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1. MTU at a Glance
2. Business Segments & Strategy
3. Financials & Outlook
4. Appendix
# We shape the future of aviation!

## What we do

**Design, development, production and support of aircraft engines** in almost all thrust categories

**Commercial business:** Approximately 30% of active aircraft have MTU technology on board

**Military business:** Full system capability, for more than 80 years

**Commercial MRO:** Leading provider for customized engine service solutions

**MRO portfolio:** 1,000 shop visits per year for more than 30 different engine types

**Fiscal year 2020:** Revenue € 3.98 bn, EBIT adj. € 416 m

## How we do it

**People:** more than 10,000 engine experts at 15 locations

**Partnerships:** With all OEMs, airlines and the German Air Force (program shares from 4% up to 40%)

**Technology:** 150 technology projects, approximately 580 patents and 200 invention disclosure reports per year

**Products:** High-pressure compressor, low-pressure turbine, turbine center frame

**Process:** Lifetime excellence (lifecycles from 25 to 50 years)

**Culture:** Innovative and competent
MTU is built on three pillars
Partners and customers appreciate MTU’s excellence

### Commercial OEM business
- Revenues: € 1.0 billion (26 %)**
- Decades of partnerships with OEMs
- Balanced product portfolio in all thrust categories
- Order volume secures business beyond mid of this decade
- Partnerships with OEMs increasingly include maintenance
- Approx. 30% of active aircraft with MTU participation

### Military OEM business
- Revenues: € 0.5 billion (12 %)**
- 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: € 2.5 billion (62 %)**
- Services: maintenance, leasing and asset management
- Exposure to highest growth engines (PW1000G, V2500, CFM56, CF34, GE90)
- Global network
- Direct customer business, partner of OEMs and airlines
- More than 1,400 customers, including over 200 airlines

<table>
<thead>
<tr>
<th>OEM</th>
<th>Revenues</th>
<th>EBIT adj margin**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial OEM business</td>
<td>€ 1.5 billion**</td>
<td>18.2%</td>
</tr>
<tr>
<td>Military OEM business</td>
<td>€ 0.5 billion **</td>
<td></td>
</tr>
<tr>
<td>Commercial MRO business*</td>
<td>€ 2.5 billion**</td>
<td>5.4%</td>
</tr>
</tbody>
</table>

MTU Group
- Revenues: € 3.98 billion**
- EBIT adj margin**: 10.5%

*) MRO = Maintenance, Repair and Overhaul
**) Basis: Fiscal year 2020
May / June 2021
Company Presentation - Investor Relations
Overview of aero engine industry players
MTU is an essential partner in the engine value chain

Aero Engine Industry Characteristics
- Industry players are specialized in different modules/technologies
- Oligopolistic structure of market

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

- OEM business and MRO are perfect supplements
- Whereas new engine deliveries are almost EBIT neutral, spare parts business is the main value driver for the OEM segment
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In the commercial OEM MTU is strengthening its position in all market segments

<table>
<thead>
<tr>
<th>Market segment</th>
<th>Market position</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Business jets</td>
<td>Market position improved</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional jets</td>
<td>Market share will increase from 0 % to 90 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Narrowbodies</td>
<td>Excellent market position will further improve</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widebodies</td>
<td>New market opportunities are opening up</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Business jets: PW800, PW300/500
- Regional jets: PW1500G, PW1700G/1900G, PW1200G
- Narrowbodies: V2500, PW1100G-JM
- Widebodies: GEnx, GE9x, CF6-80
A balanced portfolio and products in all thrust categories ensure MTU’s long-term success

Return on investment periods in the commercial OEM business
The market for commercial series is adjusting immediately to the impact of the COVID 19 pandemic

<table>
<thead>
<tr>
<th>Segment</th>
<th>Trend next 5 years</th>
<th>Market dynamics/MTU impact</th>
</tr>
</thead>
</table>
| Wide-body          | ▶                  | • Trends center on aircraft downsizing and capturing freight demand  
|                    |                    | • MTU has limited exposure to new wide-body engine production  
|                    |                    | • 787 production rate to recover to lower level → partially offset by higher market share of GEnx  |
| Narrow-body        | ▶                  | • Narrow-bodies to benefit from more rapid recovery of domestic traffic (2022 back to 2019 levels)  
|                    |                    | • A320 production rate to rise from 40 to 60 aircraft per month  |
| Regional Jets      | ▶                  | • Regional Jets to benefit from faster recovery of domestic markets as well  
|                    |                    | • Good positioning of A220 as small narrow-body allowing rightsizing where demand is too low for large narrow-bodies  
|                    |                    | • E2 Jets with GTF to dominate future RJ market, replacing CF34-powered CRJ and E1 jets  |
| Business Jets      | ▶                  | • Business Jets also affected by COVID-19  
|                    |                    | • Production rates for large Business Jets (G500/600) have decreased slightly, medium Business Jets suffer more reductions  
|                    |                    | • MTU well positioned in the large and medium Business Jet segment (Gulfstream G500/G600 and Latitude)  |
MTU’s spare parts business shows resilience to COVID-19 impacts due to its high proportion of military, freight and narrow-body engines

<table>
<thead>
<tr>
<th>Segment</th>
<th>Trend next 5 years</th>
<th>Market dynamics/MTU impact</th>
</tr>
</thead>
</table>
| International Passenger|                    | • Slow recovery weakens wide-body passenger market  
• High retirement risk for older wide-body platforms  
(e.g. PW4000-112”) especially quads (747/CF6, A380/GP7000)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Freighter and Military |                    | • Freight traffic has led to a stabilization of the CF6-80 fleet, maintaining spare parts demand  
• ~50% of CF6-80C engine fleet in freighter, military or executive service  
• High visibility of PW2000 aftermarket thanks to its high military portion (C17~ 2/3 of total PW2000 engine fleet)  
• Currently no replacement options available for 757 passenger aircraft (NMA shelved)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Domestic Passenger     |                    | • Quicker recovery of domestic traffic → narrow-body aircraft return to the market faster  
• V2500 key revenue driver in terms of spare parts business  
• V2500 limited risk to be retired due to its young age  
• In 2021: beginning transition from GTF retrofits to mixed work scopes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| IGT, Business Jets     |                    | • Segment less impacted by COVID-19 than passenger travel  
• IGT demand to follow general economic recovery (power generation, oil and gas markets)  
• Business Jet demand to recover within timeframe                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
Overweight in single-aisles and regional jet provides chances from market recovery in Covid-19 normalisation scenario

In service fleet and orders relevant to MTU by region and market segment (18,200 engines)

MTU's portfolio is geographically well balanced with a strong footprint in fast-growing Asian market

Structurally, MTU’s portfolio is also well balanced:
- Very strong presence in the fast-growing single-aisle market
- Participation in leading engine programs in the other 3 segments

Source: Cirium Fleets Analyzer 06/2020, spare engines are excluded
MTU is well positioned in the international military aircraft market

**Fighter**
- 141 Eurofighters* and 85 Tornados in service in Germany
- Eurofighter with attractive export potential
- Increasing aftermarket for EJ200
- Germany phase out of Tornado from 2025 onwards
- FCAS participation

**Transport**
- 170 A400M ordered, thereof 94* delivered
- A400M well positioned for export
- Potential cooperation between Boeing and Embraer on KC-390 (equipped with V2500) could strengthen order activity

**Helicopter**
- 181 Eurocopter Tiger delivered
- CH53-K entry into service 2021 and excellent positioned for export

* Source: Airbus orders & deliveries September 2020
MTU’s participation in the FCAS engine program secures future revenue growth

Volume of 1,000+ engines expected

Highlights

- Successor for Eurofighter / Rafale
- Biggest European defense program
- 50:50 JV EUMET signed by MTU and Safran in April 2021
- ITP integrated as a main partner
- Concept phase contracted in 2019, ongoing
- Decision about funding of technology and demonstrator program (phase 1b and 2) expected for summer 2021
- Engine and A/C demonstrator by ~2026
- First prototype expected by ~2031
- Entry into service expected by ~2040
- FCAS technology as enabler for commercial engine platforms

Source: Airbus_Media
Limited impact on MRO revenues based on a diversified product portfolio and market access
Strong contract wins for our independent MRO business even in difficult times

MRO revenues in 2016 – 2020 (in m US$)

Independent MRO campaign wins 2016 – 2020 (in bn US$)

* FY2019 reporting change in MRO revenues due to change in the contracting and invoicing process at our MTU Zhuhai facility
** CAGR w/o MTU Zhuhai

MTU Maintenance Zhuhai 100%
MRO revenues reported

CAGR + high single %

2016 2017 2018 2019* 2020

MTU Maintenance Zhuhai 100%
MRO revenues reported

CAGR + high single %

2016 2017 2018 2019 2020

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Long-term MRO strategy with clear focus on future profitable growth remains valid

Customer-focused service and product portfolio

- Customers value MTU's know-how, reliability and high-quality standards
- Financial strength and willingness to invest in long-term contracts and partnerships
- High flexibility to react to market trends & opportunities
- Supporting customers during the crisis (flexibility, cash optimization, ramp-up plan)
- Strong OEM alignment

Next level digital maintenance solutions

- Engine Fleet Management (CORTEX)
- Enrich customer experience by combining innovative MRO services within one platform
- AI* optimization of shop visits, workscopes and material mgt. to reduce airline CASM**
- Combination of on-wing data with predictive maintenance planning
- Simulate COVID effects on re-start scenarios
- Innovative and interactive B2B customer tools

Expansion of MRO network structure with focus on best-cost

- Capacity share in best cost countries to increase from 40% to 60%
- EME Aero in operation since Dec 2019
- MTU Maintenance Zhuhai:
  - 2nd expansion – initial capacity 250 SVs
  - Long-term expansion concept under development
- MTU Serbia – expand profitable in-house repair capabilities

Continuous innovative development of our core competencies strengthens our competitive advantages in the MRO market

*) AI = artificial intelligence  **) CASM = cost per available seat mile
Reduction of emission and noise levels

Our objective is to cut aircraft engine CO₂ emissions by up to 40% and noise emissions by as much as 65%.

Ambitious technology agenda CLAIRE

MTU is compliant with strategic industry goals such as SRIA (Strategic Research and Innovation Agenda) and IATA (International Air Transport Association) Flightpath 2050.

Sustainable aviation fuel

MTU is strongly advocating the introduction of sustainable kerosene, for example, through its work in the Bauhaus Luftfahrt think tank and in the Aviation Initiative for Renewable Energy in Germany (aireg) association.

MTU’s approach CLAIRE | Clean Air Engine Vision 2020 and Flightpath 2050 targets

- V2500
- Geared Turbo Fan
- Fan with low pressure ratio
- Integrated high-efficiency propulsion
MTU’s leading technology roadmap

Maturity

Gas turbine
- Evolutionary Gen2 GTF development
- Revolutionary engine concepts
- Drop-in – no infrastructure change: SAF
- Not drop-in – new infrastructure required: LH2
- Parallel hybrid electric concepts: enabling technology
- Batteries
- Flying fuel cell

Electric propulsion

Today

Application

<table>
<thead>
<tr>
<th>Range</th>
<th>Short</th>
<th>Mid</th>
<th>Long</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban mobility</td>
<td>Short</td>
<td>Mid</td>
<td>Long</td>
</tr>
</tbody>
</table>

May / June 2021
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## Guidance 2021

### Organic Growth

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Military revenues</td>
<td>Slightly up</td>
</tr>
<tr>
<td>Commercial OE</td>
<td>Slightly up</td>
</tr>
<tr>
<td>Commercial Spares</td>
<td>Up low to mid single digit</td>
</tr>
<tr>
<td>Commercial MRO</td>
<td>MRO up ~15 to 25% GTF contribution strongly growing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Group Sales</th>
<th>4.2 – 4.6 bn €</th>
</tr>
</thead>
<tbody>
<tr>
<td>EBIT adj. (margin)</td>
<td>9.5 – 10.5%</td>
</tr>
<tr>
<td>Net Income adj.</td>
<td>In line with EBIT adj.</td>
</tr>
<tr>
<td>CCR</td>
<td>Mid double digit % range</td>
</tr>
</tbody>
</table>
Key capital structure considerations – No principal change in MTUs targets

Targets

- Net debt/EBITDA will range between 0.5-1.5
- No new equity
- Shareholder returns – reinstate dividend payments
- Keep investment grade rating
- Maintain flexibility for investment in new programs

Conclusion

- Solid financial health
- Crisis has proven resilience
- Targets remain in place

MTU continues to be a reliable partner for the industry as well as for the capital market.
The MTU share is an attractive investment

Key investment highlights

1. Well established position as global supplier of engine components and subsystems
2. Excellent technological position with clear focus on eco-efficient engines
3. Despite intermediate COVID 19 impact, aviation has excellent long term growth opportunities
4. Strong barriers to enter into an oligopolistic market structure
5. Largest independent provider of aircraft engine MRO services worldwide*
6. Overweight to narrowbody and regional aircraft offers decent potential in a COVID 19 normalization scenario
7. Prudent balance sheet secures headroom under its current rating category
8. Strong ability to mitigate current industry headwinds with proactive measures and variable cost structure
9. Unlike other sector peers, minor exposure to current trade disputes or Brexit

*) by the number of engines under contract
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Key Financials Q1 2021

<table>
<thead>
<tr>
<th>Revenues (in m€)</th>
<th>EBIT adjusted (in m€)</th>
<th>Net income adj. (in m€)</th>
<th>Free Cash Flow (in m€)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,273</td>
<td>989</td>
<td>3M 2020: 182 (14.3%)</td>
<td>3M 2021: 128</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3M 2020: 86 (8.7%)</td>
<td>3M 2021: 58</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3M 2020: -52%</td>
<td>3M 2021: -55%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3M 2020: -22%</td>
<td>3M 2021: +54%</td>
</tr>
</tbody>
</table>

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Key Financials – 3 years overview

Revenues [in m €]

<table>
<thead>
<tr>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,567</td>
<td>4,628</td>
<td>3,977</td>
</tr>
</tbody>
</table>

EBIT adjusted (EBIT Margin) [in m €]

<table>
<thead>
<tr>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>671 (14.7%)</td>
<td>757 (16.4%)</td>
<td>416 (10.5%)</td>
</tr>
</tbody>
</table>

Net Income adjusted [in m €]

<table>
<thead>
<tr>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>479 (12%)</td>
<td>538 (13%)</td>
<td>294 (13%)</td>
</tr>
</tbody>
</table>

Free Cashflow / CCR***)

<table>
<thead>
<tr>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>203 (42%)</td>
<td>358 (67%)</td>
<td>105 (36%)</td>
</tr>
</tbody>
</table>

*) FY 19 Organically +5%
**) FY 20 Organically -13%
***) CCR Cash conversion rate = FCF/ Net Income adj.
Key credit figures – 3 years overview

Strong balance sheet provides good cushion against current market shock

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

<table>
<thead>
<tr>
<th>Net Financial Debt</th>
<th>Equity</th>
<th>EBITDA</th>
<th>Free Cashflow</th>
</tr>
</thead>
<tbody>
<tr>
<td>[in m €]</td>
<td>[in m €]</td>
<td>[in m €]</td>
<td>[in m €]</td>
</tr>
<tr>
<td>FY 2018</td>
<td>FY 2019</td>
<td>FY 2020</td>
<td></td>
</tr>
<tr>
<td>854</td>
<td>961</td>
<td>781</td>
<td></td>
</tr>
<tr>
<td>2144</td>
<td>2421</td>
<td>2635</td>
<td></td>
</tr>
<tr>
<td>821</td>
<td>965</td>
<td>612</td>
<td></td>
</tr>
<tr>
<td>203</td>
<td>358</td>
<td>105</td>
<td></td>
</tr>
</tbody>
</table>
## MTU’s debt profile

<table>
<thead>
<tr>
<th>Loan Details</th>
<th>Amount</th>
<th>Coupon</th>
<th>Issue date</th>
<th>Maturity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promissory note</td>
<td>100 m€</td>
<td>Variable interest rate (3-month Euribor + 1.7% with a minimum interest rate of 1.7%)</td>
<td>6 May 2020</td>
<td>10 June 2021</td>
</tr>
<tr>
<td>Convertible Bond 2016</td>
<td>52.3 m€*</td>
<td>0.125% Conversion Price € 123.3222 (Premium 50%)</td>
<td>17 May 2016</td>
<td>17 May 2023</td>
</tr>
<tr>
<td>Revolving Credit Facility</td>
<td>700 m€</td>
<td>Customary market reference rates plus an additional margin; unused credit facilities are subject to a loan commitment fee</td>
<td></td>
<td>(600 m€) 28 Oct 2023 (100 m€) 11 May 2021</td>
</tr>
<tr>
<td>Euro Bond</td>
<td>500 m€</td>
<td>3.00%</td>
<td>01 July 2020</td>
<td>01 July 2025</td>
</tr>
<tr>
<td>Convertible Bond 2019</td>
<td>500 m€</td>
<td>0.05% Conversion Price € 378.4252 (Premium 55%)</td>
<td>18 Sept 2019</td>
<td>18 March 2027</td>
</tr>
<tr>
<td>Notes (Private Placement)</td>
<td>100 m€</td>
<td>3.55%</td>
<td>12 June 2013</td>
<td>12 June 2028</td>
</tr>
</tbody>
</table>

* Partial repurchase of 275 m€ in Sept. 2019 and early conversion of 1,4 million shares (date 15.02.2021)
**US$ exchange rate / Hedge portfolio**

**Hedge book as of April 30th, 2021 (% of net US$ exposure)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Average hedge rate (US$/€)</th>
<th>Total in m$</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>1.18</td>
<td>1,060</td>
</tr>
<tr>
<td>2022</td>
<td>1.17</td>
<td>740</td>
</tr>
<tr>
<td>2023</td>
<td>1.18</td>
<td>560</td>
</tr>
<tr>
<td>2024</td>
<td>1.19</td>
<td>120</td>
</tr>
</tbody>
</table>

**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**

- Exchange rate analysis and new hedging contracts on a quarterly basis
- Hedging period: maximum 16 following quarters

- For MTU hedging remains an instrument for risk mitigation
- Sensitivity pre hedging: 10 ct move in US$/€ exchange rate has an impact of ~ € 90 - 100 million on EBIT (2021)
# Commercial engine fleet

<table>
<thead>
<tr>
<th>Aircraft Segment</th>
<th>Engine</th>
<th>Program Share</th>
<th>Aircraft Application</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Widebody</strong> (50 – 120 klb)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GP7000</td>
<td>22.5%</td>
<td>A380</td>
<td></td>
</tr>
<tr>
<td>PW4000G</td>
<td>12.5%</td>
<td>B777</td>
<td></td>
</tr>
<tr>
<td>CF6-80C</td>
<td>9.1%</td>
<td>B747-400, B767, Boeing MD-11, A310</td>
<td></td>
</tr>
<tr>
<td>Genx</td>
<td>6.6%</td>
<td>B787 Dreamliner, B747-8</td>
<td></td>
</tr>
<tr>
<td>CF6-80E</td>
<td>n.n.</td>
<td>A330</td>
<td></td>
</tr>
<tr>
<td>CF6-50/80A</td>
<td>n.n.</td>
<td>DC 10-30, B767, A310</td>
<td></td>
</tr>
<tr>
<td>GE9X</td>
<td>4%</td>
<td>B777X</td>
<td></td>
</tr>
<tr>
<td><strong>Narrowbody</strong> (20 – 50 klb)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PW2000</td>
<td>21.2%</td>
<td>B757, C-17</td>
<td></td>
</tr>
<tr>
<td>PW1100G-JM</td>
<td>18%</td>
<td>A320neo</td>
<td></td>
</tr>
<tr>
<td>PW6000</td>
<td>18%</td>
<td>A318</td>
<td></td>
</tr>
<tr>
<td>V2500</td>
<td>16%</td>
<td>A320 family, Boeing MD-90</td>
<td></td>
</tr>
<tr>
<td>JT8D-200</td>
<td>12.5%</td>
<td>Boeing MD-80 range</td>
<td></td>
</tr>
<tr>
<td><strong>Regional Jets</strong> (13 – 24 klb)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PW1500G</td>
<td>17%</td>
<td>Bombardier CSeries</td>
<td></td>
</tr>
<tr>
<td>PW1700G/1900G</td>
<td>15-17%</td>
<td>Embraer E-Jet Gen 2</td>
<td></td>
</tr>
<tr>
<td><strong>Business Jets</strong> (3 – 16 klb)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PW300</td>
<td>25% (PW305/306)</td>
<td>Learjet 60, Do328 JET, Gulfstream G200, Hawker</td>
<td></td>
</tr>
<tr>
<td>PW500</td>
<td>15% (PW307)</td>
<td>1000, Dessault Falcon 7X, Cessna Sovereign</td>
<td></td>
</tr>
<tr>
<td>PW800</td>
<td>25%</td>
<td>Cessna Bravo, Cessna Excel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>15%</td>
<td>Gulfstream G500, G600</td>
<td></td>
</tr>
</tbody>
</table>
## Military engine fleet

<table>
<thead>
<tr>
<th>Aircraft Segment</th>
<th>Engine</th>
<th>Program Share</th>
<th>Aircraft Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fighter Aircraft</td>
<td>EJ200</td>
<td>30 %</td>
<td>Eurofighter Typhoon</td>
</tr>
<tr>
<td></td>
<td>RB199</td>
<td>40 %</td>
<td>Panavia Tornado</td>
</tr>
<tr>
<td></td>
<td>F414</td>
<td>4.4 %</td>
<td>F414: F/A-18 E/F Super Hornet; EA-18G Growler</td>
</tr>
<tr>
<td>Transport Aircraft</td>
<td>TP400</td>
<td>22.2 %</td>
<td>A400M</td>
</tr>
<tr>
<td>Helicopter</td>
<td>MTR390</td>
<td>40 %</td>
<td>Eurocopter Tiger</td>
</tr>
<tr>
<td></td>
<td>T408</td>
<td>18.4 %</td>
<td>CH-53K (US-TH)</td>
</tr>
</tbody>
</table>
MTU Management Board

Reiner Winkler
Chief Executive Officer
- Reiner Winkler, CEO at MTU Aero Engines AG since January 2014
- From May 2005 to December 2017 Winkler was CFO, serving as CFO and CEO in a dual role 2014 -2017.
- He joined MTU in 2001 to become Vice President, Finance, HR and IT

Peter Kameritsch
Chief Financial Officer & Chief Information Officer
- Peter Kameritsch, 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
- Michael Schreyögg, 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

Lars Wagner
Chief Operating Officer
- Lars Wagner, member of Executive Board is acting as COO since January 2018.
- He is responsible for the areas of technology and engineering, procurement, production and corporate quality.
- Before joining MTU, he held several managing positions at Airbus. In July 2015 he was appointed as MTU’s Executive Vice President, OEM Operations
Financial calendar 2021 & IR contact

- February 18, 2021: Conference Call for Full year results 2020
- April 21, 2021: Annual General Meeting (virtual) for the fiscal year 2020
- April 30, 2021: Conference Call for Q1 2021 results
- July 30, 2021: Conference Call for Q2 2021 results
- October 29, 2021: Conference Call for Q3 2021 results
- November 18, 2021: Investor & Analyst Day

Thomas Franz
Vice President Investor Relations
phone: +49 89 14 89-4787
E-Mail: Thomas.Franz@mtu.de

Claudia Heinle
Senior Manager Investor Relations
phone: +49 89 14 89-3911
E-Mail: Claudia.Heinle@mtu.de

Matthias Spies
Senior Manager Investor Relations
phone: +49 89 14 89-4108
E-Mail: Matthias.Spies@mtu.de
Cautionary note regarding forward-looking statements

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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 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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