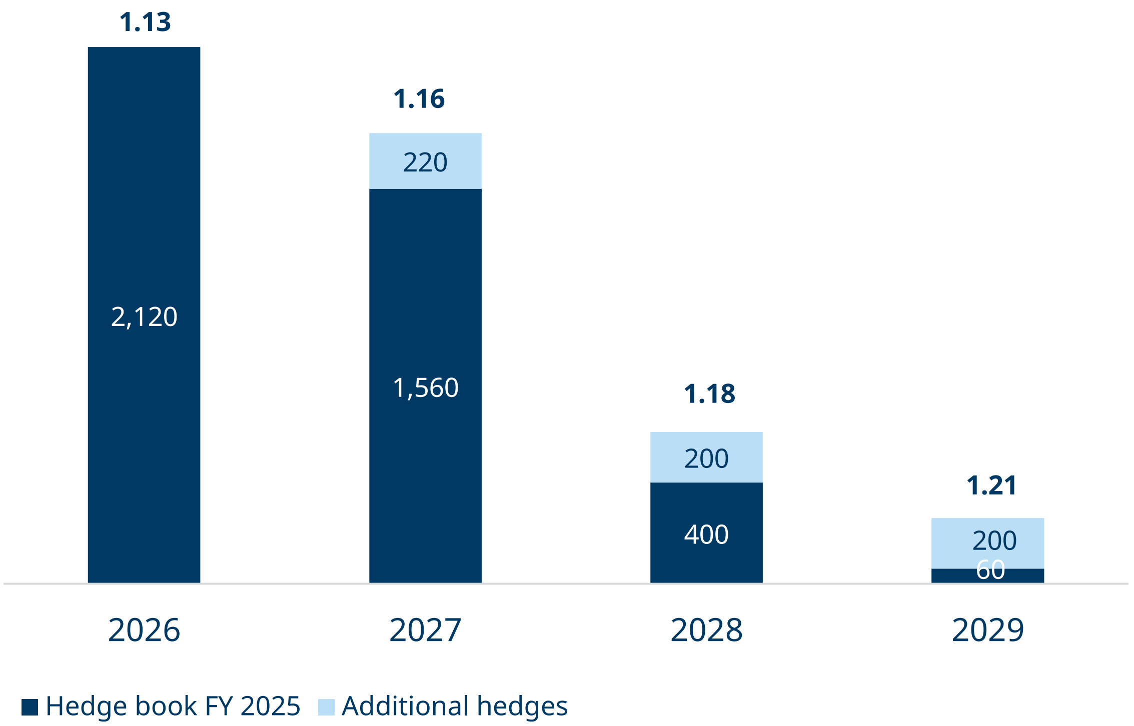
Major tailwinds in 2026
- Net income improvement
- Lower GTF™ AOG payments in 2026
  (US$ 250 m in 2026 vs. US$ 360 m in 2025)

Major headwinds in 2026
- Cash impact Fort Worth (EBIT, PPE & WOC)
- Increase in pre-financed GTF MRO work to remain stable (included in WOC)

USD exchange rate – risk limited due to active hedging

Hedge book as of April 15th, 2026 in US$ m

Average hedge rate
(US$/€)



Hedging model/US$ exposure

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

Rolling hedging model

- Continuous exchange rate and exposure analysis and new hedging contracts
- Hedging period: maximum 20 following quarters
- Target for hedge coverage:
  - Year 0: 100%
  - Year +1: 75 – 90%
  - Year +2: 30 – 70%
  - Year +3: 0 – 50%

US$ sensitivity for 2026

FX sensitivity: 5 cent deviation in m€

~ **300** Revenue impact

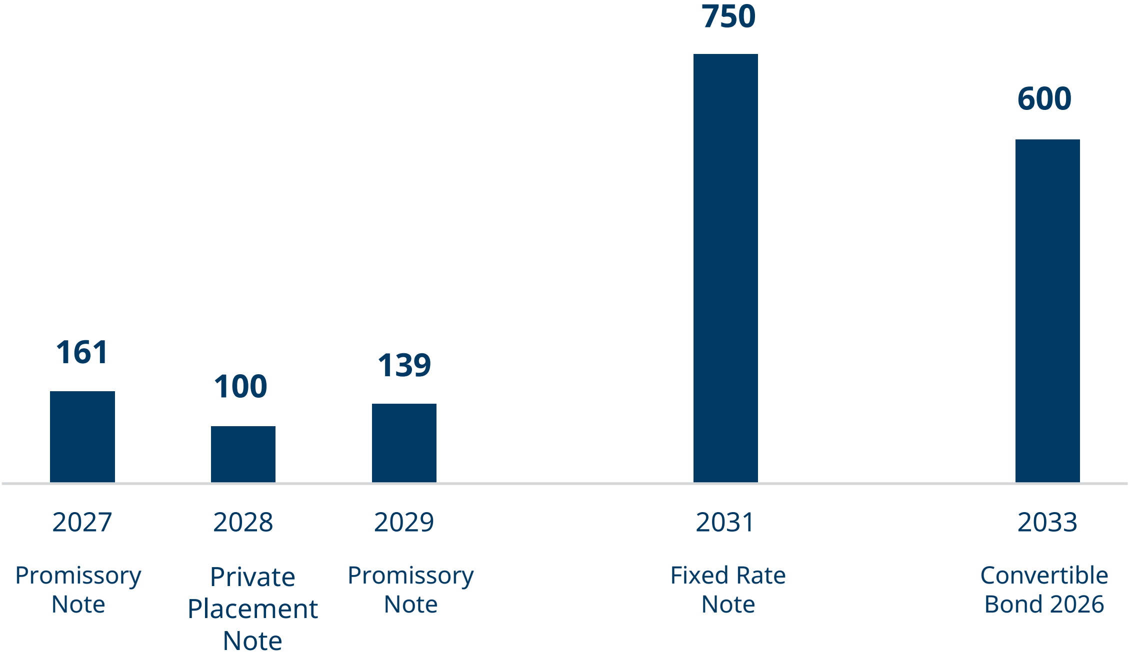
Corporate Finance – Financial flexibility and a strong balance sheet support MTU's long-term growth strategy

- Net debt of ~€1.1 bn and a net-debt-to-EBITDA ratio < 1 provide strong financial headroom to deliver on our priorities
- Leverage target of 0.5 to 1.5
- No near-term refinancing required
- €500 million RCF in place, maturing in 2029
- Dividend proposal of € 3.60 per share, an increase by €1.40 or 64% compared to last year; dividend payout ratio at 20%

Fitch – Rating
BBB stable
Sept. 26, 2025

Moody's – Rating
Baa2 stable
Aug. 27, 2025

Debt maturity profile
Nominal in m€



03

Guidance 2026 confirmed

Dr. Johannes Bussmann
Chief Executive Officer

Guidance 2026 confirmed –
Key business drivers remain unchanged

Total group sales

~ € 9.2 – 9.7 bn

EBIT adj.

~ € 1.35 – 1.45 bn

Net income adj.

~ Growth in line with EBIT adj.

Cash conversion rate

~ 45 – 55%

Guidance 2026 based on US$/€ 1,20

Q1 2026

Key take aways

Successful start in Q1 2026
Guidance 2026 confirmed

Strategic expansion into highly attractive **UAV propulsion** market

GTF fleet management plan well on track

Strong orderbook and business resilience

Proactive management mitigating volatility in a dynamic environment

04

Appendix

Guidance 2026 – Key business driver

OEM

Commercial OE

- Increase in new engine deliveries, growing share of installed engines
- Further ramp up of GTF engine deliveries supports aircraft rate increases
- Production rate increase for B787 driving GEnx engine deliveries
- EIS B777X powered by GE9X delayed to 2027

Com. OE US$ revenues
~ up mid to high teens %

Commercial spare parts

- V2500 spare parts benefit from intense utilization of A320ceo
- GTF spare parts volume increasing
- Mature engine programs remain stable

Com. spare parts US$ revenues
~ up low to mid teens %

Military Business

- Increase in EJ200 deliveries based on strong order momentum
- Increase in T408 engines expected
- NGFE phase 1B runs until September 2026
- Slightly declining RB199 revenues

Military € revenues
~ up mid teens %

Commercial MRO

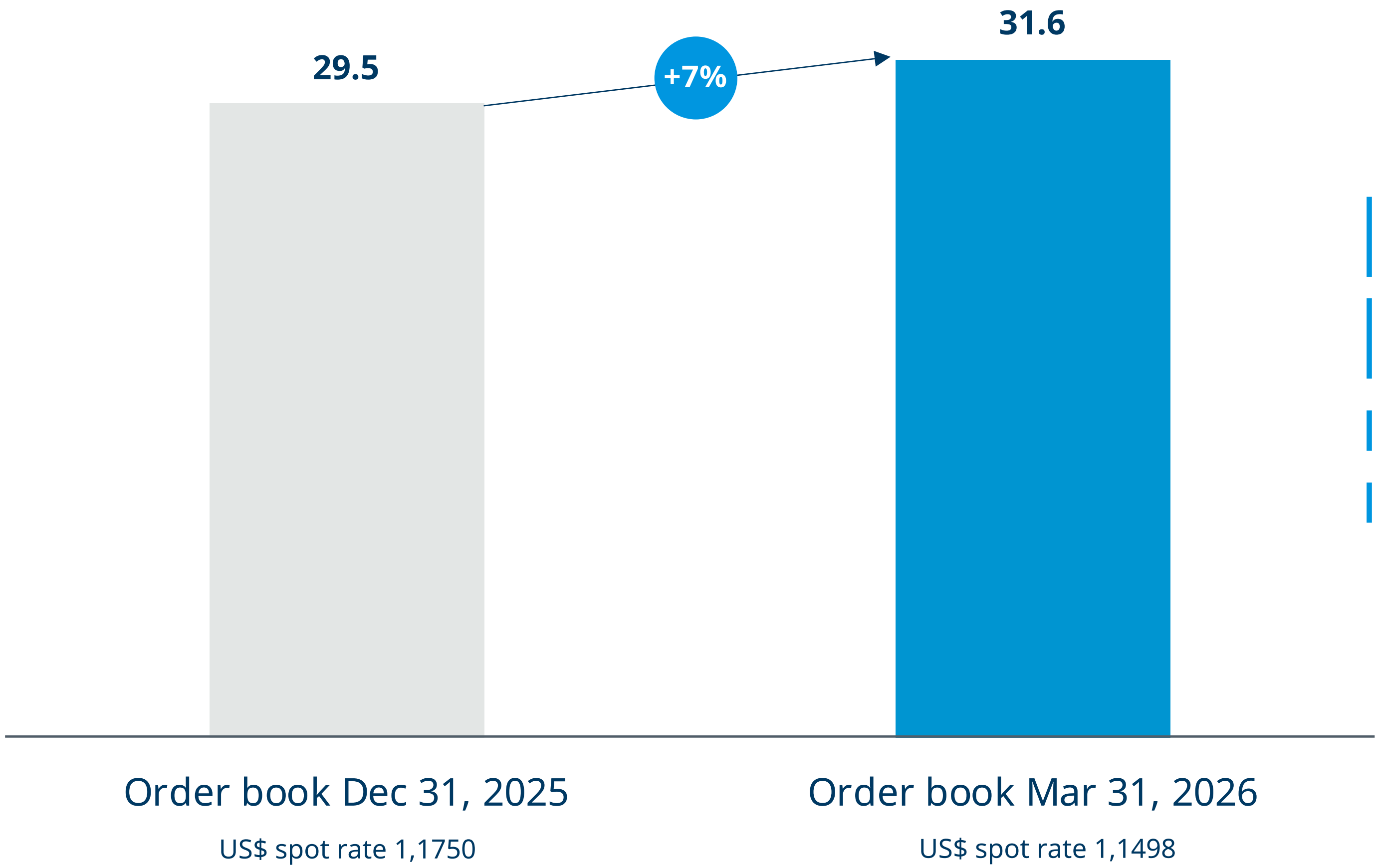
Commercial MRO

- Independent MRO benefits from strong demand for mature engine programs
- Increasing GE90 MRO business
- MLS growth path continues
- GTF MRO revenue share expected at 40 – 45%

Com. MRO US$ revenues
~ up low to mid teens %

Group order book supports resilience of MTU's business

in bn€



- Strong order book at € 31.6 bn – technically sold out for three years
- Order book up 5% organically, 2% from change in the US$ spot rate
- MRO contract wins in Q1 26 of US$ 878 m
- Com. OEM order intakes mainly for GTF and GE9x

Profit & Loss

(in m €)	3M 2025	3M 2026	Change
Revenues	**2,111**	**2,231**	**6%**
Revenues adjusted	**2,092**	**2,244**	**7%**
Total cost of sales	-1,741	-1,859	
Gross profit	**370**	**372**	**1%**
R&D according to IFRS	-21	-26	
SG&A	-82	-85	
Other operating income (expense)	-11	-12	
P&L of companies accounted at equity and equity investments	59	54	
EBIT reported	**314**	**303**	**-3%**
EBIT adjusted	**300**	**320**	**6%**
EBIT adjusted margin %	**14.3%**	**14.2%**	
Financial result	1	-27	
Profit before tax (EBT)	**314**	**276**	**-12%**
Taxes (IFRS)	-91	-76	
Net Income reported	**224**	**200**	**-11%**
Net Income adj.	221	229	
EPS reported*	**4.03**	**3.59**	
EPS adj.*	3.99	4.14	

* without non-controlling interests

Reconciliation to adjusted Key Performance Indicators

(in m €)	3M 2025	3M 2026	Change
EBIT reported	**314**	**303**	**-3%**
Adjustment (PPA Depreciation & Amortization)	5	4	
Adjustment (IAE Upshare)	7	6	
Adjustment (PW1100G Powder Metal)	-25	6	
EBIT adjusted	**300**	**320**	**6%**
thereof P&L of companies accounted "at equity"	59	54	
Interest result	-12	-19	
Interest for pension provisions	-6	-7	
EBT adj. w/o P&L "at equity"	**223**	**241**	**8%**
Tax rate normalized	-27%	-27%	
Taxes	-60	-65	
Net Income adj.	**221**	**229**	**3%**
EPS adj.*	3.99	4.14	4%

* without non-controlling interests

Reconciliation to adjusted Key Performance Indicators

(in m €)	3M 2025	3M 2026	Change
Revenues	**2,111**	**2,231**	**6%**
Adjustment (PW1100G Powder Metal)	-25	6	
Adjustment (IAE Upshare)	7	6	
Revenues adjusted	**2,092**	**2,244**	**7%**

Segment Revenues and EBIT adj.

(in m €)	3M 2025	3M 2026	Change
Revenues Group*	**2,092**	**2,244**	**7%**
OEM Commercial*	507	479	-5%
OEM Military	113	142	25%
MRO	1,521	1,640	8%
Consolidation	-49	-18	
EBIT adjusted Group	**300**	**320**	**6%**
OEM (Commercial / Military)	176	188	7%
MRO	125	132	5%
Consolidation	-1	0	
EBIT adjusted margin Group	**14.3%**	**14.2%**	
OEM (Commercial / Military)	28.4%	30.2%	
MRO	8.2%	8.0%	

* adjusted

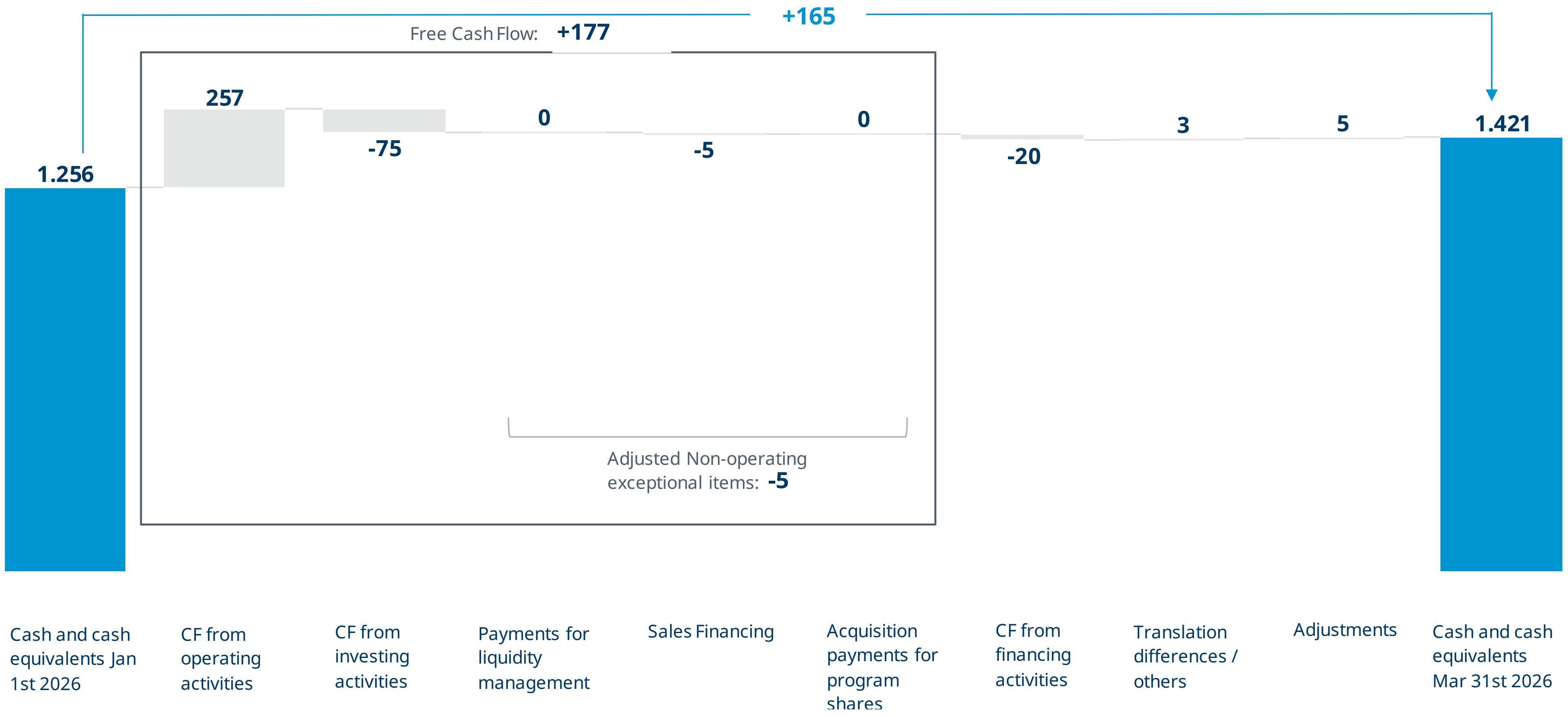
Research & Development

(in m €)	3M 2025	3M 2026	Change
Total R&D	**108**	**99**	**-9%**
Customer funded R&D	**-30**	**-37**	**-26%**
Company expensed R&D	**79**	**61**	**-22%**
Capitalization of R&D	-48	-27	
Amortisation	-13	9	
Impairment	21	0	
Total R&D impact P&L (on EBIT)	**38**	**43**	**13%**
thereof booked into sales and COGS	17	18	
thereof booked into R&D according to IFRS (P&L)	21	26	

Financial Result

(in m €)	3M 2025	3M 2026	Change
Interest income	**10**	**7**	**-37%**
Interest expense	-22	-25	-12%
Interest result	**-12**	**-19**	**-55%**
Financial result on other items	**13**	**-9**	
US$ / non cash valuations / others	19	-2	
Interest for pension provisions	-6	-7	
Financial result	**1**	**-27**	**<-300%**

MTU’s Cash development January – March 2026



Cash Flow

(in m €)	3M 2025	3M 2026	Change
Net Income IFRS	**224**	**200**	**-11%**
Depreciation and amortization	102	106	
Change in provisions and liabilities	-185	80	
Change in working capital	148	-222	
Taxes	56	33	
Interest, derivatives, others	-61	60	
Cash Flow from operating activities	**283**	**257**	**-9%**
Net Investment in intangible assets	-19	-15	
Net Investment in R&D payments and entry fees	-36	-15	
Net Capital expenditure on property, plant and equipment	-76	-50	
Net Investments in financial assets	-7	6	
Cash Flow from investing activities	**-137**	**-75**	**46%**
Adjustments	5	-5	
Free Cash Flow	**150**	**177**	**18%**
Cash Flow from financing activities	**-46**	**-20**	**56%**
Cash and cash equivalents at 31.03.	1,840	1,421	

Net debt

(in m €)	31.12.2025	31.03.2026	Change
Bonds and notes	853	861	
Convertible bonds	496	486	
Promissory note	308	311	
Financial liabilities to bank	11	33	
Revolving Credit Facility	0	0	
Financial lease liabilities	326	434	
Loans from related companies and third parties	1	1	
Other financing liabilities (financing component)	433	406	
thereof arising from acquisition of program participations	185	188	
thereof from compensation payments due to program participations	248	218	
Gross financial debt	**2,428**	**2,532**	**4%**
Cash and cash equivalents	1,256	1,421	
Loans to third parties	36	31	
Financial assets	**1,291**	**1,452**	**12%**
Net financial debt	**1,136**	**1,081**	**-5%**

Working capital

(in m €)	31.12.2025	31.03.2026	Change
Inventories	2,018	1,982	
Prepayments	-379	-424	
Receivables	4,215	4,406	
Payables	-2,622	-2,514	
Working Capital	**3,232**	**3,450**	**7%**

Balance Sheet

(in m €)	31.12.2025	31.03.2026	Change
Intangible assets	1,490	1,490	
Property, plant, equipment	1,978	2,075	
other non-current assets	1,671	1,599	
Total non-current assets	**5,139**	**5,164**	**0%**
Current assets	**7,582**	**7,890**	**4%**
Total assets	**12,721**	**13,054**	**3%**
Equity	**4,375**	**4,561**	**4%**
Non-current liabilities	**3,090**	**3,155**	**2%**
Current liabilities	**5,255**	**5,338**	**2%**
Total equity and liabilities	**12,721**	**13,054**	**3%**
thereof pension provisions	671	673	

PPA Depreciation/Amortization

(in m €)	3M 2025	3M 2026	Change
OEM	58	59	
MRO	45	47	
Total depreciation / amortization*	**103**	**106**	**3%**
PPA OEM	5	4	
PPA MRO	0	0	
IAE Upshare OEM	7	6	
PPA depreciation / amortization & IAE Upshare amortization (EBIT adjust	**11**	**10**	**-9%**
OEM	47	49	
MRO	45	47	
Depreciation / amortization w/o PPA and w/o IAE Upshare	**92**	**95**	**4%**

* incl. amortization of intangible assets, capitalized program assets and purchased development

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