

# AIRBUS

THIRD SUPPLEMENT DATED 22 MAY 2020

TO THE DEBT ISSUANCE PROGRAMME PROSPECTUS DATED 8 AUGUST 2019

**AIRBUS SE (FORMERLY KNOWN AS AIRBUS GROUP SE)**

*(incorporated with limited liability in The Netherlands)*

and

**AIRBUS FINANCE B.V. (FORMERLY KNOWN AS AIRBUS GROUP FINANCE B.V.)**

*(incorporated with limited liability in The Netherlands)*

**Euro 7,000,000,000**

**Euro Medium Term Note Programme**

**due from one month to 30 years from the date of original issue**

**Guaranteed (in the case of Notes issued by Airbus Finance B.V.) by**

**AIRBUS SE**

This third supplement (the “**Third Supplement**”) is supplemental to, and must be read in conjunction with, the debt issuance programme prospectus dated 8 August 2019 as supplemented by a first supplement dated 26 March 2020 and a second supplement dated 30 March 2020 (the “**Debt Issuance Programme Prospectus**”) prepared in relation to the Euro 7,000,000,000 Euro Medium Term Note programme (the “**Programme**”) of each of Airbus SE (“**Airbus**”) and Airbus Finance B.V. (“**Airbus Finance**”).

The Debt Issuance Programme Prospectus as supplemented constitutes a base prospectus for the purpose of article 8 of Regulation (EU) 2017/1129 of the European Parliament and of the European Council of 14 June 2017 (the “**Prospectus Regulation**”) and was approved in Luxembourg by the *Commission de Surveillance du Secteur Financier* (the “**CSSF**”) in its capacity as competent authority under the Prospectus Regulation for the approval of such base prospectus. This Third Supplement constitutes a supplement to the Debt Issuance Programme Prospectus for the purpose of article 23 of the Prospectus Regulation.

Terms defined in the Debt Issuance Programme Prospectus have the same meaning when used in this Third Supplement.

The Issuers accept responsibility for the information contained in this Third Supplement and declare that, to their best knowledge and having taken all reasonable care to ensure that such is the case, the information contained in this Third Supplement is in accordance with the facts and contains no omission likely to affect its import.

**To the extent applicable, a right of withdrawal is granted only to investors who have already agreed to buy or to subscribe for the Notes to be issued under the Programme before the publication of this Third Supplement and provided that the Notes had not yet been delivered to such investors at the time when the**

**significant new factor, material mistake or material inaccuracy arose or was noted; investors can exercise their right of withdrawal up to 26 May 2020 with the relevant Dealer (the addresses of all of the Dealers of the Programme appear on pages 90 and 91 of the Debt Issuance Programme Prospectus).**

The Third Supplement has been prepared for the purpose of:

- i. amending the disclosure contained in the Debt Issuance Programme Prospectus relating to the credit rating of Airbus following the change of its outlook by Moody's from stable to negative;
- ii. disclosing the increase in the size of the Programme from Euro 7,000,000,000 to Euro 9,000,000,000;
- iii. supplementing the section entitled "*Risk Factors*" in the Debt Issuance Programme Prospectus as such section was updated by a first supplement dated 26 March 2020;
- iv. updating the section entitled "*Documents incorporated by reference*" in the Debt Issuance Programme Prospectus by incorporating by reference (i) the unaudited interim consolidated financial information of Airbus for the three-month period ended 31 March 2020 and (ii) the audited financial statements of Airbus Finance for the financial year ended 31 December 2019;
- v. updating the section entitled "*Recent Developments*" in the Debt Issuance Programme Prospectus; and
- vi. updating the section entitled "*General Information*" in the Debt Issuance Programme Prospectus.

To the extent there is any inconsistency between (a) any statement in this Third Supplement or any statement incorporated by reference in this Third Supplement, and (b) any other statement in or incorporated by reference in the Debt Issuance Programme Prospectus, the statements in (a) above will prevail.

Save as disclosed in this Third Supplement, there has been no other significant new factor, material mistake or material inaccuracy relating to information included in the Debt Issuance Programme Prospectus which may affect the assessment of the Notes issued under the Programme since the publication of the Debt Issuance Programme Prospectus.

This Third Supplement, the Debt Issuance Programme Prospectus, the 2019 Universal Registration Document, the 2019 Airbus Audited Consolidated Annual Financial Statements, and the other documents incorporated by reference in the Debt Issuance Programme Prospectus are available on the websites of the Luxembourg Stock Exchange ([www.bourse.lu](http://www.bourse.lu)) and Airbus (<https://www.airbus.com/investors/hedging-and-debt-information.html>). For the avoidance of doubt, the content of the websites of the Luxembourg Stock Exchange and Airbus do not form part of this Third Supplement or the Debt Issuance Programme Prospectus, except where that information has been incorporated by reference into this Third Supplement or the Debt Issuance Programme Prospectus.

### **INCREASE OF THE PROGRAMME SIZE**

From the date of this Third Supplement, the size of the Programme is increased from Euro 7,000,000,000 to Euro 9,000,000,000 in aggregate nominal amount of Notes outstanding from time to time under the Programme, as authorised by resolutions of the board of directors of Airbus passed on 24 April 2020 and by resolutions of the board of directors of Airbus Finance passed on 4 May 2020.

From the date of this Third Supplement, all references in the Debt Issuance Programme Prospectus to "Euro

7,000,000,000" or "€7,000,000,000" shall be deemed to be references to "Euro 9,000,000,000" or "€9,000,000,000" (as applicable).

## COVER PAGE

The first sentence of the seventh paragraph of the cover page of the Debt Issuance Programme Prospectus shall be deleted in its entirety and replaced by the following sentence:

"As of the date of this Base Prospectus, Airbus' long-term credit rating by S&P Global Ratings Europe Limited ("**S&P**") is A+ (outlook credit watch negative) and by Moody's Deutschland GmbH ("**Moody's**") is A2 (negative outlook)."

## RISK FACTORS

The following section of the Debt Issuance Programme Prospectus entitled "*Risk Factors relating to Airbus*" as updated by the first supplement dated 26 March 2020 is hereby deleted and replaced by the following:

"Airbus is subject to many risks and uncertainties that may affect its financial performance. The business, results of operation or financial condition of Airbus could be materially adversely affected by the following risks described on pages 8 to 21 in the 2019 Universal Registration Document (as defined herein) which are incorporated by reference in this Debt Issuance Programme Prospectus (save for the COVID-19 risks described in the 2019 Universal Registration Document which are replaced by the COVID-19 risks described in this section):

1. Financial market risks
  - a. Global economic conditions
  - b. Foreign currency exposure
  - c. Sales financing arrangements
  - d. Counterparty credit
  - e. Pension commitments
2. Business-related risks
  - a. Commercial aircraft market factors
  - b. COVID-19 risks (as described below)
  - c. Cyber security risks
  - d. Physical security, terrorism, pandemics and other catastrophic events
  - e. Dependence on key suppliers and subcontractors
  - f. Industrial ramp-up
  - g. Technologically advanced products and services
  - h. Dependence on public spending and on certain markets
  - i. Availability of government and other sources of financing
  - j. Competition and market access
  - k. Major research and development programmes
  - l. Acquisitions, divestments, joint ventures and strategic alliances

- m. Public-private partnerships and private finance initiatives
  - n. Programme-specific risks
3. Legal risks
- a. Legal and regulatory proceedings
  - b. Anti-corruption laws and regulations
  - c. Export controls laws and regulations
  - d. Dependence on joint ventures and minority holdings
  - e. Product liability and warranty claims
  - f. Intellectual property
4. Environmental, human rights, health and safety risks

The COVID-19 risks described on page 13 of the 2019 Universal Registration Document are replaced by the following:

Airbus' business, results of operations and financial condition have been and will continue to be materially affected by the COVID-19 pandemic (also known as "**Coronavirus**"), and Airbus faces significant risks and uncertainties related to the COVID-19 pandemic and the resulting health and economic crisis.

The COVID-19 outbreak, the resulting health and economic crisis and actions taken in response to the spread of the pandemic, including government measures and travel limitations and restrictions, have resulted in significant disruption to Airbus' business, operations and supply chain.

The aerospace industry, commercial aircraft market, commercial air traffic and demand for air travel have been severely impacted by the COVID-19 pandemic. As a result, airlines have reduced capacity, grounded large portions of their fleets temporarily, sought to implement measures to reduce cash spending and are seeking to secure liquidity. Airbus may face additional risks and uncertainties resulting from future consequences of the health and economic crisis on airlines, lessors and other actors in the air transport industry. See also "Business-Related Risks -- Commercial Aircraft Market Factors".

A number of measures have been taken by Airbus to implement stringent health and safety procedures while taking account of stock levels and production lead-times. In February 2020, Airbus suspended operations of the Tianjin Final Assembly Line for approximately one week but was later authorised by the Chinese authorities to restart operations and gradually increase production. In March and April 2020, Airbus suspended certain operations including production and assembly activities at facilities in France, Spain, Germany, the United Kingdom, the United States and Canada. The outbreak of the COVID-19 pandemic may lead to further disruptions to Airbus' internal operations and to its ability to deliver products and services.

In addition to its impact on the financial viability of airlines and the reduction of commercial air traffic, lockdowns, travel limitations and restrictions around the world have posed logistical challenges and may cause further disruptions to Airbus' business, its operations and supply chain. These measures have and may continue to adversely affect Airbus' ability to deliver products and services as well as customers' ability to take delivery of aircraft.

Airbus is adversely affected by weak market and economic conditions in markets around the world. Weaker market and economic conditions and their knock-on effects could result in (i) additional requests by customers to postpone delivery or cancel existing orders for aircraft (including helicopters) or other products including services, (ii) decisions by customers to review their order intake strategy, (iii) weak levels of passenger demand for air travel and cargo activity more generally, and (iv) prolonged or additional travel limitations and restrictions, which could negatively impact Airbus' results of operations.

Airbus delivered 14 aircraft in April 2020. 36 aircraft were delivered in March 2020 across the different aircraft

families, down from 55 aircraft in February 2020. This reflects customer requests to defer deliveries as well as other factors related to the ongoing COVID-19 pandemic. During the first quarter of 2020, a further 60 aircraft were produced but undelivered due to the evolving COVID-19 pandemic.

On 23 March 2020, Airbus withdrew its 2020 guidance due to the volatility of the situation. The impact of COVID-19 on the business continues to be assessed and given the limited visibility, in particular with respect to the delivery situation, no new guidance is issued to date.

On 23 March 2020, Airbus announced measures to bolster its liquidity and balance sheet in response to the COVID-19 pandemic, including a new €15 billion credit facility, the withdrawal of 2019 dividend proposal with cash value of €1.4 billion, the suspension of voluntary top up pension funding and strong focus on support to customers and delivery.

On 8 April 2020, Airbus has announced its decision to adapt commercial aircraft production rates to 40 per month for the A320 Family, 2 per month for A330 and 6 per month for A350 in response to the new COVID-19 market environment. This represents a reduction of the pre-COVID-19 average rates of roughly one third. With these new rates, Airbus intends to preserve its ability to meet customer demand while protecting its ability to further adapt as the global market evolves.

Airbus has established a crisis management organisation in response to the COVID-19 outbreak. Airbus is monitoring developments while discussing with airline customers, lessors and suppliers and continues to evaluate impacts to production and deliveries.

Although the full impact of the COVID-19 pandemic cannot reasonably be assessed at this time given its uncertain duration and extent, Airbus' business, its operations and supply chain could be further disrupted and materially affected by the pandemic, the uncertainty it creates and the resulting health and economic crisis.

For additional information, see note 2 "Impact of the spread of the COVID-19 pandemic" in the Q1 2020 Airbus Interims incorporated by reference in this Debt Issuance Programme Prospectus."

## DOCUMENTS INCORPORATED BY REFERENCE

The section of the Debt Issuance Programme Prospectus entitled "*Documents incorporated by reference*" appearing on pages 15 to 24 is hereby deleted and replaced by the following:

"This Debt Issuance Programme Prospectus should be read and construed on the basis that such documents are incorporated by reference into, and form part of, this Debt Issuance Programme Prospectus:

- (i) the universal registration document of Airbus dated 23 March 2020 (the "**2019 Universal Registration Document**") [https://www.airbus.com/content/dam/events/annual-general-meeting/20200323\\_AirbusSE\\_2019RegistrationDocument.pdf](https://www.airbus.com/content/dam/events/annual-general-meeting/20200323_AirbusSE_2019RegistrationDocument.pdf);
- (ii) the registration document of Airbus dated 29 July 2019 (the "**2018 Registration Document**") <https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus-SE-Registration-Document-2018.pdf>;
- (iii) the audited consolidated financial statements of Airbus for the financial year ended 31 December 2019 and the independent auditors' report thereon (the "**2019 Airbus Audited Consolidated Annual Financial Statements**") [https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/AIRBUS\\_FINANCIAL\\_STATEMENTS\\_2019.pdf](https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/AIRBUS_FINANCIAL_STATEMENTS_2019.pdf);
- (iv) the audited consolidated financial statements of Airbus for the financial year ended 31 December 2018 and the independent auditors' report thereon (the "**2018 Airbus Audited Consolidated Annual Financial Statements**") <https://www.airbus.com/content/dam/corporate-topics/financial-and-company->

[information/Airbus-SE-Financial-Statements-2018.pdf](https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus-SE-Financial-Statements-2018.pdf);

- (v) the audited consolidated financial statements of Airbus for the financial year ended 31 December 2017 and the independent auditors' report thereon (the "**2017 Airbus Audited Consolidated Annual Financial Statements**") <https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus-SE-Financial-Statements-2017.pdf>;
- (vi) the audited financial statements of Airbus Finance for the financial year ended 31 December 2019 and the independent auditors' report thereon (the "**2019 Airbus Finance Audited Annual Financial Statements**") <https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus-Finance-BV-Financial-Statements-2019.pdf>;
- (vii) the audited financial statements of Airbus Finance for the financial year ended 31 December 2018 and the independent auditors' report thereon (the "**2018 Airbus Finance Audited Annual Financial Statements**") <https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus-Finance-BV-Financial-Statements-FY2018.pdf>;
- (viii) the audited financial statements of Airbus Finance for the financial year ended 31 December 2017 and the independent auditors' report thereon (the "**2017 Airbus Finance Audited Annual Financial Statements**") [https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus\\_Finance\\_BV\\_FY\\_2017\\_Financial\\_Statements.pdf](https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus_Finance_BV_FY_2017_Financial_Statements.pdf);
- (ix) the unaudited condensed interim IFRS consolidated financial information of Airbus for the three-month period ended 31 March 2020 (the "**Q1 2020 Airbus Interims**") <https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Q12020-Airbus-SN.pdf>;
- (x) the first half-year 2019 financial report of Airbus, including the unaudited condensed IFRS consolidated financial information of Airbus for the six-month period ended 30 June 2019 and the review report thereon (the "**Airbus Interims**") <https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus-H12019-Financial-Statements.pdf>;
- (xi) the unaudited semi-annual financial statements of Airbus Finance for the six-month period ended 30 June 2019 (the "**Airbus Finance Interims**") [https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus%20Finance%20BV\\_Financial%20Statements%2006.2019%20v3.pdf](https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus%20Finance%20BV_Financial%20Statements%2006.2019%20v3.pdf);
- (xii) the Terms and Conditions set out on pages 14 to 41 of the Debt Issuance Programme Prospectus dated 2 August 2013 relating to the Programme [https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/EADS\\_2013\\_Base\\_Prospectus\\_4th\\_Submission.pdf](https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/EADS_2013_Base_Prospectus_4th_Submission.pdf);
- (xiii) the Terms and Conditions set out on pages 21 to 48 of the Debt Issuance Programme Prospectus dated 4 August 2014 relating to the Programme [https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus EMTN 2014 Base Prospectus.pdf](https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus_EMTN_2014_Base_Prospectus.pdf); and
- (xiv) the Terms and Conditions set out on pages 23 to 50 of the Debt Issuance Programme Prospectus dated 4 August 2015 relating to the Programme [https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/A20258220 v0.0 Airbus EMTN 2015 Base Prospectus.pdf](https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/A20258220 v0.0 Airbus EMTN 2015_Base_Prospectus.pdf).

save that any statement contained in a document which is deemed to be incorporated by reference shall be deemed to be modified or superseded for the purpose of this Debt Issuance Programme Prospectus to the extent that a statement contained herein modifies or supersedes such earlier statement (whether expressly, by implication or otherwise). Any statement so modified or superseded shall not be deemed, except as so modified or superseded, to constitute a part of this Debt Issuance Programme Prospectus.

The 2019 Airbus Audited Consolidated Annual Financial Statements, 2018 Airbus Audited Consolidated Annual Financial Statements, 2019 Airbus Finance Audited Annual Financial Statements and 2018 Airbus Finance Audited

Annual Financial Statements were prepared in accordance with the International Financial Reporting Standards (“IFRS”) issued by the International Accounting Standards Board (“IASB”) and as endorsed by the European Union and with Part 9 of Book 2 of the Dutch Civil Code. The Q1 2020 Airbus Interims were prepared in accordance with IAS 34 Interim Financial Reporting as endorsed by the European Union.

The Issuers will provide, free of charge, at the specified offices of the Paying Agents, upon oral or written request, a copy of this Debt Issuance Programme Prospectus (and any document incorporated by reference). Written or oral requests for such documents should be directed to the specified office of any Paying Agent or the Listing Agent in Luxembourg.

The documents incorporated by reference in this Debt Issuance Programme Prospectus will be published on the website of the Luxembourg Stock Exchange ([www.bourse.lu](http://www.bourse.lu)) and Airbus (<https://www.airbus.com/investors/hedging-and-debt-information.html>). For the avoidance of doubt, the content of the websites of the Luxembourg Stock Exchange and Airbus do not form part of this Debt Issuance Programme Prospectus.

**CROSS-REFERENCE LIST IN RESPECT OF INFORMATION  
INCORPORATED BY REFERENCE REGARDING AIRBUS**

<b>Annex 7 of Commission Delegated Regulation (EU) 2019/980 in respect of Airbus</b>	<b>Q1 2020 (Unaudited)</b>	<b>2019</b>	<b>2018</b>
<b>A7.3 RISK FACTORS</b>			
A7.3.1 A description of the material risks that are specific to the issuer and that may affect the issuer’s ability to fulfil its obligations under the securities, in a limited number of categories, in a section headed ‘Risk Factors’.  In each category the most material risks, in the assessment of the issuer, offeror or person asking for admission to trading on a regulated market, taking into account the negative impact on the issuer and the probability of their occurrence, shall be set out first. The risk factors shall be corroborated by the content of the registration document.	Pages 8 and 9 of the Q1 2020 Airbus Interims	Pages 8 to 21 of the 2019 Universal Registration Document	
<b>A7.4 INFORMATION ABOUT THE ISSUER</b>			

A7.4.1	<b>History and development of the Issuer</b>			
A7.4.1.1	the legal and commercial name of the Issuer;		Page 102 of the 2019 Universal Registration Document	
A7.4.1.2	the place of registration of the Issuer its registration number and legal entity identifier;		Page 102 and 104 of the 2019 Universal Registration Document	
A7.4.1.3	the date of incorporation and the length of life of the Issuer, except where indefinite; and		Page 103 of the 2019 Universal Registration Document	
A7.4.1.4	the domicile and legal form of the issuer, the legislation under which the issuer operates, its country of incorporation, and the address and telephone number of its registered office (or principal place of business if different from its registered office and website of the issuer, if any, with a disclaimer that the information on the website does not form part of the prospectus unless that information is incorporated by reference into the prospectus.		Pages 102 to 104 of the 2019 Universal Registration Document	
A7.4.1.5	Any recent events particular to the issuer and which are to a material extent relevant to an evaluation of the issuer's solvency.	Pages 8, 9 and 20 of the Q1 2020 Airbus Interims	Pages 76 and 77 of the 2019 Universal Registration Document	
A7.5	<b>BUSINESS OVERVIEW</b>			
A7.5.1	<b>Principal activities:</b>			
A7.5.1.1	A brief description of the issuer's principal activities stating the main categories of products sold and/or services performed; and		Pages 24 to 47 of the 2019 Universal Registration Document	
A7.5.1.2	The basis for any		Pages 24 to 47 of the 2019	



	statements in the registration document made by the issuer regarding its competitive position.		Universal Registration Document	
A7.6	<b>ORGANISATIONAL STRUCTURE</b>			
A7.6.1	If the issuer is part of a group, a brief description of the group and of the issuer's position within it. This may be in the form of, or accompanied by, a diagram of the organisational structure if this helps to clarify the structure.		Pages 112, 113 and 117 of the 2019 Universal Registration Document	
A7.9	<b>ADMINISTRATIVE, MANAGEMENT, AND SUPERVISORY BODIES</b>			
A7.9.1	Names, business addresses and functions in the issuer of the following persons, and an indication of the principal activities performed by them outside the issuer where these are significant with respect to that issuer:  (a) members of the administrative, management or supervisory bodies; and  (b) partners with unlimited liability, in the case of a limited partnership with a share capital.		Pages 126 to 138 of the 2019 Universal Registration Document	
A7.10	<b>MAJOR SHAREHOLDERS</b>			

A7.10.1	To the extent known to the issuer, state whether the issuer is directly or indirectly owned or controlled and by whom and describe the nature of such control, and describe the measures in place to ensure that such control is not abused.		Pages 112 to 117 of the 2019 Universal Registration Document	
A7.11	<b>FINANCIAL INFORMATION CONCERNING THE ISSUER'S ASSETS AND LIABILITIES, FINANCIAL POSITION AND PROFITS AND LOSSES</b>			
A7.11.1	<b>Historical Financial Information</b> Historical financial information covering the latest 2 financial years (at least 24 months) or such shorter period that the issuer has been in operation, and the audit report in respect of each year.	N/A	Pages 6 to 83 of the 2019 Financial Statements	Pages 6 to 87 of the 2018 Financial Statements
	(a) income statements;	N/A	Page 6 of the 2019 Financial Statements	Page 6 of the 2018 Financial Statements
	(b) statements of comprehensive income;	N/A	Page 7 of the 2019 Financial Statements	Page 7 of the 2018 Financial Statements
	(c) statements of financial position;	N/A	Pages 8 and 9 of the 2019 Financial Statements	Pages 8 and 9 of the 2018 Financial Statements
	(d) statements of cash flows;	N/A	Page 10 of the 2019 Financial Statements	Page 10 of the 2018 Financial Statements
	(e) statements of changes in equity; and	N/A	Page 11 of the 2019 Financial Statements	Page 11 of the 2018 Financial Statements
	(f) accounting policies and explanatory notes	N/A	Pages 15 to 83 of the 2019 Financial Statements	Pages 15 to 87 of the 2018 Financial Statements
A7.11.2	<b>Auditing of historical annual financial information</b>			
A7.11.2.1	A statement that the historical financial information has been	N/A	Pages 112 to 119 of the 2019 Financial Statements	Pages 120 to 125 of 2018 Financial Statements

audited. If audit reports on the historical financial information have been refused by the statutory auditors or if they contain qualifications or disclaimers, such refusal or such qualifications or disclaimers must be reproduced in full and the reasons given.			
A7.11.3 <b>Legal arbitration proceedings</b>	Pages 18 to 20 of the Q1 2020 Airbus Interims	Pages 47 to 49 of the 2019 Universal Registration Document	

**CROSS-REFERENCE LIST IN RESPECT OF INFORMATION  
INCORPORATED BY REFERENCE REGARDING AIRBUS FINANCE**

<b>Annex 7 of Commission Delegated Regulation (EU) 2019/980 in respect of Airbus Finance</b>	<b>2019</b>	<b>2018</b>
A7.3 <b>RISK FACTORS</b>		
A7.3.1 A description of the material risks that are specific to the issuer and that may affect the issuer's ability to fulfil its obligations under the securities, in a limited number of categories, in a section headed 'Risk Factors'.  In each category the most material risks, in the assessment of the issuer, offeror or person asking for admission to trading on a regulated market, taking into account the negative impact on the issuer and the probability of their occurrence, shall be set out first. The risk factors shall be corroborated by the content of the registration document.	Page 3 of the 2019 Airbus Finance Audited Annual Financial Statements	
A7.4 <b>INFORMATION ABOUT THE ISSUER</b>		
A7.4.1 <b>History and development of the Issuer</b>		
A7.4.1.1 the legal and commercial name of the Issuer;	Page 8 of the 2019 Airbus Finance Audited Annual Financial Statements	
A7.4.1.2 the place of registration of the Issuer, its registration number and legal entity identifier;	Page 8 of the 2019 Airbus Finance Audited Annual Financial Statements	
A7.4.1.3 the date of incorporation and the length of life of the Issuer, except where indefinite; and	Page 8 of the 2019 Airbus Finance Audited Annual Financial Statements	
A7.4.1.4 the domicile and legal form of the issuer, the legislation under which the issuer operates, its country of incorporation, and the address and telephone number of its registered office (or principal place of business if different from its	Page 8 of the 2019 Airbus Finance Audited Annual Financial Statements	

	registered office and website of the issuer, if any, with a disclaimer that the information on the website does not form part of the prospectus unless that information is incorporated by reference into the prospectus and website of the issuer, if any, with a disclaimer that the information on the website does not form part of the prospectus unless that information is incorporated by reference into the prospectus.		
A7.4.1.5	Any recent events particular to the issuer and which are to a material extent relevant to an evaluation of the issuer's solvency.	Pages 3, 8-9 and 16 of the 2019 Airbus Finance Audited Annual Financial Statements	
A7.5	<b>BUSINESS OVERVIEW</b>		
A7.5.1	<b>Principal activities:</b>		
A7.5.1.1	A brief description of the issuer's principal activities stating the main categories of products sold and/or services performed; and	Pages 2 and 8 of the 2019 Airbus Finance Audited Annual Financial Statements	
A7.5.1.2	The basis for any statements in the registration document made by the issuer regarding its competitive position.	N/A	
A7.6	<b>ORGANISATIONAL STRUCTURE</b>		
A7.6.1	If the issuer is part of a group, a brief description of the group and of the issuer's position within it. This may be in the form of, or accompanied by, a diagram of the organisational structure if this helps to clarify the structure.	Pages 8 and 16 of the 2019 Airbus Finance Audited Annual Financial Statements	
A7.9	<b>ADMINISTRATIVE, MANAGEMENT, AND SUPERVISORY BODIES</b>		
A7.9.1	Names, business addresses and functions in the issuer of the following persons, and an indication of the principal activities performed by them outside the issuer where these are significant with respect to that issuer: members of the administrative, management or supervisory bodies; partners with unlimited liability, in the case of a limited partnership with a share capital.	Page 3 of the 2019 Airbus Finance Audited Annual Financial Statements	
A7.10	<b>MAJOR SHAREHOLDERS</b>		
A7.10.1	To the extent known to the issuer, state whether the issuer is directly or indirectly owned or controlled and by whom and describe the nature of such control, and describe the measures in place to ensure that such control is not abused.	Page 8 of the 2019 Airbus Finance Audited Annual Financial Statements	
A7.11	<b>FINANCIAL INFORMATION CONCERNING THE ISSUER'S ASSETS AND LIABILITIES, FINANCIAL POSITION AND PROFITS AND LOSSES</b>		
A7.11.1	<b>Historical Financial Information</b> Historical financial information covering the latest 2 financial years (at least 24 months) or such	Page 5 to 16 of the 2019 Airbus Finance Audited Annual Financial Statements	Pages 5 to 20 of the 2018 Airbus Finance Audited Annual Financial Statements

shorter period that the issuer has been in operation, and the audit report in respect of each year.		
(a) income statements;	Page 5 of the 2019 Airbus Finance Audited Annual Financial Statements	Page 5 of the 2018 Airbus Finance Audited Annual Financial Statements
(b) statements of comprehensive income;	Page 5 of the 2019 Airbus Finance Audited Annual Financial Statements	Page 5 of the 2018 Airbus Finance Audited Annual Financial Statements
(c) statements of financial position;	Page 6 of the 2019 Airbus Finance Audited Annual Financial Statements	Page 6 of the 2018 Airbus Finance Audited Annual Financial Statements
(d) statements of cash flows;	Page 7 of the 2019 Airbus Finance Audited Annual Financial Statements	Page 7 of the 2018 Airbus Finance Audited Annual Financial Statements
(e) statements of changes in equity; and	Page 7 of the 2019 Airbus Finance Audited Annual Financial Statements	Page 7 of the 2018 Airbus Finance Audited Annual Financial Statements
(f) accounting policies and explanatory notes	Pages 8 to 16 of the 2019 Airbus Finance Audited Annual Financial Statements	Pages 8 to 20 of the 2018 Airbus Finance Audited Annual Financial Statements
A7.11.2 Auditing of historical annual financial information		
A7.11.2.1 A statement that the historical financial information has been audited. If audit reports on the historical financial information have been refused by the statutory auditors or if they contain qualifications or disclaimers, such refusal or such qualifications or disclaimers must be reproduced in full and the reasons given.	Five pages attached after page 17 of the 2019 Airbus Finance Audited Annual Financial Statements	Five pages attached after page 21 of the 2018 Airbus Finance Audited Annual Financial Statements
A7.11.3 <b>Legal arbitration proceedings</b>	N/A	N/A

**CROSS-REFERENCE LIST IN RESPECT OF THE TERMS AND CONDITIONS  
INCORPORATED BY REFERENCE**

<b>Annex 7 of Commission Delegated Regulation (EU) 2019/980</b>	<b>Base Prospectus dated 2 August 2013</b>	<b>Base Prospectus dated 4 August 2014</b>	<b>Base Prospectus dated 4 August 2015</b>
Terms and Conditions	Pages 14 to 41 (the “ <b>2013 Conditions</b> ”)	Pages 21 to 48 (the “ <b>2014 Conditions</b> ”)	Pages 23 to 50 (the “ <b>2015 Conditions</b> ”)

The information incorporated by reference that is not included in the above cross-reference lists is considered as additional information and is not required by the relevant schedules of the Prospectus Regulation.

For the avoidance of doubt, any documents themselves incorporated by reference in the documents incorporated by reference in this Base Prospectus shall not form part of this Base Prospectus.

## RECENT DEVELOPMENTS

The section of the Debt Issuance Programme Prospectus entitled "*Recent Developments*" appearing on page 68 shall be deleted in its entirety and replaced as follows:

In relation to Airbus, please refer to (i) the Airbus 2019 Universal Registration Document incorporated by reference in this Debt Issuance Programme Prospectus, and in particular to the section entitled "*Recent Developments*" located on pages 76-77 of Airbus' 2019 Universal Registration Document and (ii) the Q1 2020 Airbus Interims, each incorporated by reference in this Debt Issuance Programme Prospectus. In addition, the outlook of Airbus' senior unsecured debt credit rating has been revised from stable to credit watch with negative implications by S&P and from stable to negative by Moody's.

The Q1 2020 Airbus Interims incorporated by reference in this Debt Issuance Programme Prospectus provide the following information on page 16: Long-term financing liabilities, mainly comprising of bonds and lease liabilities, increased by €+231 million to €8,420 million at 31 March 2020 (prior year-end: €8,189 million), mainly due to the revaluation of financing liabilities.

Airbus issued Notes under the Programme in an aggregate principal amount equal to €2,500,000,000 in three tranches: (i) €1,000,000,000 2.375% Notes due 7 April 2032, (ii) €750,000,000 1.625% Notes due 7 April 2025 and (iii) €750,000,000 2% Notes due 7 April 2028, which settled on 7 April 2020.

At the date of this supplement the increase in long-term financing liabilities compared to 31 December 2019 is mainly due to the revaluation of financing liabilities and the issuance of Notes which settled on 7 April 2020 as described above.

Over the last few weeks, Airbus has implemented a number of financial, operational and social measures in order to adapt to the severe health and economic impact of the COVID-19 crisis. Airbus will continue to take all necessary measures to ensure its future in cooperation with its social partners.

Furthermore, Airbus has published the following press releases:

### **"Airbus provides restated 2019 figures for new segment structure related to "Transversal" activities**

**Amsterdam, 7 April 2020** – Airbus SE (stock exchange symbol: AIR) has provided restated 2019 financial figures to reflect the adoption of a new segment reporting structure for "Transversal" activities, as was already announced during the Full-Year 2019 results disclosure presentation.

According to IFRS standards, reportable operating segments should mirror the way the Company's top management reviews the performance of the business. In April 2019, Airbus introduced its new management and governance structure. The activities related to innovation and digital transformation, which were formerly reported in "Transversal", are now included in the business segment "Airbus" under the new segment structure. "Eliminations" will continue to be reported separately.

The internal financial reporting has been modified accordingly since 1 January 2020. Starting with the upcoming Q1 2020 results disclosure on April 29 2020, financials will be presented under this new segment reporting structure.

Comparative information for the quarterly 2019 restatements is now available on the Airbus website

via the following link: <https://www.airbus.com/investors/financial-results-and-annual-reports.html>.

There is no impact on revenues per segment, while the impact on EBIT and EBIT Adjusted per segment can be seen on the restatement document via the website. The restatements do not change any 2019 figures at the Consolidated Airbus level.

#### **Safe Harbour Statement:**

This press release includes forward-looking statements. Words such as “anticipates”, “believes”, “estimates”, “expects”, “intends”, “plans”, “projects”, “may” and similar expressions are used to identify these forward-looking statements. Examples of forward-looking statements include statements made about strategy, ramp-up and delivery schedules, introduction of new products and services and market expectations, as well as statements regarding future performance and outlook. By their nature, forward-looking statements involve risk and uncertainty because they relate to future events and circumstances and there are many factors that could cause actual results and developments to differ materially from those expressed or implied by these forward-looking statements.

These factors include but are not limited to:

- Changes in general economic, political or market conditions, including the cyclical nature of some of Airbus' businesses;
- Significant disruptions in air travel (including as a result of the spread of disease or terrorist attacks);
- Currency exchange rate fluctuations, in particular between the Euro and the U.S. dollar;
- The successful execution of internal performance plans, including cost reduction and productivity efforts;
- Product performance risks, as well as programme development and management risks;
- Customer, supplier and subcontractor performance or contract negotiations, including financing issues;
- Competition and consolidation in the aerospace and defence industry;
- Significant collective bargaining labour disputes;
- The outcome of political and legal processes, including the availability of government financing for certain programmes and the size of defence and space procurement budgets;
- Research and development costs in connection with new products;
- Legal, financial and governmental risks related to international transactions;
- Legal and investigatory proceedings and other economic, political and technological risks and uncertainties;
- The full impact of the outbreak of the COVID-19 disease.

As a result, Airbus SE's actual results may differ materially from the plans, goals and expectations set forth in such forward-looking statements. For a discussion of factors that could cause future results to differ from such forward-looking statements, see the Airbus SE “2019 Registration Document” dated 23 March 2020, including the Risk Factors section. Any forward-looking statement contained in this press release speaks as of the date of this press release. Airbus SE undertakes no obligation to publicly revise or update any forward-looking statements in light of new information, future events or otherwise.

#### **Rounding disclaimer**

Due to rounding, numbers presented may not add up precisely to the totals provided and percentages may not precisely reflect the absolute figures."

\* \* \*

## **"Airbus provides update on March commercial aircraft orders & deliveries and adapts production rates in COVID-19 environment**

- Business impacted by COVID-19 pandemic
- 21 net orders and 36 deliveries in March 2020
- 290 net orders and 122 deliveries in Q1 2020
- Production rates revised downwards adapting to new market environment

**Toulouse, 8 April 2020** – After a solid commercial and industrial performance at the beginning of the year, Airbus (stock exchange symbol: AIR) is now revising its production rates downwards to adapt to the new Coronavirus market environment.

In Q1 2020, Airbus booked 290 net commercial aircraft orders and delivered 122 aircraft. A further 60 aircraft were produced during the quarter, highlighting the solid industrial performance, however they remain undelivered due to the evolving COVID-19 pandemic. 36 aircraft were delivered in March across the different aircraft families, down from 55 in February 2020. This reflects customer requests to defer deliveries, as well as other factors related to the ongoing COVID-19 pandemic.

The new average production rates going forward have been set as follows:

- A320 to rate 40 per month
- A330 to rate 2 per month
- A350 to rate 6 per month

This represents a reduction of the pre-coronavirus average rates of roughly one third. With these new rates, Airbus preserves its ability to meet customer demand while protecting its ability to further adapt as the global market evolves.

Airbus is working in coordination with its social partners to define the most appropriate social measures to adapt to this new and evolving situation. Airbus is also addressing a short-term cash containment plan as well as its longer-term cost structure.

“The impact of this pandemic is unprecedented. At Airbus, protecting our people and supporting the fight against the virus are our chief priorities at this time. We are in constant dialogue with our customers and supply chain partners as we are all going through these difficult times together”, said Airbus Chief Executive Officer Guillaume Faury. “Our airline customers are heavily impacted by the COVID-19 crisis. We are actively adapting our production to their new situation and working on operational and financial mitigation measures to face reality.”

In its effort to support the fight against the COVID-19, Airbus has carried out extensive work in coordination with social partners to ensure the health and safety of its employees. This has been achieved by implementing new stringent work standards and processes. Airbus is contributing to the development, sourcing and ferrying of medical equipment, including facemasks and ventilators, in support of medical health services."

\* \* \*

## **"Airbus shareholders approve 2020 AGM resolutions**

- Mark Dunkerley, Stephan Gemkow join Board of Directors
- René Obermann succeeds Denis Ranque as Chairman

**Amsterdam, 16 April 2020** – Airbus SE (stock exchange symbol: AIR) shareholders approved all resolutions on the agenda for its 2020 Annual General Meeting, including the election of two new directors, while René Obermann formally succeeded Denis Ranque as Chairman at a Board meeting immediately afterwards.

Owing to the global coronavirus outbreak, shareholders were encouraged to vote by proxy instead of attending the AGM physically in Amsterdam, in line with public health and safety measures. Shareholders showed a very high level of voting and strong engagement despite the COVID-19 situation, with 575 million votes expressed, up 5% compared to the 2019 AGM and representing around 74% of the outstanding share capital.

On 23 March, Airbus announced that it was withdrawing a voting item from the original AGM agenda related to the proposed payment of the 2019 dividend. The withdrawal of the dividend proposal was one of a number of measures announced by the Company to bolster liquidity and its balance sheet in



response to the COVID-19 crisis.

Following shareholder approval, Mark Dunkerley and Stephan Gemkow each joined the Board as non-executive directors for a period of three years. Dunkerley has extensive experience of the commercial airline and aviation industry and is currently a Member of the Board of Spirit Airlines, Inc., while Gemkow is a Member of the Board of Amadeus IT Group and a former airline executive with 22 years at Deutsche Lufthansa AG.

The mandates of non-executive directors Ralph D. Crosby, Jr. and Lord Drayson (Paul) were each renewed for three years. Denis Ranque and Hermann-Josef Lamberti both stepped down as planned from the Board and its committees at the close of the AGM.

At the meeting immediately following the AGM, the Board approved the planned appointment of René Obermann as Chairman of the Board of Directors. In April 2019, Airbus announced that Obermann had been selected by the Board to succeed Denis Ranque as Chairman. René Obermann has been an independent non-executive director on the Airbus Board since April 2018. He is a Partner and Managing Director of private equity firm Warburg Pincus and a former Chief Executive Officer of Deutsche Telekom AG. As previously stated, Denis Ranque asked to leave the Board to pursue other interests when his mandate expired at the close of the 2020 AGM, following seven years as Chairman.

“It has been a great honour to serve Airbus as Chairman these past years and I extend my best wishes to René, the Board and the Company as a whole,” said outgoing Airbus Chairman Denis Ranque. “I’d also like to thank shareholders for their support along these years and today for having voted through these important AGM resolutions at a very high level despite the COVID-19 outbreak. With a renewed management team, under Guillaume’s strong leadership, and an experienced Board, your Company is in good hands as it heads into its sixth decade.”

“I thank the Board for the trust they have shown in me to succeed Denis as Chairman of this great, visionary company,” said René Obermann, incoming Chairman of the Airbus Board of Directors. “I’d also like to pay tribute to Denis’ relentless efforts over many years that benefitted the Company. Under his oversight, Airbus was able to reach an important settlement on the long-running compliance investigations and establish its leading position in respect to corporate citizenship and excellence in governance. I look forward to working even more closely with the management team and my Board colleagues to help the Company address its immediate and longer-term challenges, and in particular our response to the COVID-19 pandemic.”

At the Board meeting, the following changes to the Board committees were also agreed with immediate effect: In the Audit Committee, Ralph D. Crosby, Jr. was reappointed a member while Mark Dunkerley and Stephan Gemkow were appointed members. Lord Drayson was reappointed a member of the Remuneration, Nomination and Governance Committee. In the Ethics and Compliance Committee, Jean-Pierre Clamadieu was appointed Chairman, replacing Denis Ranque, while Lord Drayson was reappointed a member. René Obermann leaves the Audit Committee and the Ethics and Compliance Committee due to his appointment as Chairman of the Board.

Shareholders approved the proposed remuneration policy, which includes the introduction of a sustainability component. This is in line with market best practices and is designed to reinforce alignment between the Company’s strategy, its values and the remuneration structure.”

\* \* \*

## "Airbus reports First Quarter (Q1) 2020 results

- Market environment strongly impacted by COVID-19 situation, particularly in commercial aircraft
- Q1 2020 financials partially impacted by COVID-19
- Revenues € 10.6 billion; EBIT Adjusted € 281 million
- EBIT (reported) € 79 million; loss per share (reported) € -0.61
- Free cash flow before M&A and customer financing € -8.0 billion / € -4.4 billion before payment of € -3.6 billion penalties
- Strong focus on matching production to demand and cash containment
- Assessment of COVID-19 implications on outlook in progress. No new guidance issued given limited visibility

**Amsterdam, 29 April 2020** – Airbus SE (stock exchange symbol: AIR) reported consolidated financial results for its First Quarter (Q1) ended 31 March 2020.

“We saw a solid start to the year both commercially and industrially but we are quickly seeing the impact of the COVID-19 pandemic coming through in the numbers,” said Airbus Chief Executive Officer Guillaume Faury. “We are now in the midst of the gravest crisis the aerospace industry has ever known. We’re implementing a number of measures to ensure the future of Airbus. We kicked off early by bolstering available liquidity to support financial flexibility. We’re adapting commercial aircraft production rates in line with customer demand and concentrating on cash containment and our longer-term cost structure to ensure we can return to normal operations once the situation improves. At all times, the health and safety of Airbus’ employees is our top priority. Now we need to work as an industry to restore passenger confidence in air travel as we learn to coexist with this pandemic. We’re focused on the resilience of our company to ensure business continuity.”

Net commercial aircraft orders totalled 290 (Q1 2019: -58 aircraft) with the order backlog comprising 7,650 commercial aircraft as of 31 March 2020. Airbus Helicopters booked 54 net orders (Q1 2019: 66 units), including 21 H145s, 15 UH-72 Lakotas for the US Army and 2 Super Pumas. Airbus Defence and Space’s order intake of € 1.7 billion included military aircraft-related services, new contract wins in telecommunications and in connected intelligence. Also included is the Phase 1A demonstrator contract for Europe’s Future Combat Air Systems programme.

Consolidated **revenues** decreased to € 10.6 billion (Q1 2019: € 12.5 billion), reflecting the difficult market environment impacting the commercial aircraft business with 40 less deliveries than a year earlier, partly offset by a better mix and more favourable foreign exchange environment. A total of 122 commercial aircraft were delivered (Q1 2019: 162 aircraft), comprising 8 A220s, 96 A320 Family, 4 A330s and 14 A350s. Airbus Helicopters delivered 47 rotorcraft (Q1 2019: 46 units) with its 19% increase in revenues reflecting the favourable delivery mix and growth in services. Revenues at Airbus Defence and Space were stable year-on-year. One A400M transport aircraft was delivered in the quarter.

Consolidated **EBIT Adjusted** – an alternative performance measure and key indicator capturing the underlying business margin by excluding material charges or profits caused by movements in provisions related to programmes, restructurings or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses – declined to € 281 million (Q1 2019: € 549 million), mainly driven by Airbus.

Airbus' EBIT Adjusted of € 191 million (Q1 2019: € 463 million<sup>(1)</sup>) mainly reflected the lower commercial aircraft deliveries and associated costs, partly offset by positive foreign exchange effects.

Airbus delivered further industrial progress in the first quarter, however around 60 aircraft could not be delivered due to the COVID-19 pandemic. As announced in early April, due to the COVID-19 situation average monthly aircraft production rates are being adjusted to 40 for the A320 Family, 2 for the A330 and 6 for the A350. This represents a reduction of roughly one third compared to pre-crisis average production rates. On the A220, the Final Assembly Line in Mirabel, Canada, is expected to progressively return to a monthly rate of 4 aircraft.

Airbus Helicopters' EBIT Adjusted increased to € 53 million (Q1 2019: € 15 million), reflecting the favourable delivery mix and growth in its services business.

EBIT Adjusted at Airbus Defence and Space decreased to € 15 million (Q1 2019: € 101 million), reflecting the lower business performance, including in Space Systems. Due to the severity of the coronavirus pandemic, the incremental impact on the business is being assessed and the restructuring plan at Defence and Space will be adjusted accordingly.

Consolidated **self-financed R&D expenses** totalled € 663 million (Q1 2019: € 654 million).

Consolidated **EBIT** (reported) was € 79 million (Q1 2019: € 181 million), including Adjustments totalling a net € -202 million. These Adjustments comprised:

- € -33 million related to A380 programme cost;
- € -134 million related to the dollar pre-delivery payment mismatch and balance sheet revaluation;
- € -35 million of other costs, including compliance costs.

The consolidated reported **loss per share** of € -0.61 (Q1 2019 earnings per share: € 0.05) includes the financial result of € -477 million (Q1 2019: € -43 million). The financial result includes a net € -245 million related to Dassault Aviation financial instruments and € -136 million from the full impairment of a loan to OneWeb, which filed for Chapter 11 bankruptcy proceedings in late March. The consolidated **net loss**<sup>(2)</sup> was € -481 million (Q1 2019 net income: € 40 million).

Consolidated **free cash flow before M&A and customer financing** amounted to € -8,030 million (Q1 2019: € -4,341 million) and included the payment of € -3.6 billion in penalties related to January 2020's compliance agreement with the authorities. Despite the lower commercial aircraft deliveries and the significant inventory build-up, free cash flow before M&A and customer financing was at a similar level compared to the first quarter of 2019 when excluding the penalty payment. Consolidated **free cash flow** was € -8,501 million (Q1 2019: € -4,448 million). The consolidated **net cash position** was € 3.6 billion on 31 March 2020 (year-end 2019: € 12.5 billion) with a **gross cash position** of € 18.4 billion (year-end 2019: € 22.7 billion).

Given the current COVID-19 environment, various measures were announced in late March 2020 to protect the Company's financial liquidity and continue to fund its operations. These included securing a new credit facility amounting to € 15 billion, withdrawing the 2019 dividend proposal and suspending the voluntary top up in pension funding. In addition, a € 2.5 billion bond was issued, partially terming out the € 15 billion credit facility, and settled on 7 April 2020. In coming quarters, the Company will continue to focus on cash preservation and will be reducing cash outflows. Besides reducing expected 2020 capital expenditure by around € 700 million to around € 1.9 billion, the activated measures also include the deferral and suspension of activities which are not critical to business continuity and to meeting customer and compliance commitments.

The 2020 guidance was also withdrawn in March. The impact of COVID-19 on the business continues to be assessed and given the limited visibility, in particular with respect to the delivery situation, no new guidance is issued.

### Consolidated Airbus – First Quarter (Q1) Results 2020

(Amounts in Euro)

Consolidated Airbus	Q1 2020	Q1 2019	Change
<b>Revenues</b> , in millions	<b>10,631</b>	12,549	-15%
thereof defence, in millions	<b>1,946</b>	1,678	+16%
<b>EBIT Adjusted</b> , in millions	<b>281</b>	549	-49%
<b>EBIT (reported)</b> , in millions	<b>79</b>	181	-56%
<b>Research &amp; Development expenses</b> , in millions	<b>663</b>	654	+1%
<b>Net Income/Loss<sup>(2)</sup></b> , in millions	<b>-481</b>	40	-
<b>Earnings/Loss Per Share</b>	<b>-0.61</b>	0.05	-
<b>Free Cash Flow (FCF)</b> , in millions	<b>-8,501</b>	-4,448	-
<b>Free Cash Flow before M&amp;A</b> , in millions	<b>-7,999</b>	-4,393	-
<b>Free Cash Flow before M&amp;A and Customer Financing</b> , in millions	<b>-8,030</b>	-4,341	-

Consolidated Airbus	31 March 2020	31 Dec 2019	Change
<b>Net Cash position</b> , in millions	<b>3,586</b>	12,534	-71%
<b>Employees</b>	<b>136,518</b>	134,931	+1%

For footnotes please refer to page 9.

By Business Segment	Revenues			EBIT (reported)		
	Q1 2020	Q1 2019 <sup>(1)</sup>	Change	Q1 2020	Q1 2019 <sup>(1)</sup>	Change
(Amounts in millions of Euro)						
Airbus	<b>7,569</b>	9,697	-22%	<b>57</b>	319	-82%
Airbus Helicopters	<b>1,202</b>	1,007	+19%	<b>53</b>	9	+489%
Airbus Defence and Space	<b>2,111</b>	2,112	0%	<b>-53</b>	-117	-
Eliminations	<b>-251</b>	-267	-	<b>22</b>	-30	-
<b>Total</b>	<b>10,631</b>	12,549	-15%	<b>79</b>	181	-56%

By Business Segment	EBIT Adjusted		
	Q1 2020	Q1 2019 <sup>(1)</sup>	Change
(Amounts in millions of Euro)			
Airbus	191	463	-59%
Airbus Helicopters	53	15	+253%
Airbus Defence and Space	15	101	-85%
Eliminations	22	-30	-
<b>Total</b>	<b>281</b>	<b>549</b>	<b>-49%</b>

By Business Segment	Order Intake (net)			Order Book		
	Q1 2020	Q1 2019	Change	31 March 2020	31 March 2019	Change
Airbus, in units	290	-58	-	7,650	7,357	+4%
Airbus Helicopters, in units	54	66	-18%	702	737	-5%
Airbus Defence and Space, in millions of Euro	1,734	1,074	+61%	31,921	34,074	-6%

For footnotes please refer to page 9.

### EBIT (reported) / EBIT Adjusted Reconciliation

The table below reconciles EBIT (reported) with EBIT Adjusted.

Consolidated Airbus (Amounts in millions of Euro)	Q1 2020
<b>EBIT (reported)</b>	<b>79</b>
thereof:	
A380 programme cost	-33
\$ PDP mismatch/balance sheet revaluation	-134
Others	-35
<b>EBIT Adjusted</b>	<b>281</b>

## Glossary

<b>KPI</b>	<b>DEFINITION</b>
<b>EBIT</b>	The Company continues to use the term EBIT (Earnings before interest and taxes). It is identical to Profit before finance result and income taxes as defined by IFRS Rules.
<b>Adjustment</b>	Adjustment, an <b>alternative performance measure</b> , is a term used by the Company which includes material charges or profits caused by movements in provisions related to programmes, restructurings or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses.
<b>EBIT Adjusted</b>	The Company uses an <b>alternative performance measure</b> , EBIT Adjusted, as a key indicator capturing the underlying business margin by excluding material charges or profits caused by movements in provisions related to programmes, restructurings or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses.
<b>EPS Adjusted</b>	EPS Adjusted is an <b>alternative performance measure</b> of basic earnings per share as reported whereby the net income as the numerator does include Adjustments. For reconciliation, see the Analyst presentation.
<b>Gross cash position</b>	The Company defines its consolidated gross cash position as the sum of (i) cash and cash equivalents and (ii) securities (all as recorded in the consolidated statement of financial position).
<b>Net cash position</b>	For the definition of the <b>alternative performance measure</b> net cash position, see Universal Registration Document, MD&A section 2.1.6.
<b>FCF</b>	For the definition of the <b>alternative performance measure</b> free cash flow, see Universal Registration Document, MD&A section 2.1.6.1. It is a key indicator which allows the Company to measure the amount of cash flow generated from operations after cash used in investing activities.
<b>FCF before M&amp;A</b>	Free cash flow before mergers and acquisitions refers to free cash flow as defined in the Universal Registration Document, MD&A section 2.1.6.1 adjusted for net proceeds from disposals and acquisitions. It is an <b>alternative performance measure</b> and key indicator that reflects free cash flow excluding those cash flows resulting from acquisitions and disposals of businesses.
<b>FCF before M&amp;A and customer financing</b>	Free cash flow before M&A and customer financing refers to free cash flow before mergers and acquisitions adjusted for cash flow related to aircraft financing activities. It is an <b>alternative performance measure</b> and indicator that may be used from time to time by the Company in its financial guidance, especially when there is higher uncertainty around customer financing activities.

### Footnotes:

1) Previous year figures are restated to reflect the adoption of a new segment reporting structure for “Transversal” activities as of 1 January 2020. Activities related to innovation and digital transformation, which were formerly reported in “Transversal”, are now included in the business segment “Airbus” under the new segment structure. “Eliminations” continue to be reported separately.

2) Airbus SE continues to use the term Net Income/Loss. It is identical to Profit/Loss for the period attributable to equity owners of the parent as defined by IFRS Rules.

### Safe Harbour Statement:

This press release includes forward-looking statements. Words such as “anticipates”, “believes”, “estimates”, “expects”, “intends”, “plans”, “projects”, “may” and similar expressions are used to identify these forward-looking statements. Examples of forward-looking statements include statements made about strategy, ramp-up and delivery schedules, introduction of new

products and services and market expectations, as well as statements regarding future performance and outlook. By their nature, forward-looking statements involve risk and uncertainty because they relate to future events and circumstances and there are many factors that could cause actual results and developments to differ materially from those expressed or implied by these forward-looking statements.

These factors include but are not limited to:

- Changes in general economic, political or market conditions, including the cyclical nature of some of Airbus' businesses;
- Significant disruptions in air travel (including as a result of the spread of disease or terrorist attacks);
- Currency exchange rate fluctuations, in particular between the Euro and the U.S. dollar;
- The successful execution of internal performance plans, including cost reduction and productivity efforts;
- Product performance risks, as well as programme development and management risks;
- Customer, supplier and subcontractor performance or contract negotiations, including financing issues;
- Competition and consolidation in the aerospace and defence industry;
- Significant collective bargaining labour disputes;
- The outcome of political and legal processes, including the availability of government financing for certain programmes and the size of defence and space procurement budgets;
- Research and development costs in connection with new products;
- Legal, financial and governmental risks related to international transactions;
- Legal and investigatory proceedings and other economic, political and technological risks and uncertainties;
- The full impact of the outbreak of the COVID-19 disease.

As a result, Airbus SE's actual results may differ materially from the plans, goals and expectations set forth in such forward-looking statements.

For a discussion of factors that could cause future results to differ from such forward-looking statements, see the Airbus SE "2019 Universal Registration Document" dated 23 March 2020, including the Risk Factors section.

Any forward-looking statement contained in this press release speaks as of the date of this press release. Airbus SE undertakes no obligation to publicly revise or update any forward-looking statements in light of new information, future events or otherwise.

#### **Rounding**

Due to rounding, numbers presented may not add up precisely to the totals provided and percentages may not precisely reflect the absolute figures."

\* \* \*

In relation to Airbus Finance, please refer to the 2019 Airbus Finance Audited Annual Financial Statements incorporated by reference in this Debt Issuance Programme Prospectus. In addition, the outlook of Airbus Finance's senior unsecured debt credit rating has been revised from stable to credit watch with negative implications by S&P and from stable to negative by Moody's.

## **GENERAL INFORMATION**

The section of the Debt Issuance Programme Prospectus entitled "*General Information*" appearing on pages 87 to 89 shall be amended as follows:

Item 1 shall be deleted in its entirety and replaced as follows:

- "1 Each of Airbus and Airbus Finance has obtained all necessary consents, approvals and authorisations in connection with the establishment and update of the Programme and the guarantee relating to Guaranteed Notes issued by Airbus Finance under the Programme. The establishment and update of the Programme by Airbus and the giving of the guarantee relating to Guaranteed Notes issued by Airbus Finance and under the Programme by the Guarantor were authorised by resolutions of the board of directors of Airbus passed on 5 December 2002 and 12 February 2020. The establishment and update of the Programme by Airbus Finance were authorised by a resolution of the board of

directors of Airbus Finance effective as of 10 December 2002 and 16 July 2019, respectively. The increase of the size of the Programme from Euro 7,000,000,000 to Euro 9,000,000,000 in aggregate nominal amount of Notes outstanding from time to time under the Programme was authorised by resolutions of the board of directors of Airbus passed on 24 April 2020 and by resolutions of the board of directors of Airbus Finance passed on 4 May 2020. Please note that particular issuances of Notes may need to be additionally authorised as set out in the relevant Final Terms."

Item 2 shall be deleted in its entirety and replaced as follows:

"2 Except as disclosed in this Debt Issuance Programme Prospectus, including (i) in the section entitled "*Recent Developments*" in the Airbus 2019 Universal Registration Document and (ii) in the Q1 2020 Airbus Interims, each as incorporated by reference in this Debt Issuance Programme Prospectus, notably with respect to the impact that the health crisis resulting from COVID-19 may have, there has been (i) no material adverse change in the prospects of Airbus since 31 December 2019 and (ii) no significant change in the financial position or financial performance of Airbus or of the Group since 31 March 2020.

Except as disclosed in this Debt Issuance Programme Prospectus, including in the 2019 Airbus Finance Audited Annual Financial Statements as incorporated by reference in this Debt Issuance Programme Prospectus, notably with respect to the impact that the health crisis resulting from COVID-19 may have, there has been (i) no material adverse change in the prospects of Airbus Finance since 31 December 2019 and (ii) no significant change in the financial position or financial performance of Airbus Finance since 31 December 2019."

Item 10 shall be deleted in its entirety and replaced as follows:

"10 As of the date of this Base Prospectus, (i) Airbus' long-term credit rating by S&P Global Ratings Europe Limited is A+ (outlook credit watch negative) and by Moody's Deutschland GmbH is A2 (negative outlook)."

Paragraph (iv) of item 13 shall be deleted in its entirety and replaced as follows:

"13 (iv) the 2019 Universal Registration Document and the audited financial statements and the independent auditors' reports thereon of each of Airbus (<https://www.airbus.com/investors/financial-results-and-annual-reports.html>) and Airbus Finance (<https://www.airbus.com/investors/hedging-and-debt-information.html>) (and any published interim financial information, if applicable) for the three financial years ended 31 December 2017, 2018 and 2019, including, with respect to Airbus, the audited consolidated financial statements for the three financial years ended 31 December 2017, 2018 and 2019, together with the published unaudited interim financial information for the three-month period ended 31 March 2020;"

Item 15 shall be deleted in its entirety and replaced as follows:

"15 Ernst & Young Accountants LLP, has audited the consolidated financial statements of Airbus for the financial years ended 31 December 2017, 31 December 2018 and 31 December 2019. Ernst & Young Accountants LLP has audited the financial statements of Airbus Finance for the financial years ended



31 December 2017, 31 December 2018 and 31 December 2019. The independent auditor's reports in respect of such financial statements are incorporated by reference in this Debt Issuance Programme Prospectus. Ernst & Young Accountants LLP of which the "registeraccountants" are members of the NBA (Koninklijke Nederlandse Beroepsorganisatie van Accountants – The Royal Netherlands Institute of Chartered Accountants)."