Airbus in Germany
AIRBUS – A SUCCESS STORY

Airbus – formerly EADS – was formed in 2000 from the merger of German DaimlerChrysler Aerospace, French Aérospatiale Matra and Spanish CASA. Today, the Group is the best example of European integration in the field of high technology.

SHAREHOLDER STRUCTURE

- 26% Free float shares
- 74% State participation
- 11% Germany
- 11% France
- 4% Spain

180 SITES
134,000 EMPLOYEES
€63.7 BILLION REVENUES 2018
Airbus is a global leader in aeronautics, space and related services. The Group employs a workforce of around 134,000 people in nearly 180 locations around the world. Airbus offers the most comprehensive range of airliners, from 100 to more than 500 seats. Airbus is also a European leader providing tanker, combat, transportation and mission aircraft, as well as Europe’s number one space enterprise and one of the world’s largest space businesses. In helicopters, Airbus provides the most efficient civil and military rotorcraft solutions worldwide.

In 2018, Airbus generated revenues of € 63.7 billion. Thus, the Group has more than doubled its business volume since its formation in 2000. Orders totalling over € 1,800 billion since 2000 saw the Group’s order backlog increase to € 460 billion by the end of 2018.
WORLDWIDE GROWTH THANKS TO EUROPEAN BEST PERFORMANCE

Since the Group’s formation, the number of employees has increased by 52%. In the home countries of Germany, France, Great Britain and Spain alone, the number of employees has increased by almost 47,000 since the formation of Airbus (EADS) in 2000.

Today, the bulk of the order volume comes from markets outside Europe. In 2018, Airbus’ home markets accounted for around 16% of new orders. The Group faces a trend of increasing internationalisation with a growing global presence. Examples include the final assembly lines in Tianjin (China) and in Mobile, Alabama (USA), as well as the Airbus China Innovation Centre (ACIC), which opened in 2019 in the southern Chinese city of Shenzhen, widely considered to be the Silicon Valley of China.
Airbus in Germany

Airbus home countries
- Germany
- France
- Great Britain
- Spain
Airbus is one of the most innovative and successful companies in the aerospace and defence industry. Airbus’ strong German roots provide significant impetus for growth and the ability to competitiveness – for the Group as well as for Germany as an industrial location. Airbus is represented at 27 sites throughout Germany.
AIRBUS AS AN EMPLOYER
Airbus employed more than 45,000 people at 27 German sites in 2018, which represents about half of all employees in the German aerospace industry. Since its formation in 2000, the number of employees in Germany has risen by more than 10,000 – a trend that is continuing. In Germany, almost 2,000 early career positions were filled in 2018 – internships, work placement positions and final theses. In 2018, 575 new apprentices and dual students were also recruited. In total, 1,922 apprentices and dual students are employed at 15 sites.

AIRBUS AS A POWERHOUSE FOR THE ECONOMY
In 2018, Airbus generated revenues of around € 5.7 billion in Germany. The Group worked together with almost 9,000 external suppliers in Germany and bought goods and services worth € 8 billion in 2018.

AIRBUS AS A PIONEER OF INNOVATION
With cumulative self-financed research and development investments exceeding € 30 billion since 2000, the company has expanded its portfolio of patents to more than 37,000. Additionally in 2018, Airbus invested € 3.2 billion in research and development. The focus is on environmentally friendly technologies such as alternative drive systems, lightweight construction and 3D printing. Another multiplier for innovative ideas is cooperation with partners from research and SMEs (for example, the Centre for Applied Aeronautical Research (ZAL) in Hamburg, the CFK Valley Stade and the Ludwig Bölkow Campus in Ottobrunn near Munich).

RESEARCH AND DEVELOPMENT INVESTMENTS

€ 1.34 billion
2000

€ 3.2 billion
2018

+139%
AIRBUS PRODUCTION SITES IN GERMANY

COMMERCIAL AIRCRAFT

The world’s leading aircraft manufacturer employs almost one-third of the entire German workforce in the civil aeronautics industry.

Employees:
• approx. 29,300

Main sites:
• Hamburg
• Bremen
• Stade
• Buxtehude

Produkte und Services:
• Development and production of civil aircraft. The product family spans the entire range of capacities from 100 to more than 500 seats – from the efficient short and medium range aircraft of the A320 family to the A380, the world’s largest passenger aircraft.
• Spare parts management and services

HELICOPTERS

Manufacturer of the world’s largest portfolio of civil and military helicopters, with a global market share of 46 percent in the civil and parapublic market. Approximately 12,000 Airbus helicopters are in operation in approximately 150 countries.

Employees:
• approx. 5,800

Main sites:
• Donauwörth
• Kassel

Products and Services:
• Development, production and marketing of civil and military helicopters
• Comprehensive maintenance and training offers
• Manufacturing of aircraft components
The European leader in the defence and space industry. With annual revenues of around € 11 billion in 2018, this company is a global leader in the space sector.

Employees:  
- approx. 14,800

Main sites:  
- Backnang  
- Bremen  
- Friedrichshafen  
- Jena  
- Lampoldshausen  
- Manching  
- Ottobrunn  
- Potsdam  
- Schrobenhausen  
- Trauen  
- Ulm

Products and Services:  
- Eurofighter  
- Unmanned aerial systems (drones)  
- Maintenance, repair and upgrades of military aircraft  
- Guided missiles  
- Cyber Security  
- Sensors and electronic systems  
- Integrated security solutions  
- Naval electronics  
- Military transport, tanker and mission aircraft  
- Ariane launcher  
- Satellites (environment, weather, security, telecommunications, navigation, science) and related services  
- Manned space travel and exploration
In 2030, 60 percent of the global population will live in cities. Half a dozen new megacities will be built by then, and old metropolises will continue to grow. Urban planners are also faced with the task of enabling mobility in these giant cities in the future. Airbus is working on innovative concepts to revolutionise mass transit. The goal is to simply fly over the traffic jam. Airbus innovation centres around the globe are generating ground-breaking ideas. To ensure rapid progress, Airbus has formed the Urban Air Mobility department as part of its Group research efforts. There, among other things, further research is being conducted into the technological requirements for unmanned aerial systems.

Since 2016, A3, the Group’s think tank in Silicon Valley has been working on the Vahana project to develop an autonomous aircraft capable of transporting passengers or freight, based on the car-sharing principle. Customers order an aircraft using an app, board at the nearest landing site and are flown from there to their destination. Flight tests have already been carried out with the first prototype. Airbus Helicopters in Donauwörth is pursuing a similar project. The CityAirbus will transport up to four persons who previously booked a seat via the app. As a result, a trip will cost little more than a comparable taxi ride. The first prototype will take off in 2019 – first with a pilot, and later autonomously.

In addition, Airbus Helicopters and the Civil Aviation Authority of Singapore have successfully tested a drone-based parcel delivery service over urban areas. This service is offered at the campus of the National University of Singapore. The results will serve as a decision-making tool for governments around the world to further develop drone regulations.
Over the past 50 years, the aeronautics industry has achieved the following goals through the introduction of new technologies and operational improvements: increased fuel efficiency and a reduction of CO₂ emissions by over 70 percent, reduction of NOx emissions by 90 percent and a reduction of noise pollution by 75 percent. By 2020, growth in air traffic will be CO₂ neutral, and CO₂ emissions should have been cut by 75 percent by 2050. This will only be possible with state-of-the-art technology and efficient aircraft. For example, Airbus is setting new standards in terms of CO₂ and noise emissions with the A350 XWB: the aircraft consumes 25 percent less fuel thanks to the extensive use of carbon fibres and innovative aerodynamics. New technologies ensure that the A350 XWB will reduce the current noise limits by up to 16 dB. A 10 dB reduction corresponds to cutting the perceived noise in half.

The A320neo family is also 15 dB lower than the ICAO category Chapter 4 – the highest noise protection requirement – and consumes up to 15 percent less kerosene.

Airbus Helicopters is constantly working on innovations to increase the eco-efficiency of its products and sites. The most important objectives are cutting fuel consumption, reducing noise levels and lowering CO₂ and NOx emissions through technologies such as diesel engines. The extremely quiet Fenestron tail rotor of the H145 reduces the noise signature considerably, making this helicopter 8.5 dB quieter than regulations require. With the H160, Airbus Helicopters is setting completely new standards for medium-weight rotorcraft.
The H160 is the first civil helicopter to be made completely of composite materials. The first-ever standard use of Blue Edge rotors for the main rotor is a technological breakthrough: depending on flight conditions, Blue Edge rotors are up to 50 percent (3 dB) quieter compared to conventional rotors, and permit up to 100 kg greater payloads.

Airbus Defence and Space is developing electric propulsion systems to raise satellites into orbit to replace conventional chemical thrusters. ESA’s Neosat project is developing satellites that use electric thrusters after the launcher separates to reach their final operational orbit and maintain their orbital position. Airbus Defence and Space satellites help governments and businesses address environmental issues by providing observational services, quantifying the effects of climate change, and delivering high quality geoinformation in areas such as agriculture, deforestation, and environmental monitoring.

These examples underscore Airbus’ commitment to climate protection and eco-efficiency. Yet the company is already going a step further and is pursuing the ambitious goal of electric flight. Together with other industrial companies, Airbus is currently working on electric and hybrid drives with an output of up to four megawatts. The aim is to introduce primarily electrically powered hybrid models for short- and medium-range flights in the not-too-distant future.
Innovative working time models give Airbus employees the opportunity to reconcile family and work. With job sharing, for example, two employees share one job. The innovative part-time and tele-working initiative ‘Führung mit Teilzeit und Telearbeit’ for managers is also a proven success. The flexible Care for Life working hours account grants employees greater flexibility to adapt to extraordinary personal situations and better reconcile family and career obligations. Extended leave is possible, giving employees the opportunity to take a sabbatical or time to care for a loved one.

Characteristic of both models is that Airbus guarantees employees a proportionate salary payment to secure their financial basis. Guaranteed re-entry allows parents to spend extensive time with their small children.

The re-entry process ensures a smooth ‘relaunch’ following parental leave. The children attending the company’s on-site childcare facilities get to experience the wonders of the natural sciences from a very early age.
BOARD OF DIRECTORS

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Managing Director of Warburg Pincus Deutschland GmbH and member of the Board of Telenor ASA and Allianz Deutschland AG

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