

# Airbus in Germany



**AIRBUS**

# AIRBUS – A SUCCESS STORY

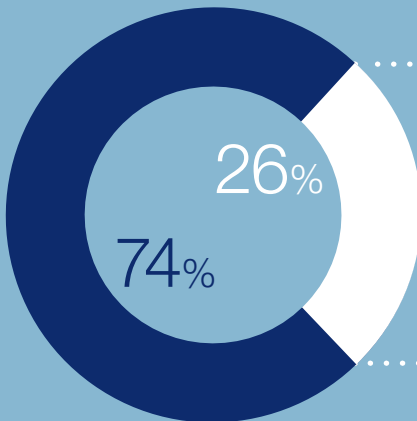
Airbus – formerly EADS – was formed in 2000 from the merger of German DaimlerChrysler Aerospace, French Aérospatiale Matra and Spanish CASA. Today, the Group is the best example of European integration in the field of high technology.

 **180**  
SITES

  
EMPLOYEES  
**131,000**

 **49.9**  
BILLION  
REVENUES 2020

## SHAREHOLDER STRUCTURE



11% Germany



11% France



4% Spain

 State participation

 Free float shares

Airbus is a global leader in aeronautics, space and related services. The Group employs a workforce over 131,000 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 2020, Airbus generated revenues of € 49.9 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 € 373 billion by the end of 2020.

## INCREASE IN REVENUE

in billions of euros

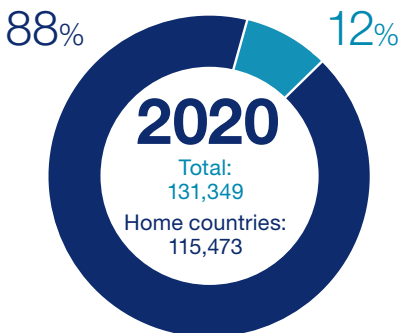


# WORLDWIDE GROWTH THANKS TO EUROPEAN BEST PERFORMANCE

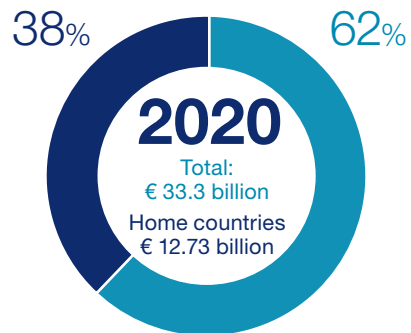
Since the Group's formation, the number of employees has increased by 52%. In the home countries of Germany, France, Great Britain and Spain alone, the number of employees has increased by almost 48,000 since the formation of Airbus (EADS) in 2000.

Today, the bulk of the order volume comes from markets outside Europe. In 2020, Airbus' home markets accounted for around 38% 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.



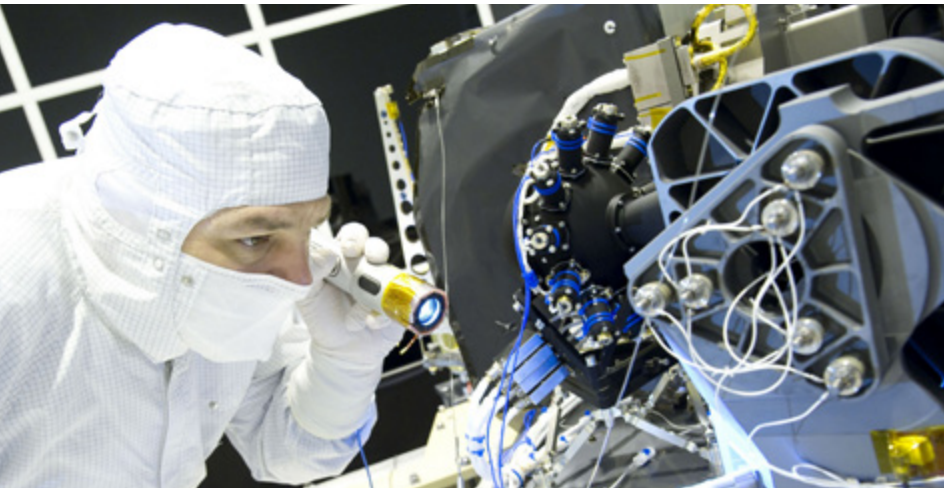
EMPLOYEES



INCOMING ORDERS



● **Airbus  
home  
countries**  
Germany  
France  
Great Britain  
Spain



# STRONG ROOTS IN GERMANY

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 numerous sites throughout Germany.



## AIRBUS AS AN EMPLOYER

Airbus employed around 46,000 people at numerous German sites in 2020, 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 400 early career positions were filled in 2020 – internships, work placement positions and final theses. In 2020, 640 new apprentices and dual students were also recruited. In total, almost 2,100 apprentices and dual students are employed at 15 sites.

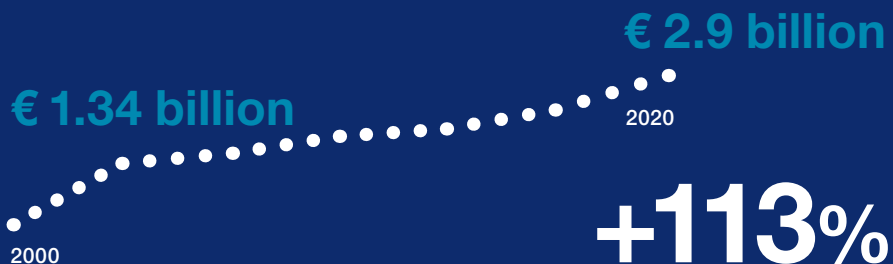
## AIRBUS AS A POWERHOUSE FOR THE ECONOMY

In 2020, Airbus generated revenues of around € 4.2 billion in Germany. The Group worked together with almost 9,000 external suppliers in Germany and bought goods and services worth over € 7 billion in 2020.

## 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 2020, Airbus invested € 2.9 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



# 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. 26,700

### 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 48% in the civil and parapublic market. Approximately 12,000 Airbus helicopters are in operation in approximately 150 countries.

### Employees:

- approx. 6,500

### 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





## DEFENCE AND SPACE

The European leader in the defence and space industry. With annual revenues of over € 10 billion in 2020, this company is a global leader in the space sector.

### Employees:

- approx. 12,700

### 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

# URBAN AIR MOBILITY

In 2030, 60% 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.

Under the project name “Vahana“, Airbus has been developing an electrically powered vertical take-off aircraft in Silicon Valley since 2016, which is intended to transport passengers or freight according to the carsharing principle. The customer orders a plane via app, boards it at the nearest landing pad and is flown to the destination. The Vahana test campaign has now ended. Airbus Helicopters in Donauwörth is pushing ahead with a similar project. The “CityAirbus” is designed to carry up to four people who have previously ordered a seat via app. The first CityAirbus demonstrator has also completed its test campaign and the company has evaluated the results from both projects. Based on this, a new demonstrator is in development.

Airbus attaches as much importance to the integration of urban air transport into the existing urban infrastructure as it does to the development of corresponding aircraft. That is why the company is working with numerous partners on technologies for the safe control of aircraft movements or synchronisation with other means of transport, but also on issues such as the social acceptance of this new service.



# ECO-EFFICIENCY THROUGH INNOVATION



Through the introduction of new technologies and operational improvements, the aviation industry has achieved the following goals over the past 50 years: increase fuel efficiency and reduce CO<sub>2</sub> emissions by more than 70%, reduce NOx emissions by 90% and reduce noise pollution by 75%. Airbus aims to bring the first CO<sub>2</sub> emission-free commercial aircraft to market by 2035 and is currently working on three design concepts to achieve this. The ZEROe concept aircraft will allow a variety of configurations and hydrogen technologies to be explored that will shape the development of future zero-emission aircraft. Around 2025, a decision will be made on one of these paths in preparation for an official programme launch towards the end of the decade. By 2050, aviation in Europe should then be climate-neutral overall. Hydrogen makes a decisive contribution to this. For this to succeed,

the right course must be set today: technologically, logistically, politically. Therefore, in addition to demonstrator projects and test tracks for pilot projects, we now need to establish a hydrogen ecosystem. This must include not only the production ramp-up and transport, but also the hydrogen infrastructure at the airport, so that it is ensured that sufficient green hydrogen is available at competitive prices at the airports. The first technology demonstrators are already being planned by Airbus, particularly in terms of changes to the overall architecture of the aircraft. The aviation fuel tank must be fundamentally rethought, as hydrogen requires four times more volume than conventional paraffin and must be cooled to around -250 degrees Celsius in its liquid state. Airbus can also draw on the experience of the rocket manufacturer Ariane in Bremen. The aircraft of the future will be fundamentally different from today's models.



Airbus Helicopters is continuously innovating to increase the eco-efficiency of its products and sites. Key objectives include reducing fuel consumption, lowering noise levels and reducing CO<sub>2</sub> and NO<sub>x</sub> emissions through technologies such as diesel engines. On the H145, the extremely quiet Fenestron tail rotor provides a significantly lower noise signature - as a result, 8.5 dB quieter than required. With the H160, Airbus Helicopters is setting new standards for medium-weight helicopters. The H160 is the first civil helicopter to be made entirely of composite materials. A technological breakthrough is the first serial use of Blue Edge rotor blades for the main rotor, which is up to 50% (3 dB) quieter than conventional rotors, depending on flight conditions.

Airbus Defence and Space is developing electric propulsion systems for orbit raising satellites in orbit to replace conventional chemical propulsion systems. ESA's Neosat project is developing satellites that use electric

propulsion after separation from the launch vehicle to reach their final deployment orbit and maintain their orbital position. Satellites from Airbus Defence and Space help governments and businesses address environmental challenges by providing observation services, quantifying the impact of climate change and delivering high quality geo-information in areas such as agriculture, deforestation or environmental monitoring.

These examples underline Airbus' commitment to climate protection and eco-efficiency. However, the company is already going one step further and pursuing the ambitious goal of electric flying. Together with other industrial companies, Airbus is currently working on electric and hybrid engines with a capacity of up to four megawatts. The goal is to introduce predominantly electrically powered hybrid models for short- and medium-haul flights in the not too distant future.

# TALENTS

Innovative working time models offer Airbus employees the opportunity to balance family and career. Among other things, the flexible value account „Care for Life“ gives employees more flexibility to adapt to special life situations and to better reconcile family and career.

Time off is possible to take leave from work for a certain period of time or to take care of close relatives.

Characteristic of both models is the pro-rata salary payment guaranteed by the company to ensure a continued financial basis.

Airbus offers a wide range of childcare options for parents. For example, their offspring are exposed to scientific topics at an early age in the Group's day care centres.



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