

# AIRBUS

## H1 2021 Roadshow Presentation

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July / August 2021



**AIRBUS**

# Safe Harbour Statement

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## 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 more information about the impact of the COVID-19 pandemic, see Note 2 "Impact of the COVID-19 pandemic" of the Notes to the Airbus SE Unaudited Condensed Interim IFRS Consolidated Financial Statements for the six-month period ended 30 June 2021. For more information about factors that could cause future results to differ from such forward-looking statements, see Airbus SE's annual reports, including its 2020 Universal Registration Document and the most recent Risk Factors.

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.

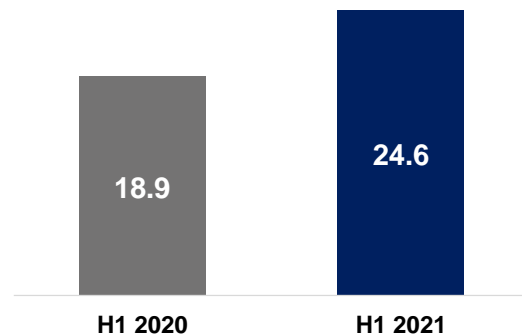
### **Rounding disclaimer:**

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

- 297 commercial aircraft delivered in H1 2021
- H1 2021 financials reflect deliveries as well as continued efforts on cost containment and competitiveness:
  - EBIT Adjusted of € 2.7 bn; EBIT reported of € 2.7 bn
  - FCF before M&A and Customer Financing of € 2.1 bn
- Focus on securing A320 Family ramp-up and transforming the industrial value chain
- 2021 Guidance updated

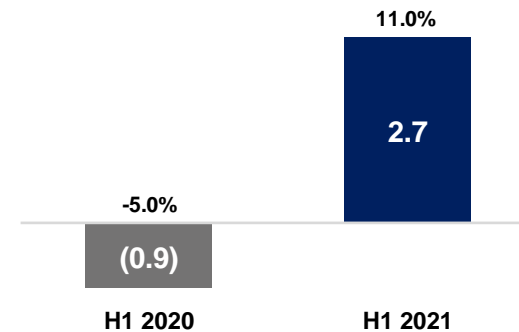
## Revenues

in € bn



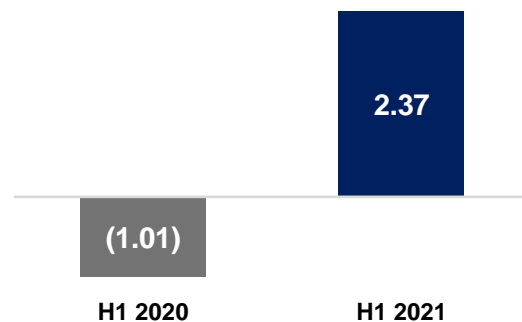
## EBIT Adjusted

in € bn / RoS (%)



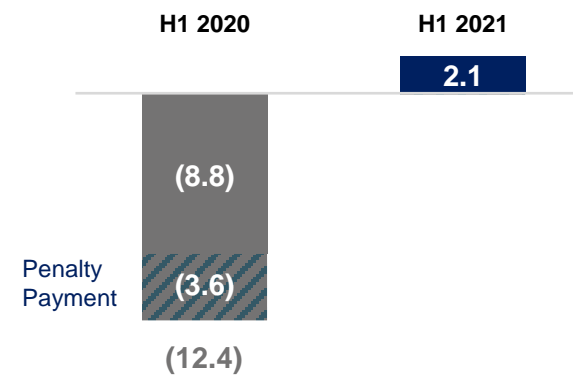
## EPS<sup>(1)</sup> Adjusted

in €



## FCF before M&A and Customer Financing

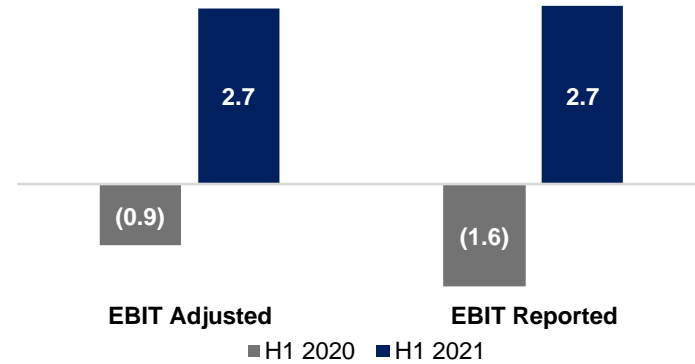
in € bn



(1) H1 2021 Average number of shares: 784,852,012 compared to 782,700,007 in H1 2020  
Capitalised R&D: € 63 m in H1 2021 and € 31 m in H1 2020

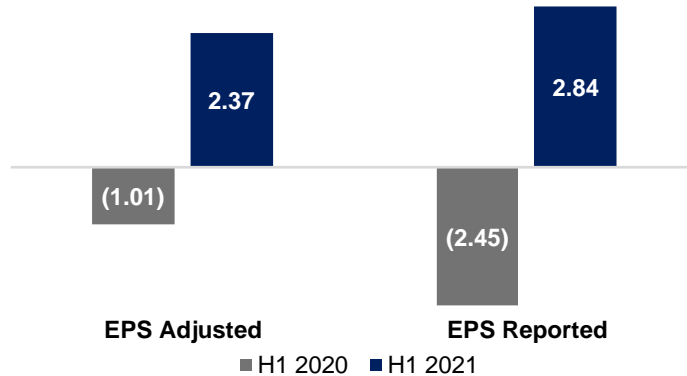
## EBIT Performance

in € bn



## EPS<sup>(1)</sup> Performance

in €

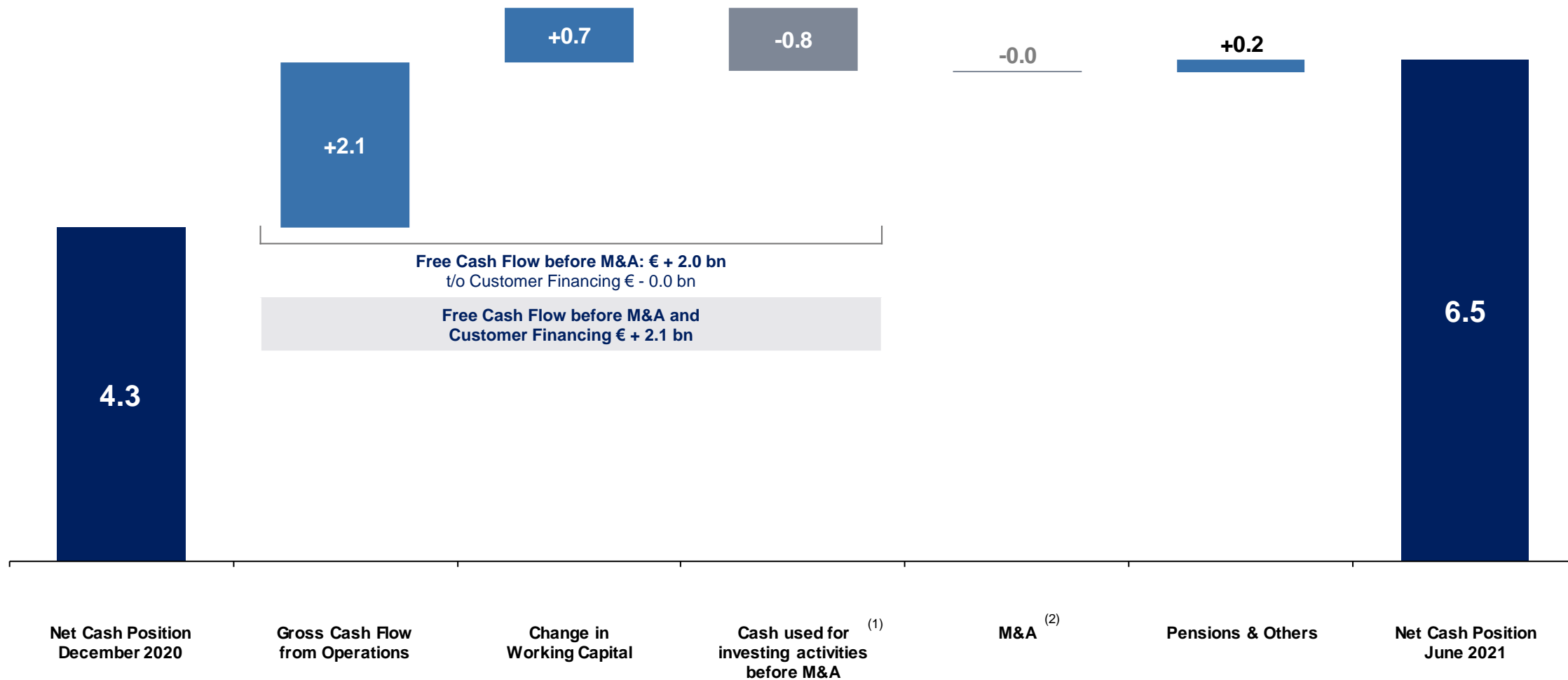


- H1 2021 **EBIT Reported** of € 2,727 m
- H1 2021 EBIT Adjustments resulting from:
  - € + 145 m A380 programme
  - € - 170 m PDP mismatch / BS revaluation
  - € + 49 m Others
- H1 2021 **Net Adjustments** of € + 24 m
- H1 2021 **Net Income** of € 2,231 m
- H1 2021 **Net Income Adjusted** of € 1,864 m

(1) H1 2021 Average number of shares: 784,852,012 compared to 782,700,007 in H1 2020  
Capitalised R&D: € 63 m in H1 2021 and € 31 m in H1 2020

# H1 2021 Cash Evolution

IN € BILLION



(1) Thereof CapEx of € - 0.8 bn

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

*As the basis for its 2021 guidance, the Company assumes:*

- *no further disruptions to the world economy, air traffic, the Company's internal operations, and its ability to deliver products and services.*

*The Company's 2021 guidance is before M&A.*

On that basis, the Company has updated its 2021 guidance and now targets to achieve in 2021 around:

- 600 commercial aircraft deliveries;
- EBIT Adjusted of € 4 billion;
- Free Cash Flow before M&A and Customer Financing of € 2 billion

- Manage deliveries and backlog, including defence contracts
- Prepare the industrial ecosystem for commercial aircraft ramp-up
- Transformation of commercial aircraft industrial value chain
- Lead the development of sustainable aerospace
- Focus on earnings and cash growth trajectory beyond 2021