

Airbus Group Reports Robust First Quarter 2015 Results

- Solid operational performance supports EPS and cash flow, further enhanced by divestments
- Revenues € 12.1 billion, EBIT* before one-off € 651 million
- Earnings per share up 80 percent to € 1.01
- Free cash flow € 452 million, including sale of Dassault Aviation shares
- Airbus Group on track to deliver 2015 guidance

Amsterdam, 30 April 2015 – Airbus Group (stock exchange symbol: AIR) reported robust first quarter 2015 results with improved cash flow and confirmed its full year guidance.

“We had a good start into 2015, with a solid operational performance and improved cash generation, further supported by asset sales,” said Tom Enders, Airbus Group Chief Executive Officer. “We are on track to achieve our full year targets due to both the continued focus on programme management and the implementation of our core strategy. We will review capital allocation towards the end of the year as we progress on the A350 ramp up, A320 transition and our divestments, while the order book provides a strong platform for future growth.”

Group **order intake**⁽¹⁾ in the quarter was € 21 billion (Q1 2014: € 21 billion), with the **order book**⁽¹⁾ value rising to € 955 billion as of 31 March 2015 (year-end 2014: € 858 billion) taking into account a positive revaluation linked to the strengthening of the US dollar. Airbus received 101 net commercial aircraft orders in the quarter (Q1 2014: 103 net orders), including 34 A330 Family aircraft. Airbus Helicopters received 86 net orders (Q1 2014: 78 units), including 49 H145s and 19 H175s, while in April the H225M Caracal was preselected by Poland for the test phase of its multi-role military helicopter tender. Order intake by value at Airbus Defence and Space rose 16 percent, with good momentum seen for military aircraft including seven light and medium transport aircraft.

Group **revenues** totalled € 12.1 billion (Q1 2014: € 12.6 billion), mainly reflecting the phasing of deliveries at Commercial Aircraft which are expected to be back-loaded in 2015, especially for the A350 XWB and A380. A total of 134 commercial airplanes were delivered (Q1 2014: 141 units), including one A350 XWB and four A380s. Commercial Aircraft’s revenues totalled € 8.6 billion with favourable foreign exchange mitigating the lower delivery volume. Helicopters’

revenues of € 1.3 billion reflect the ramp-up in government programmes with total deliveries of 62 units (Q1 2014: 74 units). Defence and Space's revenues of € 2.6 billion mainly reflect the deconsolidation of launcher revenues with the creation of the Airbus Safran Launchers Joint Venture (JV) while two A400Ms were delivered, including the first aircraft for export customer Malaysia.

Group **EBIT* before one-off**⁽³⁾ – an indicator capturing the underlying business margin by excluding material non-recurring charges or profits caused by movements in provisions related to programmes and restructurings or foreign exchange impacts – was € 651 million (Q1 2014: € 700 million). Commercial Aircraft's EBIT* before one-off increased to € 569 million (Q1 2014: € 527 million), driven by operational improvement and favourable cost phasing including research and development (R&D) expenses. Helicopters' EBIT* before one-off decreased slightly to € 52 million (Q1 2014: € 58 million), due to a less favourable revenue mix but was supported by the Division's transformation plan. Defence and Space's EBIT* before one-off was € 90 million (Q1 2014: € 85 million), supported by progress in the Division's restructuring plan. Headquarters' EBIT* before one-off was lower compared to a year earlier and included an adjustment to the 2014 Dassault Aviation result. Group **self-financed R&D** expenses totalled € 701 million (Q1 2014: € 727 million) while the Group EBIT* before one-off return on sales was 5.4 percent (Q1 2014: 5.5 percent).

The production ramp-up on the A350 XWB programme is ongoing, with the second aircraft delivered to Qatar Airways as planned. The A320neo programme remains on schedule, with the initial aircraft equipped with CFM engines rolled out earlier this month. The A380 programme is on track to reach breakeven this year. The new H160 was unveiled in the quarter as part of Helicopter's product renewal strategy. Airbus Safran Launchers started operations during the first quarter and preparations are being made for the JV's second phase.

Reported EBIT*⁽³⁾ increased 73 percent to € 1,241 million (Q1 2014: € 719 million) and was boosted by net positive one-offs of € 590 million. This comprised a € 697 million net gain from the sale of an additional 17.5% stake in Dassault Aviation⁽⁵⁾, a gain of € 43 million linked to the creation of the launcher JV's first phase and a € 150 million net charge from the dollar pre-delivery payment mismatch and balance sheet revaluation.

Net income⁽⁴⁾ increased by 80 percent to € 792 million (Q1 2014: € 439 million), while **earnings per share** (EPS) rose by the same amount to € 1.01 (Q1 2014: € 0.56). The finance result was € -366 million (Q1 2014: € -107 million) and included negative one-offs of € 229 million from foreign exchange revaluation linked to the weakening of the euro.

As of 31 March 2015, the hedge portfolio was worth \$ 94.0 billion after adding new hedge contracts of \$11.4 billion in the quarter at an average rate of € 1 = \$ 1.21. The accounting mark-to-market value of the hedge book was € -13.4 billion based on a closing rate of € 1 = \$1.08.

Airbus Group will prepare stand-alone N.V. statutory accounts under IFRS as of 1 January 2015. Airbus Group's management considers that the recognition of investments at cost less impairment in the Airbus Group N.V. company financial statements is a more appropriate approach to provide a fair insight into the company's financial position with regard to the determination of distributable equity and complements the IFRS Airbus Group Consolidated Financial Statements.

Free cash flow before mergers and acquisitions improved significantly to € -1,136 million (Q1 2014: € -2,060 million), reflecting the continued focus on cash control while proceeds of around € 1.6 billion from the sale of Dassault Aviation shares boosted total **free cash flow** to € 452 million (Q1 2014: € -2,034 million). The **net cash position** at the end of March 2015 was € 9.5 billion (year-end 2014: € 9.1 billion) with a gross cash position of € 17.3 billion (year-end 2014: € 16.4 billion).

Outlook

As the basis for its 2015 guidance, Airbus Group expects the world economy and air traffic to grow in line with prevailing independent forecasts and assumes no major disruptions.

Airbus deliveries should be slightly higher than in 2014, and the commercial aircraft order book is again expected to grow.

In 2015, before mergers & acquisitions (M&A), Airbus Group expects an increase in revenues and targets a slight increase in EBIT* before one-off.

Based on its current view of the industrial ramp-up, Airbus Group targets breakeven free cash flow in 2015 before M&A.

Airbus Group targets its EPS and dividend per share to increase further in 2015.

* Airbus Group uses **EBIT pre-goodwill impairment and exceptionals** as a key indicator of its economic performance. The term "exceptionals" refers to such items as depreciation expenses of fair value adjustments relating to the former EADS merger and Airbus Combination, as well as impairment charges thereon.

Airbus Group

Airbus Group is a global leader in aeronautics, space and related services. In 2014, the Group – comprising Airbus, Airbus Defence and Space and Airbus Helicopters – generated revenues of € 60.7 billion and employed a workforce of around 138,600.

Contacts for the media:

Martin Agüera +49 (0) 175 227 4369

Rod Stone +33 (0) 6 30 521 993

Note to editors: Live-Transmission of the Airbus Group Analyst Conference Call on the Internet

You can listen to the **Q1 2015 Results Analyst Conference Call** today at 10:30 a.m. CET with Chief Financial Officer Harald Wilhelm via the Airbus Group website: www.airbusgroup.com/Q12015. Please click on the front page banner. A recording of the call will be made available in due course.

First Quarter (Q1) Results 2015
(Amounts in euro)

Airbus Group	Q1 2015	Q1 2014	<i>Change</i>
Revenues , in millions	12,078	12,648	-5%
thereof defence, in millions	2,284	2,151	+6%
EBITDA ⁽²⁾ , in millions	1,757	1,180	+49%
EBIT before one-offs ⁽³⁾ , in millions	651	700	-7%
EBIT ⁽³⁾ , in millions	1,241	719	+73%
Research & Development expenses , in millions	701	727	-4%
Net Income ⁽⁴⁾ , in millions	792	439	+80%
Earnings Per Share (EPS) ⁽⁴⁾	1.01	0.56	+80%
Free Cash Flow (FCF) , in millions	452	- 2,034	-
Free Cash Flow before M&A , in millions	- 1,136	- 2,060	-
Free Cash Flow before Customer Financing , in millions	483	- 1,896	-
Order Intake ⁽¹⁾ , in millions	20,994	21,101	-1%

Airbus Group	31 March 2015	31 Dec 2014	<i>Change</i>
Order Book ⁽¹⁾ , in millions	954,564	857,519	+11%
thereof defence, in millions	39,876	42,240	-6%
Net Cash position , in millions	9,460	9,092	+4%
Employees	137,855	138,622	-1%

For footnotes please refer to page 7.

by Division	Revenues			EBIT ⁽³⁾		
	Q1 2015	Q1 2014	Change	Q1 2015	Q1 2014	Change
(Amounts in millions of Euro)						
Commercial Aircraft	8,565	8,937	-4%	419	546	-23%
Helicopters	1,285	1,182	+9%	52	58	-10%
Defence and Space	2,603	2,743	-5%	133	85	+56%
Headquarters / Eliminations / Others	-375	- 214	-	637	30	-
Total	12,078	12,648	-5%	1,241	719	+73%

by Division	Order Intake ⁽¹⁾			Order Book ⁽¹⁾		
	Q1 2015	Q1 2014	Change	31 March 2015	31 Dec 2014	Change
(Amounts in millions of Euro)						
Commercial Aircraft	17,217	17,938	-4%	901,565	803,633	+12%
Helicopters	1,428	1,202	+19%	12,371	12,227	+1%
Defence and Space	2,390	2,068	+16%	41,854	43,075	-3%
Headquarters / Eliminations / Others	- 41	- 107	-	- 1,226	- 1,416	-
Total	20,994	21,101	-1%	954,564	857,519	+11%

For footnotes please refer to page 7.

Footnotes:

- 1) Contributions from commercial aircraft activities to Order Intake and Order Book based on list prices.
- 2) Earnings before interest, taxes, depreciation, amortisation and exceptionals.
- 3) Earnings before interest and taxes, pre goodwill impairment and exceptionals.
- 4) Airbus Group continues to use the term Net Income. It is identical to Profit for the period attributable to equity owners of the parent as defined by IFRS Rules.
- 5) The remaining Dassault Aviation participation is now recorded as an asset held for sale and the result of the period of Dassault Aviation will no longer contribute to the Headquarters earnings line, except for dividends to be received and the capital gain from future sales of Dassault Aviation shares.

Safe Harbour Statement:

Certain statements contained in this press release are not historical facts but rather are statements of future expectations and other forward-looking statements that are based on management's beliefs. These statements reflect Airbus Group's views and assumptions as of the date of the statements and involve known and unknown risk and uncertainties that could cause actual results, performance or events to differ materially from those expressed or implied in such statements.

When used in this press release, words such as "anticipate", "believe", "estimate", "expect", "may", "intend", "plan to" and "project" are intended to identify forward-looking statements.

This forward looking information is based upon a number of assumptions including without limitation: assumption regarding demand, current and future markets for Airbus Group's products and services, internal performance, customer financing, customer, supplier and subcontractor performance or contracts negotiations, favourable outcomes of certain pending sales campaigns.

Forward looking statements are subject to uncertainty and actual future results and trends may differ materially depending on variety of factors including without limitation: general economic and labour conditions, including in particular economic conditions in Europe, North America and Asia, legal, financial and governmental risk related to international transactions, the cyclical nature of some of Airbus Group's businesses, volatility of the market for certain products and services, product performance risks, collective bargaining labour disputes, factors that result in significant and prolonged disruption to air travel worldwide, the outcome of political and legal processes, including uncertainty regarding government funding of certain programs, consolidation among competitors in the aerospace industry, the cost of developing, and the commercial success of new products, exchange rate and interest rate spread fluctuations between the euro and the U.S. dollar and other currencies, legal proceeding and other economic, political and technological risk and uncertainties. Additional information regarding these factors is contained in the Company's "Registration Document" dated 16 April 2015. For more information, please refer to www.airbusgroup.com.