

Airbus SE

Unaudited Condensed Interim IFRS Consolidated Financial Information for the nine-month period ended 30 September 2026

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Airbus SE Unaudited Condensed Interim IFRS Consolidated Financial Statements

Unaudited Condensed Interim IFRS Consolidated Income Statement

<i>(in € million)</i>	Note	1 January – 30 September 2026	1 January – 30 September 2025	1 July – 30 September 2026	1 July – 30 September 2025
Revenues	7	50,645	47,436	17,469	17,826
Cost of sales		(42,174)	(40,259)	(14,337)	(14,899)
Gross margin	7	8,471	7,177	3,132	2,927
Selling expenses		(656)	(619)	(215)	(191)
Administrative expenses		(1,326)	(1,233)	(410)	(358)
Research and development expenses	8	(2,327)	(2,145)	(863)	(739)
Other income	9	198	162	111	64
Other expenses	9	(104)	(199)	(60)	(39)
Share of profit from investments accounted for under the equity method	10	227	149	92	46
Other income from investments	10	67	73	18	38
Profit before financial result and income taxes (EBIT)		4,550	3,365	1,805	1,748
Interest income	11	514	537	173	157
Interest expenses	11	(533)	(564)	(173)	(181)
Other financial result	11	174	401	(31)	(92)
Total financial result	11	155	374	(31)	(116)
Income taxes	12	(1,191)	(1,210)	(439)	(547)
Profit for the period		3,514	2,529	1,335	1,085
Attributable to:					
Equity owners of the parent (Net income)		3,587	2,641	1,344	1,116
Non-controlling interests		(73)	(112)	(9)	(31)
Earnings per share		€	€	€	€
Basic	13	4.54	3.34	1.70	1.41
Diluted	13	4.54	3.34	1.70	1.41

The accompanying notes are an integral part of these Unaudited Condensed Interim IFRS Consolidated Financial Statements.

Unaudited Condensed Interim IFRS Consolidated Statement of Comprehensive Income

(in € million)	1 January – 30 September 2026	1 January – 30 September 2025	1 July – 30 September 2026	1 July – 30 September 2025
Profit for the period	3,514	2,529	1,335	1,085
Other comprehensive income:				
<i>Items that will not be reclassified to profit or loss:</i>				
Remeasurement of the defined benefit pension plans	645	274	339	214
Income tax relating to re-measurement of the defined benefit pension plans	(166)	(35)	(74)	(29)
Change in fair value of financial assets	(87)	(25)	(43)	27
Income tax relating to change in fair value of financial assets	0	3	0	(3)
Transfer on disposal of fair value through OCI equity instruments	34	0	0	0
Share of change from investments accounted for under the equity method	2	(16)	2	(11)
<i>Items that may be reclassified to profit or loss:</i>				
Foreign currency translation differences for foreign operations	189	(545)	51	(126)
Change in fair value of cash flow hedges	(1,289)	5,320	(85)	(392)
Income tax relating to change in fair value of cash flow hedges	314	(1,443)	26	104
Change in fair value of financial assets	(192)	102	(248)	6
Income tax relating to change in fair value of financial assets	(18)	1	0	1
Share of change from investments accounted for under the equity method	19	(10)	9	(6)
Other comprehensive income, net of tax	(549)	3,626	(23)	(215)
Total comprehensive income for the period	2,965	6,155	1,312	870
Attributable to:				
Equity holders of the parent	3,044	6,157	1,316	890
Non-controlling interests	(79)	(2)	(4)	(20)

The accompanying notes are an integral part of these Unaudited Condensed Interim IFRS Consolidated Financial Statements.

Unaudited Condensed Interim IFRS Consolidated Statement of Financial Position

(in € million)	Note	30 September 2026	31 December 2025
Assets			
Non-current assets			
Intangible assets		17,141	16,847
Property, plant & equipment		21,410	20,893
Investment property		68	68
Investments accounted for under the equity method	14	2,703	2,360
Other investments & other long-term financial assets	15	5,967	5,470
Non-current contract assets		0	17
Non-current other financial assets	18	463	1,070
Non-current other assets	19	3,549	2,762
Deferred tax assets		1,491	1,808
Non-current securities	21	10,785	9,997
Non-current assets		63,577	61,292
Current assets			
Inventories	16	51,374	41,676
Trade receivables		4,904	5,454
Current portion of other long-term financial assets	15	832	734
Current contract assets		1,665	1,639
Current other financial assets	18	1,957	2,557
Current other assets	19	4,068	3,760
Current tax assets		674	543
Current securities	21	3,043	3,093
Cash and cash equivalents	21	8,026	14,128
Current assets		76,543	73,584
Assets and disposal group of assets classified as held for sale	4	53	63
Total assets		140,173	134,939

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for the nine-month period ended 30 September 2026

(in € million)	Note	30 September 2026	31 December 2025
Equity and liabilities			
Equity attributable to owners of the parent			
Capital stock		793	793
Share premium		4,002	4,002
Retained earnings		23,677	22,334
Other components of equity		(1,122)	(70)
Treasury shares		(608)	(955)
Equity attributable to owners of the parent		26,742	26,104
Non-controlling interests		85	80
Total equity	20	26,827	26,184
Liabilities			
Non-current liabilities			
Non-current provisions	17	3,681	3,976
Long-term financing liabilities	21	8,985	9,063
Non-current contract liabilities		28,270	26,484
Non-current other financial liabilities	18	5,192	4,809
Non-current other liabilities	19	477	477
Deferred tax liabilities		339	428
Non-current deferred income		7	7
Non-current liabilities		46,951	45,244
Current liabilities			
Current provisions	17	3,637	4,369
Short-term financing liabilities	21	4,841	5,186
Trade liabilities		16,874	15,878
Current contract liabilities		33,140	32,112
Current other financial liabilities	18	1,597	1,000
Current other liabilities	19	4,810	4,223
Current tax liabilities		848	133
Current deferred income		568	528
Current liabilities		66,315	63,429
Disposal group of liabilities classified as held for sale	4	80	82
Total liabilities		113,346	108,755
Total equity and liabilities		140,173	134,939

The accompanying notes are an integral part of these Unaudited Condensed Interim IFRS Consolidated Financial Statements.

Unaudited Condensed Interim IFRS Consolidated Statement of Cash Flows

(in € million)	Note	1 January – 30 September 2026	1 January – 30 September 2025
Operating activities			
Profit for the period attributable to equity owners of the parent (Net income)		3,587	2,641
Loss for the period attributable to non-controlling interests		(73)	(112)
<i>Adjustments to reconcile profit for the period to cash provided by (used for) operating activities:</i>			
Depreciation and amortisation		1,957	1,915
Deferred tax expense (income)		(428)	852
Change in income tax assets, income tax liabilities and provisions for income tax		586	(454)
Results on disposals of non-current assets		31	(36)
Results of investments accounted for under the equity method		(227)	(149)
Change in current and non-current provisions		(242)	90
Contribution to plan assets		(212)	(238)
Other elements		1,357	(38)
Change in other operating assets and liabilities (1)		(5,637)	(3,671)
Cash provided by (used for) operating activities	21	699	800
Investing activities			
Purchases of intangible assets, property plant and equipment, investment property		(2,425)	(2,261)
Proceeds from disposals of intangible assets, property plant and equipment and investment property		143	76
Acquisitions of subsidiaries and businesses (net of cash acquired) and joint ventures	4	(543)	0
Proceeds from disposals of subsidiaries (net of cash)		0	28
Payments for investments accounted for under the equity method, other investments and other long-term financial assets		(810)	(907)
Proceeds from disposals of investments accounted for under the equity method, other investments and other long-term financial assets		451	942
Dividends paid by companies accounted for under the equity method		273	375
Change in securities	21	(900)	(1,415)
Cash (used for) investing activities	21	(3,811)	(3,162)
Financing activities			
Change in financing liabilities	21	(531)	(1,128)
Cash distribution to Airbus SE shareholders		(2,530)	(2,372)
Dividends paid to non-controlling interests		(3)	(1)
Change in capital and non-controlling interests	20	1	73
Change in treasury shares	20	(87)	(125)
Cash provided by (used for) financing activities	21	(3,150)	(3,553)
Effect of foreign exchange rate changes on cash and cash equivalents		163	(742)
Net (decrease) in cash and cash equivalents	21	(6,099)	(6,657)
Cash and cash equivalents at beginning of period	21	14,140	15,010
Cash and cash equivalents at end of period	21	8,041	8,353
<i>thereof presented as cash and cash equivalents</i>	<i>21</i>	<i>8,026</i>	<i>8,344</i>
<i>thereof presented as part of disposal groups classified as held for sale</i>	<i>4</i>	<i>15</i>	<i>9</i>

(1) Movement mainly relates to inventories, trade receivables, contract assets and liabilities, and trade payables.

The accompanying notes are an integral part of these Unaudited Condensed Interim IFRS Consolidated Financial Statements.

Unaudited Condensed Interim IFRS Consolidated Statement of Changes in Equity

(In € million)	Equity attributable to owners of the parent	Non-controlling interests	Total Equity
Balance at 1 January 2025	19,606	90	19,696
Profit for the period	2,641	(112)	2,529
Other comprehensive income	3,516	110	3,626
Total comprehensive income of the period	6,157	(2)	6,155
Capital increase	0	0	0
Share-based payment	318	0	318
Cash distribution to shareholders / dividends to non-controlling interests	(2,372)	0	(2,372)
Equity transaction	22	2	24
Change in treasury shares	(125)	0	(125)
Balance at 30 September 2025	23,606	90	23,696
Balance at 1 January 2026	26,104	80	26,184
Profit for the period	3,587	(73)	3,514
Other comprehensive income	(544)	(6)	(550)
Total comprehensive income of the period	3,043	(79)	2,964
Capital increase	0	0	0
Share-based payment	290	0	290
Cash distribution to shareholders / dividends to non-controlling interests	(2,530)	(3)	(2,533)
Equity transaction	(78)	87	9
Change in treasury shares	(87)	0	(87)
Balance at 30 September 2026	26,742	85	26,827

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Notes to the Airbus SE Unaudited Condensed Interim IFRS Consolidated Financial Statements

1. The Company

The accompanying Unaudited Condensed Interim IFRS Consolidated Financial Statements present the financial position and the results of operations of **Airbus SE** (together with its subsidiaries referred to as “the Company”), a European public limited-liability company (*Societas Europaea*) with its seat (*statutaire zetel*) in Amsterdam, The Netherlands, its registered address at Mendelweg 30, 2333 CS Leiden, The Netherlands, and registered with the Dutch Commercial Register (Handelsregister) under number 24288945. The Company’s reportable segments are Airbus, Airbus Helicopters and Airbus Defence and Space (see “– Note 6: Segment Information”). The Company is listed on the European stock exchanges in Paris, Frankfurt am Main, Madrid, Barcelona, Valencia and Bilbao. The Unaudited Condensed Interim IFRS Consolidated Financial Statements were authorised for issue by the Company’s Board of Directors on 28 October 2026.

2. Accounting Policies

The Unaudited Condensed Interim IFRS Consolidated Financial Statements (including the financial position and the results of operations of the Company as at and for the nine months ended 30 September 2026) are prepared in accordance with International Financial Reporting Standards (“IFRS”), issued by the International Accounting Standards Board (“IASB”) as endorsed by the European Union (“EU”). They are prepared and reported in euro (“€”) and all values are rounded to the nearest million appropriately. Due to rounding, numbers presented may not add up precisely to the totals provided and percentages may not precisely reflect the absolute figures.

These Unaudited Condensed Interim IFRS Consolidated Financial Statements are prepared in compliance with IAS 34 and should be read in conjunction with the IFRS Consolidated Financial Statements as of 31 December 2025. The Company’s accounting policies and methods are unchanged compared to 31 December 2025. The implementation of new or amended standards has no material impact on the Unaudited Condensed Interim IFRS Consolidated Financial Statements as of 30 September 2026.

In April 2024, the IASB issued IFRS 18 ‘Presentation and Disclosure in Financial Statements’, effective for annual periods beginning on or after 1 January 2027. IFRS 18 was endorsed by the EU on 13 February 2026. The Company is currently analysing the potential impacts of this new standard on its IFRS Consolidated Financial Statements.

Use of Estimates and Judgements

In preparing the Unaudited Condensed Interim IFRS Consolidated Financial Statements, management makes assumptions and estimates. These estimates are revised if the underlying circumstances have evolved or in light of new information. The key estimates and judgements of the Company that have a significant influence on the amounts recognised in the Unaudited Condensed Interim IFRS Consolidated Financial Statements are the same as those described in the Company’s IFRS Consolidated Financial Statements as of 31 December 2025.

The only exception is the estimate of income tax liabilities which is determined in the interim financial statements using the estimated average annual effective income tax rate applied to the pre-tax income of the interim period.

3. Geopolitical and Macroeconomic Environment

The Company continues to operate in a complex and fast changing environment, in particular with geopolitical uncertainties and specific supply chain challenges.

Continued instability in the geopolitical environment persists in creating points of vigilance for the Company. While the current conflict in the Middle East is impacting trade routes (and in particular the supply of oil and other related products), the Company continues to closely monitor the situation as it evolves and, as of 30 September 2026, no material impact has been recognised in its Unaudited Condensed Interim IFRS Consolidated Financial Statements.

4. Acquisitions and Disposals

Spirit acquisition

On 8 December 2025, after having received all required regulatory approvals, the Company completed the acquisition of certain Spirit AeroSystems, Inc. businesses related mainly to the execution by Spirit of certain supply contracts with Airbus (collectively, the "Spirit Acquired Businesses"). A preliminary goodwill of US\$ 236 million (€ 203 million) was recognised as of 31 December 2025 and remains unchanged as of 30 September 2026, since the Company uses the one-year window for the completion of the purchase price allocation ("PPA") that will end at the latest in December 2026.

Other acquisitions and disposals

On 23 October 2025, the Company, Leonardo and Thales announced the signature of a memorandum of understanding to create a leading European player in space. The Company will contribute with its Space Systems and Space Digital businesses, coming from Airbus Defence and Space. The new company could be operational in 2027, subject to regulatory approvals and satisfaction of other closing conditions. Ownership of the new company will be shared among the parent companies, with Airbus, Leonardo and Thales owning respectively 35%, 32.5% and 32.5% stakes. It will operate under joint control, with a balanced governance structure among shareholders. As of 30 September 2026, this transaction did not meet the criteria to be classified as held for sale.

On 23 March 2026, Airbus entered into a definitive agreement with the Cobham Ultra group, a portfolio company of Advent, for the acquisition of Ultra Cyber Ltd, based in Maidenhead, United Kingdom. This strategic move reinforces Airbus' position as a trusted, sovereign partner for the UK and a key supplier to its allies, while strengthening its presence in the European cybersecurity landscape. Closing of the transaction is subject to customary regulatory approvals and is expected in the second half-year 2026.

On 8 May 2026, the Company completed the acquisition of Unical Aviation Inc. ("Unical"), a global aircraft parts and components supplier of Used Serviceable Material ("USM") and its subsidiary ecube, a global expert in aircraft storage, disassembly, and transition services. A preliminary goodwill of \$ 250 million (€ 217 million) was recognised as of 30 June 2026 and remains unchanged as of 30 September 2026, it represents the expected future synergies and business opportunities. The one-year window period for the completion of the purchase price allocation will end in May 2027.

On 13 July 2026, Airbus and Safran completed the joint acquisition of Tikehau Capital's stake in Aubert & Duval, increasing their existing shareholding, following the receipt of all required regulatory approvals. Aubert & Duval investment is owned equally by Airbus and Safran and is accounted for under the equity method.

On 30 September 2026, Airbus Defence and Space has finalised the acquisition of the French cybersecurity company Quarkslab following regulatory approvals. Founded in 2011, Quarkslab is a privately owned French cybersecurity company with approximately 100 employees, primarily based in Paris and Rennes, France. A preliminary goodwill of € 25 million was recognised as of 30 September 2026, it represents the expected future synergies and business opportunities. The one-year window period for the completion of the purchase price allocation will end in September 2027.

On 30 September 2026, the Company with Air France Industries KLM Engineering & Maintenance finalised the creation of Alpha Component Solutions based in France, following the satisfaction of all conditions precedent including required regulatory approvals. Alpha Component Solutions manages a worldwide shared-access pool, providing aircraft component assets, maintenance services, supply chain management and repairs for the A350 aircraft. This investment is owned equally by Airbus and Air France Industries KLM Engineering & Maintenance and is accounted for under the equity method.

Assets and Disposal Groups Classified as Held for Sale

On 25 September 2026, the Company signed an agreement to sell its Sepang Aircraft Engineering entity. The transaction, targeted for completion in 2027, remains subject to the fulfilment of customary conditions. As of 30 September 2026, the assets and liabilities relating to this disposal are classified as held for sale for a net amount of € -27 million.

5. Related Party Transactions

The Company has entered into various transactions with related entities, carried out in the normal course of business.

6. Segment Information

The following tables present information with respect to the Company's business segments. As a rule, inter-segment transfers are carried out on an arm's length basis. Inter-segment sales predominantly take place between Airbus and Airbus Defence and Space and between Airbus Helicopters and Airbus. Consolidation effects are reported in the column "Eliminations".

The Company uses EBIT as a key indicator of its economic performance.

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Business segment information for the nine-month period ended 30 September 2026 is as follows:

<i>(In € million)</i>	Airbus	Airbus Helicopters	Airbus Defence and Space	Eliminations	Airbus Consolidated
Total revenue	36,665	5,646	9,341	0	51,652
Inter-segment revenue	(694)	(266)	(47)	0	(1,007)
Revenue	35,971	5,380	9,294	0	50,645
<i>thereof:</i>					
<i>sales of goods at a point in time</i>	31,507	2,096	2,518	0	36,121
<i>sales of goods overtime</i>	0	471	3,760	0	4,231
<i>services, including sale of spare parts</i>	4,464	2,813	3,016	0	10,293
Profit before financial result and income taxes (EBIT)	3,378	445	711	16	4,550
<i>thereof research and development expenses</i>	(1,798)	(234)	(285)	(10)	(2,327)
Interest result					(19)
Other financial result					174
Income taxes					(1,191)
Profit for the period					3,514

Business segment information for the nine-month period ended 30 September 2025 is as follows:

<i>(In € million)</i>	Airbus	Airbus Helicopters	Airbus Defence and Space	Eliminations	Airbus Consolidated
Total revenue	33,886	5,652	8,876	0	48,414
Internal revenue	(674)	(256)	(48)	0	(978)
Revenue	33,212	5,396	8,828	0	47,436
<i>thereof:</i>					
<i>sales of goods at a point in time</i>	29,192	2,301	2,156	0	33,649
<i>sales of goods overtime</i>	0	459	3,698	0	4,157
<i>services, including sale of spare parts</i>	4,020	2,636	2,974	0	9,630
Profit before financial result and income taxes (EBIT)	2,556	495	353	(39)	3,365
<i>thereof research and development expenses</i>	(1,728)	(227)	(206)	16	(2,145)
Interest result					(27)
Other financial result					401
Income taxes					(1,210)
Profit for the period					2,529

- **Airbus EBIT** increased by € 822 million to € 3,378 million (first nine months 2025: € 2,556 million). It mainly reflects the higher level of deliveries of 547 aircraft (first nine months 2025: 507 aircraft) partly offset by increase in R&D expenses and a weaker US dollar.
- **Airbus Helicopters EBIT** stood at € 445 million (first nine months 2025: € 495 million) due to a less favourable product mix.
- **Airbus Defence and Space EBIT** increased by € 358 million to € 711 million (first nine months 2025: € 353 million). It is mainly due to higher volumes and better profitability across all businesses.

7. Revenues and Gross Margin

Revenues increased by € 3,209 million to € 50,645 million (first nine months 2025: € 47,436 million). The increase is mainly driven by higher deliveries of 547 aircraft (first nine months 2025: 507 aircraft) and by higher volume across Airbus Defence and Space businesses, partly offset by the weaker US dollar.

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Revenue by geographical areas based on the location of the customer is as follows:

(In € million)	1 January – 30 September 2026	1 January – 30 September 2025
Europe	20,505	19,865
Asia-Pacific	13,508	12,691
North America	8,593	8,257
Middle East	4,960	4,549
Latin America	1,505	1,340
Other countries	1,574	734
Total	50,645	47,436

The **gross margin** increased by € 1,294 million to € 8,471 million compared to € 7,177 in the first nine months 2025. It is mainly due to higher aircraft deliveries and higher volume and better performance across Airbus Defence and Space businesses partly offset by a weaker US dollar.

The gross margin rate increased from 15.1% to 16.7%.

8. Research and Development Expenses

Research and development expenses increased by € 182 million to € -2,327 million compared to € -2,145 million in the first nine months 2025.

Research and development expenses mainly reflect the development of latest generation commercial aircraft programmes and activities to prepare technologies of the future.

9. Other Income and Other Expenses

Other income increased by € 36 million to € 198 million compared to € 162 million in the first nine months 2025. It is mainly reflecting the creation of Alpha Component Solutions (see “– Note 4: Acquisitions and Disposals”).

Other expenses decreased by € 95 million to € -104 million compared to € -199 million in the first nine months 2025. It is mainly due to the restructuring provision of € 105 million related to the Airbus Defence and Space adaptation plan recorded in 2025.

10. Share of Profit from Investments Accounted for under the Equity Method and Other Income from Investments

Share of profit from investments under the equity method and **other income from investments** increased by € 72 million to € 294 million compared to € 222 million in the first nine months 2025.

11. Total Financial Result

Total financial result decreased by € 219 million to € 155 million compared to € 374 million in the first nine months 2025. The financial result mainly reflects the positive impact of the revaluation of certain equity investments (see “– Note 15: Other Investments and Other Long-Term Financial Assets”) partly offset by a negative impact from the revaluation of financial instruments and from the evolution of the US Dollar.

12. Income Taxes

The **income tax** expense amounts to € -1,191 million (first nine months 2025: € -1,210 million) and corresponds to an effective income tax rate of 25.3%. This reflects the non-taxable impact from the revaluation of certain financial investments partly offset by the effect of the French surtax.

13. Earnings per share

(In € million)	1 January – 30 September 2026	1 January – 30 September 2025
Profit for the period attributable to equity owners of the parent (Net income)	€ 3,587 million	€ 2,641 million
Weighted average number of shares outstanding	789,883,164	789,849,844
Basic earnings per share	€ 4.54	€ 3.34

Diluted earnings per share – The Company's dilutive potential ordinary shares are equity-settled Performance Shares relating to Long-Term Incentive Plans ("LTIP").

In the first nine months 2026, a total of 793,606 equity-settled Performance Shares was considered in the calculation of diluted earnings per share.

(In € million)	1 January – 30 September 2026	1 January – 30 September 2025
Profit for the period attributable to equity owners of the parent (Net income)	€ 3,587 million	€ 2,641 million
Weighted average number of shares outstanding (diluted)	790,676,770	790,858,340
Diluted earnings per share	€ 4.54	€ 3.34

14. Investments Accounted for under the Equity Method

Investments accounted for under the equity method increased by € 343 million to € 2,703 million (prior year-end: € 2,360 million) mainly reflecting the creation of Alpha Component Solutions and the purchase of Tikehau Capital's stake in Aubert & Duval (see "– Note 4: Acquisitions and Disposals").

Investments accounted for under the equity method mainly include the equity investments in ArianeGroup, MBDA and ATR GIE.

15. Other Investments and Other Long-Term Financial Assets

(In € million)	30 September 2026	31 December 2025
Other investments	3,734	3,499
Other long-term financial assets	2,233	1,971
Total non-current other investments and other long-term financial assets	5,967	5,470
Current portion of other long-term financial assets	832	734
Total	6,799	6,204

Other investments mainly comprise the Company's participations and include the investment in Dassault Aviation (10.72%, prior year-end: 10.56%) amounting to € 2,350 million as of 30 September 2026 (prior year-end: € 2,266 million) as well as the participations held in the Venture Capital Funds managed by Airbus Ventures amounting to € 535 million (prior year-end: € 371 million).

Other long-term financial assets and the **current portion of other long-term financial assets** include other loans in the amount of € 2,961 million as of 30 September 2026 (prior year-end: € 2,613 million), and the sales financing activities in the form of finance lease receivables and loans from aircraft financing.

16. Inventories

Inventories of € 51,374 million (prior year-end: € 41,676 million) increased by € 9,698 million. This is mostly driven by work in progress in order to support the ramp-up.

17. Provisions

<i>(In € million)</i>	30 September 2026	31 December 2025
Provisions for pensions	1,056	1,255
Other provisions	6,262	7,090
Total provisions	7,318	8,345
<i>Non-current provisions</i>	<i>3,681</i>	<i>3,976</i>
<i>Current provisions</i>	<i>3,637</i>	<i>4,369</i>

As of 30 September 2026, provisions for pensions decreased to € 1.1 billion (prior year-end: € 1.3 billion). It mainly reflects the actuarial gain on pension obligations from financial assumptions.

As of 30 September 2026, a non-current asset of € 1.4 billion (prior year-end: € 0.8 billion) has been accounted for to reflect the surplus in two pension funds in the UK, the Airbus Section of the participation in BAE Systems Pension Scheme and the Company UK Pension Scheme, the Airbus Atlantique Pension Plan in Canada, as well as the German deferred compensation (see “– Note 19: Other Assets and Other Liabilities”).

Other provisions decreased by € 828 million to € 6,262 million (prior year-end: € 7,090 million) mainly due to the provisions for onerous contracts.

18. Other Financial Assets and Other Financial Liabilities

Other Financial Assets

<i>(In € million)</i>	30 September 2026	31 December 2025
Positive fair values of derivative financial instruments ⁽¹⁾	441	1,050
Others	22	20
Total non-current other financial assets	463	1,070
Receivables from related companies	1,036	1,426
Positive fair values of derivative financial instruments ⁽¹⁾	441	771
Others	480	360
Total current other financial assets	1,957	2,557
Total	2,420	3,627

(1) See “– Note 22: Financial Instruments”.

Other Financial Liabilities

<i>(In € million)</i>	30 September 2026	31 December 2025
Liabilities for derivative financial instruments ⁽¹⁾	1,554	1,107
European Governments' refundable advances ⁽²⁾	3,565	3,620
Others	73	82
Total non-current other financial liabilities	5,192	4,809
Liabilities for derivative financial instruments ⁽¹⁾	951	414
European Governments' refundable advances ⁽²⁾	248	202
Liabilities to related companies	93	80
Others	305	304
Total current other financial liabilities	1,597	1,000
Total	6,789	5,809

(1) See “– Note 22: Financial Instruments”.

(2) Refundable advances from European Governments are provided to the Company to finance research and development activities for certain projects on a risk-sharing basis, i.e. they are repaid to the European Governments subject to the success of the project.

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The total net fair value of derivative financial instruments decreased by € 1,923 million to € -1,623 million (prior year-end: € 300 million) as a result of the strengthening of the US dollar spot rate in the first nine months 2026.

In the first nine months 2026, the European Governments' refundable advances remained stable at € 3,813 million (prior year-end: € 3,822 million).

The allocation of European Governments' refundable advances between non-current and current presented in the Unaudited Condensed Interim IFRS Consolidated Financial Information ended 30 September 2026 is based on the applicable contractual repayment dates.

19. Other Assets and Other Liabilities

Other Assets

(In € million)	30 September 2026	31 December 2025
Cost to fulfil a contract	605	715
Prepaid expenses	48	46
Others	2,896	2,001
Total non-current other assets	3,549	2,762
Value added tax claims	2,072	1,924
Cost to fulfil a contract	1,017	683
Prepaid expenses	571	766
Others	408	387
Total current other assets	4,068	3,760
Total	7,617	6,522

As of 30 September 2026, **others** included into **other assets** comprise € 1,571 million of payments to be made to Airbus by suppliers after aircraft delivery (prior year-end: € 1,319 million) which are expected to be received over a rolling period of 15 years. They are recorded as a reduction of cost of goods sold at the time of aircraft delivery. These future payments are discounted to reflect specific contractual terms and repayment profile.

As of 30 September 2026, a **non-current asset** of € 1,406 million (prior year-end: € 781 million) is accounted for in **others** to reflect the surplus in the pension funds, mainly in the UK (see "– Note 17: Provisions").

Other Liabilities

(In € million)	30 September 2026	31 December 2025
Others ⁽¹⁾	477	477
Total non-current other liabilities	477	477
Tax liabilities (excluding income tax)	1,089	871
Others ⁽¹⁾	3,721	3,352
Total current other liabilities	4,810	4,223
Total	5,287	4,700

(1) "Others" mainly comprises tax (excluding income tax) and personnel liabilities (e.g. Salaries, Social insurance contribution, Liabilities from personnel restructuring).

20. Total Equity

The Company's shares are exclusively ordinary shares with a par value of €1.00. The following table shows the development of the number of shares issued and fully paid:

<i>(In number of shares)</i>	30 September 2026	31 December 2025
Issued as at 1 January	792,283,683	792,283,683
Issued for ESOP	0	0
Issued as at end of the period	792,283,683	792,283,683
Treasury shares	(3,142,484)	(5,055,938)
Outstanding as at end of the period	789,141,199	787,227,745

Holders of ordinary shares are entitled to dividends and to one vote per share at general meetings of the Company.

Equity attributable to owners of the parent (including purchased treasury shares) amounts to €26,742 million (prior year-end: € 26,104 million) representing an increase of €638 million. This is mainly due to the net income for the period of € +3,587 million and the change in actuarial gains and losses of € +474 million. This is partly offset by the dividend payments for € -2,530 million and the mark to market revaluation of the hedge portfolio of € -972 million.

It also reflects the 2026 employee share ownership plan ("ESOP") campaign with share-based payment of € +236 million and the commencement of share buyback to support the 2027 ESOP and equity-based compensation plans for € -457 million.

The non-controlling interests ("NCI") from non-wholly owned subsidiaries increased to € 85 million as of 30 September 2026 (prior year-end: € 80 million). These NCI do not have a material interest in the Company's activities and cash flows.

21. Net Cash

The net cash is comprised of the following elements:

<i>(In € million)</i>	30 September 2026	31 December 2025
Cash and cash equivalents	8,026	14,128
Current securities	3,043	3,093
Non-current securities	10,785	9,997
Gross cash position	21,854	27,218
Short-term financing liabilities	(4,841)	(5,186)
Long-term financing liabilities	(8,985)	(9,063)
Interest rate contracts	(986)	(798)
Total	7,042	12,171

The net cash position on 30 September 2026 amounted to € 7,042 million (prior year-end: € 12,171 million), with a gross cash position of € 21,854 million (prior year-end: € 27,218 million).

Cash and Cash Equivalents

Cash and cash equivalents are composed of the following elements:

<i>(In € million)</i>	30 September 2026	31 December 2025
Bank account and petty cash	4,359	7,387
Short-term securities (at fair value through profit or loss)	3,667	5,004
Short-term securities (at fair value through OCI)	0	1,737
Total cash and cash equivalents	8,026	14,128

Only securities with a maturity of three months or less from the date of the acquisition, that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value, are recognised in cash equivalents.

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Cash and cash equivalents have decreased by € 6.1 billion from € 14.1 billion as of 31 December 2025 to € 8.0 billion as of 30 September 2026.

The main variations are as follows:

Cash provided by operating activities amounts to € +0.7 billion in the first nine months 2026, mainly driven by a profit translated into cash partly offset by the planned inventory build-up to support the Company ramp-up across its businesses.

Cash used for investing activities amounts to € -3.8 billion, mainly reflecting capital expenditure and investments in securities.

Cash used for financing activities amounts to € -3.2 billion. It mainly includes the cash distribution to Airbus SE shareholders.

Financing Liabilities

<i>(In € million)</i>	30 September 2026	31 December 2025
Bonds and commercial papers	6,094	6,286
Liabilities to financial institutions	494	329
Loans	392	395
Lease liabilities	2,005	2,053
Total long term financing liabilities	8,985	9,063
Bonds and commercial papers	798	1,479
Liabilities to financial institutions	0	25
Loans	59	129
Lease liabilities	382	327
Others ⁽¹⁾	3,602	3,226
Total short term financing liabilities	4,841	5,186
Total	13,826	14,249

(1) Included in "others" are financing liabilities to joint ventures.

Long-term and Short-term financing liabilities decreased by € 423 million to € 13,826 million (prior year-end: € 14,249 million).

Long-term and Short-term bonds and commercial papers decreased by € 873 million to € 6,892 million (prior year-end : € 7,765 million). This is mainly due to the EMTN 10 years bond repayment in May 2026 and the EMTN 6 years bond repayment in June 2026 as well as partial repayment of the ACLP Private Placement partly offset by the issuance of a 7-year maturity bond amounting to € 750 million.

On 31 January 2023, the Company signed a lease agreement with Mobile Airport Authority ("MAA") for a new Final Assembly Line designed by Airbus and to be constructed in Mobile, Alabama on MAA owned land. The expected cost of construction is funded through the issuance of bonds by MAA for a nominal amount of US\$ 1.0 billion, the proceeds of which are used solely for that purpose. The bonds are fully guaranteed by the Company which is supervising the construction and is liable for any cost overruns. As of 30 September 2026, the project has entered into service for a corresponding amount of US\$ 948 million (including US\$ 9 million of new entry into service in the first nine months 2026). In accordance with IFRS 16 and the Company's accounting policies for the classification of interests' cash flows, the lease liability payments to be made over the lease term is recognised in financing cash flows for the principal portion and in operating cash flows for the interest portion.

22. Financial Instruments

The following table presents the composition of derivative financial instruments:

<i>(In € million)</i>	30 September 2026	31 December 2025
Non-current positive fair values	441	1,050
Current positive fair values	441	771
Total positive fair values of derivative financial instruments	882	1,821
Non-current negative fair values	(1,554)	(1,107)
Current negative fair values	(951)	(414)
Total negative fair values of derivative financial instruments	(2,505)	(1,521)
Total net fair values of derivative financial instruments	(1,623)	300

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The total net fair value of derivative financial instruments decreased by € -1,923 million to € -1,623 million (prior year-end: € 300 million) as a result of the strengthening of the US dollar spot rate in the first nine months 2026.

As of 30 September 2026, the total hedge portfolio with maturities up to 2030 amounts to US\$ 55.0 billion (prior year-end: US\$ 54.2 billion) and covers a significant portion of the foreign exchange exposure expected over the hedging horizon. The average US\$/€ hedge rate of the US\$/€ hedge portfolio until 2030 amounts to 1.23 US\$/€ (prior year-end: 1.22 US\$/€).

There have been no changes in the Group's policies and procedures used to manage foreign currency, interest rate and commodity price risks since 31 December 2025.

Carrying Amounts and Fair Values of Financial Instruments

Fair values of financial instruments have been determined with reference to available market information at the end of the reporting period and the valuation methodologies as described in detail in Note 37.2 to the 2025 IFRS Consolidated Financial Statements. For the first nine months 2026, the Company has applied the same methodologies for the fair value measurement of financial instruments.

Carrying amount is a reasonable approximation of fair value for all classes of financial instruments listed in the first table of Note 37.2 to the 2025 IFRS Consolidated Financial Statements, with the exception of:

(In € million)	30 September 2026		31 December 2025	
	Book Value	Fair Value	Book Value	Fair Value
Financing liabilities				
Issued bonds and commercial papers	(6,892)	(7,152)	(7,765)	(8,113)
Liabilities to banks and other financing liabilities	(4,547)	(4,547)	(4,104)	(4,104)

Fair Value Hierarchy

Depending on the extent the inputs used to measure fair values rely on observable market data, fair value measurements may be hierarchised according to the following levels of input:

- Level 1: quoted prices (unadjusted) in active markets for identical assets and liabilities;
- Level 2: inputs other than quoted prices that are observable for the asset or liability – fair values measured based on Level 2 input typically rely on observable market data such as interest rates, foreign exchange rates, credit spreads or volatilities;
- Level 3: inputs for the asset or liability that are not based on observable market data – fair values measured based on Level 3 input rely to a significant extent on estimates derived from the Company's own data and may require the use of assumptions that are inherently judgemental and involve various limitations.

The fair values disclosed for financial instruments accounted for at amortised cost reflect Level 2 input. Otherwise, the Company determines mostly fair values based on Level 1 and Level 2 inputs and to a lesser extent on Level 3 input.

The following table presents the carrying amounts of the financial instruments held at fair value across the three levels of the **fair value hierarchy**:

(In € million)	30 September 2026				31 December 2025			
	Level 1	Level 2	Level 3	Total	Level 1	Level 2	Level 3	Total
Financial assets measured at fair value								
Equity instruments	2,581	0	1,153	3,734	2,645	0	854	3,499
Derivative instruments	0	882	0	882	0	1,821	0	1,821
Securities	13,828	0	0	13,828	13,090	0	0	13,090
Customer financing	0	0	103	103	0	0	92	92
Cash equivalents	3,667	0	0	3,667	5,004	1,737	0	6,741
Total	20,076	882	1,256	22,214	20,739	3,558	946	25,243
Financial liabilities measured at fair value								
Derivative instruments	0	(2,505)	0	(2,505)	0	(1,521)	0	(1,521)
Other liabilities	0	0	0	0	0	0	0	0
Total	0	(2,505)	0	(2,505)	0	(1,521)	0	(1,521)

As of 30 September 2026, the fair value of the written put options on non-controlling interests ("NCI puts") relating to ACLP amounts to € 0 million (prior year-end: € 0 million).

The fair value of these NCI puts is derived from a discounted cash flow analysis using the latest operating plan and a projection over the lifetime of the A220 programme. In addition, a post-tax WACC of 8.77% is used to discount the forecasted cash flows, taking into account the specificities of the programme (prior year-end: 8.77%).

23. Litigation and Claims

The Company is involved from time to time in various governmental, legal and arbitration proceedings in the ordinary course of its business, the most significant of which are described below. Other than as described below, there are no material governmental, legal or arbitration proceedings (including any such proceedings which are pending or threatened) which may have or have had in the recent past significant effects on Airbus SE's or the Company's Financial Position or profitability.

If the Company concludes that the disclosures relative to contingent liabilities can be expected to prejudice seriously its position in a dispute with other parties, the Company limits its disclosures to the nature of the dispute.

Securities Litigation

In August 2021 the Company received notification of two separate claims, and in March 2022 of a third claim, each filed in the Netherlands purportedly on behalf of Airbus investors. These claims (the "Dutch claims") were made in relation to the previously reported criminal investigations that led to the Company's agreements with the French Parquet National Financier ("PNF"), the UK Serious Fraud Office ("SFO"), the US Department of Justice ("DoJ") and the US Department of State ("DoS"), which were approved on 31 January 2020. The Dutch claims assert that the Company violated its reporting obligations, allegedly leading to an impact on the Company's share price, by failing to adequately inform investors and providing false or misleading information about the criminal investigations, the Company's use of intermediaries and alleged corrupt practices, and its related financial exposure, internal investigations and subsequent measures taken by the Company.

The first Dutch claim was filed with the Amsterdam District Court in August 2021 by a special purpose vehicle incorporated under the laws of Guernsey, an assignee purportedly representing numerous private shareholders and institutional investors, seeking a declaratory judgment with damages to be assessed in follow on proceedings.

The second Dutch claim was filed in December 2021 following a demand letter sent by a foundation incorporated under the laws of the Netherlands, a purported representative of unnamed institutional and retail investors worldwide, starting a class action against the Company before the Dutch courts. This second Dutch claim targets the Company and its former auditors, Ernst & Young. The third Dutch claim was a class action filed in April 2022 against the Company by a foundation incorporated under the laws of the Netherlands. In accordance with Dutch procedural law, the two Dutch class action claims were treated jointly as one case.

The Dutch claims followed the filing in 2020 of a putative class action lawsuit in US federal court in the state of New Jersey, against Airbus SE and members of its current and former management. The US complaint asserted violations of US securities laws, alleging false and misleading statements or omissions concerning, among other things, the Company's agreements approved on 31 January 2020 with the French PNF, the UK SFO, the US DoJ and the US DoS as well as the Company's historic practices regarding the use of third party business partners and anti-corruption compliance. The matter was fully and finally settled on 30 September 2022 in exchange for a payment in the amount of US\$ 5 million without any acknowledgement of liability.

In August 2023 the first Dutch claim was dismissed on the merits, with the plaintiff appealing this dismissal in November 2023. The second and third Dutch claims were dismissed on procedural grounds in September 2023, which plaintiffs appealed in December of that year. The first and third Dutch claims were fully and finally settled in November 2024 for a non-material amount, without any acknowledgement of liability. On 23 December 2025 the Hague Court of Appeal affirmed the lower court's dismissal of the second Dutch claim. The plaintiff appealed to the Supreme Court of the Netherlands in March 2026.

Even should the Supreme Court allow the final claim to be reinstated, the Company believes it has strong grounds to defend the claim on the merits. The consequences of such litigation and the outcome of the proceedings cannot be fully assessed at this stage, but any judgment or decision unfavourable to the Company could have a material adverse impact on the Financial Statements, business and operations of the Company.

Air France Flight 447 Trial

On 1 June 2009, an A330 operated by Air France as flight AF447 from Rio de Janeiro to Paris disappeared over the Atlantic Ocean with 228 persons onboard. The wreckage was located in April 2011 after several search campaigns organised by the Bureau d'Enquêtes et d'Analyses ("BEA"), which published its final investigation report in July 2012. In the wake of the accident, the prosecutor in Paris opened an investigation for involuntary manslaughter and Airbus SAS was charged in March 2011. In September 2019, the investigating magistrates closed the investigation and dismissed all criminal charges after a thorough analysis of the technical and criminal legal elements of the case. However, the Paris Court of Appeal overturned the magistrates' decision and ordered a trial for involuntary manslaughter. The Company's appeal to the French Supreme Court was dismissed. Following a trial in the fourth quarter of 2022, the Paris Criminal Court announced in April 2023 that all criminal charges against the Company were dismissed, but sustained certain civil liability claims. The Paris General Prosecutor appealed the dismissal of criminal charges against Airbus and Air France, with a full retrial of the matter being held before the Paris Court of Appeal in the autumn of 2025. On May 21, 2026 the Paris Court of Appeal found the Company and Air France guilty of involuntary manslaughter, which the Company and Air France have appealed to the French Court of Cassation.

24. Number of Employees

	Airbus	Airbus Helicopters	Airbus Defence and Space	Consolidated Airbus
30 September 2026	109,312	24,976	36,739	171,027
31 December 2025	105,128	23,922	36,244	165,294

As of 30 September 2026, the total number of employees amounts to 171,027 (prior year-end: 165,294).

25. Events after the Reporting Date

There are no subsequent events after the reporting date.