

AIRBUS

H1 2020

Roadshow Presentation

July / August 2020



AIRBUS

Safe Harbour Statement

DISCLAIMER

This presentation 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 COVID-19 pandemic and the resulting health and economic crisis.

As a result, Airbus' 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 Airbus SE's 2019 Universal Registration Document dated 23 March 2020, including the Risk Factors section. For more information about the impact of the COVID-19 pandemic, see note 2 "Impact of the spread of the COVID-19 pandemic" of the Notes to the Airbus SE Unaudited Condensed Interim IFRS Consolidated Financial Statements published 30 July 2020.

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

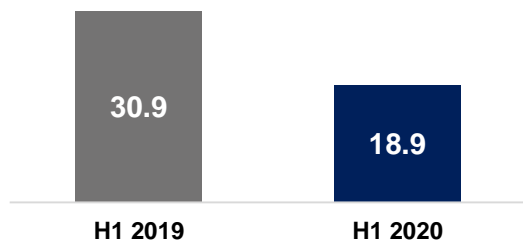
Rounding disclaimer:

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

- Adaptation plan deployed throughout the business
 - Latest view on commercial aircraft business consistent with April rate adjustments
 - Industrial system adjusted to new production levels
 - Cash containment and business resizing on track
- H1 financials reflect COVID-19 impact mitigated by adaptation measures
 - EBIT Adjusted € - 0.9 bn, including € - 0.9 bn COVID-19 related charges
 - FCF before M&A and Customer Financing € - 12.4 bn, of which € - 4.4 bn in Q2
- Strong liquidity underpins business resilience and flexibility

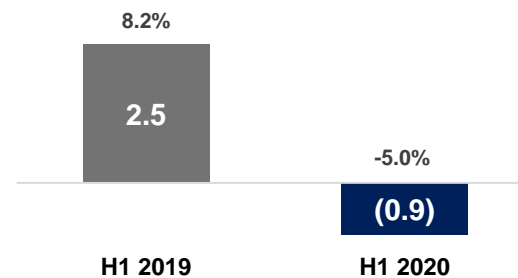
Revenues

in € bn



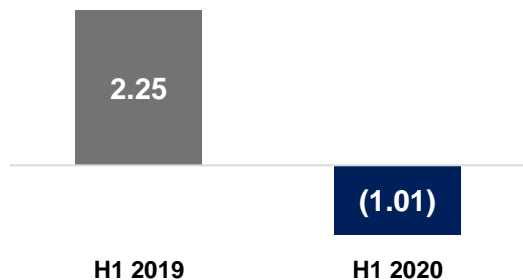
EBIT Adjusted

in € bn / RoS (%)



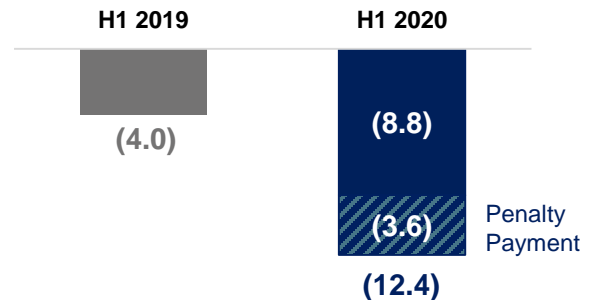
EPS⁽¹⁾ Adjusted

in €



FCF before M&A and Customer Financing

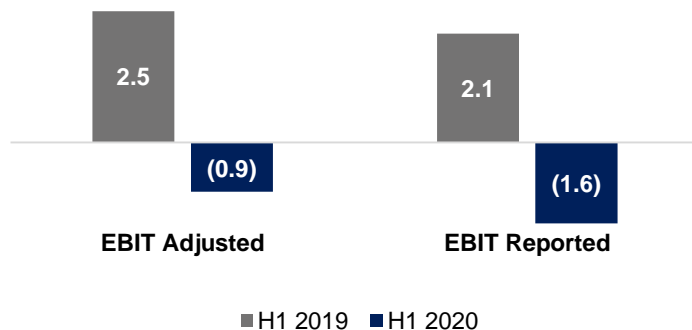
in € bn



(1) H1 2020 Average number of shares: 782,700,007 compared to 776,291,117 in H1 2019
Capitalised R&D: € 31 m in H1 2020 and € 45 m in H1 2019

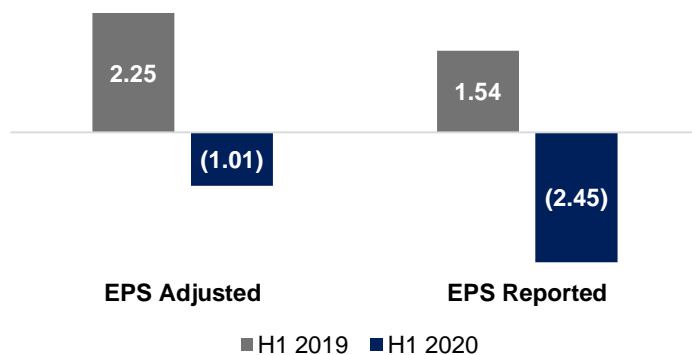
EBIT Performance

in € bn



EPS⁽¹⁾ Performance

in €



- H1 2020 **EBIT Reported** of € - 1,559 m
- H1 2020 EBIT Adjustments resulting from:
 - € - 332 m A380 programme cost
 - € - 165 m PDP mismatch / BS revaluation
 - € - 117 m Others
- H1 2020 **Net Adjustments** of € - 614 m

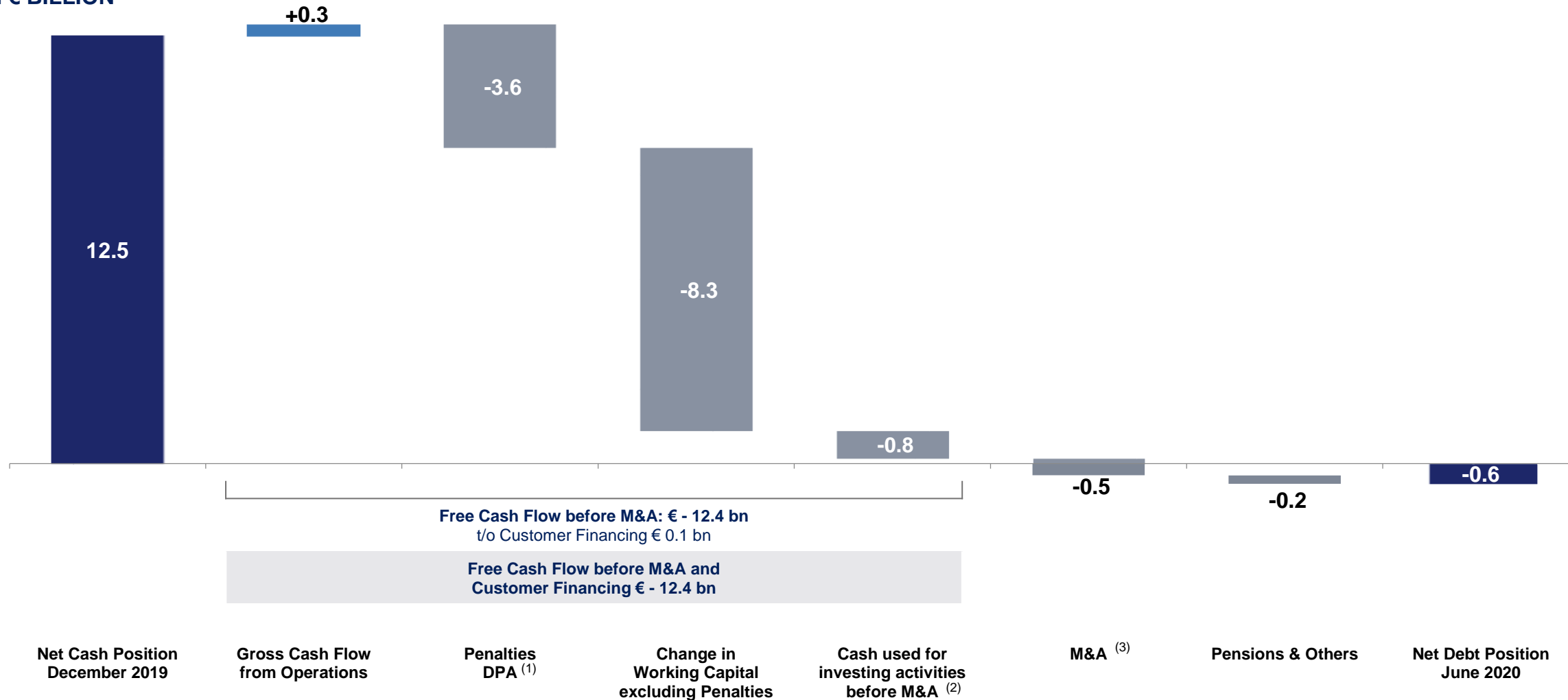
- H1 2020 **Net Loss** of € - 1,919 m
- H1 2020 **Net Loss Adjusted** of € - 789 m

- *Restructuring provision expected of around € 1.2 bn to € 1.6 bn not recognised as of H1*
- *Reminder: FY 2020 guidance withdrawn in Q1 2020*

(1) H1 2020 Average number of shares: 782,700,007 compared to 776,291,117 in H1 2019
Capitalised R&D: € 31 m in H1 2020 and € 45 m in H1 2019

H1 2020 Cash Evolution

IN € BILLION



(1) DPA: "Deferred Prosecution Agreement"

(2) Thereof CapEx of € - 0.9 bn

(3) M&A transactions include acquisitions and disposals of subsidiaries and businesses

- Manage deliveries and backlog
- Focus on cash
- Continued focus on longer term cost structure across all businesses