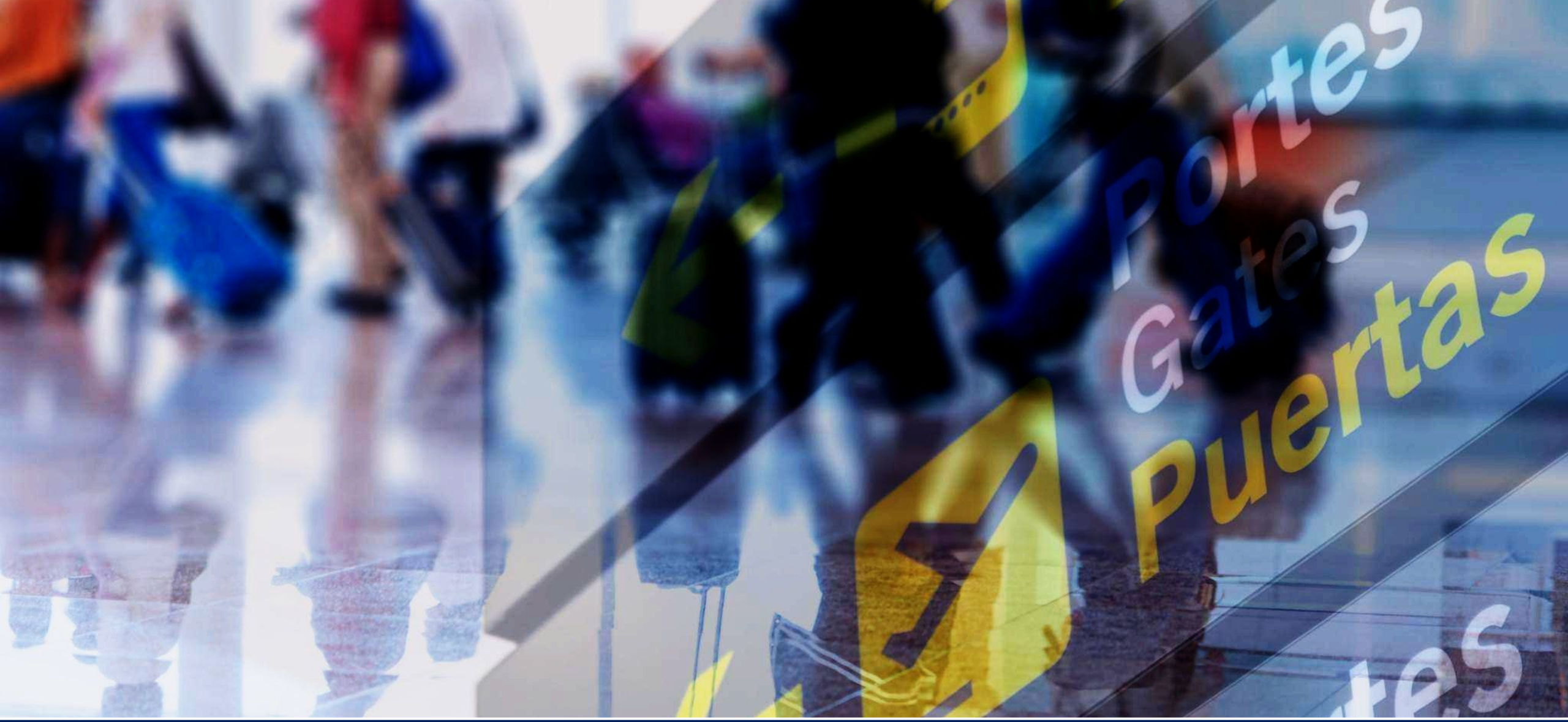


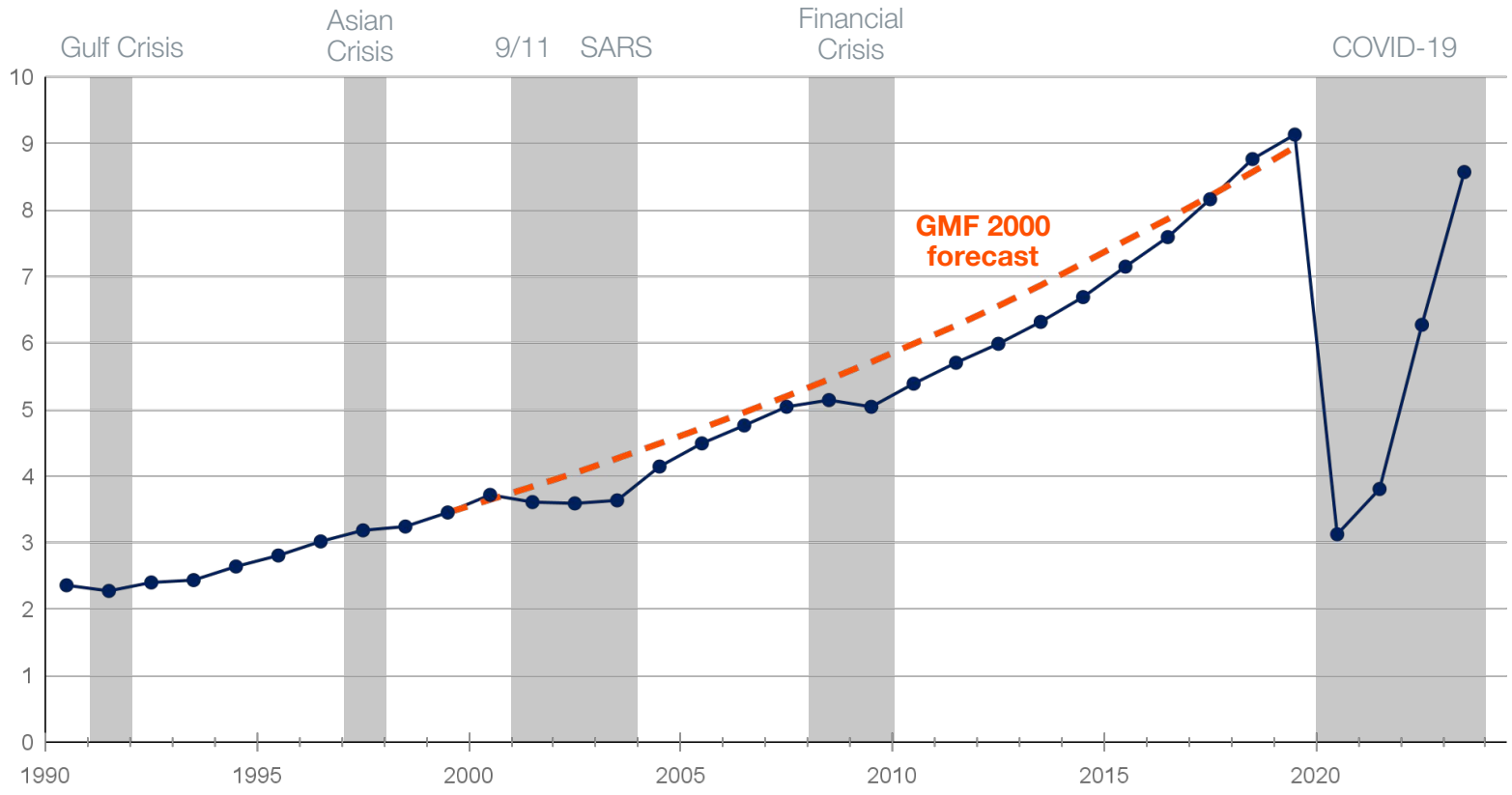
Global Market Forecast 2024

AIRBUS

Air transport industry has proven its resilience

Long term growth recovered from previous local or global crises

World air traffic (trillion RPK)*



Source: IATA, Airbus GMF

* includes scheduled and non-scheduled flights

Post 9/11, SARS and financial crisis traffic rebound to long term growth

2010 - 2019 saw exceptional growth, exceeding predictions at the time

AIRBUS

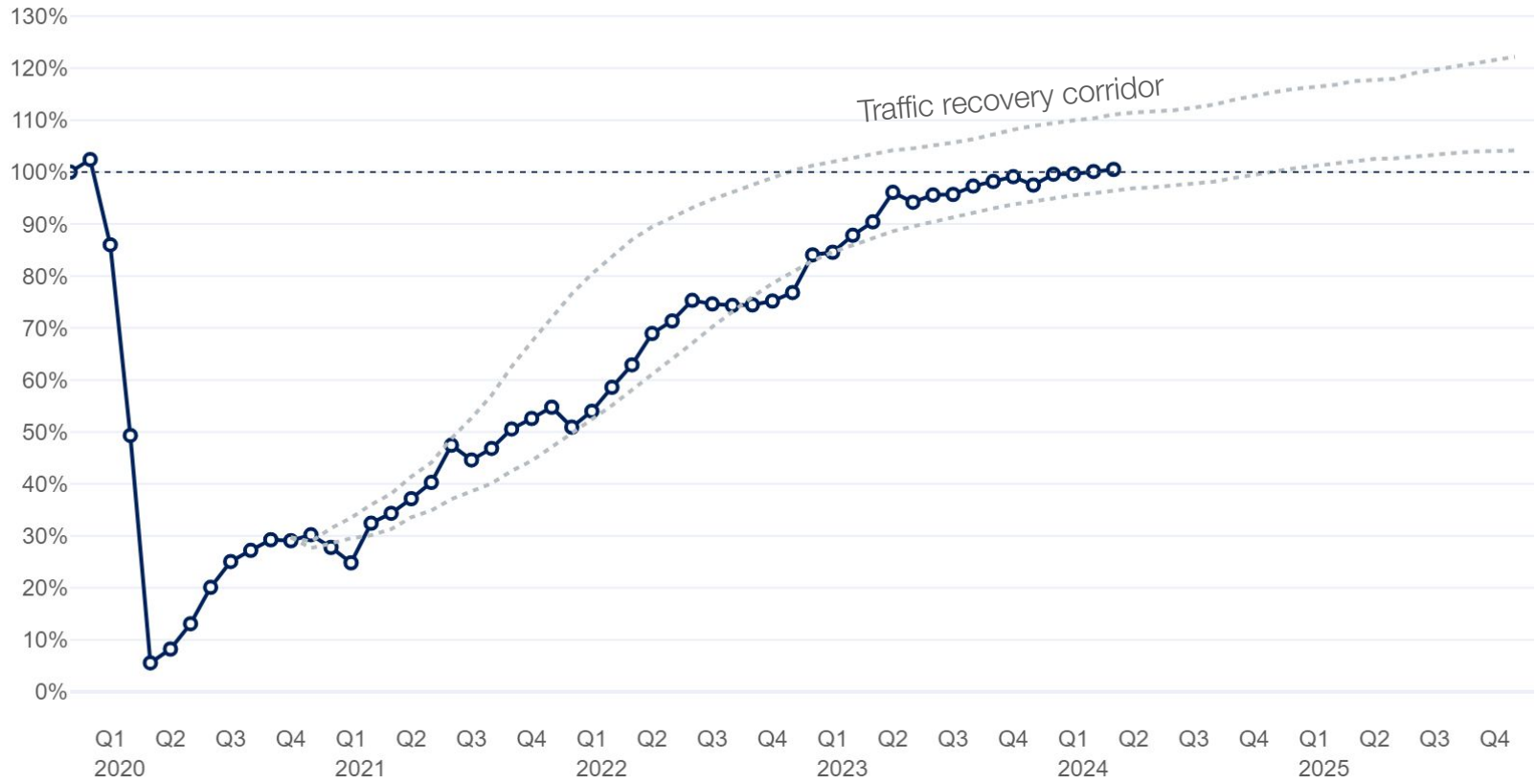
Air transport industry has proven its resilience

Covid crisis was no exception

Post-Covid traffic has developed in-line with anticipated recovery modelled on previous crises

Source: OAG, FR24, Sabre, IATA, Airbus GMF

World air traffic (RPK versus equivalent month in 2019)



AIRBUS

All industry actors contribute to resilience and growth

Also visible during the pandemic

Source: OAG, Cirium, Airbus GMF
*Passenger aircraft above 100 seats

Infrastructure

Public Service Obligation routes
Supporting connectivity for remote communities

42 new airports
43 new runways
Opened since 2019

Airlines and Network

160 new airlines since 2019
Entrepreneurship stimulates industry

7,250 new routes opened
since 2019 (out of 35,300 city pairs in 2023)

LCCs continue to bring connectivity and affordability

Fleet

2,200 aircraft* changed operator since 2019 (out of 21,000 in-service beginning 2020)
Airlines adapting their fleet and taking advantage of asset flexibility

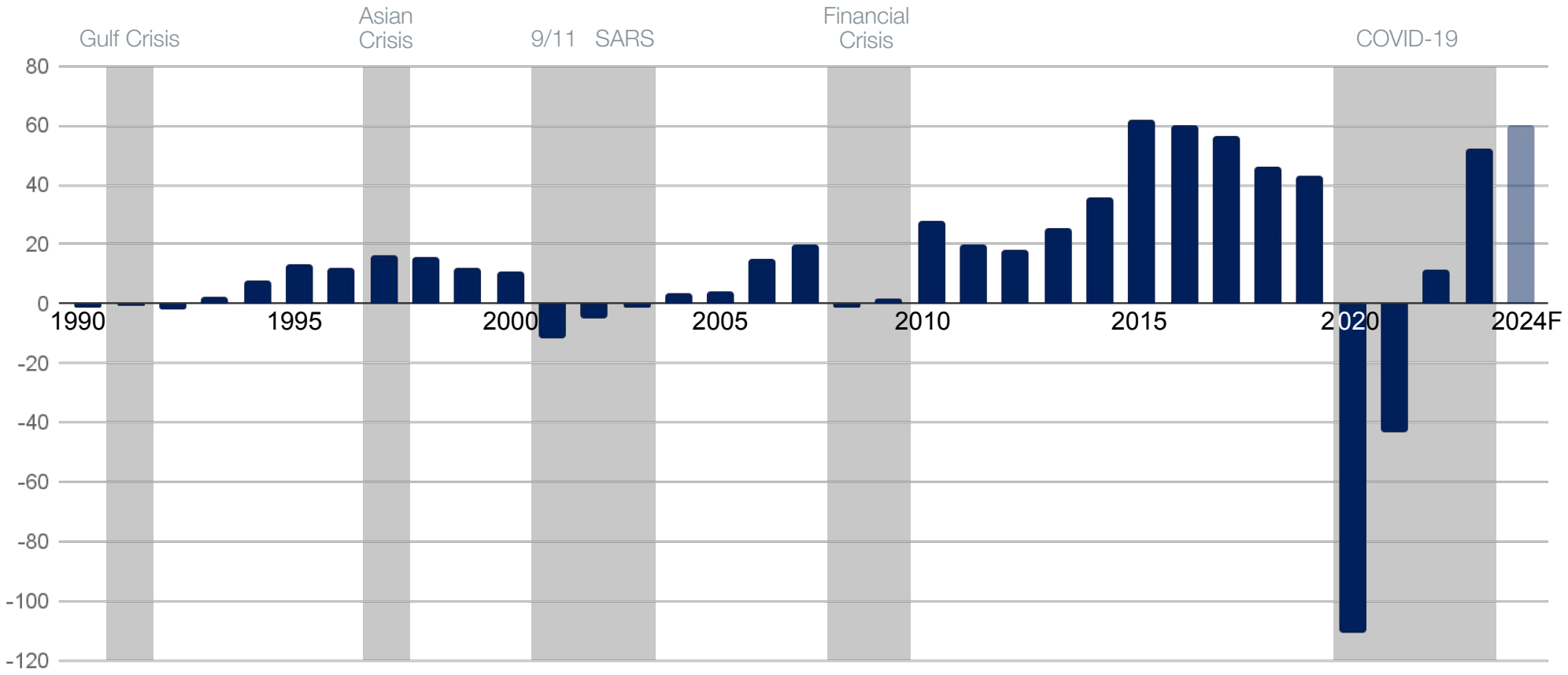
New products coming into service

A321XLR, A350-1000 ULR, A350 Freighter

Airline operating results continue to recover

Source: IATA, Airbus GMF

Airline operating result ($ billion)



AIRBUS

2023 was a year of solid recovery and 2024 outlook is strong

Source: IATA, S&P Global, Airbus GMF
* June 2024 IATA Industry Statistics Fact Sheet - 2024e: estimation

	2019	2023	2024e*
	2.7% real GDP growth	**2.7%** real GDP growth	**2.8%** real GDP growth
	4.5 billion passengers	**4.5** billion passengers	**~5** billion passengers
	4.1% RPK growth	**36.6%** RPK growth	**11.6%** RPK growth
	82.6% load factor	**82.2%** load factor	**82.5%** load factor
	$43.2 bn airlines operating profit	**$52.2 bn** airlines operating profit	**$59.9 bn** airlines operating profit

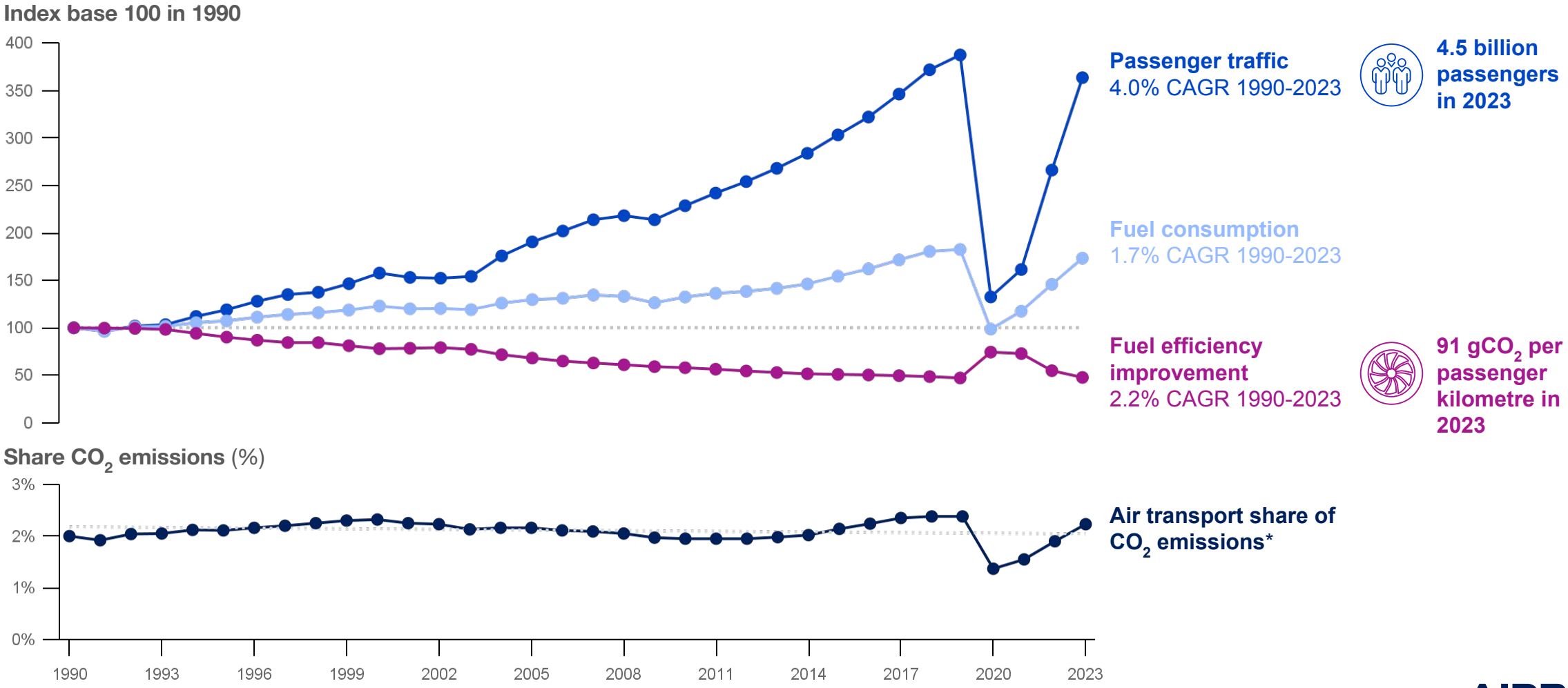
AIRBUS

Efficiency improvement has enabled democratisation of air travel

CO_2 emissions per RPK halved through technology and operational improvements

Source: IATA, ICAO, EDGAR CO_2 emissions, Airbus GMF

* Note: commercial air transport direct share of total anthropogenic CO_2 fossil emissions (excluding land use change)

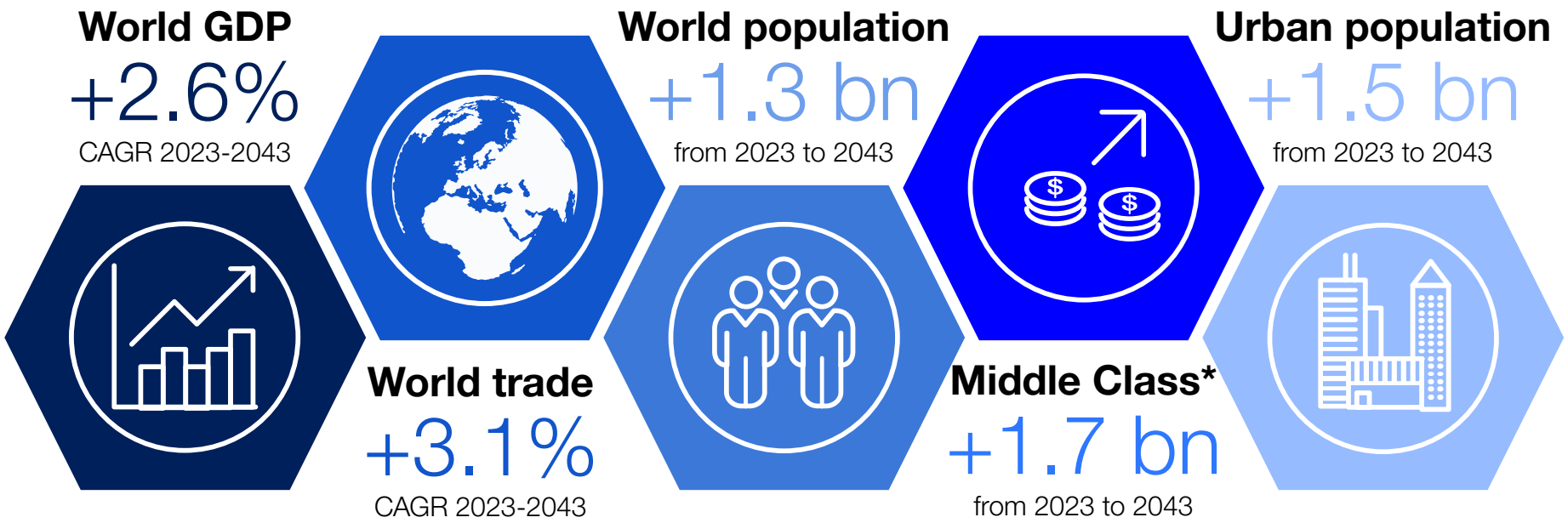


AIRBUS

GDP, trade and population are the main drivers of air traffic growth

Source: S&P Global, Airbus GMF

* Households with yearly income between $20,000 and $150,000 at PPP in constant 2015 prices

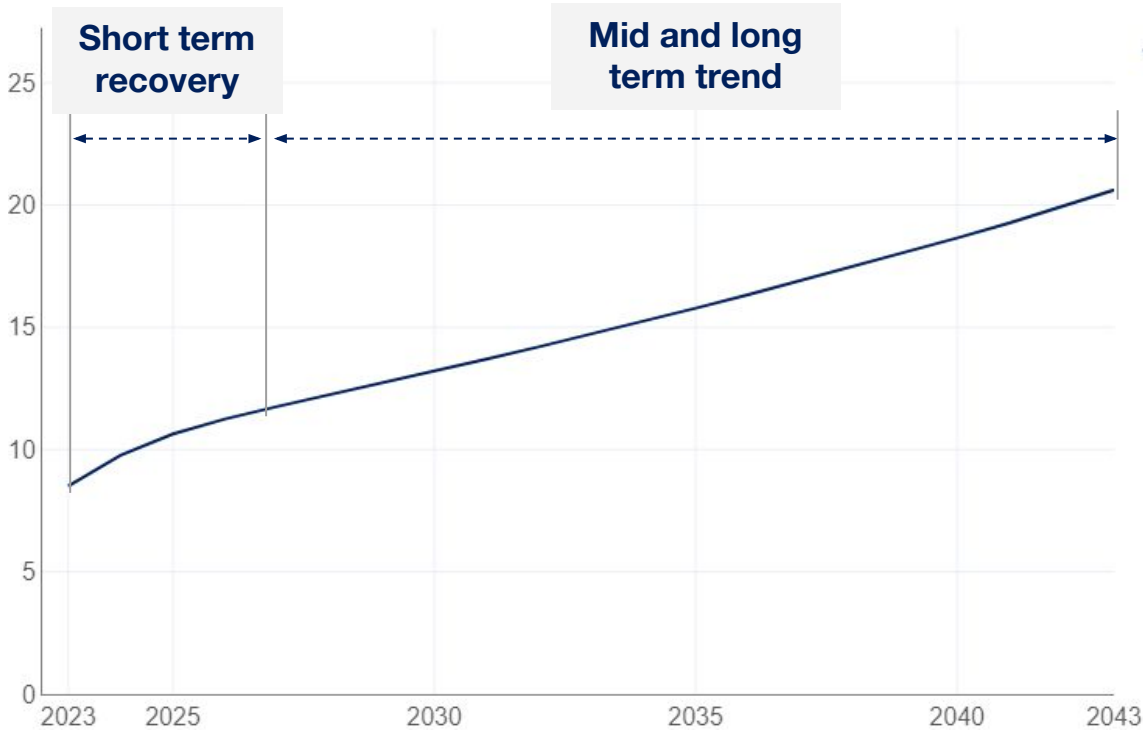


AIRBUS

Passenger traffic forecast

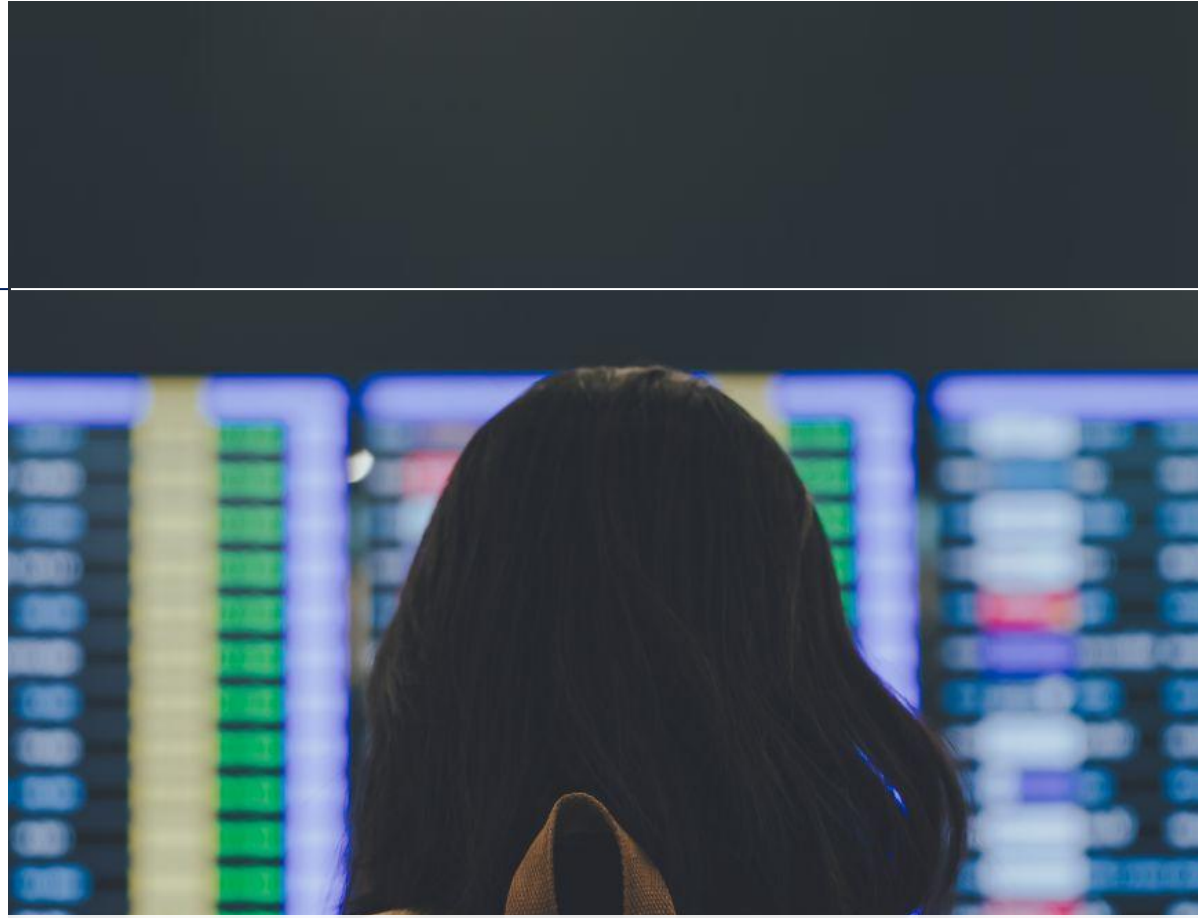
Strong short term dynamic and long term normalisation

World air traffic (trillion RPK)*



Source: IATA, Airbus GMF

* includes scheduled and non-scheduled flights



High initial growth rate of 8.4% CAGR on average until 2027 as **traffic recovers** about two years lost during the pandemic.

In the mid to long term traffic is globally **reconnecting with pre-covid trends and pace** (~3.6% CAGR 2027-43).

AIRBUS

Traffic forecast

Central scenario and uncertainties

Macroeconomics
(GDP, trade, demography, inflation, energy)

Ticket prices
(incl. fuel price and other operating costs)

Geopolitics

Network, infrastructure
and operations

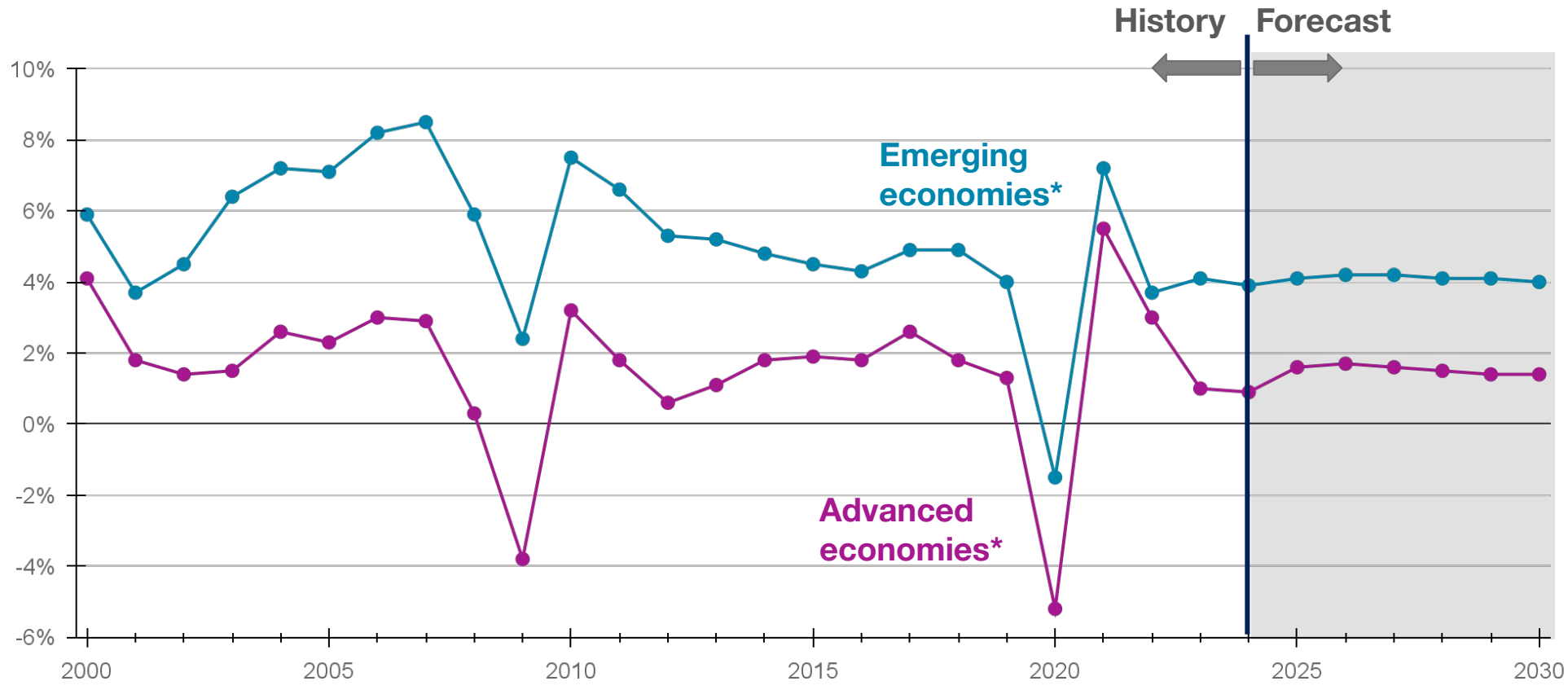
Regulations

AIRBUS

Emerging economies continue to grow faster than advanced ones

Source: IATA, Airbus GMF
* 54 Emerging Economies & 31 Advanced Economies

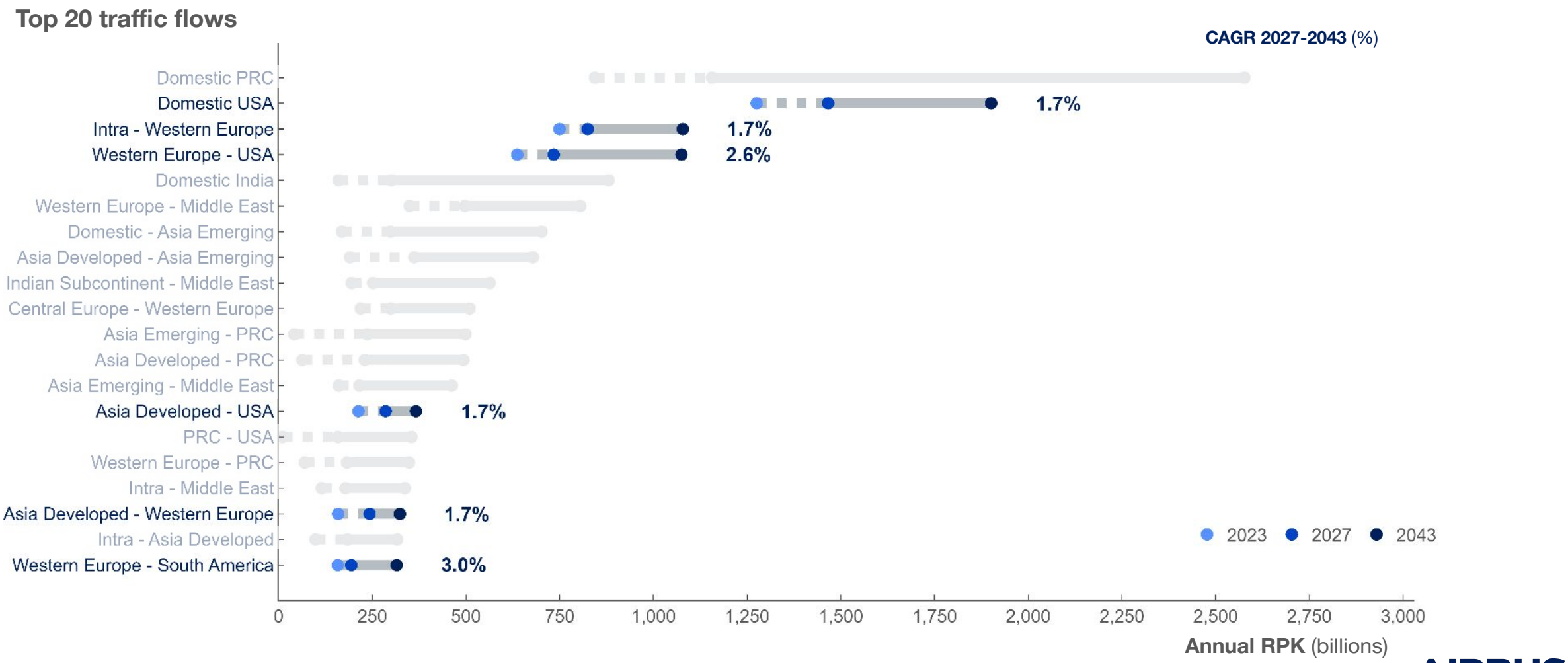
Real GDP growth (%)



AIRBUS

Modest traffic growth in mature flows…

Source: Airbus GMF



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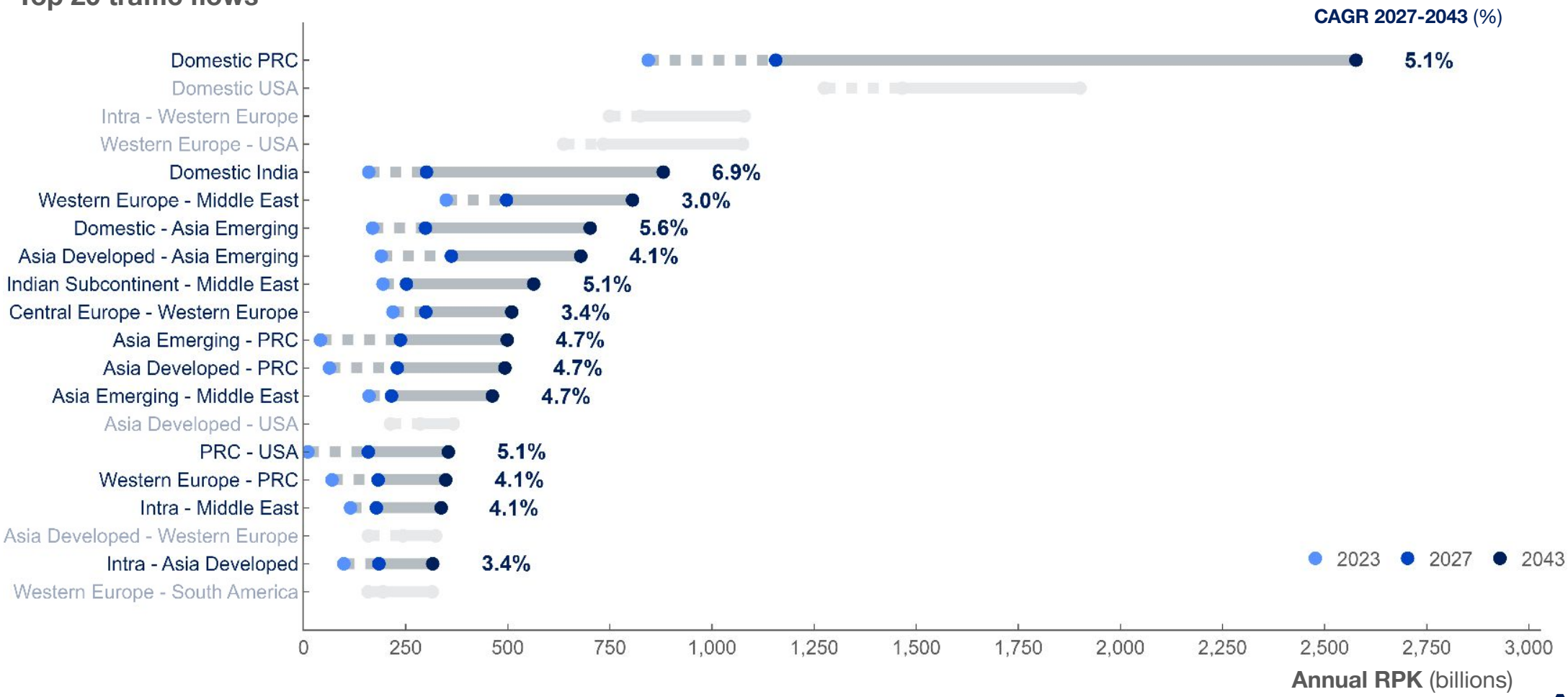
…and stronger traffic growth in Asia and Middle East, led by India and PRC

Source: Airbus GMF

Top 20 traffic flows

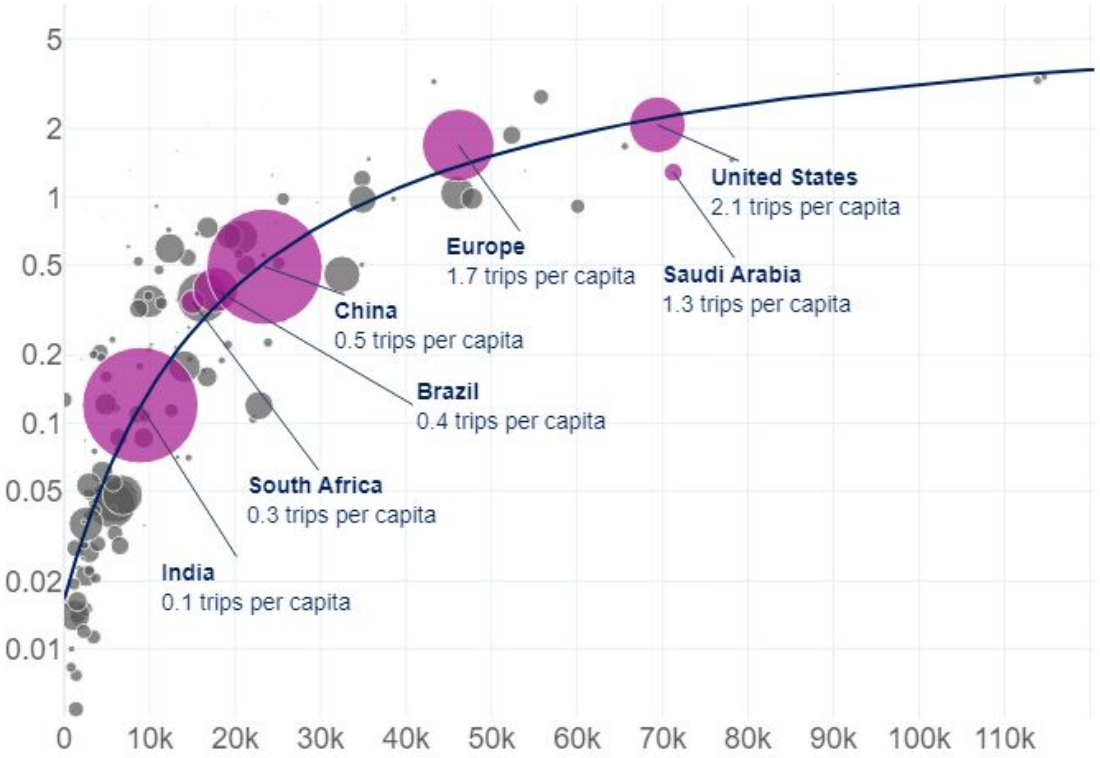


Air transport is tightly linked to economic development and geography

Source: S&P Global, Sabre, Airbus GMF
**Europe is based on geographic definition*

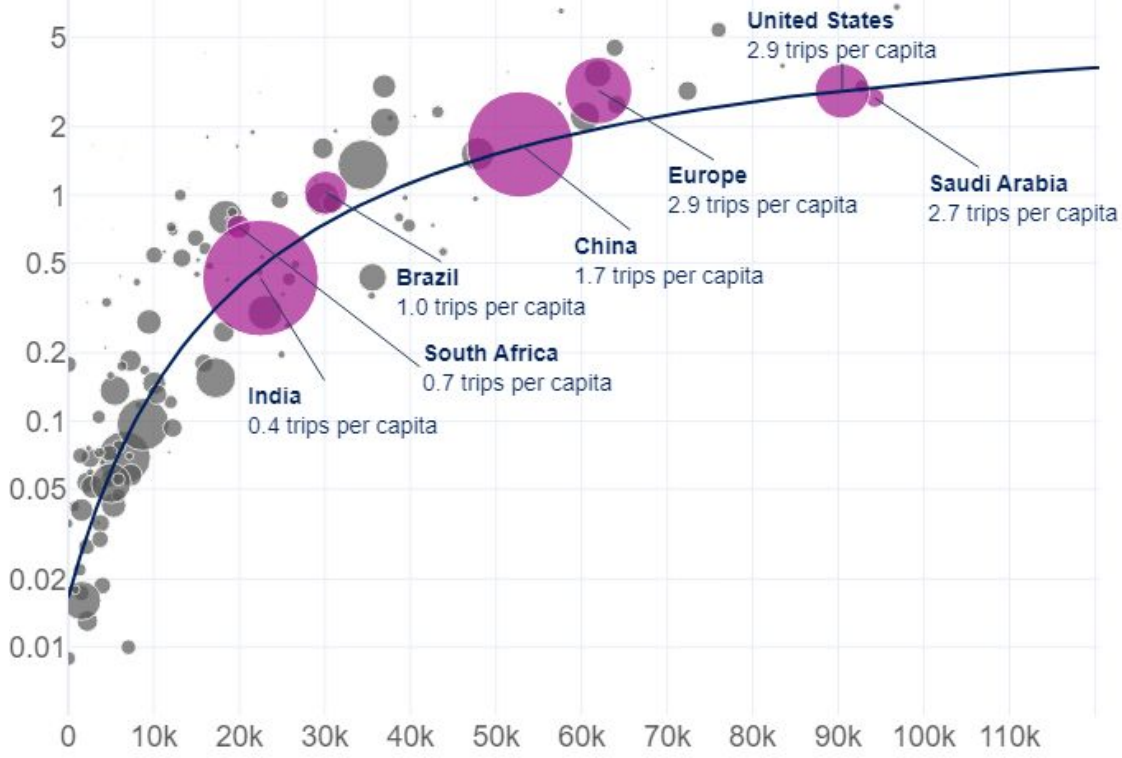
2023 yearly trips per capita

(bubble size proportional to country population)



2043 yearly trips per capita

(bubble size proportional to country population)

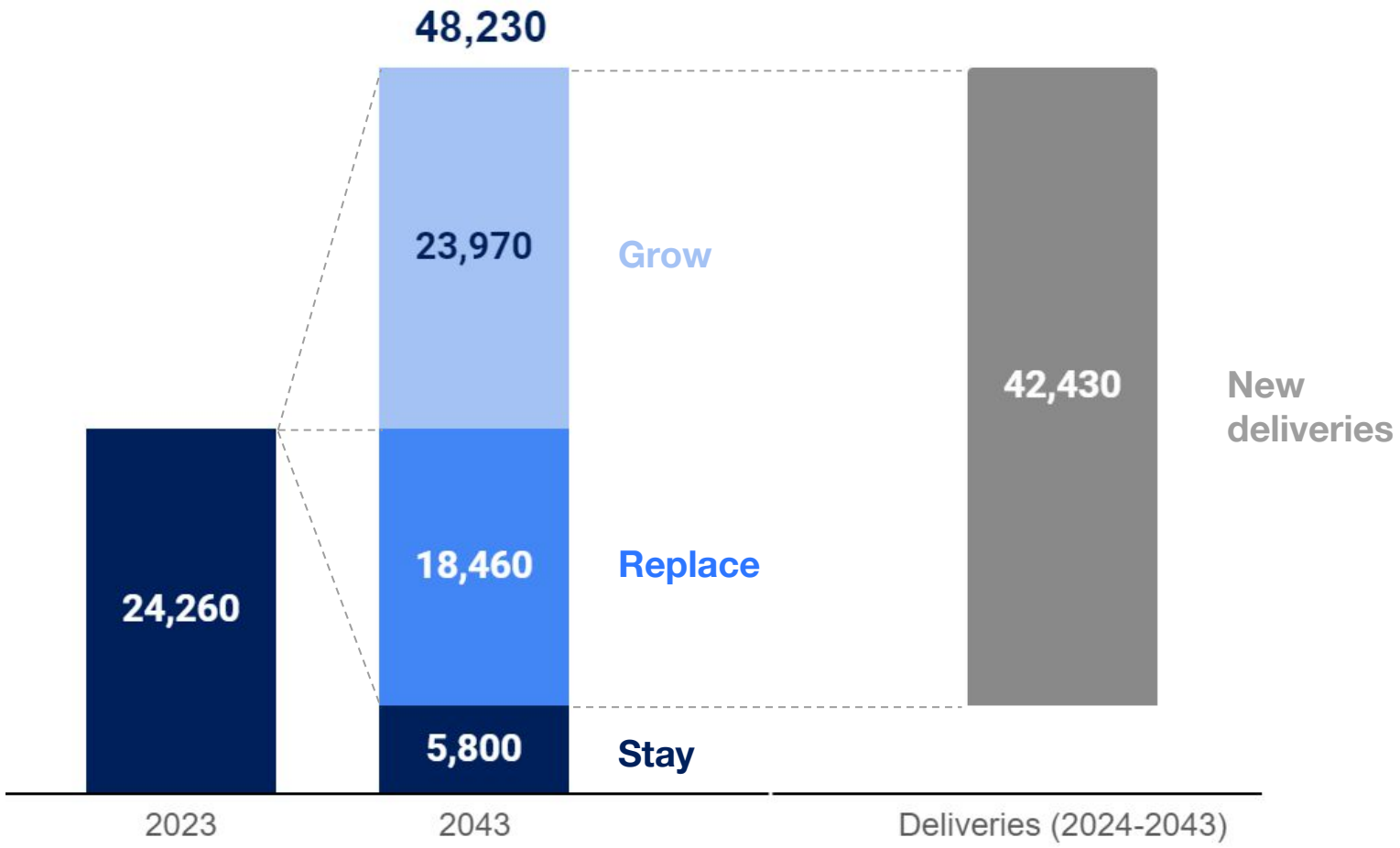


GDP per capita (Purchasing Power Parity $ - 2019)

Demand for 42,430 new aircraft between 2024 and 2043

Source Airbus GMF, Cirium Jan 24
Notes: Passenger aircraft (≥ 100 seats) & Freighters (≥ 10 tons payload) | Figures rounded to nearest 10

Number of aircraft

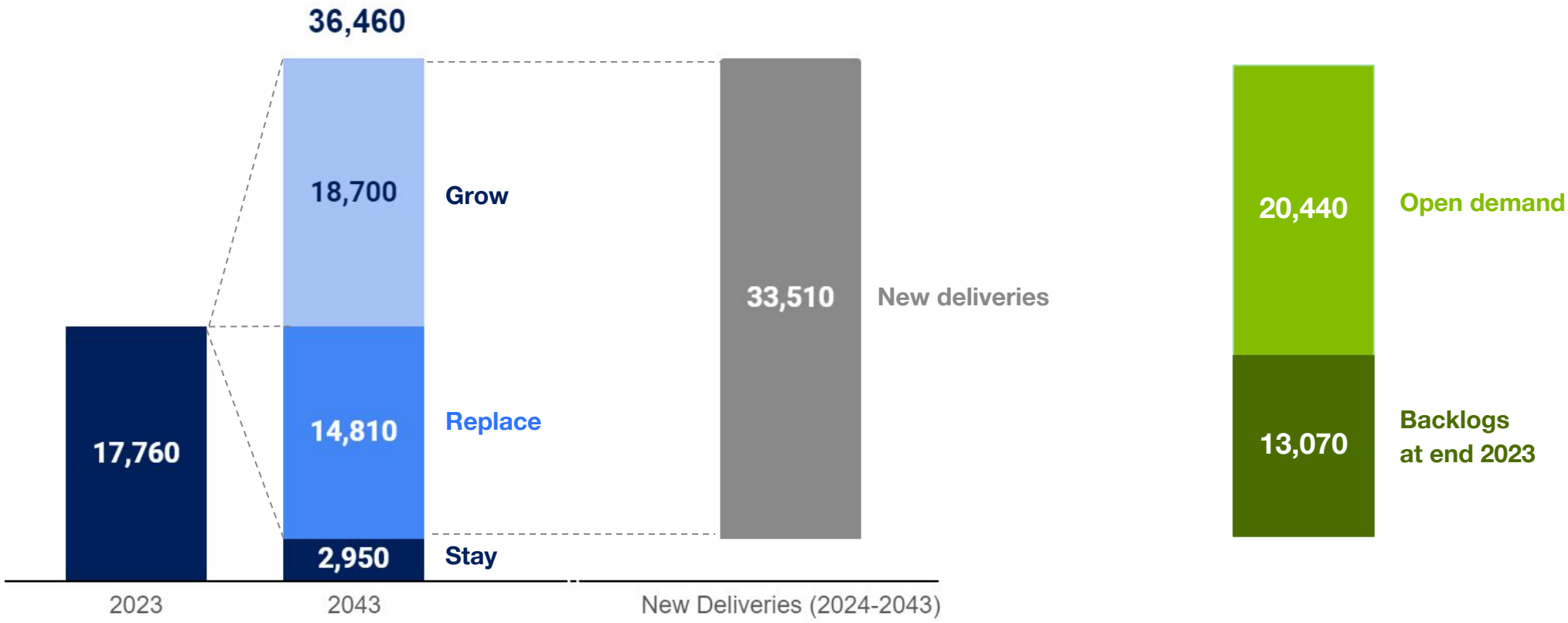


AIRBUS

Demand for ~33,510 new passenger single-aisle aircraft over the next 20 years

Source Airbus GMF, Cirium Jan 24
Notes: Passenger aircraft (≥ 100 seats) | Figures rounded to nearest 10

Number of aircraft

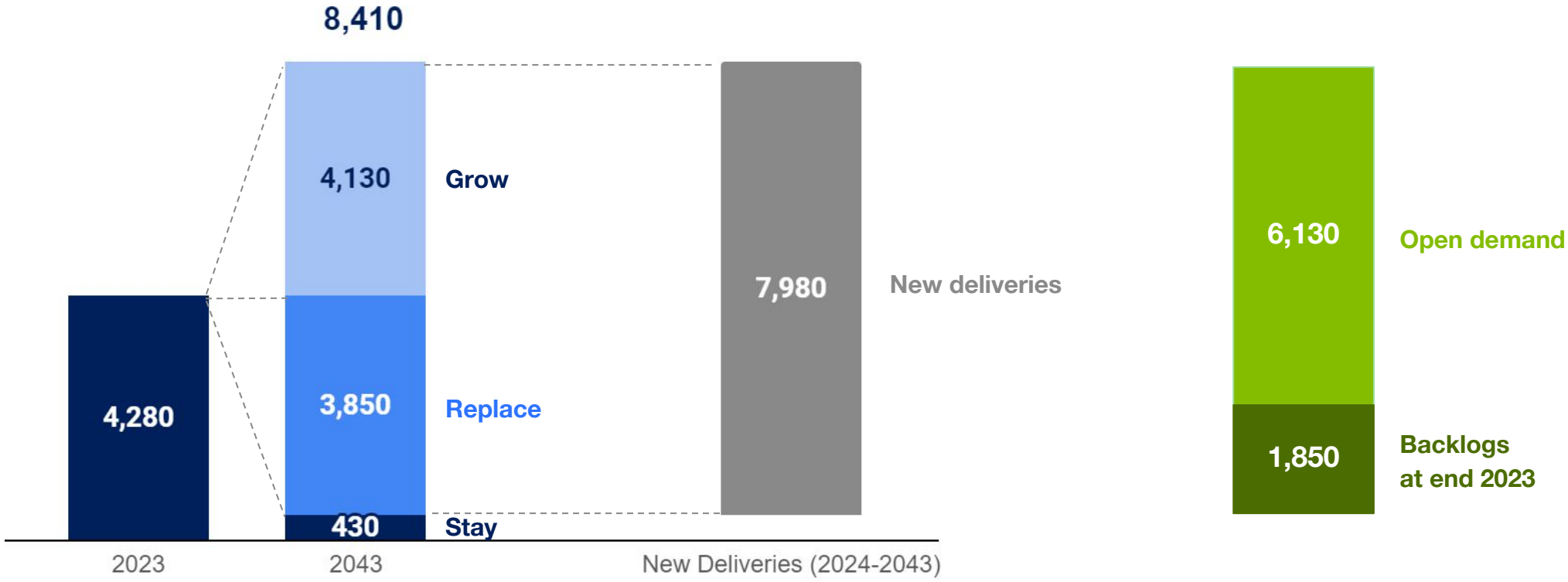


AIRBUS

Demand for ~7,980 new passenger widebody aircraft over the next 20 years

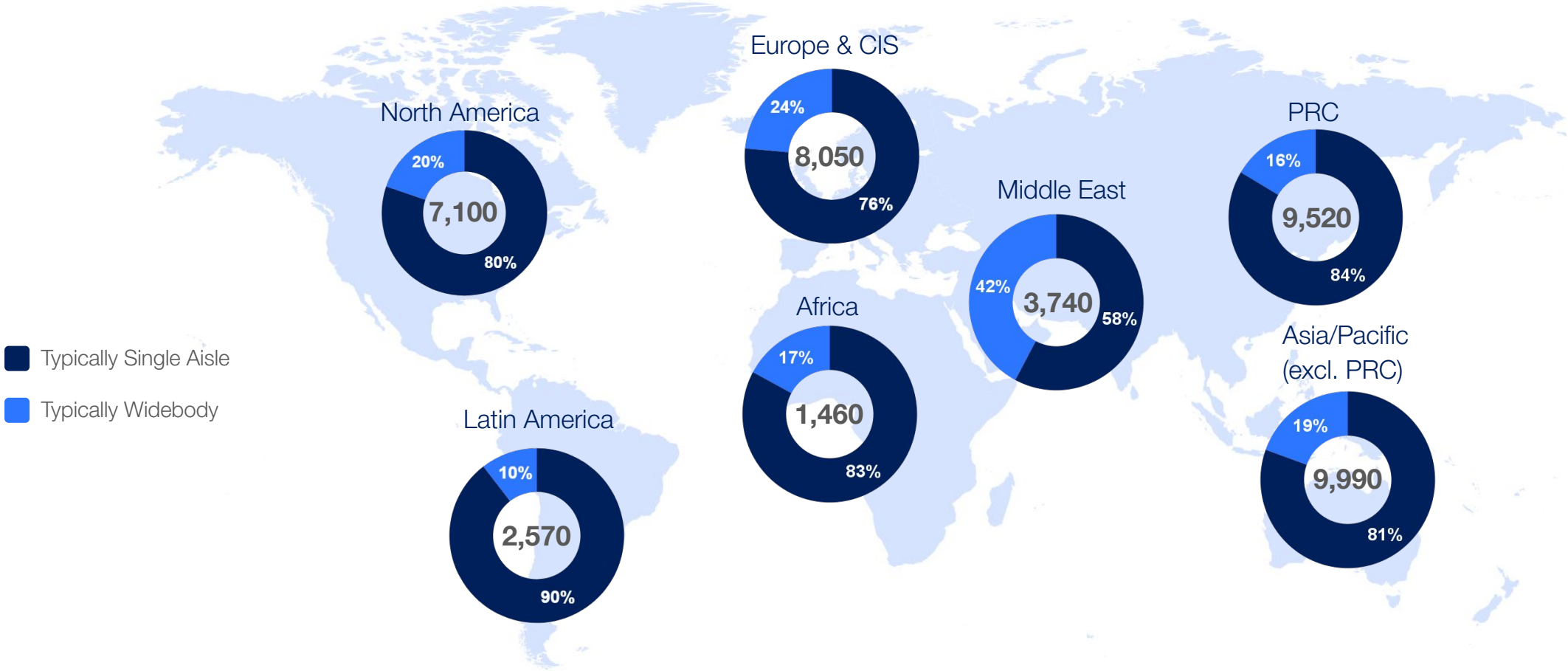
Source Airbus GMF, Cirium Jan 24
Notes: Passenger aircraft (≥ 100 seats) | Figures rounded to nearest 10

Number of aircraft



Demand for 42,430 new aircraft between 2024 and 2043

Source Airbus GMF
Notes: Passenger aircraft (≥ 100 seats) & Freighters (≥ 10 tons payload) | Figures rounded to nearest 10



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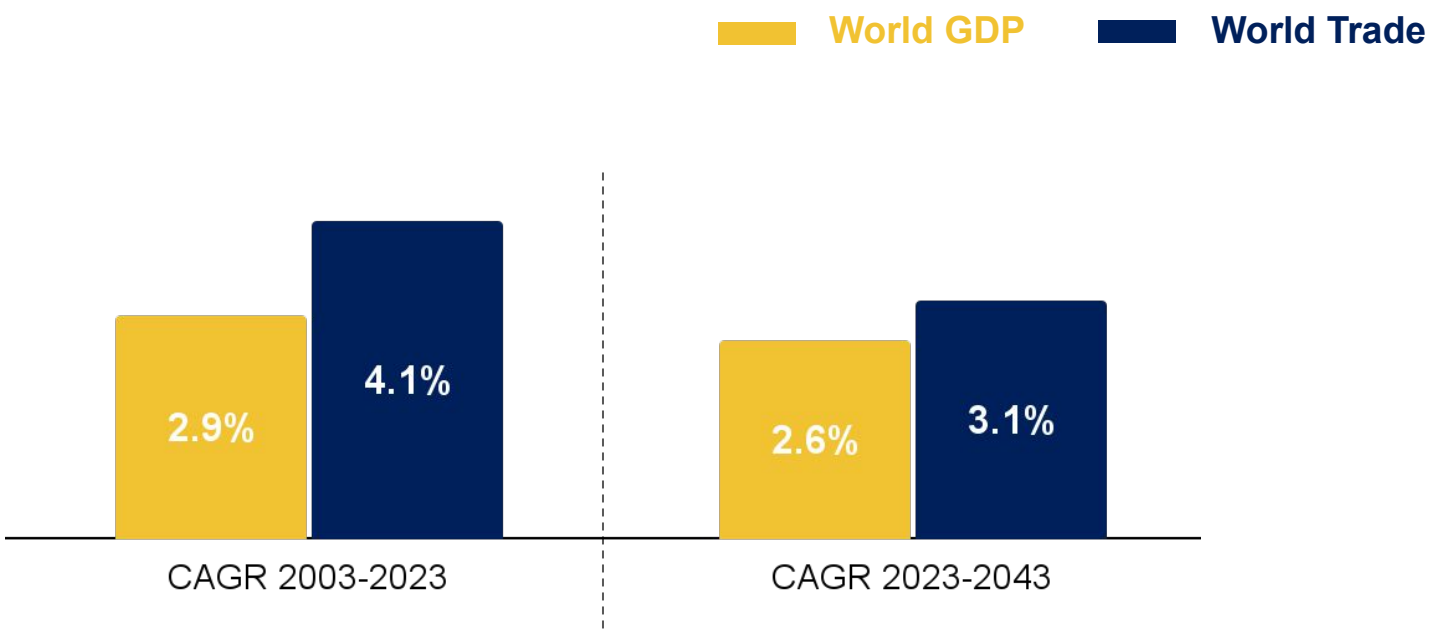
Air cargo outlook supported by expanding GDP and Trade

Source: S&P Global, Airbus GMF

World GDP vs. World international trade



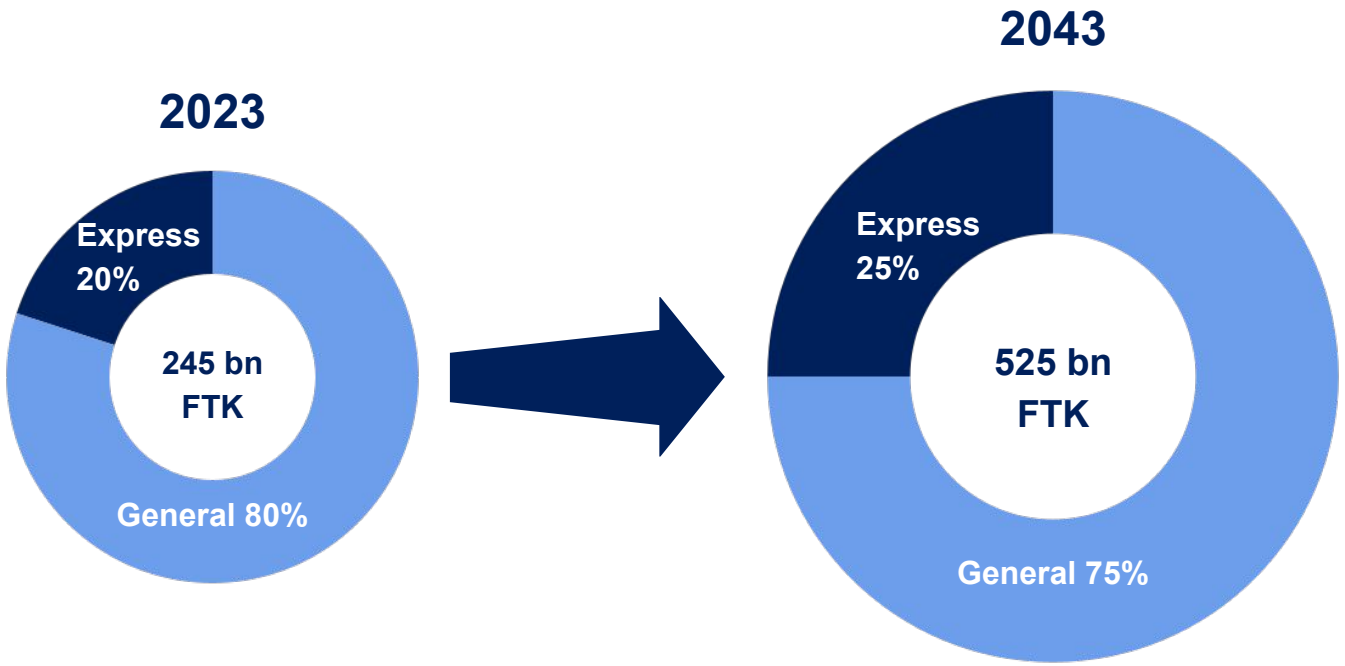
Global trade growth converging toward GDP after a long period of accelerated globalization

AIRBUS

Express air cargo growth will outpace General air cargo

Source: S&P Global, Seabury, IATA, Airbus GMF

World air cargo traffic (billion Freight Tonne Kilometres)



Global air traffic growth

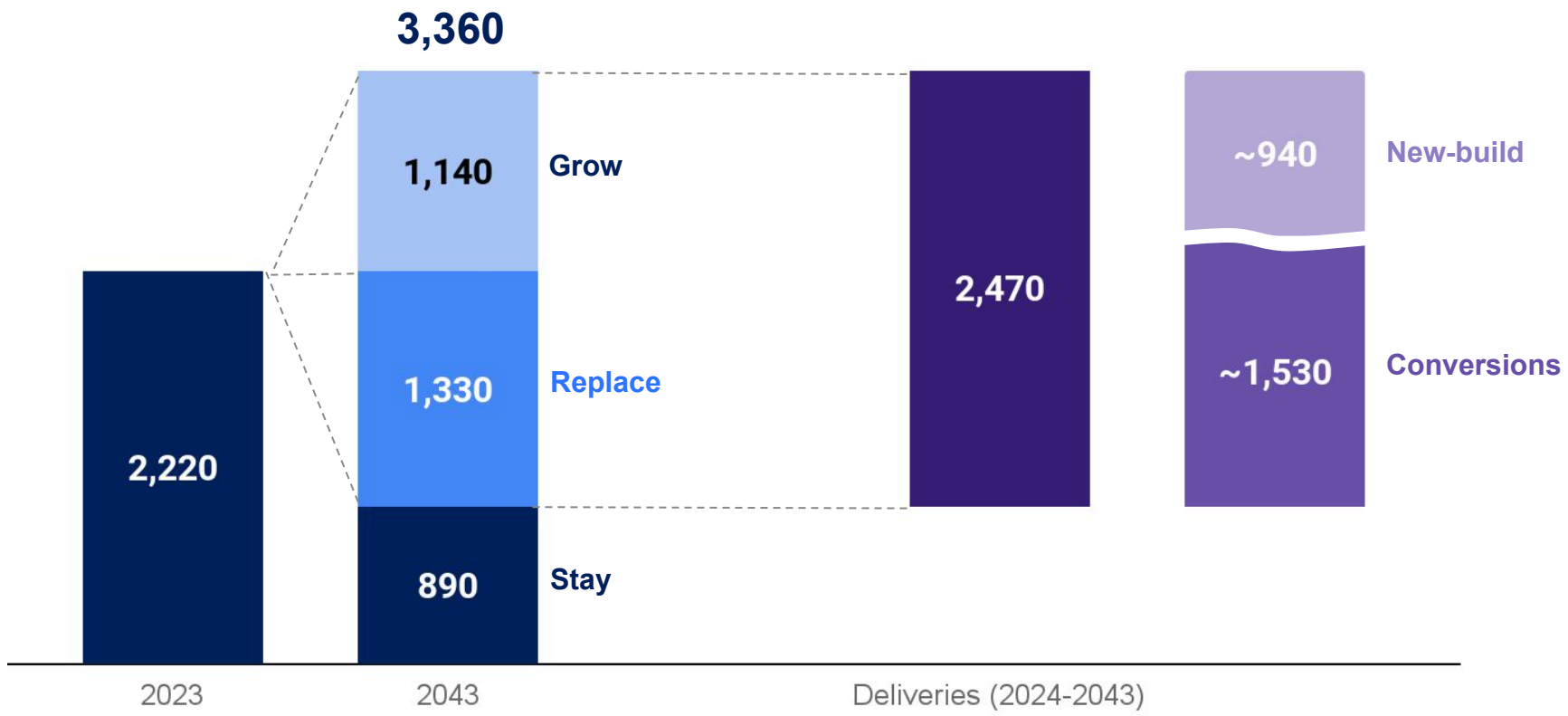
+3.1% CAGR 2027-2043

AIRBUS

World freighter fleet in service will reach 3,360 aircraft by 2043

Source: Airbus GMF
Note: Freighters with a payload above 10t

Number of aircraft

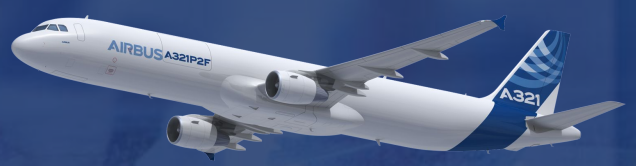


AIRBUS

Global demand for 2,470 freighters over 2024-2043

Source: Airbus GMF
Note: Freighters with a payload above 10t

Single-Aisle (10t - 40t)



970 aircraft

Mid-size Widebody (40t - 80t)

880 aircraft

Large Widebody (> 80t)

620 aircraft

AIRBUS

Demand for 42,430 new passenger and freighter aircraft over 2024-2043

Source Airbus GMF
Notes: Passenger aircraft (≥ 100 seats) & Freighters (≥ 10 tons payload) | Figures rounded to nearest 10

Typically Single-Aisle

33,510 aircraft

~80% share of total new deliveries

Typically Widebody

8,920 aircraft

(inc. 940 new-built freighters)

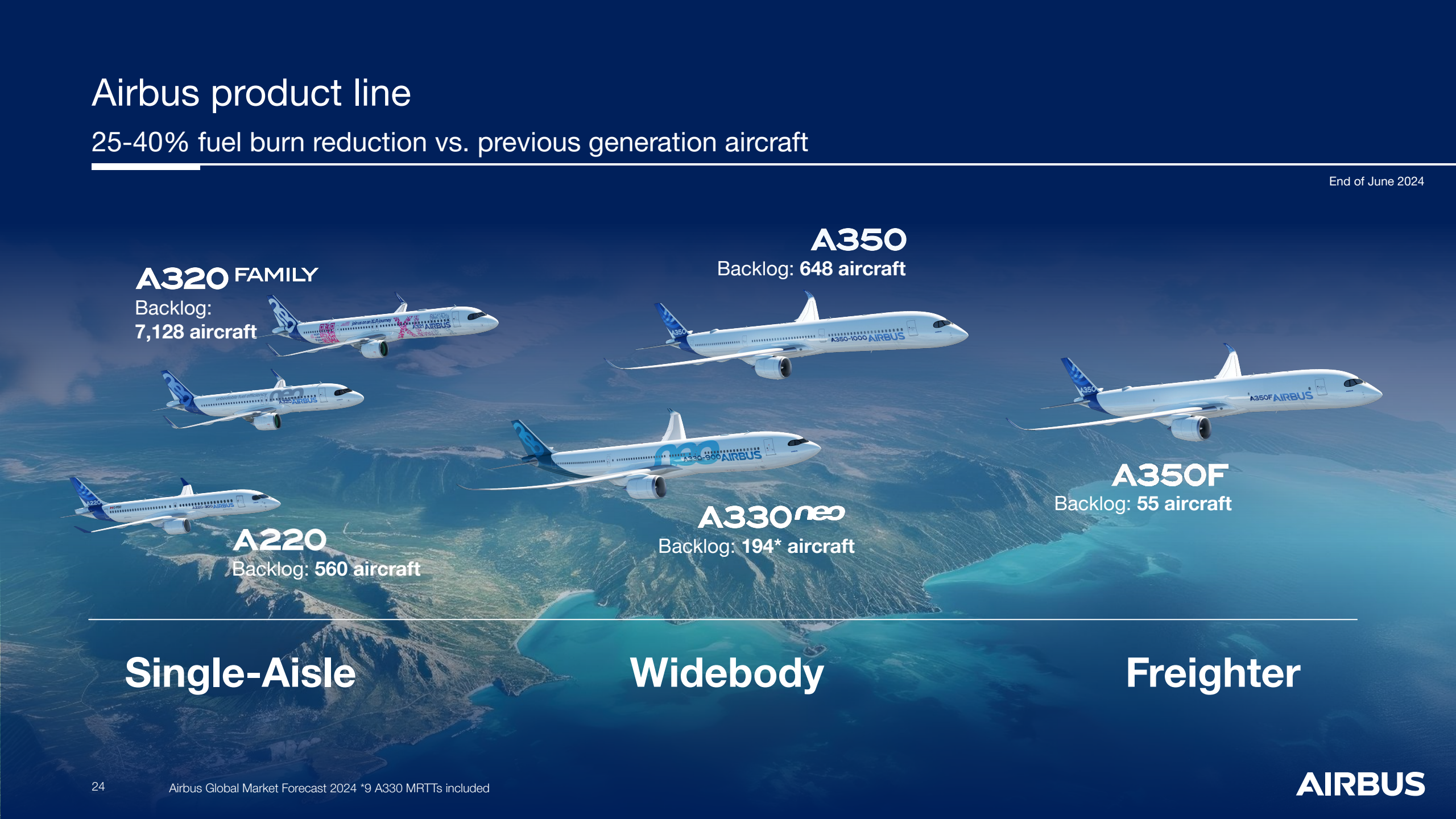
~20% share of total new deliveries

AIRBUS

Airbus product line

25-40% fuel burn reduction vs. previous generation aircraft

End of June 2024



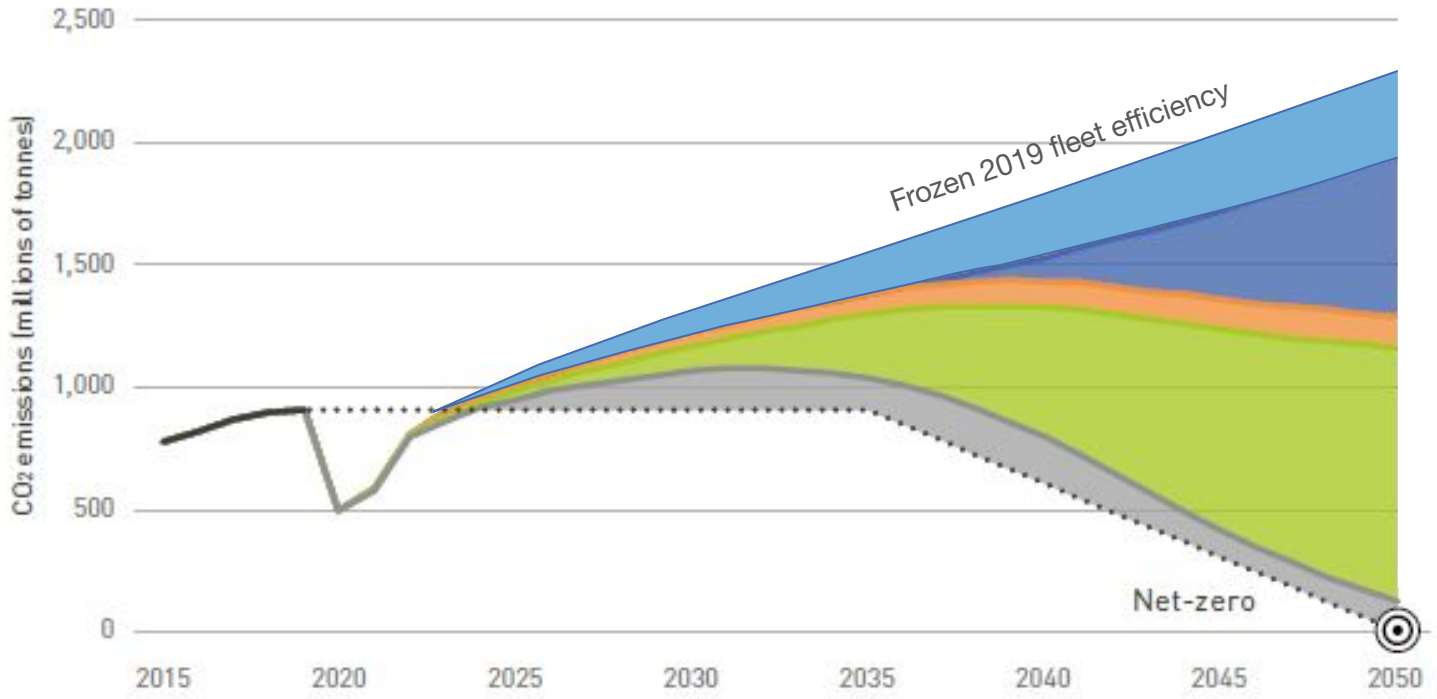
Airbus Global Market Forecast 2024 *9 A330 MRTTs included

AIRBUS

There is no single solution to decarbonise aviation

Airbus supports the ATAG most ambitious technology scenario

> ATAG CO2 Roadmap based on most ambitious technology scenario & central traffic growth scenario: 3.1% CAGR 2019-2050)



Latest Generation Aircraft

Disruptive Technology

Operations & Infrastructures

Sustainable Aviation Fuels

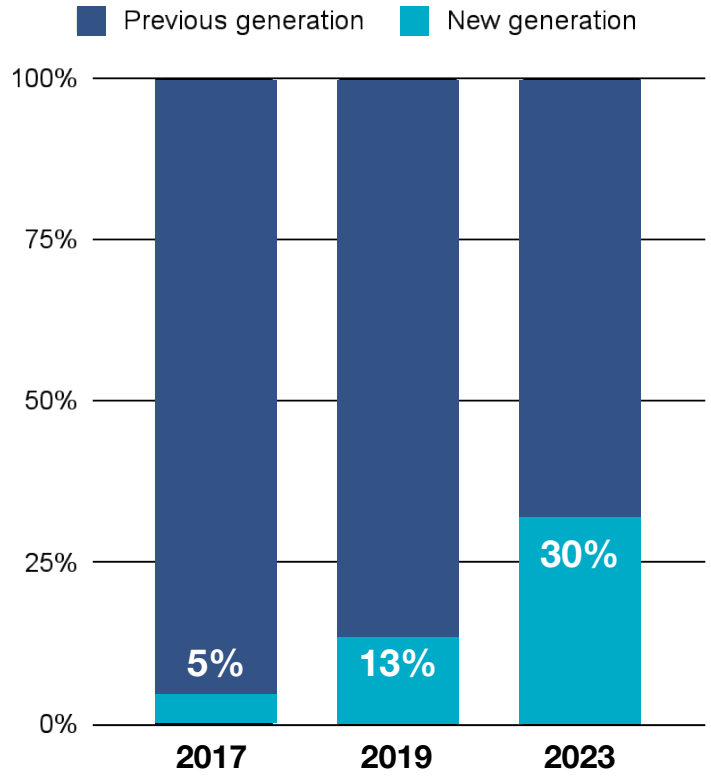
Carbon offsetting and capture

AIRBUS

Latest generation aircraft

Source: Cirium, Airbus GMF

% of in-service fleet by aircraft generation



- **Fleet replacement could yield around 25% CO_2** savings vs. previous generation - across the entire Airbus Family
- Only 30%* of passenger in-service fleet are latest generation aircraft
- A350F will be the first latest generation freighter on the market

*Western built passenger aircraft above 100 seats – pax aircraft only - as of end 2023 / / New generation: A220, A320neo Fam., A330neo, A350, 737Max, 777X, 787 Previous generation: A300, A310, DC 9, DC10, 707, 727, 737, 747, 757, 767, 777, MD11, MD80, MD90, F100, A320 Fam., A330, A340

AIRBUS

Operations & Infrastructures

- **Increased efficiency of the current fleet, by up to 10%, with a range of solutions**
- Upgraded aircraft systems
- Optimised flight trajectories
- Decarbonised on-ground operations
- Air Traffic Management

AIRBUS

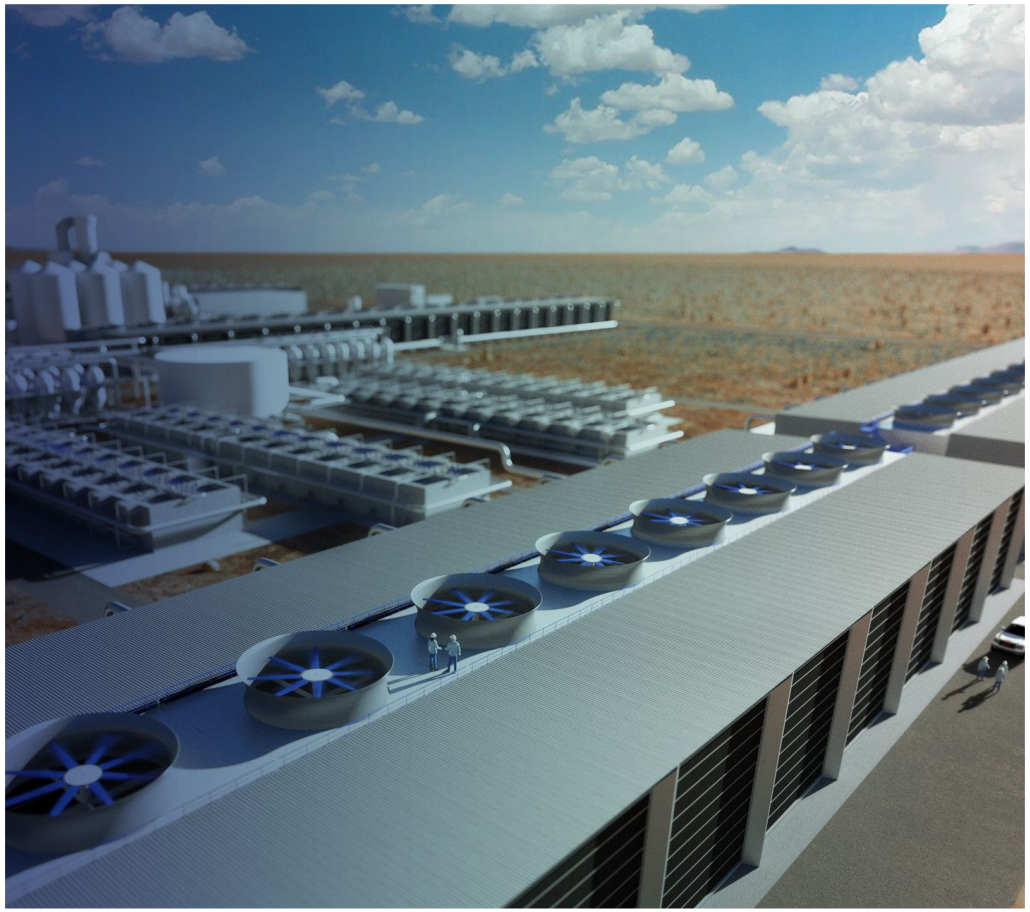
Sustainable Aviation Fuels

- **Flying with 100% SAF reduces lifecycle CO_2 emissions by an average of 80% when compared to traditional aviation fuel**
- All Airbus aircraft are already compatible up to 50% SAF blends, requiring no aircraft modifications. Up to 100% capability targeted by end of decade.
- Industrial uptake needed to increase SAF's availability
- Coalitions and partnerships signed to foster production of SAF

Disruptive technologies

- **Development, testing and maturity-based deployment of advanced technologies**
- Ambition to bring a hydrogen-powered aircraft to the market by 2035
- Hydrogen as a fuel for turbines, for electric motors via fuel cells and to produce eSAF
- **Developing advanced solutions for hydrogen or kerosene fuelled aircraft** (aerodynamics / airframe / propulsion / hybridisation)

Carbon offsetting & capture



- Regulatory measures: European Union's Emissions Trading System (EU ETS) and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

- Voluntary measures: Airbus supports carbon removal credits from **Direct Air Carbon Capture and Storage** - and their future inclusion in regulatory frameworks.

1POINTFIVE

Carbon Engineering

AIRBUS

Airbus is leading aviation decarbonisation

Fleet renewal / 25% less CO_2 — Continuous **incremental improvement** — **Latest generation aircraft**

→ Already **25% CO_2** reduction compared to previous generation aircraft

Services portfolio — **Expanding** upgrades / performance & trajectory — **Operations**

→ improving aircraft operational efficiency → HERON → Fello'Fly

Up to **50% SAF** capability — Moving from **50 and up to 100% capability by 2030** — **Sustainable Aviation Fuel**

Developing disruptive aerodynamics / airframe / propulsion / energy — **Disruptive technology**

→ eXtra Performance Wing / ZEROe

Supporting CORSIA & carbon removals — **CO_2 Offsetting & Capture**

→ **DACCS** scale-up and advocacy

AIRBUS

Takeaways

Source: Airbus GMF

Passenger Traffic Long Term CAGR	**3.6%**
Freight Traffic Long Term CAGR	**3.1%**
Fleet in service end- 2023	**24,260** aircraft
Fleet in service end- 2043	**48,230** aircraft
New deliveries 2024-2043	**42,430** aircraft

AIRBUS