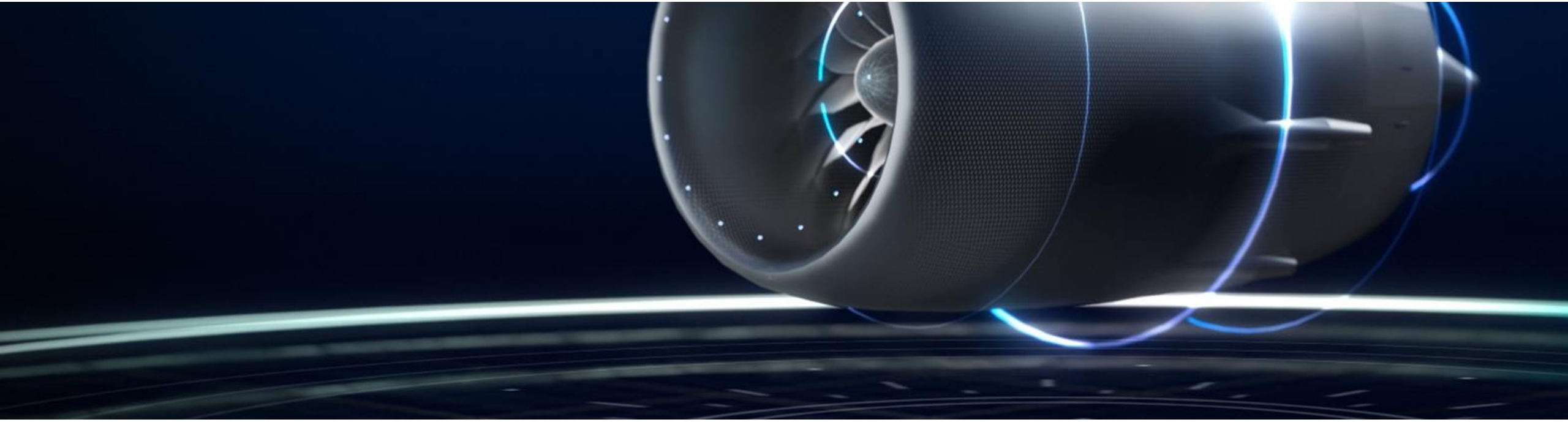
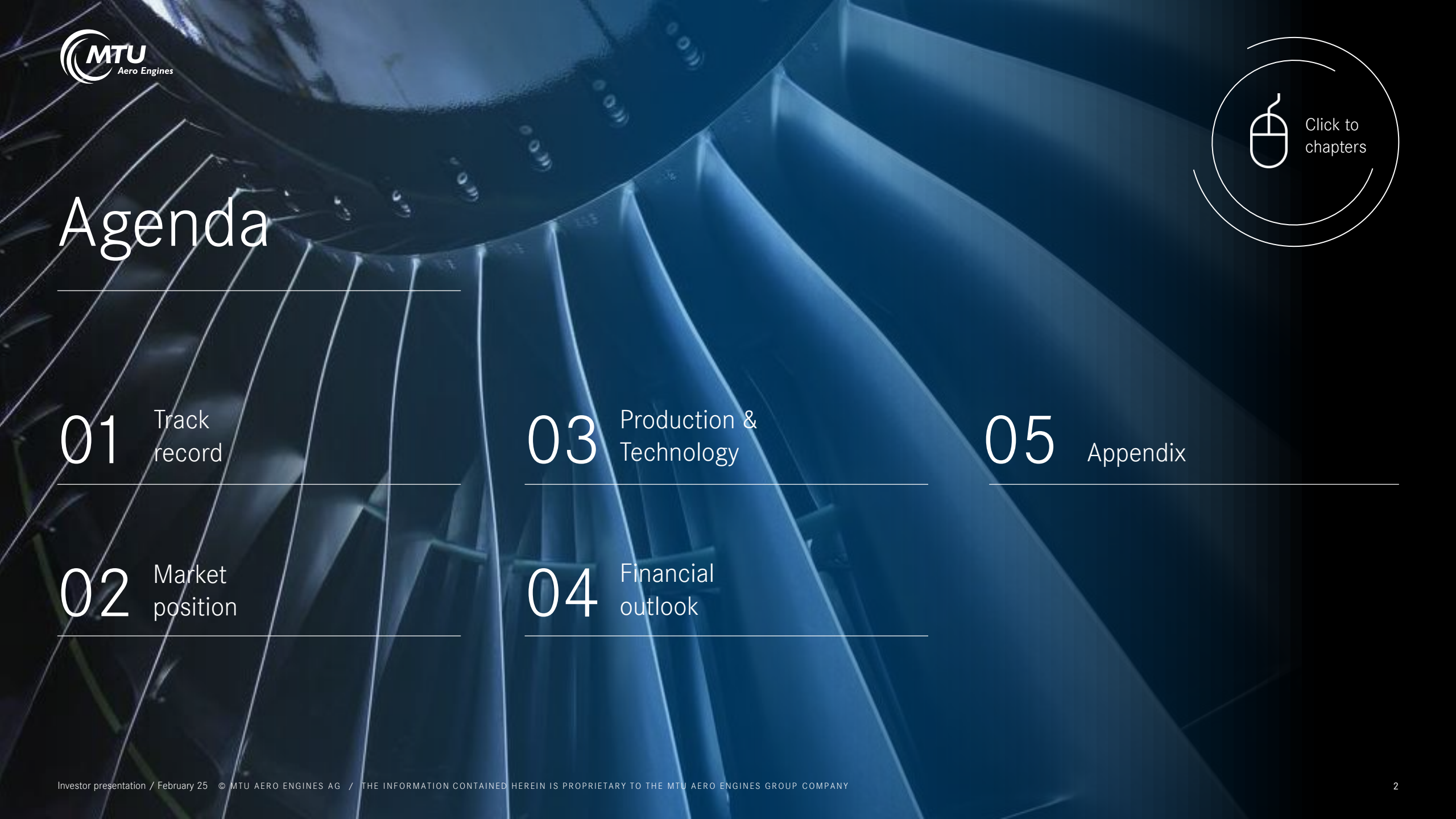
DRIVEN BY VISIONS OF TOMORROW



MTU Aero Engines AG I Investor presentation

February 2025



Click to chapters

Agenda

01 Track record

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

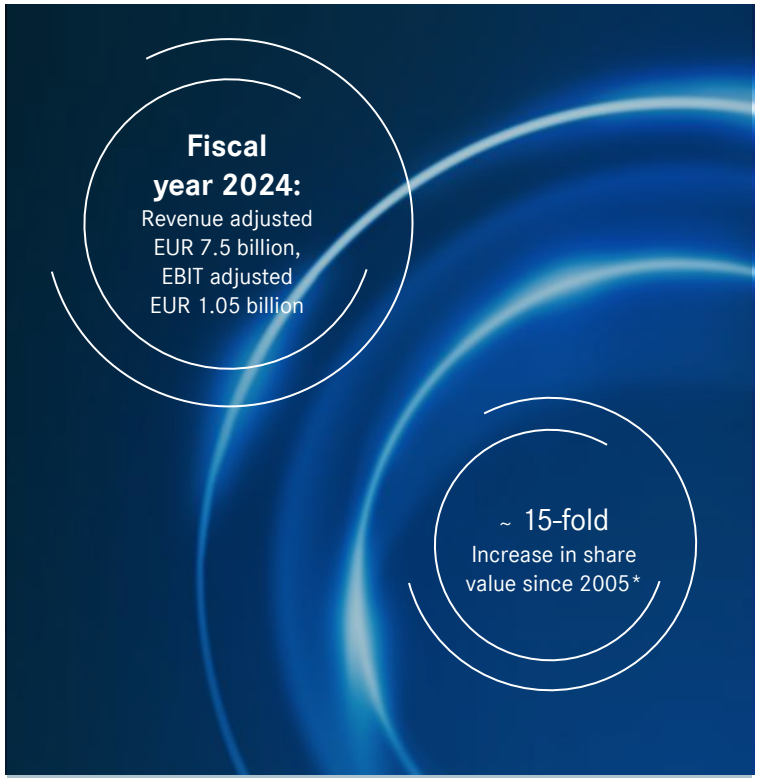
We shape the future of aviation!

WHAT WE DO

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

HOW WE DO IT

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



** Basis: 31 January 2025*

MTU at a Glance

COMMERCIAL OEM BUSINESS

- Revenues adj.: € 1.9 billion (25 %)**
- Decades of partnerships with OEMs increasingly include maintenance
- Balanced product portfolio in all thrust categories
- Order volume secures business beyond mid of this decade
- Approx. 30% of active aircraft with MTU participation

FY 24: Adj. revenues € 2.5 bn | **EBIT adj. € 0.6 bn**

MILITARY OEM BUSINESS

- Revenues: € 0.6 billion (8 %) **
- European and U.S. engine programs
- Full system capability
- R&D is typically customer financed
- Leading partner of the German Armed Forces

COMMERCIAL MRO* BUSINESS

- Revenues: € 5.1 billion (67 %) **
- Services: maintenance, leasing and asset mgmt.
- Exposure to highest growth engines (PW1000G, V2500, CFM56, CF34, GE90)
- Global network with direct customer business, partner of OEMs and airlines
- More than 1,400 customers, including over 270 airlines and 1,300+ shop visits p.a.

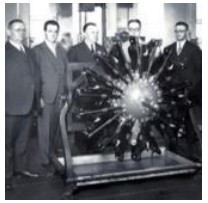
FY 24: Adj. revenues € 5.1 bn | **EBIT adj. € 0.4 bn**

MTU group 2024: Revenue adj. € 7.5 bn | EBIT adj. € 1.05 bn (14.0%) | FCF € 183 million

** MRO = Maintenance, Repair and Overhaul*

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

1934
BMW Flugmotorenbau GmbH is founded



1965
MAN takes over BMW Triebwerkbau

1969
MTU
50% Daimler Benz
50% MAN

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

2005
MTU goes public

Today
MTU Aero Engines is established in the DAX, Germany's primary stock index

Focus on **military** applications — Focus on **commercial** applications

02 Market position

2024 was a record year for MTU and we are ready to further shape the future of aviation.

The aero engine industry

CHARACTERISTICS

- Industry **players are specialized** in different modules and technologies
- **Oligopolistic** structure of market
- **OEM** business and **MRO** are perfect supplements
- Profit margins and cashflows related to the sales of new engine platforms are typically low or even negative, **spare parts** business is the **main value driver** for the OEM segment

HIGH BARRIERS TO ENTRY

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

MTU is an essential partner in the engine value chain

Material suppliers*	Engine component suppliers*	**Subsystem/ module suppliers***	Engine OEMs*	Airframers*	**Airline operations**
CPP	Senior Aerospace	KAWASAKI HEAVY INDUSTRIES, LTD.	GE Aviation	AIRBUS	**MRO**
PCC	Hanwha Techwin	IHI	Pratt & Whitney	BOEING	Engine MRO: MTU Aero Engines
ALCOA	MB AEROSPACE	MITSUBISHI HEAVY INDUSTRIES, LTD.	Rolls-Royce	BOMBARDIER	
ATI		MTU Aero Engines	SAFRAN AEROSPACE · DEFENCE · SECURITY	EMBRAER	

OEM market | **Aftermarket**

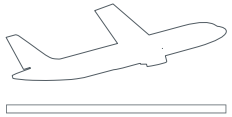
** selected market participants*

Long-term fundamentals for the aerospace industry remain intact

Positive market environment for the aviation industry[1)]

20-year annual
GDP growth 2.6%

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



20-year annual CTK[3)]
traffic growth 3.1%

20-year new jet aircraft
deliveries >40,000

Solid new aircraft deliveries 2023 - 2042[4)]

~32,900
Passenger single-aisle

~7,300
Passenger twin-aisle

~2,900
Regional Jets

~1,000
Freighters

Source: 1) Airbus Global Market Forecast 2024 2) RPK = Revenue Passenger Kilometers 3) CTK = Cargo Ton Kilometers 4) Passenger aircraft deliveries forecast to exceed USD 100 bn in 2024 (Cirrium Ascend Consultancy 01/11/2024)

MTUs unique market position in both segments OEM and MRO

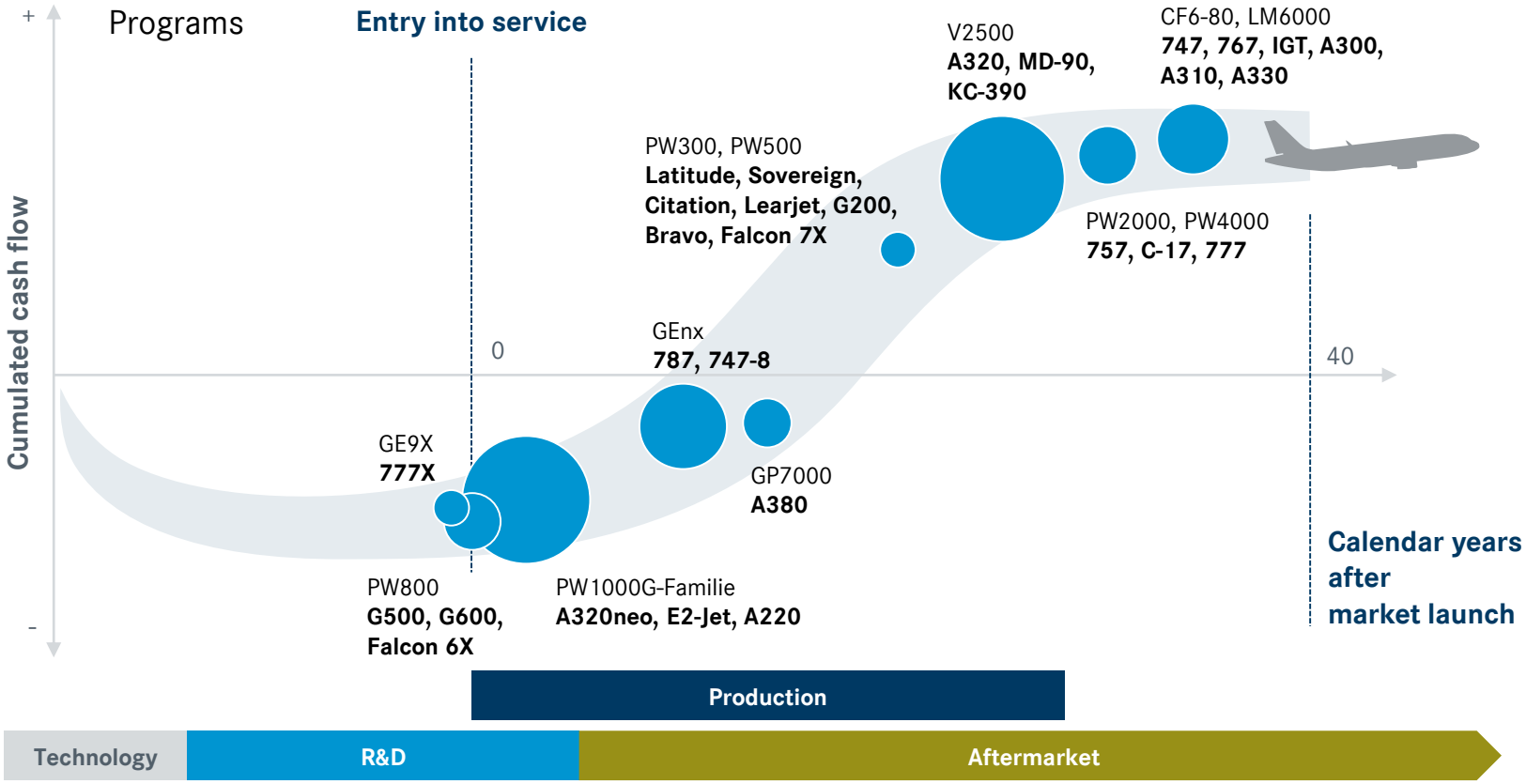
OEM

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

MRO

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

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



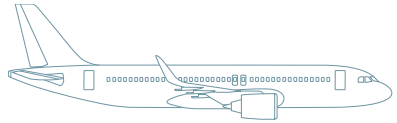
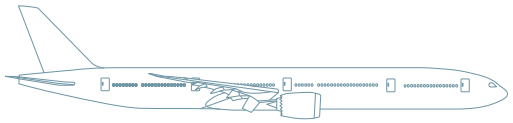
01 MTU outperforms the market in three of the four market segments by:

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

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

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

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

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

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

Solid military engine portfolio

FCAS
NGFE

EIS ~2040

Next Gen Helicopter

CH-53K
T408

EIS 2021

Year 0
Entry into service

A400M
TP400-D6

EIS 2013

Eurocopter Tiger
MTR 390

EIS 2004

Eurofighter
EJ200

EIS 2003

Tornado
RB199

EIS 1979

40-50 years
in service

R&D

Series Production

Aftermarket

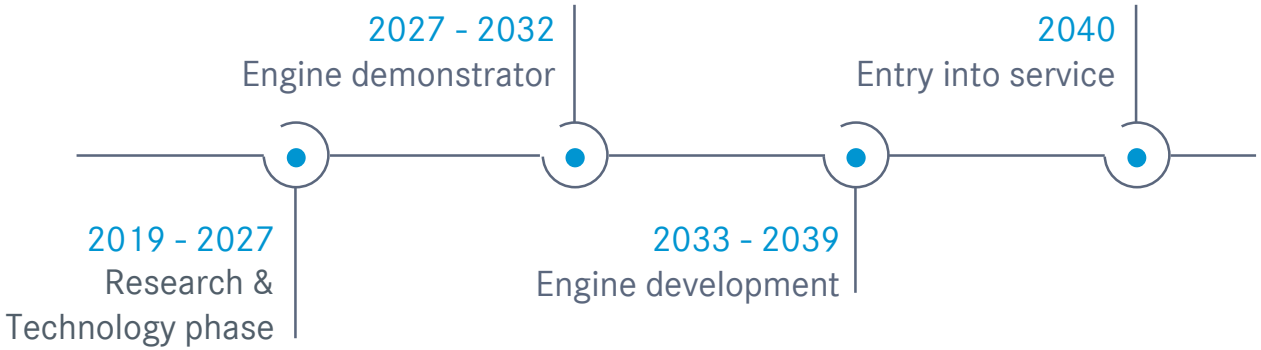
Phase out

Kick-off for the European new-generation fighter engine

~ 2,000
engines expected

~ 500
engineers at MTU

TIMELINE OF THE NEW EUROPEAN FIGHTER ENGINE



Achievements

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

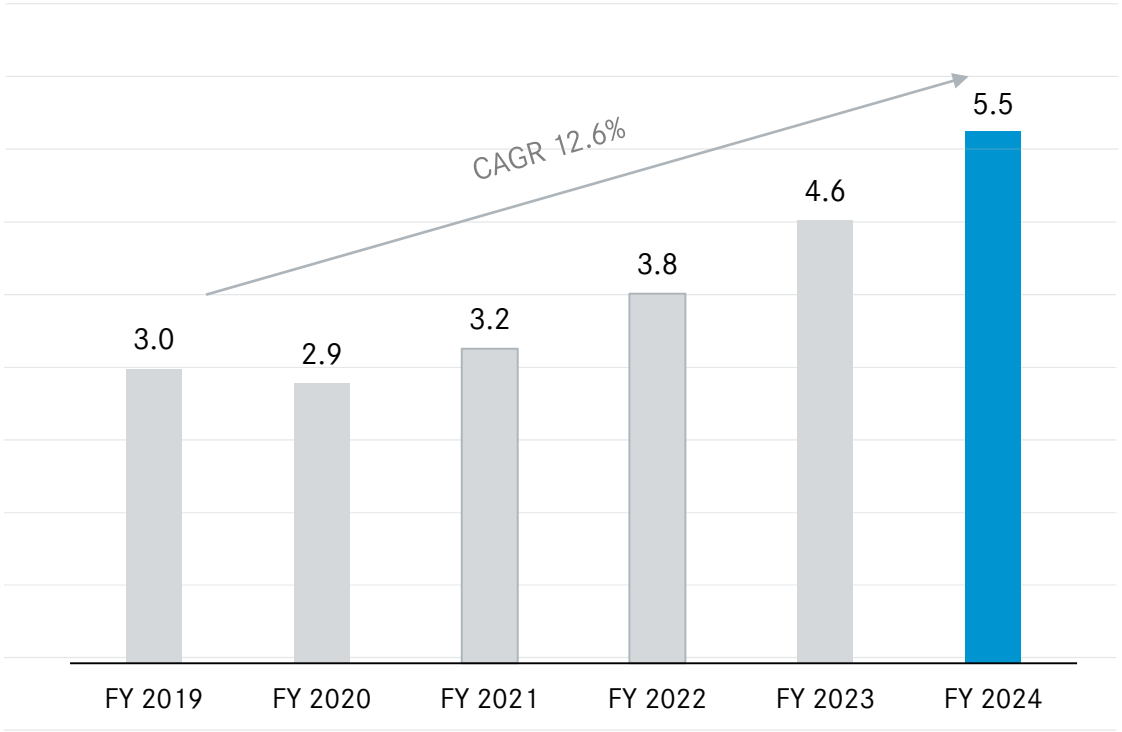
Benefits for MTU

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

Source: www.eumet-engine.eu

MTU very well positioned to benefit from future growth in the MRO market

MRO REVENUES 2019 -2024 (IN USD BILLION)



- Market approach via independent MRO and OEM-MRO partnerships
- One of the largest engine maintenance portfolio worldwide
- Broad, diversified customer base
- Strong position in growth platforms
- Current narrowbody engines have not yet reached their shop visit peak
- Future growth mainly driven by new engine platforms

1) MTU Source

MTU is working consistently to further strengthen its MRO market presence

Secure market access

- Further increase independent MRO business
- Cooperation with OEM on new engine programs
- Promoting partnerships (e.g. with JV partners)

Expansion of product portfolio

- Expansion of existing and development of new services
- Focus on customer needs

Presence in key markets

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

Increase competitiveness

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

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

MARKET TRENDS

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

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

BENEFITS

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

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

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

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

In the more recent programs, MTU increasingly supports the OEMs, providing high-quality maintenance solutions

MARKET TRENDS

- Trend towards OEM branded service agreements continues
- High number of airlines are focusing on their core business

Majority of new engines with MTU program share are sold with an OEM maintenance contract

BENEFITS

01 **Long-term partner** in the OEM network

02 MTUs **excellence in MRO provides benefits** to the network

03 **Reduction of shop visits costs** through MRO expertise

04 Focus on **capacity growth at best-cost locations**

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

MARKET TRENDS

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

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

BENEFITS

01 Local presence with **high MTU quality standards**

02 **Access to additional MRO business** outside the home market

03 **Shop visits cost reduction** and **maximization of margins** through MRO expertise

04 Win-win: **shared costs & investments –** more volume

Expansion of our global MRO network is progressing

Canada
Move to new facility 2021

Dallas
Move to new facility 2023

Zhuhai (JV)
Shop expansion 2021

Zhuhai Jinwan (JV)
New shop 2025

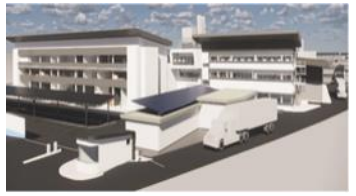
Hannover
Shop expansion 2021

Ludwigsfelde
Shop expansion 2019

Serbia
New shop 2022

EME Aero (JV)
New shop 2019

ASSB Airfoil Service (JV)
Shop expansion 2021



03 Production & Technology

Leading technology paving the way for emissions-free flight

LEADING TECHNOLOGY FOR CORE ENGINE MODULES AND PRODUCTION PROCESSES

- Fast running low-pressure turbine **(LPT),** high-pressure compressor **(HPC)** and turbine center frame **(TCF)**
- MTU as role model for **automation** in aero engine manufacturing (Blisk production centre, Rotor2, electrochemical machining (ECM))
- **In-house competence retained** even in volatile market environment

PAVE THE WAY FOR EMISSIONS-FREE FLIGHT

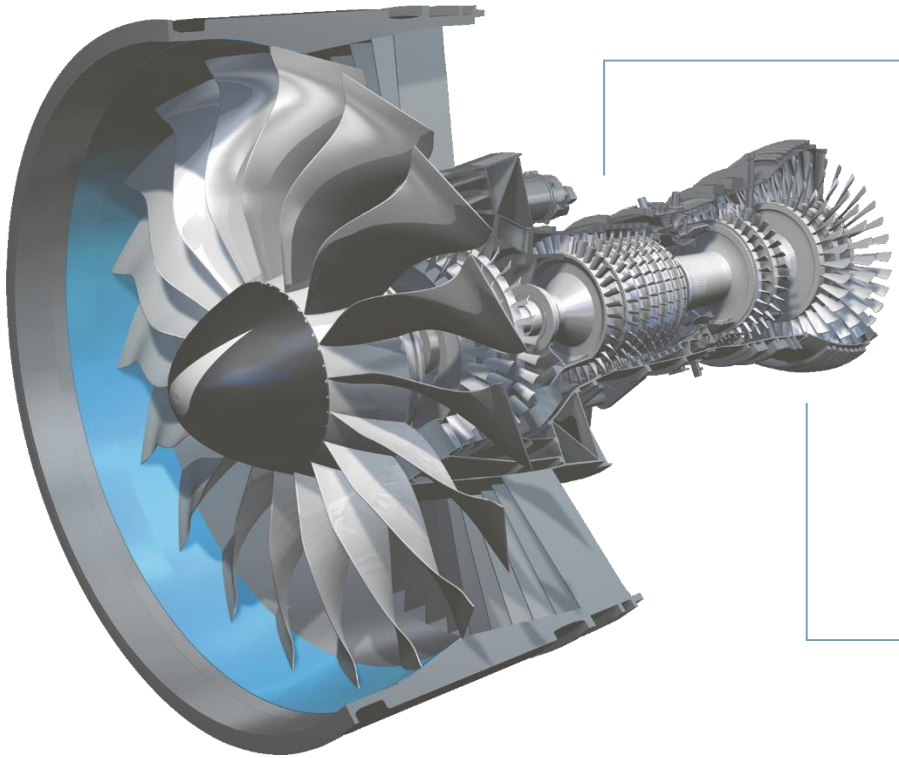
- **Sustainable technology** paves the ways towards emission-free flights
- MTUs technology roadmap contains some **150 defined technology projects** towards decarbonization
- Since 2022 **climate neutral production** at all German sites and at MTU Polska*
- Similar projects will follow in our other international locations in the near future

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

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

MANUFACTURING

MAINTENANCE



High-pressure compressor (HPC)

Low-pressure turbine (LPT)

Turbine center frame (TCF)

OEM global footprint – target vision for future manufacturing sites

Target set-up OEM Munich:

Renewed infrastructure and competences GEN2/NEFE/FFC*

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

Target set-up OEM Polska:

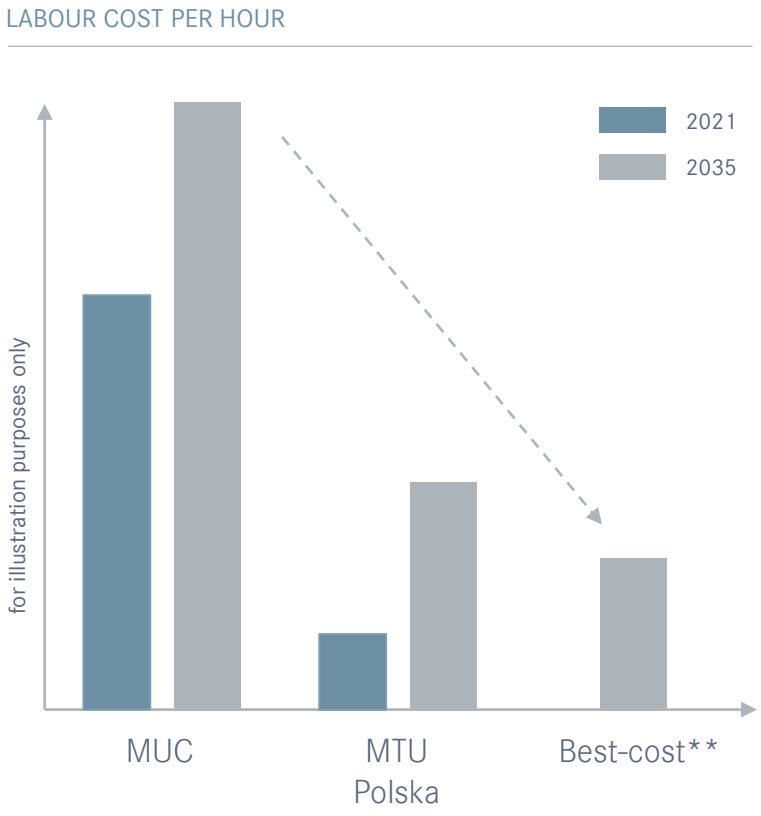
Enhanced portfolio

- Expansion to static parts with increased complexity
- Additive manufacturing

Target set-up OEM best-cost:

Capacity growth

- Low-tech process steps
- Simple parts for training purposes
- Labour-intensive, manual production steps and assemblies



*GEN2 = GTF 2nd generation, NEFE = Next European fighter engine, FFC = Flying fuel cell

** estimate

EcoRoadmap for a sustainable production

60% CO2 reduction (Scope 1 & 2) by 2030 according to Paris climate agreement

Since 2018:
Project Zero for waste reduction and less water consumption

Since 2021:
climate neutral production in Munich*

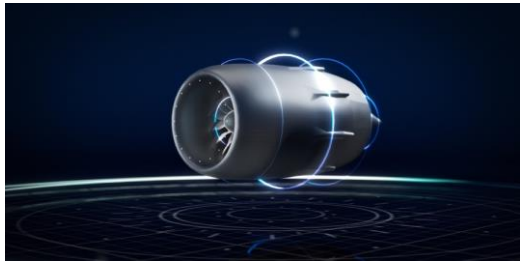
Since 2022:
climate strategy ecoRoadmap implemented at all European sites*

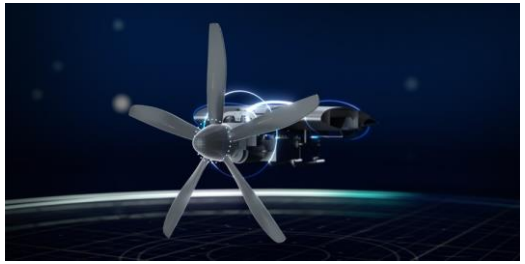
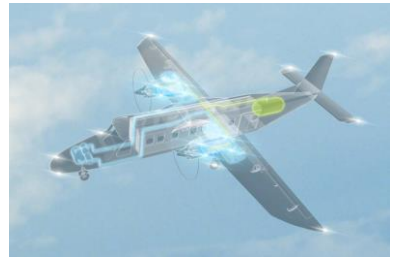
2023 onward:
climate strategy ecoRoadmap implemented at all production sites worldwide*
further measures for CO_2 reduction (geothermal plant, etc.)

Sustainability measures additionally support independence from fossil resources such as gas and oil

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

Energy sources for emission-free aviation




IMPORTANCE OF SAF* FOR NEAR- AND LONG-TERM CLIMATE PROTECTION

Near-term

- Drop-in application in existing fleet with imminent impact on climate
- Blend of 50% already certified
- Sustainable usage of high-efficient existing engines in fleet until end-of-life

Long-term

- Long-term application for long range due to high energy density
- Usable for all future engine concepts based on high efficient gas turbines

IMPORTANCE OF HYDROGEN AS CLEANEST ENERGY CARRIER

Long-term

- “Green” hydrogen has largest potential for zero emissions
- Infrastructure and handling more complex than for SAF
- Due to lower energy density applicable for short range and mid range
- MTU develops a flying fuel cell for hydrogen usage – cleanest way of hydrogen consumption without combustion

* *SAF = Sustainable Aviation Fuel*

Engine concepts towards emission-free aviation

GAS TURBINE EVOLUTION

- Reduced fan pressure ratio and higher overall pressure ratio
- More efficient components and advanced materials
- Increased robustness and improved time-on-wing

FLYING FUEL CELL

- An electrochemical reaction in fuel cells transforms chemical energy from H_2 and O_2 into electrical energy
- Applicable to short and medium range aircraft
- Largest potential in terms of emission-free flying

04 Financials & outlook

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

Financial strength setting the ground for new investments

FINANCIAL STRENGTH

- **Strong balance sheet with** a healthy leverage and high level of liquidity
- **Diversified funding** mix
- **Resilience proven** in crisis years 2020-2021
- **Investment grade** rating
  - Moody's: Baa3 (positive)
  - Fitch: BBB (stable)

SETS THE GROUND FOR OUR INVESTMENT

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

2025 – Business driver
Market trends remain strong while supply chain remains a watch item

Military

- Growing EJ200 deliveries for core nations
- High support volume for all platforms while RB199 starts phasing out
- Increase in development work for NGFE*
- T408 engine deliveries increasing

Commercial OE

- GTF production volume growing strongly
- Increase of GEnx production
- Start of GE9X deliveries
- Overall trend to more normalized spare/lease engine ratio expected

Commercial spares

- Spare parts portfolio growth influenced by parts availability constraints
- Solid volume and growth from narrowbody engines (V2500, GTF)
- Stable business on mature WB platforms

Commercial MRO

- GTF MRO grows in volume and content
- Strong MRO demand for freighter engines
- MLS continues growth with profitability ahead of average margin

*) NGFE = New Generation Fighter Engine

Guidance 2025 – Revenue growth continues

ORGANIC REVENUE 1,05 USD/€

Military
~ up mid to high single digit %

Commercial OE
~ up mid teens %

Commercial spares
~ up low teens %

Commercial MRO
~ up low to mid teens %
GTF share at ~ 40%

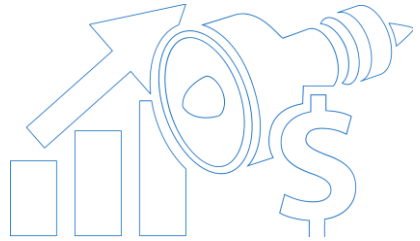
Total group sales
EUR 8.7 – 8.9 bn €

EBIT adj. absolute
Up mid teens %

Net income adj.
Growth in line with EBIT adj.

FCF
Low triple digit million €

Expected dividend proposal
2.20 €/share



MTU's financial policy remains prudent and reliable
Balanced leverage ratio target – 0.5 to 1.5 x net debt/EBITDA

MTU's cash deployment strategy

Priorities	**Organic growth**	**Dividends**	**Share buybacks**	**M&A**
Targets	New program opportunities	Payout target of 40% of net income adj. *	Opportunistic instrument to limit deleveraging and manage dilution	Opportunities limited

*) Dividend payout ratio target of 40% currently suspended due to GTF fleet management plan

MTU is well positioned in the market to benefit from further growth and to deal with market challenges

Economical and geopolitical challenges

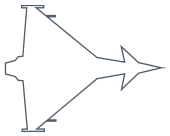
A strong financial and contractual position prepares well to deal with current challenges and realize opportunities
Balanced leverage ratio target of 0.5 to 1.5 net debt/EBITDA

Strong financial vision and business strategy

MTU strives for balanced product portfolio and technological leadership to maintain profitable growth

Decarbonization and climate protection

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

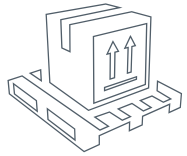


Defence & Sovereignty

MTU plays a key role in Europe's most important current & future military engine programs

Growth

Long-term growth and ongoing strong orderbooks
→ Operational excellence in OEM and MRO as basis for long-term growth



Reshuffling of global supply chain

MTU's supply chain is challenging but stable, thanks to its multiple source strategy

Industry re-shaping

Fleet renewal, focus on efficiency → MTU with strong product portfolio – GTF engines offer double-digit improvements in fuel burn and operating costs

Retain and attract talent

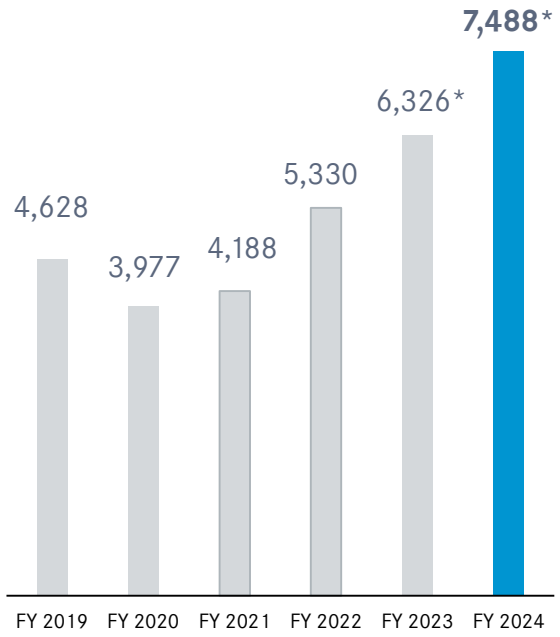
MTU offers a lot of benefits to attract new talented employees (innovative culture, leadership values)

05 Appendix

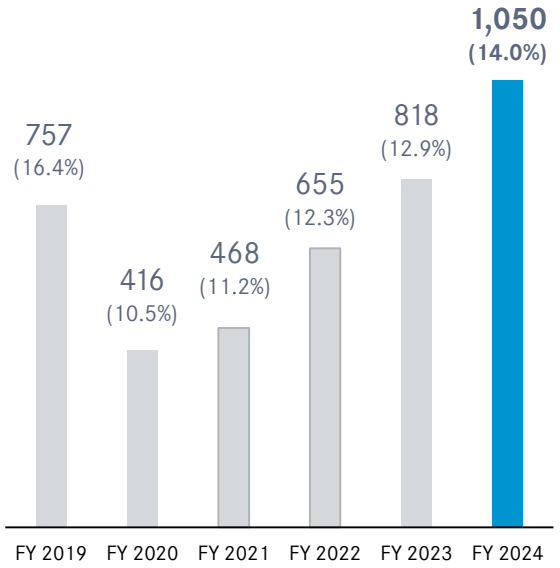
In our appendix you will find some more important financial data and further information. If you miss any information, please let us know.

Key financials

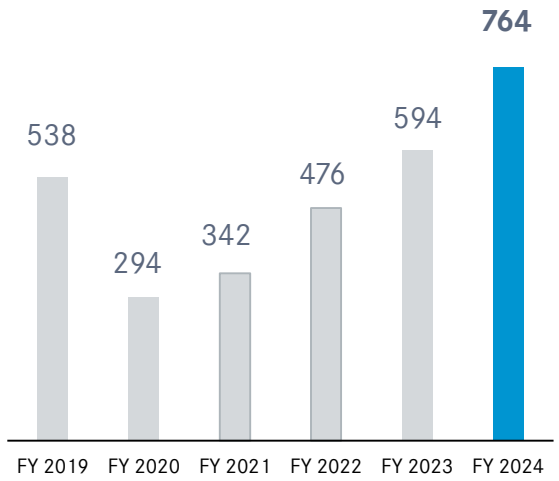
REVENUES
[m €]



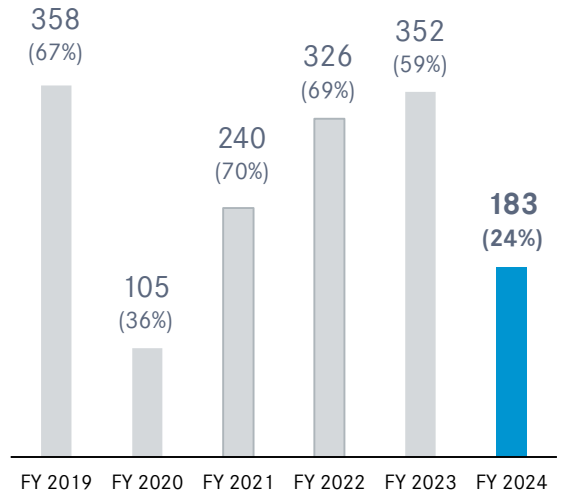
EBIT ADJUSTED
(EBIT Margin) [m €]



NET INCOME ADJUSTED
[m €]



FREE CASHFLOW
*CCR** [m €]*

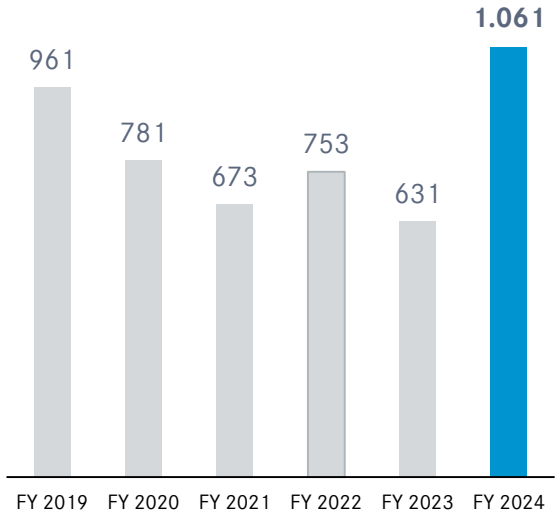


*Note: * Adjusted revenues 2023 primarily adjusted for PW1100G powder metal issue; ** CCR Cash conversion rate = FCF / Net Income adj.*

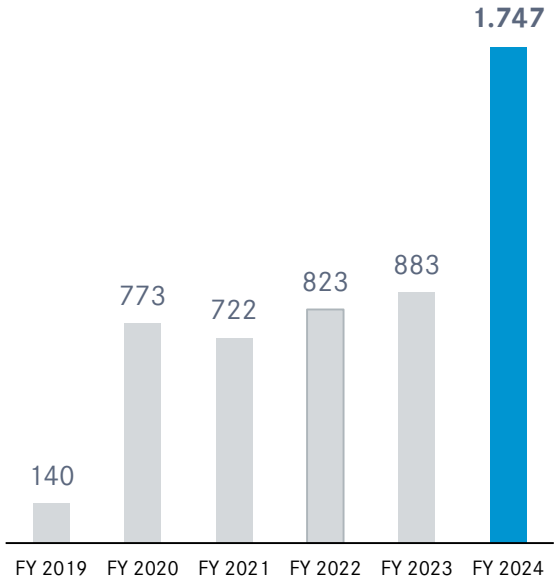
Strong balance sheet provides good cushion against ongoing market challenges

Key credit figures

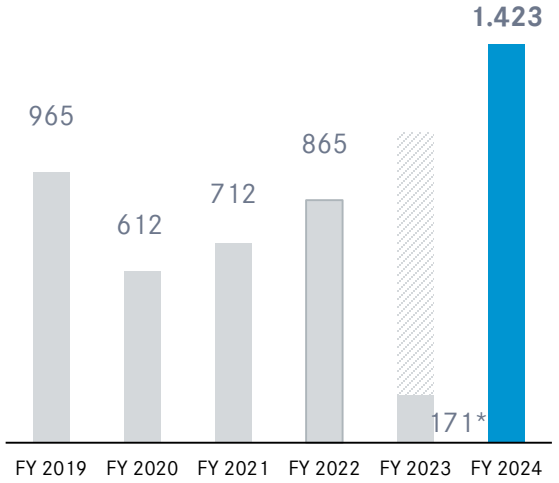
NET FINANCIAL DEBT
[m €]



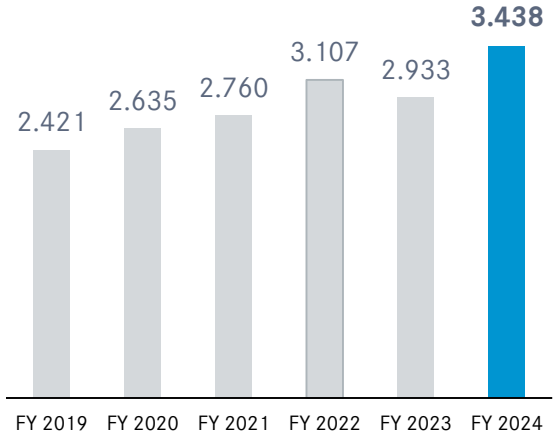
CASH & CASH EQUIVALENTS
[m €]



EBITDA
[m €]



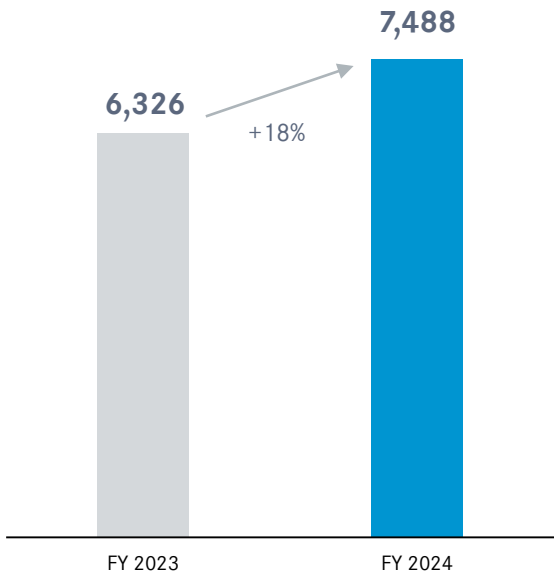
EQUITY
[m €]



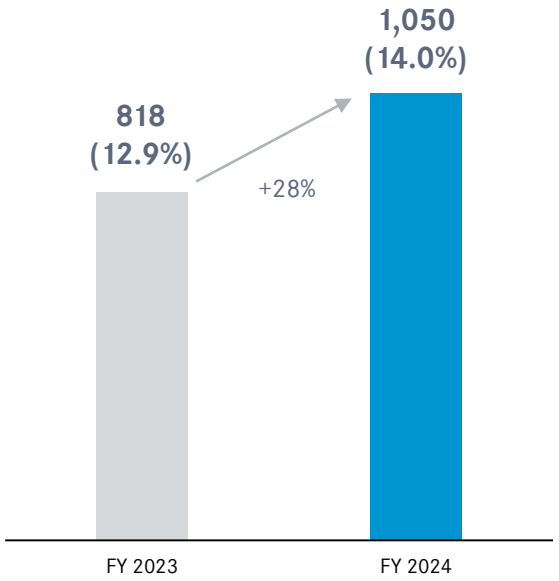
- Net Financial Debt / EBITDA range – targeted between 0.5 – 1.5
- Equity ratio of 28% in 2024
- *Adjusted EBITDA of €1,108m, it excludes one-time effect from PW1100 fleet management issue

Financial highlights 2024

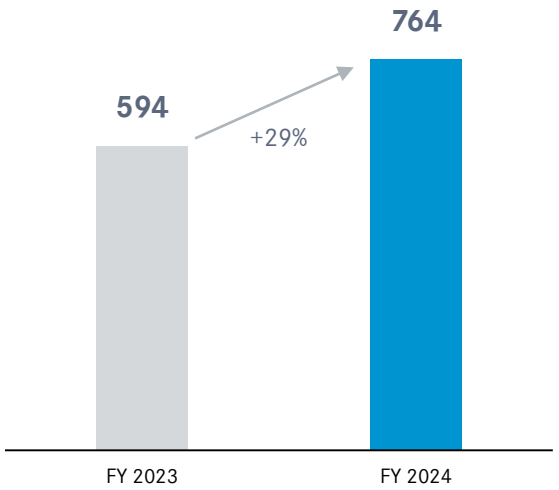
REVENUES ADJUSTED
[m €]



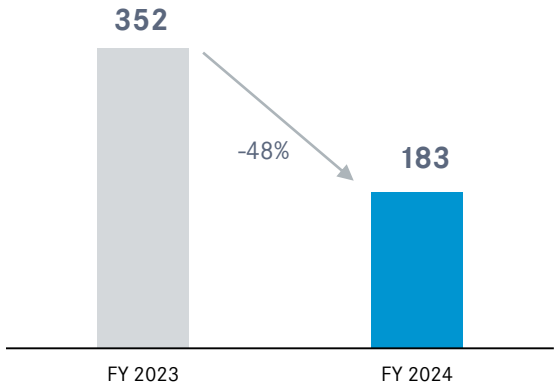
EBIT ADJUSTED
(EBIT Margin) [m €]



NET INCOME ADJUSTED
[m €]



FREE CASHFLOW ADJUSTED
[m €]

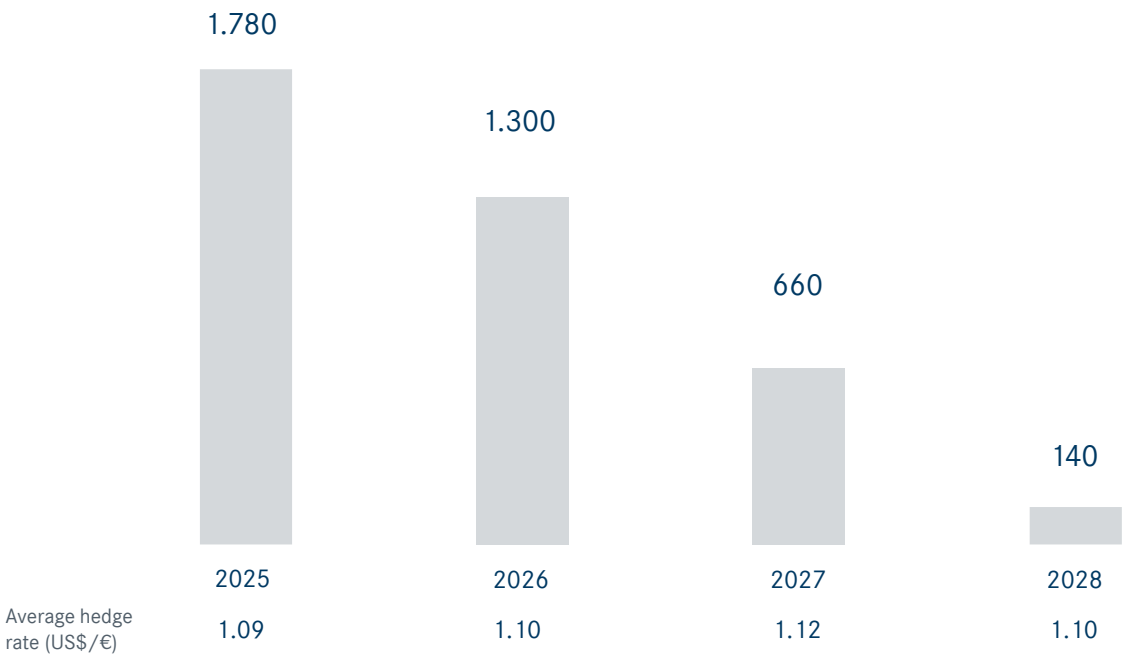


MTU's debt profile

LOAN DETAILS	AMOUNT	COUPON	ISSUE DATE	MATURITY
Revolving Credit Facility	500 m€	Customary market reference rates plus an additional margin; unused credit facilities are subject to a loan commitment fee		29 June 2029
Fixed Rate Notes	750 m€	Interest coupon 3.875% p.a.	18 Sept. 2024) (settlement date)	18 Sept. 2031
Promissory Note (Schuldschein)	300 m€	2 tranches: 161 m€ with a tenor of 3 years and 139m€ with 5 years	23 April 2024	23 April 2027 23 April 2029
Euro Bond	500 m€	3.00%	01 July 2020	01 July 2025
Convertible Bond 2019	500 m€	0.05% Conversion Price € 378.4252 (Premium 55%)	18 Sept 2019	18 March 2027
Notes (Private Placement)	100 m€	3.55%	12 June 2013	12 June 2028

USD exchange rate / Hedge portfolio

HEDGE BOOK AS OF FEBRUARY 19, 2025 IN MILLION USD



HEDGING MODEL – USD EXPOSURE

- Approx. 75% of USD revenues are covered with USD costs via procurement ("**natural hedging**")
- USD sensitivity will rise over the next years due to increasing net USD exposure

ROLLING HEDGING MODEL

- Exchange rate analysis and new hedging contracts on a quarterly basis
- **Hedging period: maximum 20 following quarters**

- For MTU hedging remains an instrument for **risk mitigation**
- Sensitivity pre hedging: 10 cent move in USD/EUR exchange rate has an impact of ~ EUR 185 million on EBIT (2025)

Commercial engine portfolio

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

Military engine portfolio

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

MTU Management Board

Lars Wagner

Chief Executive Officer
Appointed until Dec 31, 2025

- CEO at MTU Aero Engines AG since January 2023
- His responsibilities include technology and engineering, human resources, corporate strategy, corporate communications and legal affairs
- He joined MTU in 2015 as Executive Vice President, OEM Operations and acted as COO from January 2018 to December 2022. Before joining MTU, he held several managing positions at Airbus.
- Lars Wagner will not extend his contract beyond December 2025.

Peter Kameritsch

Chief Financial Officer &
Chief Information Officer
Appointed until Dec 31, 2025

- Member of Executive Board acting as CFO and CIO since January 2018
- He joined MTU in 1999 and worked in various management positions in finance, investor relations and corporate strategy at different MTU locations
- Peter Kameritsch will not extend his contract beyond December 2025.

Michael Schreyögg

Chief Program Officer
Appointed until June 30, 2026

- Member of Executive Board since July 2013
- He oversees marketing & sales and program management in MTU's MRO, commercial and defense programs
- He joined MTU in 1990 and was in charge for several commercial and military programs before he took over the responsibility for MTU's military business in 2008

Dr. Silke Maurer

Chief Operating Officer
Appointed until Jan 31, 2026

- Member of Executive Board since February 2023
- She oversees procurement, production, assembly and corporate quality
- Before joining MTU, she was COO at Webasto and at BSH Appliances. Prior to that, she held various management positions at BMW in Germany and abroad.

New CEO and CFO at MTU Aero Engines AG

New CEO in 2025

Dr. Johannes Bussmann

55 years

- Current CEO of TÜV Süd AG
- Contract term will be for five years
- Over 20 years of industry experience, including 7 years as CEO of Lufthansa Technik.
- Holds a degree and doctorate in aerospace engineering and in combustion technology
- Dr. Johannes Bussmann joined MTU's Supervisory Board in 2024
- Exact date of the transition from Lars Wagner to Dr. Johannes Bussmann to be announced later

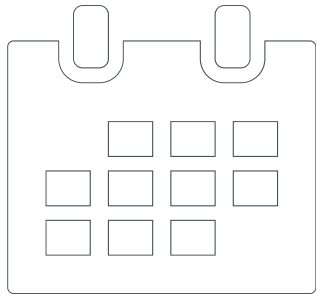
New CFO from July 1, 2025

Katja Garcia Vila

52 years

- Former CFO at Continental (2021-2024)
- Contract term will be for three years
- Professional experience at Continental (1997 – 2024)
- Graduate in Business Administration
- To join MTU on April 1, 2025, taking over the role as CFO on July 1, after a joint transition period

Financial calendar and Investor Relations Contact



2025

19.02.

Conference call
Full year results 2024

06.05.

Conference call
Q1 2025 results

08.05.

Annual general meeting
for the fiscal year 2023

24.07.

Conference call
Q2 2025 results

23.10.

Conference call
Q3 2025 results

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Thank you for your attention.

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Actual results, performance or events may differ materially from those in such statements due to, without limitation, (i) competition from other companies in MTU's industry and MTU's ability to retain or increase its market share, (ii) MTU's reliance on certain customers for its sales, (iii) risks related to MTU's participation in consortia and risk and revenue sharing agreements for new aero engine programs, (iv) the impact of non-compete provisions included in certain of MTU's contracts, (v) the impact of a decline in German or other European defense budgets or changes in funding priorities for military aircraft, (vi) risks associated with government funding, (vii) the impact of significant disruptions in MTU's supply from key vendors, (viii) the continued success of MTU's research and development initiatives, (ix) currency exchange rate fluctuations, (x) changes in tax legislation, (xi) the impact of any product liability claims, (xii) MTU's ability to comply with regulations affecting its business and its ability to respond to changes in the regulatory environment, (xiii) the cyclicality of the airline industry and the current financial difficulties of commercial airlines, (xiv) our substantial leverage and (xv) general local and global economic conditions. Many of these factors may be more likely to occur, or more pronounced, as a result of terrorist activities and their consequences.

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