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;
- Changes in societal expectations and regulatory requirements about climate change;
- The full impact of the COVID-19 pandemic and the resulting health and economic crisis;
- Aggravation of adverse geopolitical events, including Russia’s invasion of Ukraine and the resulting imposition of export control restrictions and international sanctions, and rising military tensions around the world.

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 more information about the impact of Russia’s invasion of Ukraine, see note 2 "Ukraine Crisis" of the Notes to the Airbus SE Unaudited Condensed Interim IFRS Consolidated Financial Statements for the three-month period ended 31 March 2023. For more information about the impact of the Macroeconomic Environment, see note 3 "Macroeconomic Environment" of the Notes to the Airbus SE Unaudited Condensed Interim IFRS Consolidated Financial Statements for the three-month period ended 31 March 2023. For more information about factors that could cause future results to differ from such forward-looking statements, please refer to Airbus SE’s most recent annual report, including the financial statements and notes thereto, the most recent 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 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.
Sell
Post-Covid capacity has recovered quickly as restrictions were lifted

ASKs compared to 2019 level
Demand for 40,850 new passenger & freighter aircraft

- 22,880 aircraft in-service beginning of 2020:
  - 25% will stay in-service (including 2020-22 deliveries)
  - 75% will be replaced

- 40,850 new deliveries 2023-2042, of which typically:
  - 32,630 Single Aisle
  - 8,220 Widebody

Source: Airbus GMF
Notes: Passenger aircraft above 100 seats & freighters with a payload above 10t
Airbus Family of new generation Aircraft & Services

The latest generation Airbus Family, for efficiency and versatility on all segments

Airbus Family of new generation Aircraft & Services

A220
A320neo
A321XLR
A330neo
A350

Seating capacity

1000 2000 3000 4000 5000 6000 7000 8000 9000
100 150 200 250 300 350 400

Range (nm)

Services
Train
Operate
Maintain
Enhance
Expand
Airbus commercial performance since 2019
Rapid recovery of aircraft orders

Net order & Delivery trend

<table>
<thead>
<tr>
<th>Year</th>
<th>Net orders</th>
<th>Deliveries</th>
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<tbody>
<tr>
<td>2019</td>
<td>768</td>
<td>661</td>
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<tr>
<td>2020</td>
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<tr>
<td>2021</td>
<td>820</td>
<td>566</td>
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<tr>
<td>2022</td>
<td>268</td>
<td>863</td>
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</tbody>
</table>

Deliveries by region in 2022
Classified by end operator

84 customers (including lessors leasing to airlines)

- Europe: 31%
- China: 16%
- North America: 20%
- Asia Pacific: 19%
- Latin America: 8%
- Middle East & Africa: 5%
- Private & Gvmt: 1%

Data: Airbus end 2022
Breakdown of 2022 deliveries by source of financing

- **Lessors** in the lead again, strong appetite for Sale and Lease-Back
- Airline Debt & Cash still below pre-Covid levels
- Export Credit continues to support as necessary
- Manufacturer financing limited

Airbus aircraft continue to attract diverse financing:

- Lessors in the lead again, strong appetite for Sale and Lease-Back
- Airline Debt & Cash still below pre-Covid levels
- Export Credit continues to support as necessary
- Manufacturer financing limited

Source: Airbus

ing at time of delivery (as at end of period for Export Credit). Overlap possible between categories, rounded figures.
Three objectives

Capacity

Flexibility

Resilience
One operating system

Programmes

A220
A320 Family
A330 / A350

Operations

Procurement → Production → Final Assembly Lines

Aerostructures

Sales → Delivery
Bringing Aerostructures to the core

Before

AIRBUS

STELIA Aerospace

Premium AEROTEC

After

AIRBUS

Airbus Atlantic

Airbus Aerostructures
Developing our **assembly lines** footprint..

<table>
<thead>
<tr>
<th></th>
<th>North America</th>
<th>Europe</th>
<th>China</th>
<th>Target</th>
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<tbody>
<tr>
<td>A320</td>
<td>1 +1</td>
<td>4 + 2</td>
<td>1 +1</td>
<td>10</td>
</tr>
<tr>
<td>A220</td>
<td>1 +1</td>
<td></td>
<td></td>
<td>2</td>
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<tr>
<td>Widebody</td>
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<td></td>
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</tr>
</tbody>
</table>

All sites are now **A321-capable**
.. and our digital infrastructure
Enabling our people, today and tomorrow

Recruitment & Early Training

Continuous Development

New Competencies
Buy
A global, deep and interconnected supply chain recovering from crisis

- 80% Externally sourced
- 2+ mio Received parts per day
- 3,000+ Direct suppliers sites
- 10,000+ Indirect suppliers
Performing in a **challenging ecosystem**

- **Labour shortages**
- **Systemic disruptions**
- **Costs & financing**
Building resilience on a proven supply chain management

Anticipate

Respond and Mitigate

Continuous Improvement

Protect and Prevent

AIRBUS
Anticipate

Supplier watchtower

Ramp-up assessment

Powerful digital tools
Respond and Mitigate

Global Footprint
Dedicated team of Supply Chain Experts
Task Force
Joint improvement plan
Current focus in supply chain

Electronic components

Engines

Raw materials
Going forward