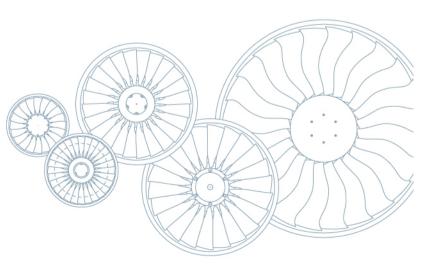




Q1 2012 Results MTU Aero Engines

Conference Call with Investors and Analysts April 25, 2012





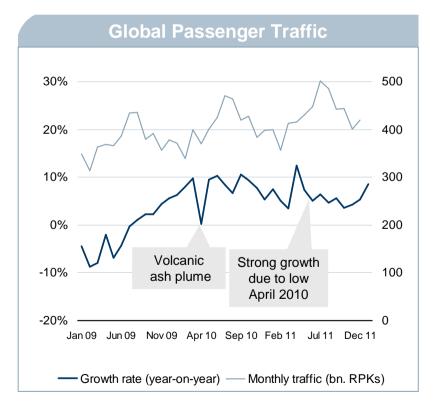
• Business Highlights

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Business Highlights

- Guidance 2012 confirmed
- Strong company contract value of € 11.2 bn



Market Environment

- Global Passenger traffic up by 8,6% (yoy) in February but inflated by weaker traffic due to Arab Spring in 2011
- Growth was led by Middle East (23.1%), Latin America (15.5%)
- IATA forecasts passenger traffic growth of 4.2% for 2012.



Commercial OEM Business

- Successful Singapore Air Show: Order wins of 450 m€
- Strong growth in order book due to GTF engines
- GTF engines test program progressing well
- IAE stake increase well on the way to be finalized by mid 2012
- New engines sales slightly weaker due to deferrals of widebody platforms
- Spare parts stable in Q1 2012







Commercial MRO Business

- Contract wins of \$ 500 m in Q1 12
- Asiana first customer out of South Korea
- Induction buffer on high level
- MRO revenue growth y-o-y of 12% (US\$)

Military Business

- Military revenues up 4% in Q1 12
- FY 12 outlook stable
- TP400 engines for the first serial A400M aircraft delivered
- Ramp up of TP400 series production at Munich facility



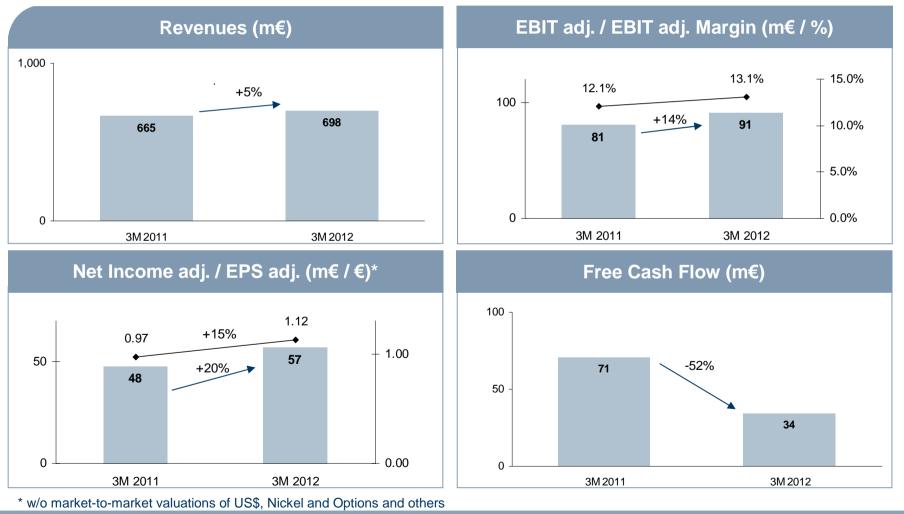




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Financial Highlights





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OEM Segment

Order book	31/12/2011	31/03/2012	Change
Order book (m€)	4,776.6	5,374.2	13%
Commercial Business (mUS\$)	4,849.7	5,852.3	21%
Military Business (m€)	1,028.5	992.4	-4%
(m€)	3M 2011	3M 2012	Change
Revenues	421.0	412.1	-2%
Commercial Business	309.6	296.8	-4%
Military Business	111.4	115.3	4%





- Strong increase of commercial order book due to GTF orders
- Commercial Business sales decreased by 4%
- Commercial OE sales slightly down due to deferrals of widebody engines
- Commercial spare parts stable
- Military business up 4%





OEM Segment

(m€)	Q1 2011	Q1 2012	Change
Revenues	421.0	412.1	-2%
Gross profit	99.1	102.0	3%
Gross profit margin	23.5%	24.8%	
R&D according to IFRS (P&L)	33.3	27.7	-17%
EBIT adj.	60.5	68.8	14%
EBIT adj. margin	14.4%	16.7%	







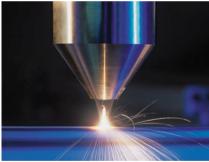
- Gross profit margin increased due to business mix
- R&D after capitalization down by € 6 m
- Strong EBIT margin



Commercial MRO Business

(mUS\$)	31/12/2011	31/03/2012	Change
Contract volume (incl. order book)	7,453.5	7,832.5	5%
(m€)	3M 2011	3M 2012	
Revenues	251.6	293.2	17%
Gross Profit	34.6	38.9	12%
Gross Profit Margin %	13.8%	13.3%	
EBIT adj.	20.5	24.3	19%
EBIT adj. Margin %	8.1%	8.3%	





- Contract volume further strengthened
- US\$ revenues up 12%
- EBIT margin on expected level





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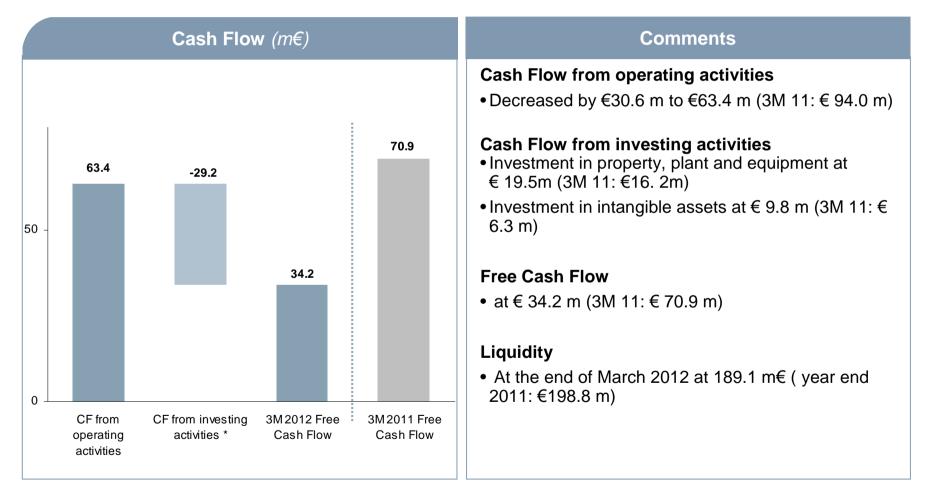
P&L Highlights

(m€)	3M 2011	3M 2012	Change
Revenues	664.8	698.0	5%
EBIT adj.	80.5	91.4	14%
Interest Result	-4.5	-0.8	
Interests for pension provisions	-5.5	-6.2	
Financial Result *	-10.0	-7.0	30%
EBT adj. *	70.5	84.4	20%
Tax (tax rate 32,6%)	-23.0	-27.5	
Net Income adj. *	47.5	56.9	20%
EPS adj. *	0.97	1.12	15%

* w/o market-to-market valuations of US\$, Nickel and Options and others



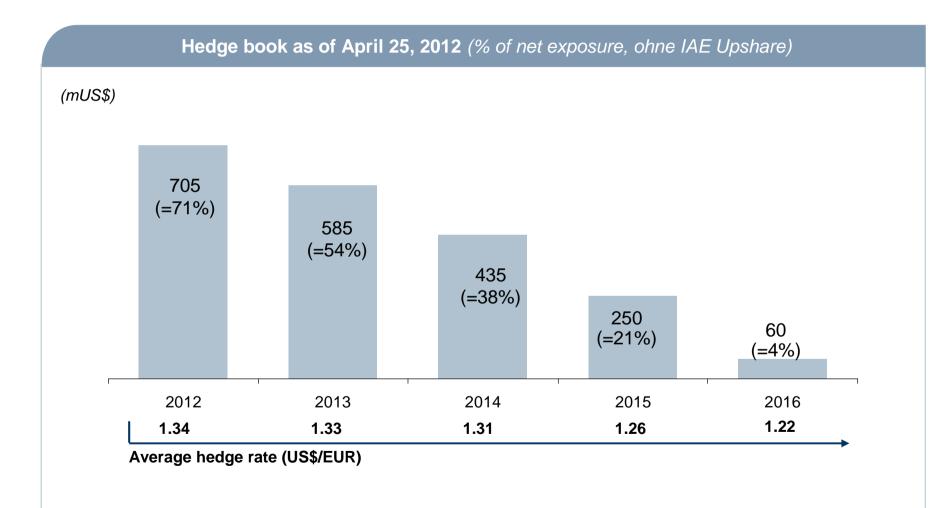
Free Cash Flow



* w/o Invest in short term financial papers

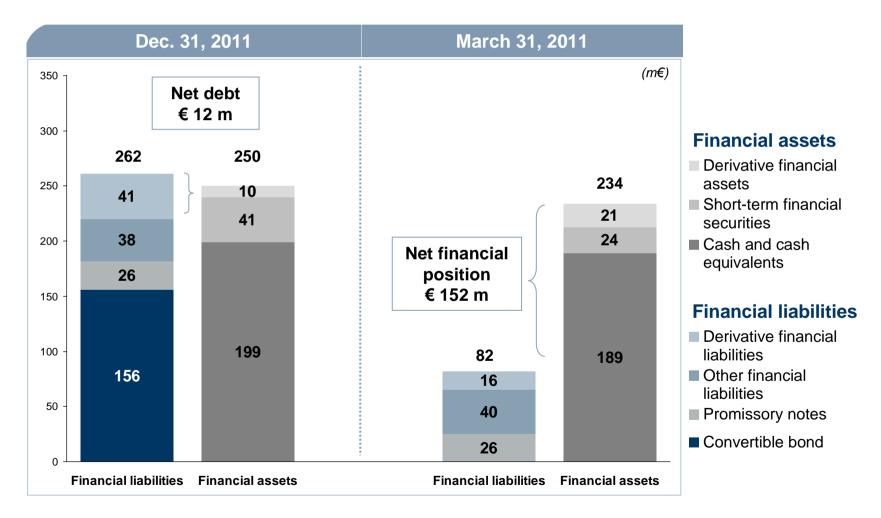


US\$ Exchange Rate / Hedge Portfolio





Net Financial Position of € 152 m





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Guidance 2012 confirmed

(m€)	FY 2011	Guidance 2012
Revenues	2,932.1	+mid single digit
EBIT adj.	328.0	+8% - 10%
EBIT adj. Margin	11.2%	
Net Income adj. *	196.6	+10% - 12%

* w/o market-to-market valuations of US\$, Nickel, Options and others



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Appendix

Profit & Loss

(<i>m</i> €)	Q1 2011	Q1 2012	Change
Revenues	664.8	698.0	5%
Total cost of sales	-530.1	-554.3	
Gross profit	134.7	143.7	7%
Gross profit margin	20.3%	20.6%	
R&D company funded (acc. P&L)	-34.2	-28.7	
SG&A	-32.0	-34.7	
Other operating income (expense)	1.4	1.4	
EBIT reported	69.9	81.7	17%
PPA depreciation & amortisation	10.6	9.7	
EBIT adjusted	80.5	91.4	14%
Financial result	-20.6	-4.9	
Profit before tax (EBT)	49.3	76.8	56%
Taxes	-15.8	-22.8	
Net income reported	33.5	54.0	61%
Net income adjusted	47.5	56.9	20%
EPS reported	0.69	1.07	55%
EPS adjusted	0.97	1.12	15%



Research & Development

(m€)	Q1 2011	Q1 2012	Change
Company expensed R&D	40.4	39.8	-2%
OEM	38.6	38.7	
MRO	1.8	1.1	
Capitalization of R&D	-6.2	-11.1	
OEM	-5.3	-11.0	
MRO	-0.9	-0.1	
R&D according to IFRS	34.2	28.7	-16%
Customer funded R&D	24.1	27.8	
Total R&D	64.5	67.6	5%





Cash Flow

(m€)	3M 2011	3M 2012	Change
Net Income IFRS	33.5	54.0	61%
Depreciation and amortization	31.8	33.5	
Change in provisions *	55.0	11.2	
Change in Working Capital	-13.0	-26.0	
Taxes	-13.6	0.4	
Interest, derivatives, others	0.3	-9.7	
Cash Flow from operating activities	94.0	63.4	-33%
Cash Flow from investing activities	-51.8	-9.2	-82%
Short term financial securities	28.7	-20.0	
Free Cash Flow	70.9	34.2	-52%
Short term financial securities	-28.7	20.0	
Cash Flow from financing activities	2.0	-61.1	-3155%
Effect of exchange rate on cash and cash equivalents	-5.9	-2.8	
Change in cash and cash equivalents	38.3	-9.7	
*) includes pension provisions and other provisions			



Working Capital

(m€)	31/12/2011	31/03/2012	Change Change in %
Gross inventories	823.8	850.8	27.0
Prepayments	-715.0	-709.7	5.3
Receivables	785.3	736.0	-49.3
Payables	-792.6	-749.6	43.0
Working Capital	101.5	127.5	26.0 26%



PPA Depreciation / Amortization (in m€)

Total depreciation / amortization	Q1 2011	Q1 2012
MTU total	31.8	33.5
OEM	24.5	26.1
MRO	7.3	7.4
PPA depreciation / amortization	Q1 2011	Q1 2012
MTU total	10.6	9.7
OEM	9.7	8.8
MRO	0.9	0.9
Depreciation / amortization w/o PPA	Q1 2011	Q1 2012
MTU total	21.2	23.8
OEM	14.8	17.3
MRO	6.4	6.5



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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 cyclicality 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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