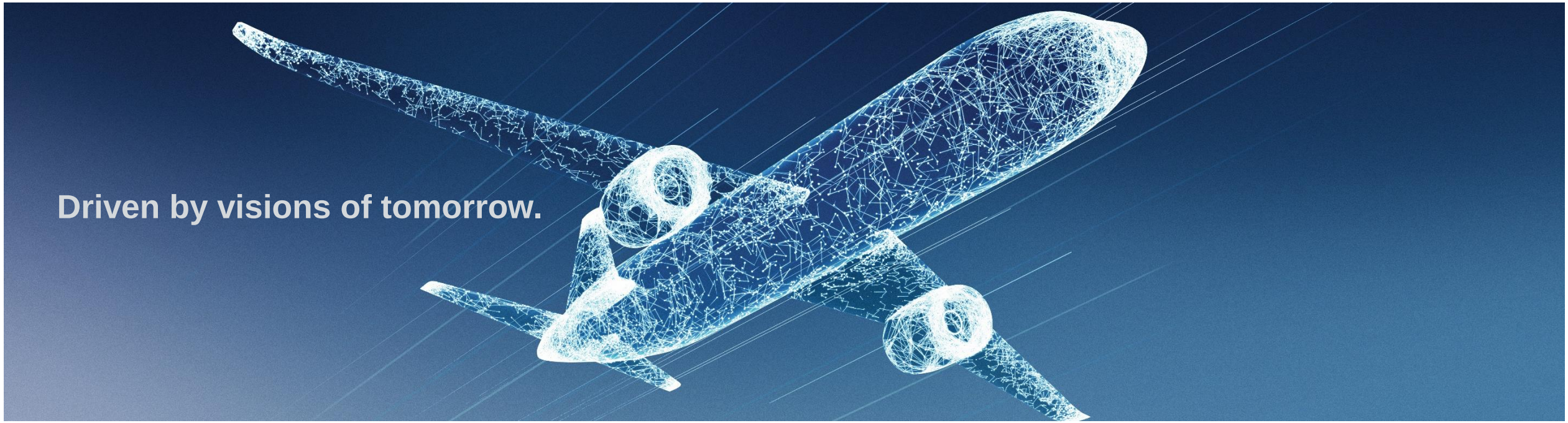
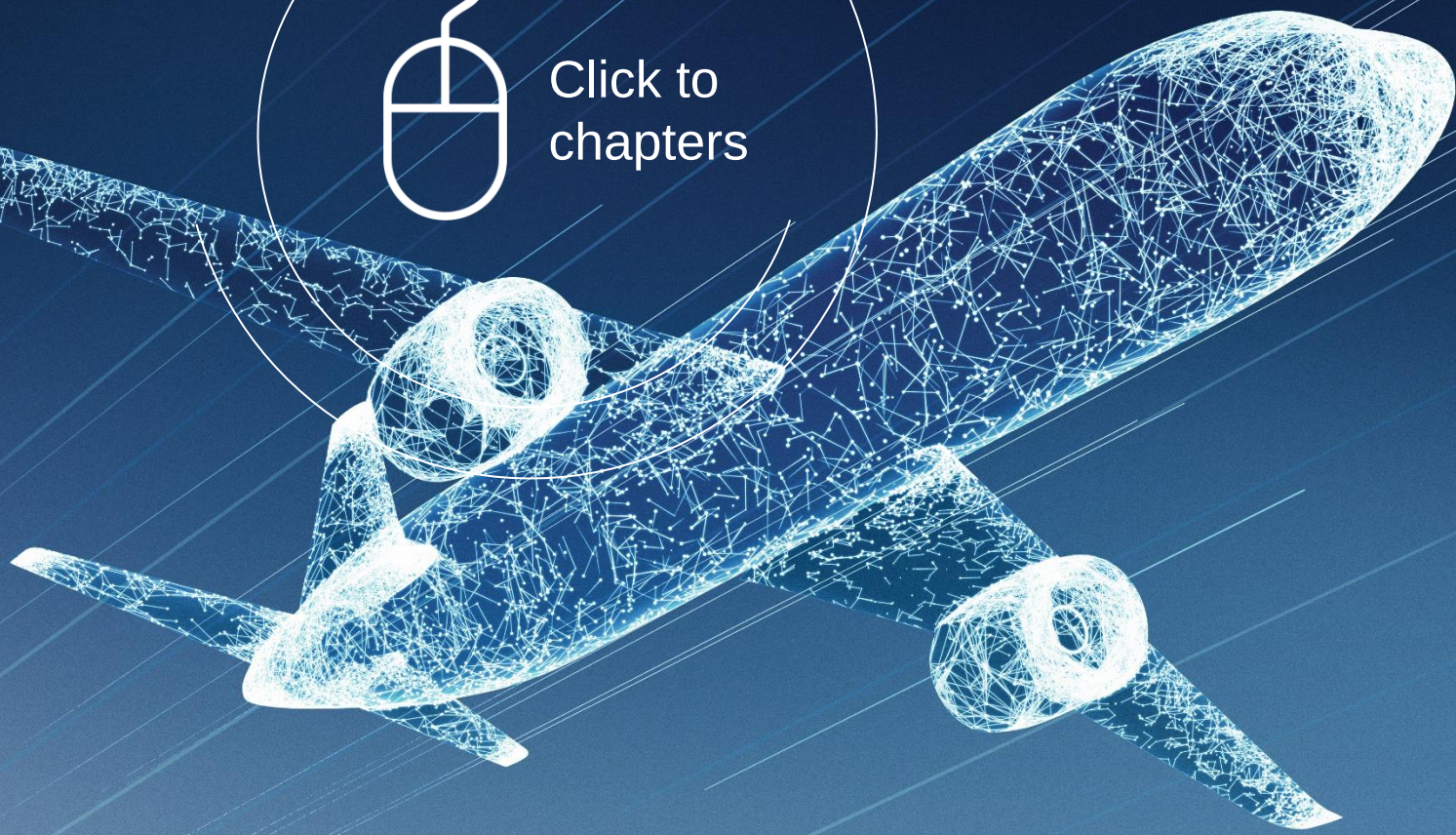


MTU Aero Engines AG – Investor Presentation

February 2022

Contents

Click to chapters



At a glance

As MTU, we are not only an essential part of the aviation industry today, we are contributing to the success story of tomorrow's industry with some of the world's most innovative aircraft engines technology.

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 more than 80 years

Commercial MRO: worldwide leader in customized engine service solutions

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

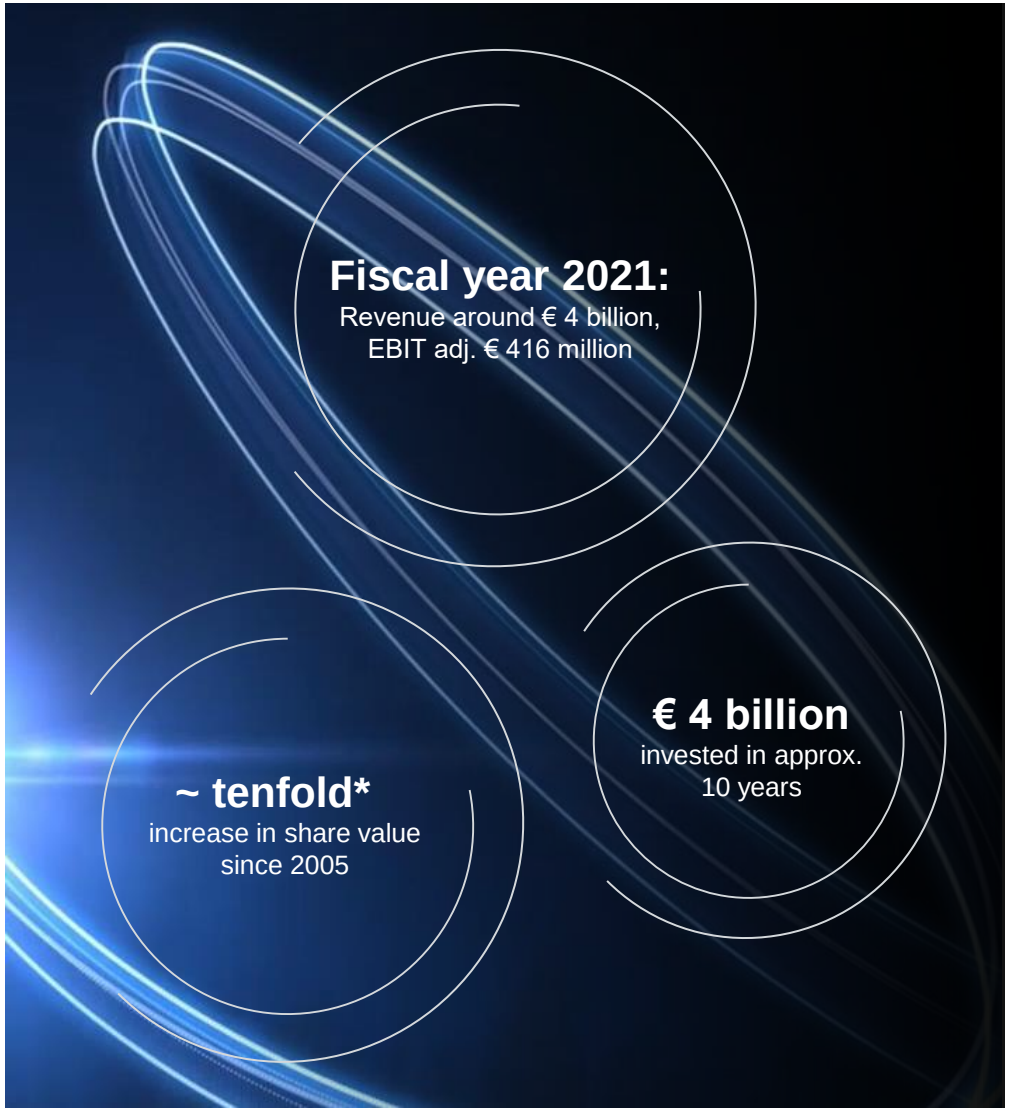
How we do

People: around 10,000 engine experts at 16 locations

Partnerships: with all OEMs, airlines and the German Air Force
(program shares from 5% up to 40%)

Technology: 150 technology projects, 400 patents + 200 invention disclosure reports per year

Products: high-pressure compressor, low-pressure turbine, turbine center frame



*) Basis: 15 February 2022

MTU is built on excellence in these three pillars

Commercial OEM business

- Revenues: ~ € 1.1 billion (24 %)**
- Decades of partnerships with OEMs increasingly include maintenance
- Balballanced product portfolio in all thrust categories
- Order volume secures business beyond mid of this decade
- Approx. 30% of active aircraft with MTU participation

Military OEM business

- Revenues: ~ € 0.5 billion (11 %)**
- 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*

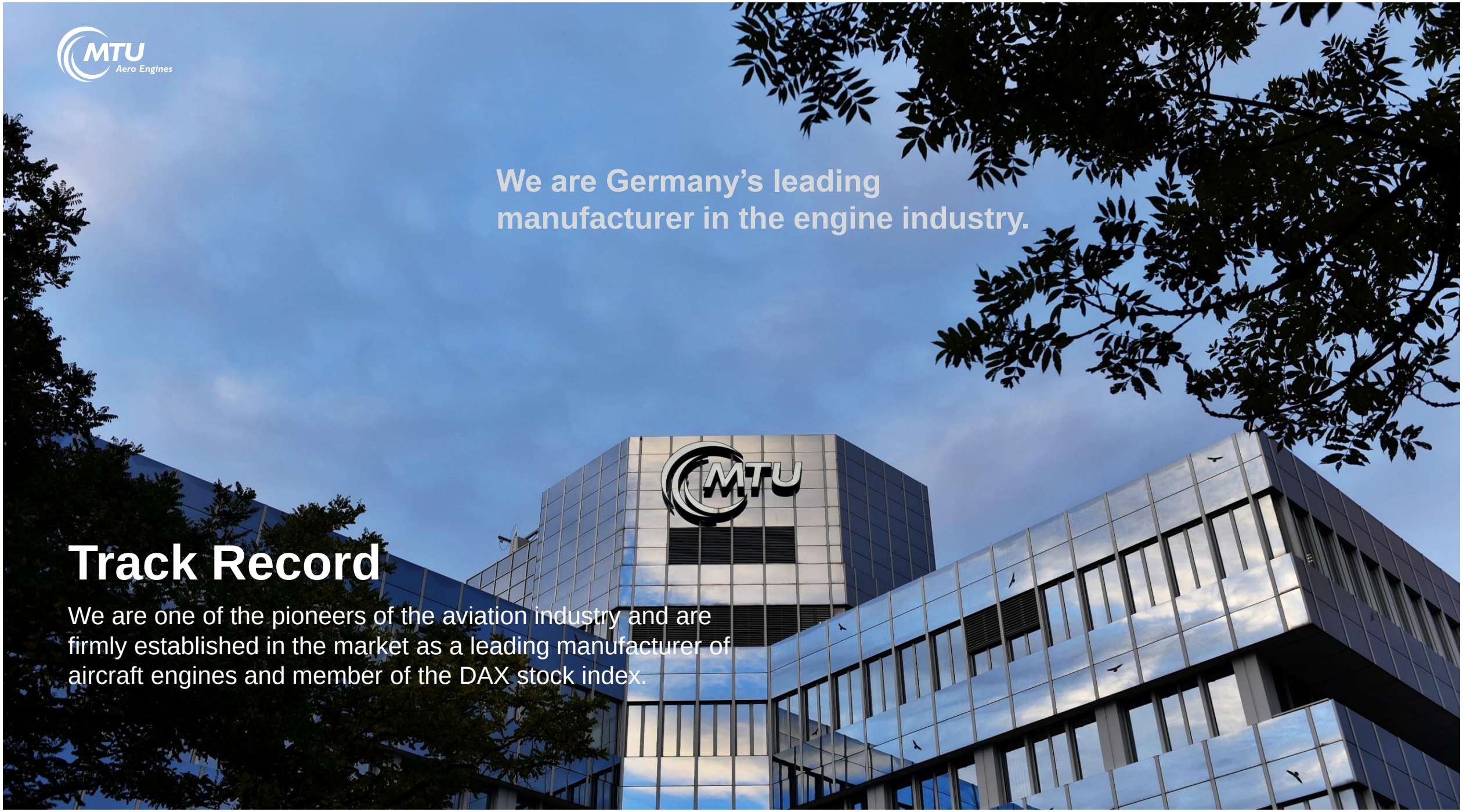
- Revenues: ~ € 2.7 billion (65 %)**
- Services: maintenance, leasing and asset mgmt.
- Exposure to highest growth engines (PW1000G, V2500, CFM56, CF34, GE90)
- Global network with direct customer business, partner of OEMs and airlines
- More than 1,400 customers, including over 200 airlines

Revenues	EBIT adj margin**
€ 1.5 billion**	**20.7%**

Revenues	EBIT adj margin**
€ 2.7 billion**	**5.4%**

MTU group fiscal year 2021: **Revenue € 4.188 billion** | **EBIT € 468 million** | **EBIT adj. margin 11.2%**

*) MRO = Maintenance, Repair and Overhaul **) Basis: Fiscal year 2021


We are Germany’s leading
manufacturer in the engine industry.
Track Record
We are one of the pioneers of the aviation industry and are
firmly established in the market as a leading manufacturer of
aircraft engines and member of the DAX stock index.

MTU looks back on many important names from the German industrial history – from 1934 to date

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 admitted to the DAX, Germany‘s primary stock index

Focus on **military** applications

Focus on **commercial** applications

MTU is an essential partner in the engine value chain

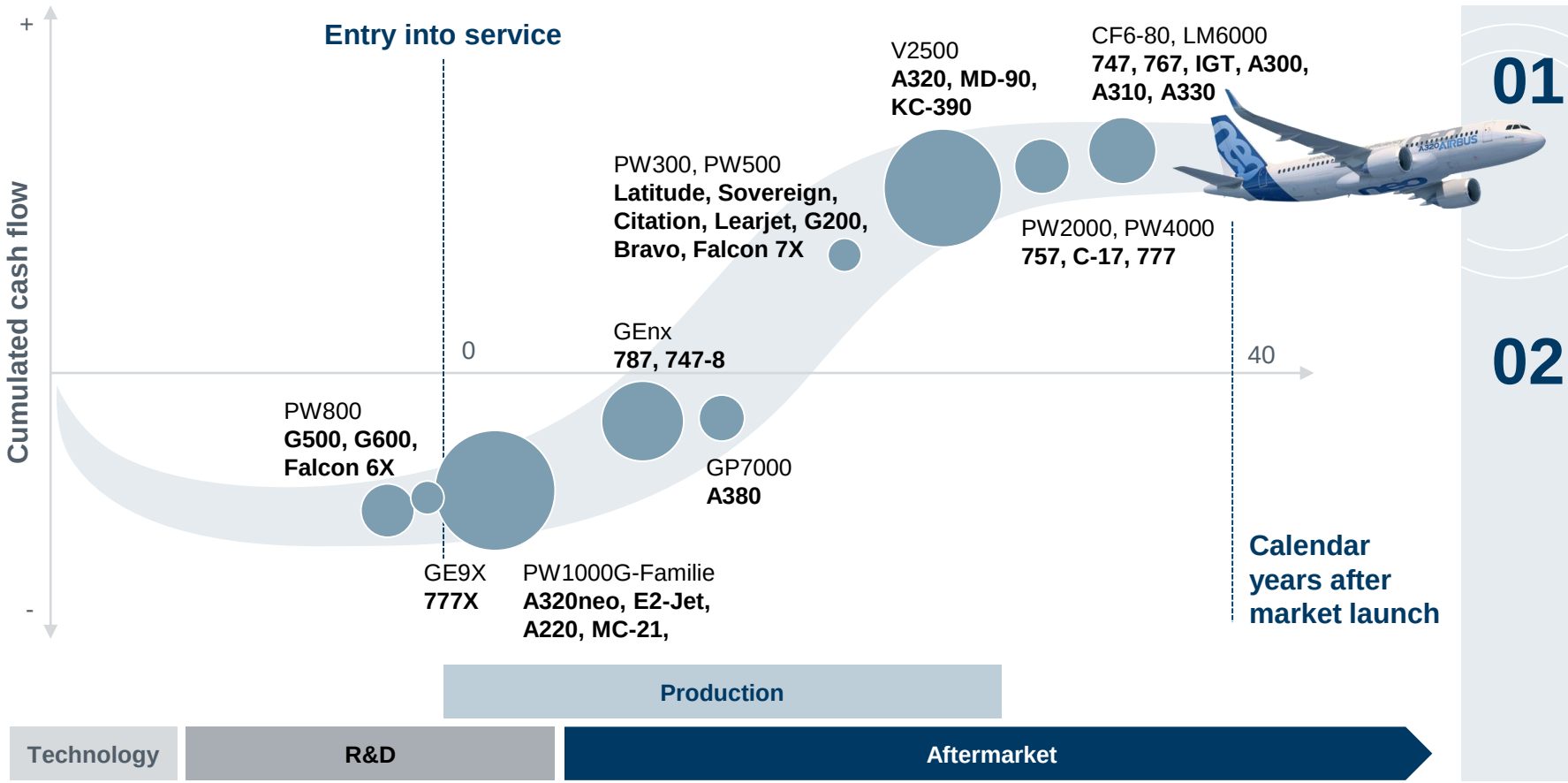
Material suppliers*	Engine component suppliers*	**Subsystem/ module suppliers***	Engine OEMs*	Airframers*	**Airline operations**
CPP	Senior Aerospace	Kawasaki Heavy Industries, Ltd.	GE Aviation	Airbus	
PCC	Hanwha Techwin	IHI	Pratt & Whitney	Boeing	MRO
Alcoa	MB Aerospace	Mitsubishi Heavy Industries, Ltd.	Rolls-Royce	Bombardier	Engine MRO – MTU Maintenance
ATI		MTU Aero Engines	Safran	Embraer	

OEM market | **Aftermarket**

*selected market participants

A balanced portfolio in all thrust categories ensure MTU's long-term success

Programs



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 our OEM program share
- This makes MTU a long-term partner in OEM network
- For 70 – 80% of new engines sold, OEM maintenance agreements are concluded with the sales contract
- The majority of these MRO agreements are fly-by-hour contracts

Stability through unique market positioning.

Market position

2020-2021 was a test for the entire industry. We have proven resilience in the most severe aviation crisis since the end of the Second World War and are ready to further shape the future of aviation.

Characteristics

- Industry **players are specialized** in different modules and technologies
- **Oligopolistic** structure of market
- **OEM** business **and MRO** are perfect supplements
- New engine deliveries are almost EBIT neutral, **spare parts** business is the **main value driver** for the OEM segment

High barriers to entry

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

OEM

- **Strategic** long-term **partnership** with **Pratt & Whitney** in the narrowbody market (LPT/HPC) secures growth opportunities
- **Partnership** on large engines for hot section parts (TCF) with **General Electric** ensures product diversification
- BizJets/Regional/**Narrowbodies** the **backbone** of our portfolio
- **Higher portion** than industry average of **freight and military** engine applications provides solid ground for the aftermarket
- Excellent **access to the MRO** market via OEM-Partnerships, independent and Airline JVs
- MTUs business model provides for a high level of **agility** proven by the resilience in 2020-2021

MRO

- **No. 1 Independent** MRO provider worldwide
- Worldwide **broadest portfolio** with more than 30 engine types
- **Repair technologies** for mature engine programs
- **Leading** MRO provider for **V2500**
- **Integrated OEM-MRO** business secures aftermarket volume and provides opportunities for future programs

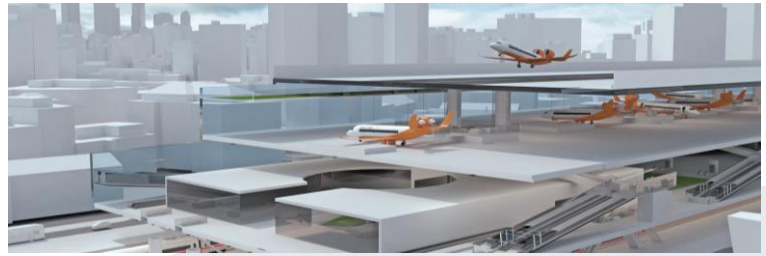
The recovery of the commercial aviation already started

Crisis phase – year 2020

- Traffic down 66%, slow recovery since Q2
- High storage rates
- Airlines in cash preservation mode
- MRO spending minimized by cycling aircraft in/out of storage
- Postponement of new deliveries

Restart phase – years 2021-23

- Air traffic begins recovery
- Modern and efficient aircraft return to the market faster
- Rising green-time engines and used parts availability from excess fleets (retirements)
- Growing MRO demand
- Rising number of aircraft deliveries



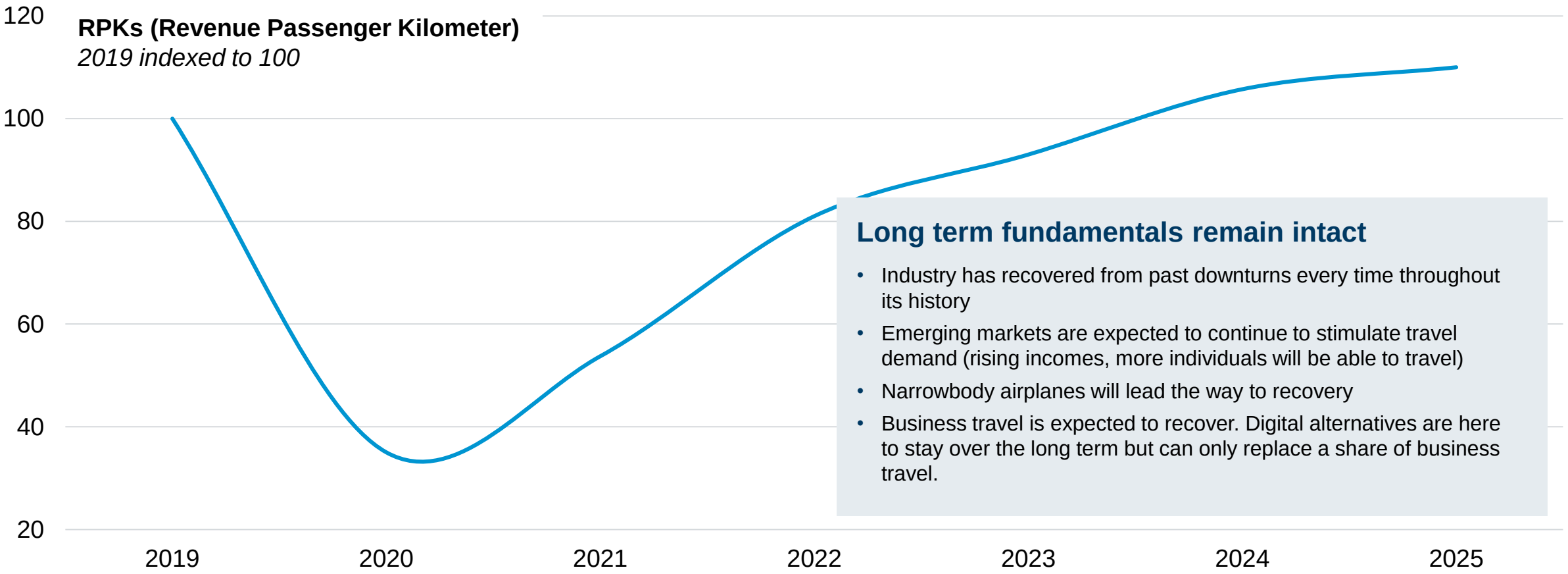
Growth phase – years 2024+

- Traffic growing above 2019 levels
- Growing aircraft orders
- New aircraft platforms launched
- Additional MRO and OEM capacity required for growing demand

MTU’s flexibility, diversified customer base and product portfolio are its basis for recovery

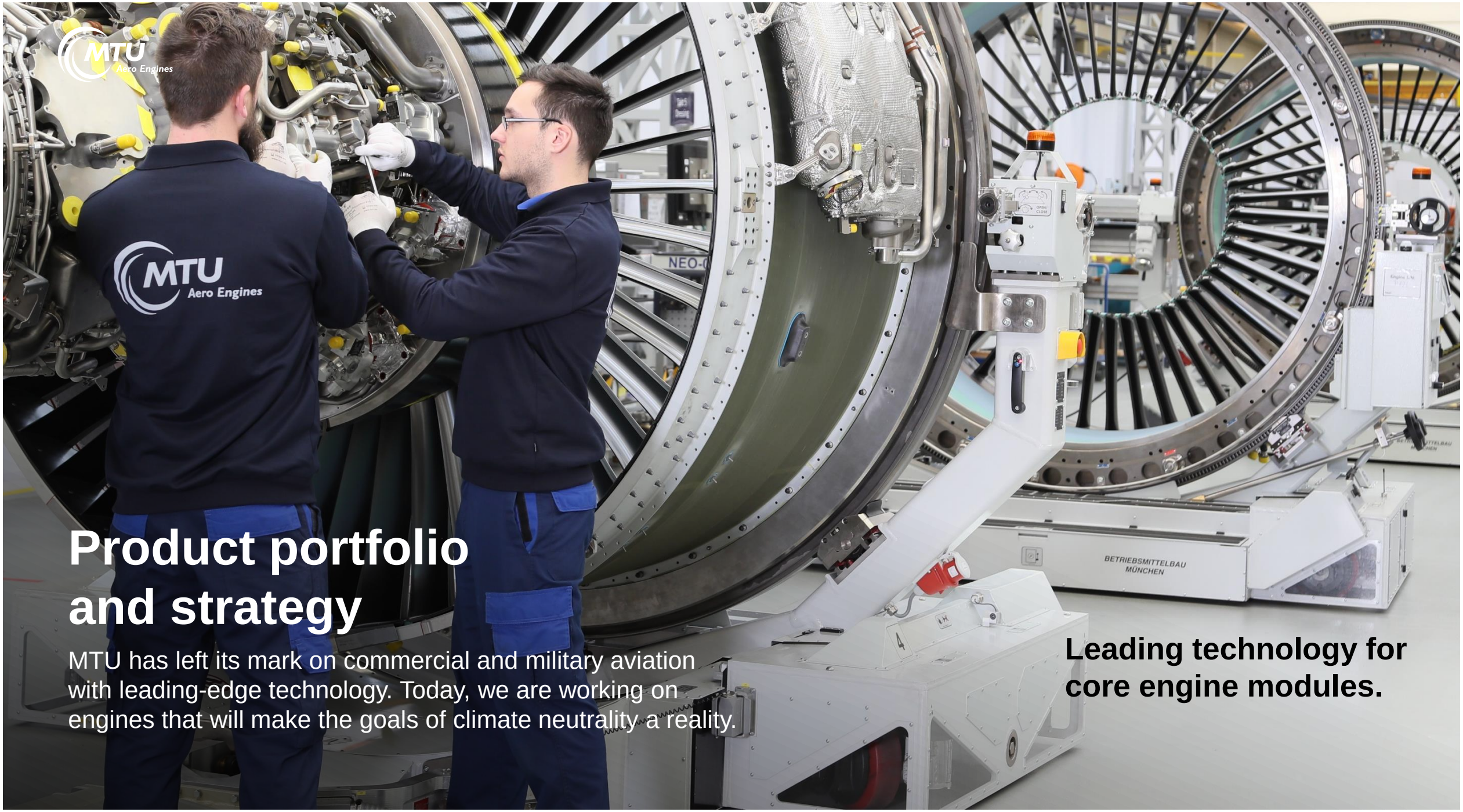
Most analysts expect a traffic recovery by 2024

Global Passenger Traffic



Long term fundamentals remain intact

- Industry has recovered from past downturns every time throughout its history
- Emerging markets are expected to continue to stimulate travel demand (rising incomes, more individuals will be able to travel)
- Narrowbody airplanes will lead the way to recovery
- Business travel is expected to recover. Digital alternatives are here to stay over the long term but can only replace a share of business travel.



Product portfolio and strategy

MTU has left its mark on commercial and military aviation with leading-edge technology. Today, we are working on engines that will make the goals of climate neutrality a reality.

Leading technology for core engine modules.

Leading technology for core engine modules and production processes

- Fastrunning Low-pressure Turbine (**LPT**), High-pressure Compressor (**HPC**) and Turbine Center Frame (**TCF**)
- MTU as role model for **automation** in aero engine manufacturing (Blisk production centre, Rotor2, Electrochemical machining (ECM))
- **In-house competence retained** even in volatile market environment

Unique and well balanced engine portfolio

- Portfolio covers **all thrust ranges**
- **Narrowbodies** for short- and medium haul traffic the **backbone** of our portfolio
- Engine programs with additional **military** and **freighter applications**
- MTU's participation in the European Future Combat Air System (**FCAS**) engine program secures future revenue growth

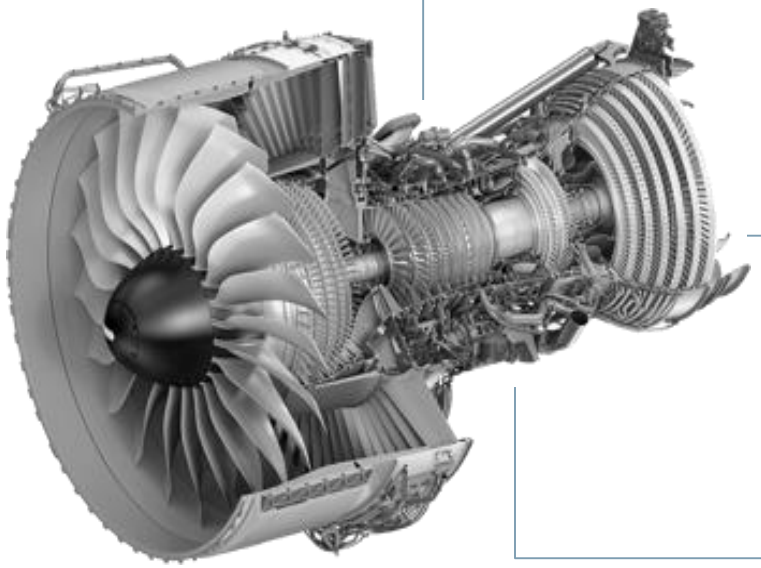
Pave the way for emissions-free flight

- **Sustainable technology** paves the ways towards emission-free flights
- MTUs technology roadmap contains some **150 defined technology projects** towards decarbonization
- **MTU Munich climate neutral** since 2021
- Similar projects will follow in our other German and international locations in the near future

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)

Network strategy with focus on cost leadership and operational excellence

High-tech
MTU Aero Engines, Munich

- Development/compliance hardware and pre-series
- High-tech procedures
- Military programs
- Highly automated production systems

Mid-tech, Best-cost
MTU Aero Engines Polska

- Expansion to static parts with increased complexity
- Additive manufacturing

Raw materials, Mid-Low Tech
Suppliers

- Raw material
- Low-tech process steps
- Simple parts for training purposes
- Labour-intensive, manual production steps and assemblies
- Double-sourcing for all important key-components

Network shift to best-cost locations

- Capacity share in best-cost countries to increase from 40% to 60%
- EME Aero in operation since 12/2019
- MTU Maintenance Zhuhai:
  - 2nd expansion of existing facility completed (capacity: 450 SVs)
  - New training centre (2022)
  - 2nd branch (add. 250 SVs by 2024)
- MTU Maintenance Serbia: Expand profitable in-house repair capabilities

OEM | **MRO**

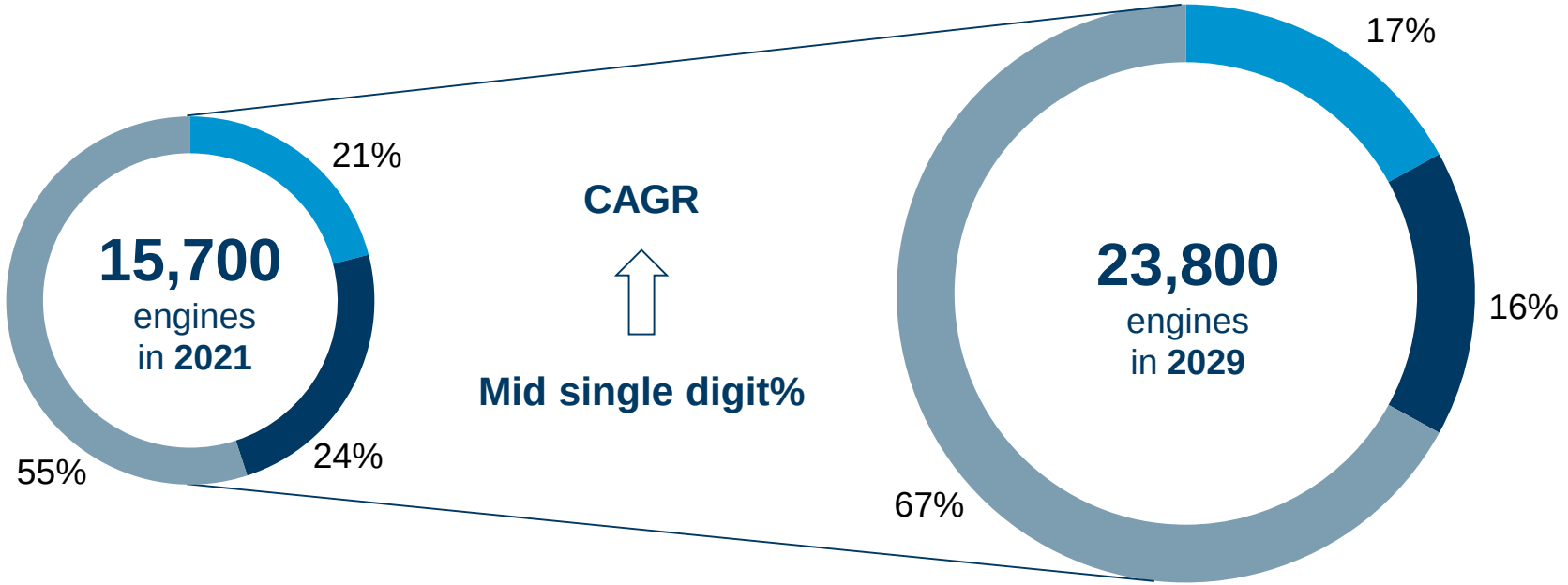
In the commercial OEM MTU expands its position in all market segments

Business jets	Regional jets	Narrowbodies	Widebodies
			 Source: Boeing
Market position improved	Market share will increase from 0 % to 90 %	Excellent market position will further improve	Adding the biggest and strongest engine to the Portfolio
PW800 PW300/500	PW1500G PW1700G/1900G	V2500 PW1100G-JM	GE9x, GEnx, CF6-80

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

MTU's fleet mix is proving resilience with 80% of narrowbody or non-passenger aircraft

Fleet of commercial engines with MTU participation



- Strong presence in rebounding single-aisle market, booming cargo segment and some resilient government applications
- Participation in leading engine programs in all segments

Passenger narrowbodies incl. RJs | Passenger widebodies | Cargo and government applications

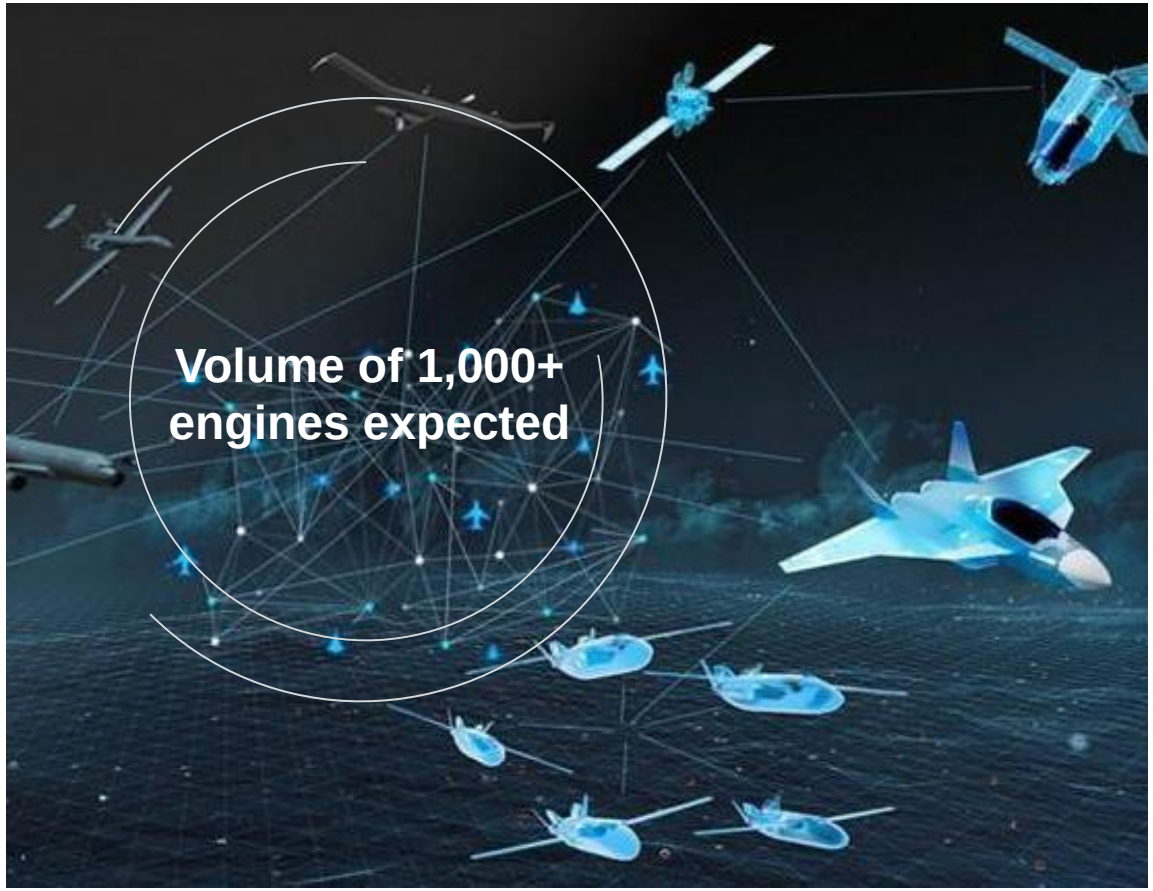
Source: MTU – Engines with MTU participation

MTU is well positioned in the international military aircraft market
Stable pillar during the Corona crisis – Fighter engines are key revenue contributors

Fighter	Transport	Helicopter
		
141 Eurofighters* and 85 Tornados in service in Germany	**176 A400M ordered, thereof > 100 delivered**	**CH53-K entry into service 2021**
• Eurofighter with attractive export potential • Increasing aftermarket for EJ200 • German Eurofighter Quadriga order of 38 aircraft secured • Tornado replacement expected • FCAS participation	• A400M well positioned for export • Potential cooperation between Boeing and Embraer on KC-390 (equipped with V2500) could strengthen order activity	CH53-K entry into service 2021 and excellent positioned for export • 1st export order placed • 181 Eurocopter Tiger delivered

* Source: Airbus orders & deliveries September 2021

MTU's participation in the FCAS engine program secures future revenue growth



Highlights

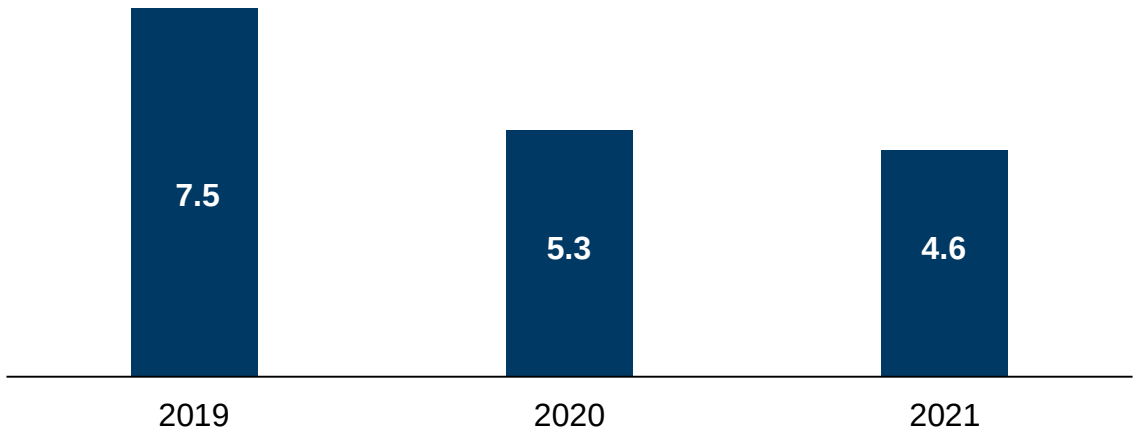
- Successor for Eurofighter / Rafale
- Biggest European defense program
- 50:50 JV EUMET signed by MTU and Safran in April 2021
- ITP joined as a main partner
- Concept phase contracted in 2019, ongoing
- Funding of technology and demonstrator phase cleared in June 2021
- Engine and A/C demonstrator by ~2026
- First prototype expected by ~2031
- Entry into service expected by ~2040
- FCAS technology as enabler for commercial engine platforms

Source: Airbus_Media

MTU Maintenance successfully navigates through the crisis

Ongoing strong order book secures future growth in MRO

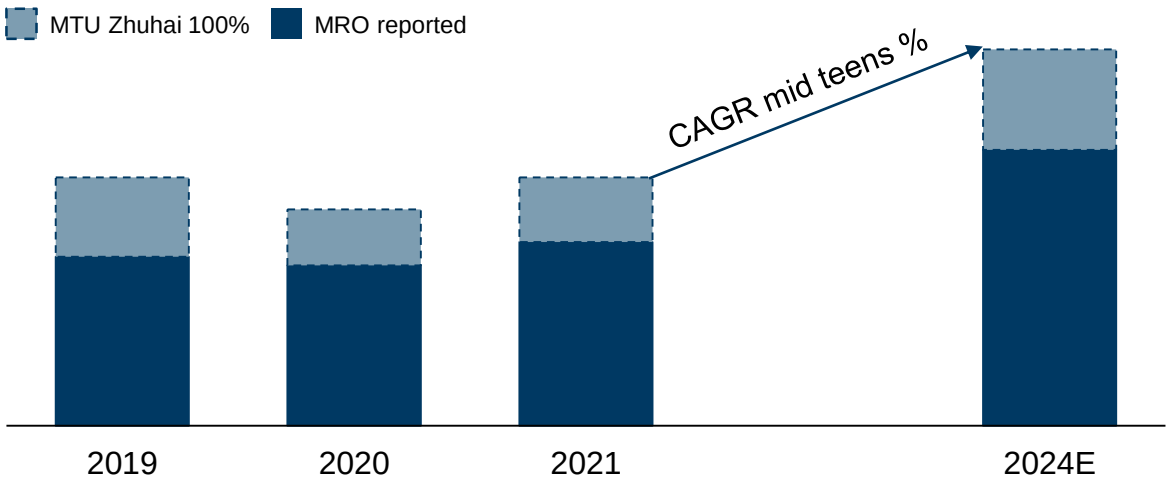
Independent MRO campaign wins 2019 – 2021 (in bn US$)



- Solid independent MRO contract wins of ~10 bn US$ in 2020 and 2021
- Total MRO order book of ~19 bn US$

Revenue to reach Pre-Covid level in 2021/2022

MRO revenues development in million US$ 2019 – estimate 2024



- High share of narrowbody engines in their best lifecycle phase
- Customers base in strong domestic regions (USA, China)
- Freight traffic importance remains thanks to e-commerce

MTU is one of the world's leading service providers

Efficient flowline production in Hannover

Advanced GP7000 tested

Partnership with China Southern Airlines

Direct customer business

Analysis, consulting and engine expertise

Customized and flexible solutions

OEM partnerships

Standardization and industrialization of processes

Reduction of costs and sharing of investments

Airline partnerships

MRO know-how: processes, systems, people

Best practice in a best-cost environment

MTU offers minimized maintenance costs and the best possible engine value retention

Market trends

- Ongoing demand for independent solutions as an alternative to OEM aftermarket services
- Increasing focus on newer engine models
- Growing demand for vertically integrated solutions – beyond maintenance

No. 1:
MTU is the largest independent maintenance provider in the world

Benefits

1 **Long-standing expertise** and market leadership as an independent provider

2 **One-stop shop for services –** a partner for all your engine needs

3 **Integrated solutions** throughout the lifecycle of an engine

4 **Combined know-how as MRO, lessor and asset manager** ensures the most cost-efficient solutions

In the more recent programs, MTU increasingly supports the OEMs, providing standardized maintenance solutions

Market trends

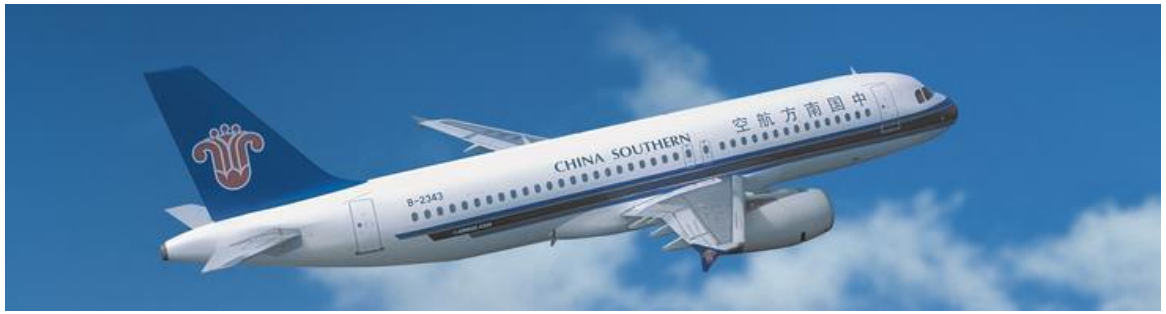
- Current OEM MRO market share is around 56%, tendency further growing
- Airlines are focusing on their core business

70 – 80 % of new engines are sold with an OEM maintenance contract

Benefits

1. **Long-term partner** in the OEM network
2. Reduction of expenses throughout the lifecycle and **investments**
3. **Reduction of shop visits costs** through MRO expertise
4. Ability to set up **best-cost shops**

MTU's unique MRO expertise makes it a preferred airline partner – together with China Southern, MTU has built up the No. 1 shop in China



Market trends

- Strong growth of new airlines and large fleets forecasted
- Airlines are interested in increasing MRO expertise and in-house capabilities

60 % of the world's new demand comes from growth markets (emerging countries)

Benefits

1. Local presence with **high MTU quality standards**
2. **Access to additional MRO business** outside the home market
3. **Shop visits cost reduction** and **maximization of margins** through MRO expertise
4. Win-win: **shared costs & investments** – more volume

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

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:
  - Capacity increased to 450 Shop Visits per year
  - Increase to 700 Shop Visits per year in 2024 with additional facility in Jinwan
  - MTU Serbia – new parts repair shop operational by end of 2022

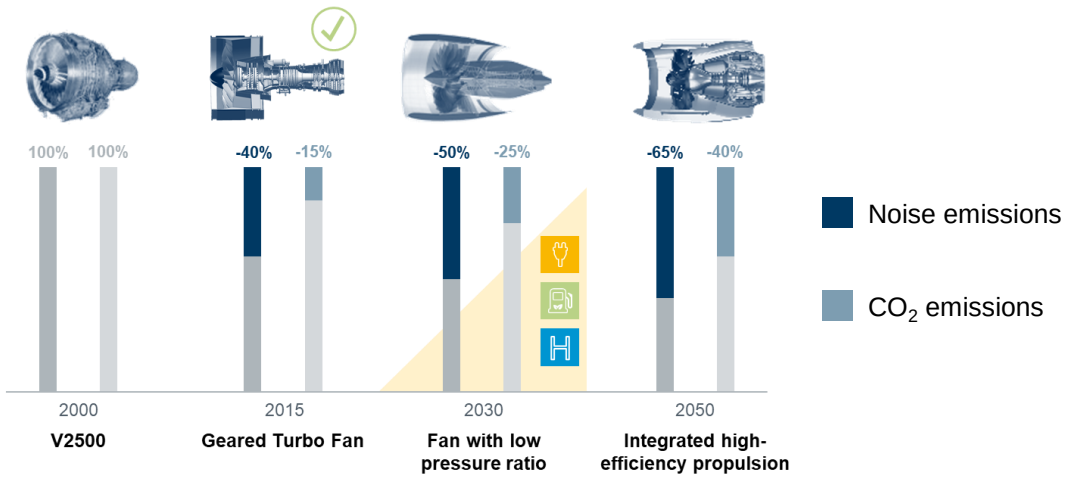
Continuous innovative development of our core competencies strengthens our competitive advantages in the MRO market

*) AI = artificial intelligence | **) CASM = cost per available seat mile

To reach the ambitious goals of the Paris climate agreement aviation must reach climate neutrality by 2050

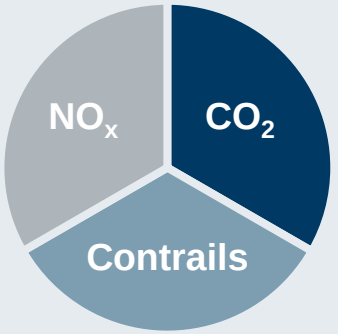
- **In the past**, targets in the aviation sector mainly concentrated on the impact of CO_2 emissions.
- CLAIRE*) roadmap was focused on reducing CO_2 and noise emissions
- 1st generation of the GTF engines achieved significant reduction in CO_2 emissions and noise levels

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



- **In the future**, the focus will be on the entire climate impact.
- MTU is committed to the goals of the Paris Agreement, which aim to limit global warming to well below 2°C.
- **MTU is currently revising its CLAIRE *) agenda with faster development of new propulsion concepts and implementation of emission-free concepts** (CLAIRE update available in 2021)

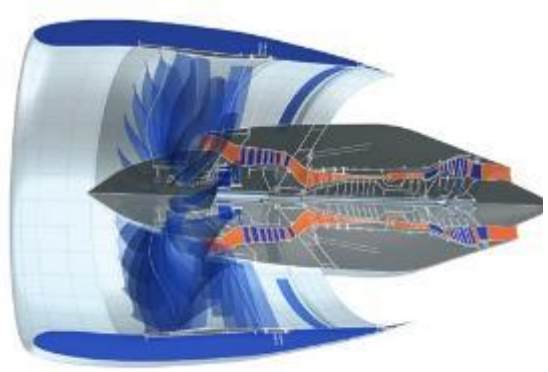
Reducing all climate impacting effects (CO_2, NO_X and contrails) **is a joint aviation effort:**



* CLAIRE – Clean Air Engine

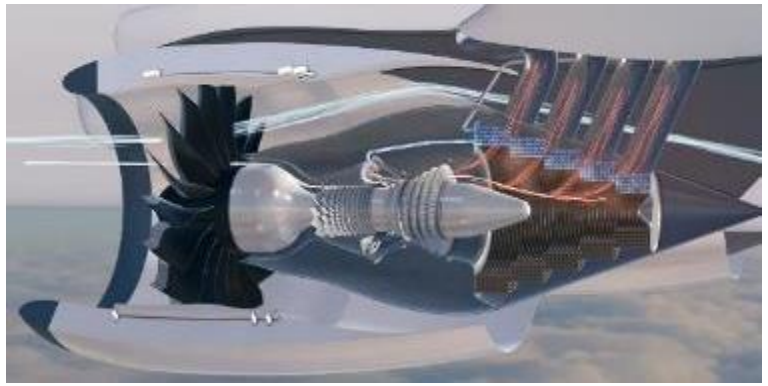
New concepts

Evolutionary | **Revolutionary**



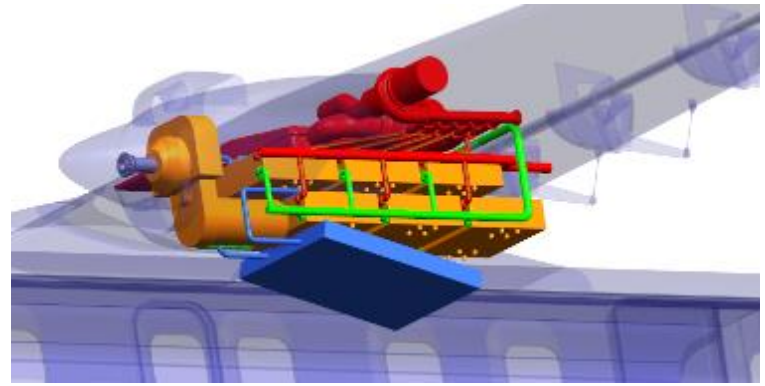
Gen2 GTF

	CO_2	NO_x	Contrails
	-10%	↘	→
SAF	-100%	↘	↓



WET Engine

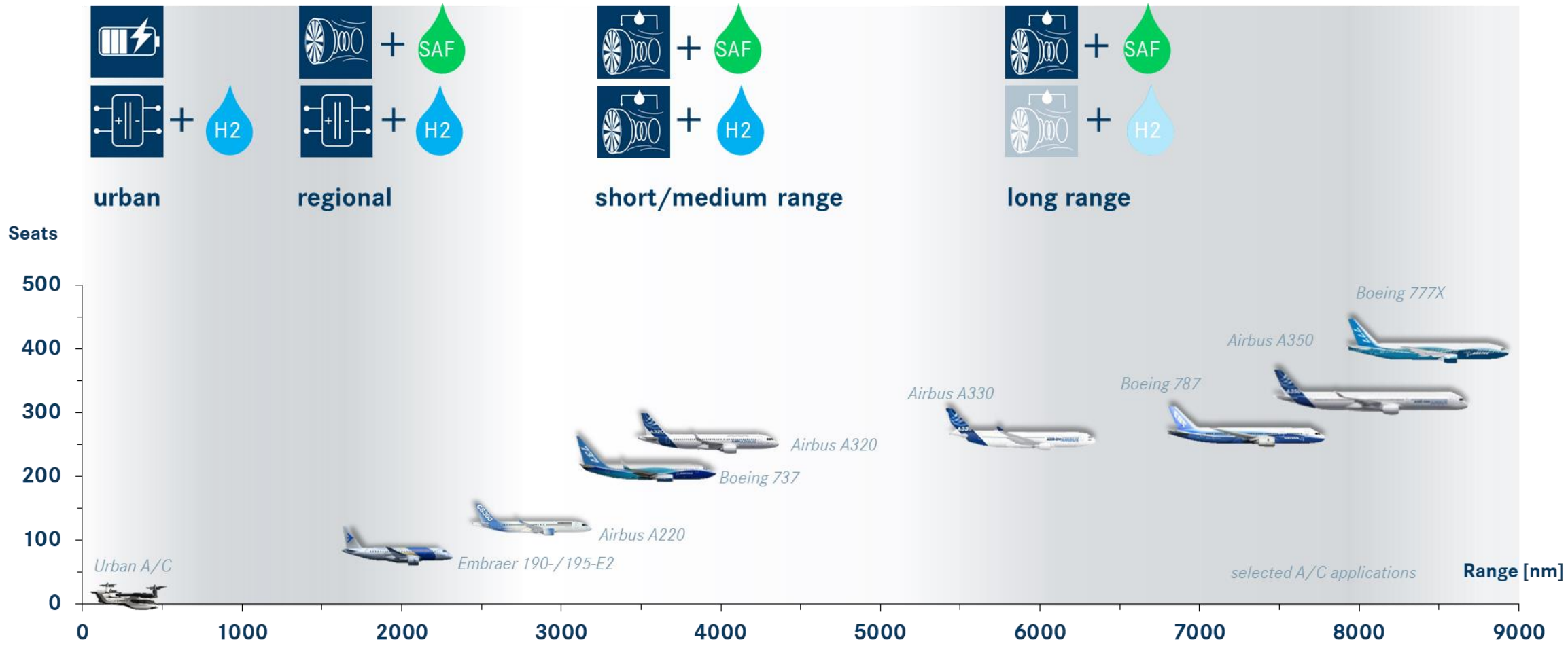
	CO_2	NO_x	Contrails
	-20%	-80%	↓
SAF	-100%	-80%	↓↓

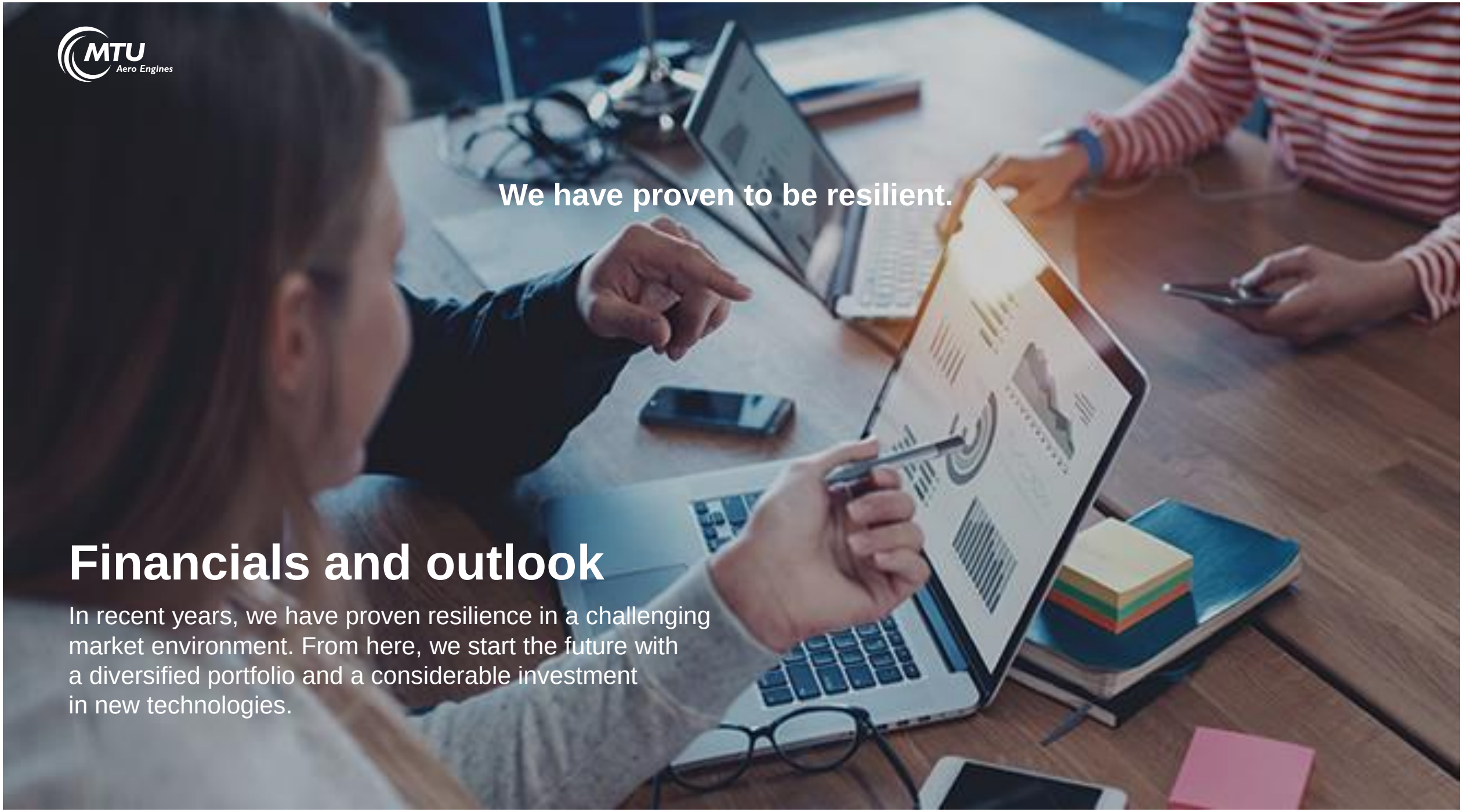


Flying fuel cell

CO_2	NO_x	Contrails
-100%	-100%	-100%

Strategy for sustainable aero engines





Financials and outlook

In recent years, we have proven resilience in a challenging market environment. From here, we start the future with a diversified portfolio and a considerable investment in new technologies.

Financial strength

- **Strong balance sheet** with a healthy leverage and high level of liquidity
- **Diversified funding** mix – no short-term refinancing required
- **Resilience** proven in crisis years 2020-2021
- **Investment grade** rating
  - Moody's: Baa3 (negative)
  - Fitch: BBB (stable)

Sets the ground for our investment

- Into **new technologies** towards emission-free flights and our contribution to **decarbonization**
- Into our ongoing efforts in **Digitization** and **Automation**
- In **higher program shares** in future engine programs

The year 2022: Acceleration in recovery

Organic revenue

Military
Up high single digit %

Commercial OE
Up mid to high teens %

Commercial Spares
Up mid teens %

Commercial MRO
MRO up mid to high twenties %

GTF in line with overall growth

Total Group Sales:
5.2 – 5.4 bn €

EBIT adj.
Up mid twenties %

Net Income adj.
Growth in line with EBIT adj.

CCR
Mid to high double digit %

Mid term outlook 2021 – 2024
Improved free cashflow conversion confirmed – back on growth path

Organic revenue CAGR 2021-2024

Military
Up mid single digit %

Commercial OE
Up mid to high teens %

Commercial Spares
Up low teens %

Commercial MRO
MRO up mid teens %

Revenue	EBIT adj	CCR*
Steady growth	Exceeding 2019 level	High double digit %

MTU's target is a balanced leverage ratio in the range of 0.5 to 1.5 x net Debt/EBITDA

MTU's cash deployment strategy – return to previous targets

Priorities	**Organic growth**	**Dividends**	**Share buybacks**
2021 – 2024	New program opportunities	Payout target of 40% of net income adj.	Opportunistic instrument to limit deleveraging and manage dilution

In a nutshell – Key arguments in favor of the MTU share from an investor's perspective

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

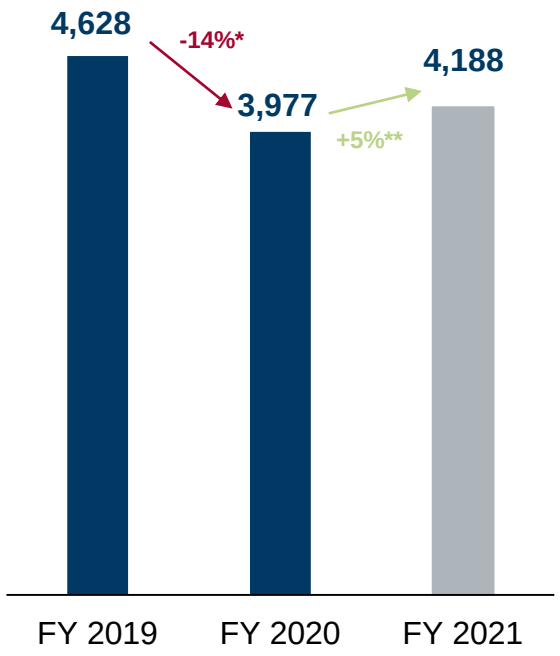
* by the number of engines under contract

Appendix

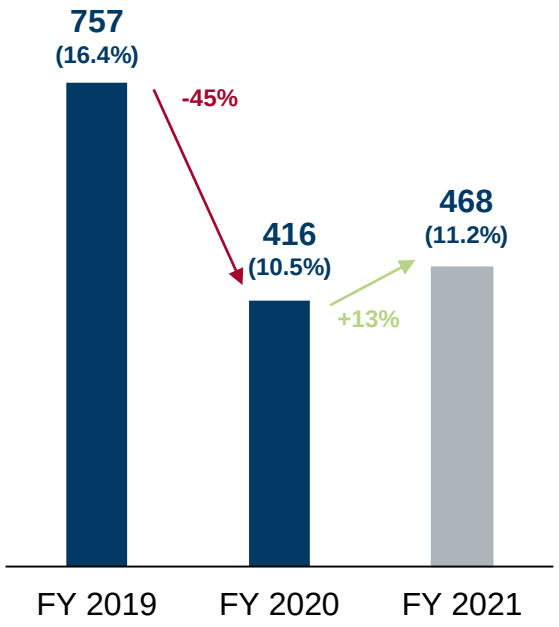
In our appendix you will find some more important financial data and further information. If you miss any information, please let us know.

Key Financials

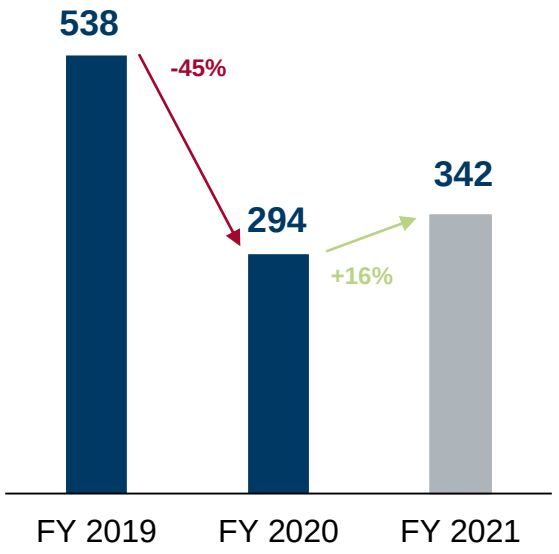
Revenues
[m €]



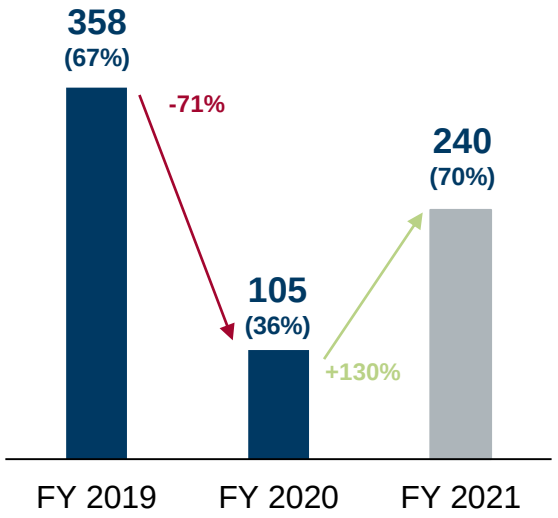
EBIT adjusted
(EBIT Margin) [m €]



Net Income adjusted
[m €]



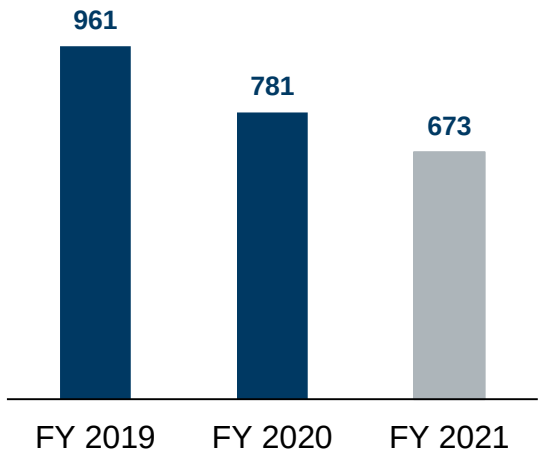
Free Cashflow / CCR***)
[m €]



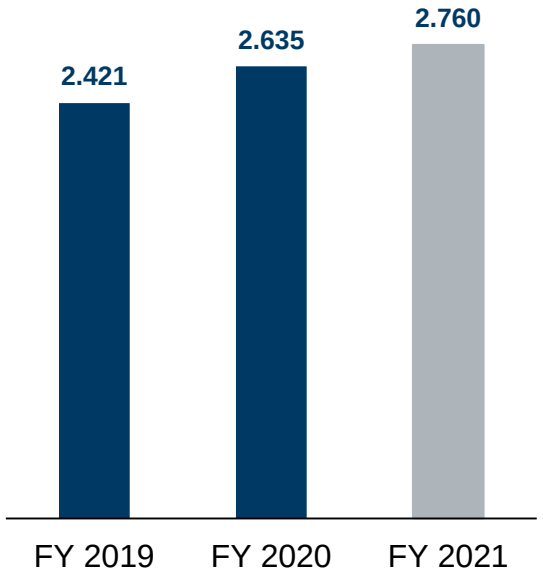
*) FY 20 Organically -13% | **) FY 21 Organically +9% | ***) CCR Cash conversion rate = FCF/ Net Income adj.

Strong balance sheet provides good cushion against current volatile market environment – key credit figures

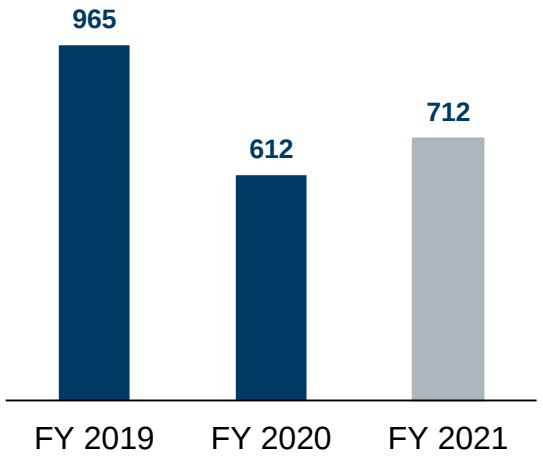
Net Financial Debt
[m €]



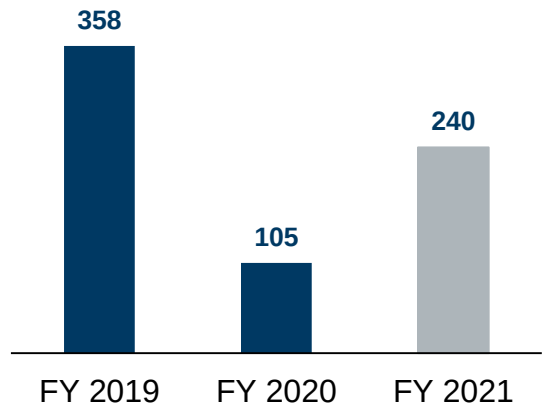
Equity
[m €]



EBITDA
[m €]



Free Cashflow
[m €]



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

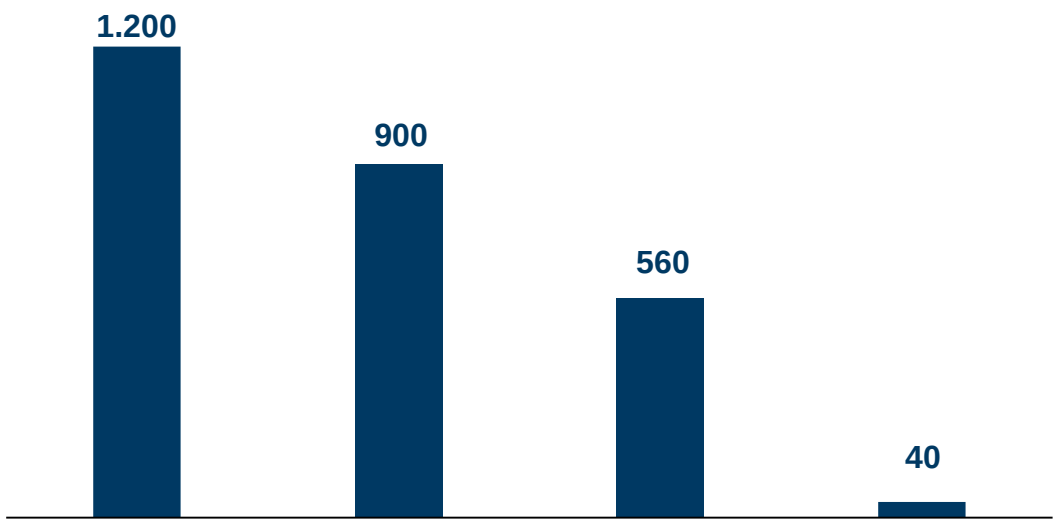
MTU‘s debt profile

Loan Details	Amount	Coupon	Issue date	Maturity
Convertible Bond 2016	52.3 m€*	0.125% Conversion Price € 123.3222 (Premium 50%)	17 May 2016	17 May 2023
Revolving Credit Facility	600 m€	Customary market reference rates plus an additional margin; unused credit facilities are subject to a loan commitment fee		28 Oct 2023
Euro Bond	500 m€	3.00%	01 July 2020	01 July 2025
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

* 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 February 16th, 2022
[in m$]



	2022	2023	2024	2025
Average hedge rate (US$/€)	**1.17**	**1.18**	**1.19**	**1.18**

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

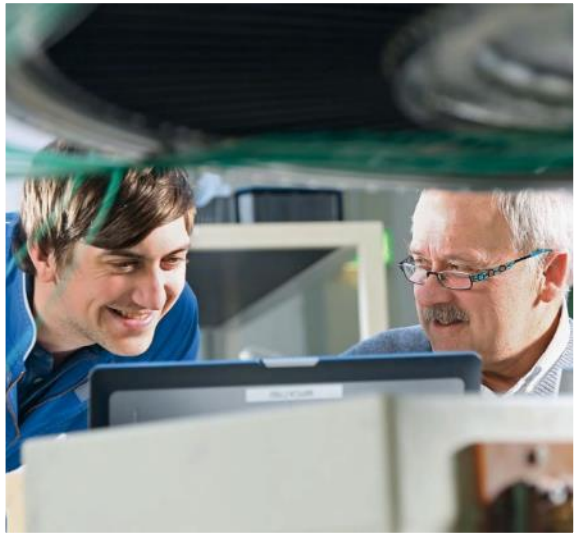
- Exchange rate analysis and new hedging contracts on a quarterly basis
- Hedging period: maximum 16 following quarters

- For MTU hedging remains an instrument for risk mitigation
- Sensitivity pre hedging: 10 ct move in US$/€ exchange rate has an impact of ~ € 100 million on EBIT (2022)

We consider sustainable partnerships to be the basis for long-term success

Research & Development	Production	Programs	Service
			
• 6 centers of competence • 17 cooperations with universities • National and EU research projects • Technology network	• 6,300 suppliers • Long-term partnerships • Double sourcing	• Pratt & Whitney • General Electric • Rolls-Royce, Safran, Avio, ITP • Air forces	• Airline customers • OEM networks • Airline joint ventures • External vendors • Sumitomo • Air forces
Risk minimization		Risk minimization	
Increase in efficiency		Increase in efficiency	
Complementary technology		Complementary technology	
		Revenues/market access	

We boast about 10,000 of the most innovative and competent engine experts worlwide



More than 60
different nations
work under the umbrella
of MTU Aero Engines

Approx. 14 years
is the average job tenure
of MTU's workforce
(in Germany)

Approx. 80%
of the total
workforce are
engineers or technicians*

More than 300
apprentices at
German locations

* incl. scientists

Commercial engine fleet

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	17%	Bombardier CSeries
	PW1900G	17%	Embraer E-Jet Gen 2
Business Jets (3 – 16 klb)	PW300	25% (PW305/306)	Learjet 60, Do328 JET, Gulfstream G200, Hawker
		15% (PW307)	1000, Dessault Falcon 7X, Cessna Sovereign
	PW500	25%	Cessna Bravo, Cessna Excel
	PW800	15%	Gulfstream G500, G600

Military engine fleet

Aircraft Segment	Engine	Program Share	Aircraft Application	
Fighter Aircraft	EJ200	30 %	Eurofighter Typhoon	
	RB199	40 %	Panavia Tornado	
	F414	4.4 %	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)	

MTU Management Board

Reiner Winkler
Chief Executive Officer

- 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

- 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

- 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

- 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 2022 & IR contact

Conference Call
Full year results 2021

Conference Call
Q1 2022 results

Annual General Meeting
(virtual) for the fiscal year 2021

Conference Call
Q2 2022 results

Conference Call
Q3 2022 results

Investor &
Analyst Day

2022

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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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