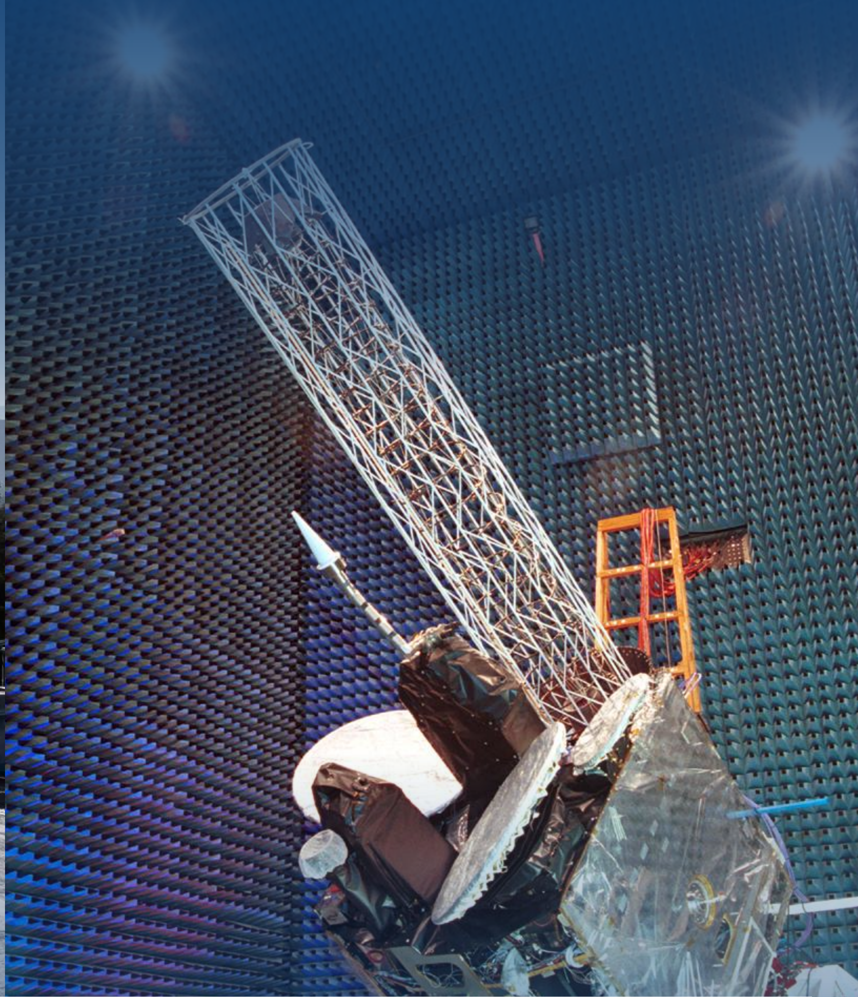

H1 2026 Results

29 July 2026

Guillaume Faury
Chief Executive Officer

Thomas Toepfer
Chief Financial Officer

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Safe Harbour Statement

DISCLAIMER

This presentation includes 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
- Adverse geopolitical events, armed conflicts and increased 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 six-month period ended 30 June 2026 published 29 July 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 presentation speaks as of the date of this presentation. Airbus SE undertakes no obligation to publicly revise or update any forward-looking statement in light of new information, future events or otherwise.

This presentation is prepared in accordance with legacy standards (primarily IAS 1) and IFRS 18 has not been early-adopted.

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.

01. Company Highlights

H1 2026 **Key Topics**

Delivering in a complex, fast-changing environment

351
Commercial aircraft delivered

€ 2.7 bn
EBIT Adjusted

€ -1.2 bn
FCF before Customer Financing

2026 Guidance unchanged

H1 2026 **Commercial Performance**

Commercial Aircraft

in units

Order Intake (net)	**821**	*+104%*
Order Book[1]	**9,222**[2]	*+5%*

Airbus Helicopters

in units

Order Intake (net)	**215**	*+26%*
Order Book[1]	**1,108**	*+20%*

Airbus Defence and Space

in € m

Order Intake (net)	**9,293**	*+83%*

Strong commercial momentum

(1) As of June 30th, 2026.
(2) It reflects 2 A330 previously delivered on operating lease.
Percentages reflect the year on year variance.

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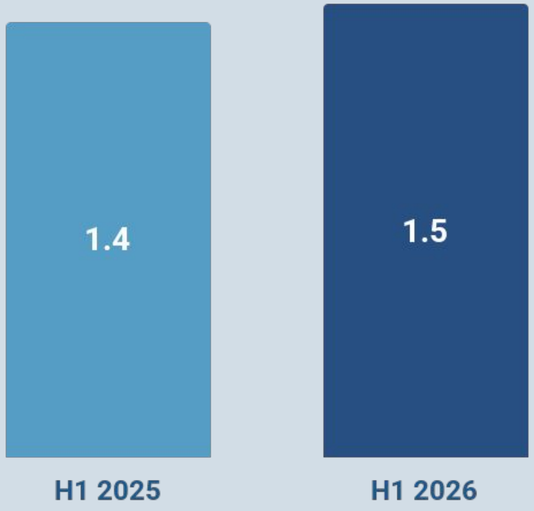
H1 2026 **Financial Performance**

Revenues
in € bn

Revenues by Division (1)
in %

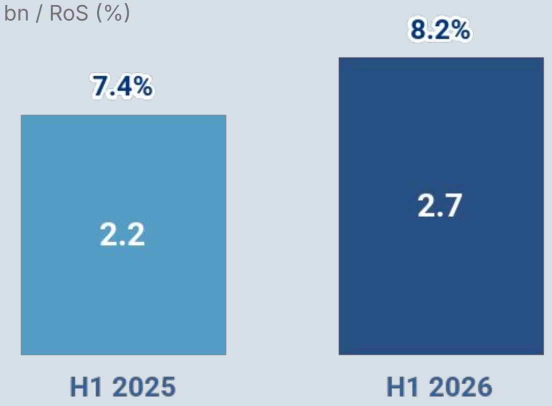
R&D Expenses
in € bn



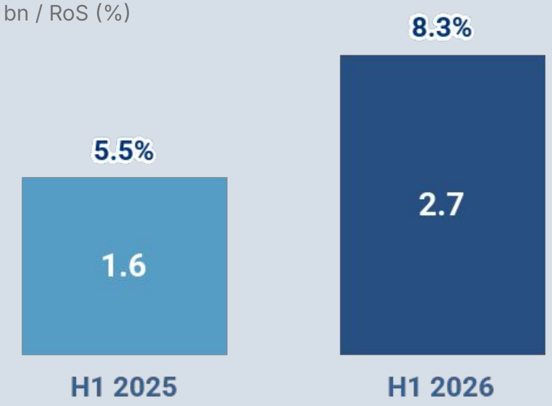
(1) Breakdown based on external revenues.

H1 2026 **Profitability**

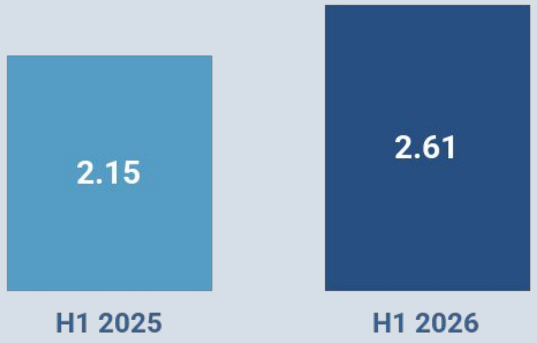
EBIT Adjusted
in € bn / RoS (%)



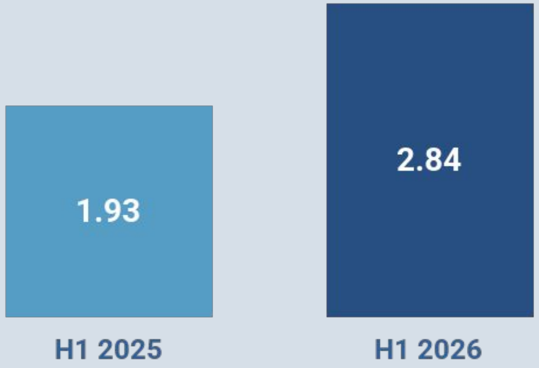
EBIT
in € bn / RoS (%)



EPS Adjusted [(1)]
in €



EPS [(1)]
in €



EBIT Adjustments of € + 18 m:

- € + 124 m $ Working Capital mismatch and Balance Sheet revaluation
- € - 123 m related to the integration of former Spirit AeroSystems work packages
- € + 60 m related to Airbus Defence and Space workforce adaptation plan
- € - 43 m Others

EBIT to Net Income:

- Financial Result of € + 186 m
- Income Taxes of € - 752 m
- Net Income of € + 2,243 m

(1) H1 2026 Average number of shares: 789,170,349 compared to 789,255,549 in H1 2025.

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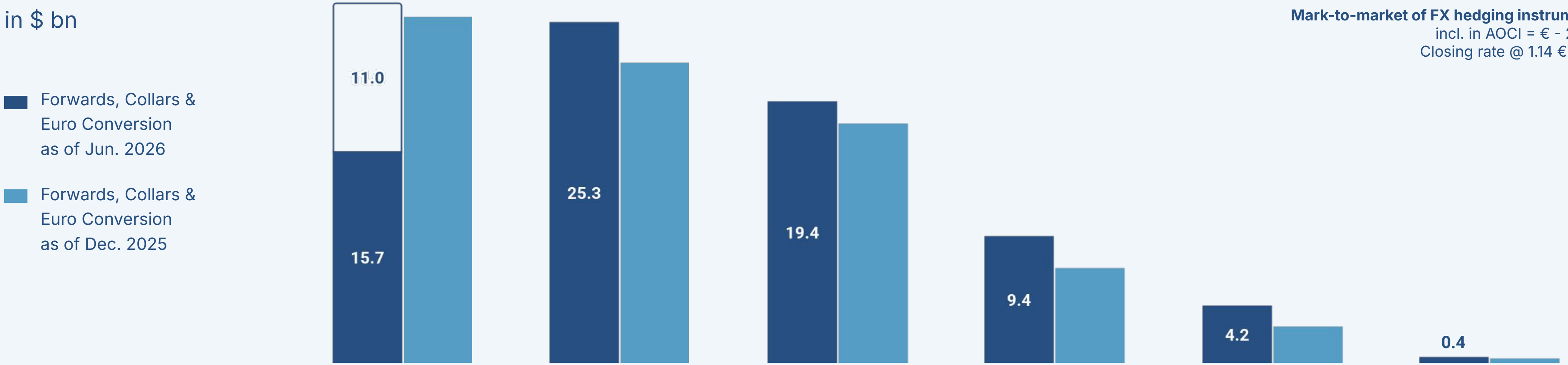
USD **Exposure Coverage**

in $ bn



Mark-to-market of FX hedging instruments
incl. in AOCI = € - 2.1 bn
Closing rate @ 1.14 € vs. $

Average blended rates[1] (€ vs. $)	2026 Remaining 6 months	2027	2028	2029	2030	2031 and beyond
Forwards, Collars and Euro conversion	1.21 *(1.21 in Dec. 25)*	1.23 *(1.23 in Dec. 25)*	1.22 *(1.22 in Dec. 25)*	1.21 *(1.19 in Dec. 25)*	1.24 *(1.21 in Dec. 25)*	1.19 *(1.19 in Dec. 25)*

- In H1 2026, $ 11.0 bn[2] of forwards matured and Euro conversion realised at an average blended rate[1] of € 1 = $ 1.21.
- $ 9.5 bn[2] of new USD coverage were added at an average blended rate[1] of € 1 = $ 1.22.
- Hedges and Euro conversion portfolio[2] as of 30 June 2026 at $ 74.3 bn, at an average blended rate[1] of $ 1.22 (vs. $ 75.8 bn in December 2025 at $ 1.22).

Approximately 60% of Airbus US$ revenues are naturally hedged by US$ procurement.
(1) Blended rates reflect both the EBIT impact of hedge rates of the US$ hedge portfolio and Euro conversion. It includes Collars at least favourable rates.
(2) Volumes reflect Forwards, Collars and Euro conversion. Total amount predominantly contains €/$. Volumes reflect roll-over which will be finalised in the next quarter.

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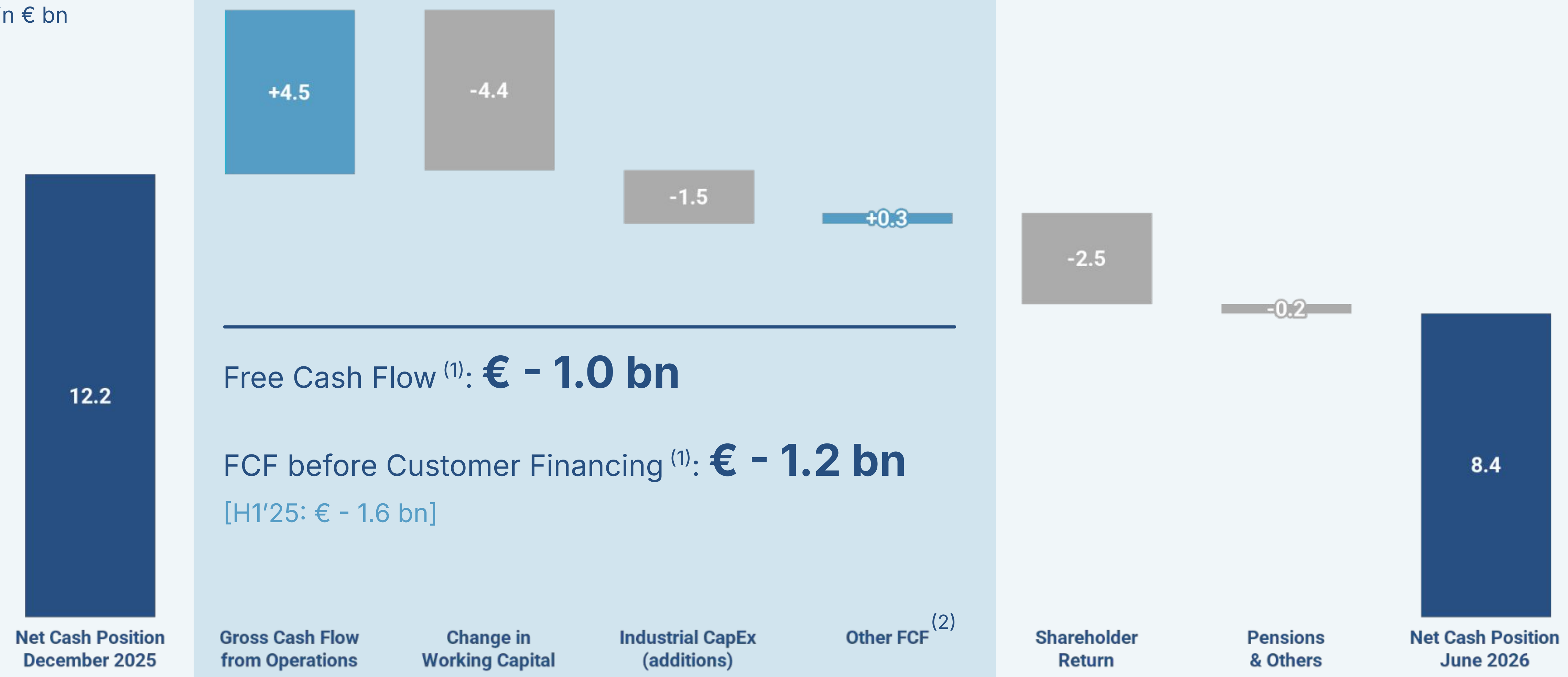
H1 2026 **Cash Evolution**

in € bn



Free Cash Flow [1]: **€ - 1.0 bn**

FCF before Customer Financing [1]: **€ - 1.2 bn**

[H1'25: € - 1.6 bn]

(1) Customer Financing of € + 0.1 bn.
(2) Includes proceeds from disposals of intangible and fixed assets & dividends paid by companies valued at equity.

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02. **Divisional Highlights**

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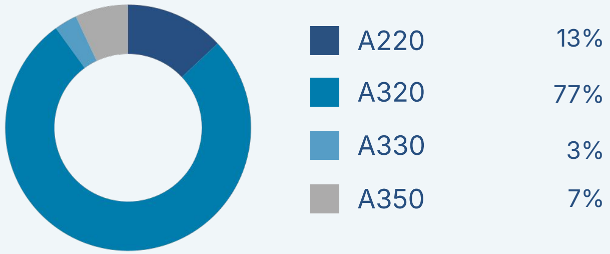
Airbus

in € m	H1 2026	H1 2025
Order Intake (net) *in units*	821	402
Order Book[(1)] *in units*	9,222[(2)]	8,754
Deliveries *in units*	351	306
Revenues	23,877	20,829
R&D Expenses *in % of revenues*	1,194 *5.0%*	1,141 *5.5%*
EBIT Adjusted *in % of revenues*	1,987 *8.3%*	1,714 *8.2%*
EBIT *in % of revenues*	1,950 *8.2%*	1,231 *5.9%*

Deliveries by Programme
(% of units delivered)



External Revenue Split

Highlights

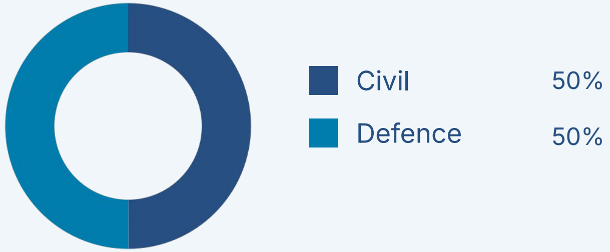
- Deliveries: 351 aircraft comprising 44 A220, 271 A320 Family, 10 A330 and 26 A350.
- Revenues mainly reflect higher deliveries, increased services and US dollar depreciation.
- EBIT Adjusted mainly reflects higher deliveries and a less favourable hedge rate.

(1) As of June 30th.
(2) It reflects 2 A330 previously delivered on operating lease.

Airbus Helicopters

in € m	H1 2026	H1 2025
Order Intake (net) *in units*	215	171
Order Book[(1)] *in units*	1,108	926
Deliveries *in units*	144	138
Revenues	3,680	3,693
R&D Expenses *in % of revenues*	150 *4.1%*	145 *3.9%*
EBIT Adjusted *in % of revenues*	240 *6.5%*	249 *6.7%*
EBIT *in % of revenues*	240 *6.5%*	249 *6.7%*

External Revenue split



Highlights

- Revenues broadly stable, reflecting higher deliveries with a slightly less favourable mix.
- EBIT Adjusted reflects a solid performance from programmes and higher R&D expenses.

(1) As of June 30th.

Airbus Defence and Space

in € m	H1 2026	H1 2025
Order Intake (net)	**9,293**	**5,084**
Revenues	**6,316**	**5,813**
R&D Expenses *in % of revenues*	**122** *1.9%*	**125** *2.2%*
EBIT Adjusted *in % of revenues*	**487** *7.7%*	**265** *4.6%*
EBIT *in % of revenues*	**542** *8.6%*	**161** *2.8%*

External Revenue split

Highlights

- Revenues increase driven by higher volumes across all Business Units.
- EBIT Adjusted reflects favourable cost phasing, improved profitability and higher volumes.

03. Guidance Highlights & Outlook

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2026 **Guidance**

The Company targets to achieve in 2026

As the basis for its 2026 guidance, the Company assumes no additional disruptions to global trade or the world economy, air traffic, the supply chain, its internal operations and ability to deliver products and services.

The Company's 2026 guidance is before M&A and includes the impact of currently applicable tariffs.

Around
870
Commercial aircraft deliveries

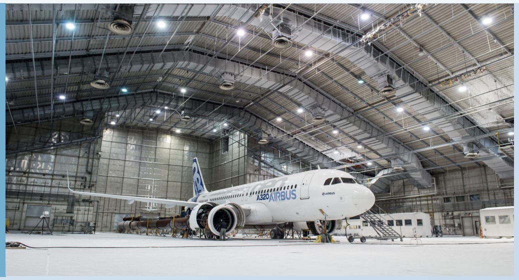
Around
€ 7.5 bn
EBIT Adjusted

Around
€ 4.5 bn
FCF before Customer Financing

Key Priorities

Safety, Quality, Integrity, Compliance, and Security

Deliver on the **commercial aircraft ramp-up**



Play a key role in **Defence**

Leverage **strong commercial positioning** across businesses

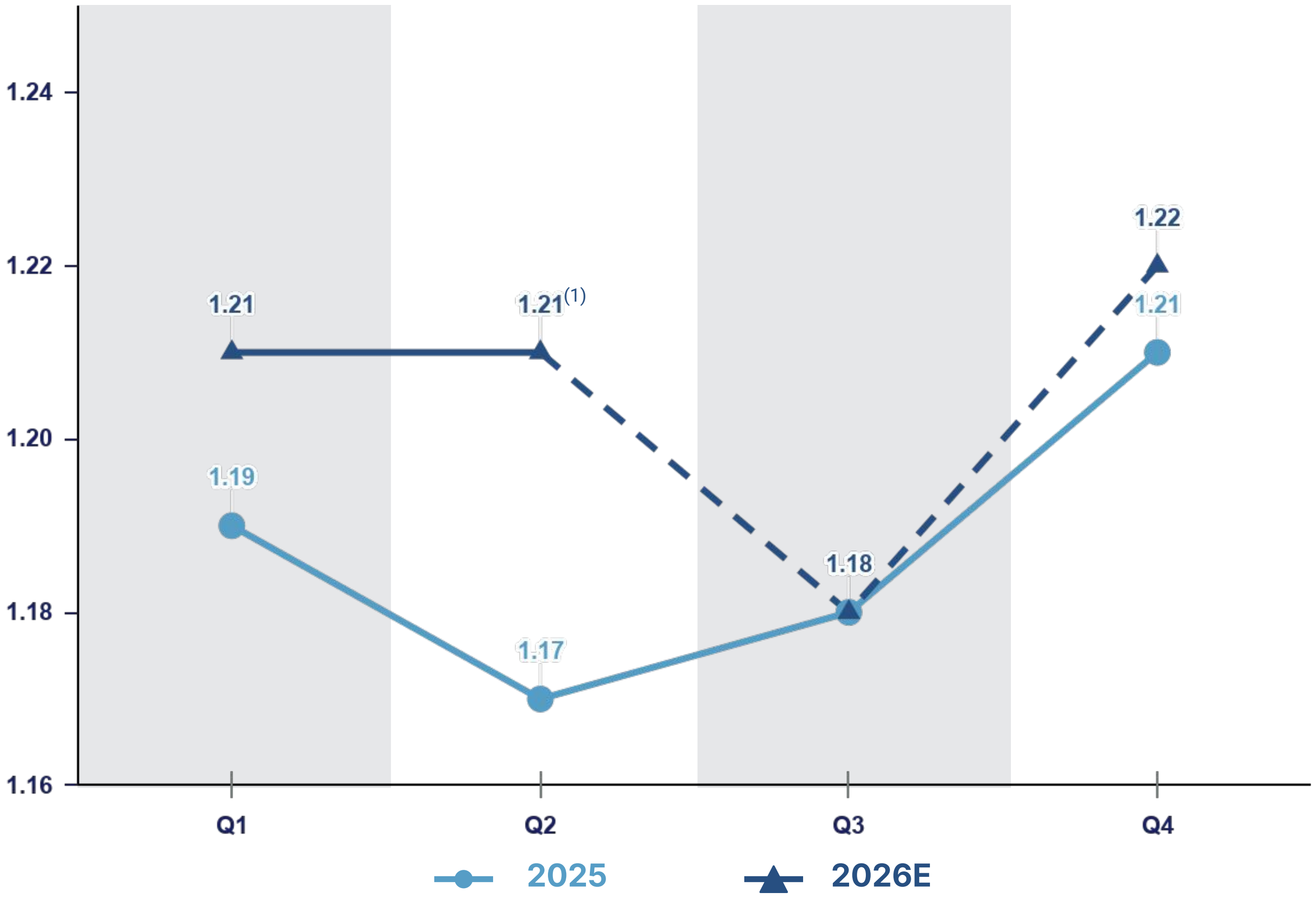
Leading the **future** of **aerospace**

Deliver **profitable growth**

Appendix. **H1 2026 Results**

Expected **Average Blended Rates for Forwards, Collars and Euro Conversion** € vs. $

Active exposure management



	Average Blended Rates
FY 2025	1.19
FY 2026E	1.21

Blended rates reflect both EBIT impact of hedge rates of the US$ hedge portfolio and Euro conversion. It includes Collars at least favourable rates.
(1) Q2 actual.

H1 2026 **Detailed Income Statement and Adjustments**

in € m	H1 2026 Reported	thereof Adjustments – Impact on EBIT – Operational – Airbus	Operational – Defence and Space	Operational – Helicopters	FX – Airbus + Defence and Space(1)	Financial Result	H1 2026 Adjusted
EBIT	**2,745**	**(165)**	**59**	**0**	**124**		**2,727**
in % of Revenues	*8.3%*						*8.2%*
Interest income	341						341
Interest expense	(360)						(360)
Other Financial Result	205					181	24
Financial Result	**186**					**181**	**5**
Income before taxes	**2,931**	**(165)**	**59**	**0**	**124**	**181**	**2,732**
Non-controlling interests	(64)						(64)
Net Income	**2,243**						**2,058**
Number of shares	789,170,349						789,170,349
EPS *(in €)*	**2.84**						**2.61**

Net Income Adjusted excludes the following items:

- Adjustments impacting the EBIT line (as reported in the EBIT Adjusted)
- The Other Financial Result, except for the unwinding of discounted provisions

The tax effect on Adjusted Income before taxes is calculated at 27%. The effective tax rate on Income before taxes is 26%.

(1) Thereof € + 128 m Airbus, € - 4 m Defence and Space.

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H1 2025 **Detailed Income Statement and Adjustments**

in € m	H1 2025 Reported	thereof Adjustments – Impact on EBIT – Operational: Airbus	Operational: Defence and Space[1]	Operational: Helicopters	FX: Airbus + Defence and Space[2]	Financial Result	H1 2025 Adjusted
EBIT	**1,617**	**(90)**	**(106)**	**0**	**(391)**		**2,204**
in % of Revenues	*5.5%*						*7.4%*
Interest income	380						380
Interest expense	(383)						(383)
Other Financial Result	493					480	13
Financial Result	**490**					**480**	**10**
Income before taxes	**2,107**	**(90)**	**(106)**	**0**	**(391)**	**480**	**2,214**
Non-controlling interests	81						81
Net Income	**1,525**						**1,697**
Number of shares	789,255,549						789,255,549
EPS *(in €)*	**1.93**						**2.15**

Net Income Adjusted excludes the following items:

- Adjustments impacting the EBIT line (as reported in the EBIT Adjusted)
- The Other Financial Result, except for the unwinding of discounted provisions

The tax effect on Adjusted Income before taxes is calculated at 27%. The effective tax rate on Income before taxes is 31%.

(1) Thereof € 0 m A400M programme update.
(2) Thereof € - 393 m Airbus, € + 2 m Defence and Space.

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Liquidity as of 30 June 2026

€ 8.0 bn
Credit Facility (RSCF)

€ 23.4 bn
Total Gross Cash
Invested in highly rated securities

€ 15.0 bn
Total Gross Debt (1)
Incl. interest rate contracts

€ 8.4 bn
Net Cash

RSCF

- Signed on July 5, 2022
- 2nd extension option of 1 year exercised in June 2024 and approved by all lenders: the full € 8 bn line is committed until July 5, 2029
- Fully committed by 38 banks
- No financial covenants, no MAC clause
- Sustainability-linked

Financing Liabilities include bonds*

- € 6.0 bn EMTN
- $ 1.5 bn 144A/RegS
- $ 0.8 bn USPP

*nominal amounts

Credit Ratings

Short-term rating:
- **S & P:** A-1+
- **Moody's:** P-1

Long-term rating:
- **S & P:** A+ stable outlook
- **Moody's:** A1 stable outlook

(1) The H1 2026 Gross Debt includes financing liabilities for € 14.3 bn and interest rate contracts related to fair value hedges for € 0.7 bn.

H1 2026 **Key Figures**

in € m	Q2 2026	Q2 2025
Revenues	**20,525**	16,068
EBIT Adjusted	**2,427**	1,580
EBIT	**2,521**	1,144
Net Income	**1,657**	732
FCF before Customer Financing	**1,319**	(1,300)
FCF	**1,379**	(1,288)

in € m	Q2 2026	Q2 2025	Q2 2026	Q2 2025	Q2 2026	Q2 2025
	Revenues		**EBIT Adjusted**		**EBIT**	
Airbus	15,441	11,308	1,906	1,220	1,949	780
Helicopters	2,076	2,093	175	171	175	171
Defence and Space	3,484	3,157	357	188	408	192
Eliminations	(476)	(490)	(11)	1	(11)	1
Consolidated Airbus	**20,525**	**16,068**	**2,427**	**1,580**	**2,521**	**1,144**

Detailed **Free Cash Flow**

in € m	H1 2026	H1 2025
Net Cash position at the beginning of the period	**12,171**	**11,753**
Gross Cash Flow from Operations (1)	**4,538**	**2,366**
Change in working capital (2)	**(4,423)**	**(3,040)**
Investments in intangible and fixed assets (net) & dividends paid by companies valued at equity	**(1,158)**	**(910)**
of which Industrial CapEx (additions) (3)	(1,466)	(1,340)
Free Cash Flow (4)	**(1,043)**	**(1,584)**
of which Customer Financing	123	26
Free Cash Flow before Customer Financing	**(1,166)**	**(1,610)**
Change in other Investing cash flow	(432)	(8)
Change in capital and non-controlling interests	1	21
Change in treasury shares / share buyback	369	242
Change in liability for puttable instruments	0	48
Contribution to plan assets of pension schemes	(157)	(157)
Cash distribution to shareholders / non-controlling interests	(2,530)	(2,290)
Others	(19)	(1,072)
Net Cash position at the end of the period	**8,360**	**6,953**

(1) Excluding working capital change, contribution to plan assets of pension schemes and realised FX results on treasury swaps.
(2) Including net customer financing and excluding some perimeter change impacts from changes in consolidation.
(3) Excluding leased and financial assets.
(4) Excluding change in securities, change in cash from changes in consolidation, contribution to plan assets, realised FX results on treasury swaps and bank activities.

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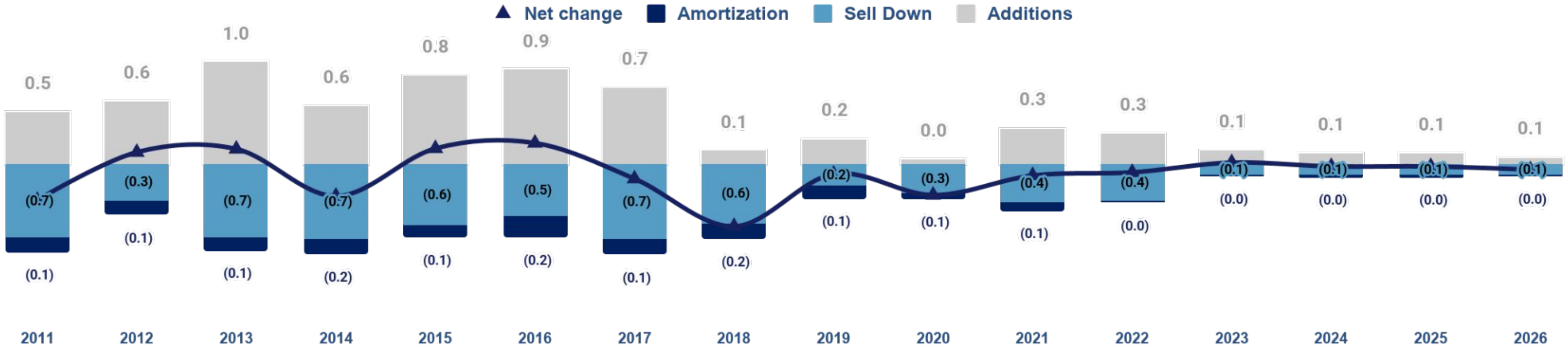
Net Cash Position

in € m	Jun. 2026	Dec. 2025
Gross Cash	**23,376**	**27,218**
Financing Liabilities	**(14,276)**	**(14,249)**
Short-term Financing Liabilities	(4,851)	(5,186)
Long-term Financing Liabilities	(9,425)	(9,063)
Interest rate contracts	**(740)**	**(798)**
Reported Net Cash	**8,360**	**12,171**

Customer Financing Exposure

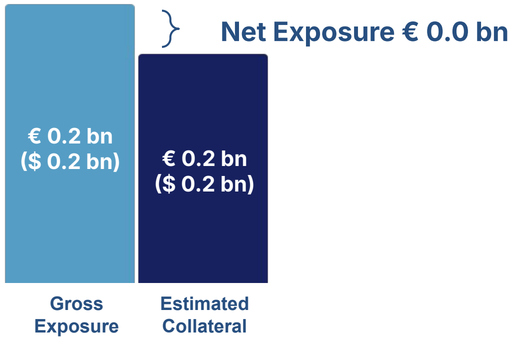
in € m	Jun. 2026	Dec. 2025	Jun. 2026	Dec. 2025	Jun. 2026	Dec. 2025
	Airbus		Helicopters		Defence and Space	
Closing rate € 1 =	$ 1.14	$ 1.18	$ 1.14	$ 1.18	$ 1.14	$ 1.18
Total Gross Exposure	**150**	**192**	**5**	**6**	**24**	**21**
of which off-balance sheet	0	0	0	0	0	0
Estimated value of collateral	**(101)**	**(157)**	**(5)**	**(6)**	**(18)**	**(15)**
Net Exposure	**49**	**35**	**0**	**0**	**6**	**6**
Provision and asset impairment	**(49)**	**(35)**	**0**	**0**	**(6)**	**(6)**
Net Exposure after provision	**0**	**0**	**0**	**0**	**0**	**0**

Airbus Customer Financing



Gross Exposure in $ bn	1.4	1.5	1.6	1.3	1.5	1.7	1.5	0.9	0.8	0.5	0.4	0.3	0.3	0.3	0.2	0.2

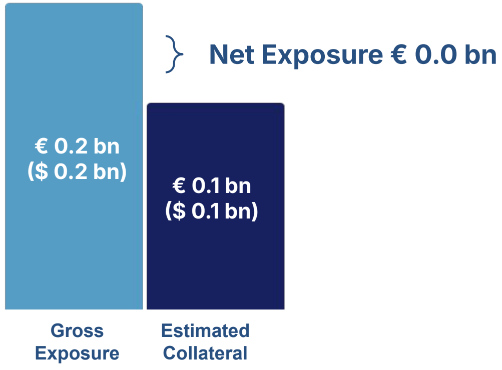
Net Exposure fully provisioned



31 December 2025

€/$ = 1.18

Net Exposure fully provisioned



30 June 2026

€/$ = 1.14

Balance Sheet Highlights: Assets

in € m	Jun. 2026	Dec. 2025
Non-current Assets	**63,256**	**61,292**
of which Intangible & Goodwill	17,112	16,847
of which Property, plant & equipment	21,165	20,893
of which Investments & other long-term financial assets	8,006	7,830
of which Contract assets	0	17
of which Positive hedge mark-to-market	497	1,050
of which Non-current securities	11,082	9,997
Current Assets	**75,683**	**73,584**
of which Inventory	48,620	41,676
of which Contract assets	1,905	1,639
of which Cash and cash equivalents	9,499	14,128
of which Current securities	2,795	3,093
of which Positive hedge mark-to-market	497	771
Assets of disposal groups classified as held for sale	**63**	**63**
Total Assets	**139,002**	**134,939**
Closing rate € vs. $	1.14	1.18

Balance Sheet Highlights: Liabilities

in € m	Jun. 2026	Dec. 2025
Total Equity	**25,962**	**26,184**
of which AOCI (Accumulated Other Comprehensive Income)	(830)	(70)
of which Non-controlling interests	88	80
Total Non-current liabilities	**46,935**	**45,244**
of which Pensions	813	926
of which Other provisions	3,016	3,050
of which Financing liabilities	9,425	9,063
of which European Governments’ refundable advances	3,608	3,620
of which Contract liabilities	27,909	26,484
of which Negative hedge mark-to-market	1,236	1,107
Total Current liabilities	**66,019**	**63,429**
of which Pensions	280	329
of which Other provisions	3,455	4,040
of which Financing liabilities	4,851	5,186
of which European Governments’ refundable advances	217	202
of which Contract liabilities	32,854	32,112
of which Trade liabilities	16,546	15,878
of which Negative hedge mark-to-market	923	414
Liabilities of disposal groups classified as held for sale	**86**	**82**
Total Liabilities and Equity	**139,002**	**134,939**

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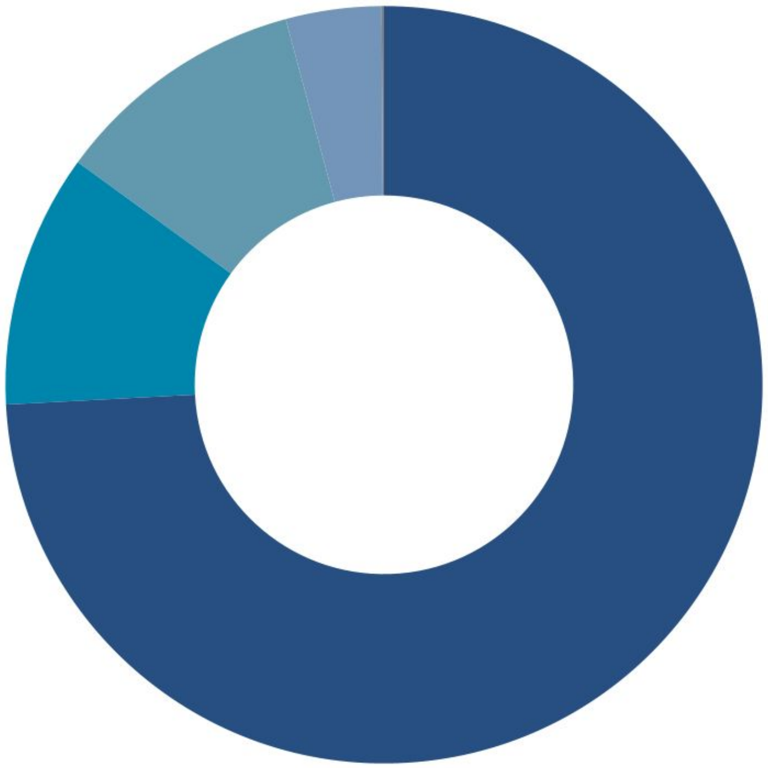
New Capitalised Research and Development

in € m	H1 2026	H1 2025
Airbus	102	107
Helicopters	0	0
Defence and Space	20	36
Eliminations	0	0
Consolidated Airbus	**122**	**143**

Shareholding Structure at 30 June 2026



Free Float	74.2%
SOGEPA	10.8%
GZBV	10.8%
SEPI	4.1%
Treasury Shares	0.1%

792,283,683 shares issued at 30 June 2026

Quarterly Revenues Breakdown (Cumulative)

in € m	Q1		H1		9m		FY	
	2026	**2025**	**2026**	**2025**	**2026**	**2025**	**2026**	**2025**
Airbus	8,436	9,521	23,877	20,829		33,886		52,577
Helicopters	1,604	1,600	3,680	3,693		5,652		8,972
Defence and Space	2,832	2,656	6,316	5,813		8,876		13,405
Eliminations	(221)	(235)	(697)	(725)		(978)		(1,534)
Consolidated Airbus	**12,651**	**13,542**	**33,176**	**29,610**		**47,436**		**73,420**

Quarterly EBIT Adjusted Breakdown (Cumulative)

in € m	Q1		H1		9m		FY	
	2026	**2025**	**2026**	**2025**	**2026**	**2025**	**2026**	**2025**
Airbus	81	494	1,987	1,714		3,270		5,470
Helicopters	65	78	240	249		495		925
Defence and Space	130	77	487	265		420		798
Eliminations	24	(25)	13	(24)		(39)		(65)
Consolidated Airbus	**300**	**624**	**2,727**	**2,204**		**4,146**		**7,128**

Quarterly EBIT Breakdown (Cumulative)

in € m	Q1		H1		9m		FY	
	2026	2025	2026	2025	2026	2025	2026	2025
Airbus	1	451	1,950	1,231		2,556		4,555
Helicopters	65	78	240	249		495		953
Defence and Space	134	(31)	542	161		353		639
Eliminations	24	(25)	13	(24)		(39)		(65)
Consolidated Airbus	**224**	**473**	**2,745**	**1,617**		**3,365**		**6,082**

H1 2026 IFRS vs. APM Cash Flow Reconciliation

in € bn	**Jun. 2026**
Cash provided by (used for) operating activities	**(0.0)**
t/o Reimbursement from / contribution to plan assets	(0.2)
t/o Treasury swaps	0.0
t/o Change in other operating assets and liabilities	(4.4)
Gross Cash Flow from Operations	**4.5**

Glossary on Alternative Performance Measures (APM)

This presentation also contains certain "non-GAAP financial measures", i.e. financial measures that either exclude or include amounts that are not excluded or included in the most directly comparable measure calculated and presented in accordance with IFRS. For example, Airbus makes use of the non-GAAP measures "EBIT Adjusted", "EPS Adjusted" and "Free Cash Flow".

Airbus uses these non-GAAP financial measures to assess its consolidated financial and operating performance and believes they are helpful in identifying trends in its performance. These measures enhance management's ability to make decisions with respect to resource allocation and whether Airbus is meeting established financial goals.

Non-GAAP financial measures have certain limitations as analytical tools, and should not be considered in isolation or as substitutes for analysis of Airbus' results as reported under IFRS. Because of these limitations, they should not be considered substitutes for the relevant IFRS measures.

- **EBIT:** Airbus 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** is an alternative performance measure used by Airbus 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:** Airbus 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** is an alternative performance measure of a basic EPS as reported whereby the net income as the numerator does include Adjustments. For reconciliation see slide "Detailed Income Statement and Adjustments".
- **Gross cash position:** Airbus 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:** Airbus 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).
- **Gross cash flow from operations:** Gross cash flow from operations is an alternative performance measure and an indicator used by Airbus to measure its operating cash performance before changes in other operating assets and liabilities (working capital). It is defined as cash provided by operating activities, excluding (i) changes in other operating assets and liabilities (working capital), (ii) contribution to plan assets of pension schemes and (iii) realised foreign exchange results on treasury swaps.
- **Changes in working capital:** it is identical to changes in other operating assets and liabilities as defined by IFRS Rules. It is comprised of inventories, trade receivables, contract assets and contract liabilities (including customer advances), trade liabilities, and other assets and other liabilities.
- **FCF**: It is 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** 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.