

**SECOND SUPPLEMENT DATED 30 APRIL 2026
TO THE DEBT ISSUANCE PROGRAMME PROSPECTUS DATED 31 JULY 2025**

AIRBUS SE
(incorporated with limited liability in The Netherlands)

Euro 12,000,000,000
Euro Medium Term Note Programme
due from one month to 30 years from the date of original issue

This second supplement (the “**Second Supplement**”) is supplemental to, and should be read in conjunction with, the debt issuance programme prospectus dated 31 July 2025 as supplemented by a first supplement dated 2 March 2026 (together, the “**Debt Issuance Programme Prospectus**”), prepared in relation to the Euro 12,000,000,000 Euro Medium Term Note programme (the “**Programme**”) of Airbus SE (the “**Issuer**”).

The Debt Issuance Programme Prospectus as supplemented constitutes a base prospectus for the purposes of article 8(1) of Regulation (EU) 2017/1129 of 14 June 2017, as amended (the “**Prospectus Regulation**”) and was approved in Luxembourg by the *Commission de Surveillance du Secteur Financier* (the “**CSSF**”) in its capacity as competent authority under the Prospectus Regulation.

Application has been made for approval of this Second Supplement to the CSSF in its capacity as competent authority pursuant to the Prospectus Regulation.

This Second Supplement has been prepared pursuant to article 23(1) of the Prospectus Regulation, for the purposes of (i) incorporating by reference the Issuer's unaudited condensed interim IFRS consolidated financial information for the three-month period ended 31 March 2026, (ii) incorporating recent events relating to the Issuer and (iii) amending the section entitled “*General Information*” of the Debt Issuance Programme Prospectus.

Save as disclosed in this Second Supplement, there has been no other significant new factor, material mistake or material inaccuracy relating to information included in the Debt Issuance Programme Prospectus which may affect the assessment of the Notes since the publication of the Debt Issuance Programme Prospectus.

Unless the context otherwise requires, terms defined in the Debt Issuance Programme Prospectus shall have the same meaning when used in this Second Supplement.

To the extent there is any inconsistency between (a) any statement in this Second Supplement or any statement incorporated by reference in this Second Supplement and (b) any other statement in or incorporated by reference in the Debt Issuance Programme Prospectus, the statements in (a) above will prevail.

Copies of this Second Supplement will be available (a) on the website of the Issuer (<https://www.airbus.com/investors/hedging-debt-information>) and (b) on the website of the Luxembourg Stock Exchange (www.luxse.com).

The Issuer accepts responsibility for the information contained in this Second Supplement. To the best of the knowledge of the Issuer, the information contained in this Second Supplement is in accordance with the facts and does not omit anything likely to affect the import of such information.

DOCUMENTS INCORPORATED BY REFERENCE

The section entitled “*Documents Incorporated by Reference*” appearing on pages 22 to 36 of the Debt Issuance Programme Prospectus is hereby deleted and replaced by the following:

This Debt Issuance Programme Prospectus should be read and construed with the pages set out in the cross-reference lists below from the following documents and which are incorporated by reference into, and form part of, this Debt Issuance Programme Prospectus:

- (i) the unaudited condensed interim IFRS consolidated financial information of Airbus for the three-month period ended 31 March 2026 (the “**Airbus Q1 2026 Results**”) https://mediaassets.airbus.com/pm_38_899_899592-15rfqagcuh.pdf?fileName=q1-2026-financial-statements.pdf;
- (ii) the report of the board of directors of Airbus for 2025 issued as of 18 February 2026 (the “**Report of the Board of Directors 2025**”) https://www.airbus.com/sites/g/files/jlcbta136/files/2026-02/airbus_se_report_of_the_board_of_directors_fy_2025.pdf;
- (iii) the audited consolidated financial statements of Airbus for the financial year ended 31 December 2025 and the independent auditor’s report thereon (the “**2025 Airbus Audited Consolidated Annual Financial Statements**”) https://www.airbus.com/sites/g/files/jlcbta136/files/2026-02/airbus_fy_2025_financial_statements.pdf;
- (iv) the report of the board of directors of Airbus for 2024 issued as of 19 February 2025 (the “**Report of the Board of Directors 2024**”) [https://www.airbus.com/sites/g/files/jlcbta136/files/2025-04/Airbus%20Report%20of%20the%20Board%20of%20Directors%202024%20\(2\).pdf](https://www.airbus.com/sites/g/files/jlcbta136/files/2025-04/Airbus%20Report%20of%20the%20Board%20of%20Directors%202024%20(2).pdf);
- (v) the audited consolidated financial statements of Airbus for the financial year ended 31 December 2024 and the independent auditor’s report thereon (the “**2024 Airbus Audited Consolidated Annual Financial Statements**”) <https://www.airbus.com/sites/g/files/jlcbta136/files/2025-04/Airbus%20Financial%20Statements%202024%20%281%29.pdf>;
- (vi) the audited consolidated financial statements of Airbus for the financial year ended 31 December 2023 and the independent auditor’s report thereon (the “**2023 Airbus Audited Consolidated Annual Financial Statements**”) <https://www.airbus.com/sites/g/files/jlcbta136/files/2024-03/Airbus-Financial-Statements-FY2023.pdf>;

- (vii) the first half-year 2025 financial report of Airbus, including the unaudited condensed interim IFRS consolidated financial information of Airbus for the six-month period ended 30 June 2025 and the independent auditor’s review report thereon (the “**Airbus 2025 Interims**”) https://www.airbus.com/sites/g/files/jlcbta136/files/2025-07/airbus_financial_statements_h125.pdf ;
- (viii) the unaudited condensed interim IFRS consolidated financial information of Airbus for the three-month period ended 31 March 2025 (the “**Airbus Q1 2025 Results**”) https://www.airbus.com/sites/g/files/jlcbta136/files/2025-04/q125_airbus_financial_statements_sn.pdf ;
- (ix) the Terms and Conditions of the Notes set out on pages 21 to 48 of the Debt Issuance Programme Prospectus dated 4 August 2014 relating to the Programme <https://www.airbus.com/sites/g/files/jlcbta136/files/2021-06/Airbus%20EMTN%202014%20Base%20Prospectus.pdf>;
- (x) the Terms and Conditions of the Notes set out on pages 23 to 50 of the Debt Issuance Programme Prospectus dated 4 August 2015 relating to the Programme https://www.airbus.com/sites/g/files/jlcbta136/files/2021-06/A20258220%20v0.0%20Airbus%20EMTN%202015_Base%20Prospectus.pdf; and
- (xi) the Terms and Conditions of the Notes set out on pages 26 to 57 of the Debt Issuance Programme Prospectus dated 8 August 2019 relating to the Programme https://www.airbus.com/sites/g/files/jlcbta136/files/2021-06/EMTN-2019_Base-Prospectus.pdf.

save that any statement contained in a document which is deemed to be incorporated by reference shall be deemed to be modified or superseded for the purpose of this Debt Issuance Programme Prospectus to the extent that a statement contained herein modifies or supersedes such earlier statement (whether expressly, by implication or otherwise). Any statement so modified or superseded shall not be deemed, except as so modified or superseded, to constitute a part of this Debt Issuance Programme Prospectus.

The 2023 Airbus Audited Consolidated Annual Financial Statements, the 2024 Airbus Audited Consolidated Annual Financial Statements and the 2025 Airbus Audited Consolidated Annual Financial Statements were prepared in accordance with the International Financial Reporting Standards issued by the International Accounting Standards Board and as endorsed by the EU (“**IFRS EU**”) and with Part 9 of Book 2 of the Dutch Civil Code. The Airbus Q1 2026 Results, the Airbus 2025 Interims and the Airbus Q1 2025 Results were prepared in accordance with IAS 34 Interim Financial Reporting as endorsed by the EU.

The Issuer will provide, free of charge, at the specified offices of the Paying Agents, upon oral or written request, a copy of this Debt Issuance Programme Prospectus (and any document incorporated by

reference). Written or oral requests for such documents should be directed to the specified office of any Paying Agent or the Listing Agent in Luxembourg.

The documents listed in (i) to (xi) above will be published on the websites of the Luxembourg Stock Exchange (<http://www.luxse.com>) and Airbus (<https://www.airbus.com/investors/hedging-debt-information>). For the avoidance of doubt, the content of the websites of the Luxembourg Stock Exchange and Airbus do not form part of this Debt Issuance Programme Prospectus.

**CROSS-REFERENCE LIST IN RESPECT OF INFORMATION
INCORPORATED BY REFERENCE**

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
A7.3 RISK FACTORS			
<p>A7.3.1 A description of the material risks that are specific to the Issuer and that may affect the Issuer’s ability to fulfil its obligations under the securities, in a limited number of categories, in a section headed ‘Risk Factors’.</p> <p>In each category the most material risks, in the assessment of the Issuer, offeror or person asking for admission to trading on a regulated market, taking into account the negative impact on the Issuer and the probability of their occurrence, shall be set out first. The risk factors shall be corroborated by the content of the registration document.</p>		<p>Pages 85 to 99 in the Report of the Board of Directors 2025</p> <p>The risk factors that are specific to the Issuer include the following:</p> <ul style="list-style-type: none"> • Geopolitical, global economic and financial market risks <ul style="list-style-type: none"> ➤ The Company's business, financial condition and results of operations may be materially affected by global economic conditions, global financial markets, geopolitical volatility and other macroeconomic developments which are outside of the Company's control (pages 85-86 in the Report of the Board of Directors 2025) ➤ Increased tariffs or other trade restrictions or regulations could increase the cost of or otherwise weaken demand for the Company's 	

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
		<p>products in certain markets (page 86 in the Report of the Board of Directors 2025)</p> <ul style="list-style-type: none"> ➤ The Company is exposed to foreign currency and related risks (page 86 in the Report of the Board of Directors 2025) ➤ Unfavourable economic conditions and financial market volatility may negatively affect the Company's liquidity, financial assets and access to funding (page 87 in the Report of the Board of Directors 2025) ➤ Local or regional wars, armed conflicts or disputes (including responses thereto, such as sanctions) may adversely affect the Company's business, operations and supply chain (page 87 in the Report of the Board of Directors 2025) <ul style="list-style-type: none"> • Business and operations-related risks 	

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
		<ul style="list-style-type: none"> <li data-bbox="903 320 1109 678">➤ Commercial aircraft and helicopter market factors may affect the Company's business (pages 87-88 in the Report of the Board of Directors 2025) <li data-bbox="903 689 1109 1182">➤ The Company is exposed to counterparty credit risk through its financial instruments and other arrangements with financial counterparties (page 88 in the Report of the Board of Directors 2025) <li data-bbox="903 1193 1109 1619">➤ The Company may be exposed to customer credit and asset value risk through its customer sales financing arrangements (page 89 in the Report of the Board of Directors 2025) <li data-bbox="903 1630 1109 1989">➤ The Company has significant pension commitments, which could weigh on its financial condition (page 89 in the Report of the Board of Directors 2025) 	

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
		<ul style="list-style-type: none"> <li data-bbox="903 320 1109 712">➤ Business disruptions, including by cyber, physical or hybrid threats, could adversely affect the Company (pages 89-90 in the Report of the Board of Directors 2025) <li data-bbox="903 723 1109 1182">➤ The Company depends on its supply chain, including key suppliers and subcontractors, and is thereby exposed to cost and performance risk (pages 90-91 in the Report of the Board of Directors 2025) <li data-bbox="903 1193 1109 1686">➤ The Company faces challenges in adapting and evolving its industrial system as it works towards its targeted commercial aircraft production rates (page 91 in the Report of the Board of Directors 2025) <li data-bbox="903 1697 1109 1980">➤ The Company's technologically advanced products and services are complex to design and manufacture, and they may 	

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
		<p>require updates or modifications throughout their lifecycle (page 91 in the Report of the Board of Directors 2025)</p> <ul style="list-style-type: none"> ➤ In order to maintain its market position the Company maintains extensive research and development programmes, which may not lead to successful or profitable outcomes (page 92 in the Report of the Board of Directors 2025) ➤ The Company's success depends on its ability to attract, train and retain qualified talent and to maintain constructive relations with its workforce (page 92 in the Report of the Board of Directors 2025) ➤ The Company may be affected by changes in levels of public spending and public sector investment, particularly in relation to its defence and security related businesses (pages 92-93 in 	

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
		<p>the Report of the Board of Directors 2025)</p> <ul style="list-style-type: none"> ➤ While there are high barriers to entry, the markets in which the Company operates are highly competitive, and may favour local or regional competitors (page 93 in the Report of the Board of Directors 2025) ➤ The Company participates in a variety of co-ventures and is regularly engaged in acquisitions and divestments, which may not yield their intended benefits (pages 93-94 in the Report of the Board of Directors 2025) • Legal, regulatory and governance risks <ul style="list-style-type: none"> ➤ The Company is regularly involved in legal and regulatory disputes and proceedings which could lead to negative impacts on the Company's business, results of operations, 	

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
		<p>financial condition and reputation (page 94 in the Report of the Board of Directors 2025)</p> <ul style="list-style-type: none"> ➤ The Company must comply with applicable anti-corruption and anti-bribery laws and regulations in jurisdictions around the world where it operates (pages 94-95 in the Report of the Board of Directors 2025) ➤ The Company is required to comply with applicable sanctions, export control laws and regulations (page 95 in the Report of the Board of Directors 2025) ➤ The Company's global activities expose it to the risk of increased taxation and the introduction of new taxes in jurisdictions in which it has taxable presence (page 95 in the Report of the Board of Directors 2025) ➤ The Company is subject to the risk of product 	

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
		<p>liability and warranty claims in the event that any of its products fails to perform as designed (pages 95-96 in the Report of the Board of Directors 2025)</p> <ul style="list-style-type: none"> ➤ The intellectual property rights of the Company may be challenged, invalidated or circumvented, which could adversely affect its competitive position (page 96 in the Report of the Board of Directors 2025) • Environment, human rights, and health & safety risks <ul style="list-style-type: none"> ➤ Climate-related risks (pages 96 to 98 in the Report of the Board of Directors 2025) ➤ The Company and its value chain are subject to extensive rules and regulations relating to environmental protection (page 99 in the Report of the Board of Directors 2025) ➤ The Company is subject to extensive health 	

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
		and safety rules and regulations (page 99 in the Report of the Board of Directors 2025)	
A7.4 INFORMATION ABOUT THE ISSUER			
A7.4.1 History and development of the Issuer			
A7.4.1.1 the legal and commercial name of the Issuer;		Page 10 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	
A7.4.1.2 the place of registration of the Issuer, its registration number and legal entity identifier;		Page 10 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	
A7.4.1.3 the date of incorporation and the length of life of the Issuer, except where indefinite; and		Not Applicable ¹	
A7.4.1.4 the domicile and legal form of the Issuer, the legislation under which the Issuer operates, its country of incorporation, and the address and telephone number of its registered office (or principal place of business if different from its registered office and website of the Issuer, if any, with a disclaimer that the information on the website does not form part of the prospectus unless that information is incorporated by reference into the prospectus).		Page 10 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	

¹ This information can be found on page 92 of this Debt Issuance Programme Prospectus.

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
A7.4.1.5 Any recent events particular to the Issuer and which are to a material extent relevant to an evaluation of the Issuer's solvency.	Pages 8 to 10 and 18 of the Airbus Q1 2026 Results		
A7.5 BUSINESS OVERVIEW			
A7.5.1 Principal activities:			
A7.5.1.1 A brief description of the Issuer's principal activities stating the main categories of products sold and/or services performed		Pages 3 to 48 of the Report of the Board of Directors 2025	
A7.5.1.2 The basis for any statements in the registration document made by the Issuer regarding its competitive position.		Pages 3 to 48 of the Report of the Board of Directors 2025	
A7.6 ORGANISATIONAL STRUCTURE			
A7.6.1 If the Issuer is part of a group, a brief description of the group and of the Issuer's position within it. This may be in the form of, or accompanied by, a diagram of the organisational structure if this helps to clarify the structure.		Page 2 of the Report of the Board of Directors 2025 and page 73 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	
A7.9 ADMINISTRATIVE, MANAGEMENT, AND SUPERVISORY BODIES			
A7.9.1 Names, business addresses and functions in the Issuer of the following persons, and an indication of the principal activities performed by them outside the issuer where these are significant with respect to that Issuer:		Pages 49 to 53 of the Report of the Board of Directors 2025	

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
<p>members of the administrative, management or supervisory bodies; and</p> <p>partners with unlimited liability, in the case of a limited partnership with a share capital.</p>			
<p>A7.9.2 Administrative, management, and supervisory bodies conflicts of interests</p> <p>Potential conflicts of interests between any duties to the Issuer, of the persons referred to in item 9.1, and their private interests and or other duties must be clearly stated. In the event that there are no such conflicts, a statement to that effect must be made.</p>		<p>Page 84 of the Report of the Board of Directors 2025</p>	
<p>A7.10 MAJOR SHAREHOLDERS</p>			
<p>A7.10.1 To the extent known to the Issuer, state whether the Issuer is directly or indirectly owned or controlled and by whom and describe the nature of such control, and describe the measures in place to ensure that such control is not abused.</p>		<p>Pages 109 to 118 of the Report of the Board of Directors 2025</p>	
<p>A7.11 FINANCIAL INFORMATION CONCERNING THE ISSUER'S ASSETS AND LIABILITIES, FINANCIAL POSITION AND PROFITS AND LOSSES</p>			
<p>A7.11.1 Historical Financial Information</p>			

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
A7.11.1.1 Historical financial information covering the latest 2 financial years (at least 24 months) or such shorter period that the Issuer has been in operation, and the audit report in respect of each year.	Pages 1 to 18 of the Airbus Q1 2026 Results	Pages 3 to 73 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements and last fourteen pages of the 2025 Airbus Audited Consolidated Annual Financial Statements	Pages 4 to 99 of the IFRS EU consolidated financial statements included in the 2024 Airbus Audited Consolidated Annual Financial Statements
(a) income statements;	Page 2 of the Airbus Q1 2026 Results	Page 3 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	Page 4 of the IFRS EU consolidated financial statements included in the 2024 Airbus Audited Consolidated Annual Financial Statements
(b) statements of comprehensive income;	Page 3 of the Airbus Q1 2026 Results	Page 4 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	Page 5 of the IFRS EU consolidated financial statements included in the 2024 Airbus Audited Consolidated Annual Financial Statements
(c) statements of financial position;	Pages 4 and 5 of the Airbus Q1 2026 Results	Pages 5 and 6 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	Pages 6 and 7 of the IFRS EU consolidated financial statements included in the 2024 Airbus Audited Consolidated Annual Financial Statements
(d) statements of cash flows;	Page 6 of the Airbus Q1 2026 Results	Pages 7 and 8 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	Pages 8 and 9 of the IFRS EU consolidated financial statements included in the 2024 Airbus Audited Consolidated Annual Financial Statements
(e) statements of changes in equity; and	Page 7 of the Airbus Q1 2026 Results	Page 9 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	Page 10 of the IFRS EU consolidated financial statements included in the 2024 Airbus Audited Consolidated Annual Financial Statements
(f) accounting policies and explanatory notes.	Pages 8 to 18 of the Airbus Q1 2026 Results	Pages 10 to 73 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited	Pages 15 to 84 of the IFRS EU consolidated financial statements included in the 2024 Airbus Audited

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
		Consolidated Annual Financial Statements	Consolidated Annual Financial Statements
<p>A7.11.1.6 Age of financial information</p> <p>The balance sheet date of the last year of audited financial information may not be older than 18 months from the date of the registration document</p>		Pages 5 and 6 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	
<p>A7.11.2 Auditing of historical annual financial information</p>			
<p>A7.11.2.1 The historical annual financial information must be independently audited. The audit report shall be prepared in accordance with Directive 2006/43/EC and Regulation (EU) No 537/2014.</p> <p>Where Directive 2006/43/EC and Regulation (EU) No 537/2014 do not apply, the historical financial information must be audited or reported on as to whether or not, for the purposes of the registration document, it gives a true and fair view in accordance with auditing standards applicable in a Member State or an equivalent standard. Otherwise, the following information must be included in the registration document:</p> <p>(a) a prominent statement disclosing which auditing standards have been applied;</p> <p>(b) an explanation of any significant departures</p>	N/A	Last fourteen pages of the 2025 Airbus Audited Consolidated Annual Financial Statements	Pages 85 to 99 of the IFRS EU consolidated financial statements included in the 2024 Airbus Audited Consolidated Annual Financial Statements

Annex 7 of Commission Delegated Regulation (EU) 2019/980	2026	2025	2024
from International Standards on Auditing.			
A7.11.2.1a Where audit reports on the historical financial information have been refused by the statutory auditors or where they contain qualifications, modifications of opinion, disclaimers or an emphasis of matter, the reason must be given, and such qualifications, modifications, disclaimers or emphasis of matter must be reproduced in full.	N/A	N/A	N/A
A7.11.3 Legal and arbitration proceedings Information on any governmental, legal or arbitration proceedings (including any such proceedings which are pending or threatened of which the issuer is aware), during a period covering at least the previous 12 months which may have, or have had in the recent past significant effects on the Issuer and/or group's financial position or profitability, or provide an appropriate negative statement.	Pages 17 and 18 of the Airbus Q1 2026 Results	Pages 70-71 of the IFRS EU consolidated financial statements included in the 2025 Airbus Audited Consolidated Annual Financial Statements	

**CROSS-REFERENCE LIST IN RESPECT OF THE TERMS AND CONDITIONS
INCORPORATED BY REFERENCE**

Annex 7 of Commission Delegated Regulation (EU) 2019/980	Debt Issuance Programme Prospectus dated 4 August 2014	Debt Issuance Programme Prospectus dated 4 August 2015	Debt Issuance Programme Prospectus dated 8 August 2019
Terms and Conditions of the Notes	Pages 21 to 48 (the “ 2014 Conditions ”)	Pages 23 to 50 (the “ 2015 Conditions ”)	Pages 26 to 57 (the “ 2019 Conditions ”)

Any information not listed in the cross-reference lists above but included in the documents incorporated by reference shall not form part of this Debt Issuance Programme Prospectus and is either deemed not relevant for an investor or is otherwise covered elsewhere in this Debt Issuance Programme Prospectus. For the avoidance of doubt, any documents themselves incorporated by reference in the documents incorporated by reference in this Debt Issuance Programme Prospectus shall not form part of this Debt Issuance Programme Prospectus.

RECENT DEVELOPMENTS

The section entitled “*Recent Developments*” appearing on pages 90 to 93 of the Debt Issuance Programme Prospectus is completed by the following:

Please refer to (i) the Airbus Q1 2026 Results, (ii) the Airbus Report of the Board of Directors 2025 and (iii) the 2025 Airbus Audited Consolidated Annual Financial Statements, each incorporated by reference in this Debt Issuance Programme Prospectus.

On 14 April 2026, Airbus published the following press release:

“Airbus announces results of 2026 Annual General Meeting

- All resolutions approved by shareholders at 2026 AGM
- Airbus in a strong position across all its businesses, following a landmark 2025
- René Obermann will not seek a new mandate as Director at the 2027 AGM and will step down from his position as Chair of the Board of Directors on 1 October 2026
- Lead Independent Director Amparo Moraleda to succeed René Obermann as Chair of the Airbus Board of Directors

Amsterdam, the Netherlands, 14 April 2026 – Shareholders approved all resolutions proposed at Airbus SE’s (stock exchange symbol: AIR) 2026 Annual General Meeting (AGM) held on 14 April in Amsterdam.

Resolutions included the renewal of the Board mandates of Non-Executive Members Mark Dunkerley, Stephan Gemkow and Antony Wood, for terms of three years. Henriette Hallberg Thygesen, CEO of Danish defence and aerospace company Terma A/S, was appointed as a Non-Executive Member of the Board for a three year term, replacing Prof Dr Feiyu Xu whose mandate expired at the close of the AGM. The Board recognises the contributions brought by Prof Dr Feiyu Xu on technological matters such as digitalisation and AI. Oliver Zipse, Chairman of the Board of Management of the automotive group BMW AG, was also appointed as a Non-Executive Member. His initial term is for one year, completing the remainder of Victor Chu’s mandate, who requested to leave the Board at the end of this year’s AGM after serving the Company with distinction for eight years.

Airbus Board Members are subject to (re)appointment every year in blocks, in order to ensure a smooth transition of the Board’s composition. By proceeding in this manner, the Company avoids the departure of a large number of Board Members at one single AGM, which would result in a loss of experience and integration challenges for the new Members.

Shareholders approved the proposed payment of a 2025 dividend of € 3.20 per share.

René Obermann, Chair of the Board of Directors, informed the Board of his decision not to seek a new mandate as Director at the 2027 AGM, when his current mandate will expire.

Effective 1 October 2026, René Obermann will step down from his position as Chair of the Board. Amparo Moraleda has been designated by the Board to succeed him as Chair of the Board on this date.

“It has been an honour and a privilege to serve Airbus for nearly a decade, during a period that has constantly tested the resilience of the entire Company, while also demonstrating the collective strength of Team Airbus. The Company has established itself as a leader in civil aviation, including helicopters, and has successfully reshaped its Defence and Space division,” said René Obermann. “I am thankful to our shareholders and

customers for placing their trust in Airbus during this time. I am confident in the Company's future financial performance and industrial trajectory, with a highly experienced Board, a strong management team and a highly committed team of 165,000 colleagues."

"I am grateful to the Board for their trust and look forward to working with René over the coming months to ensure a smooth succession. I would like to commend him for his diligent stewardship on the Board during a period marked by major crises, most notably the COVID-19 pandemic, supply chain disruptions and a worsening geopolitical environment," said Amparo Moraleda. "My commitment to serving the Company and its shareholders is total. I will work closely with my fellow Board members and the management team to ensure that Airbus is well equipped to address the many challenges and opportunities stemming from the rapid changes in our global environment."

Further details on Airbus' Annual General Meetings are available on the Company's website at: <https://www.airbus.com/en/investors/annual-general-meetings>."

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Further to the appointment of Henriette Hallberg Thygesen and Oliver Zipse to the Board of Directors of the Issuer at its Annual General Meeting held on 14 April 2026, the information required under item 9.1 of Annex 7 of Commission Delegated Regulation (EU) 2019/980 is provided hereunder:

1. Henriette Hallberg Thygesen

Functions within the Issuer:	Non-Executive Member of the Board of Directors
Principal activities outside of the Issuer:	Chief Executive Officer of Terma A/S
	Member of the Board of Directors of ISS A/S
	Member of the Board of Directors of Vestas Wind System A/S

2. Oliver Zipse

Functions within the Issuer:	Non-Executive Member of the Board of Directors
Principal activities outside of the Issuer:	Chairman of the Board of Management of BMW AG
	Member of the Board of Directors of the European Automobile Manufacturers' Association
	Deputy Chair of the Senate of the Fraunhofer-Gesellschaft

The business address of all members of the Board of Directors of the Issuer for all matters relating to Airbus is Mendelweg 30, 2333 CS Leiden, The Netherlands.

In accordance with item 9.2 of Annex 7 of Commission Delegated Regulation (EU) 2019/980, the Issuer confirms that there are no potential conflicts of interests between their duties to the Issuer and their private interests and/or other duties.

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Financial information for the first quarter (Q1) ended 31 March 2026:

- 114 commercial aircraft delivered
- Revenues € 12.7 billion; EBIT Adjusted € 0.3 billion
- EBIT (reported) € 0.2 billion; EPS (reported) € 0.74
- Free cash flow before customer financing € -2.5 billion
- 2026 guidance unchanged

Gross commercial aircraft orders totalled 408 (Q1 2025: 280 aircraft) with net orders of 398 aircraft after cancellations (Q1 2025: 204 aircraft). The order backlog amounted to 9,037 commercial aircraft at the end of March 2026. Airbus Helicopters registered net orders totalling 79 units (Q1 2025: 100 units), with an order backlog of 1,060 units at the end of March 2026. Order intake by value at Airbus Defence and Space increased to € 5.0 billion (Q1 2025: € 2.6 billion), mostly driven by the Air Power business unit.

Consolidated revenues decreased 7% year-on-year to € 12.7 billion (Q1 2025: € 13.5 billion). A total of 114 commercial aircraft were delivered (Q1 2025: 136 aircraft), comprising 19 A220s, 81 A320 Family, 3 A330s and 11 A350s. Revenues generated by Airbus' commercial aircraft activities decreased 11% to € 8.4 billion, mainly reflecting the lower deliveries and US dollar depreciation. Airbus Helicopters' deliveries increased to 56 units (Q1 2025: 51 units) with revenues stable at € 1.6 billion, reflecting a less favourable delivery mix. Revenues at Airbus Defence and Space increased 7% year-on-year to € 2.8 billion, driven mainly by higher volumes in Air Power.

Consolidated EBIT Adjusted – an alternative performance measure and key indicator capturing the underlying business margin by excluding material charges or profits caused by movements in provisions related to programmes, restructuring or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses – totalled € 300 million (Q1 2025: € 624 million).

EBIT Adjusted related to Airbus' commercial aircraft activities decreased to € 81 million (Q1 2025: € 494 million), driven by the lower deliveries and an unfavourable hedge rate.

The A220 ramp-up is ongoing and the Company continues to target a monthly production rate of 13 aircraft in 2028. On the A320 Family, Pratt & Whitney remains the key pacer of the ramp-up trajectory, impacting both 2026 and 2027. As a result, the Company continues to expect to reach a rate of between 70 and 75 aircraft a month by the end of 2027, stabilising at rate 75 thereafter. The Company continues to target rate 5 for the A330 programme in 2029 and rate 12 for the A350 programme in 2028.

Airbus Helicopters' EBIT Adjusted totalled € 65 million (Q1 2025: € 78 million), reflecting a solid performance from programmes, offset by higher R&D expenses.

EBIT Adjusted at Airbus Defence and Space was € 130 million (Q1 2025: € 77 million), supported by better profitability across all business units.

Consolidated self-financed R&D expenses totalled € 730 million (Q1 2025: € 673 million).

Consolidated EBIT (reported) was € 224 million (Q1 2025: € 473 million), including net Adjustments of € -76 million.

These Adjustments comprised:

- € -42 million related to the dollar working capital mismatch and balance sheet revaluation. This mainly reflects the phasing impact arising from the difference between transaction date and delivery date;
- € -32 million related to the integration of the former Spirit AeroSystems work packages;
- € -2 million of other costs, including M&A.

The financial result was € 466 million (Q1 2025: € 621 million), mainly reflecting the revaluation of certain equity investments. Consolidated net income⁽¹⁾ was € 586 million (Q1 2025: € 793 million) with consolidated reported earnings per share of € 0.74 (Q1 2025: € 1.01).

Consolidated free cash flow before customer financing was € -2,485 million (Q1 2025: € -310 million), mainly reflecting the low level of commercial aircraft deliveries on top of the planned inventory build-up associated with the ramp-up across programmes. Consolidated free cash flow totalled € -2,422 million (Q1 2025: € -296 million). The gross cash position stood at € 25.2 billion at the end of March 2026 (year-end 2025: € 27.2 billion), with a consolidated net cash position of € 9.8 billion (year-end 2025: € 12.2 billion).

Consolidated Airbus – First Quarter (Q1) 2026 Results:

(Amounts in Euros)

Consolidated Airbus	Q1 2026	Q1 2025	Change
Revenues , in millions	12,651	13,542	-7%
thereof defence, in millions	2,802	2,621	+7%
EBIT Adjusted , in millions	300	624	-52%
EBIT (reported) , in millions	224	473	-53%
Research & Development expenses , in millions	730	673	+8%
Net Income⁽¹⁾ , in millions	586	793	-26%
Earnings Per Share	0.74	1.01	-27%
Free Cash Flow (FCF) , in millions	-2,422	-296	-
Free Cash Flow before Customer Financing , in millions	-2,485	-310	-

Consolidated Airbus	31 March 2026	31 Dec. 2025	Change
Net Cash position , in millions of Euros	9,849	12,171	-19%
Number of employees	166,876	165,294	+1%

⁽¹⁾ Airbus SE continues to use the term Net Income/Loss. It is identical to Profit/Loss for the period attributable to equity owners of the parent as defined by IFRS Rules.

By Business Segment	Revenues			EBIT (reported)		
	Q1 2026	Q1 2025	Change	Q1 2026	Q1 2025	Change
(Amounts in millions of Euros)						
Airbus	8,436	9,521	-11%	1	451	-
Airbus Helicopters	1,604	1,600	0%	65	78	-17%
Airbus Defence and Space	2,832	2,656	+7%	134	-31	-
Eliminations	-221	-235	-	24	-25	-
Total	12,651	13,542	-7%	224	473	-53%

By Business Segment	EBIT Adjusted		
	Q1 2026	Q1 2025	Change
(Amounts in millions of Euros)			
Airbus	81	494	-84%
Airbus Helicopters	65	78	-17%
Airbus Defence and Space	130	77	+69%
Eliminations	24	-25	-
Total	300	624	-52%

By Business Segment	Order Intake (net)			Order Book		
	Q1 2026	Q1 2025	Change	31 March 2026	31 March 2025	Change
Airbus, in units	398	204	+95%	9,037	8,726	+4%
Airbus Helicopters, in units	79	100	-21%	1,060	942	+13%
Airbus Defence and Space, in millions of Euros	4,957	2,592	+91%	N/A	N/A	N/A

EBIT (reported) / EBIT Adjusted Reconciliation

The table below reconciles EBIT (reported) with EBIT Adjusted.

Consolidated Airbus (Amounts in millions of Euros)	Q1 2026
EBIT (reported)	224
thereof:	
\$ working capital mismatch and balance sheet revaluation	-42
Former Spirit AeroSystems work packages integration	-32
Others	-2
EBIT Adjusted	300

Glossary:

KPI	DEFINITION
EBIT	The Company continues to use the term EBIT (Earnings before interest and taxes). It is identical to Profit before finance cost and income taxes as defined by IFRS Rules.
Adjustment	Adjustment, an alternative performance measure , is a term used by the Company which includes material charges or profits caused by movements in provisions related to programmes, restructuring or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses.
EBIT Adjusted	The Company uses an alternative performance measure , EBIT Adjusted, as a key indicator capturing the underlying business margin by excluding material charges or profits caused by movements in provisions related to programmes, restructuring or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses.
EPS Adjusted	EPS Adjusted is an alternative performance measure of a basic earnings per share as reported whereby the net income as the numerator does include Adjustments. For reconciliation, see the Analyst presentation.
Gross cash position	The Company defines its consolidated gross cash position as the sum of (i) cash and cash equivalents and (ii) securities (all as recorded in the Consolidated Statement of Financial Position).
Net cash position	The Company defines its consolidated net cash position as the sum of (i) cash and cash equivalents and (ii) securities, minus (iii) financing liabilities, plus or minus (iv) interest rate contracts related to fair value hedges (all as recorded in the Consolidated Statement of Financial Position).
Free Cash Flow (FCF)	An alternative performance measure and key indicator which allows the Company to measure the amount of cash flow generated by its operations. The Company defines free cash flow as the sum of (i) cash provided by operating activities and (ii) investments in intangible and fixed assets (net) & dividends paid by companies valued at equity, minus

	(iii) contribution to plan assets of pension schemes, (iv) realised foreign exchange results on treasury swaps and (v) change in cash from changes in consolidation.
FCF before Customer Financing	FCF before Customer Financing refers to free cash flow adjusted for cash flow related to aircraft financing activities. It is an alternative performance measure and indicator used by the Company in its financial guidance.

Forward-looking statements:

Words such as “anticipates”, “believes”, “estimates”, “expects”, “intends”, “plans”, “targets”, “projects”, “may” and similar expressions are used to identify these forward-looking statements. Examples of forward-looking statements include statements made about strategy, production ramp-up and delivery schedules, introduction of new products and services and market expectations, as well as statements regarding future performance, prospects 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 the Company's businesses;
- Significant disruptions in air travel (including as a result of the spread of disease or terrorist attacks);
- Disruptions to the Company's industrial operations and / or supply chain, whether due to economic or geopolitical factors or other threats (including physical or cyber security threats);
- 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 or affecting global trade (e.g. tariffs);
- Legal and investigatory proceedings and other economic, political and technological risks and uncertainties;
- Changes in societal expectations and regulatory requirements about climate change; and
- Aggravation of adverse geopolitical events, including the war in Ukraine (and the resulting export control restrictions and sanctions), and conflicts or 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 the Macroeconomic Environment, see Note 3 “Geopolitical and Macroeconomic Environment” of the Notes to the Airbus SE Unaudited Condensed Interim IFRS Consolidated Financial Statements for the three-month period ended 31 March 2026 published 28 April 2026 (the “Financial Statements”). 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 Report of the Board of Directors published on 19 February 2026 (including the most recent Risk Factors), the Financial Statements and the Notes thereto. Any forward-looking statement contained in this press release speaks as of the date of this

press release. Airbus SE undertakes no obligation to publicly revise or update any forward-looking statement 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.”

GENERAL INFORMATION

Paragraph (2) of the section entitled “*General Information*” appearing on page 117 of the Debt Issuance Programme Prospectus is hereby deleted and replaced by the following:

- 2 Except as disclosed in the section entitled “*Recent Developments*” on pages 94 to 104 of this Debt Issuance Programme Prospectus, there has been (i) no material adverse change in the prospects of Airbus since 31 December 2025 and (ii) no significant change in the financial position or financial performance of Airbus or of the Group since 31 March 2026.

Paragraph (12)(iv) of the section entitled “*General Information*” appearing on page 118 of the Debt Issuance Programme Prospectus is hereby deleted and replaced by the following:

- (iv) the Airbus Q1 2026 Results, the Report of the Board of Directors 2025, the 2025 Airbus Audited Consolidated Annual Financial Statements, the Airbus Q1 2025 Results, the Airbus 2025 Interims, the Report of the Board of Directors 2024, the 2024 Airbus Audited Consolidated Annual Financial Statements and the 2023 Airbus Audited Consolidated Annual Financial Statements (<https://www.airbus.com/en/investors>);