

Safran reports first quarter 2025 revenue

Strong momentum in both civil aerospace and defense

Paris, April 25, 2025

- **Q1 2025 adjusted revenue up +16.7% reaching €7,257 million**
- **FY 2025 outlook confirmed, excluding any potential impact of tariffs**

Q1 2025 consolidated data

- **Revenue: € 7,380 million**

Foreword

- All figures in this press release represent adjusted data, except where noted. Please refer to the definitions and reconciliation between Q1 2025 consolidated revenue and adjusted revenue. Please refer to the definitions contained in the footnotes and in the Notes on page 6 of this press statement.
- Organic variations exclude changes in scope and currency impacts for the period.

CEO Olivier Andriès said: "Safran kicked off the year on a strong note across all businesses, with 17% revenue growth. Our activity benefits from substantial growth in civil aftermarket revenues. While global trade discussions are fluid, Safran is actively working to mitigate the economic impact from tariffs, notably by adapting supply flows and engaging with customers. Actual performance and robust momentum in both the civil aerospace and defense sectors reinforce our strong confidence in achieving our guidance, excluding any potential impact of tariffs, which it would be premature to quantify at this stage."

Q1 2025 revenue

Q1 2025 revenue stood at **€7,257 million, up by 16.7% compared to Q1 2024** (+13.9% on an organic basis). Change in scope was +€32 million¹. Currency impact was +€142 million, with an average €/ \$ spot rate of 1.05 in Q1 2025 (1.09 in Q1 2024). €/ \$ hedge rate in Q1 2025 stood at 1.12 (1.12 in Q1 2024).

As for organic revenue per division:

- **Propulsion** was up by 16.4% driven by spare parts growth.
Spare parts for civil engines (in \$) were up by 25.1%, with growth mainly attributable to CFM56 and high-thrust engines. Services for civil engines (in \$) were up by 17.6% led by LEAP rate per flight hour (RPFH) contracts.
319 LEAP engines were delivered compared to 367 in Q1 2024, reflecting the soft production at the start of the year. Lower volume was more than offset by favorable customer mix.
Military and helicopter engine revenues were up compared to Q1 2024, driven by a high level of services.

¹ Acquisition of Air Liquide aeronautical oxygen and nitrogen activities in February 2024 and Preligens in September 2024. Consolidation of Syrlinks and Safran Data Systems India from Q1'25.

- **Equipment & Defense** was up 10.8%, particularly driven by nacelles, landing systems and avionics.
Aftermarket services rose by 13.2% with growth across all activities, notably in landing systems (spare parts for landing gears, wheels and brakes), and avionics.
OE sales grew by 9.1%, supported by higher volumes in nacelles (G700, A320neo), avionics, defense (land systems, propulsion and guidance systems) and space activities (satellite communication systems).
- **Aircraft Interiors** had a solid 13.8% increase, exceeding Q1 2019 sales by 8%.
Aftermarket activities grew by 17.4%, mostly driven by Cabin (primarily spare parts), with progression of spares on Seats.
OE sales grew by 11.5% led by Seats activities, with a significant increase in Business class seat deliveries (704 units in Q1 2025 vs 242 in Q1 2024).

Currency hedges

The hedge book amounts to \$54.1 billion in March 2025 (\$54.7 billion in December 2024).

- 2025 hedge rate of \$1.12, for an estimated net exposure of \$14.0 billion.
- 2026, 2027 and 2028 are fully hedged: targeted hedge rate of \$1.12, for an estimated net annual exposure of \$14.0 billion.
- 2029 hedging has started.

2028 OCEANE early redemption

On February 28, 2025, Safran announced the early redemption on April 1, 2025 (soft call option) of its €730 million convertible bonds initially due April 1, 2028 (the “2028 OCEANES”). Consequently, prior to the early redemption date, 93.3% of the 2028 OCEANES were converted into existing shares previously repurchased by Safran. The remaining 2028 OCEANES were reimbursed at par (i.e. €180.89 par OCEANE 2028) for a total cash amount of €49 million. This transaction reduces the Group’s debt while marginally affecting cash.

Share repurchase programmes

Between January and April 2025, Safran repurchased c. 1.5 million shares and reallocated c. 0.23 million shares, initially purchased for delivery upon conversion of Safran convertible bonds, hence a total of 1.7 million shares for cancellation.

Contemplated acquisition of Collins actuation and flight control activities

On April 4, 2025, the European Commission approved the contemplated acquisition, subject to ongoing analyses on the divestment of Safran’s North American electromechanical actuation business and Woodward suitability as a purchaser.

On April 24, 2025, the UK Competition and Markets Authority closed the consultation period on the contemplated acquisition and on the proposed divestment of Safran’s North American electromechanical actuation business to Woodward. The approval is still pending.

Dividend

As a reminder, for fiscal year 2024, a dividend² payment of €2.90 per share (+32% vs dividend paid upon fiscal year 2023) will be proposed to the shareholders' vote at the Annual General Meeting on May 22, 2025.

Full-year 2025 outlook

Actual performance and robust momentum in both the civil aerospace and defense sectors reinforce Safran's strong confidence in achieving its full-year guidance, excluding any potential impact of tariffs, which it would be premature to quantify at this stage.

Safran is actively working to mitigate the economic impact of tariffs, which it is premature to assess given the fluctuating situation. We are engaging with customers, adapting logistics flows, optimizing use of Free Trade Zones, Bonded Warehouses, and applying for duty drawbacks and USMCA exemptions when applicable.

Safran confirms its full-year 2025 outlook, excluding any potential impact of tariffs (at constant scope, i.e. excluding the contemplated acquisition of Collins Aerospace's actuation & flight controls business):

- Revenue growth: **around 10%**;
- Recurring operating income: **€4.8 - €4.9 billion**;
- Free Cash Flow **€3.0 - €3.2 billion**, of which €(380) - €(400) million estimated impact from the French corporate surtax and subject to payment schedule of some advance payments and the rhythm of payments by state-clients.

This outlook is based notably, but not exclusively, on the following assumptions:

- LEAP engine deliveries: up 15% to 20% compared to 2024;
- "Spare parts" revenue (in USD): **up low-teens** (versus *up HSD+*);
- "Services" revenue (in USD): up mid-teens;
- €/ \$ spot rate of 1.10;
- €/ \$ hedge rate of 1.12.

The main risk factors are the supply chain production capability and tariffs-related impacts.

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Agenda

Annual General Meeting	May 22, 2025
H1 2025 results	July 31, 2025
Q3 2025 revenue	October 24, 2025
FY 2025 results	February 13, 2026

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² Ex-date: May 27, 2025 ; Record date: May 28, 2025 ; Payment date: June 2, 2025

Safran will host today a webcast for analysts and investors at 8.30 am CET.

- 1) **If you only want to follow the webcast and listen the conference call**, please register using the following link: <https://edge.media-server.com/mmc/p/i6ve8kpu/>
⇒ Use this same link for the **replay** which will be available 2 hours after the event concludes and remains accessible for 90 days.
- 2) **If you want to participate in the Q&A session at the end of the conference**, please pre-register using the link below in order to receive by email the connection details (dial-in numbers and personal passcode):
<https://register-conf.media-server.com/register/BI4110ab281ea54ce793bf1893d1516a5d>

Registration links are also available on Safran's website under the Finance home page as well as in the "Publications and Results" and "Calendar" sub-sections.

Press release, consolidated financial statements and presentation are available on Safran's website at www.safran-group.com (Finance section).

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Key figures

1. Segment breakdown

<i>Segment breakdown of adjusted revenue (In Euro million)</i>	Q1 2024	Q1 2025	% change	% change in scope	% change currency	% change organic
Propulsion	3,097	3,684	19.0%	-	2.6%	16.4%
Equipment & Defense	2,444	2,783	13.9%	1.3%	1.8%	10.8%
Aircraft Interiors	676	788	16.6%	-	2.8%	13.8%
Holding company & Others	3	2	(33.3)%	-	-	(33.3)%
Total Group	6,220	7,257	16.7%	0.5%	2.3%	13.9%

<i>OE / Services adjusted revenue breakdown (In Euro million)</i>	Q1 2024		Q1 2025	
	OE	Services	OE	Services
Propulsion	1,198	1,899	1,303	2,381
% of revenue	38.7%	61.3%	35.4%	64.6%
Equipment & Defense	1,470	974	1,661	1,122
% of revenue	60.1%	39.9%	59.7%	40.3%
Aircraft Interiors³	417	259	477	311
% of revenue	61.7%	38.3%	60.5%	39.5%

<i>2024 revenue by quarter (In Euro million)</i>	Q1 2024	Q2 2024	Q3 2024	Q4 2024	FY 2024
Propulsion	3,097	3,364	3,339	3,852	13,652
Equipment & Defense	2,444	2,726	2,527	2,921	10,618
Aircraft Interiors	676	735	771	855	3,037
Holding company & Others	3	2	2	3	10
Total Group	6,220	6,827	6,639	7,631	27,317

<i>Euro/USD rate</i>	Q1 2024	Q1 2025
Average spot rate	1.09	1.05
Spot rate (end of period)	1.08	1.08
Hedge rate	1.12	1.12

2. Number of products delivered on major aerospace programs

<i>Number of units delivered</i>	Q1 2024	Q1 2025	Change in units	Change in %
LEAP engines	367	319	(48)	(13)%
CFM56 engines	12	12	-	-
High thrust engines	56	48	(8)	(14)%
Helicopter turbines	136	153	17	13%
M88 engines	8	2	(6)	(75)%
A320neo nacelles	135	155	20	15%
A320 landing gears sets	167	171	4	2%
A320 emergency slides	1,080	1,186	106	10%
A330neo nacelles	16	20	4	25%
A350 landing gears sets	15	13	(2)	(13)%
A350 lavatories	81	51	(30)	(37)%
787 landing gears sets	11	16	5	45%
787 primary power distribution systems	88	88	-	-
Small nacelles (biz & regional jets)	121	181	60	50%
Business class seats	242	704	462	x2.9

³ Retrofit is included in OE

Notes

Adjusted revenue:

To reflect the Group's actual economic performance and enable it to be monitored and benchmarked against competitors, Safran prepares an adjusted income statement in addition to its consolidated financial statements.

Safran's consolidated revenue has been adjusted for the impact of:

- the mark-to-market of foreign currency derivatives, in order to better reflect the economic substance of the Group's overall foreign currency risk hedging strategy:
 - revenue net of purchases denominated in foreign currencies is measured using the effective hedged rate, i.e., including the costs of the hedging strategy,
 - all mark-to-market changes on instruments hedging future cash flows are neutralized.

The resulting changes in deferred tax have also been adjusted.

Q1 2025 reconciliation between consolidated income statement and adjusted consolidated income statement:

Q1 2025 (In Euro million)	Consolidated data	Currency hedging		Business combinations		Adjusted data
		Remeasurement of revenue	Deferred hedging gain / loss	Amortization of intangible assets -Sagem-Snecma merger	PPA impacts - other business combinations	
Revenue	7,380	(123)	-	-	-	7,257

Safran is an international high-technology group, operating in the aviation (propulsion, equipment and interiors), defense and space markets. Its core purpose is to contribute to a safer, more sustainable world, where air transport is more environmentally friendly, comfortable and accessible. Safran has a global presence, with 100,000 employees and sales of 27.3 billion euros in 2024, and holds, alone or in partnership, world or regional leadership positions in its core markets. Safran undertakes research and development programs to maintain the environmental priorities of its R&T and Innovation roadmap. Safran is listed on the Euronext Paris stock exchange and is part of the CAC 40 and Euro Stoxx 50 indices.

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The foregoing list of factors is not exhaustive. Forward-looking statements speak only as of the date they are made. Safran does not assume any obligation to update any public information or forward-looking statement in this document to reflect events or circumstances after the date of this document, except as may be required by applicable laws.

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This document contains supplemental non-GAAP financial information. Readers are cautioned that these measures are unaudited and not directly reflected in the Group's financial statements as prepared under International Financial Reporting Standards and should not be considered as a substitute for GAAP financial measures. In addition, such non-GAAP financial measures may not be comparable to similarly titled information from other companies.