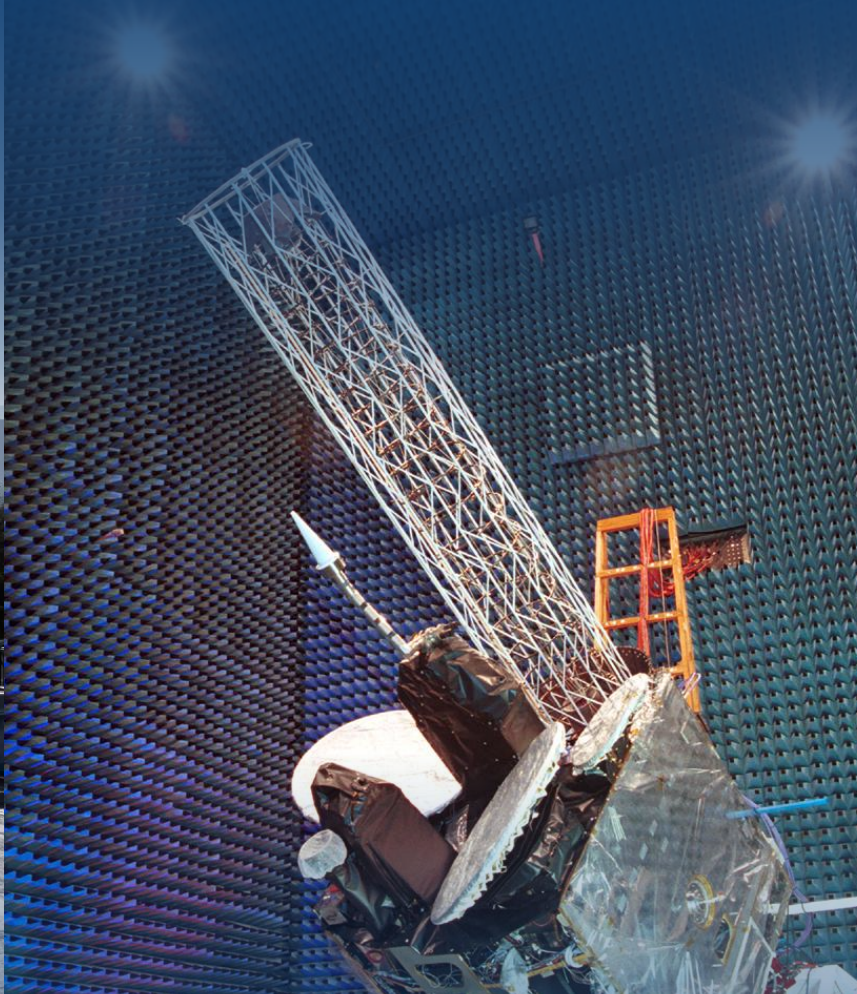




9m 2026 Results

28 October 2026

Guillaume Faury
Chief Executive Officer

Thomas Toepfer
Chief Financial Officer

AIRBUS

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 nine-month period ended 30 September 2026 published 28 October 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



9m 2026 **Key Topics**

Operating in a complex and fast-changing environment

547

Commercial aircraft
delivered

€ 4.5 bn

EBIT
Adjusted

€ -1.3 bn

FCF before
Customer Financing

2026
Guidance
unchanged

9m 2026 Commercial Performance



Commercial Aircraft

in units

Order Intake (net)	1,105	+115%
Order Book ⁽¹⁾	9,310⁽²⁾	+7%



Airbus Helicopters

in units

Order Intake (net)	311	+2%
Order Book ⁽¹⁾	1,122	+14%



Airbus Defence and Space

in € m

Order Intake (net)	11,474	+70%
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Strong commercial momentum

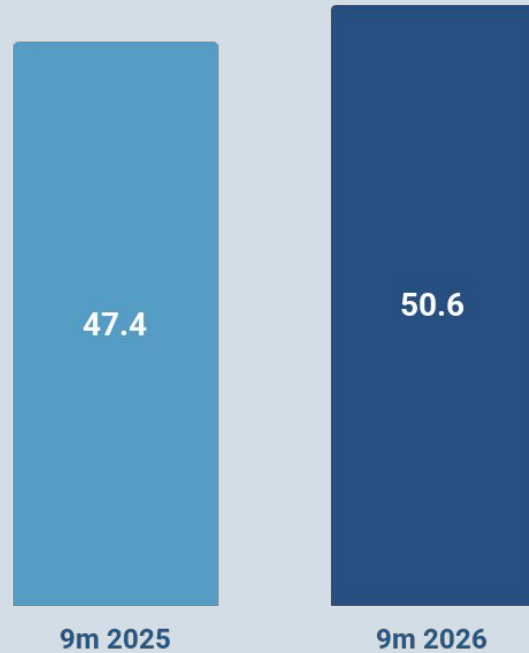
(1) As of September 30th, 2026.

(2) It reflects 2 A330 previously delivered on operating lease.
Percentages reflect the year on year variance.

9m 2026 Financial Performance

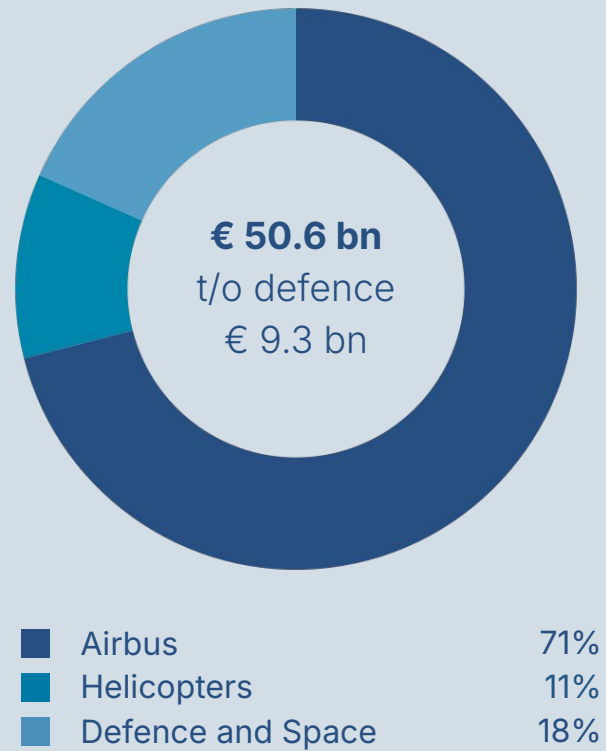
Revenues

in € bn



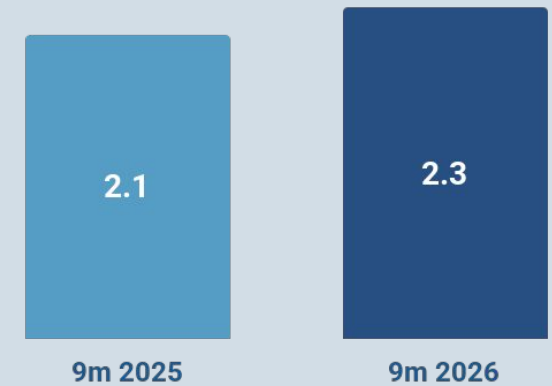
Revenues by Division ⁽¹⁾

in %



R&D Expenses

in € bn

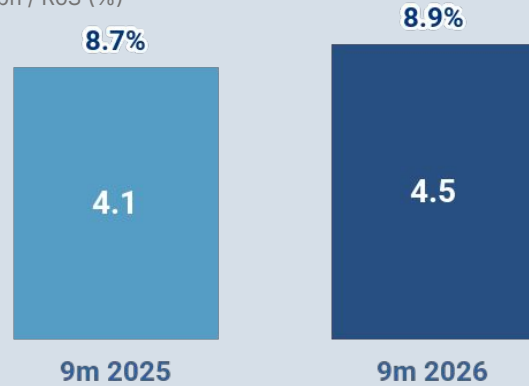


(1) Breakdown based on external revenues.

9m 2026 Profitability

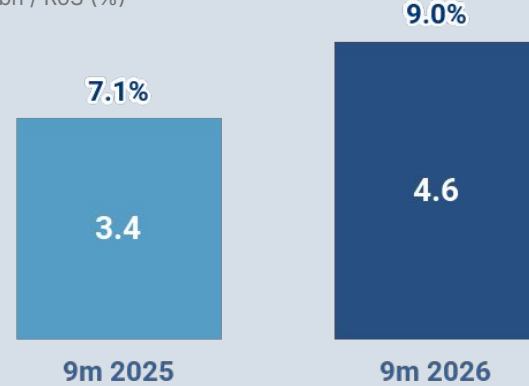
EBIT Adjusted

in € bn / RoS (%)



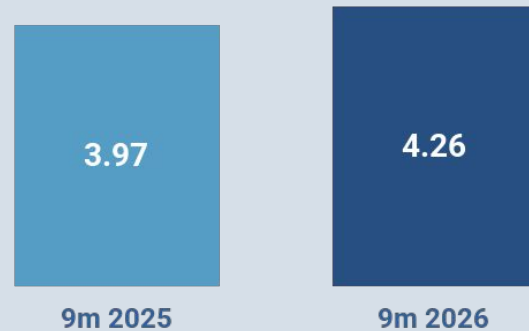
EBIT

in € bn / RoS (%)



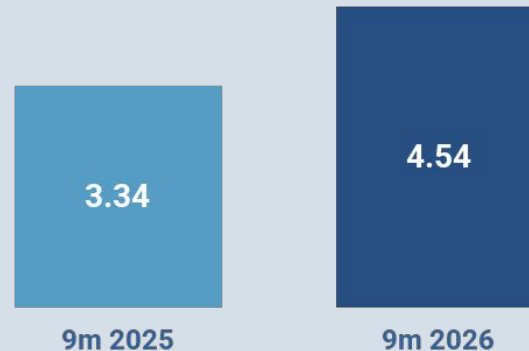
EPS Adjusted ⁽¹⁾

in €



EPS ⁽¹⁾

in €



EBIT Adjustments of € + 55 m:

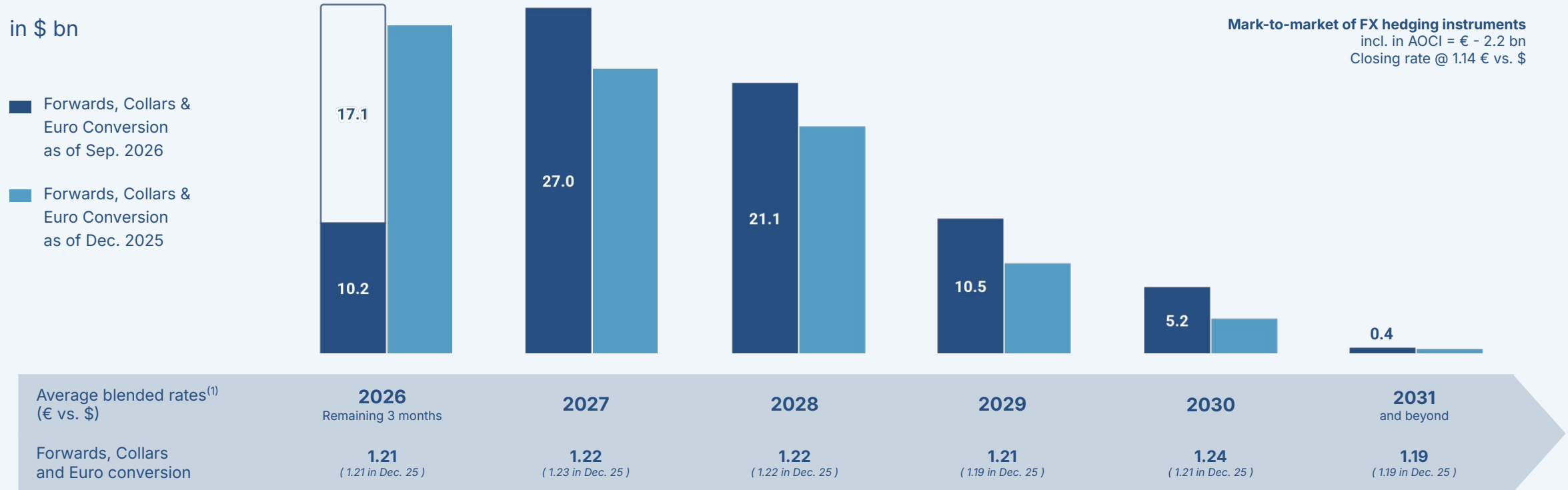
- € + 270 m \$ Working Capital mismatch and Balance Sheet revaluation
- € - 235 m related to the integration of former Spirit AeroSystems work packages
- € + 60 m related to Airbus Defence and Space workforce adaptation plan
- € - 40 m Others

EBIT to Net Income:

- Financial Result of € + 155 m
- Income Taxes of € - 1,191 m
- Net Income of € + 3,587 m

(1) 9m 2026 Average number of shares: 789,883,164 compared to 789,849,844 in 9m 2025.

USD Exposure Coverage



- In 9m 2026, \$ 17.1 bn⁽²⁾ of forwards matured and Euro conversion realised at an average blended rate⁽¹⁾ of € 1 = \$ 1.20.
- \$ 15.7 bn⁽²⁾ of new USD coverage were added at an average blended rate⁽¹⁾ of € 1 = \$ 1.21.
- Hedges and Euro conversion portfolio⁽²⁾ as of 30 September 2026 at \$ 74.4 bn, at an average blended rate⁽¹⁾ of \$ 1.22 (vs. \$ 75.8 bn in December 2025 at \$ 1.22).

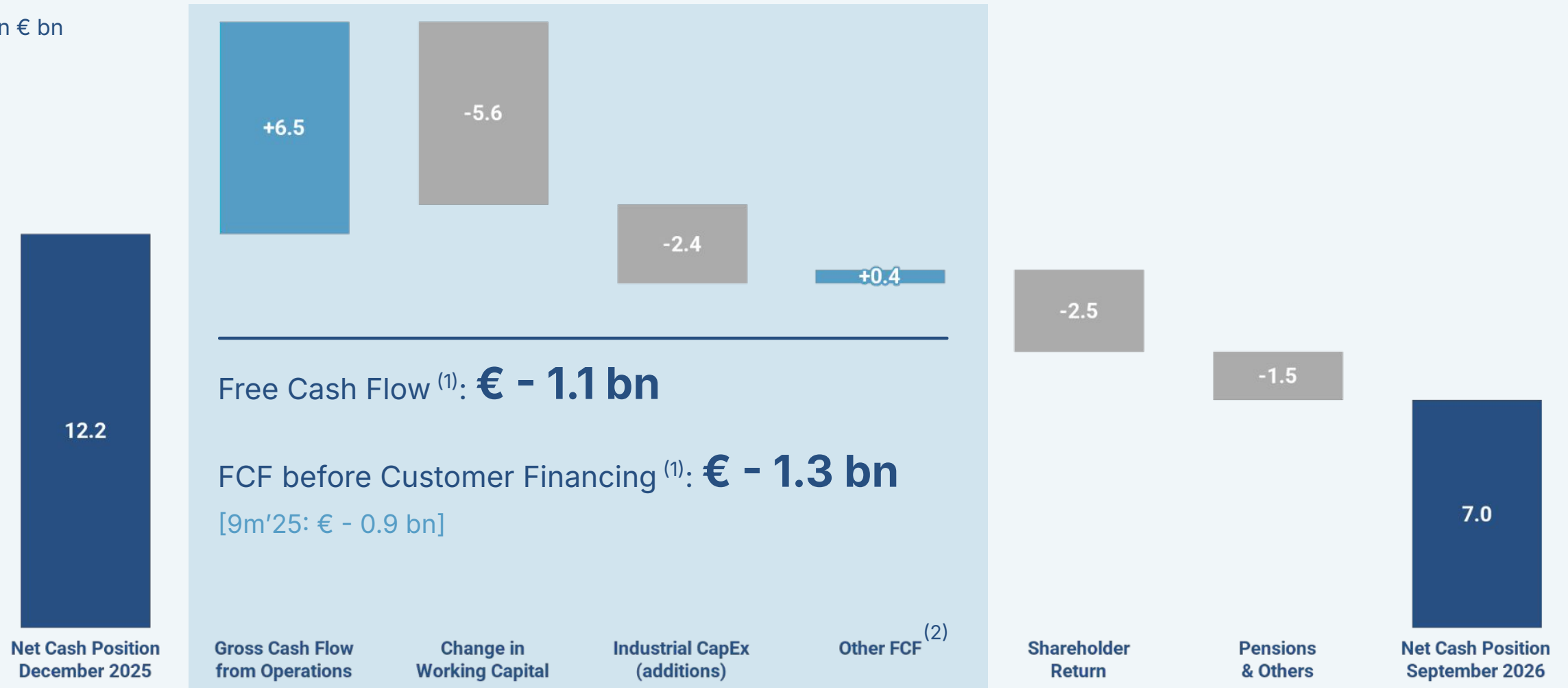
Approximately 60% of Airbus US\$ revenues are naturally hedged by US\$ procurement.

(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.

9m 2026 Cash Evolution

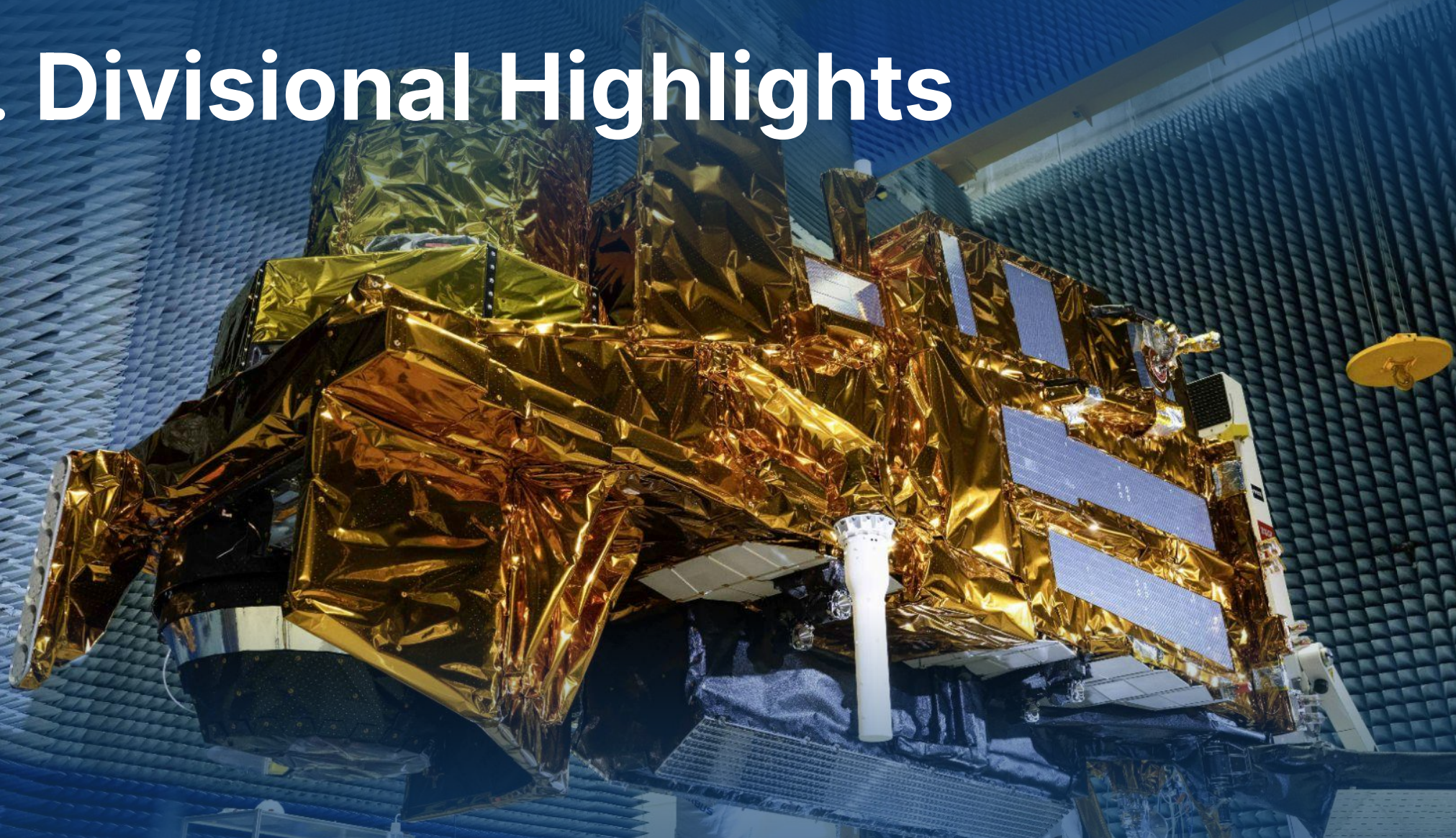
in € bn



(1) Customer Financing of € + 0.2 bn.

(2) Includes proceeds from disposals of intangible and fixed assets & dividends paid by companies valued at equity.

02. Divisional Highlights



EMPTY

EIGHT 6900Kg

SEE 624-13 SN 20

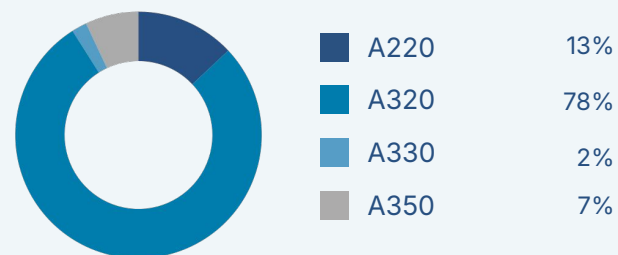
DIM 6234-000-000

AIRBUS

Airbus

in € m	9m 2026	9m 2025
Order Intake (net) in units	1,105	514
Order Book ⁽¹⁾ in units	9,310 ⁽²⁾	8,665
Deliveries in units	547	507
Revenues	36,665	33,886
R&D Expenses in % of revenues	1,798 4.9%	1,728 5.1%
EBIT Adjusted in % of revenues	3,362 9.2%	3,270 9.7%
EBIT in % of revenues	3,378 9.2%	2,556 7.5%

Deliveries by Programme
(% of units delivered)



External Revenue Split



Highlights

- Deliveries: 547 aircraft comprising 68 A220, 428 A320 Family, 13 A330 and 38 A350.
- Revenues mainly reflect higher deliveries, increased services and US dollar depreciation.
- EBIT Adjusted mainly reflects higher deliveries, higher R&D and a less favourable hedge rate.

(1) As of September 30th.

(2) It reflects 2 A330 previously delivered on operating lease.



Airbus Helicopters

in € m	9m 2026	9m 2025
Order Intake (net) in units	311	306
Order Book ⁽¹⁾ in units	1,122	981
Deliveries in units	226	218
Revenues	5,646	5,652
R&D Expenses in % of revenues	234 4.1%	227 4.0%
EBIT Adjusted in % of revenues	445 7.9%	495 8.8%
EBIT in % of revenues	445 7.9%	495 8.8%

External Revenue split



Highlights

- Revenues broadly stable in the first nine months.
- EBIT Adjusted and Revenues reflecting a less favourable delivery mix.

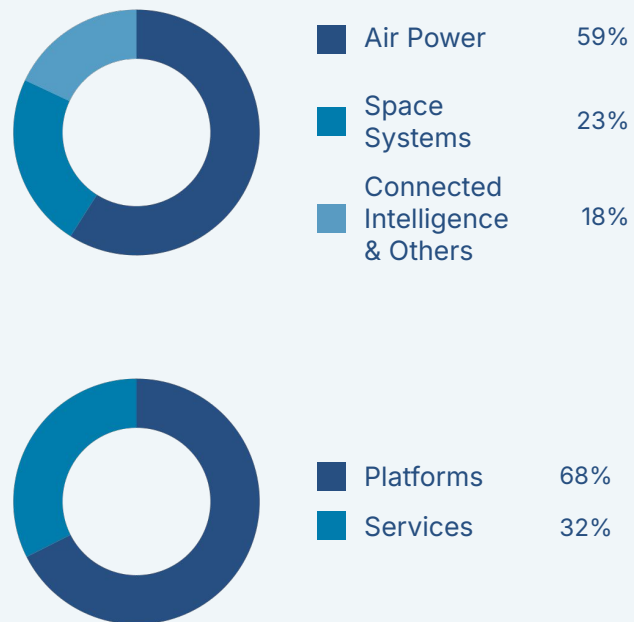
(1) As of September 30th.



Airbus Defence and Space

in € m	9m 2026	9m 2025
Order Intake (net)	11,474	6,753
Revenues	9,341	8,876
R&D Expenses <i>in % of revenues</i>	285 3.1%	206 2.3%
EBIT Adjusted <i>in % of revenues</i>	672 7.2%	420 4.7%
EBIT <i>in % of revenues</i>	711 7.6%	353 4.0%

External Revenue split



Highlights

- Revenues increase driven by higher volumes across all Business Units.
- EBIT Adjusted reflects higher volumes and better profitability across all Business Units.



03. Guidance Highlights & Outlook



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



Deliver **profitable growth**

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

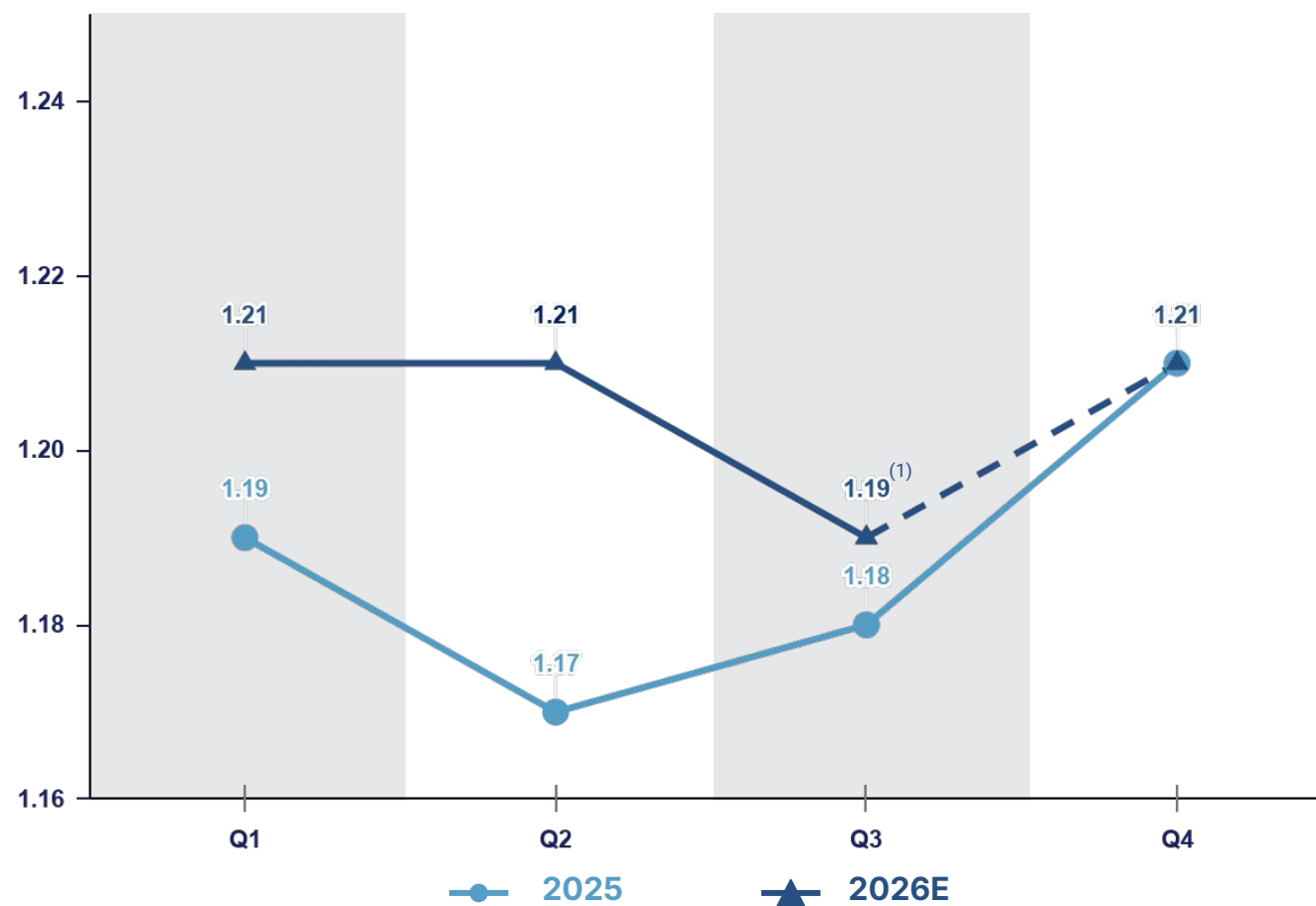


Appendix. 9m 2026 Results



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

Active exposure management



FY 2025

FY 2026E

Average
Blended Rates

1.19

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) Q3 actual.

9m 2026 Detailed Income Statement and Adjustments

in € m	9m 2026 Reported	thereof Adjustments				9m 2026 Adjusted
		Impact on EBIT			Financial Result	
		Operational				
		Airbus	Defence and Space	Helicopters	Airbus + Defence and Space ⁽¹⁾	
EBIT	4,550	(259)	44	0	270	4,495
<i>in % of Revenues</i>	9.0%					8.9%
Interest income	514					514
Interest expense	(533)					(533)
Other Financial Result	174					13638
Financial Result	155					13619
Income before taxes	4,705	(259)	44	0	270	4,514
Non-controlling interests	73					73
Net Income	3,587					3,368
Number of shares	789,883,164					789,883,164
EPS (in €)	4.54					4.26

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 25%.

(1) Thereof € + 275 m Airbus, € - 5 m Defence and Space.

9m 2025 Detailed Income Statement and Adjustments

in € m	9m 2025 Reported	thereof Adjustments				9m 2025 Adjusted
		Impact on EBIT				
		Operational			FX	
		Airbus	Defence and Space ⁽¹⁾	Helicopters	Airbus + Defence and Space ⁽²⁾	
EBIT	3,365	(135)	(69)	0	(577)	4,146
<i>in % of Revenues</i>	7.1%					8.7%
Interest income	537					537
Interest expense	(564)					(564)
Other Financial Result	401					381 20
Financial Result	374					381 (7)
Income before taxes	3,739	(135)	(69)	0	(577)	381 4,139
Non-controlling interests	112					112
Net Income	2,641					3,133
Number of shares	789,849,844					789,849,844
EPS (in €)	3.34					3.97

Net Income Adjusted excludes the following items:

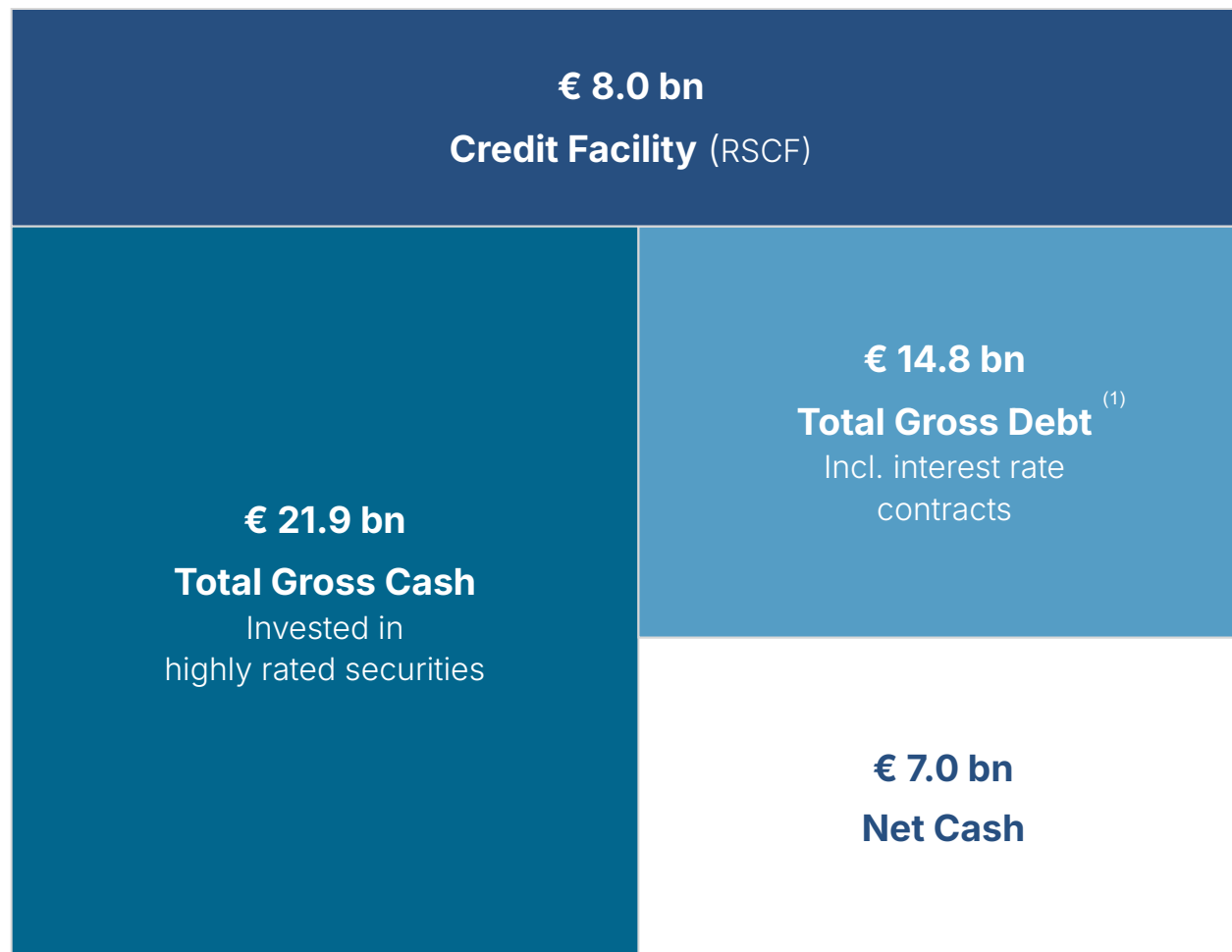
- Adjustments impacting the EBIT line (as reported in the EBIT Adjusted)
- The Other Financial Result, except for the unwinding of discounted provisions

The tax effect on Adjusted Income before taxes is calculated at 27%. The effective tax rate on Income before taxes is 32%.

(1) Thereof € 0 m A400M programme update.

(2) Thereof € - 579 m Airbus, € + 2 m Defence and Space.

Liquidity as of 30 September 2026



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
- \$ 0.7 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 9m 2026 Gross Debt includes financing liabilities for € 13.8 bn and interest rate contracts related to fair value hedges for € 1.0 bn.

Quarterly **Key Figures**

in € m	Q3 2026	Q3 2025
Revenues	17,469	17,826
EBIT Adjusted	1,768	1,942
EBIT	1,805	1,748
Net Income	1,344	1,116
FCF before Customer Financing	(102)	696
FCF	(65)	806

in € m	Q3 2026	Q3 2025	Q3 2026	Q3 2025	Q3 2026	Q3 2025
	Revenues		EBIT Adjusted		EBIT	
Airbus	12,788	13,057	1,375	1,556	1,428	1,325
Helicopters	1,966	1,959	205	246	205	246
Defence and Space	3,025	3,063	185	155	169	192
Eliminations	(310)	(253)	3	(15)	3	(15)
Consolidated Airbus	17,469	17,826	1,768	1,942	1,805	1,748

Detailed Free Cash Flow

in € m	9m 2026	9m 2025
Net Cash position at the beginning of the period	12,171	11,753
Gross Cash Flow from Operations ⁽¹⁾	6,548	4,709
Change in working capital ⁽²⁾	(5,647)	(3,677)
Investments in intangible and fixed assets (net) & dividends paid by companies valued at equity	(2,009)	(1,810)
of which Industrial CapEx (additions) ⁽³⁾	(2,425)	(2,261)
Free Cash Flow ⁽⁴⁾	(1,108)	(778)
of which Customer Financing	160	136
Free Cash Flow before Customer Financing	(1,268)	(914)
Change in other Investing cash flow	(902)	63
Change in capital and non-controlling interests	1	25
Change in treasury shares / share buyback	(87)	(125)
Change in liability for puttable instruments	0	48
Contribution to plan assets of pension schemes	(212)	(238)
Cash distribution to shareholders	(2,530)	(2,372)
Others	(291)	(1,334)
Net Cash position at the end of the period	7,042	7,042

(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.

Net Cash Position

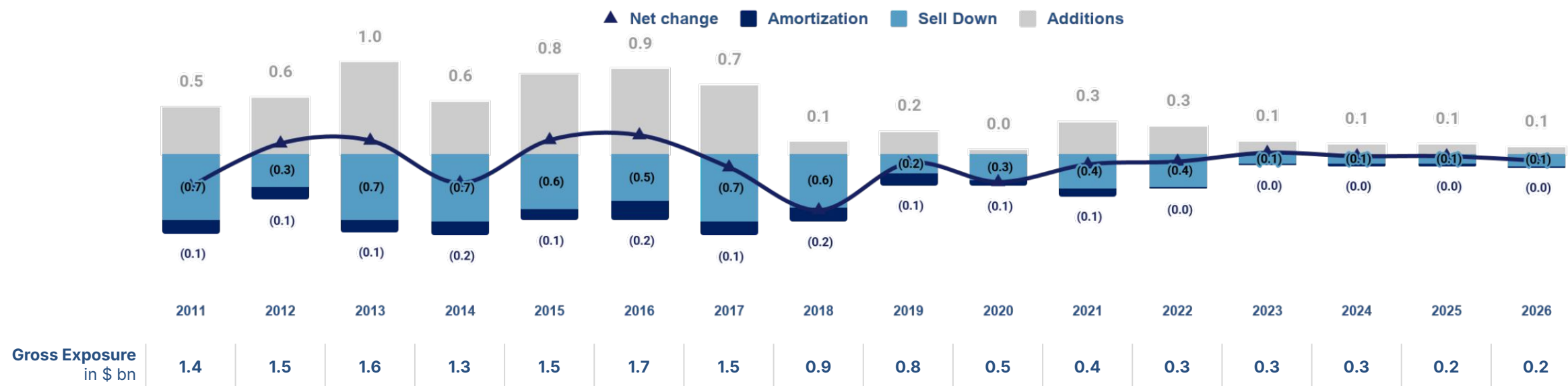
in € m

	Sep. 2026	Dec. 2025
Gross Cash	21,854	27,218
Financing Liabilities	(13,826)	(14,249)
Short-term Financing Liabilities	(4,841)	(5,186)
Long-term Financing Liabilities	(8,985)	(9,063)
Interest rate contracts	(986)	(798)
Reported Net Cash	7,042	12,171

Customer Financing Exposure

in € m	Sep. 2026	Dec. 2025	Sep. 2026	Dec. 2025	Sep. 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	137	192	5	6	19	21
of which off-balance sheet	0	0	0	0	0	0
Estimated value of collateral	(95)	(157)	(5)	(6)	(13)	(15)
Net Exposure	41	35	0	0	6	6
Provision and asset impairment	(41)	(35)	0	0	(6)	(6)
Net Exposure after provision	0	0	0	0	0	0

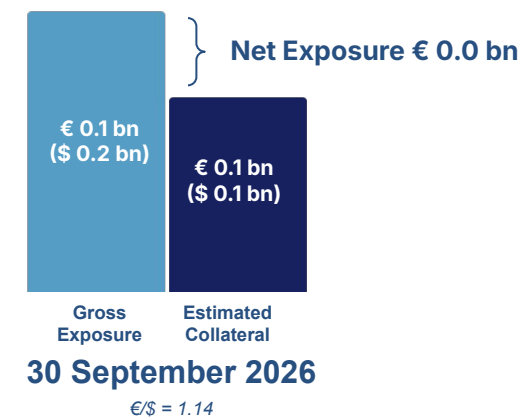
Airbus Customer Financing



Net Exposure fully provisioned



Net Exposure fully provisioned



Balance Sheet Highlights: Assets

in € m	Sep. 2026	Dec. 2025
Non-current Assets	63,577	61,292
of which Intangible & Goodwill	17,141	16,847
of which Property, plant & equipment	21,410	20,893
of which Investments & other long-term financial assets	8,670	7,830
of which Contract assets	0	17
of which Positive hedge mark-to-market	441	1,050
of which Non-current securities	10,785	9,997
Current Assets	76,543	73,584
of which Inventory	51,374	41,676
of which Contract assets	1,665	1,639
of which Cash and cash equivalents	8,026	14,128
of which Current securities	3,043	3,093
of which Positive hedge mark-to-market	441	771
Assets of disposal groups classified as held for sale	53	63
Total Assets	140,173	134,939
Closing rate € vs. \$	1.14	1.18

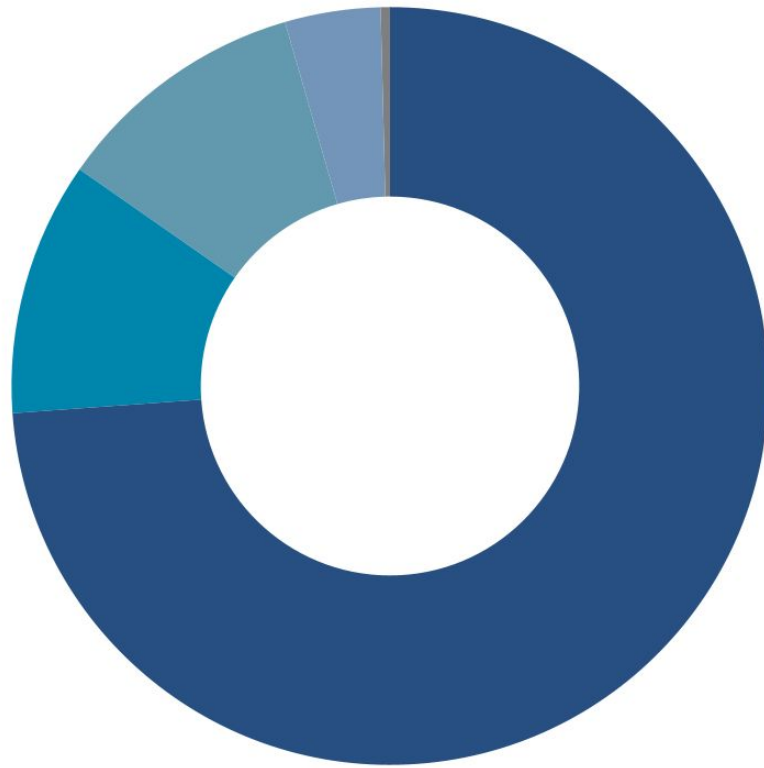
Balance Sheet Highlights: Liabilities

in € m	Sep. 2026	Dec. 2025
Total Equity	26,827	26,184
of which AOCl (Accumulated Other Comprehensive Income)	(1,122)	(70)
of which Non-controlling interests	85	80
Total Non-current liabilities	46,951	45,244
of which Pensions	796	926
of which Other provisions	2,885	3,050
of which Financing liabilities	8,985	9,063
of which European Governments' refundable advances	3,565	3,620
of which Contract liabilities	28,270	26,484
of which Negative hedge mark-to-market	1,554	1,107
Total Current liabilities	66,315	63,429
of which Pensions	260	329
of which Other provisions	3,377	4,040
of which Financing liabilities	4,841	5,186
of which European Governments' refundable advances	248	202
of which Contract liabilities	33,140	32,112
of which Trade liabilities	16,874	15,878
of which Negative hedge mark-to-market	951	414
Liabilities of disposal groups classified as held for sale	80	82
Total Liabilities and Equity	140,173	134,939

New Capitalised Research and Development

in € m	9m 2026	9m 2025
Airbus	150	166
Helicopters	0	0
Defence and Space	33	55
Eliminations	0	0
Consolidated Airbus	183	221

Shareholding Structure at 30 September 2026



Free Float	73.9%
SOGEPA	10.8%
GZBV	10.8%
SEPI	4.1%
Treasury Shares	0.4%

792,283,683 shares issued at 30 September 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	36,665	33,886		52,577
Helicopters	1,604	1,600	3,680	3,693	5,646	5,652		8,972
Defence and Space	2,832	2,656	6,316	5,813	9,341	8,876		13,405
Eliminations	(221)	(235)	(697)	(725)	(1,007)	(978)		(1,534)
Consolidated Airbus	12,651	13,542	33,176	29,610	50,645	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	3,362	3,270		5,470
Helicopters	65	78	240	249	445	495		925
Defence and Space	130	77	487	265	672	420		798
Eliminations	24	(25)	13	(24)	16	(39)		(65)
Consolidated Airbus	300	624	2,727	2,204	4,495	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	3,378	2,556		4,555
Helicopters	65	78	240	249	445	495		953
Defence and Space	134	(31)	542	161	711	353		639
Eliminations	24	(25)	13	(24)	16	(39)		(65)
Consolidated Airbus	224	473	2,745	1,617	4,550	3,365		6,082

9m 2026 IFRS vs. APM Cash Flow Reconciliation

in € bn

Sep. 2026

Cash provided by (used for) operating activities	0.7
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	(5.6)
Gross Cash Flow from Operations	6.5

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.