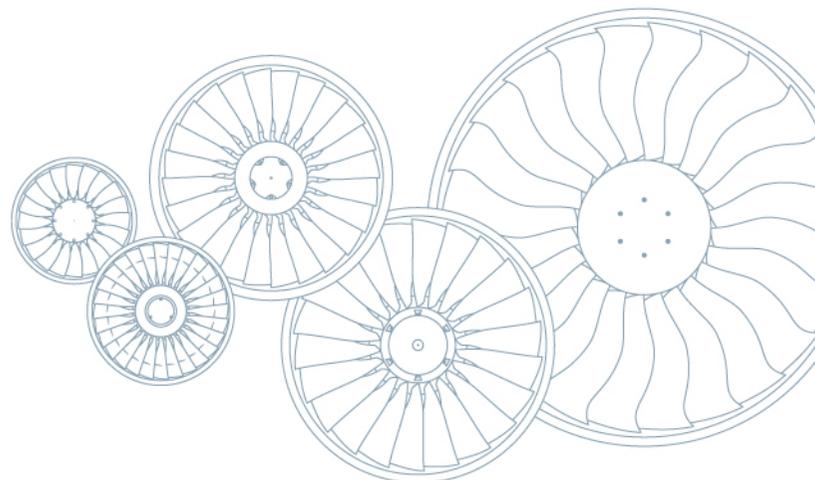




MTU Aero Engines

**Le Bourget – Paris Air Show
June 2011**

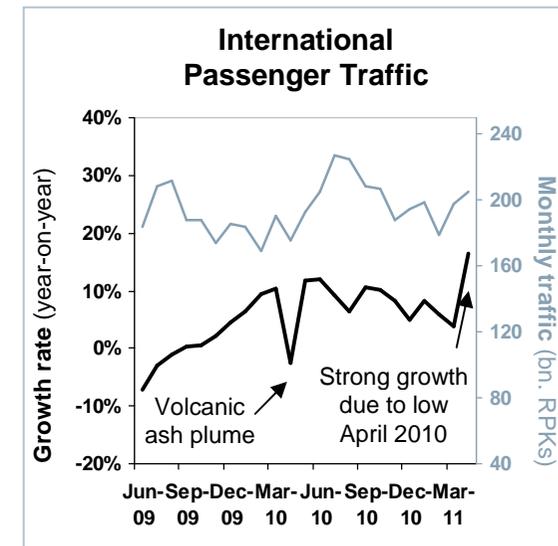


Business Highlights

- Heading for Guidance 2011
- Superb market success for GTF engine: currently approx. 1,300 engines on order incl. options
- Aftermarket improves continuously: ongoing positive trend for spare parts, in MRO division strong order intake ytd.

Market Environment

- Rebound of passenger traffic in April: strong growth of 16.5%*, traffic now 7% above pre-recession peak of early 2008
- Global GDP projections support growth forecast for air traffic
- However, IATA revised 2011 passenger traffic growth forecast from 5.6% to 4.4% due to higher fuel costs**
- Natural disasters in Japan, unrest in the Middle East and North Africa and the rise in oil price reduce airline profits in 2011



* April 2010 affected by volcanic ash plume

** IATA forecast June 2011

Commercial OEM Segment

Update on GTF Programs*

Application	Engine	Customer	Firm A/C
A320neo	PW1100G	IndiGo (MoU)	150
A320neo	PW1100G	ILFC	60
A320neo	PW1100G	Lufthansa (MoU)	30
CSeries	PW1524G	Republic	40
CSeries	PW1524G	Lufthansa	30
CSeries	PW1524G	LCI	20
CSeries	PW1524G	Braathens	10
CSeries	PW1524G	N.N.	3
MRJ	PW1217G	Trans States	50
MRJ	PW1217G	ANA	15
MRJ	PW1217G	ANI	5

→ Currently approx. 1,300 GTF engines on order incl. options

- PW1524G (CSeries): 650 hours of ground testing for 2 engines; ready for flight testing in early summer
- PW1217G (MRJ): first engine has been tested for 50 hours
- Program participation in final discussions with Pratt & Whitney



* orders before Paris Air Show

Commercial OEM Segment

V2500 Program and IAE

- Over 4,000 V2500 engines in service and 2,000 engines on backlog
- IAE collaboration agreement extended to January 1, 2045
- IAE has launched the development of SelectTwo: additional fuel improvement of 0.5%, EIS 2013

GEnx

- First MTU module expected to be delivered in H2 2011
- EIS of B787 and B747-8 expected in Q3 2011

GP7000

- 21 aircraft in service with 3 customers (Korean Airlines EIS May 2011)

PW2000

- India ordered 10 Boeing C-17 aircraft powered by PW2000



Military OEM Segment

German Defense Budget

- Stabilized at a level of € 31.5 bn (€ 31.1 bn in 2010)
- Utilization of systems confirmed within our expectations
- MRO capacity at MTU adjusted to new aircraft maintenance budget of € 1.1 bn (€ 1.3 bn in 2010)
- Re-structuring opens new opportunities for industry

A400M / TP400-D6

- EASA engine certification achieved (May 6, 2011)
- Flight testing is progressing (over 6,000 engine hours)
- Production at MTU launched
- All technical / commercial issues with Airbus settled
- Support contracts for Launch Nations in negotiation
- Promising export campaigns starting 2012



Military OEM Segment

US Programs

- All US defense programs with MTU participation confirmed in budget 2012
- F414 (F-18) volume increase by 25% in 2012
- Sikorsky CH-53K / GE38 engine development progressing very well
- Delivery of Flight Test Hardware GE38 started for First Flight early 2013

Export Campaigns / New Business

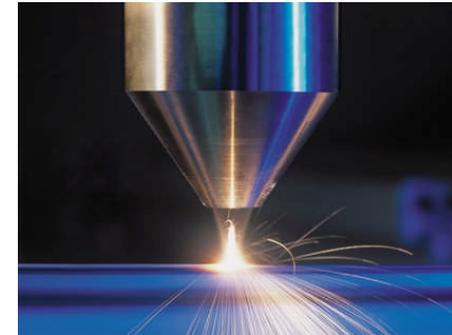
- Typhoon / EJ200 on the short list in India (126 A/C)
- Flight evaluation with superior results for Typhoon in India performed, information that India shared the results with other interested countries
- Further promising Typhoon export campaigns on-going



Commercial MRO Business

Recovery in Engine MRO – Market and Customers

- Active engine fleet growth accelerating
 - +5% yoy in Q1 2011
 - sunset fleets stabilizing
- Utilization as main indicator for engine MRO is recovering vs. 2010 (industry average +5%)
 - flight schedules show strong flight hour recovery
 - engine utilization rates for new aircraft at peak levels
 - aircraft >6 years see stronger growth in H1 2011
- Positive trading until end of May 2011
 - new contracts approx. US\$ 800 m
 - 25 new customers, 85 contracts and work orders*
 - examples: Atlas Air, Air Contractors, DHL, Pluna, Izair, Sky Airline
 - MTU MRO customer satisfaction continuously high

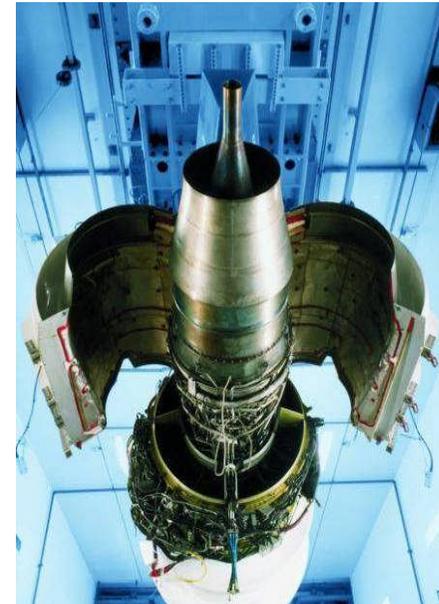


* Large commercial engines & CF34

Commercial MRO Business

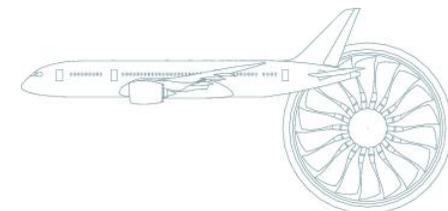
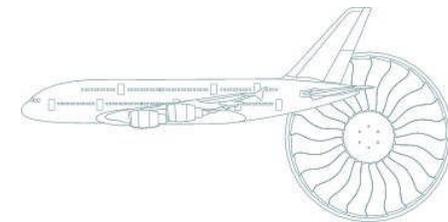
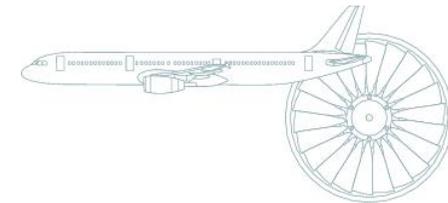
Highlights – Business Division

- Increase in incoming shop visits in Q1 2011 (+33% vs. Q1 2010) further improving
- Revenue per shop visit remains under pressure
 - retirements of older MRO-intensive aircraft
 - share of minor work scopes still higher than pre-crisis
 - high level of used material vs. new
 - increased repair depth
- MTU Maintenance Zhuhai well positioned in China/Asia, the world's fastest growing engine MRO market
 - No. 1 in China (market share V2500: ~90%, CFM56-3: ~30%)
 - 10 year anniversary; over 1,000 shop visits performed
 - shop capacity extension by 50% on track
- Successful introduction of MRO InTakt production system at MTU Maintenance Berlin-Brandenburg resulting in a significant reduction of engine TAT



Guidance 2011 Confirmed

(m€)	FY 2010	Guidance 2011
Revenues	2,707	7-8% increase
EBIT adj.	311	stable
<i>EBIT adj. margin</i>	11.5%	
Net income adj.	182	stable



- Guidance 2011 confirmed
- While spare parts development is ahead of our expectations, the US\$ poses some headwind for 2011
- Update at Q2 release on Aug. 1, 2011

Financial Calendar 2011 & IR Contact

February 23, 2011	Conference Call Full year results 2010
May 03, 2011	Conference Call Q1 2011 results
May 05, 2011	Annual General Meeting for the fiscal year 2010
August 01, 2011	Conference Call Q2 2011 results
October 26, 2011	Conference Call Q3 2011 results
November 22, 2011	Investor and Analyst Day

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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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