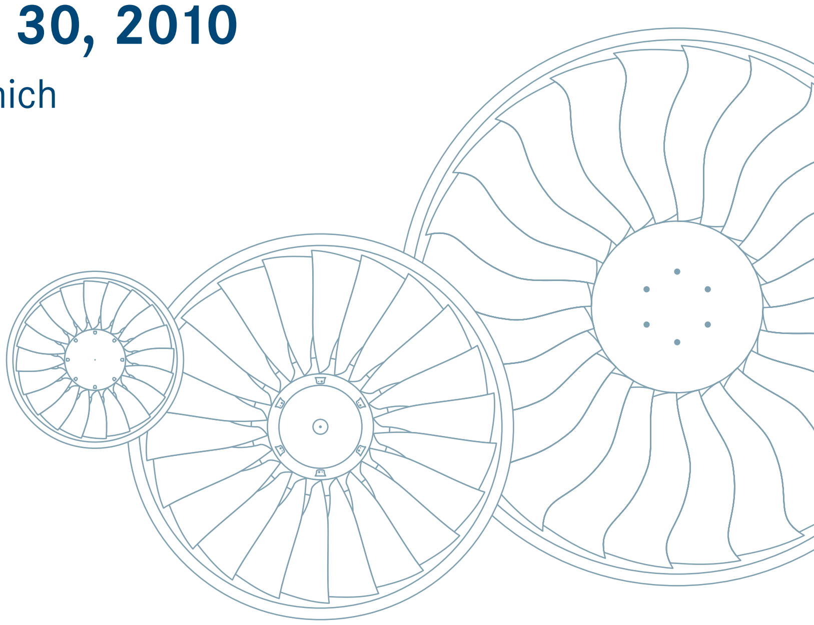
MTU Aero Engines

Quarterly Financial Report
January 1 to September 30, 2010

MTU Aero Engines Holding AG, Munich



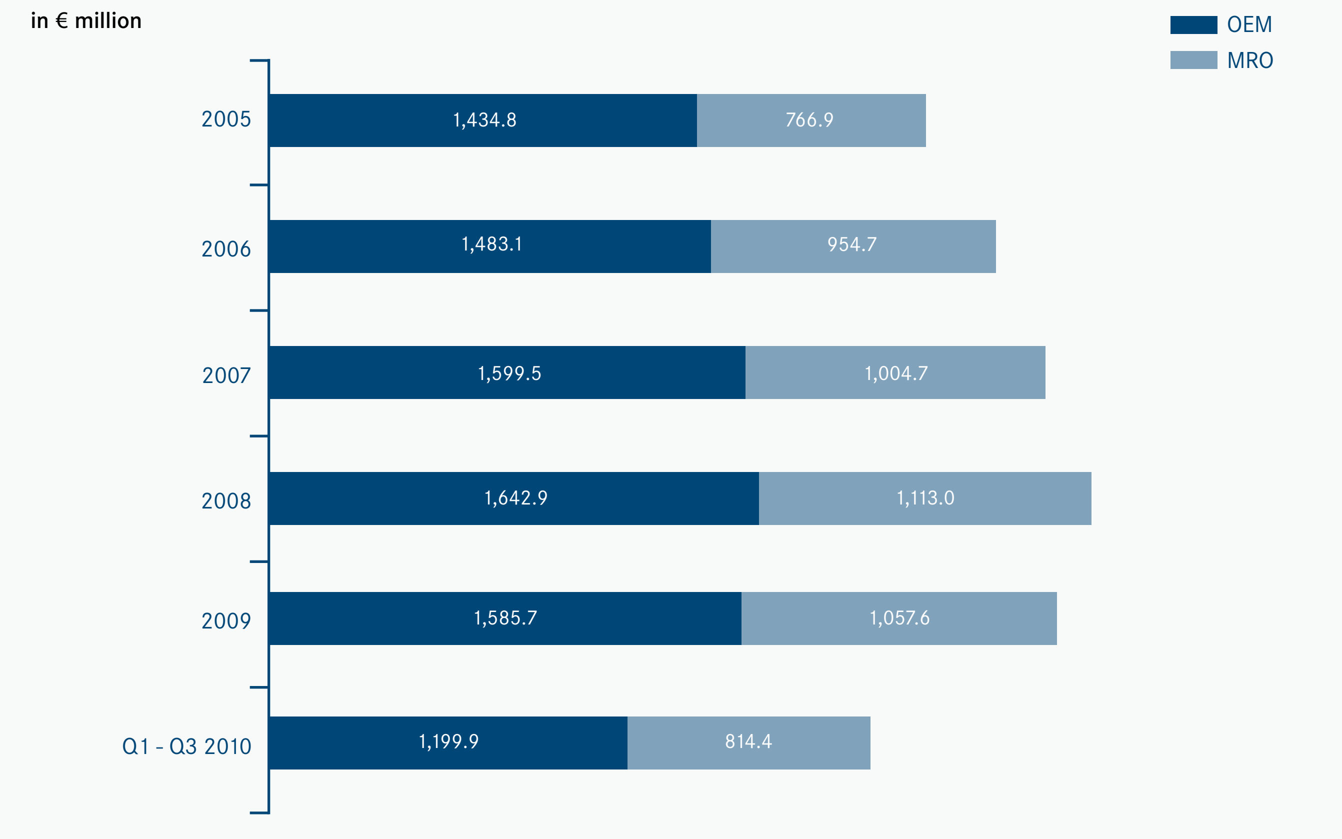
Contents

Key Facts and Figures for the Group

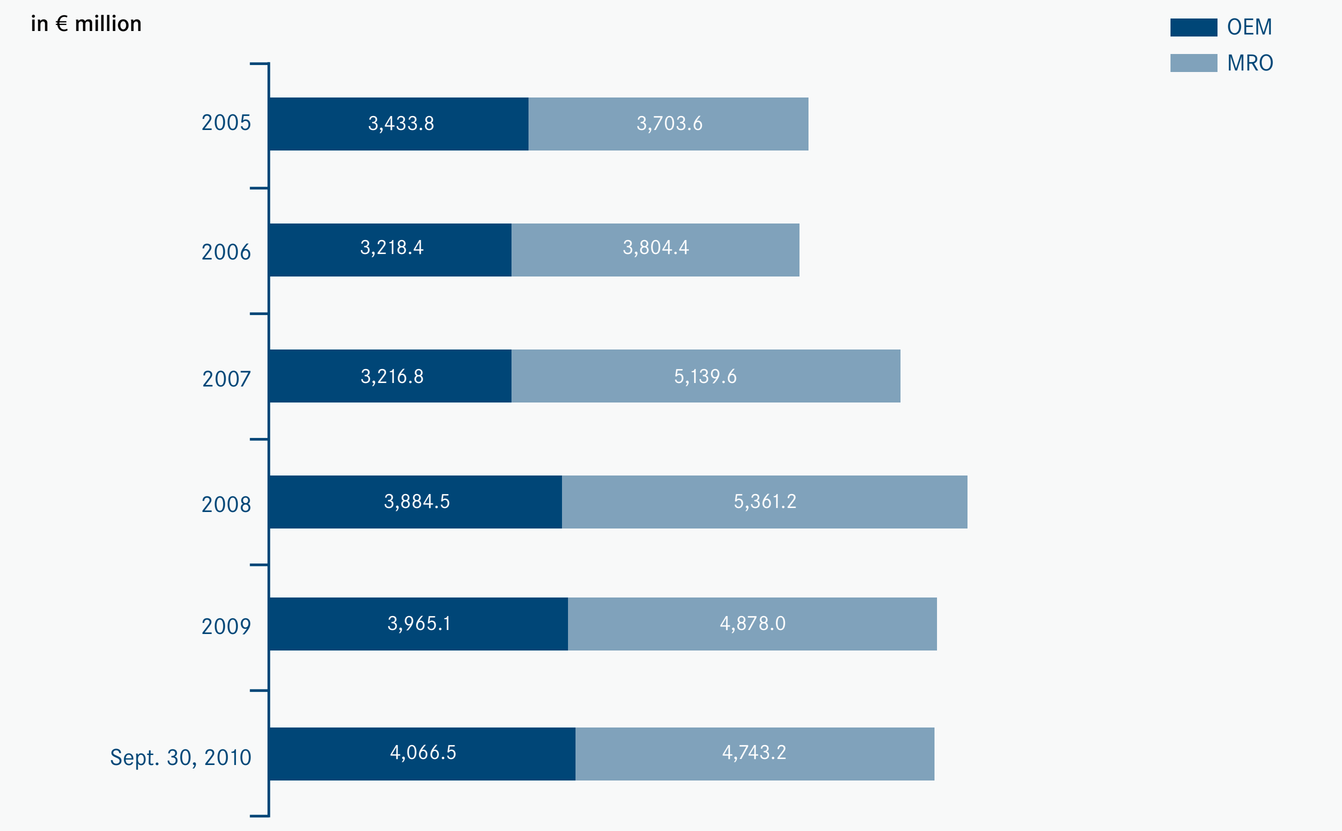
in € million (unless otherwise specified)	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Change against previous year in € million	in %
Income Statement				
Revenues	1,992.3	1,954.9	37.4	1.9
Gross profit	374.1	326.2	47.9	14.7
Earnings before interest and taxes (EBIT)	193.5	176.5	17.0	9.6
Adjusted earnings before interest and taxes (EBIT adjusted)	226.1	210.8	15.3	7.3
Earnings before taxes (EBT)	151.4	145.0	6.4	4.4
Earnings after taxes (EAT)	99.6	93.4	6.2	6.6
Basic earnings per share (in €)	2.04	1.91	0.13	6.8
Diluted earnings per share (in €)	1.99	1.87	0.12	6.4
Growth rates in %				
Revenues	1.9	-1.4		
Gross profit	14.7	-4.2		
Adjusted earnings before interest and taxes (EBIT adjusted)	7.3	-11.8		
Earnings before taxes (EBT)	4.4	-17.8		
Earnings after taxes (EAT)	6.6	-21.2		
Basic earnings per share (in €)	6.8	-20.1		
Diluted earnings per share (in €)	6.4	-19.0		
Revenue margins in %				
Earnings before interest and taxes (EBIT)	9.7	9.0		
Adjusted earnings before interest and taxes (EBIT adjusted)	11.3	10.8		
Earnings before taxes (EBT)	7.6	7.4		
Earnings after taxes (EAT)	5.0	4.8		
Balance Sheet (previous year: December 31)				
Intangible assets	1,228.5	1,248.2	-19.7	-1.6
Property, plant and equipment	547.4	556.7	-9.3	-1.7
Financial assets	147.0	26.5	120.5	> 100
Working capital	171.9	147.6	24.3	16.5
Cash and cash equivalents	88.5	120.8	-32.3	-26.7
Pension provisions	419.7	411.6	8.1	2.0
Other provisions	420.3	421.1	-0.8	-0.2
Financial liabilities	271.7	279.8	-8.1	-2.9
Deferred taxes, current tax liabilities	307.5	279.4	28.1	10.1
Equity	781.2	730.7	50.5	6.9
Net debt	47.5	142.4	-94.9	-66.6
Order backlog and value of MRO contracts (order volume) (previous year: December 31)	**8,809.7**	**8,843.1**	**-33.4**	**-0.4**
Commercial and Military Engine business (OEM) *)	4,066.5	3,965.1	101.4	2.6
Commercial Maintenance business (MRO) *)	4,743.2	4,878.0	-134.8	-2.8
Cash flow				
Cash flow from operating activities	207.1	179.8	27.3	15.2
Cash flow from investing activities	-167.6	-84.1	-83.5	-99.3
Free cash flow	143.0	95.7	47.3	49.4
Free cash flow margin (in %)	7.2	4.9		
Cash flow from financing activities	-73.7	-55.8	-17.9	-32.1
Change in cash and cash equivalents	-32.3	35.9	-68.2	< -100
Number of employees at quarter end	**7,874**	**7,656**	**218**	**2.8**
Commercial and Military Engine business (OEM)	4,946	4,906	40	0.8
Commercial Maintenance business (MRO)	2,928	2,750	178	6.5

*) before consolidation

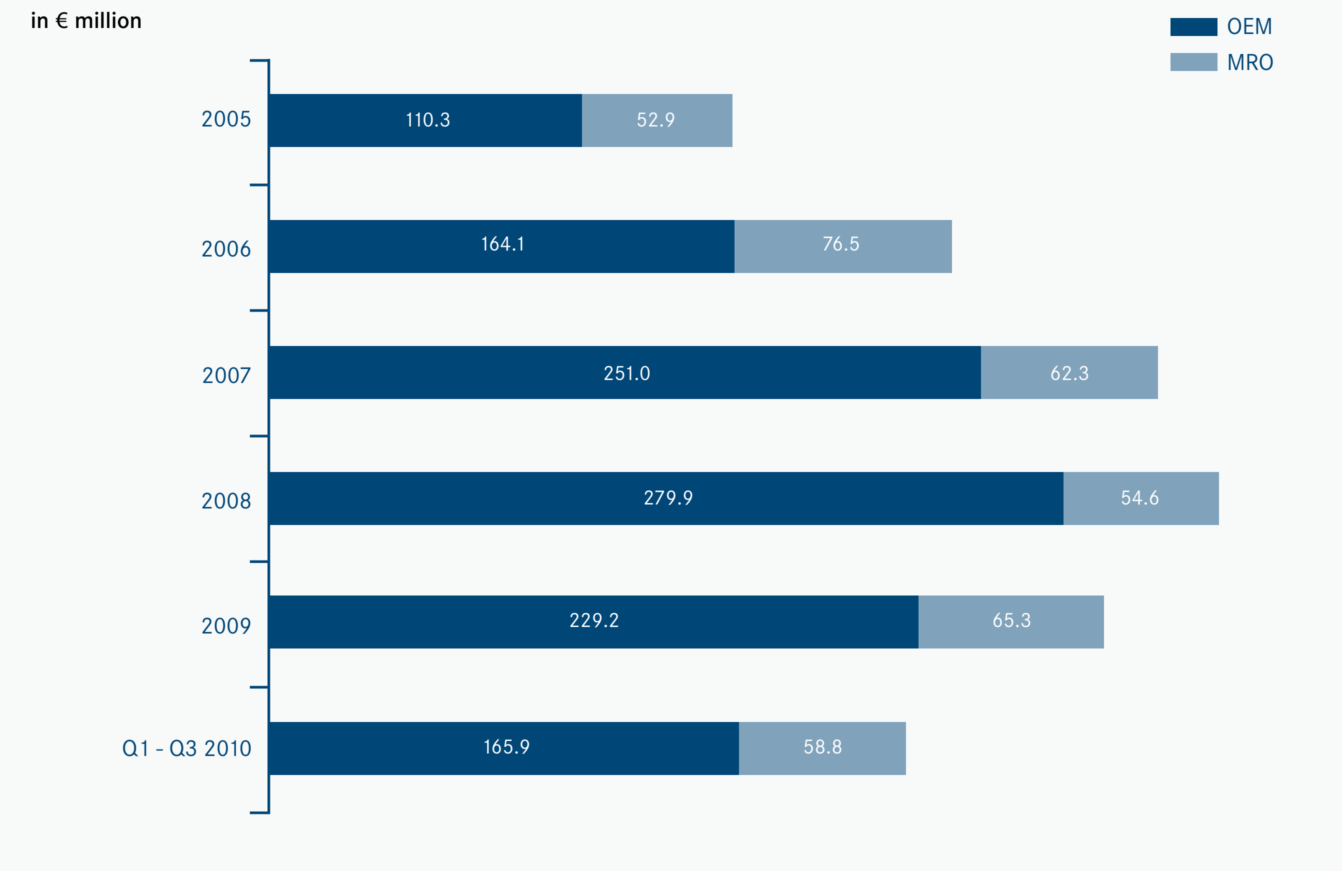
Revenues by segment (before consolidation)



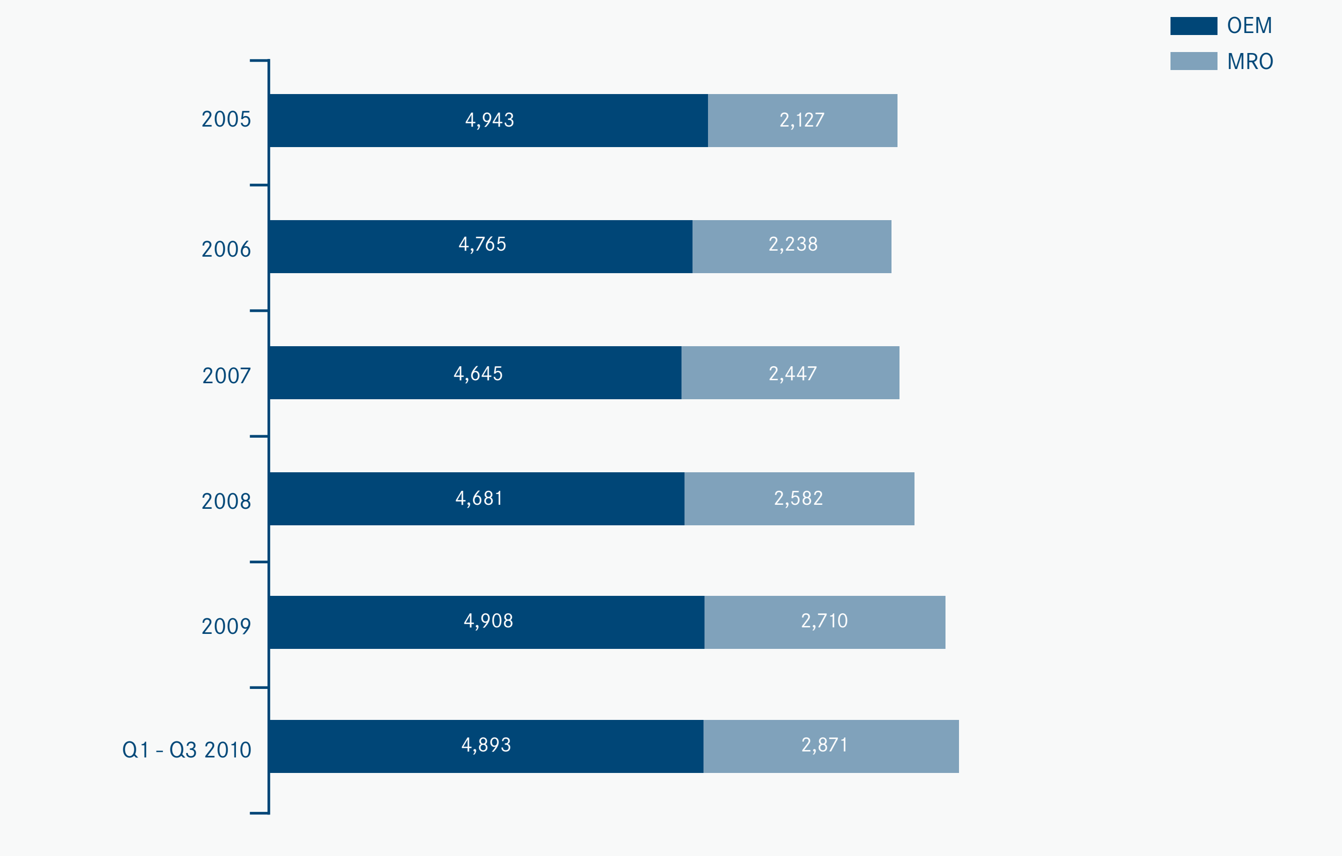
Order backlog and value of MRO contracts by segment (before consolidation)



EBIT adjusted by segment (before consolidation)



Average number of employees including trainees by segment



MTU Share

MTU share price January 1 to September 30, 2010

The year 2010 initially saw a sharp recovery in the global economy. Towards the middle of the year, however, worries emerged with respect to the sustainability of the recovery and to the sovereign debt crisis facing a number of European countries. These developments were also reflected on Europe's stock markets. Although subject to an element of volatility, share prices have generally tread water since the middle of the year.

The MTU share price developed roughly in line with the MDAX during the first nine months of 2010, even outperforming it in phases, especially from May 2010 onwards. Price volatility has been particularly evident since mid-2010. Positive news about passenger numbers and the two upwards adjustments made by the International Air Transport Association (IATA) for the sector's outlook gave a boost to the share price. The strength of the US dollar in early summer was another factor behind the share price rise. These positive developments were underpinned by good reports by analysts and the ensuing upward adjustments to the MTU share's target price. Then, in mid-September, the weak US dollar had a negative impact on MTU's share price, causing it to underperform the index. Discussions in the media with respect to fourthcoming cuts in military spending in Europe and Germany have also had a negative impact on prices of European aerospace and defense shares. The ongoing debate in the sector as to when the recovery of air traffic volumes will have an impact on the company's spare parts business is another source of uncertainty.

The MTU share has gained 10 % in value since the beginning of the year and closed on September 30, 2010 at a price of € 41.93. The MDAX has risen by 17 % since the beginning of the year, closing on September 30, 2010 at 8,768 points (December 31, 2009: 7,507 points). The Dow Jones Aerospace & Defense Index, which – alongside MTU – also includes the shares of Rolls-Royce, EADS and BAE Systems, gained 11 % during the nine-month period.

Trading volumes and index position

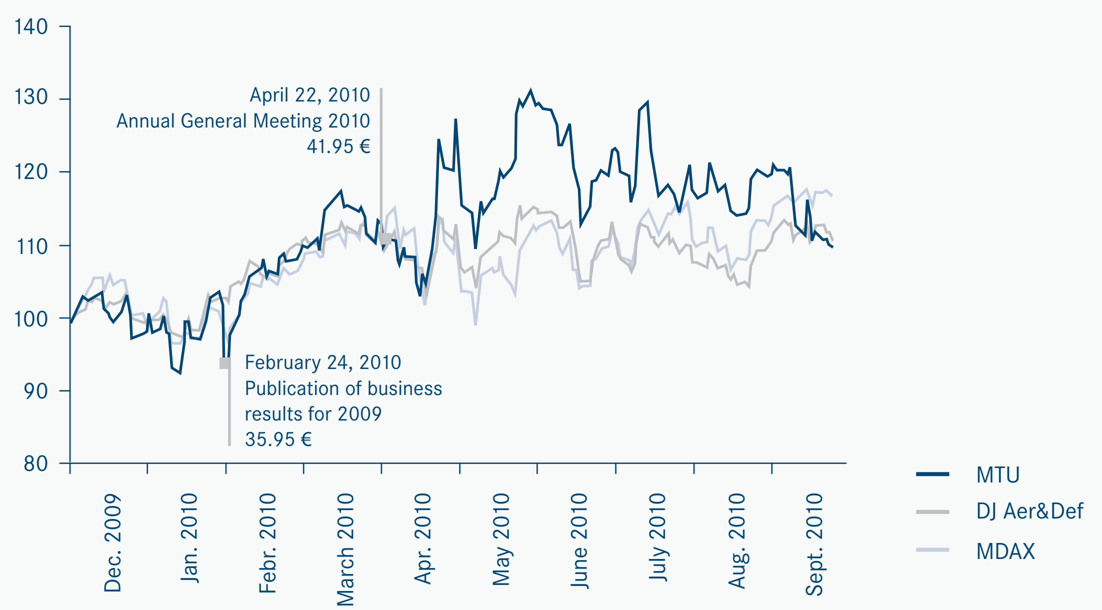
An average of 290,000 MTU shares were traded per day during the nine-month period under report, roughly in line with the previous year's figure (2009: 300,000 shares per day). This corresponding to a daily trading volume of some € 12 million (2009: € 8 million).

In terms of market capitalization at September 30, 2010, the company moved up to 8th place out of 50 in the MDAX (December 31, 2009: 10th place). The MTU share therefore continues to be one of top 10 in the index.

Year-on-year comparison

		2010		2009
High	June 14, 2010	€ 50.14	Dec. 14, 2009	€ 38.93
Low	Feb. 8, 2010	€ 35.30	March 30, 2009	€ 16.57
Closing price	Sept. 30, 2010	€ 41.93	Dec. 31, 2009	€ 38.19
Market capitalization	Sept. 30, 2010	€ 2,180 million	Dec. 31, 2009	€ 1,986 million

MTU share performance



Investor Relations Work

During the first nine months of 2010, MTU continued to pursue its policy of providing information to all capital market participants on an open and on-going basis as part of its investor relations work. Management and the investor relations team have so far participated in nine roadshows and six capital market conferences in Europe and the USA. On the occasion of the Berlin Air Show in June 2010, various individual and group discussions were held as well as an information event for financial analysts. In total, some 160 investor relations meetings took place during the first nine months of the year, where MTU provided information about its business strategies and performance.

The high standard of MTU's investor relations work continues to be appreciated by institutional investors and financial analysts. In the German Investor Relations Prize of the German Investor Relations Association (DIRK using in German acronym) and Thomson Reuters Extel Surveys, MTU was able to achieve 9th place in 2010 (2009: 6th place). As a result, MTU remains in the top 10 in the MDAX ranking. The German Association for Financial Analysis and Asset Management (DVFA using in German acronym) and the business magazine "Capital" rate the IR work of German and European companies once a year. At this year's CAPITAL-IR award, MTU achieved 18th place in the MDAX, moving up one place compared to the previous year.

MTU's Annual Report 2009 came first in the ranking made by manager-magazin for MDAX companies. MTU received the award for exemplary transparency and clear reporting. The Annual Report impressed above all for its informational content and well-designed layout. In the overall ranking, MTU took second place out of a total of about 160 annual reports. The online version of the award-winning Annual Report is available for download at www.mtu.de.

General Economic Environment

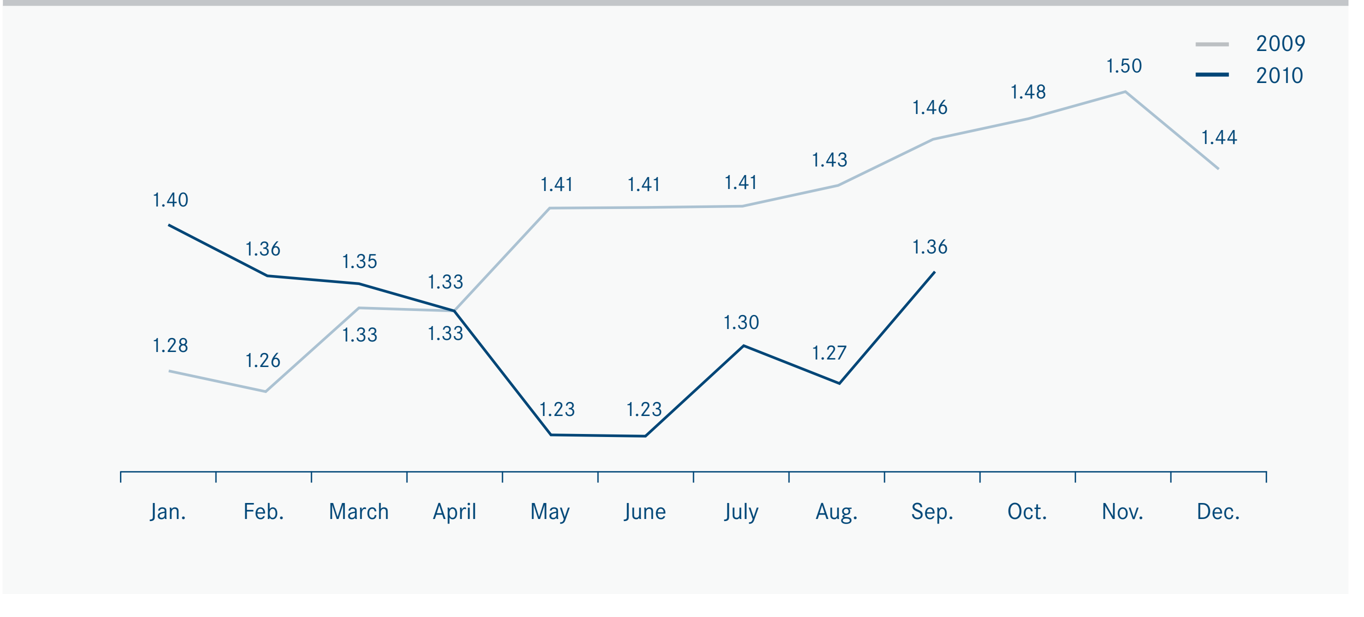
The economic upturn is being driven by the world's emerging economies: Industrial production and trade has been recovering in Asia since mid-2009, with domestic demand in many Asian countries also at a high level. Economic growth has also picked up in the Middle East and Russia. The recovery of domestic demand in Latin America on the back of the enormous increase in Brazilian economic performance has turned out greater than expected.

The pace of recovery in the world's industrial countries is tailing off, particularly in the USA and Japan: gross domestic product (GNP) grew by 1.6 % in the USA in the second quarter 2010, compared with growth of 3.7 % in the preceding quarter. The growth rate is expected to slow down again in the third quarter. After reporting good results in the fourth quarter 2009 and the first quarter 2010, the growth rate for Japans – which were significantly influenced by exports to China – dropped sharply in the second quarter 2010.

The euro zone recovered from the recession despite sovereign debt problems: GNP grew by 0.2 % in the first quarter. The growth rate for the second quarter is expected to be 1 %. This improved performance is underpinned to a large extent by Germany's GNP which grew by 2.2 % in the second quarter on the back of rising exports to emerging markets.

The US dollar is particularly important for MTU's international business. Foreign currency rates fell sharply in the third quarter 2010 against the euro. The US dollar lost has value against the euro continuously since mid-year. The overall effect is that the average rate of the US dollar to the euro during the nine-month period to September 30, 2010 (US $ 1.31) was higher than in the corresponding period one year earlier (US $1.37). Reference is made to section 3.3 (Operating results, financial situation and net assets) of the Interim Group Management Report for comments on the impact of changes in exchange rate parities.

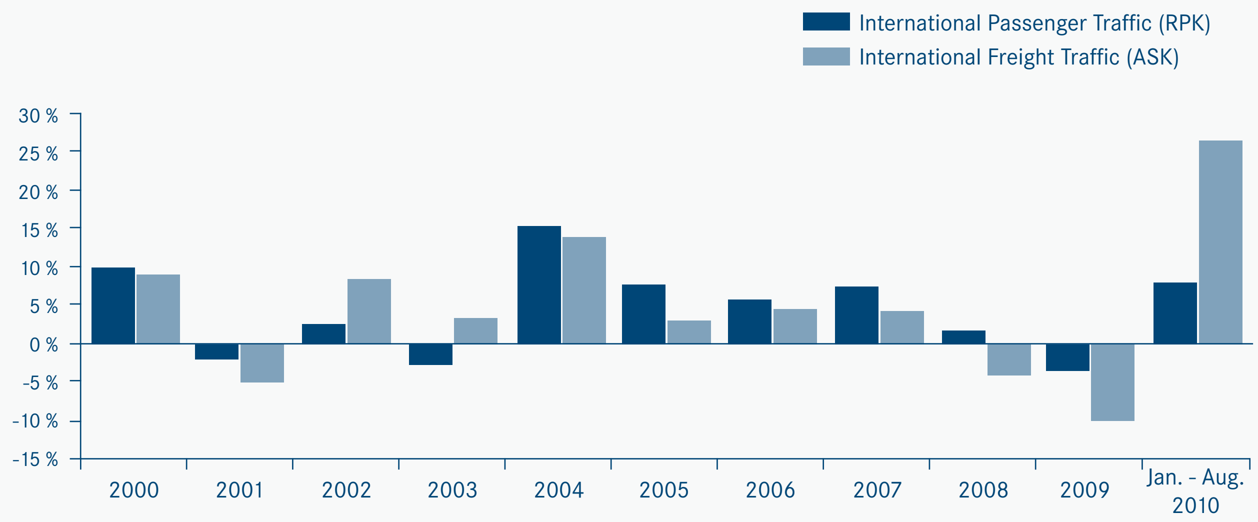
US dollar exchange rate January to September 2010 compared to 2009



Sector Environment

The aviation industry continues to recover. Passenger numbers and freight volumes are 2 % - 3 % up on their levels before the start of the crisis at the beginning of 2008, albeit with growth rates now slowing down. According to IATA, international passenger numbers and freight volumes grew by 7.9 % and 26.6 % respectively in the first eight months of 2010. International passenger numbers rose by 6.4 % in August, after the highest growth rate of 11.9 % measured in June. International air freight traffic was up by 19.6 % in August, after recording its fastest growth rate (34.3 %) in May. The emerging markets of Asia, the Middle East and Latin America are growing twice as fast as the industrial regions USA and Europe.

Evolution in the volume of international passenger and freight traffic (in %)



Source: IATA

Capacities (i.e. the number of “seat kilometers” or “ton kilometers”) grew by almost 6 % during the first eight months of 2010.

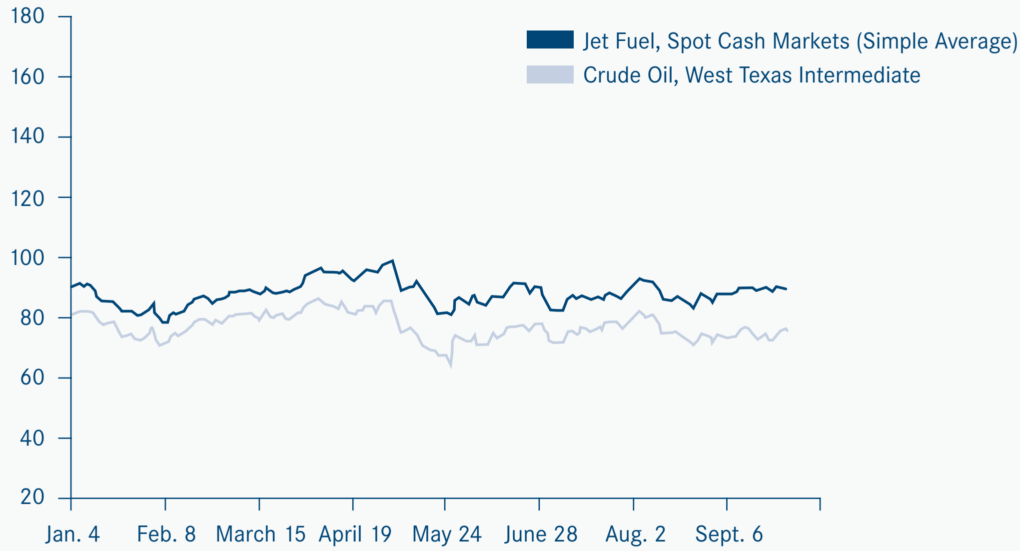
Similar to the increase in capacities, the active fleet increased by 4.5 % from 15,490 aircraft at the end of September 2009 to 16,180 aircraft at the end of September 2010. This increase follows a period of stagnation that had lasted for two years.

The number of order also increased: The Ascend Online database shows orders for 790 units being received by Airbus and Boeing for commercial aircraft during the first nine months of the year, compared with 550 units during the whole of 2009. Orders for 470 units were received during the third quarter alone. The order-books of the two manufacturers increased to 6,820 units at the end of the third quarter. With a combined figure of 721 aircraft handed over to customers during the first nine months 2010, Airbus’ and Boeing’s delivery rates were on a similar scale to the record year 2009, when a total of 718 aircraft was delivered during the comparable nine-month period. Given this situation, Airbus and Boeing have both announced increases in production rates: the two manufacturers intend to increase production volumes up to 2012 by 20 %.

IATA has raised its outlook for the aviation industry for 2010: revenue generated by airlines is now expected to rise in 2010 by 16 % to US dollar 560 billion, compared with the earlier revenue prediction of US dollar 545 billion. Earnings of airlines in 2010 are now expected to be in the region of US dollar 8.9 billion, compared with the previous prediction of US dollar 2.5 billion. The recovery is attributable to increasing air traffic volumes on the one hand and higher ticket prices on the other.

The price of oil ranged in the nine-month period under report between US dollar 64 and US dollar 86 per barrel. The average price per quarter continued to drop: from US dollar 79 per barrel in the first quarter, to US dollar 78 per barrel in the second and US dollar 76 per barrel in the third. This trend reflects the current over-supply on the oil market and should continue in the same vein.

Evolution of crude oil and kerosene prices in 2010 (in US dollar/barrel)



Source: US Department of Energy, US Energy Information Administration (EIA)

The situation remains tense in the area of business jets: During the first six month of 2010, 15 % fewer aircraft were delivered than in the same period in 2009. There are no signs of a sustainable recovery.

Outlook for MTU

The aviation industry continues to recover. Passenger numbers and freight volumes are now 2 % - 3 % up on their levels before the start of the crisis at the beginning of 2008, albeit with growth rates now slowing down.

Overall, MTU performed well during the nine-month period to September 30, 2010. Order-intake (including the value of MRO contracts) remained at a high level (€ 8,809.7 million). Despite a weaker US dollar over the course of the third quarter 2010, revenues amounted to € 1,992.3 million. Earnings continued to develop positively. The nine-month operating profit (EBIT adjusted) amounted of € 226.1 million, with a margin of 11.3 %. Free cash flow for the nine-month period totalled € 143.0 million despite the high level of research and development expenditure on innovative and forward-looking engine programs.

The MTU Group forecasts that the good performance will continue in the fourth quarter 2010. The forecast for full-year revenues remains unchanged at € 2,750 million. Also unchanged, the MTU Group forecasts an operating profit of € 310 million and a margin in the region of 11 % for the full year. The forecast for free cash flow remains at approximately € 120 million.

MTU continues to pursue a dividend policy based on continuity, with distributions reflecting earnings generated. The aim is for the MTU share to remain an investment that generates a good rate of return. Future dividends will therefore reflect the net profit performance (taking account of the result determined in accordance with German commercial law).

1 The enterprise MTU

MTU Aero Engines Holding AG, Munich, together with its consolidated group of companies (hereafter referred to as “MTU”, “group”, “enterprise” or “company”) is Germany’s leading engine manufacturer and one of the world’s largest.

1.1 Business activities and markets

MTU supports manufacturers and operators of commercial and military aircraft engines and aero-derivative industrial gas turbines throughout the entire lifecycle of these products, offering services ranging from development and manufacturing to distribution and maintenance.

The company is a technological leader in low-pressure turbines, high-pressure compressors, repair techniques and manufacturing processes. MTU is an influential partner in all major technology programs at national and international levels, and cooperates with the top names in the industry – General Electric, Pratt & Whitney und Rolls-Royce.

MTU is the world’s largest independent provider of MRO services for commercial aero engines. In the military sector, it has been the leading company in the national market and the German armed force’s industrial partner for many decades.

MTU’s two operating segments are the OEM business (Original Equipment Manufacturing) and the MRO business (Maintenance, Repair and Overhaul).

OEM business

The OEM business covers new commercial engine business, the supply of spare parts for commercial aircraft and the whole of the company’s military business (new engines, spare parts and maintenance).

MTU is a risk- and revenue-sharing partner in major commercial engine programs. This means that the company carries full responsibility for the components and modules it designs and manufactures – and also the financial risk. MTU receives a percentage of sales revenues in proportion to its stake in the respective program.

MTU’s products for the commercial aero engine market cover all thrust and power categories and the most important components and subsystems. The company designs and manufactures modules and carries out final assembly work on complete engines. The focus of MTU’s work on engine modules lies on low-pressure turbines and high-pressure compressors. MTU also develops and manufactures industrial gas turbines (IGTs). The commercial aero engines currently of greatest importance, alongside the long-serving CF6 and PW2000, are the GP7000 for the Airbus A380, the V2500 engine which powers the Airbus A320 family, and the business jet engines PW300 and PW500. Significant future-oriented programs are the PW1000G geared turbofan family, destined for the Mitsubishi Regional Jet, the Bombardier CSeries and the Irkut MS-21, and the GEnx engine for the Boeing 787 and 747-8.

For the military engine market, MTU supplies basic technologies, develops and manufactures engine modules and components, manufactures spare parts, is responsible for engine final assembly and carries out maintenance work. Other services include providing technical and logistical support for MTU products and training military personnel and civilians employed by the armed forces. The company’s customers also include the air forces of many different nations. As lead industrial partner to the German armed forces, MTU provides service support for virtually every type of aero engine in service with the airborne units. It is also the German partner in all major military engine programs at a European level. Examples include the EJ200 Eurofighter engine, the RB199 for the Tornado, the TP400-D6 for the A400M military transporter, and the MTR390 engine, as well as the more powerful MTR390 Enhanced Version which powers the Tiger combat helicopter. In the U.S. military market – the largest in the world – MTU is a risk- and revenue-sharing partner in America’s F414, F404 and F110 aircraft engine and GE38 helicopter engine programs.

MRO business

The MRO business covers all of MTU’s commercial maintenance activities; these are organized under the umbrella of MTU Maintenance. The MTU Maintenance companies operate facilities in all the major markets and are collectively the world’s largest independent provider of commercial maintenance services. They repair and overhaul aircraft engines and industrial gas turbines, offering an extensive range of services and one-stop solutions. The most significant programs are the V2500 for the Airbus A320 family, the CF6 deployed in widebody jets such as the A330 and the Boeing 747, the CF34 business and regional jet engine, and the LM series of gas turbines. Customers include airlines and stationary gas turbine operators all over the world.

1.2 Group structure, locations and organization

MTU Aero Engines Holding AG, Munich, is the parent company of the MTU group. Its functions are largely those of a holding company, with the main focus on corporate strategy, risk management and corporate finance. The holding company is also responsible for maintaining contact with the business environment, the capital markets and, most importantly, shareholders. MTU Aero Engines Holding AG, Munich, together with the subsidiaries, joint ventures and other investee entities has a worldwide presence in all important markets and regions. Details of shareholdings in group companies can be found in the notes to the consolidated financial statements (section 2, Consolidated companies) in the Annual Report 2009.

The MTU group’s headquarters and its main manufacturing site are located in Munich. The global network of subsidiaries, maintenance activities and the group’s research and development activities are controlled from there. The Munich plant develops, manufactures, tests and markets commercial and military engine components and modules, develops new manufacturing processes and repair techniques, and assembles and repairs military engines.

All the company’s commercial MRO activities are pooled under MTU Maintenance. MTU Maintenance Hannover, based in Langenhagen, is the largest maintenance plant in the MTU network. It supports mid-sized and large commercial engines and provides services such as customer training and a 24-hour service. Small engines and industrial gas turbines are supported by MTU Maintenance Berlin-Brandenburg, located at Ludwigsfelde near Berlin, which also assembles the TP400-D6 production engines for the A400M military transporter.

Further information concerning the activities of the group's foreign subsidiaries is provided in the Annual Report 2009 (pages 32 and 33).

Explanatory comments of the Group's organization and situation

The legal corporate structure of MTU Aero Engines Holding AG, Munich, did not change during the first nine months of 2010. MTU Aero Engines Holding AG, Munich, does not have any operating activities of its own. It serves as a management holding, managing the affairs of the MTU Group across functions. The parent company's revenues of € 6.1 million all relate to income generated from performing holding company functions. Administrative and organizational processes also remained unchanged. No changes were planned before the Quarterly Financial Report goes to press.

From an organizational point of view, MTU Aero Engines Holding AG, Munich is divided into four decision-making units, corresponding to the portfolios of the Board of Management members.

- Egon Behle is Chairman of the Management Board and is responsible for corporate departments. This includes responsibility for the Commercial and Military Engine programs, Corporate Development and Corporate Communication, as well as Legal and Intellectual Property Management, Corporate Audit and Enterprise Security.

- Dr. Rainer Martens is board member responsible for Technology. The covers the areas Development, Technology, Production and Military Maintenance. Other areas falling under his remit are Production Development, Materials Management, Purchases and Logistics and Quality. The managing director of MTU Aero Engines Polska Sp. z o.o., Rzeszów, Poland also reports to him directly.

- Dr. Stefan Weingartner is responsible for the company's commercial maintenance operations. The heads of the MTU Maintenance locations, Vericor Power Systems and MRO business development department all report directly to him.

- Reiner Winkler is, as the company's CFO, responsible for Finance, Accounting, Taxes, Controlling, Information Technology, Human Resources and Investor Relations. He also serves as the company's Industrial Relations Director.

For information relating to legal risks faced by the MTU Group, reference is made to the Group Management Report published in the Annual Report 2009 (section 6, Risk Report). The situation remains as described in that document: there are currently no significant legal risks.

Adjusted for exchange rate factors, there have been no significant changes in prices and conditions on the procurement and sales markets during the first nine months of the financial year 2010.

MTU's business model is focused on the long term. The life-cycle of an engine – from the research phase through to spare parts business – generally covers more than 40 years. During the financial year 2008, MTU acquired a range of participations in new engine programs based on risk- and revenue-sharing arrangements (RRSP). These programs have been continuously developed since 2009. For information on the new engine programs, reference is made to section 1.4.3 Technologies for engine products of the future, of the Group Management Report in the Annual Report 2009.

There have been no changes in corporate objectives and strategies during the first nine months of 2010 compared with those described in the Annual Report 2009 (page 36 et seq.).

2 Research and Development

Technological changes within the aviation sector take place at an extremely rapid pace and require a continuous source of innovation. Research and development expenditure will remain at a high level during the financial years 2010 and 2011. As a result of various new engine programs, expenditure on research and development during the first nine months of the year increased to € 162.0 million. The research and development ratio — measured as R&D expenditure before amounts capitalized divided by revenues — increased by 0.5 percentage points to 8.1 % (January - September 2009: 7.6 %).

Research and development expenses

	Jan. 1 to Sept. 30, 2010 in € million	Jan. 1 to Sept. 30, 2009 in € million	Change against previous year in € million	in %
Commercial Engine business (OEM)	89.7	76.3	13.4	17.6
Military Engine business (OEM)	63.9	62.9	1.0	1.6
	153.6	**139.2**	**14.4**	**10.3**
Commercial Maintenance business (MRO)	8.4	9.8	-1.4	-14.3
Research and development (before amounts capitalized)	**162.0**	**149.0**	**13.0**	**8.7**
R&D ratio (as % of revenues)	8.1	7.6	0.5	

The amounts invested are sub-divided into company-funded and externally funded R&D expenditure. Company-funded expenditure is borne by the group whereas externally funded expenditure is paid for by customers. Company-funded expenditure is reported in the table below and in section 8 of the Selected Explanatory Notes to the Interim Consolidated Financial Statements as R&D expense. Externally funded R&D activities are accounted for as construction contract receivables or payables in accordance with IAS 11 due to the fact that the work is commissioned specifically by national and international consortia. R&D expenses of € 162.0 million (January - September 2009: € 149.0 million) included € 103.8 million (January – September 2009: € 80.0 million) relating to company-funded R&D expenditure. Of this amount, € 95.4 million (January - September 2009: € 70.2 million) related to Commercial and Military Engine business (OEM). A total of € 10.8 million (January - September 2009: € 5.4 million) relating to the GE38 and GEnx engine programs was recognized as capitalized developments costs.

The expense for Commercial Maintenance business during the nine-month period was € 8.4 million (January - September 2009: € 9.8 million)

The following table includes the own-financed research and development expense reported in the income statement (see section 8 of the Selected Explanatory Notes).

Research and development expenses reported in income statement (own financed)

	Jan. 1 to Sept. 30, 2010 in € million	Jan. 1 to Sept. 30, 2009 in € million	Change against previous year in € million	in %
Commercial Engine business (OEM)	77.2	63.4	13.8	21.8
Military Engine business (OEM)	18.2	6.8	11.4	> 100
	95.4	**70.2**	**25.2**	**35.9**
Commercial Maintenance business (MRO)	8.4	9.8	-1.4	-14.3
Own financed R&D expenditure	**103.8**	**80.0**	**23.8**	**29.8**
Thereof capital expenditure on capitalisable assets				
Commercial und Military Engine business (OEM)	-10.8	-5.4	-5.4	-100.0
Commercial Maintenance business (MRO)	-2.6	-3.1	0.5	16.1
Total capitalized	**-13.4**	**-8.5**	**-4.9**	**-57.6**
Research and development expenses per income statement	**90.4**	**71.5**	**18.9**	**26.4**

3 Financial Situation

3.1 Key figures at a glance

Key figures at a glance January - September (Q1 - Q3)	Jan. 1 to Sept. 30, 2010 in € million	Jan. 1 to Sept. 30, 2009 in € million	Change against previous year in € million	in %
Revenues	**1,992.3**	**1,954.9**	**37.4**	**1.9**
Cost of sales	-1,618.2	-1,628.7	10.5	0.6
Gross profit	**374.1**	**326.2**	**47.9**	**14.7**
Other expenses allocated to functions	-180.6	-149.7	-30.9	-20.6
Earnings before interest and taxes (EBIT)	**193.5**	**176.5**	**17.0**	**9.6**
Write-downs on assets resulting from PPA	32.6	34.3	-1.7	-5.0
Adjusted earnings before interest and taxes (EBIT adjusted)	**226.1**	**210.8**	**15.3**	**7.3**
Financial result	-42.1	-31.5	-10.6	-33.7
Earnings before taxes (EBT)	**151.4**	**145.0**	**6.4**	**4.4**
Income taxes	-51.8	-51.6	-0.2	-0.4
Earnings after taxes (EAT)	**99.6**	**93.4**	**6.2**	**6.6**

Key figures at a glance July - September (Q3)	Q3 2010 in € million	Q3 2009 in € million	Change against previous year in € million	in %
Revenues	**643.5**	**578.9**	**64.6**	**11.2**
Cost of sales	-514.5	-469.4	-45.1	-9.6
Gross profit	**129.0**	**109.5**	**19.5**	**17.8**
Other expenses allocated to functions	-57.7	-47.2	-10.5	-22.2
Earnings before interest and taxes (EBIT)	**71.3**	**62.3**	**9.0**	**14.4**
Write-downs on assets resulting from PPA	10.7	11.4	-0.7	-6.1
Adjusted earnings before interest and taxes (EBIT adjusted)	**82.0**	**73.7**	**8.3**	**11.3**
Financial result	-6.8	-10.9	4.1	37.6
Earnings before taxes (EBT)	**64.5**	**51.4**	**13.1**	**25.5**
Income taxes	-25.5	-13.7	-11.8	-86.1
Earnings after taxes (EAT)	**39.0**	**37.7**	**1.3**	**3.4**

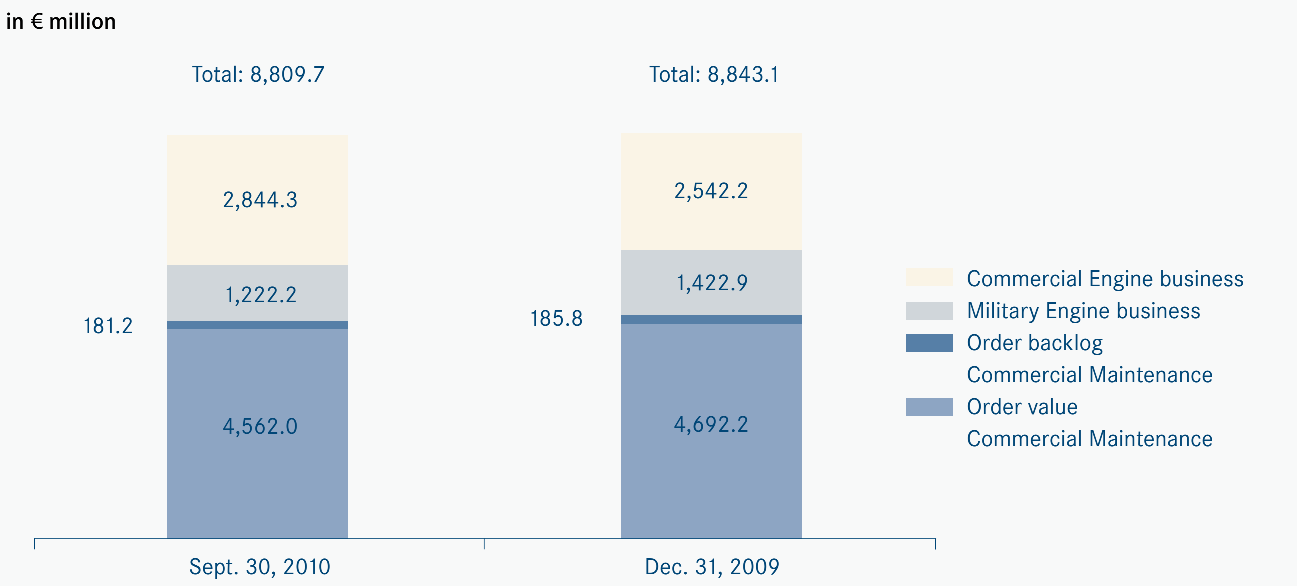
3.2 Order backlog and value of MRO contracts (order volume)

MTU's order backlog consists of firm orders placed directly by customers which commit the group to delivering products or providing services. Orders for maintenance work to be performed under the contractual terms of long-term service agreements are not included in the order backlog for the commercial MRO business. In order to obtain a picture of the economic value of the total contracted order volume and the corresponding degree of capacity utilization, the figures for the contracted value of service agreements in the commercial MRO business are disclosed separately in addition to the backlog for Commercial and Military Engine business (OEM) and the Commercial Maintenance business (MRO).

Order backlog including value of MRO contracts (order volume) before consolidation

	Sept. 30, 2010 in € million	Dec. 31, 2009 in € million	Change against previous year in € million	in %
Commercial Engine business	2,844.3	2,542.2	302.1	11.9
Military Engine business	1,222.2	1,422.9	-200.7	-14.1
Commercial and Military Engine business (OEM)	**4,066.5**	**3,965.1**	**101.4**	**2.6**
Order backlog Commercial Maintenance	181.2	185.8	-4.6	-2.5
Order value Commercial Maintenance	4,562.0	4,692.2	-130.2	-2.8
Commercial Maintenance business (MRO)	**4,743.2**	**4,878.0**	**-134.8**	**-2.8**
Total	**8,809.7**	**8,843.1**	**-33.4**	**-0.4**

Order backlog including value of MRO contracts (order volume) before consolidation



The group's order backlog including the value of MRO contracts (order volume) at September 30, 2010 totalled € 8,809.7 million (unconsolidated basis) and was therefore € 33.4 million (0.4 %) lower than at December 31, 2009.

The order backlog for Commercial Engine business increased by € 302.1 million compared to December 31, 2009, while the Military Engine business order book decreased by € 200.7 million during the same period. The backlog including value of MRO contracts at September 30, 2010 decreased by € 134.8 million compared to December 31, 2009.

The order backlog at September 30, 2010 corresponds to a workload of in excess of three years. Excluding the value of MRO contracts, the backlog corresponds to a workload of approximately one and a half years.

3.3 Operating results, financial situation and net assets

Group operating results for the period from January 1 to September 30, 2010

Revenues

Revenues for the period from January 1 to September 30, 2010 rose by € 37.4 million (1.9 %) to € 1,992.3 million. Adjusted for the US dollar impact (i.e. using the same exchange rate as in the previous year), group revenues for the nine-month period would have decreased by € 21.3 million (1.1 %). While revenues from Commercial and Military Engine business (OEM) increased by € 42.3 million (3.7 %) to € 1,199.9 million, revenues from Commercial Maintenance business (MRO) decreased by € 6.8 million (0.8 %) to € 814.4 million.

Nine-month Commercial Engine business and Military Engine business revenues increased by € 30.7 million and € 11.6 million respectively. The increase for Military Engine business was mainly attributable to contract production for the EJ200 engine program.

Cost of sales and gross profit

Cost of sales for the nine-month period decreased by € 10.5 million (0.6 %) to € 1,618.2 million, with cost of sales up by € 11.7 million (1.3 %) to € 934.7 million for Commercial and Military Engine business and down by € 20.4 million (2.8 %) to € 709.5 million for Commercial Maintenance business. As a result, the gross profit for the nine-month period increased by € 47.9 million (14.7 %) to € 374.1 million.

Research and development expenditure

Nine-month research and development expenditure before capitalization of development costs totalled € 103.8 million, corresponding to an increase of € 23.8 million (29.8 %). R&D expenditure related mainly to the GE38 engine program with General Electric (for the heavy-lift CH53-K transport helicopter manufactured by Sikorsky), the GEnx engine program for the Boeing 787 and 747-8, the PW1524G engine program for Bombardier's C-Series and the PW1217G engine program used to power Mitsubishi Heavy Industries' new regional jet (MRJ).

Amortization and depreciation

Depreciation and amortization included in expense lines by function in the first nine months of 2010 – including depreciation and amortization resulting from the purchase price allocation (PPA) – totalled € 95.7 million (January – September 2009: € 91.5 million).

Adjusted earnings before interest and taxes (EBIT adjusted)

The effects of the purchase price allocation resulting from the acquisition of the company (including any impairment losses subsequently recorded) are added back to earnings before interest and taxes (EBIT) (explanatory comments on this treatment are provided in the Annual Report 2009, pages 63 and 72). This gives rise to adjusted earnings before interest and taxes (EBIT adjusted), which remains a key performance and target indicator for MTU. As in the previous year, no impairment losses pursuant to IAS 36 were recorded during the nine-month period under report. Depreciation and amortization resulting from the purchase price allocation amounted to € 32.6 million (January – September 2009: € 34.3 million).

The EBIT adjusted for the nine-month period increased by € 15.3 million (7.3 %) to € 226.1 million (January - September 2009: € 210.8 million), mainly reflecting the improvement in gross profit. The adjusted EBIT margin was 11.3 % (January - September 2009: 10.8 %).

Financial result

The financial result for the nine-month period was a net expense of € 42.1 million (January-September: € 31.5 million). The decrease was primarily due to the negative impact from the fair value measurement of derivatives as well as interest expense relating to contingent liabilities and accounts payable (reported as financial result from other items), which were only partly offset by the positive impact of the measurement of currency holdings at the period end.

Earnings before taxes (EBT)

Thanks to the increase in earnings before interest and taxes (EBIT) for the nine-month period, earnings before taxes (EBT) increased by € 6.4 million (4.4 %) to € 151.4 million (January - September 2009: € 145.0 million) despite the deterioration in financial result.

Consolidated statement of comprehensive income

In the consolidated statement of comprehensive income, earnings after taxes (EAT) of € 99.6 million (January - September 2009: € 93.4 million) are reconciled to the comprehensive income for the period of € 109.3 million (January - September 2009: € 110.8 million). Income and expenses recognized directly in equity during the nine-month period under report (net of deferred taxes) comprise a positive impact of € 2.6 million (January - September 2009: € 22.5 million) from the fair value measurement of derivative financial instruments and a positive impact of € 7.1 million (January – September 2009: negative impact of € 5.1 million) relating to currency translation differences.

Financial position

The principles and objectives of financial management, as described in the Annual Report 2009 (page 80 onwards), remain unchanged.

The main currency used to finance the MTU Group is the Euro. This relates principally to loans, a convertible bond issue, the availability of credit facilities (RCF 2009) and the issue of four promissory notes.

At September 30, 2010, the MTU Group has access to an overdraft facility of € 100.0 million with two banks. Of these credit facilities, € 28.1 million (December 31, 2009: € 27.7 million) were being utilized at September 30, 2010 for guarantees.

MTU's corporate credit rating was measured by Fitch at "BBB-" (investment grade) in that credit agency's announcement on April 19, 2010. The comparable rating from Moody´s was raised on September 22, 2010 from "Ba1" with positive outlook to "Baa3" (investment grade) with stable outlook.

Free cash flow

MTU reports free cash flow – defined as the cash flow from operating activities less cash outflow for investments in intangible assets, property, plant and equipment and financial assets – as a key performance indicator. Free cash flow does not include investments in financial assets classified to the category "Non-derivative available-for-sale (AFS) financial assets". Excluding available-for-sale financial assets, free cash flow is available to cover fixed and additional free cash outflows not included in the measurement of the indicator (such as for dividend payments or the servicing of liabilities).

Free cash flow, which remains one of the key performance indicators for MTU, increased by € 47.3 million to € 143.0 million for nine-month period under report. MTU acquired non-derivative available-for-sale financial assets amounting to € 168.5 million during the first nine months of the year, of which € 65.0 million (January – September 2009: € 0.0 million) was resold prior to September 30, 2010. These available-for-sale financial assets are not included in the calculation of free cash flow since they can be sold at any time and are held as a liquidity reserve.

Financial position

	Jan. 1 to Sept. 30, 2010 in € million	Jan. 1 to Sept. 30, 2009 in € million	Change against previous year in € million	in %
Cash flow from operating activities	207.1	179.8	27.3	15.2
- Cash flow from investing activities	-167.6	-84.1	-83.5	-99.3
+ Cash flow from investments/divestitures of financial assets	103.5		103.5	
Free cash flow	**143.0**	**95.7**	**47.3**	**49.4**
- Cash flow from investments/divestitures of financial assets	-103.5		-103.5	
Cash flow from financing activities	-73.7	-55.8	-17.9	-32.1
Exchange rate changes	1.9	-4.0	5.9	> 100
Change in cash and cash equivalents	**-32.3**	**35.9**	**-68.2**	**< -100**
Cash and cash equivalents at				
January 1	120.8	69.9	50.9	72.8
September 30	88.5	105.8	-17.3	-16.4

Cash flow from operating activities

The cash flow from operating activities for the nine-month period increased by € 27.3 million to € 207.1 million (January - September 2009: € 179.8 million). This increase was attributable primarily to lower tax payments while changes in other items reported in the cash flow from operating activities largely offset each other.

Cash flow from investing activities

The cash outflow for investing activities for the nine-month period was € 167.6 million compared with € 84.1 million in the previous year. Capital expenditure on property, plant and equipment decreased to € 50.7 million (January – September 2009: € 77.6 million). The cash outflow for intangible assets amounted to € 14.6 million (January - September 2009: € 11.3 million) and related mainly to capitalized development costs for the GE38 and GEnx programs and for maintenance techniques. Further information of the cash flow from investments in financial assets is provided in the section of free cash flow.

Proceeds from the sale of property, plant and equipment during the first nine months of 2010 totalled € 3.3 million (January - September 2009: € 7.9 million).

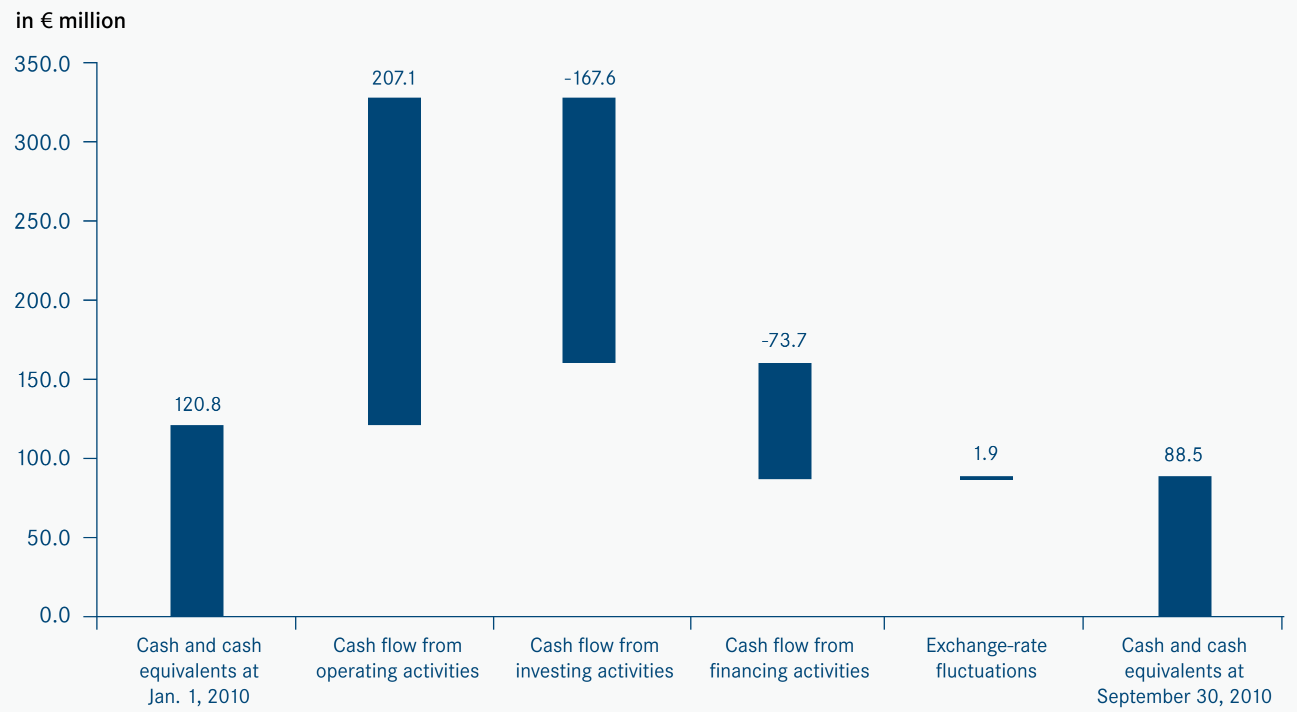
Cash flow from financing activities

The cash outflow from financing activities during the period from January to September 2010 was € 73.7 million compared with a cash outflow of € 55.8 million one year earlier. In addition to the dividend payment made during the period under report, an amount of € 30.0 million was used to buy back promissory notes issued in 2009. In addition, a total of 300,000 treasury shares were acquired in July and August 2010 for € 13.6 million.

Cash and cash equivalents

The various cash flows resulted in a decrease in cash and cash equivalents of € 32.3 million (January - September 2009: increase of € 35.9 million).

Analysis of cash inflow and outflow



Cash and cash equivalents comprise the following at September 30, 2010:

Cash and cash equivalents

	Sept. 30, 2010 in € million	Dec. 31, 2009 in € million	Change against previous year in € million	in %
Bank balances, cash at hand	50.4	85.4	-35.0	-41.0
Overnight and fixed term deposits	38.1	35.4	2.7	7.6
Total cash and cash equivalents	**88.5**	**120.8**	**-32.3**	**-26.7**

Net financial liabilities

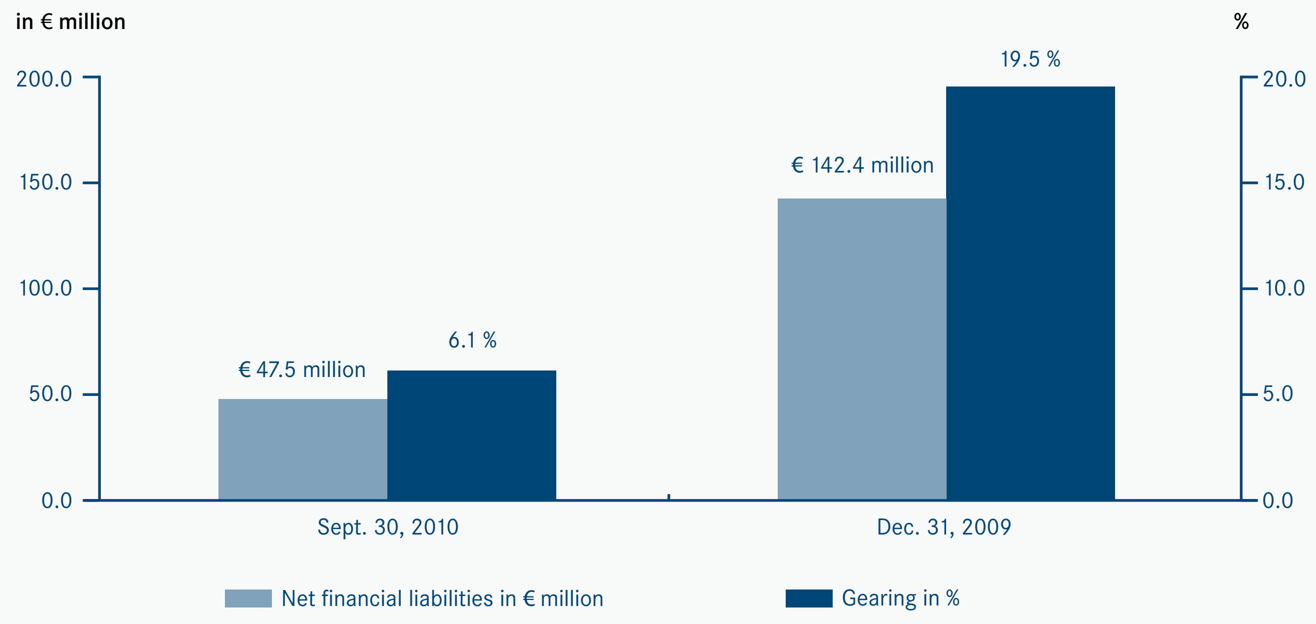
Net financial liabilities is used as a key performance indicator by leading capital market analysts. It is seen as an important indicator for the sector. MTU defines net financial liabilities as gross financial liabilities less available cash funds. Cash funds comprise cash and cash equivalents, derivative financial assets and available-for-sale financial assets. Including the available-for-sale financial assets held as a liquidity reserve, the net financial liabilities position improved significantly. Compared to December 31, 2009, net financial liabilities decreased by € 94.9 million (66.6 %) to € 47.5 million.

Net financial liabilities

	Sept. 30, 2010 in € million	Dec. 31, 2009 in € million	Change against previous year in € million	in %
Convertible bond	150.5	148.9	1.6	1.1
Financial liabilities to banks				
Promissory notes	35.4	65.4	-30.0	-45.9
Other bank credits	25.6	14.6	11.0	75.3
Financial liabilities to related parties *)	1.6		1.6	
Finance lease liabilities	25.1	25.8	-0.7	-2.7
Loan from the Province of British Columbia to MTU Maintenance Canada	13.9	12.9	1.0	7.8
Derivative financial liabilities	19.6	12.2	7.4	60.7
Gross financial liabilities	**271.7**	**279.8**	**-8.1**	**-2.9**
Less cash funds:				
Cash and cash equivalents	88.5	120.8	-32.3	-26.7
Derivative financial assets	26.8	16.6	10.2	61.4
Financial assets not measured at fair value through profit or loss	108.9		108.9	
Net financial liabilities	**47.5**	**142.4**	**-94.9**	**-66.6**
Gearing **) (in %)	**6.1**	**19.5**		

*) MTU Versicherungsvermittlungs- und Wirtschaftsdienst GmbH, Munich, which is not consolidated on the grounds of materiality.
**) Ratio of net financial liabilities to equity

Net financial liabilities and gearing



Net assets position

Changes in items in the statement of financial position

Group total assets at September 30, 2010 increased by 6.8 % compared to December 31, 2009.

Non-current assets decreased by € 13.7 million to € 1,831.2 million (December 31, 2009: € 1,844.9 million). Current assets went up by € 228.5 million to € 1,532.7 million, mainly reflecting a € 12.5 million increase in inventories (up to € 661.2 million), a € 146.2 million increase in trade and contract production receivables (up in aggregate to € 635.8 million) and a € 106.9 million increase in financial assets (up to € 116,4 million).

Cash and cash equivalents decreased during the first nine months of 2010 by € 32.3 million to € 88.5 million.

Overview of assets, equity and liabilities

in € million	Sept. 30, 2010	Dec. 31, 2009	Sept. 30, 2009	Jan. 1, 2009
Non-current assets	1,831.2	1,844.9	1,818.5	1,821.6
Current assets	1,532.7	1,304.2	1,350.1	1,374.5
Total assets	**3,363.9**	**3,149.1**	**3,168.6**	**3,196.1**
Equity	781.2	730.7	688.9	617.4
Non-current liabilities	1,075.9	1,088.7	1,099.8	1,052.3
Current liabilities	1,506.8	1,329.7	1,379.9	1,526.4
Total equity and liabilities	**3,363.9**	**3,149.1**	**3,168.6**	**3,196.1**

Group equity increased by € 50.5 million to stand at € 781.2 at September 30, 2010 (December 2009: € 730.7 million). Equity was increased during the nine-month period under report by earnings after taxes (EAT) amounting to € 99.6 million (January – September 2009: € 93.4 million), a net positive currency translation impact of € 7.1 million (January – September 2009: net negative currency translation impact of € 5.1 million) and fair value measurement gains on derivative financial instruments amounting to € 2.6 million (January – September 2009: € 22.5 million) recognized directly in equity. Group equity decreased as a result of the dividend payment for the financial year 2009 amounting to € 45.5 million (January-September 2009: € 45.4 million) and the acquisition of treasury shares amounting to € 13.6 million (January-September 2009: € 0.0 million).

The equity ratio remained constant at the previous year's level of 23.2 %.

Pension provisions increased by € 8.1 million in line with schedule. Other provisions were largely unchanged from the previous year.

Income tax liabilities, which take account of advance payments made during the period, increased by € 55.9 million at September 30, 2010.

Financial liabilities decreased by € 8.1 million compared to December 31, 2009, mainly as a result of the partial buy-back of promissory notes amounting to € 30.0 million (see section 28 of the Selected Explanatory Notes).

Trade payables stood at € 329.4 million at September 30, 2010 and were therefore € 8.5 million higher than at the end of the previous financial year.

Construction contract payables increased compared to December 31, 2009 by € 83.5 million to € 690.5 million. This also includes advance payments received from customers if higher than contract costs.

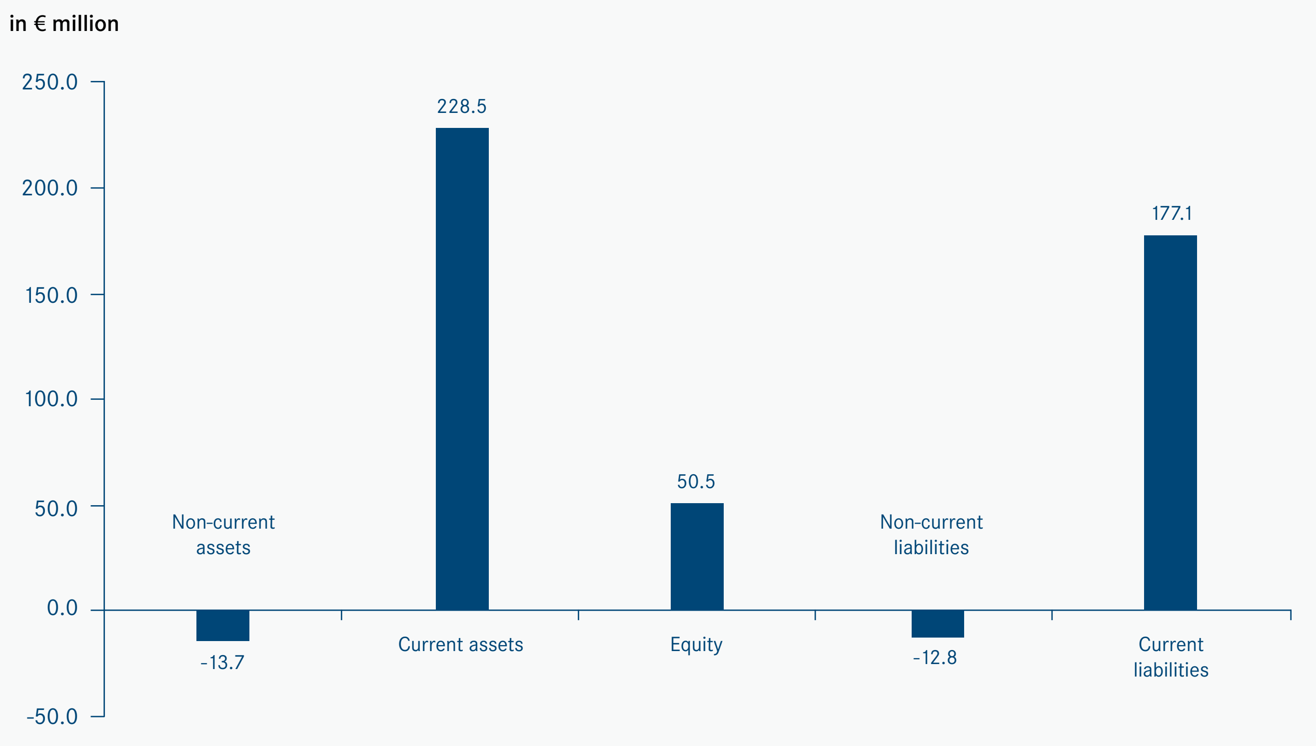
Other liabilities increased by € 45.0 million to € 143.6 million mainly due to a € 28.9 million increase in obligations to employees and a € 8.7 million increase in liabilities for other taxes.

The following table shows the changes in assets and liabilities during the period from December 31, 2009 to September 30, 2010, analyzed by current and non-current items:

Change in assets, equity and liabilities

(Statement of changes between September 30, 2010 and December 31, 2009)	in € million	in € million
Non-current assets		**-13.7**
Intangible assets	-19.7	
Property, plant and equipment	-9.3	
Financial assets	14.3	
Financial assets accounted for using the equity method	-0.7	
Other assets	1.2	
Deferred tax assets	0.5	
Current assets		**228.5**
Inventories	12.5	
Trade receivables	102.0	
Contract production receivables	44.2	
Income tax claims	-1.2	
Financial assets	106.9	
Other assets	-5.6	
Cash and cash equivalents	-32.3	
Prepayments	2.0	
Change in assets		**214.8**
Equity		**50.5**
Non-current liabilities		**-12.8**
Provisions	6.4	
Financial liabilities	-10.8	
Other liabilities	19.4	
Deferred tax liabilities	-27.8	
Current liabilities		**177.1**
Provisions	0.9	
Income tax liabilities	55.9	
Financial liabilities	2.7	
Trade payables	8.5	
Contract production liabilities	83.5	
Other liabilities	25.6	
Change in equity and liabilities		**214.8**

Change in assets, equity and liabilities



3.4 Operating segments

The Commercial and Military Engine business (OEM) operating segment covers the development, manufacture and assembly of commercial and military engines and components. This operating segment also performs repair and maintenance work on military engines. The Commercial Maintenance business (MRO) operating segment performs maintenance and repair work on aircraft engines and industrial gas turbines. Further information is provided in the section dealing with segment information.

Key figures for operating segments

	Jan 1.- Sept. 30, 2010 in € million	Jan 1.- Sept. 30, 2009 in € million	Change against previous year in € million	 in %
Revenues				
Commercial Engine business	821.6	790.9	30.7	3.9
Military Engine business	378.3	366.7	11.6	3.2
Total Commercial and Military Engine business (OEM)	**1,199.9**	**1,157.6**	**42.3**	**3.7**
Commercial Maintenance business (MRO)	814.4	821.2	-6.8	-0.8
Other Group entities/Consolidation	-22.0	-23.9	1.9	7.9
Group	**1,992.3**	**1,954.9**	**37.4**	**1.9**
Order backlog and value of MRO contracts*) (previous year: December 31, 2009)				
Commercial and Military Engine business (OEM)	4,066.5	3,965.1	101.4	2.6
Commercial Maintenance business (MRO)	4,743.2	4,878.0	-134.8	-2.8
Group	**8,809.7**	**8,843.1**	**-33.4**	**-0.4**
Capital expenditure on intangible assets, property plant and equipment and financial assets **)				
Commercial and Military Engine business (OEM)	52.9	69.0	-16.1	-23.3
Commercial Maintenance business (MRO)	15.0	23.0	-8.0	-34.8
Group	**67.9**	**92.0**	**-24.1**	**-26.2**
Adjusted earnings before interest and taxes (EBIT adjusted)				
Commercial and Military Engine business (OEM)	165.9	158.2	7.7	4.9
Commercial Maintenance business (MRO)	58.8	55.6	3.2	5.8
Other Group entities/Consolidation	1.4	-3.0	4.4	> 100
Group	**226.1**	**210.8**	**15.3**	**7.3**
Adjusted EBIT - margin (in %) *)**				
Commercial and Military Engine business (OEM)	13.8	13.7	0.1	
Commercial Maintenance business (MRO)	7.2	6.8	0.4	
Group	**11.3**	**10.8**	**0.5**	
Number of employees (quarterly average)				
Commercial and Military Engine business (OEM)	4,893	4,914	-21	-0.4
Commercial Maintenance business (MRO)	2,871	2,686	185	6.9
Group	**7,764**	**7,600**	**164**	**2.2**

*) includes contractually committed order volume (see explanatory comments in section 3.2 of the Group Interim Management Report); before consolidation
**) excluding available-for-sale financial assets
***) Change in percentage points

Commercial and Military Engine business (OEM business)

Earnings performance for the period from January 1 to September 30, 2010

Revenues

The Commercial and Military Engine business (OEM) segment generated revenues of € 1,199.9 million during the first nine months of 2010, € 42.3 million (3.7 %) up on the previous year. Within those figures, revenues from Commercial Engine business increased by € 30.7 million (3.9 %) to € 821.6 million (January – September 2009: € 790.9 million), while revenues from Military Engine business, at € 378.3 million, were € 11.6 million (3.2 %) up on the previous year (January – September 2009: € 366.7 million). Adjusted for the US dollar impact, revenues would have increased by € 12.8 million (1.1 %).

Cost of sales and gross profit
Segment cost of sales includes material and personnel expenses, scheduled depreciation and amortization, the change in inventories of work in progress and expenses charged to MTU by consortium leaders in return for marketing new engines. At € 934.7 million, segment cost of sales for the nine-month period was € 11.7 million higher (January – September 2009: € 923.0 million). With revenues increasing at a faster rate than cost of sales, the gross profit for the nine-month period improved by € 30.6 million (13.0 %) to € 265.2 million. The gross margin for the nine-month period stood at 22.1 % compared with 20.3 % one year earlier.

Adjusted earnings before interest and taxes (EBIT adjusted)
Although the improvement in the gross profit was partially offset by higher research and development expenses, adjusted earnings before interest and taxes (EBIT adjusted) for the nine-month period increased by € 7.7 million (4.9 %) to € 165.9 million. The adjusted EBIT margin improved to 13.8 %.

Earnings performance for the third quarter 2010

Revenues
Third-quarter revenues generated by the Commercial and Military Engine business (OEM) segment totalled € 380.9 million, which was € 25.4 million (7.1 %) up on the previous year. Within those figures, revenues from Commercial Engine business increased by € 31.2 million (14.1 %) to € 251.9 million (January – September 2009: € 220.7 million), while revenues from Military Engine business, at € 129.0 million (January – September 2009: € 134.8 million), were € 5.8 million (4.3 %) down on the previous year. Adjusted for the US dollar impact, revenues would have decreased by € 2.5 million (0.7 %) compared to the previous year.

Cost of sales and gross profit
Cost of sales of the OEM segment in the third quarter 2010, at € 290.1 million, were € 16.9 million (6.2 %) higher than in the previous year (July - September 2009: € 273.2 million). With revenues rising at a faster rate than cost of sales, the gross profit increased by € 8.5 million (10.3 %) to € 90.8 million. The third-quarter gross margin improved accordingly from 23.2 % to 23.8 %.

Adjusted earnings before interest and taxes (EBIT adjusted)
Despite higher research and development expenses, third-quarter adjusted earnings before interest and taxes (EBIT adjusted) increased by € 3.1 million (5.2 %) to € 62.9 million. The adjusted EBIT margin fell slightly to 16.5 %.

Commercial Maintenance business (MRO business)

Earnings performance for the period from January 1 to September 30, 2010

Revenues
Revenues generated by the MRO segment in the period from January 1 to September 30, 2010 amounted to € 814.4 million, which was € 6.8 million (0.8 %) lower than in the corresponding period in 2009. Adjusted for the US dollar impact, revenues amounted to € 785.2 million. Using this figure, the decrease in revenues against the previous year would have been € 36.0 million (4.4 %).

Cost of sales and gross profit
Cost of sales for the nine-month period fell by € 20.4 million (2.8 %) to € 709.5 million and therefore faster than the decrease in revenues. As a result, the gross profit improved by € 13.6 million (14.9 %) to € 104.9 million despite the decrease in revenues. The gross profit percentage improved from 11.1 % to 12.9 %.

Adjusted earnings before interest and taxes (EBIT adjusted)
As a result of the increased gross profit, the segment's adjusted earnings before interest and taxes (EBIT adjusted) improved by € 3.2 million (5.8 %) to € 58.8 million in the period from January 1 to September 30, 2010. The adjusted EBIT margin for the Commercial Engine Maintenance segment for the first nine months of 2010 was 7.2 % (January – September 2009: 6.8 %).

Earnings performance for the third quarter 2010

Revenues
Third-quarter revenues generated by the MRO segment amounted to € 270.4 million, which was € 38.2 million (16.5 %) higher than in the corresponding period in 2009. Adjusted for the US dollar impact, revenues amounted to € 242.7 million. Using this figure, revenues would have been € 10.5 million (4.5 %) up on the previous year.

Cost of sales and gross profit
Cost of sales for the third quarter 2010 increased by € 29.5 million (14.5 %) to € 233.6 million. As a result of the more pronounced increase in revenues, the gross profit increased by € 8.7 million (31.0 %) to € 36.8 million, while the gross profit percentage improved from 12.1 % to 13.6 %.

Adjusted earnings before interest and taxes (EBIT adjusted)
As a result of the increased gross profit, the segment's third-quarter adjusted earnings before interest and taxes (EBIT adjusted) improved by € 3.9 million (24.8 %) to € 19.6 million. The adjusted EBIT margin for the Commercial Engine Maintenance segment for the third quarter 2010 was 7.2 % (July – September 2009: 6.8 %).

3.5 Capital expenditure

Capital expenditure during the first nine months of the year totalled € 171.4 million (January-September 2009: € 92.0 million). This includes € 52.9 million spent by the OEM segment (January - September 2009: € 69.0 million) and € 15.0 million spent by the MRO segment (January – September 2009: € 23.0 million).

Capital expenditure by segment*)

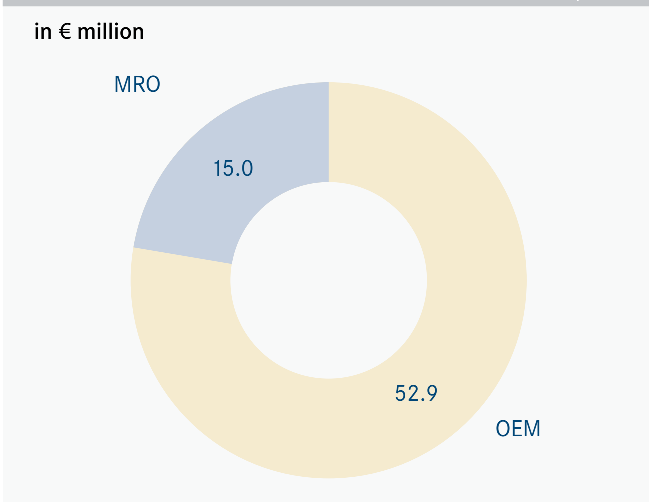
	Jan. 1 to Sept. 30, 2010 in € million	Jan. 1 to Sept. 30, 2009 in € million	Change against previous year in € million	in %
OEM segment				
Intangible assets	11.6	7.9	3.7	46.8
Property, plant and equipment	38.7	58.0	-19.3	-33.3
Financial assets	2.6	3.1	-0.5	-16.1
Total OEM segment	**52.9**	**69.0**	**-16.1**	**-23.3**
MRO segment				
Intangible assets	3.0	3.4	-0.4	-11.8
Property, plant and equipment	12.0	19.6	-7.6	-38.8
Total MRO segment	**15.0**	**23.0**	**-8.0**	**-34.8**
Total Other Group Entities **)	**103.5**		**103.5**	
Total	**171.4**	**92.0**	**79.4**	**86.3**

*) excluding proceeds arising on the disposal of property, plant and equipment
**) investments/divestitures of financial assets

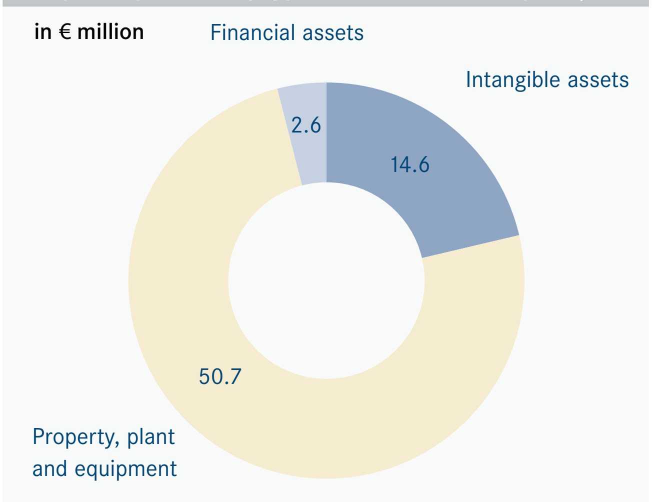
The net amount reported for Other Entities relates to investments/divestitures in available-for-sale financial assets totalling € 103.5 million (January – September 2009: € 0.0 million). Further information is provided in section 3.3, Operating results, financial situation and net assets.

Capital expenditure on intangible assets, property, plant and equipment and financial assets (excluding Other Entities) was as follows:

Capital expenditure by segment Jan. 1 to Sept. 30, 2010



Capital expenditure by type of assets Jan. 1 to Sept. 30, 2010



Analysis of capital expenditure for OEM business

Capital expenditure on intangible assets in the first nine months of 2010 totalling € 11.6 million (January – September 2009: € 7.9 million) includes capitalized development work of € 10.8 million (January – September 2009: € 5.4 million) relating to the GE38 und GEnx engine programs.

Capital expenditure on property, plant and equipment in the first nine months of 2010 amounting to € 38.7 million (January – September 2009: € 58.0 million) related mainly to additions of plant, machinery and other operational and office equipment.

Proceeds from the sale of property, plant and equipment during the first nine months of 2010 totalled € 1.5 million (January - September 2009: € 4.9 million).

Analysis of capital expenditure for MRO business

Capital expenditure for MRO business during the period from January 1 to September 30, 2010 included € 12.0 million spent on property, plant and equipment (January - September 2009: € 19.6 million). Investments in intangible assets totalling € 3.0 million (January - September 2009: € 3.4 million) related mainly to specialized procedures to repair and maintain engines more economically.

Proceeds from the sale of property, plant and equipment during the first nine months of 2010 totalled € 1.8 million (January - September 2009: € 3.0 million).

Analysis of capital expenditure for Other Entities

The increase in capital expenditure for Other Entities during the first nine months of 2010 related to net presentation of investments/divestitures of available-for-sale financial assets totalling € 103.5 million (January – September 2009: € 0.0 million). Further information is provided in section 3.3, Operating results, financial situation and net assets.

3.6 Employees

At September 30, 2010 the MTU Group had a workforce of 7,874 employees, including 358 trainees (December 31, 2009: 7,665 employees), an increase of 209 employees since the end of 2009. The workforce of the OEM segment increased by 61 employees as a result of the build-up of staff at MTU Aero Engines Polska Sp. z o.o., Rzeszów, Poland. The workforce in the MRO segment went up by 148 employees at the entities MTU Maintenance Berlin-Brandenburg GmbH, Ludwigsfelde and MTU Maintenance Canada Ltd., Richmond, Canada.

At the end of September 2010, 6,917 employees (87.8 %) worked for group companies in Germany and 957 employees (12.2 %) for group companies outside Germany.

The personnel expense for the nine-month period of 2010 totalled € 413.3 million (January - September 2009: € 381.4 million).

A new tariff agreement was agreed in Germany in the first quarter of 2010, entailing a one-off payment of € 320 in 2010 and a 2.7 % increase (per employee) in tariff remuneration with effect from April 2011.

4 Opportunity and Risk Report

In order to take best advantage of market opportunities and to recognize and manage related risks, the Board of Management has set up an integrated opportunity and risk management system which is linked to the group's value-oriented performance and to its present organisational structure. This system also incorporates the group's internal control system with respect to financial reporting processes pursuant to § 289 (5), § 315 (2) no. 5 HGB. A detailed description of the system and the methods used is provided in the Annual Report 2009 (pages 109 to 117).

Opportunities

Thanks to its business model, with activities spread over the whole life-cycle of commercial and military engine programs, MTU considers that it is well positioned. MTU considers that the "opportunities management" system it has installed across the group will enable it to best use its future potential in the fields of development, series and spares part business and Commercial Maintenance and that it will be able to respond quickly to the market's needs. MTU considers that the group's opportunities potential remains similar to that described in the Annual Report 2009. For a comprehensive description of the group's opportunities, reference is made to the Annual Report 2009, page 104 et seq. (Outlook) and page 124 (SWOT analysis).

Risks

As part of its entrepreneurial activities and in view of the wide range of activities it undertakes with partner companies and consortium partner companies, especially in the USA, risks arise that may have an adverse impact on business and economic developments. As a result of its comprehensive risk management system, MTU knows its risk profile and is in a position to manage those risks actively.

MTU considers that, from today's perspective, there have been no significant changes in the risk profile discussed in the Annual Report. Reference is therefore made to the detailed description of individual risks provided on pages 117 to 123 of the Annual Report 2009.

Overall conclusion regarding MTU's risk situation

There has been no significant change in the MTU Group's overall risk situation compared with the assessment made as at December 31, 2009. The risks to which the MTU Group is exposed are limited and manageable. From today's perspective, they do not pose any threat to the going concern status of the MTU Group.

5 Outlook

5.1 General economic outlook

The economy continues to recover in line as expected, albeit with the growth rate now slowing down. The Economist Intelligence Unit (EIU) is predicting that the global GNP will tail off from 3.1 % in 2010 to 2.5 % in 2011. The International Monetary Fund (IMF) is also predicting deceleration, in their case from 3.7 % to 3.3 %. Both of these organizations classify the risk that the expiry of economic stimulus programs and demand-boosting activities could be followed by renewed recession as “non-negligible”. However, this scenario is judged to be on the unlikely side. Companies are generally in a stable financial position at present, a key factor that should help to maintain momentum.

5.2 Outlook for the aviation industry

The outlook for the aviation industry is heavily dependent on global economic developments. At present, cautious optimism prevails. As reported in the section „Sector environment“, the IATA raised its financial outlook for airlines for 2010 in September once again. Based on economic forecasts, IATA predicts for 2011 a 4.9 % increase in passenger numbers. It also forecasts that revenues will grow by 5.5 % to US dollar 591 billion and that net earnings will be in the region of US dollar 5.3 billion. Asia’s emerging economies will enjoy the biggest slice of this recovery.

In view of the positive forecasts for air traffic and rising order volumes, Airbus and Boeing are both planning to increase production rates from 2011 onwards. In contrast to scheduled airliners, production rates for business jets are unlikely to see any upswing in 2010.

If demand for transportation continues to develop positively and the airlines remain profitable, it is likely that the spare parts and maintenance markets would benefit. It is, however, difficult to predict how quickly and to what extent this recovery will take effect.

5.3 Outlook for the financial year 2010

In the light of positive expectations for the general and sector economic environment, MTU reaffirms its outlook for the full year, as reported in July 2010.

Outlook 2010

in € million	Forecast 2010 Status: July 27, 2010	Actual 2009
Revenues	**2,750**	2,610.8
Adjusted earnings before interest and tax (EBIT adjusted)	**310**	292.3
Earnings after tax (EAT)	**stable**	141.0
Free cash flow	**120**	120.2

Evaluation of group and segment performance
MTU continues to evaluate group and segment performance on the basis of revenues, operating result (EBIT adjusted) and free cash flow.

New products and services
The MTU Group will continue to focus on development activities as a source for new products. In the previous year, MTU acquired participations in various new engine programs which will contribute a substantial proportion of revenues in the coming decades. The market volume of these programs over their whole duration is estimated to be in the region of € 25 billion. This figure relates, amongst other items, to the PW1524G for the Bombardier CSeries, the PW1217G for the new MRJ regional jet manufactured by Mitsubishi Heavy Industries, the GE38 for Sikorsky's heavy-lift transport helicopter and the GEnx for the Boeing 787 and 747-8. MTU has also acquired participations in two versions of the LM6000 industrial gas turbine being manufactured by General Electric.

Changes in prices and costs
MTU does not expect any significant changes in prices and conditions on the procurement and sales markets during the fourth quarter. In order to counter the risk of rising prices of nickel, MTU entered into forward nickel purchase contracts with banks at September 30, 2010 covering a volume of 610 tons of nickel (volume covered at December 31, 2009: 900 tons), for the period from October 2010 to July 2012.

Order-intake and order backlog
Order-intake and order volume (order backlog plus the value of MRO contracts on hand) at the end of 2010 are expected to stand at roughly the previous year‘s level. The order volume corresponds to almost three years‘ of forecast annual revenues.

Revenues
As a result of the improvement in the US dollar exchange rate (as stated in the original outlook) over the course of the financial year 2010, MTU is retaining its full-year forecast for revenues at approximately € 2,750 million. This means that revenues would be approximately € 140 million higher than in the financial year 2009.

Operating profit (EBIT adjusted)
MTU forecasts that profitability will remain a high level in 2010, with an operating profit margin (EBIT adjusted) of just over 11 %.

Net profit and earnings per share
Based of its latest forecast of operating profit (EBIT adjusted), MTU continues to forecast a net profit of approximately € 140 million for the full financial year. This would correspond to earnings per share of approximately € 2.80 (2009: € 2.80).

Dividend payment
The company has paid a dividend to its shareholders every year since the trading of MTU shares on the Frankfurt Stock Exchange commenced on June 6, 2005. The dividend for the financial year 2005 amounted to € 0.73 per share, rising in subsequent years to € 0.82 per share for 2006 and € 0.93 for 2007, 2008 and 2009.

MTU will continue in 2010 to pursue a dividend policy based on continuity, with distributions reflecting earnings generated. The aim is for the MTU share to remain an investment that generates a good rate of return. Future dividends will reflect the net profit performance (taking account of the result determined in accordance with German commercial law).

Capital expenditure and R&D activities
Research and development activities remain focused on innovative and improved products that meet changing economic, technical and ecological requirements. The focus of investment will be on the further development of new engine programs.

Financing activities and free cash flow
MTU's financing structure will not change significantly in the fourth quarter 2010. The company will continue in the coming years to be able to cover its financing requirements for the current year and for research and development expenditure on new engine program out of free cash flow. Despite the higher level of research and development expenditure on new engine programs, MTU forecasts a free cash flow of approximately € 120 million for the financial year 2010. Further information regarding future financing is provided in section 3.3, Operating results, financial situation and net assets. Further financing measures are not planned for the fourth quarter.

Corporate legal structure, organization and administration
There are currently no plans to change the corporate legal structure or the organization or administration of the MTU Group.

Employees

Despite new additions to the workforce at MTU Aero Engines Polska and the expansion of engineering capacities in conjunction with development work for new engine programs, the number of employees at the year-end of 2010 is expected to remain largely unchanged compared to the position at end of the third quarter. No new tariff agreements are planned for the fourth quarter 2010.

6 Significant Transactions with Related Parties

MTU Group companies did not enter into any material contracts with members of the Board of Management, the Supervisory Board or with other key management personnel or with companies in whose management or supervisory boards those persons are represented. The same applies to close members of the families of those persons.

Transactions with related entities are conducted on an arm's length basis. Transactions with related parties are disclosed in section 32 of the Selected Explanatory Notes.

7 Subsequent Events

Events after the end of the reporting period (September 30, 2010)

There have been no significant events after the end of the interim reporting period (September 30, 2010) and prior to the date of authorization for issue of the Quarterly Financial Report on October 25, 2010.

Consolidated Income Statement

January - September (Q1 - Q3)

	(Note)	Jan. 1 to Sept. 30, 2010 in € million	in %	Jan. 1 to Sept. 30, 2009 in € million	in %	Change against previous year in € million	in %	Oct. 1, 2009 to Sept. 30, 2010 in € million	in %
Revenues	(6)	1,992.3	100.0	1,954.9	100.0	37.4	1.9	2,648.2	100.0
Cost of sales	(7)	-1,618.2	-81.2	-1,628.7	-83.3	10.5	0.6	-2,141.7	-80.9
Gross profit		**374.1**	**18.8**	**326.2**	**16.7**	**47.9**	**14.7**	**506.5**	**19.1**
Research and development expenses	(8)	-90.4	-4.5	-71.5	-3.7	-18.9	-26.4	-124.5	-4.7
Selling expenses	(9)	-55.9	-2.8	-52.6	-2.7	-3.3	-6.3	-75.5	-2.8
General administrative expenses	(10)	-36.8	-1.9	-31.5	-1.6	-5.3	-16.8	-50.1	-1.9
Other operating income and expenses		2.5	0.1	5.9	0.3	-3.4	-57.6	7.5	0.3
Earnings before interest and taxes (EBIT)		**193.5**	**9.7**	**176.5**	**9.0**	**17.0**	**9.6**	**263.9**	**10.0**
Interest income		4.5	0.2	0.8		3.7	> 100	6.3	0.2
Interest expenses		-12.9	-0.6	-10.6	-0.5	-2.3	-21.7	-18.0	-0.6
Interest result	(12)	-8.4	-0.4	-9.8	-0.5	1.4	14.3	-11.7	-0.4
Result from equity accounted investments	(13)	-0.7		-0.5		-0.2	-40.0	-1.7	-0.1
Financial result on other items	(14)	-33.0	-1.7	-21.2	-1.1	-11.8	-55.7	-36.6	-1.4
Financial result		**-42.1**	**-2.1**	**-31.5**	**-1.6**	**-10.6**	**-33.7**	**-50.0**	**-1.9**
Earnings before taxes (EBT)		**151.4**	**7.6**	**145.0**	**7.4**	**6.4**	**4.4**	**213.9**	**8.1**
Income taxes	(15)	-51.8	-2.6	-51.6	-2.6	-0.2	-0.4	-66.7	-2.5
Earnings after taxes (EAT)		**99.6**	**5.0**	**93.4**	**4.8**	**6.2**	**6.6**	**147.2**	**5.6**
Earnings per share in €									
Undiluted (EPS)	(16)	2.04		1.91		0.13		3.02	
Diluted (DEPS)	(16)	1.99		1.87		0.12		2.92	

Consolidated Statement of Comprehensive Income

January - September (Q1 - Q3)

	(Note)	Jan. 1 to Sept. 30, 2010 in € million	in %	Jan. 1 to Sept. 30, 2009 in € million	in %	Change against previous year in € million	in %	Oct. 1, 2009 to Sept. 30, 2010 in € million	in %
Earnings after taxes (EAT)		**99.6**	**5.0**	**93.4**	**4.8**	**6.2**	**6.6**	**147.2**	**5.6**
Translation differences		7.1	0.4	-5.1	-0.3	12.2	> 100	9.9	0.3
Changes in the fair value measurement of derivative financial instruments		3.9	0.2	33.4	1.7	-29.5	-88.3	-8.4	-0.3
Deferred taxes recognized directly in equity		-1.3	-0.1	-10.9	-0.5	9.6	88.1	2.7	0.1
Income and expenses recognized directly in equity		**9.7**	**0.5**	**17.4**	**0.9**	**-7.7**	**-44.3**	**4.2**	**0.1**
Comprehensive income for the period	(17)	**109.3**	**5.5**	**110.8**	**5.7**	**-1.5**	**-1.4**	**151.4**	**5.7**

Consolidated Income Statement

July - September (Q3)

	(Note)	Q3 2010 in € million	Q3 2010 in %	Q3 2009 in € million	Q3 2009 in %	Change against previous year in € million	Change against previous year in %
Revenues	(6)	643.5	100.0	578.9	100.0	64.6	11.2
Cost of sales	(7)	-514.5	-80.0	-469.4	-81.1	-45.1	-9.6
Gross profit		**129.0**	**20.0**	**109.5**	**18.9**	**19.5**	**17.8**
Research and development expenses	(8)	-29.7	-4.6	-23.9	-4.1	-5.8	-24.3
Selling expenses	(9)	-16.4	-2.5	-18.0	-3.1	1.6	8.9
General administrative expenses	(10)	-12.4	-1.9	-9.7	-1.7	-2.7	-27.8
Other operating income and expenses		0.8	0.1	4.4	0.8	-3.6	-81.8
Earnings before interest and taxes (EBIT)		**71.3**	**11.1**	**62.3**	**10.8**	**9.0**	**14.4**
Interest income		0.7	0.1	0.4	0.1	0.3	75.0
Interest expenses		-3.5	-0.6	-4.0	-0.7	0.5	12.5
Interest result	(12)	-2.8	-0.5	-3.6	-0.6	0.8	22.2
Result from equity accounted investments	(13)	-0.1		-0.4	-0.1	0.3	75.0
Financial result on other items	(14)	-3.9	-0.6	-6.9	-1.2	3.0	43.5
Financial result		**-6.8**	**-1.1**	**-10.9**	**-1.9**	**4.1**	**37.6**
Earnings before taxes (EBT)		**64.5**	**10.0**	**51.4**	**8.9**	**13.1**	**25.5**
Income taxes	(15)	-25.5	-3.9	-13.7	-2.4	-11.8	-86.1
Earnings after taxes (EAT)		**39.0**	**6.1**	**37.7**	**6.5**	**1.3**	**3.4**
Earnings per share in €							
Undiluted (EPS)	(16)	0.80		0.77		0.03	
Diluted (DEPS)	(16)	0.78		0.75		0.03	

Consolidated Statement of Comprehensive Income

July - September (Q3)

	(Note)	Q3 2010 in € million	Q3 2010 in %	Q3 2009 in € million	Q3 2009 in %	Change against previous year in € million	Change against previous year in %
Earnings after taxes (EAT)		**39.0**	**6.1**	**37.7**	**6.5**	**1.3**	**3.4**
Translation differences		-8.3	-1.3	-0.6	-0.1	-7.7	< -100
Changes in the fair value measurement of derivative financial instruments		102.1	15.9	19.1	3.3	83.0	> 100
Deferred taxes recognized directly in equity		-33.3	-5.2	-6.3	-1.1	-27.0	< -100
Income and expenses recognized directly in equity		**60.5**	**9.4**	**12.2**	**2.1**	**48.3**	**> 100**
Comprehensive income for the period	(17)	**99.5**	**15.5**	**49.9**	**8.6**	**49.6**	**99.4**

Consolidated Statement of Financial Position

Consolidated Statement of Financial Position - Assets

in € million	(Note)	Sept. 30, 2010	Dec. 31, 2009	Sept. 30, 2009*)	Jan. 1, 2009
Non-current assets					
Intangible assets	(18)	1,228.5	1,248.2	1,245.0	1,274.9
Property, plant and equipment	(19)	547.4	556.7	541.4	525.1
Financial assets	(20)	29.2	14.9	20.2	12.6
Financial assets accounted for using the equity method	(20)	1.4	2.1	3.1	3.6
Other assets	(24)	7.3	6.1	5.8	4.0
Deferred tax assets		17.4	16.9	3.0	1.4
Total non-current assets		**1,831.2**	**1,844.9**	**1,818.5**	**1,821.6**
Current assets					
Inventories	(21)	661.2	648.7	646.7	661.4
Trade receivables	(22)	493.2	391.2	357.3	460.4
Contract production receivables	(23)	142.6	98.4	192.6	138.9
Income tax claims			1.2		1.0
Financial assets	(20)	116.4	9.5	13.4	4.0
Other assets	(24)	21.6	27.2	26.6	35.6
Cash and cash equivalents	(25)	88.5	120.8	105.8	69.9
Prepayments		9.2	7.2	7.7	3.3
Total current assets		**1,532.7**	**1,304.2**	**1,350.1**	**1,374.5**
Total assets		**3,363.9**	**3,149.1**	**3,168.6**	**3,196.1**

*) Disclosure for informational purposes only

Equity and Liabilities

in € million	(Note)	Sept. 30, 2010	Dec. 31, 2009	Sept. 30, 2009*)	Jan. 1, 2009
Equity	(26)				
Subscribed capital		52.0	52.0	52.0	52.0
Capital reserves		348.1	353.6	353.9	354.5
Revenue reserves		475.0	420.9	373.3	325.3
Treasury shares		-101.2	-93.4	-93.4	-100.1
Other comprehensive income		7.3	-2.4	3.1	-14.3
Total equity and liabilities		**781.2**	**730.7**	**688.9**	**617.4**
Non-current liabilities					
Pension provisions		398.0	389.9	384.1	371.7
Other provisions	(27)	157.4	159.1	224.1	224.0
Financial liabilities	(28)	228.0	238.8	234.1	200.4
Other liabilities	(30)	53.4	34.0	28.5	28.6
Deferred tax liabilities		239.1	266.9	229.0	227.6
Total non-current liabilities		**1,075.9**	**1,088.7**	**1,099.8**	**1,052.3**
Current liabilities					
Pension provisions		21.7	21.7	18.5	18.5
Income tax liabilities		68.4	12.5	37.8	23.0
Other provisions	(27)	262.9	262.0	233.5	255.4
Financial liabilities	(28)	43.7	41.0	48.1	136.0
Trade payables		329.4	320.9	395.9	495.7
Contract production liabilities	(29)	690.5	607.0	565.7	520.6
Other liabilities	(30)	90.2	64.6	80.4	77.2
Total current liabilities		**1,506.8**	**1,329.7**	**1,379.9**	**1,526.4**
Total equity and liabilities		**3,363.9**	**3,149.1**	**3,168.6**	**3,196.1**

*) Disclosure for informational purposes only

Consolidated Statement of Changes in Equity

Consolidated Statement of Changes in Equity

in € million	Sub-scribed capital	Capital reserves	Revenue reserves	Treasury shares	Other comprehen-sive income	Group equity
Balance at January 1, 2009	**52.0**	**354.5**	**325.3**	**-100.1**	**-14.3**	**617.4**
Changes in the fair value measurement of derivative financial instruments (after tax)					22.5	**22.5**
Translation differences					-5.1	**-5.1**
= **Income and expenses recognized directly in equity**					**17.4**	**17.4**
Earnings after taxes (EAT)			93.4			**93.4**
= **Comprehensive income for the period**			**93.4**		**17.4**	**110.8**
Dividend payment			-45.4			**-45.4**
Employee Stock Program (MAP)		-2.3		6.7		**4.4**
Matching Stock Program (MSP)		1.7				**1.7**
Balance at September 30, 2009	**52.0**	**353.9**	**373.3**	**-93.4**	**3.1**	**688.9**
Balance at January 1, 2010	**52.0**	**353.6**	**420.9**	**-93.4**	**-2.4**	**730.7**
Changes in the fair value measurement of derivative financial instruments (after tax)					2.6	**2.6**
Translation differences					7.1	**7.1**
= **Income and expenses recognized directly in equity**					**9.7**	**9.7**
Earnings after taxes (EAT)			99.6			**99.6**
= **Comprehensive income for the period**			**99.6**		**9.7**	**109.3**
Aquisition of treasury shares				-13.6		**-13.6**
Dividend payment			-45.5			**-45.5**
Employee Stock Program (MAP)		-0.2		2.7		**2.5**
Matching Stock Program (MSP)		-5.3		3.0		**-2.3**
Bond conversion				0.1		**0.1**
Balance at September 30, 2010	**52.0**	**348.1**	**475.0**	**-101.2**	**7.3**	**781.2**

Reference is made to the disclosures on equity components provided in section 26 of the Selected Explanatory Notes.

Consolidated Statement of Cash Flows

Consolidated Statement of Cash Flows

in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009	Oct. 1, 2009 to Sept. 30, 2010
Earnings after taxes (EAT)	99.6	93.4	39.0	37.7	147.2
Amortization of and impairment losses (and reversals thereof) on intangible assets and property, plant and equipment	95.7	91.5	32.6	30.2	129.5
Gains/losses of companies accounted for at cost	-0.1	-0.2	-0.1	-0.2	-1.6
Gains/losses of companies accounted for using the equity method	0.7	0.5	0.1	0.4	1.7
Gains/losses on the disposal of property, plant and equipment and intangible assets	0.2	-0.9		-0.7	-1.5
Change in pension provisions	8.1	12.4	1.4	3.8	17.1
Change in other provisions	-0.8	-21.8	-17.7	10.5	-37.2
Other non-cash items	-1.8	-19.2	-10.2	-7.1	-4.0
Movements in working capital					
Changes in inventories	-12.5	14.7	-2.8	10.5	-14.5
Changes in trade receivables	-102.0	103.1	15.1	22.0	-135.9
Changes in contract production receivables and liabilities	39.3	-8.6	-61.3	-5.5	174.8
Changes in other assets	-2.6	2.8	-7.3	-4.5	2.0
Changes in trade payables	8.5	-99.8	17.1	-34.5	-66.5
Changes in other liabilities	45.0	2.6	9.9	-5.6	34.9
Net interest result	8.4	9.8	2.8	3.6	11.7
Interest paid	-11.2	-7.8	-0.9	-1.1	-14.8
Interest received	4.1	0.8	0.6	0.4	5.9
Dividends received	0.1	0.2	0.1	0.2	1.6
Income taxes	51.8	51.6	25.5	13.7	66.7
Income taxes paid and received	-23.4	-45.3	-5.8	-13.8	-37.1
Cash flow from operating activities	**207.1**	**179.8**	**38.1**	**60.0**	**280.0**
Disbursements for investments in:					
Intangible assets	-14.6	-11.3	-5.1	-3.3	-27.9
Property, plant and equipment	-50.7	-77.6	-15.8	-26.0	-88.8
Financial assets	-171.1	-3.1	-75.7	-3.1	-171.0
Proceeds from disposals and disinvestiture of:					
Property, plant and equipment	3.3	7.9	0.2	1.4	6.2
Financial assets	65.5		0.5		65.5
Cash flow from investing activities	**-167.6**	**-84.1**	**-95.9**	**-31.0**	**-216.0**
Dividends paid	-45.5	-45.4			-45.5
Increase (+)/decrease (-) in promissory notes	-30.0	64.6			-30.0
Increase (+)/decrease (-) in other financial liabilities	12.9	-78.3	10.7	-31.4	-0.2
Treasury shares acquired	-13.6		-13.6		-13.6
Sale of shares for Employee Stock Program (MAP)	2.5	3.3			2.5
Cash flow from financing activities	**-73.7**	**-55.8**	**-2.9**	**-31.4**	**-86.8**
Effect of changes in exchanges rates on cash funds	1.9	-4.0	-4.1	-1.3	5.5
Change in cash and cash equivalents	**-32.3**	**35.9**	**-64.8**	**-3.7**	**-17.3**
Cash and cash equivalents at January 1	**120.8**	**69.9**			
Cash and cash equivalents at September 30	**88.5**	**105.8**			

Selected Explanatory Notes

Group Segment Information

Segment information

The activities of the MTU Group's operating segments are described in section 1 of the Interim Group Management Report and section 4 of the Selected Explanatory Notes to the Quarterly Financial Report. Reference is also made to the Annual Report 2009 of MTU Aero Engines Holding AG. There have been no changes in the identification of reportable segments.

Segment information for the periods from January 1 to September 30, 2010 and from July 1 to September 30, 2010 was as follows:

Segment Information 2010

in € million	Commercial and Military Engine business		Commercial Maintenance business		Other Group Entities		Consolidation/ reconciliation		Group	
	Jan. 1 to Sept. 30, 2010	Q3 2010	Jan. 1 to Sept. 30, 2010	Q3 2010	Jan. 1 to Sept. 30, 2010	Q3 2010	Jan. 1 to Sept. 30, 2010	Q3 2010	Jan. 1 to Sept. 30, 2010	Q3 2010
External revenues	1,182.7	375.0	809.6	268.5					1,992.3	643.5
Inter-segment revenues	17.2	5.9	4.8	1.9	6.1	1.0	-28.1	-8.8		
Total revenues	**1,199.9**	**380.9**	**814.4**	**270.4**	**6.1**	**1.0**	**-28.1**	**-8.8**	**1,992.3**	**643.5**
Gross profit	**265.2**	**90.8**	**104.9**	**36.8**	**6.1**	**1.0**	**-2.1**	**0.4**	**374.1**	**129.0**
Earnings before interest and taxes (EBIT)	**136.3**	**53.1**	**55.8**	**18.7**	**-0.6**	**-1.1**	**2.0**	**0.6**	**193.5**	**71.3**
Amortization/depreciation resulting from purchase price allocation	29.6	9.8	3.0	0.9					32.6	10.7
Adjusted earnings before interest and taxes (EBIT adjusted)	**165.9**	**62.9**	**58.8**	**19.6**	**-0.6**	**-1.1**	**2.0**	**0.6**	**226.1**	**82.0**
Result from equity accounted investments			-0.7	-0.1					-0.7	-0.1
Assets (Sept. 30, 2010)	**2,954.6**		**888.0**		**828.1**		**-1,306.8**		**3,363.9**	
Liabilities (Sept. 30, 2010)	**2,081.2**		**427.0**		**319.3**		**-244.8**		**2,582.7**	
Capital expenditure in:										
Intangible assets	11.6	4.1	3.0	1.0					14.6	5.1
Property, plant and equipment	38.7	14.6	12.0	1.2					50.7	15.8
Total capital expenditure on intangible assets and property, plant and equipment	**50.3**	**18.7**	**15.0**	**2.2**					**65.3**	**20.9**
Key segment data:										
EBIT in %	11.4	13.9	6.9	6.9	-9.8	-110.0			9.7	11.1
EBIT adjusted in %	13.8	16.5	7.2	7.2	-9.8	-110.0			11.3	12.7

Segment information for the periods from January 1 to September 30, 2009 and from July 1 to September 30, 2009 was as follows:

Segment Information 2009

in € million	Commercial and Military Engine business (OEM)		Commercial Maintenance business (MRO)		Other Group Entities		Consolidation/ reconciliation		Group	
	Jan. 1 to Sept. 30, 2009	Q3 2009	Jan. 1 to Sept. 30, 2009	Q3 2009	Jan. 1 to Sept. 30, 2009	Q3 2009	Jan. 1 to Sept. 30, 2009	Q3 2009	Jan. 1 to Sept. 30, 2009	Q3 2009
External revenues	1,141.4	350.4	813.5	228.5					1,954.9	578.9
Inter-segment revenues	16.2	5.1	7.7	3.7	6.9	2.7	-30.8	-11.5		
Total revenues	**1,157.6**	**355.5**	**821.2**	**232.2**	**6.9**	**2.7**	**-30.8**	**-11.5**	**1,954.9**	**578.9**
Gross profit	**234.6**	**82.3**	**91.3**	**28.1**	**6.9**	**2.7**	**-6.6**	**-3.6**	**326.2**	**109.5**
Earnings before interest and taxes (EBIT)	**127.5**	**49.6**	**52.0**	**14.5**	**-0.7**	**0.5**	**-2.3**	**-2.3**	**176.5**	**62.3**
Amortization/depreciation resulting from purchase price allocation	30.7	10.2	3.6	1.2					34.3	11.4
Adjusted earnings before interest and taxes (EBIT adjusted)	**158.2**	**59.8**	**55.6**	**15.7**	**-0.7**	**0.5**	**-2.3**	**-2.3**	**210.8**	**73.7**
Result from equity accounted investments			-0.5	-0.4					-0.5	-0.4
Assets (Dec. 31, 2009)	**2,788.2**		**808.6**		**816.2**		**-1,263.9**		**3,149.1**	
Liabilities (Dec. 31, 2009)	**1,977.7**		**399.6**		**241.9**		**-200.8**		**2,418.4**	
Capital expenditure in:										
Intangible assets	7.9	2.1	3.4	1.2					11.3	3.3
Property, plant and equipment	58.0	16.8	19.6	9.2					77.6	26.0
Total capital expenditure on intangible assets and property, plant and equipment	**65.9**	**18.9**	**23.0**	**10.4**					**88.9**	**29.3**
Key segment data:										
EBIT in %	11.0	14.0	6.3	6.2	-10.1	18.5			9.0	10.8
EBIT adjusted in %	13.7	16.8	6.8	6.8	-10.1	18.5			10.8	12.7

The following table reconciles group segment revenues to group revenues, the adjusted segment result (EBIT adjusted) to group earnings before tax (EBT) and segment assets/liabilities to group assets/liabilities:

Reconciliation of revenues and earnings

in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009
Revenues		
Revenues of reportable segments	2,020.4	1,985.7
Consolidation	-28.1	-30.8
Group revenues	**1,992.3**	**1,954.9**
Earnings		
Adjusted EBIT of reportable segments	224.1	213.1
Write-down on assets resulting from purchase price allocation	-32.6	-34.3
Consolidation	2.0	-2.3
Earnings before interest and taxes (EBIT)	**193.5**	**176.5**
Interest income	4.5	0.8
Interest expense	-12.9	-10.6
Result from equity accounted investments	-0.7	-0.5
Other financial result	-33.0	-21.2
Earnings before taxes (EBT)	**151.4**	**145.0**

Reconciliation of assets and liabilities

in € million	Sept. 30, 2010	Dec. 31, 2009
Assets		
Assets of reportable segments	4,670.7	4,413.0
Consolidation	-1,306.8	-1,263.9
Group assets	**3,363.9**	**3,149.1**
Liabilities		
Liabilities of reportable segments	2,827.5	2,619.2
Consolidation	-244.8	-200.8
Group liabilities	**2,582.7**	**2,418.4**

Information on geographical regions

The following table shows figures for the group by geographical region:

Segment Information by Geographical Region 2010

in € million	Revenues by seat of customer Jan.1 to Sept. 30, 2010	Capital expenditure on intangible assets and property, plant and equipment Jan.1 to Sept. 30, 2010	Non-current assets Sept. 30, 2010
Germany	362.6	58.2	1,712.2
Europe	248.3	4.6	56.1
North America	1,112.0	1.1	26.3
South America	86.9		
Africa	5.6		
Asia	160.9	1.4	36.6
Australia/Oceania	16.0		
	1,992.3	**65.3**	**1,831.2**

Segment Information by Geographical Region 2009

in € million	Revenues by seat of customer Jan.1 to Sept. 30, 2009	Capital expenditure on intangible assets and property, plant and equipment Jan.1 to Sept. 30, 2009	Non-current assets Dec. 31, 2009
Germany	370.4	66.7	1,732.5
Europe	222.6	19.9	53.0
North America	1,064.4	1.6	25.1
South America	84.1		
Africa	1.4		
Asia	196.0	0.7	34.3
Australia/Oceania	16.0		
	1,954.9	**88.9**	**1,844.9**

Non-current assets comprise intangible assets, property, plant and equipment, non-current financial assets, non-current other assets and deferred tax assets.

1 General disclosures

MTU Aero Engines Holding AG and its subsidiary companies (hereafter referred to as “MTU” or “Group”) comprise one of the world’s leading manufacturers of engine modules and components and is the world’s leading independent provider of commercial engine MRO services.

The business activities of the Group encompass the entire life-cycle of an engine program, i.e. from development, construction, testing and production of new commercial and military engines and spare parts, through to maintenance, repair and overhaul of commercial and military engines. MTU’s activities focus on two segments: “Commercial and Military Engine business (OEM)” and “Commercial Maintenance business (MRO)”.

MTU’s Commercial and Military Engine business covers the development and production of modules, components and spare parts for engine programs, including final assembly. MTU also provides maintenance services for military engines. Commercial engine maintenance covers activities in the area of maintenance and logistical support for commercial engines.

MTU Aero Engines Holding AG has its headquarters at Dachauer Str. 665, 80995 Munich, Germany, and is registered under HRB 157206 in the Commercial Registry at the District Court of Munich.

The Condensed Interim Consolidated Financial Statements were authorized for publication by the Board of Management of MTU Aero Engines Holding AG on October 25, 2010.

2 Basis of preparation

In compliance with the provisions of § 37x (3) of the German Securities Trading Act (WpHG) in conjunction with § 37w (2) no. 1 and 2, (3) and (4) WpHG, MTU’s Quarterly Financial Report Comprises Condensed Interim Consolidated Financial Statements and an Interim Group Management Report. The Condensed Interim Consolidated Financial Statements have been prepared in accordance with International Financial Reporting Standards (IFRS) relevant for interim financial reporting, as endorsed by the European Union (EU). The Interim Group Management Report has been drawn up in compliance with the applicable provisions of the WpHG.

3 Statement of compliance

The Condensed Interim Consolidated Financial Statements as at September 30, 2010 have been drawn up in compliance with IAS 34. As permitted by IAS 34, MTU has elected to provide condensed information in its Interim Consolidated Financial Statements compared with the Consolidated Financial Statements as at December 31, 2009. With the exception of the changes described in section 4 of the Selected Explanatory Notes, the same accounting policies have been applied as in the Consolidated Financial Statements for the financial year 2009.

All of the International Financial Reporting Standards (IFRSs) issued by the International Accounting Standards Board (IASB), applicable at the end of the reporting period and applied by MTU in the Condensed Interim Consolidated Financial Statements, have been endorsed by the European Commission for use in the EU. The Condensed Interim Consolidated Financial Statements therefore also comply with IFRSs issued by the IASB.

From the perspective of management, the Quarterly Financial Report contains all customary accounting adjustments necessary for a fair presentation of the operating results, financial situation and net assets of the MTU Group. Reference is made to the notes to the Consolidated Financial Statements as at December 31, 2009 for further information regarding the basis of preparation and accounting policies used.

4 Adjustments to the Condensed Interim Consolidated Financial Statements

Following the endorsement of amendments from the Annual Improvement Projects 2007 – 2009 on March 24, 2010, a second sentence was added to IAS 1.69 (d). As a result, the conversion attached to the MTU convertible bond no longer automatically results in the presentation of the debt capital component as a current liability. Since the bond does not fall due for repayment until February 1, 2012, the debt capital component is now reported as a non-current liability. In accordance with IAS 1.139D the amendment is applicable for periods beginning on or after January 1, 2010. Due to the lack of any specific transitional rules in IAS 1, this change in accounting policy has been amended in accordance with IAS 8.19 (b) with retrospective effect, including adjustments to the previous year’s comparative figures. In accordance with IAS 34.5 (f), this retrospective application of a change in accounting policy requires the presentation of a statement of financial position as at the beginning of the earliest comparative period (January 1, 2009).

There were no other changes in estimates or forecasts in the first nine months of 2010 which have a significant impact on the interim reporting period. No incidences of erroneous assessments made in earlier periods were identified during the interim reporting period which would require to be disclosed.

5 Consolidated companies

There were no changes in the group reporting entity in the reporting period as a result of acquisitions or disinvestments, changes in shareholdings or similar corporate transactions/events. The number of subsidiaries and investments in associated companies and joint ventures included in the Condensed Interim Consolidated Financial Statements has therefore not changed by comparison to December 31, 2009.

At September 30, 2010, the MTU Group comprised 23 companies including MTU Aero Engines Holding AG, Munich. (See list of major shareholdings provided in the notes to the consolidated financial statements in the Annual Report 2009, note 45.1.2).

Notes to the Consolidated Income Statement

6 Revenues

Revenues

in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009
Commercial Engine business	821.6	790.9	251.9	220.7
Military Engine business	378.3	366.7	129.0	134.8
Commercial and Military Engine business (OEM)	**1,199.9**	**1,157.6**	**380.9**	**355.5**
Commercial Maintenance business (MRO)	**814.4**	**821.2**	**270.4**	**232.2**
Other Group Entities/consolidation	-22.0	-23.9	-7.8	-8.8
Total revenues	**1,992.3**	**1,954.9**	**643.5**	**578.9**

7 Cost of sales

Cost of sales

in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009
Cost of materials	-1,227.6	-1,245.2	-403.3	-358.9
Personnel expenses	-293.7	-282.5	-92.7	-91.3
Depreciation and amortization	-85.2	-82.2	-29.2	-27.0
Other cost of sales *)	-11.7	-18.8	10.7	7.8
Total Cost of sales	**-1,618.2**	**-1,628.7**	**-514.5**	**-469.4**

*) relates mainly to change in inventories of work in progress and exchange rate factors.

8 Research and development expenses

Research and development expenses

in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009
Cost of materials	-42.7	-31.1	-15.2	-12.5
Personnel expenses	-55.0	-44.3	-16.4	-13.0
Depreciation and amortization	-6.1	-4.6	-2.1	-1.4
Research and development expenses	**-103.8**	**-80.0**	**-33.7**	**-26.9**
Thereof capitalized:				
Development costs (OEM)	10.8	5.4	3.4	1.9
Development costs (MRO)	2.6	3.1	0.6	1.1
Capitalized development costs	**13.4**	**8.5**	**4.0**	**3.0**
Research and development expenditure recognized as expense	**-90.4**	**-71.5**	**-29.7**	**-23.9**

9 Selling expenses

Selling expenses

in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009
Cost of materials	-8.9	-7.0	-3.3	-1.9
Personnel expenses	-37.4	-33.0	-12.1	-10.7
Depreciation and amortization	-1.6	-2.8	-0.3	-1.0
Other selling expenses	-8.0	-9.8	-0.7	-4.4
Total Selling expenses	**-55.9**	**-52.6**	**-16.4**	**-18.0**

Selling expenses mainly comprise expenses for marketing, advertising and sales personnel, valuation allowances and write-downs on trade receivables.

10 General administrative expenses

General administrative expenses

in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009
Cost of materials	-3.9	-4.8	-1.4	-1.6
Personnel expenses	-27.2	-21.6	-9.5	-6.1
Depreciation and amortization	-2.8	-1.9	-1.0	-0.8
Other administrative expenses	-2.9	-3.2	-0.5	-1.2
Total General administrative expenses	**-36.8**	**-31.5**	**-12.4**	**-9.7**

General administrative expenses comprise expenses for administration which are not attributable to development, production or sales functions.

12 Interest result

Interest result

in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009
Interest income	**4.5**	**0.8**	**0.7**	**0.4**
Interest expenses				
Bank interest	-3.3	-3.0	-1.0	-1.5
Bonds	-5.9	-5.7	-2.0	-1.9
Interest expense for finance leases	-1.0	-1.3	-0.3	-0.4
Interest expense attributable to non-consolidated companies	-0.1	-0.1	-0.1	
Other interest expenses	-2.6	-0.5	-0.1	-0.2
Interest expenses	**-12.9**	**-10.6**	**-3.5**	**-4.0**
Net interest expense	**-8.4**	**-9.8**	**-2.8**	**-3.6**

13 Result from equity accounted investments

Result from equity accounted investments				
in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009
Result from equity accounted investments	-0.7	-0.5	-0.1	-0.4
Result from equity accounted investments	**-0.7**	**-0.5**	**-0.1**	**-0.4**

The result from equity accounted investments includes the group's share of the net result of Pratt & Whitney Canada Customer Service Centre Europe GmbH, Ludwigsfelde.

14 Financial result on other items

Financial result on other items				
in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009
Result of related companies accounted for at cost				
Military program coordination and management companies	0.1	0.2	0.1	0.2
Effects of currency translation				
Exchange rate gains/losses on currency holdings	7.4	-12.0	-2.9	-4.5
Exchange rate gains/losses on financing transactions	0.2		0.1	
Exchange rate gains/losses on finance leases	-0.2	0.2	0.5	0.3
Fair value gains/losses on derivatives				
Gains/losses on currency derivatives and interest rate derivatives	-9.9	5.3	7.1	1.9
Gains/losses on commodity contracts	2.7	4.1	1.5	1.7
Interest portion included in measurement of assets and liabilities				
Pension provision	-16.0	-18.8	-4.6	-6.3
Contingent liabilities	-9.8		-3.2	
Receivables, other provisions, plan assets, liabilities and advance payments from customers	-6.9	-0.3	-0.4	-0.2
Result from other financial instruments	-0.6	0.1	-2.1	
Financial result on other items	**-33.0**	**-21.2**	**-3.9**	**-6.9**

The deterioration in other financial result for the nine-month period was mainly attributable to the negative effect of the fair value measurement of derivatives and the interest portion relating to the measurement of assets and liabilities. These expenses were partly offset by the positive effect of foreign currency translation.

15 Income taxes

Income tax expense comprise the following:

Income taxes

in € million	Jan. 1 to Sept. 30, 2010	Jan. 1 to Sept. 30, 2009	Q3 2010	Q3 2009
Current income tax expense/income	-80.5	-62.7	-37.3	-6.4
Deferred tax income/expense	28.7	11.1	11.8	-7.3
Total income taxes	**-51.8**	**-51.6**	**-25.5**	**-13.7**

16 Earnings per share

Potential ordinary shares that can be issued in conjunction with the convertible bond (issued on February 1, 2007) and the Matching Stock Program (MSP) set up on June 6, 2005 had a diluting effect on earnings per share for the period from January 1 to September 30, 2010. For the purposes of determining diluted earnings per share, the maximum number of shares that could be exercised in conjunction with conversion rights is added to the weighted average number of ordinary shares in circulation. All shares issued during the period under report are included on a weighted basis. In parallel, group earnings are adjusted by the amount of post-tax interest expense relating to the convertible bond.

The following tables show earnings per share as well as the dilutive impact of shares which could be issued in conjunction with the convertible bond and the Matching Stock Program.

Undiluted and diluted earnings per share for the nine-month periods ended September 30, 2010 and 2009 were as follows:

Undiluted and diluted earnings per share

		Jan. 1 to Sept. 30, 2010				Jan. 1 to Sept. 30, 2010
		Undiluted earnings per share	Financial instruments reconciliation			Diluted earnings per share
			Interest expense convertible bond/shares	Current and deferred taxes	Matching Stock Program/shares	
Earnings after taxes (EAT)	in € million	99.6	5.9	-1.9		103.6
Weighted average number of outstanding shares	shares	48,906,729	3,084,849		187,034	52,178,612
Earnings per share	**in €**	**2.04**				**1.99**

Undiluted and diluted earnings per share

		Jan. 1 to Sept. 30, 2009				Jan. 1 to Sept. 30, 2009
		Undiluted earnings per share	Financial instruments reconciliation			Diluted earnings per share
			Interest expense convertible bond/shares	Current and deferred taxes	Matching Stock Program/shares	
Earnings after taxes (EAT)	in € million	93.4	5.7	-1.9		97.2
Weighted average number of outstanding shares	shares	48,837,995	3,086,869		123,028	52,047,892
Earnings per share	**in €**	**1.91**				**1.87**

17 Consolidated statement of comprehensive income

In the consolidated statement of comprehensive income, earnings after taxes (EAT) of € 99.6 million (January - September 2009: € 93.4 million) are reconciled to the comprehensive income for the period of € 109.3 million (January - September 2009: € 110.8 million). The slight deterioration in comprehensive income for the period is attributable to lower fair value gains (after taxes) on derivative financial instruments: these amounted to € 2.6 million compared to € 22.5 million in the corresponding nine-month period in 2009. The currency translation of the financial statements of foreign subsidies had a net positive impact on comprehensive income for the period of € 7.1 million (January - September 2009: net negative impact of € 5.1 million).

Notes to the Consolidated Statement of Financial Position

18 Intangible assets

Intangible assets comprise program values and non-specific program technologies recognized in conjunction with the purchase price allocation, participations in development programs, technical software and purchased goodwill.

During the first nine months of 2010, intangible assets totalling € 14.6 million (January - September 2009: € 11.3 million) were capitalized, including € 13.4 million of capitalized development costs (January - September 2009: € 8.5 million).

The amortization expense for the nine-month period amounted to € 38.1 million (January - September 2009: € 36.5 million).

19 Property, plant and equipment

Capital expenditure for property, plant and equipment during the first nine months of the year was € 50.7 million (January - September 2009: € 77.6 million). Additions to property, plant and equipment related mainly to technical equipment, plant and machinery as well as to other operational and office equipment. The depreciation expense for the nine-month period amounted to € 57.6 million (January - September 2009: € 55.0 million).

20 Financial assets

Financial assets increased overall by € 120.5 million during the nine-month period to € 147.0 million (December 31, 2009: € 26.5 million), mainly reflecting the acquisition of financial assets held as a liquidity reserve. Further information is provided in section 4, Adjustments to the Condensed Interim Consolidated Financial Statements.

21 Inventories

Inventories comprise the following:

Inventories

in € million	Sept. 30, 2010	Dec. 31, 2009
Raw materials and supplies	293.6	308.8
Work in progress	339.1	306.0
Advance payments	28.5	33.9
Total Inventories	**661.2**	**648.7**

22 Trade receivables

Trade receivables comprise the following:

Trade receivables

in € million	Sept. 30, 2010	Dec. 31, 2009
Third parties	447.5	344.6
Associated companies	43.3	41.4
Joint ventures	2.4	5.2
Total Trade receivables	**493.2**	**391.2**

23 Contract production receivables

Contract production receivables comprise the following:

Contract production receivables

in € million	Sept. 30, 2010	Dec. 31, 2009
Contract production receivables	421.7	339.0
of which related to:		
Advance payments from customers	-279.1	-240.6
Net contract production receivables	**142.6**	**98.4**

24 Other assets

Other assets comprise the following:

Other assets

in € million	Total		Non-current		Current	
	Sept. 30, 2010	Dec. 31, 2009	Sept. 30, 2010	Dec. 31, 2009	Sept. 30, 2010	Dec. 31, 2009
Other taxes	14.2	14.8			14.2	14.8
Receivables from employees	5.3	1.0			5.3	1.0
Receivables from suppliers	0.5	3.3			0.5	3.3
Sundry other assets	8.9	14.2	7.3	6.1	1.6	8.1
Total Other assets	**28.9**	**33.3**	**7.3**	**6.1**	**21.6**	**27.2**

Other taxes relate primarily to value added tax receivables.

25 Cash and cash equivalents

Cash and cash equivalents comprise the following:

Cash and cash equivalents

in € million	Sept. 30, 2010	Dec. 31, 2009
Bank balances, cash at hand	50.4	85.4
Overnight and fixed term deposits	38.1	35.4
Total Cash and cash equivalents	**88.5**	**120.8**

MTU has the following cash and cash equivalents that are not available for use:

Cash and cash equivalents not available for use by MTU

in € million	Sept. 30, 2010	Dec. 31, 2009
MTU Maintenance Zhuhai Co. Ltd.	28.1	9.7

26 Equity

Changes in equity are presented in the Consolidated Statement of Changes in Equity.

26.1 Subscribed capital

The Company's share capital is unchanged at € 52.0 million (December 31, 2009: € 52.0 million) and is divided into 52.0 million non-par-value shares (December 31, 2009: 52.0 million shares).

26.2 Capital reserves

Capital reserves include premiums arising on the issue of shares, the equity component (and proportionate transaction costs) of the convertible bond, the fair values recorded for the Matching Stock Program (MSP) and the expense incurred from transferring treasury shares to employees in conjunction with the Employee Stock Program (MAP).

Matching Stock Program (MSP)

In order to strengthen its ability to achieve business targets, the Group created the Matching Stock Program (MSP) as a long-term remuneration instrument – with both incentive and risk character – to involve management in the ownership of the company. The MSP entitles qualifying individuals to subscribe to so-called "Phantom Stocks". Participants in MSP must be in a non-terminated service or employment relationship with MTU Aero Engines Holding AG, Munich, or one of its German subsidiaries at the date of subscription to such shares. The fair value of the Phantom Stocks is recognized on a time-apportioned basis as personnel expense and, at the same time, within equity (capital reserves) until the exercise date (vesting date). Equity increased by € 0.3 million (January - September 2009: € 1.7 million) as a result of net gains arising on the fair value measurement of the MSP and decreased by € 5.6 million (January - September 2009: € 0.0 million) as a result of the exercise of the fourth tranche in June 2010. The gain arising on exercise (i.e. the amount by which the exercise price exceeded the agreed base price) was €14.72 per share of Phantom Stock. The exercise of the fourth MSP tranche resulted in the issue of 67,270 shares and the use of treasury shares with a total value of € 3.0 million. Overall, equity decreased by € 2.3 million (January - September 2009: € 0.0 million) as a result of the exercise of stock in conjunction with the MSP.

Employee Stock Program (MAP)

The Board of Management of MTU Aero Engines Holding AG (MTU) set up a new Employee Stock Program ("MAP") for group employees during the second quarter 2010 which is to run for two years until June 2012. All tariff and non-tariff employees working, paid and employed in Germany are entitled to join the scheme. The purchase price for registered shares of MTU Aero Engines Holding AG is based on the lowest price quoted on April 16, 2010 (acquisition date) and was thus € 42.58 per share. Under the terms of the MAP Employee Stock Program, MTU grants a so-called "match" to each MAP participant at the end of a two year vesting period. In other words, at the end of the program term, each MAP participant receives a taxable money amount equivalent to 50 % of the amount invested in MTU shares at the beginning of the program.

The amount received for the match constitutes remuneration which is subject to income tax and social security. Instead of taking the net payment, the MAP participant can also opt to convert the net match amount into MTU shares. In this case, the purchase price is based on the share price of MTU stock as determined by the final auction of the XETRA trading system on the first stock market day after expiry of the vesting period.

Employees acquired 58,464 MTU shares at a price of € 42.58 per share in conjunction with the MAP 2010. Proceeds from the sale of shares to employees amounted to € 2.5 million. The shares issued were measured using the FIFO (first-in-first-out) method. The total cost of the shares was € 2.7 million, with an average cost of € 45.22 per share. Capital reserves were therefore reduced by the difference of € 0.2 million. Employees acquired 150,863 MTU shares at a price of € 21.80 per share in conjunction with the MAP 2009. Proceeds from the sale of shares therefore amounted to € 3.3 million. The shares issued were measured using the FIFO (first-in-first-out) method. The total cost of the shares was € 6.7 million, with an average cost of € 44.62 per share. Capital reserves were therefore reduced by the difference of € 2.3 million (net of taxes) (September 30, 2009: € 1.1 million).

26.3 Revenue reserves

Revenue reserves include the retained earnings of consolidated group companies as well as earnings after taxes (EAT) for the nine-month period under report amounting to € 99.6 million (January - September 2009: € 93.4 million) less the dividend payment for the financial year 2009 amounting to € 45.5 million (January - September 2009: € 45.4 million). Revenue reserves increased by € 54.1 million during the nine-month period under report (January - September 2009: € 48.0 million) as a result of the positive earnings after taxes (EAT) for the period.

26.4 Treasury shares

The following table shows the number of treasury shares bought back and issued to employees under employee participation programs as well as the number of treasury shares and the issued share capital at the end of the reporting period.

Analysis of changes in shares and subscribed capital

Number of shares	Number of shares bought back	Shares issued to employees/ bond conversion	Number of treasury shares held	Change in subscribed capital
Subscribed capital				55,000,000
Changes:				
Financial year 2006	-1,650,883		-1,650,883	
Financial year 2007				
Share buyback	-2,732,139		-2,732,139	
Matching Stock Program (MSP)/June 2007		112,612	112,612	
Financial year 2008 (Jan. 1, 2008 - March 18, 2008)	-986,641		-986,641	
	-5,369,663	112,612	-5,257,051	
Capital reduction by cancellation of shares (on March 18, 2008)			3,000,000	-3,000,000
Status after capital reduction (March 18, 2008)	**-5,369,663**	**112,612**	**-2,257,051**	**52,000,000**
Financial year 2008 (March 19, 2008 - December 31, 2008)				
Share buyback (May 2 - December 31, 2008)	-1,164,963		-1,164,963	
Employee Stock Program (MAP)/June 2008		192,959	192,959	
Financial year 2009 (January 1, 2009 - December 31, 2009)				
Employee Stock Program (MAP)/June 2009		150,863	150,863	
Financial year 2010 (January 1, 2010 - September 30, 2010)				
Employee Stock Program (MAP)/retrospective adjustment from June 2009 *)		632	632	
Employee Stock Program (MAP) 2008/Match June 2010		1,397	1,397	
Employee Stock Program (MAP)/June 2010		58,464	58,464	
Matching Stock Program (MSP)/June 2010		68,086	68,086	
Bond conversion/June 2010		2,020	2,020	
Share buyback (July 27- August 24, 2010)	-300,000		-300,000	
Share buyback/employee shares/bond conversion Treasury shares and subscribed capital (at Sept. 30, 2010)	**-6,834,626**	**587,033**	**-3,247,593**	**52,000,000**

*) relates to retrospective agreement with employees

Reconciliation of weighted average number of shares with the actual number of shares in circulation

As a result of the treasury shares bought back by September 30, 2010, the issue of shares to group employees in conjunction with the exercise of the first and fourth tranches of the Matching Stock Program (MSP) in the financial years 2007 and 2010 and the Employee Stock Program (MAP) in the financial years 2008, 2009 and 2010 as well as the share capital reduction carried out on March 18, 2008 by cancellation of shares, the weighted average number of shares in circulation during the first nine months of 2010 was 48,906,729 shares (January – September 2009: 48,837,995 shares). At the end of the reporting period, a total of 48,752,407 MTU Aero Engines Holding AG shares was in issue (September 30, 2009: 48,921,808 shares). The treasury shares were acquired to enable the group to meet contractual obligations relating to convertible bonds and to issue shares to group employees in conjunction with the Matching Stock Program (MSP) and Employee Stock Program (MAP).

The following table shows changes in the number of bought-back shares, the month-end number of treasury shares and the weighted average number of shares in circulation:

Reconcilation to weighted, average number of shares in circulation

	2010			2009		
Number of shares	Balance at beginning of month	Buyback/ Exercise MSP/ Cancellation/ MAP/bond conversion	Balance at end of month	Balance at beginning of month	Buyback/ Exercise MSP/ Cancellation/ MAP	Balance at end of month
Balance at January 1	**48,921,808**	**-3,078,192**		**48,770,945**	**-3,229,055**	
January	48,921,808		48,921,808	48,770,945		48,770,945
February	48,921,808		48,921,808	48,770,945		48,770,945
March	48,921,808	632	48,922,440	48,770,945		48,770,945
April	48,922,440		48,922,440	48,770,945		48,770,945
May	48,922,440		48,922,440	48,770,945		48,770,945
June (bond conversion)	48,922,440	2,020	48,924,460	48,770,945		48,770,945
June (exercise for MSP/MAP)	48,924,460	127,947	49,052,407	48,770,945	150,863	48,921,808
July	49,052,407	-60,000	48,992,407	48,921,808		48,921,808
August	48,992,407	-240,000	48,752,407	48,921,808		48,921,808
September	48,752,407		48,752,407	48,921,808		48,921,808
Share buyback/exercise of MSP*) MAP*)/bond conversion		**-3,247,593**			**-3,078,192**	
Treasury shares (Sept. 30)		**-3,247,593**			**-3,078,192**	
Weighted average at Sept. 30			**48,906,729**			**48,837,995**

*) including 112,612 shares (June 2007) and 68,086 shares (June 2010) issued to employees in conjunction with the Matching Stock Program (MSP) and 192,959 shares (June 2008), 150,863 shares (June 2009) and 60,493 shares (March and June 2010) issued to group employees in conjunction with the Employee Stock Program (MAP)

26.5 Other comprehensive income

Other comprehensive income consists of all amounts recognized directly in equity resulting from the translation of the financial statements of foreign subsidiaries, the effects of recognizing changes in the fair value of financial instruments directly in equity (where the conditions for hedge accounting are met), net of related deferred income taxes recognized directly in equity.

27 Other provisions

Other provisions consist mainly of personnel-related obligations, pending losses on onerous contracts and warranties. Provisions for pending losses on onerous contracts relate to risks concerning the order backlog for Commercial Maintenance business.

At September 30, 2010 contingent liabilities relating to business combinations totalled € 151.9 million (December 31, 2009: € 153.6 million).

28 Financial liabilities

All derivative and non-derivative financial obligations of group entities at the end of each relevant reporting period are presented as financial liabilities. Financial liabilities comprise the following:

Financial liabilities

in € million	Total			Non-Current			Current		
	Sept. 30, 2010	Dec. 31, 2009	Jan. 1, 2009	Sept. 30, 2010	Dec. 31, 2009	Jan. 1, 2009	Sept. 30, 2010	Dec. 31, 2009	Jan. 1, 2009
Bonds									
Convertible bond	147.7	145.0	141.5	147.7	145.0	141.5			
Interest liability on convertible bond	2.8	3.9	3.9				2.8	3.9	3.9
Liabilities to banks									
Revolving Credit Facility (RCF)			61.2						61.2
Promissory notes	35.4	65.4		34.7	64.6		0.7	0.8	
Other liabilities to banks	25.6	14.6	21.3	14.7		9.7	10.9	14.6	11.6
Liabilities to related companies *)	1.6						1.6		
Other financial liabilities									
Finance lease liabilities	25.1	25.8	34.0	23.8	24.6	25.7	1.3	1.2	8.3
Purchase price adjustment Daimler AG			15.0						15.0
Loan from the province of British Columbia to MTU Maintenance Canada	13.9	12.9	11.1				13.9	12.9	11.1
Derivative financial liabilities	19.6	12.2	48.4	7.1	4.6	23.5	12.5	7.6	24.9
Total Financial liabilities	**271.7**	**279.8**	**336.4**	**228.0**	**238.8**	**200.4**	**43.7**	**41.0**	**136.0**

*) MTU Versicherungsvermittlungs- und Wirtschaftsdienst GmbH, Munich, which is not consolidated on the grounds of materiality

Convertible bond

MTU Aero Engines Finance B.V., Amsterdam, Netherlands, issued a convertible bond during the financial year 2007 with a total volume of € 180.0 million (divided into 1,800 partial bonds). In September and October 2008, MTU bought back partial convertible bonds (before maturity date) with a nominal volume of € 27.2 million. Further information is provided in the notes to the consolidated financial statements in the Annual Report 2009 (Note 34, Financial liabilities).

At a conversion price of € 49.50, the conversion ratio at issue date was 2,020.20. The coupon rate is fixed at 2.75 %, payable annually on February 1.

The present value of the future contractually agreed cash flows under the Convertible Bonds Underwriting Agreement dated January 23, 2007 has been discounted using a market interest rate i.e. the rate the company would have had to pay if it had issued a non-convertible bond. The interest expense that will be recognized over the term of the convertible loan results from unwinding the obligation using the market interest (5.425 %) used to determine its present value.

One bondholder exercised his conversion right on June 23, 2010, at which stage partial convertible bonds with a nominal value of € 100,000 were exchanged – based on their amortized cost at the conversion date (€ 95,864.10) – for 2,020 shares.

Information regarding the retrospective change in presentation of the convertible bond as a non-current financial liability is provided in section 4, Adjustments to the Condensed Interim Consolidated Financial Statements.

Revolving Credit Facility (RCF)

The currency used to finance the group is the Euro. This relates mainly to loans, a convertible bond issue and bank overdrafts (Revolving Credit Facility). On August 3, 2009, the existing revolving credit facility of € 250.0 million was replaced by a new credit facility with a term of 3 years. At September 30, 2010, the MTU Group therefore has access to an overdraft facility of € 100.0 million with two banks.

Of these new credit facilities totalling € 100.0 million, an amount of € 28.1 million (December 31, 2009: € 27.7 million) was being utilized at September 30, 2010 for guarantees. Interest on credit lines actually drawn down is charged on the basis of customary interest reference rates plus a margin. A commitment fee is paid on credit facilities which are not being utilized.

Promissory notes

On June 3, 2009, MTU placed four promissory notes with a nominal volume of € 65.0 million. Notes with a nominal value of € 30.0 million were bought back on June 7, 2010, leaving notes outstanding at September 30, 2010 with a nominal value of € 35.0 million. The promissory notes, which help to diversify group financing further, are payable in full on the following maturity dates:

Promissory notes

Maturity	Original note amount (nominal) in € million	Interest rate	Buy-back June 7, 2010 in € million	Remaining note amount (nominal) in € million
June 5, 2012	1.5	fixed		1.5
June 5, 2014	11.5	fixed		11.5
June 5, 2012	27.0	variable *)	15.0	12.0
June 5, 2014	25.0	variable *)	15.0	10.0
	65.0		**30.0**	**35.0**

*) 6-month Euribor plus margin

The promissory notes were measured initially at their fair value (corresponding to the nominal amount) net of transaction costs amounting to € 0.4 million. At subsequent reporting dates, they are measured at amortized cost.

29 Contract production liabilities

Contract production liabilities comprise the following:

Contract production liabilities

in € million	Sept. 30, 2010	Dec. 31, 2009
Advance payments received for contract production	969.6	847.6
of which relating to:		
Contract production receivables	-279.1	-240.6
Total Contract production liabilities	**690.5**	**607.0**

Advance payments received relate mainly to military engine program participations.

Any surplus of advance payments received over contract production receivables with a remaining term of more than 12 months are discounted to their present value.

30 Other liabilities

Other liabilities comprise the following items:

Other liabilities

in € million	Total Sept. 30, 2010	Total Dec. 31, 2009	Non-current Sept. 30, 2010	Non-current Dec. 31, 2009	Current Sept. 30, 2010	Current Dec. 31, 2009
Other taxes	17.1	8.4			17.1	8.4
Employees and Social security						
Social security	1.5	2.0			1.5	2.0
Pre-retirement part-time working arrangements	12.3	1.6	11.5	0.7	0.8	0.9
Other liabilities to employees	57.1	38.9	2.4	2.6	54.7	36.3
Accrued interest expense	24.3	21.4	24.3	21.4		
Maintenance work still to be performed on engines	9.7	8.1	9.7	8.1		
Sundry other liabilities	21.6	18.2	5.5	1.2	16.1	17.0
Total other liabilities	**143.6**	**98.6**	**53.4**	**34.0**	**90.2**	**64.6**

Other taxes

Other taxes amounting to € 17.1 million (December 31, 2009: € 8.4 million) relate to payroll (including employees' solidarity surcharge), church taxes and sales taxes.

Employees and social security

Liabilities to employees comprise holiday entitlements, flexi-time credits, obligations relating to pre-retirement part-time working arrangements, obligations resulting from earlier efficiency improvement programs as well as obligations under the new pre-retirement part-time working arrangements in place since 2010. Obligations for profit-shares and bonuses, for specific liabilities relating to pre-retirement part-time working arrangements, for long-service awards and for structural measures taken in conjunction with the introduction of the ERA (Entgelt Rahmenabkommen – Framework Agreement on Pay) are included in other provisions.

Social security liabilities relate mainly to contributions to employees‘ accident insurance associations amounting to € 0.9 million (December 31, 2009: € 1.5 million) and liabilities to health insurance agencies amounting to € 0.6 million (December 31, 2009: € 0.5 million).

Accrued interest expense

Non-current advance payments received on account from customers for contract production are discounted over the term of the advance payments using appropriate market interest is rates and the deferred interest is recognized as a liability within other liabilities until the engine is delivered. Deferred interest amounting to € 19.5 million (December 31, 2009: € 16.6 million) relates to advance payments for long-term military contract production as well as payments on account of € 4.8 million (December 31, 2009: € 4.8 million) relating to long-term commercial engine programs.

Maintenance work still to be performed on engines

This line item relates mainly to obligations for the maintenance of engines made available to airlines on a temporary basis (as part of commercial MRO activities) while the airlines' own engines are being maintained or repaired.

Sundry other liabilities

In addition, this line item includes numerous smaller individual obligations.

32 Related party transactions

Transactions with related entities

Proportionately consolidated entities

MTU does business with MTU Maintenance Zhuhai Co. Ltd., China, as part of its ordinary operating activities, buying and selling various products and services on an arm's length basis. There were no trade receivables due from this entity at September 30, 2010, while trade payables totalled € 6.0 million. Income recognized during the nine-month period under report amounted to € 1.4 million, with expenses totalling € 10.7 million.

Entities accounted for at equity and at cost

MTU does business with entities that are accounted for at equity and at cost, as part of its ordinary operating activities, buying and selling various products and services on an arm's length basis. Entities accounted for at equity and at cost are disclosed in note 45.1.2 (Major Shareholdings) of the Annual Report for the year ended December 31, 2009. Trade receivables at September 30, 2010 amounted to € 45.7 million, while trade payables totalled € 53.4 million. Income recognized during the nine-month period under report amounted to € 456.3 million, with expenses totalling € 321.7 million.

Transactions with related individuals

MTU Group companies did not enter into any material contracts with members of the Board of Management, the Supervisory Board or with other key management personnel or with companies in whose management or supervisory boards those persons are represented. The same applies to close members of the families of those persons.

33 Contingent liabilities and other financial commitments

Contingent liabilities and other financial obligations at September 30, 2010 amounted to € 158.9 million (December 31, 2009: € 144.5 million), an increase of € 14.4 million. Contingent liabilities and other financial obligations are not material to the MTU Group. As in previous periods, with the exception of lease payments, no amounts fell due for payment during the period under report. Similarly, no amounts are expected to be paid for the financial year 2010. Information regarding the composition and nature of contingent liabilities and other financial obligations is provided in the notes to the consolidated financial statements in the Annual Report 2009 (Note 43).

Purchase commitments for intangible assets and property, plant and equipment amounted to € 34.6 million at September 30, 2010.

34 Events after the end of the reporting period (September 30, 2010)

There have been no significant events after the end of the interim reporting period (September 30, 2010) and prior to the date of authorization for issue of the Quarterly Financial Report on October 25, 2010.

35 Publication of the Quarterly Financial Report

The Quarterly Financial Report of MTU Aero Engines Holding AG, Munich, for the period from January 1 to September 30, 2010 published on the Internet on October 26, 2010.

Declaration of Legal Representatives (Responsibility Statement)

To the best of our knowledge, and in accordance with the applicable reporting principles, the Condensed Interim Consolidated Financial Statements give a true and fair view of the assets, liabilities, financial position and profit of the group, and the Interim Group Management Report includes a fair review of the development and performance of the business and the position of the group, together with a description of the principal opportunities and risks associated with the expected development of the group.

Munich, October 25, 2010

Egon Behle

Chairman of the Board of Management

Dr. Rainer Martens

Member of the Board of Management, Chief Operating Officer

Dr. Stefan Weingartner

Member of the Board of Management, President and CEO Commercial Maintenance

Reiner Winkler

Member of the Board of Management, Chief Financial Officer

Disclaimer

This report contains forward-looking assertions which reflect the current view of the management of MTU with regard to future events. Those disclosures are characterized by terms such as “expect“, “is likely that“, “assume“, “intend“, “estimate“, “aim“, “set as target“, “forecast”, “outlook“ and similar phrases and generally include information relating to expectations or targets for revenues, (adjusted) EBIT or EBITDA or other performance measures. Forward-looking assertions are based on the latest forecasts, assessments and expectations. Such information should therefore be carefully considered. Assertions of this kind are subject to risk factors and uncertainties which are often difficult to assess and which are generally not within the control of MTU. Such factors may unfavorably affect revenues and expenses. If these or other risk factors and uncertainties do in fact materialize, or if the assumption on which assertions are based turn out to be incorrect, MTU’s actual earnings may vary from those contained in, or implied by, these assertions. MTU cannot guarantee that expectations or targets will be met. MTU does not accept any responsibility for up-dating future-looking assertions by taking account of any new information or future events or other matters.

In addition to IFRS-based key figures, MTU also discloses some non-GAAP key performance indicators (e. g. EBIT, EBIT margin, EBITDA, EBITDA margin, (where applicable EBIT adjusted, EBIT margin adjusted), free cash flow and gross/net financial liabilities) which are not covered by financial reporting standards. These key performance indicators should be seen as supplementary information and not as a replacement for disclosures made in accordance with IFRS. Non-GAAP key performance indicators are not covered by IFRS or any other generally accepted set of financial reporting rules. Other entities may, under certain circumstances, use different definitions for these items.

Financial Calendar

Teleconference on third quarter 2010 earnings	**October 26, 2010**
2010 conference with analysts and investors	**November 9, 2010**
Annual Accounts Press Conference; Telephone Conference on 2010 earnings	**February 24, 2011**

Contacts

Investor Relations
Telephone +49 (0) 89-1489-8313
Telephone +49 (0) 89-1489-3911
Telefax +49 (0) 89-1489-95062
E-Mail **Inka.Koljonen@mtu.de**
Claudia.Heinle@mtu.de

Translation
The German version takes precedence.

Die MTU Aero Engines Holding AG im Internet

- Further information about MTU Aero Engines Holding AG can be obtained via the Internet at: www.mtu.de.

- Investor Relations information is available directly at **http://www.mtu.de/de/investorrelations/latest_news/index.html**

- Information about MTU Aero Engines Holding AG's can be obtained at: **www.mtu.de/de/products_services/new_business_commercial/index.html**

MTU Aero Engines Holding AG
Dachauer Straße 665
80995 Munich • Germany
Tel. +49 89 1489-0
Fax +49 89 1489-5500
www.mtu.de