WE SHAPE THE FUTURE OF AVIATION

MTU Aero Engines AG I Investor presentation

September 2025

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Agenda

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01 Track record

We are one of the pioneers of the aviation industry, firmly established as leading manufacturer of aircraft engines and member of the DAX stock index.

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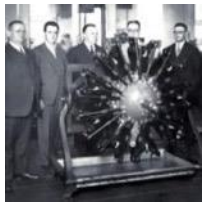
MTU looks back on many important names from the German industrial history

1934
BMW Flugmotorenbau GmbH is founded



1965
MAN takes over BMW Triebwerkbau

1969
MTU
50% Daimler Benz
50% MAN

1989
MTU becomes an affiliate of Deutsche Aerospace, later renamed DaimlerChrysler Aerospace (DASA)

2005
MTU goes public

Today
MTU Aero Engines is listed on Germany‘s DAX index

Focus on **military** applications

Focus on **commercial** applications

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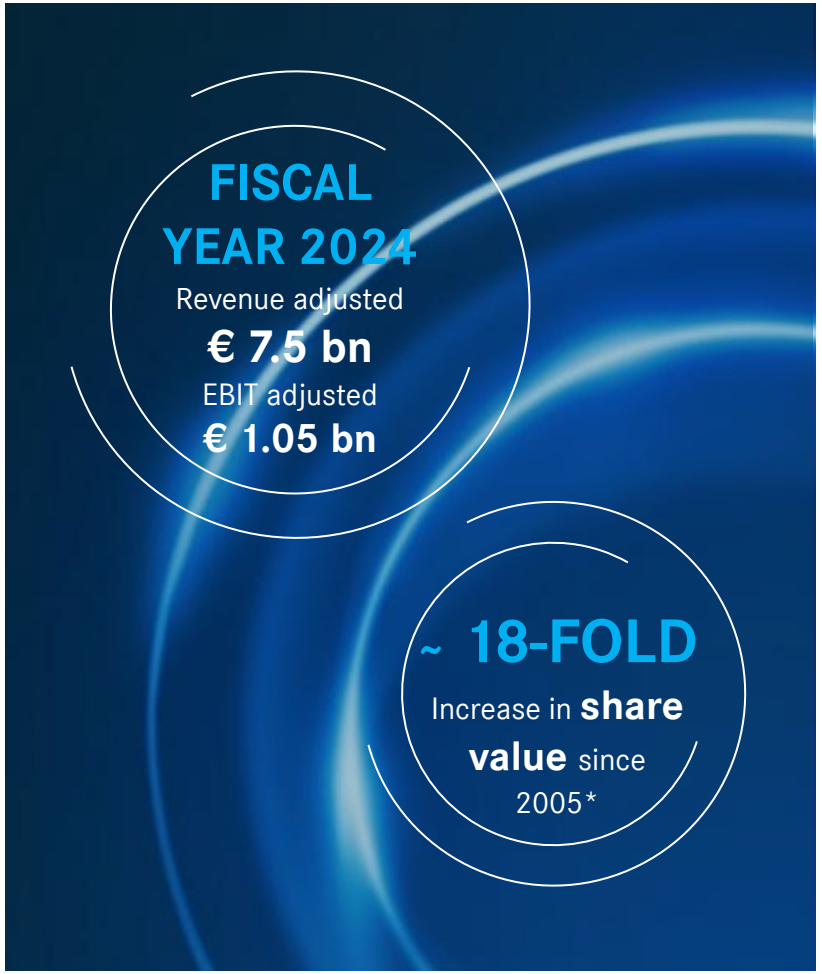
We shape the future of aviation!

WHAT WE DO

- **Design, development, production and support** of aircraft engines in all thrust categories
- **Commercial business:** 30% of aircraft have MTU technology on board
- **Military business:** full system capability, for 90 years
- **Commercial MRO:** worldwide leader in customized engine service solutions
- **MRO portfolio:** 1,300+ shop visits per year for 30+ different engine types

HOW WE DO IT

- **People:** more than 12,000 employees at 19 locations
- **Partnerships:** with all OEMs, airlines and the German Air Force (program shares from 5% up to 40%)
- **Technology:** ~300 technology projects, ~2,675 patents and >700 inventors
- **Products:** high-pressure compressor, low-pressure turbine, turbine center frame
- **Process:** lifetime excellence (lifecycles from 25 to 50 years)
- **Culture:** innovative and competent



** Basis: 31st August 2025

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MTU at a Glance

COMMERCIAL **OEM** BUSINESS

- Adjusted revenues: € 1.9 billion (25 %)
- Long-standing partnerships with OEMs, increasingly including maintenance
- Program shares typically range between 10–20%
- Balanced product portfolio across all thrust categories

MILITARY **OEM** BUSINESS

- Revenues: € 0.6 billion (8 %)
- European and U.S. engine programs
- Full system capability
- Program shares typically range between 20–40%
- R&D primarily customer financed
- Leading partner of the German Armed Forces

COMMERCIAL **MRO*** BUSINESS

- Revenues: € 5.1 billion (67 %)
- Largest portfolio worldwide with 30+ engines
- Strong presence in high-growth engine platforms
- Continuous portfolio expansion (e.g. Leap)
- Market access: direct customers, OEM and airline partnerships
- >1,300 shop visits/year; > 270 airline customers

OEM **FY 24** Adj. REVENUES **€ 2.5 bn** | EBIT adj. **€ 0.6 bn** MRO **FY 24** Adj. REVENUES **€ 5.1 bn** | EBIT adj. **€ 0.4 bn**

MTU GROUP 2024 REVENUE adj. **€ 7.5 bn** | EBIT adj. **€ 1.05 bn** (14.0 %) | FCF **€ 183 m**

* MRO = Maintenance, Repair and Overhaul

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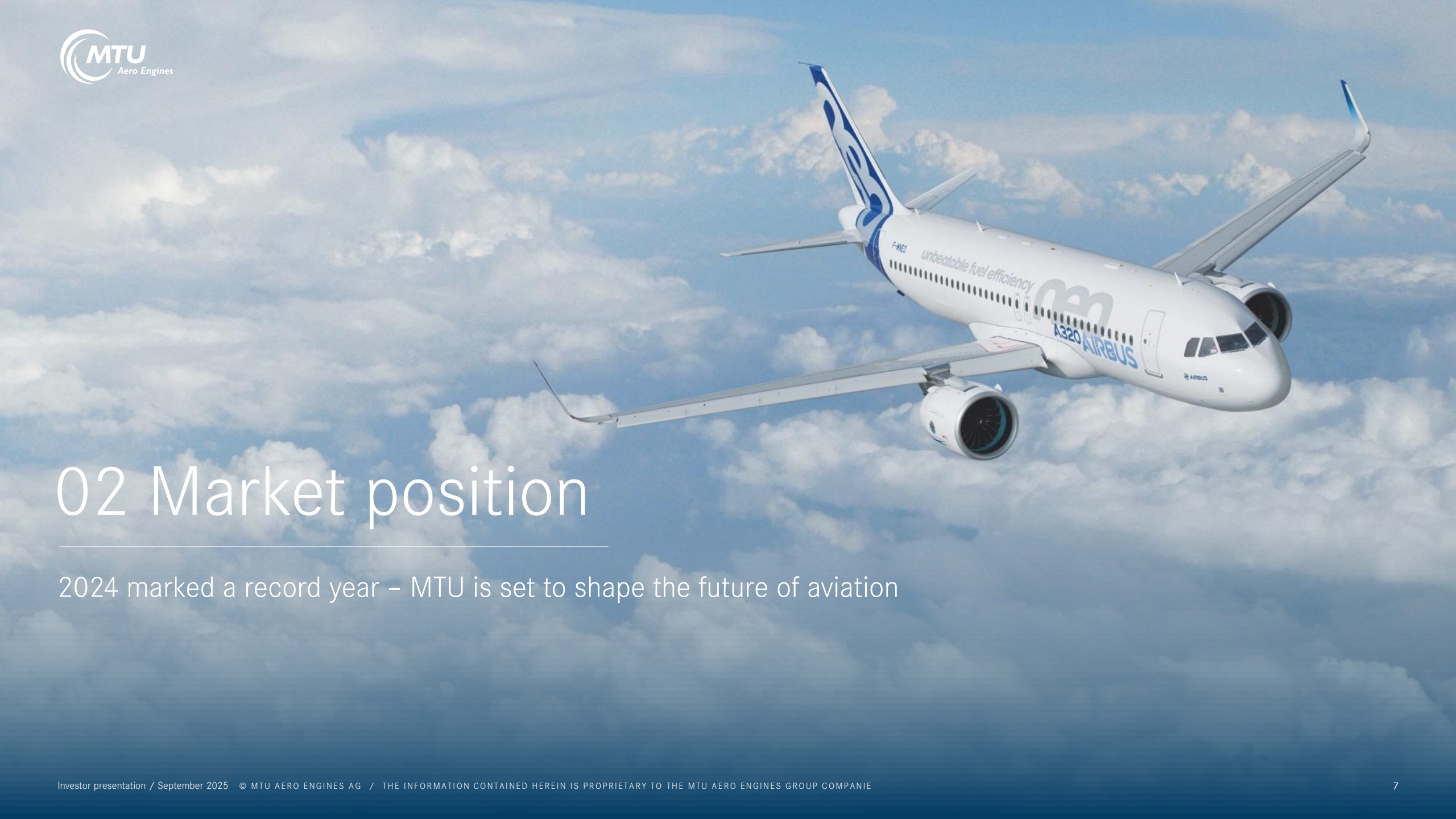

02 Market position

2024 marked a record year – MTU is set to shape the future of aviation

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The aero engine industry

CHARACTERISTICS

- Industry **players specialize** in different modules and technologies
- **Oligopolistic** structure of market
- **OEM** business and **MRO** are perfect supplements
- Profit margins and cashflows from sales of **new engine** are typically low or even negative
- **Spare parts** business is the **main value driver** in the OEM segment

HIGH BARRIERS TO ENTRY

- **High level of technological** expertise required
- Substantial **up front investment** (R&D, Concessions)
- **Long term** contracts
- Structurally **captive spare parts** business
- Strict **certification** and **regulatory requirements**

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Commercial OEM

Long-term fundamentals for the aerospace industry remain intact

POSITIVE MARKET ENVIRONMENT FOR THE AVIATION INDUSTRY

20-year annual
GDP growth 2.4%

20-year annual RPK[1)]
traffic growth 4.0%

20-year annual CTK[2)]
traffic growth 3.6%

20-year new jet aircraft
deliveries 46,000

SOLID NEW AIRCRAFT DELIVERIES 2024 – 44

32,600	7,700	4,800	900
Passenger single-aisle	Passenger twin-aisle	Regional Jets	Freighters

Source: MTU 20-year forecast 2025 1) RPK = Revenue Passenger Kilometers 2) CTK = Cargo Ton Kilometers

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MTU is an essential partner in the engine value chain

* selected market participants

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MTU's unique market position in both segments OEM and MRO

OEM

- BizJets/Regional/**Narrowbodies** form the **backbone** of MTU's portfolio
- **Strategic** long-term **partnership** with **Pratt & Whitney** in the narrowbody market (LPT/HPC) secures growth opportunities
- **Partnerships** with **General Electric** on large engines (TCF) ensures product diversification
- **Freight exposure** drives resilient aftermarket demand through extended engine lifecycles
- Rising **defense** spending reinforce MTU's military position
- **Integrated OEM-MRO model** secures aftermarket volume and future program access

MRO

- **No. 1 Independent** MRO provider worldwide
- **Broadest global portfolio** with 30+ engine types
- **Repair technologies** for mature engine programs
- **Leading** MRO provider for **V2500**
- **Integrated OEM-MRO model** secures aftermarket volume and future program access
- Excellent **MRO market access** via OEM-Partnerships, independent business and Airline JVs

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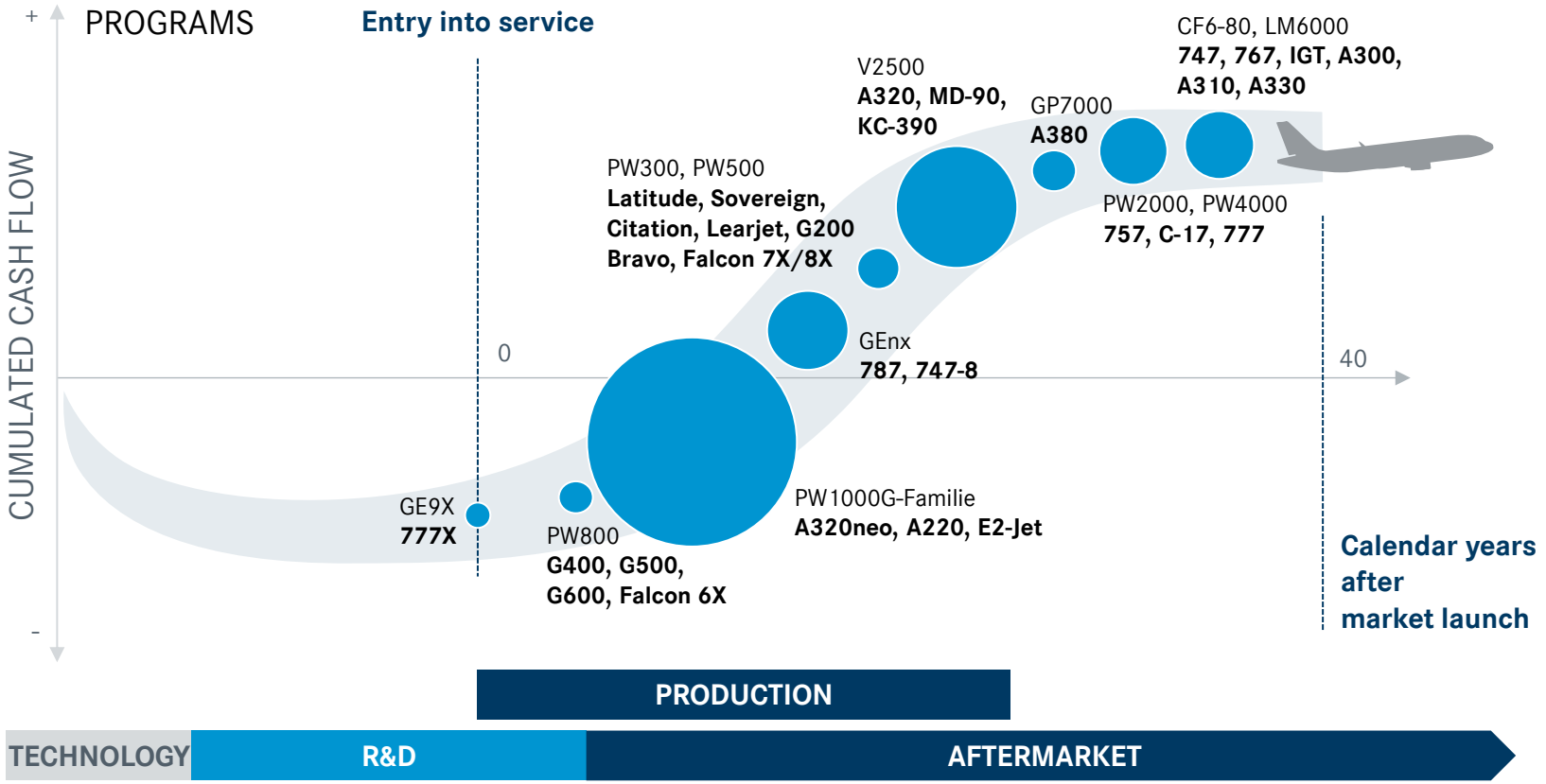
A diversified portfolio across product life cycle is key to MTU's long-term success



01 MTU outperforms the market in three of the four market segments by:

- Securing and expanding market and program shares
- Gaining access to new market segments

02 MTU shares in the OEM's strong growth in its aftermarket business:

- In new programs, our MRO share is equal to or higher than our OEM program share
- This makes MTU a long-term partner in OEM network
- For most newly sold engines, OEM maintenance agreements are concluded with the sales contract
- The majority of these MRO agreements are fly-by-hour contracts

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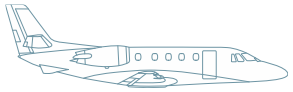
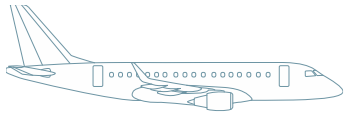
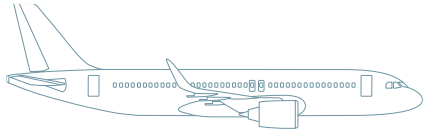
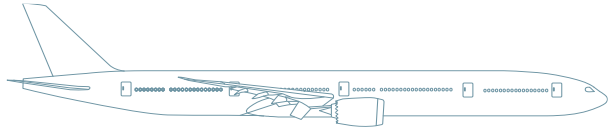
In the commercial OEM business MTU expands its position in all market segments

BUSINESS JETS	REGIONAL JETS	NARROWBODIES	WIDEBODIES
			
Balanced portfolio	Only new generation engine in segment	Broad market coverage	Adding the biggest and strongest engine to the portfolio
PW800, PW300/500	PW1900G	V2500, PW1100G-JM, PW1500G	GE9x, GEnx, CF6-80

Optimizing risk profile and growth opportunities by continuous participation in varying thrust classes

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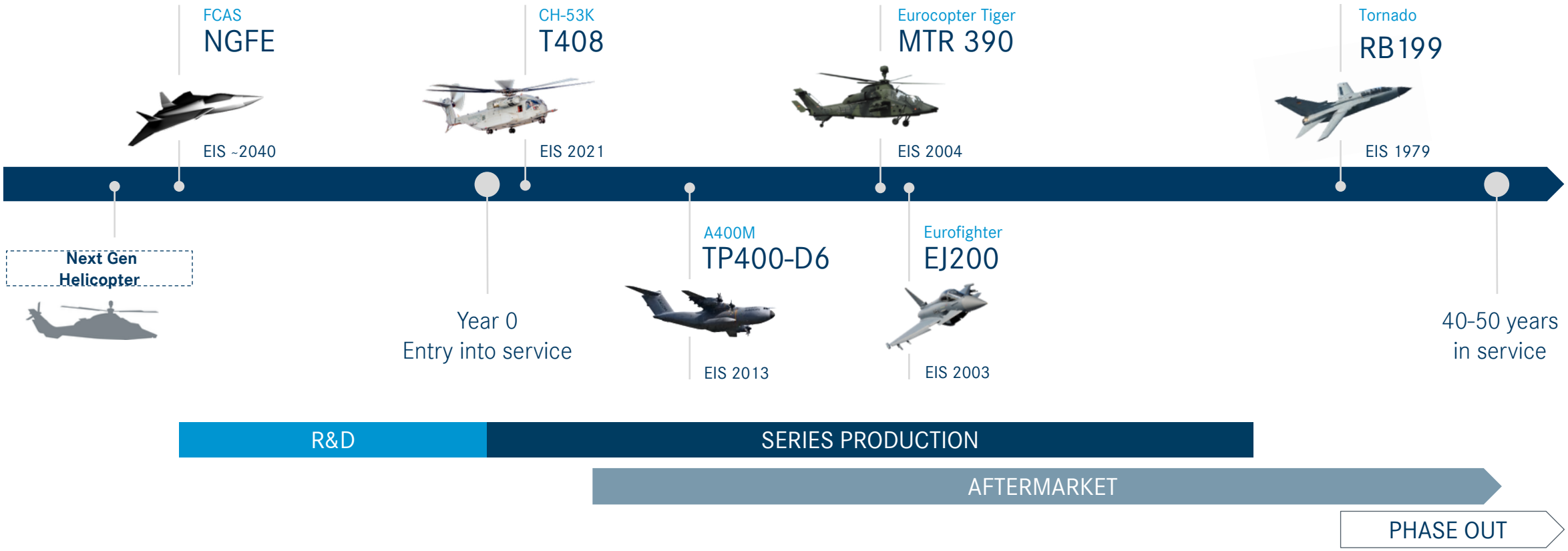
Military OEM

Solid military engine portfolio



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Kick-off for the European new-generation fighter engine

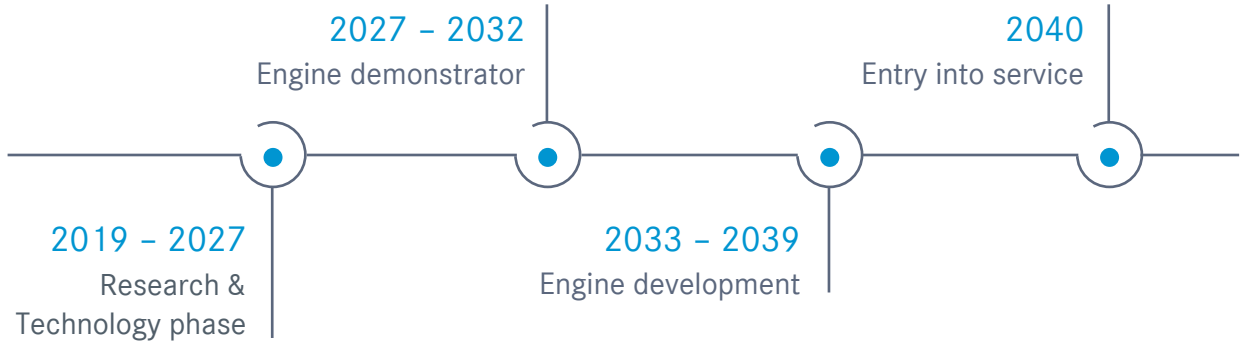
~ 2,000
engines expected

~ 500
engineers at MTU

ACHIEVEMENTS

- Foundation of 50:50 JV EUMET in 2021
- Strong partnerships across Europe
- Start of demonstrator phase 1B, first milestones reached

TIMELINE OF THE NEW EUROPEAN FIGHTER ENGINE



BENEFITS FOR MTU

- Further enhancement of technology competencies
- Establish and expand own supply chain for high-tech products
- Technology spin-off in commercial engines
- High revenue potential

Source: www.eumet-engine.eu

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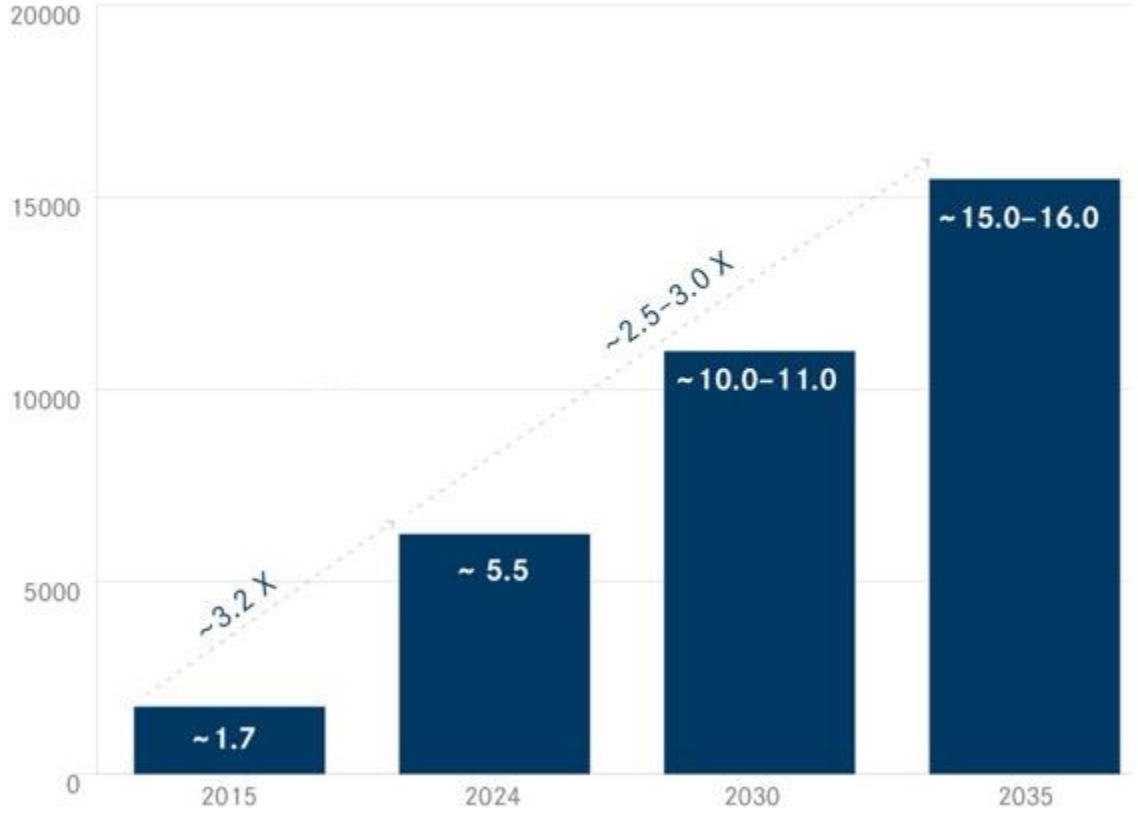
Commercial MRO

MTU's MRO growth driven by an enhanced product portfolio and expanded capacity

MRO REVENUES IN BILLION US$



Financially strong and committed to investments in growth

Digital solutions for seamless customer interaction and efficient fleet optimization

Largest MRO engine portfolio (30+) in industry

Optimizing global footprint to sustain competitive advantage

Customized MRO solutions with leasing and asset management

45 years of MRO experience

25,000+ MRO shop visits performed

7,500+ MRO experts at our sites Worldwide

270+ different airline customers

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MTU is working consistently to further strengthen its MRO market presence

SECURE MARKET ACCESS

- Increase independent MRO business
- OEM MRO cooperation secures access to new engine programs
- Promoting partnerships (e.g. with JV partners)

EXPANSION OF SERVICE AND PRODUCT PORTFOLIO

- Expansion of existing and development of new services
- Full service/one-stop solution
- Focus on customer needs

PRESENCE IN KEY MARKETS

- Expansion of global MRO network
- Presence in high-volume markets and access to growth markets

INCREASE COMPETITIVENESS

- Digitalization and process innovations
- Expansion of best-cost – optimization of high cost
- Strengthening cooperation within the global MRO network

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MTU Maintenance's diverse market access strategies drive sustained growth

	INDEPENDENT MRO	OEM MRO PARTNERSHIPS	JOINT VENTURES WITH AIRLINES
MARKET ACCESS	l **No.1:** MTU is the **largest independent maintenance** provider in the world l Customized, agile and cost-effective maintenance services are essential to independent MRO l Ongoing demand for independent solutions as an alternative to OEM aftermarket services	l **Majority of new engines** with MTU participation **are sold with an OEM maintenance contract**	l MTU's **unique MRO expertise** makes it **a preferred airline partner** l 50:50 JV with **China Southern** – the No.1 MRO shop for narrowbody engines in China l 50:50 JV with **Lufthansa Technik** for GTF MRO in Poland and airfoil services in Malaysia
BENEFITS	l **One-stop shop for services –** a partner for all engine needs l **Integrated solutions** throughout the lifecycle of an engine l **Combined know-how as MRO, lessor and asset manager** ensures the most cost-efficient solutions	l MTU is **long-term partner** in the OEM network l MTU's **excellence in MRO provides benefits** to the network l Focus on **capacity growth at best-cost locations**	l Local presence with **high MTU quality standards** l **Access to additional MRO business** outside the home market l Win-win: **shared costs & investments –** more volume

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Expansion of our global MRO network is progressing

Canada
Move to new facility 2021

Fort Worth
Transition to full DAT shop

Hannover
WB expansion 2028

Ludwigsfelde
IGT expansion 2027

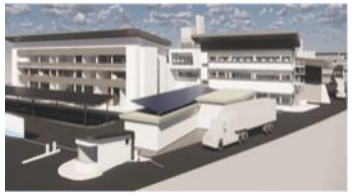
Serbia
New shop 2022

EME Aero (JV)
2nd test cell in 2025

Zhuhai (JV)
Shop expansion 2021

Zhuhai Jinwan (JV)
New shop 2025

ASSB Airfoil Service (JV)
Shop expansion 2021



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03 Technology

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Leading technology paving the way for emissions-free flight

LEADING TECHNOLOGY FOR CORE ENGINE MODULES AND PRODUCTION PROCESSES

- Fast running low-pressure turbine **(LPT)**, high-pressure compressor **(HPC)** and turbine center frame **(TCF)**
- MTU sets industry standards in automated aero engine manufacturing (Blisk production centre, Rotor2, electrochemical machining (ECM))
- **In-house competence maintained** in a volatile market environment

PAVE THE WAY FOR EMISSIONS-FREE FLIGHT

- **Sustainable technologies** are paving the way for emission-free aviation
- MTU's technology roadmap includes around **150 defined technology projects** focused on decarbonization
- Since 2022 **climate neutral production** at all German sites and at MTU Polska*
- Similar initiatives are planned for our other international locations in the near future

* incl. three approaches for CO_2 reduction: avoidance, transformation, compensation

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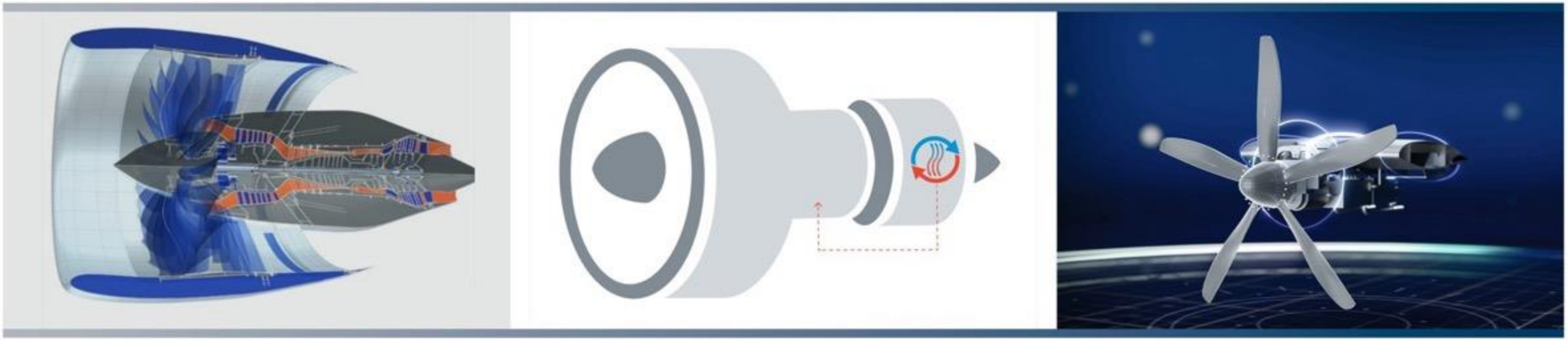
Technology Roadmap

MTU's future propulsion concepts – reducing the climate impact

EVOLUTIONARY

REVOLUTIONARY



GEN2 GTF H

REVOLUTIONARY TURBOFAN H

FLYING FUEL CELL™ H

= SAF

H = Hydrogen

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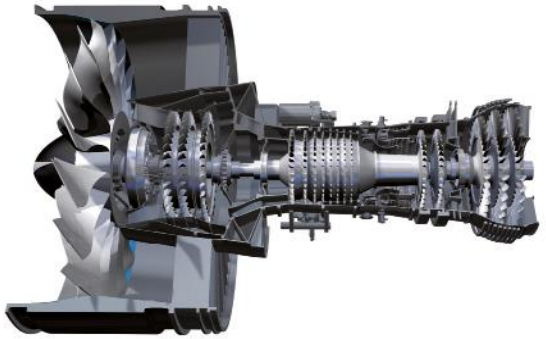
Evolutionary GTF development – future is geared

2016 | GTF Base

Unprecedented fuel burn enabled by geared architecture

- 40 million flight hours since 2016
- More than 2,200 GTF-powered aircraft today
- 80+ aircraft operators



2025 | GTF Advantage

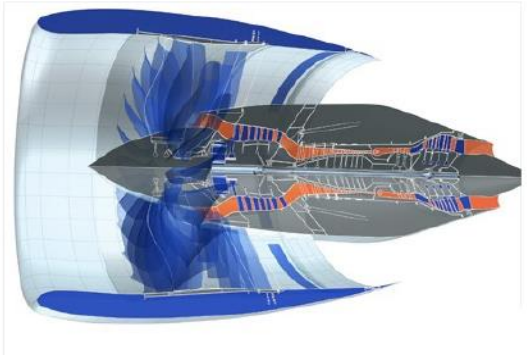
Maturation of world class technology

- Higher thrust for longer missions
- Longer time on wing
- Improved fuel economics
- Certified beginning of 2025
- EIS Q1 2026

2035+ | NextGen GTF

Proven engine architecture elevated to next level

- Focus: Efficiency, durability, reduced fuel burn and CO_2 emissions



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The Flying Fuel Cell™

- Good progress towards our target: Technology readiness of the Flying Fuel Cell™
- Design finalized, demonstrator production started
- Initial testing of electric motor successfully completed, efficiency rate of 96% confirmed

2021
Partner and supplier network established

2024
Test facilities built on MTU campus, first components successfully tested

2025
Test of 350kW fuel cell stack

2026
Static full system demonstrator

2027
Multi-megawatt demonstrator

2030
Proof of concept
Flight envisioned

HEROPS
A Clean Aviation Project

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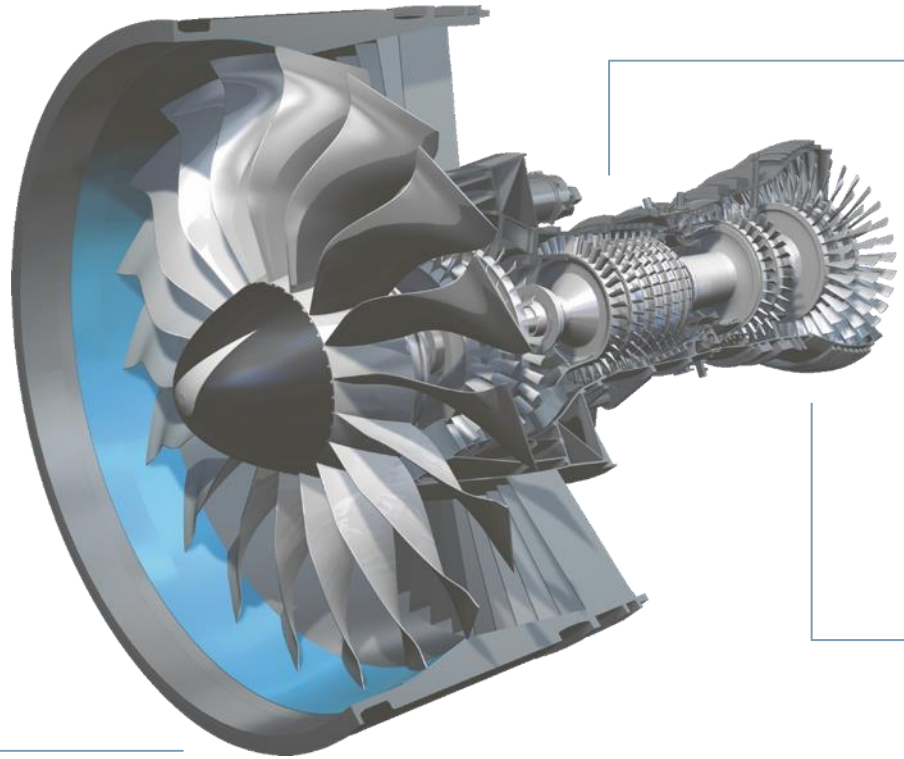
OEM Production

MTU focuses on five core engine competencies – three core components and on unique manufacturing and maintenance processes

MANUFACTURING

MAINTENANCE



High-pressure compressor (HPC)

Low-pressure turbine (LPT)

Turbine center frame (TCF)

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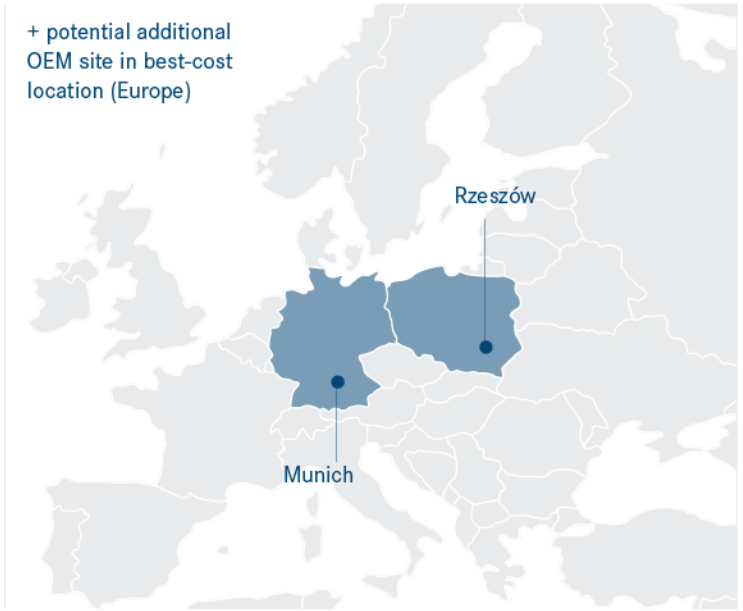
The **global OEM footprint** will be key for the future growth of MTU

IN-HOUSE PRODUCTION NETWORK



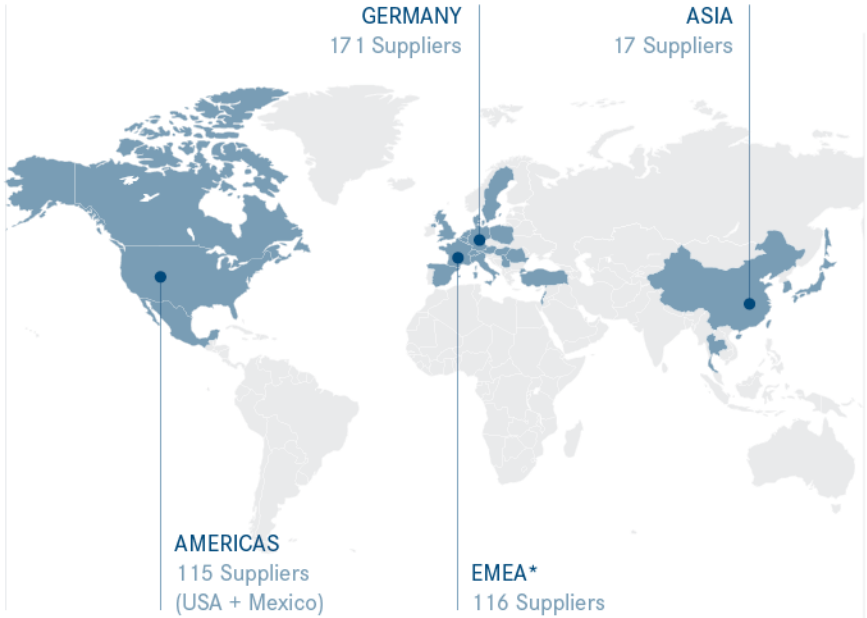
Procurement & in-house production share

(2024)

29%
In-house value creation

71%
Procurement by MTU

SUPPLIER NETWORK



→ We continuously define the optimal global set-up to position our **in-house production network** for future opportunities and challenges

→ Long-term partnerships within our globally organized network of suppliers secure delivery performance and cost level

*EMEA: Europe (excl. Germany), Middle East, Africa

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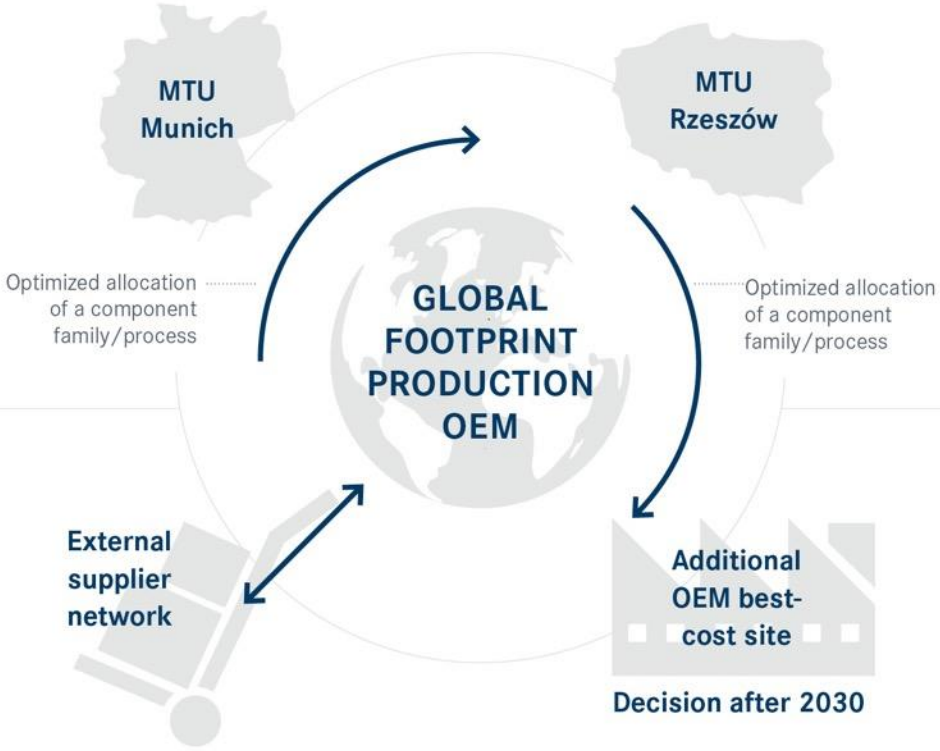
A clear target picture for the **global OEM footprint** has been derived based on a reliable and representative simulation model

TARGET PICTURE PRODUCTION OEM MUNICH

- Automated production of complex components
- Centralization of special processes for an efficient production flow
- Industrialization of new programs
- Process and technology development to enable future products

TARGET PICTURE EXTERNAL SUPPLIER NETWORK

- Increased flexibility and resilience of the production network by establishing and empowering additional strategic suppliers



TARGET PICTURE PRODUCTION OEM RZESZÓW

- Enabling the site for the production of complex components
- Industrialization of new programs
- Leveraging labor-cost benefits by allocating labor-intensive processes

TARGET PICTURE PRODUCTION ADDITIONAL OEM BEST-COST SITE

- Establishing and enabling potential site for efficient production with a focus on high volume, low complexity parts
- Leveraging labor-cost benefits by allocating labor-intensive processes

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Environmental, Social, Governance

Driving climate change mitigation—well on track to reach 2030 target

OWN OPERATIONS: GHG-EMISSIONS IN SCOPE 1&2

TARGET

-60%

in 2030
Scope 1&2 emissions from 2019

ACHIEVEMENT BY 20224

-42.2%

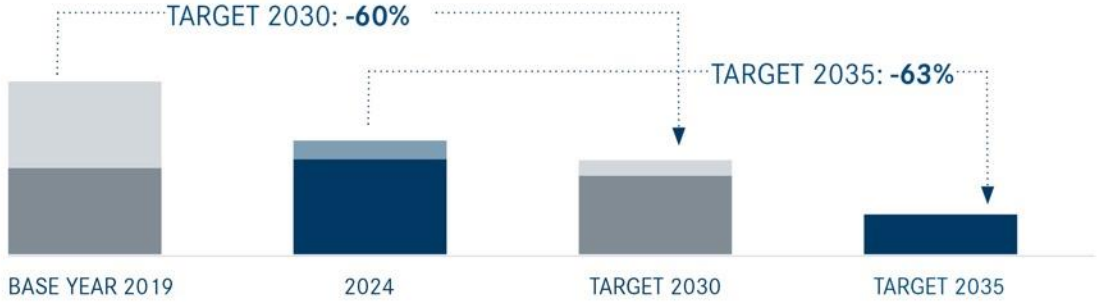
in 2024
Scope 1&2 emissions from 2019

Investing in energy efficent equipment

Installation of PV-Panels

Transition to deep-geothermal renewable energy

NEW CLIMATE STRATEGY: GHG-EMISSIONS IN SCOPE 1&2



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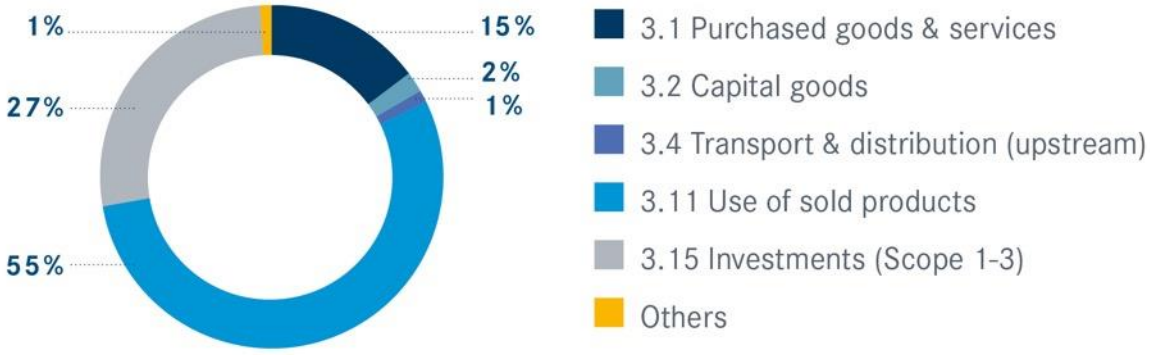
The primary driver of Scope 3 greenhouse gas emissions is the use of sold products

INDIRECT GHG-EMISSIONS IN SCOPE 3

3.1 Purchased goods & services*
Engagement & improvement of supply chain data

3.15 Investments*
Engagement & collaboration with Joint Ventures

3.11 Use of sold products*
- Reducing MTU's next generation turbofan engine emissions
- Developing & demonstration technology for hydrogen fuel cell
- Supporting development & use of SAF



*quantitative targets in preparation

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04 Financials & outlook

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Financial strength setting the ground for new investments

FINANCIAL STRENGTH

- **Strong balance sheet with** sound leverage and robust liquidity
- **Diversified funding** mix
- **Investment grade** rating
  - Moody's: Baa3 (positive)
  - Fitch: BBB (stable)

LAYS THE FOUNDATION FOR PROFITABLE AND SUSTAINABLE GROWTH OF OUR BUSINESS

- Investing in **innovative technologies**
- Driving **digitalization and automation** to boost competitiveness
- Securing increased program shares in future engine platforms

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Update 2025 & mid-term outlook

Guidance 2025 – exceptional performance

ORGANIC REVENUE

1.10 USD/EUR

MILITARY

~ up mid to high single digit %

COMMERCIAL OE

~ up mid teens %

COMMERCIAL SPARES

~ up low to mid teens %

COMMERCIAL MRO

~ up mid to high teens %
GTF share ~40%

Total group sales

€ 8.6 – 8.8 billion

EBIT adj. absolute

Up low to mid twenties %

Net income adj.

Growth in line with EBIT adj.

FCF

€ 300 – 350 million

→ Initial assessment of tariff impact included

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Future business drivers

COMMERCIAL OE

- New engine revenues to grow strongly in coming years, plateauing towards the end of this decade
  - GTF production volume growing
  - Increase of GEnx production continues
  - Ramp-up of GE9X deliveries
  - Output of business jet engines growing

COMMERCIAL SPARES

- Continuous growth from narrowbody engines
- Contribution from newer widebody engine programs increasing
- Stable revenues from mature engines

→ Sustainable and profitable growth driven by scaling effects and mix

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Future business drivers

MILITARY

- Geopolitical developments triggers expectations in military business
  - Increasing deliveries for EJ200 and T408
  - High support volume for fighter aircraft on existing fleets
  - Expected increase in development work on FCAS
  - Stable deliveries and support for TP400-D6

COMMERCIAL MRO

- Narrowbody MRO growth continues
- GTF volumes growing predominantly in best cost sites
- Strong freighter demand especially on GE90 and CF6-80C
- Ramp up of LEAP MRO at MTU in Fort Worth and preparation to add GEnx MRO

→ On-going profitable growth in military business and commercial MRO

FCAS = Future Combat Air System

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Revenue and EBIT adj. margin outlook

		REVENUE GROWTH CAGR 2024–2030	EBIT ADJ. MARGIN AMBITION 2030 PER SEGMENT AT 1.10 USD/EUR	
OEM	Military	up mid to high single digit %	28 – 30 %	OE sales are outgrown by profitable aftermarket
	Commercial OE	up mid to high single digit %		
	Commercial Aftermarket	up high single digit to low teens %		
MRO	Commercial MRO	up low teens %	8.5 – 9.5 %	Site ramp-up and portfolio expansion impacts margin expansion

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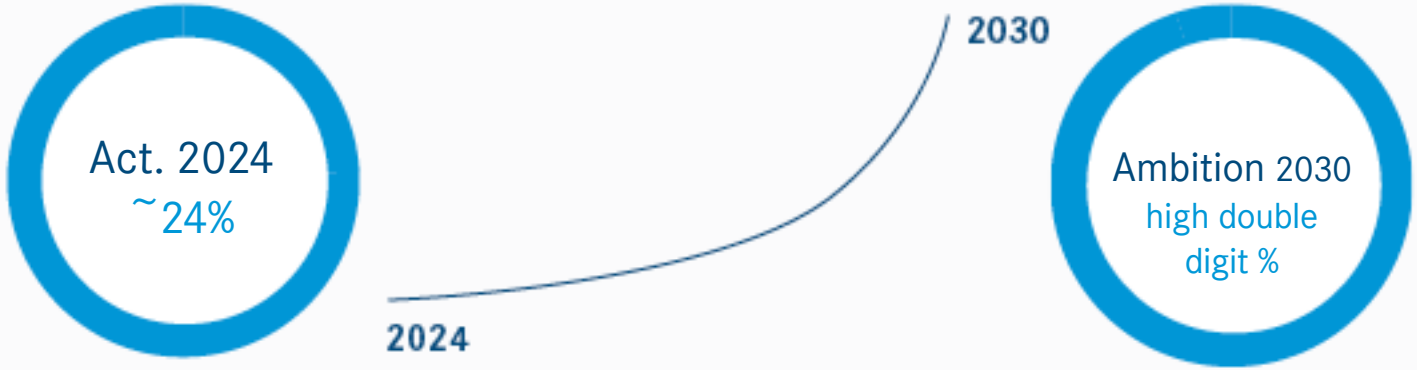
2024 – 2030 CCR outlook

CCR expected to continuously improve

Cash Conversion Rate



MAJOR TAILWINDS

- EBIT growth
- Working capital management
  - Improvement in TAT
  - Supply chain stabilization
- CAPEX in PPE and capitalized R&D easing

MAJOR HEADWINDS

GTF fleet management plan

- Burden from customer compensation payments in 2025 and 2026
- Pre-financing of shop visits increases receivables

MRO

- Introduction of LEAP@MTU Maintenance in Fort Worth
- Investments in MLS business expansion

CCR = Cash conversion rate, FCF = Free cashflow

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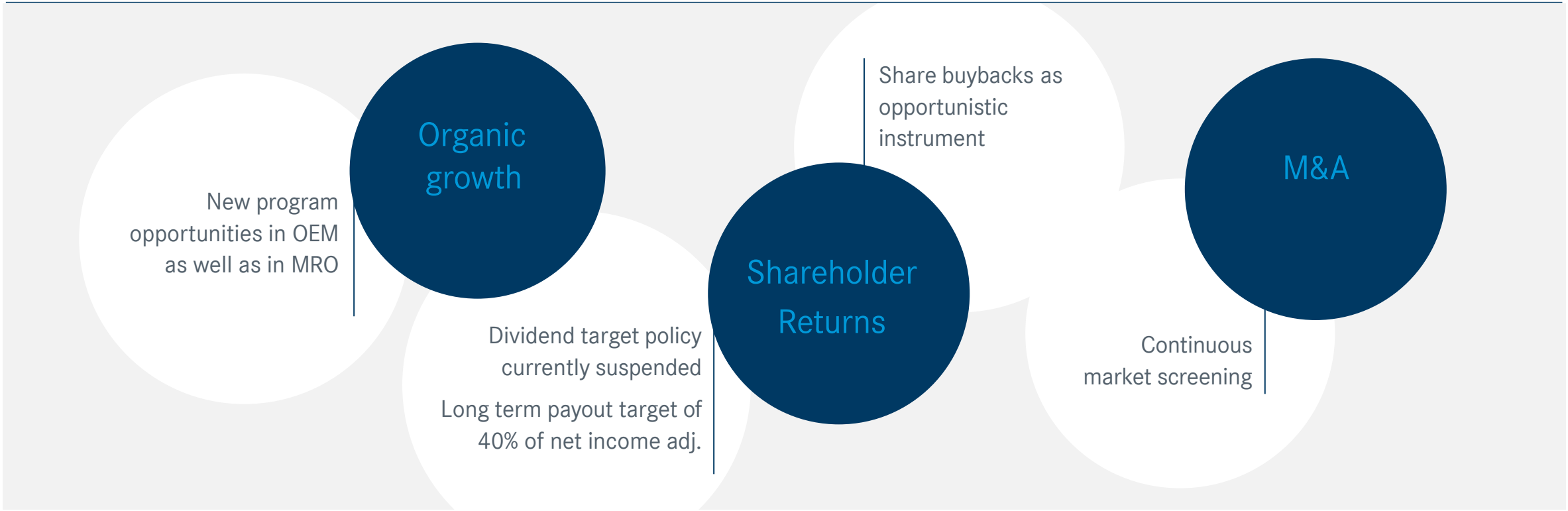
Cash deployment strategy – committed to increased shareholder returns

Balanced leverage ratio of net (financial) debt / EBITDA adj. sustainably between 0.5 and 1.5

MTU's cash deployment strategy



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MTU 2030 at a glance

Revenue

→ EUR 13 – 14 billion

Ebit adj. Margin

→ 14.5 – 15.5%

CCR

→ High double digit %

Outlook based on USD/EUR

1.10

FX sensitivity: 5 cent deviation

Revenue impact ~ 500 million EUR	EBIT adj. impact ~ 150 million EUR

Uniquely positioned for long-term profitable growth

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Why it’s worth investing in MTU

OUTSTANDING MARKET POSITION

- Technological leadership in core engine modules
- Strategic OEM partnerships
- Global leader in commercial engine MRO
- Positioned for scalable growth in future engine programs

LONG-TERM GROWTH

- Benefiting from global fleet expansion and robust order backlogs
- Operational excellence in OEM and MRO as basis for long-term growth

CLEAR TECHNOLOGY ROADMAP TOWARDS EMISSION-FREE FLYING

- Clear technology roadmap (Gas turbine evolution, FFC) addressing CO2 and non-CO_2–emissions
- Achieve net-zero carbon emissions by 2050 in production

SOLID BALANCE SHEET STRUCTURE

- Solid financial foundation and growth-oriented capital allocation
- Balanced leverage ratio target of 0.5 to 1.5 net debt/EBITDA

BALANCED PRODUCT PORTFOLIO

- Focus on high-growth engine programs in commercial and military aviation
- Diversified partner ecosystem strengthens market access
- Comprehensive portfolio across all thrust categories and product life cycles
- Balanced portfolio reduces risk and drives scalable growth

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05 Appendix

In our appendix you will find some more important financial data and further information. If you miss any information, please let us know.

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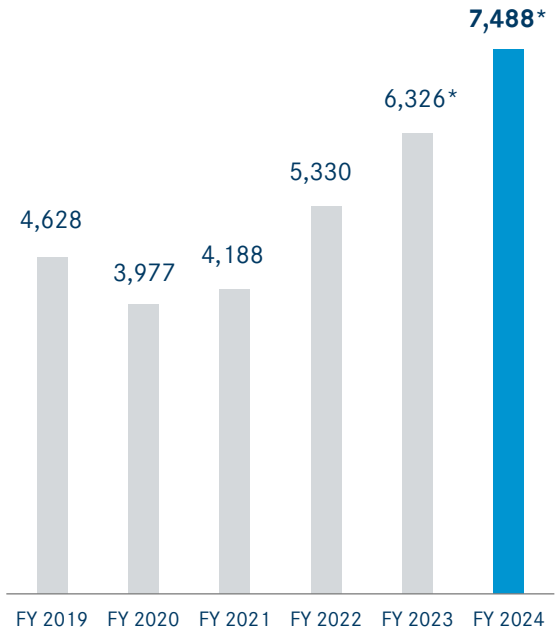
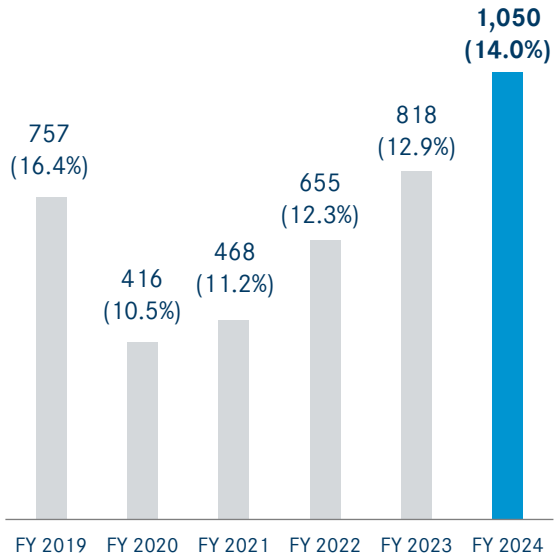
Key financials

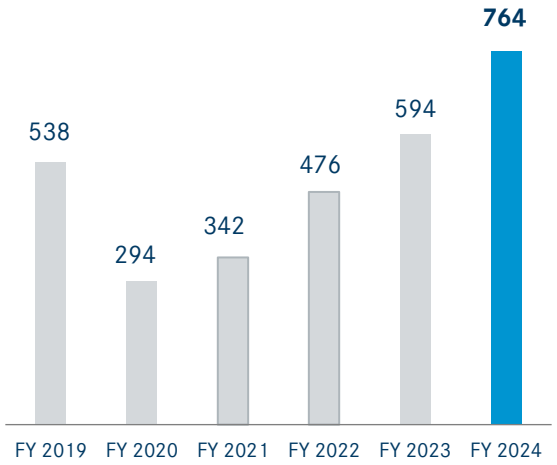
REVENUES
[m €]



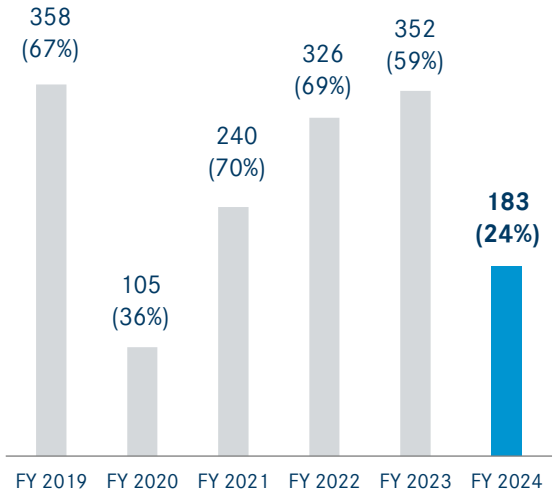
EBIT ADJUSTED
(EBIT Margin) [m €]



NET INCOME ADJUSTED
[m €]



FREE CASHFLOW
CCR** [m €]



Note: * Adjusted revenues 2023 primarily adjusted for PW1100G powder metal issue; ** CCR Cash conversion rate = FCF / Net Income adj.

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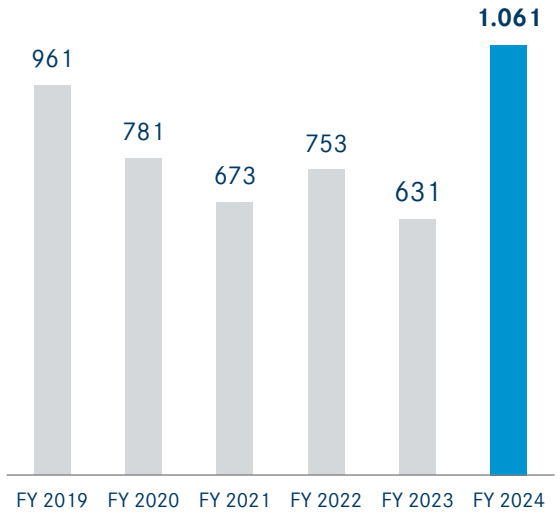
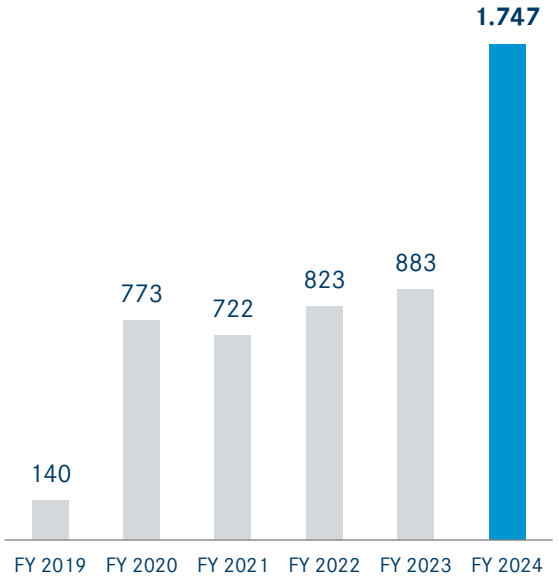
Strong balance sheet provides good cushion against ongoing market challenges

Key credit figures

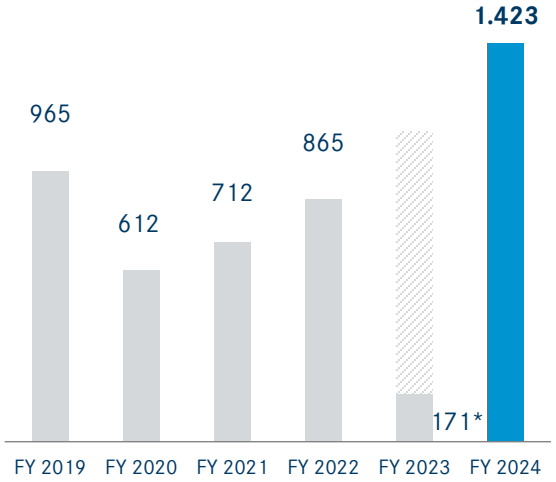
NET FINANCIAL DEBT
[m €]



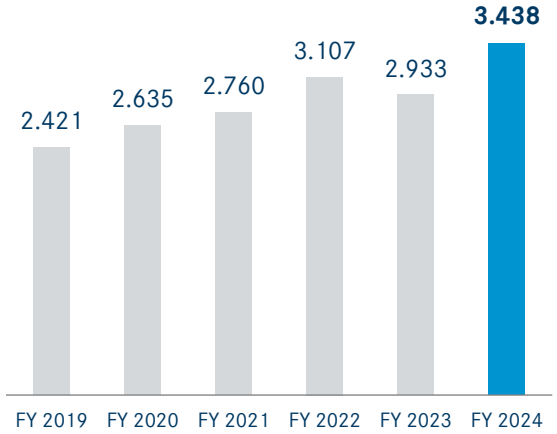
CASH & CASH EQUIVALENTS
[m €]



EBITDA
[m €]



EQUITY
[m €]



- Net Financial Debt / EBITDA range – targeted between 0.5 – 1.5
- Equity ratio of 28% in 2024
- *Adjusted EBITDA of €1,108m, it excludes one-time effect from PW1100 fleet management issue

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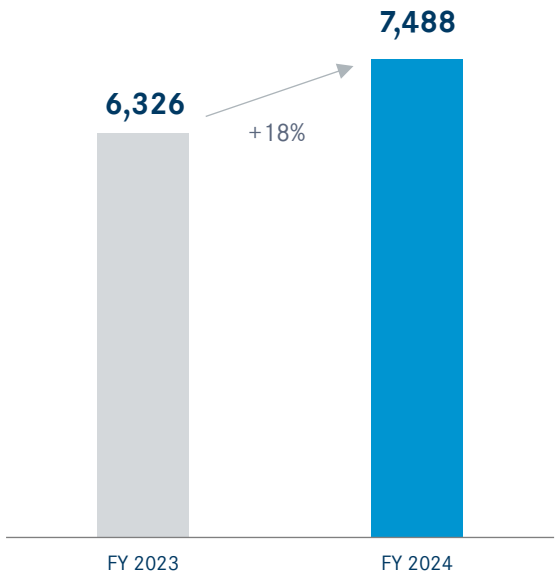
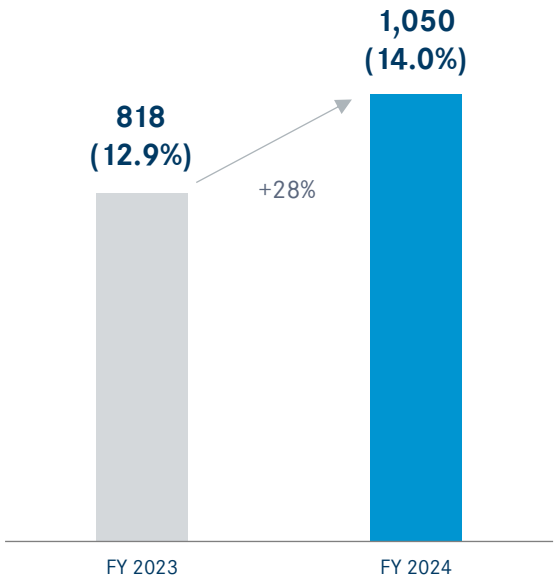
Financial highlights 2024

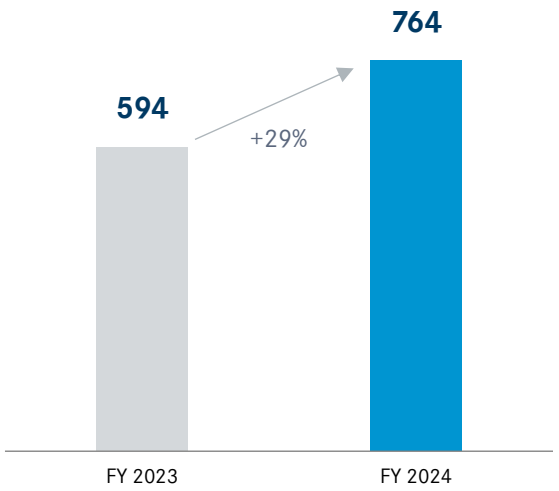
REVENUES ADJUSTED
[m €]



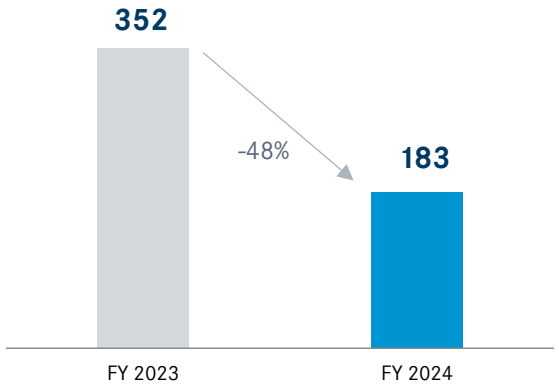
EBIT ADJUSTED
(EBIT Margin) [m €]



NET INCOME ADJUSTED
[m €]



FREE CASHFLOW ADJUSTED
[m €]



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MTU's debt profile

LOAN DETAILS	AMOUNT	COUPON	ISSUE DATE	MATURITY
Revolving Credit Facility	500 m€	Customary market reference rates plus an additional margin; unused credit facilities are subject to a loan commitment fee		29 June 2029
Fixed Rate Notes	750 m€	Interest coupon 3.875 % p.a.	18 Sept. 2024) (settlement date)	18 Sept. 2031
Promissory Note (Schuldschein)	300 m€	2 tranches: 161 m€ with a tenor of 3 years and 139 m€ with 5 years	23 April 2024	23 April 2027 23 April 2029
Convertible Bond 2019	500 m€	0.05 % Conversion Price € 378.4252 (Premium 55 %)	18 Sept 2019	18 March 2027
Notes (Private Placement)	100 m€	3.55 %	12 June 2013	12 June 2028

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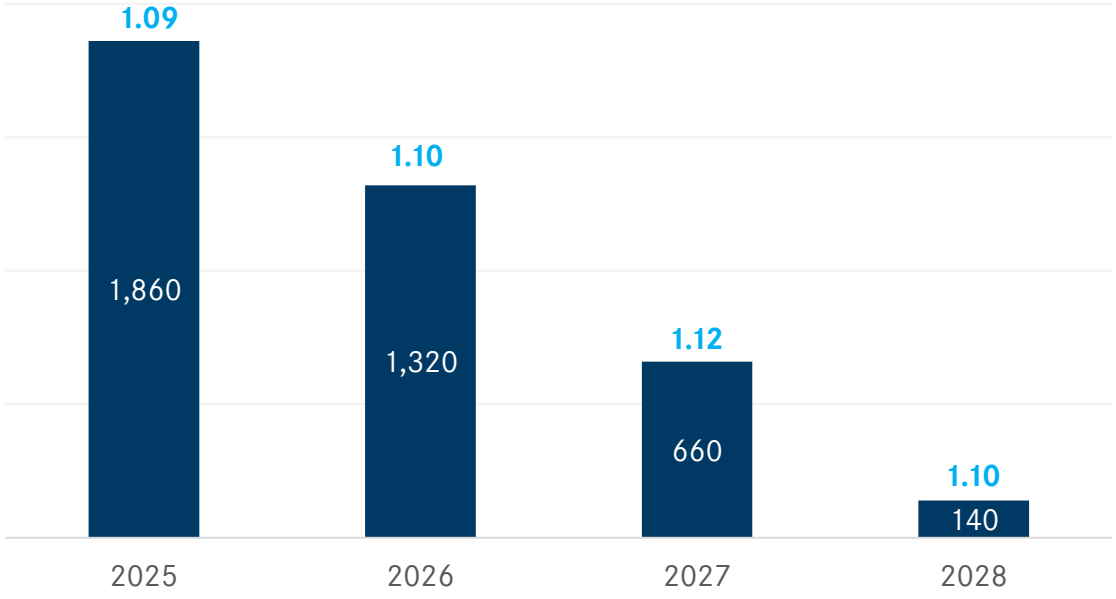
USD exchange rate / Hedge portfolio

HEDGE BOOK AS OF 24TH OF JULY 2025 IN MILLION USD

AVERAGE HEDGE RATE (US$/€)



HEDGING MODEL–USD EXPOSURE

- Approx. 80% of USD revenues are covered with USD costs via procurement (“natural hedging”)
- USD sensitivity will rise over the next years due to increasing net USD exposure

ROLLING HEDGING MODEL

- Exchange rate analysis and new hedging contracts on a quarterly basis
- Hedging period: maximum 20 following quarters
- For MTU hedging remains an instrument for risk mitigation
- Sensitivity pre hedging: 5 cent move in USD/EUR exchange rate has an impact as follows:

Impact in million EUR	Revenues	EBIT adj.
2025	~370	~8
2030	~500	~150

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Commercial engine portfolio

AIRCRAFT SEGMENT	ENGINE	PROGRAM SHARE	AIRCRAFT APPLICATION
Widebody (50 – 120 klb)	GP7000	22.5%	A380
	PW4000G	12.5%	B777
	CF6-80C	9.1%	B747-400, B767, Boeing MD-11, A310
	GEnx	6.6%	B787 Dreamliner, B747-8
	CF6-80E	n.n.	A330
	CF6-50/80A	n.n.	DC 10-30, B767, A310
	GE9X	4%	B777X
Narrowbody (20 – 50 klb)	PW2000	21.2%	B757, C-17
	PW1100G-JM	18%	A320neo
	PW6000	18%	A318
	V2500	16%	A320 family, Boeing MD-90
	JT8D-200	12.5%	Boeing MD-80 range
Regional Jets (13 – 24 klb)	PW1500G	15%	A220 (former Bombardier Cseries)
	PW1900G	15%	Embraer E-Jet Gen 2
Business Jets (3 – 16 klb)	PW300	25% (PW305/306) 15% (PW307)	Learjet 60, Do328 JET, Gulfstream G200, Hawker 1000, Dessault Falcon 7X, Cessna Sovereign
	PW500	25%	Cessna Bravo, Cessna Excel
	PW800	15%	Gulfstream G400, G500, G600, Falcon 6X

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Military engine portfolio

AIRCRAFT SEGMENT	ENGINE	PROGRAM SHARE	AIRCRAFT APPLICATION
Fighter Aircraft	EJ200	30 %	Eurofighter Typhoon
	RB199	40 %	Panavia Tornado
	F414	2.9 %	F414: F/A-18 E/F Super Hornet; EA-18G Growler
Transport Aircraft	TP400	22.2 %	A400M
Helicopter	MTR390	40 %	Eurocopter Tiger
	T408	18.4 %	CH-53K (US-HTH)

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MTU Executive Board

Dr. Johannes Bussmann
CHIEF EXECUTIVE OFFICER
Appointed until July 14, 2030

- Member of the Executive Board since July 15, 2025; appointed CEO effective September 1, 2025
- Responsible for Technology & Engineering, Human Resources, Corporate Strategy, Corporate Communications, and Legal Affairs
- Former CEO of TÜV Süd AG
- Brings over 20 years of industry experience, including 7 years as CEO of Lufthansa Technik
- Holds a degree and a doctorate in Aerospace Engineering and Combustion Technology

Katja Garcia Vila
CHIEF FINANCIAL OFFICER &
CHIEF INFORMATION OFFICER
Appointed until March 31, 2028

- Member of the Executive Board, serving as CFO and CIO since July 1, 2025
- Responsible for Finance and IT
- Former CFO at Continental AG (2021–2024)
- Over 25 years of professional experience at Continental (1997–2024)
- Holds a degree in Business Administration

Michael Schreyögg
CHIEF PROGRAM OFFICER
Appointed until June 30, 2026

- Member of the Executive Board since July 2013
- Responsible for marketing & sales and program management across MTU's MRO, Commercial, and Defense segments, including MTU Maintenance locations
- Joined MTU in 1990 and held various leadership roles in both commercial and military programs
- Took over responsibility for MTU's military business in 2008
- Michel Schreyögg will retire at the end of 2025

Dr. Silke Maurer
CHIEF OPERATING OFFICER
Appointed until Jan 31, 2031

- Member of the Executive Board since February 2023
- Responsible for Procurement, Production, Assembly, and Corporate Quality
- Previously served as COO at Webasto and BSH Home Appliances
- Held various management positions at BMW, both in Germany and internationally

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Dr. Ottmar Pfänder to succeed Michael Schreyögg as new Chief Program Officer

Dr. Ottmar Pfänder

CHIEF PROGRAM OFFICER
Appointed until Dez 31, 2028

- Appointed to the Executive Board effective January 1, 2026
- Will be responsible for marketing & sales and program management across MTU's MRO, Commercial, and Defense segments, including MTU Maintenance locations
- Over 25 years of experience with MTU
- Held various leadership positions, including:
- Head of Commercial Programs
- Head of the Strategy Department
- Holds a degree and a doctorate in Business Administration

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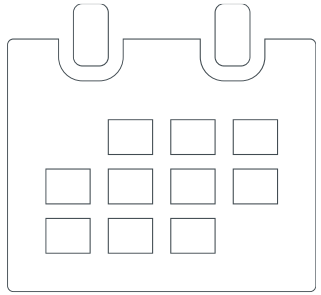
Financial calendar and Investor Relations Contact



2025

19.02.

Conference call
Full year results 2024

06.05.

Conference call
Q1 2025 results

08.05.

Annual general meeting
for the fiscal year 2024

24.07.

Conference call
Q2 2025 results

23.10.

Conference call
Q3 2025 results

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Thank you for your attention.

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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 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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