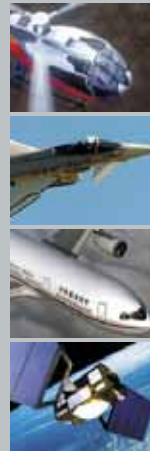


H1 2005 Results



Hans Peter Ring
Chief Financial Officer

Earnings conference call – 27th July 2005

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Safe Harbor Statement



Certain of the statements contained in this document are not historical facts but rather are statements of future expectations and other forward-looking statements that are based on management's beliefs. These statements reflect the Company's views and assumptions as of the date of the statements and involve known and unknown risk and uncertainties that could cause actual results, performance or events to differ materially from those expressed or implied in such statements.

When used in this document, words such as "anticipate", "believe", "estimate", "expect", "may", "intend", "plan to" and "project" are intended to identify forward-looking statements. Such forward-looking statements include, without limitation, projections for improvements in process and operations, new business opportunities, revenues and revenues growth, operating margin growth, cash flow, deliveries, launches, compliance with delivery schedules, performance against Company targets, new products, current and future markets for the Company products and other trend projections.

This forward looking information is based upon a number of assumptions including without limitation:

- Assumption regarding demand
- Current and future markets for the Company's products and services
- Internal performance including the ability to successfully integrate EADS' activities to control costs and maintain quality
- Customer financing
- Customer, supplier and subcontractor performance or contract negotiations
- Favourable outcomes of certain pending sales campaigns

Forward looking statements are subject to uncertainty and actual future results and trends may differ materially depending on variety of factors including without limitation:

- General economic and labour conditions, including in particular economic conditions in Europe and North America,
- Legal, financial and governmental risk related to international transactions
- The Cyclical nature of some of the Company's businesses
- Volatility of the market for certain products and services
- Product performance risks
- Collective bargaining labour disputes
- Factors that result in significant and prolonged disruption to air travel world-wide
- The outcome of political and legal processes, including uncertainty regarding government funding of certain programs
- Consolidation among competitors in the aerospace industry
- The cost of developing, and the commercial success of new products
- Exchange rate and interest rate spread fluctuations between the Euro and the U.S. dollar and other currencies
- Legal proceeding and other economic, political and technological risk and uncertainties

Additional information regarding these factors is contained in the Company's "document de référence" dated 19th April 2005. The Company disclaims any intention or obligation to update these forward-looking statements. Consequently the Company is not responsible for any consequences from using any of the below statements.

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Content



- **Group overview**
- Operating performance by division
- Financials
- 2005 guidance

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New Management & Structure



- **T. Enders and N. Forgeard** elected **CEOs** on June 25, 2005
- CEOs supervise & coach divisions according to own operational experience and background
- **J-P. Gut and H.P. Ring** become **COOs**, to steer strategic and financial developments
- **Executive Committee** focusing on Group transversal issues
- **Clear division structure** with better segment readability: Eurocopter, 2nd largest BU, as a standalone division
- **Airbus new Management** appointed

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New Management Near-term Roadmap



- **Leadership: Pragmatic, Operative, Performance driven**
- **Maximise value from a very strong starting position**
- **Challenges :**
 - Maintain Technology and Innovation Focus
 - Meet the revived Boeing challenge
 - Expand Defence business
 - Secure Space long-term
- **Goals :**
 - Growth through industrial globalization, cross-BU initiatives and more balanced portfolio
 - Performance, Competitiveness and Profitability

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A great amount of work achieved in H1 2005



- Airbus:**
 - A350: 125 commitments; advanced and highly competitive offer
 - A380: 3 new customers and 123 flight hours
- Defence :**
 - MEADS signature
 - US Tanker: site selection
 - US Army Future Cargo Aircraft: team with Raytheon
 - NH90: Australia became new customer
- Other civil businesses :**
 - ATR orders surge (52 a/c)
 - Inmarsat IV entry into service
 - Galileo: new consortium for joint proposal

EADS has continued to lay solid foundations

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H1 2005 Key Financial achievements



- **EBIT* margin** close to 10%; EBIT* surge driven by Airbus, DS and Space
- Continuing improvement of the **Net cash position** to € 4.7 bn
- **Order-book** further strengthens to €204 bn
- Moody's upgrade to **A1 rating**
- **2005 guidance:**
 - Improved confidence in guidance for EBIT* above €2.6bn
 - EPS and FCF pre-customer financing very robust

Growth path continues

* pre goodwill and exceptionals

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H1 2005 Financial Highlights



in m€	H1 2005	H1 2004	change
Revenues	16,020 € m	14,567 € m	+10%
<i>Of which Defence</i>	<i>3,051 € m</i>	<i>2,627 € m</i>	<i>+16%</i>
EBIT*	1,540 € m	979 € m***	+57 %
FCF before cust. financing**	1,477 € m	259 € m	+470 %
Net Income	816 € m	381 € m***	+114 %
New orders	25,424 € m	13,458 € m	+ 89 %

in bn€	June 2005	Dec. 2004	
Net Cash position	4.7 € bn	4.1 € bn	+15 %
Total Order book	203.7 € bn	184.3 € bn	+11 %
<i>of which Defence</i>	<i>52.1 € bn</i>	<i>49.1 € bn</i>	<i>+6 %</i>

* pre goodwill and exceptionals

** excl. investments in medium term securities and consolidation changes

*** Restatement of 2004 figures, following IFRS2 implementation (stock option expenses included)

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Content



- Group overview
- **Operating performance by division**
- Financials
- 2005 guidance

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Airbus



€m	H1 2005	H1 2004
Deliveries	189	161
Revenues	11,262	10,024
R&D self-financed**	782	936
in % of revenues	6.9%	9.3%
EBIT*	1,444	980
in % of revenues	12.8%	9.8%
Order book***	151,978	139,655
in units, excl. A400M	1,579	1,393

* pre goodwill and exceptionals
 ** capitalised R&D: € 114m in H1 2005 and € 22m in H1 2004
 *** incl. A400M

• A380 successful progress :

- 3 new customers in 2005 (16 in total)
- 159 orders and commitments to date
- Test flights: good results
- Customization & complexity leads to up to 6 months delivery delays; financial impact subject to customer negotiation
- Strong IRR confirmed despite NRC increase: ~19% based on 1.12\$/€

• Revenues up 12 %

• EBIT* margin 12.8%, EBIT* up 47%

- Deliveries increase
- Route06 savings: € 160 m incl. €50m R&D savings
- H1 Hedge rate better than in H2
- R&D expense to ramp up in H2

• Order intake: + 165 % from H1 2004

- 276 aircraft ordered (39% market share)
- Asia / Pacific region fuels orders
- Large pipeline (MoU & campaigns) expected to materialise in H2

• A350 positive customer feedback :

- 125 commitments from 7 customers
- Industrial decision in Autumn
- All-new features, materials for cutting edge competitiveness

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MTA



€m	H1 2005	H1 2004
Revenues	326	234
R&D self-financed	11	13
in % of revenues	3.4%	5.6%
EBIT*	(14)	(10)
Order book	20,565	19,904

* pre goodwill and exceptionals



based on H1 2005 EADS external revenues

- **Revenues:**
 - A400M milestone (€90m)
- **EBIT*:**
 - less favourable mix of business
- **A400M:**
 - Further Milestones expected in H2
 - FAL construction in line with plan
 - 8 a/c ordered from South Africa
 - Chile intends to buy up to 3 a/c
 - Further Prospects in Asia, Europe
- **Tanker:**
 - US Alabama: engineering centre and potential Tanker assembly line
 - FSTA contract discussions on track
- **Medium-light aircraft:**
 - Partnership with Raytheon for the US Future Cargo Aircraft up to 128 a/c, based on EADS CASA platform

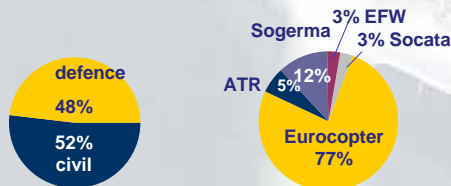
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Aeronautics (incl. Eurocopter)



€m	H1 2005	H1 2004
Revenues	1,779	1.631
R&D self-financed	35	34
in % of revenues	2.0%	2.1%
EBIT*	19	55
in % of revenues	1.1%	3.4%
Order book	11,087	9,991

* pre goodwill and exceptionals



based on H1 2005 EADS external revenues

- **Revenues and EBIT*:**
 - Eurocopter and EFW growth
 - Sogerma restructuring and program loss
- **Eurocopter** (details see next slide)
- **Sogerma restructuring :**
 - €21 m charged in H1 2005;
 - FY 2005 restructuring cost expected to be at ~€27m
 - Efficiency and capacity adjustment
 - Industrial reorganization in progress
- **ATR:** 52 orders in 2005, benefits from the high fuel price environment
- **EFW:** Orders for 9 conversions into freighters
- **Aeronautics as division dissolved from end of June 2005**

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Eurocopter stand-alone

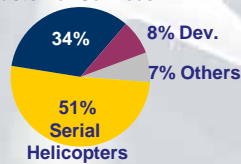


€m	H1 2005	H1 2004
Revenues	1,266	1,092
R&D self-financed	31	31
in % of revenues	2.4%	2.8%
EBIT*	61	43
in % of revenues	4.8%	3.9%
Order book	9,589	8,510
in units	786	709

* pre goodwill and exceptionals



Product Support Customer Services



based on H1 2005 EADS external revenues

• Revenues and EBIT* up :

- Tiger and NH90 higher contribution
- H1 2005 deliveries: 147 (vs. 124)

• Tiger:

- Ramp up in progress;
- 4 deliveries in H1 2005

• NH90:

- Order-book includes in total 345 units +86 options to date from 10 countries
- Australia NH90 contract signed
- Spain and New Zealand : contract negotiation

• New facility planned in Spain as home country; Large Spanish market prospects (NH90, Tiger, EC135)

• US: Bid preparation for the Light Utility Helicopter programme (US Army)

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Space

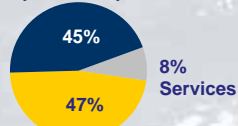


€m	H1 2005	H1 2004
Revenues	1,160	1,090
R&D self-financed	24	24
in % of revenues	2.1%	2.2%
EBIT*	7	(12)
Order book	11,393	10,992

* pre goodwill and exceptionals



Space transportation



Astrium satellites

based on H1 2005 EADS external revenues

• EBIT* up: Reaping the benefits from industrial restructuring

• Revenues +6%:

- Ariane5 production ramp up

• Satellites :

- South Korea orders multi-mission satellite
- Astra satellite order in July
- Inmarsat IV first satellite in orbit
- Agreement with Alcatel for common high power platform development

• Launchers:

- 2nd Qualification flight for 10t Ariane 5 in H2

• Services :

- Preferred bidder for GMilSatCom
- Galileo: new joint consortium

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Defence and Security Systems



€m	H1 2005	H1 2004
Revenues	2,172	2,119
R&D self-financed	82	89
in % of revenues	3.8%	4.2%
EBIT*	(19)	(83)
Order book	19,100	14,542

* pre goodwill and exceptionals

• EBIT*:

- Less restructuring charge
- Efficiency improvement
- EBIT and revenues higher towards YE.

• Revenues + 3% :

- Eurofighter ramp up
- Change of Perimeter impact €-40m

• Missiles:

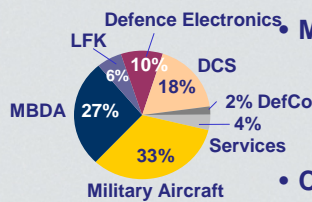
- **MoU for Merger** of LFK into MBDA
- **MEADS** booked: EADS share €1.2 bn
- **Taurus**: Spain, first export customer

• Military Aircraft:

- **Eurofighter** : Tranche 1&2 on track
- **Tornado** : Upgrade contract €0.2 bn
- **AGS** go-ahead from NATO

• Communication Systems:

- **TETRA** technology purchased from Nokia
- **BOSnet** : Team with Nokia/Siemens 15



based on H1 2005 EADS external revenues

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Profit & Loss Highlights



	H1 2005		H1 2004***		FY 2004***	
	€m	in % of Revenues	€m	in % of Revenues	€m	in % of Revenues
Revenues	16,020		14,567		31,761	
self-financed R&D**	950	5.9%	1,113	7.6%	2,126	6.7%
EBITDA	2,240	14.0%	1,774	12.2%	3,841	12.1%
EBIT*	1,540	9.6%	979	6.7%	2,432	7.7%
EBIT* before R&D	2,490	15.5%	2,092	14.4%	4,558	14.4%
Interest result	(77)	(0.5%)	(102)	(0.7%)	(275)	(0.9%)
Other financial result	103	0.6%	41	0.3%	(55)	(0.2%)
Taxes	(511)	(3.2%)	(335)	(2.3%)	(664)	(2.1%)
Net income	816	5.1%	381	2.6%	1,018	3.2%
EPS (1)	1.03 €		0.48 €		1.27 €	

* pre goodwill and exceptionals

** IAS 38: €116m capitalised during H1 2005; €22 m during H1 2004; €165m during FY 2004

*** Restatement of 2004 figures, following IFRS2 implementation (stock option expenses included)

(1) average number of shares : 794,012,149 in H1 2005 and 800,957,248 in H1 2004 and 801,035,035 in FY 2004

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Development of Net Cash



in €m	H1 2005	H1 2004	FY 2004
Net cash position at the beginning of the period	4,058	3,105	3,105
Gross Cash Flow from Operations*	1,917	1,197	2,858
Change in working capital	849	351	2,155
Cash used for investing activities**	(1,185)	(1,366)	(3,399)
of which Industrial Capex (additions)	(1,198)	(1,096)	(3,017)
of which Customer Financing	104	(77)	(188)
of which Others	(91)	(193)	(194)
Free Cash Flow**	1,581	182	1,614
Free Cash Flow before customer financing	1,477	259	1,802
Capital increase	15	0	43
Share buyback	(205)	0	(81)
Dividend paid incl. minority	(495)	(326)	(384)
Others	(279)	(78)	(239)
Net cash position at the end of the period	4,675	2,883	4,058

* gross cash flow from operations, excl. working capital change

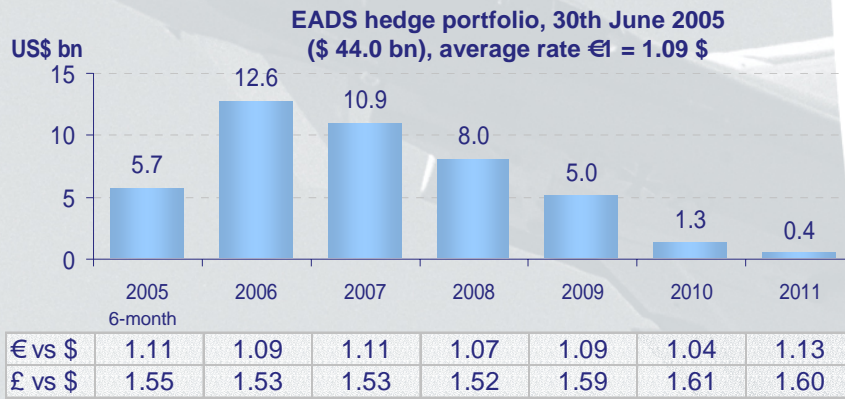
** excl. change in securities, consolidation changes

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Hedge Policy



- Approx. half of EADS US\$ revenues naturally hedged by US\$ procurement
- 2005 Net exposure expected around \$12 bn (including ~11\$bn bn for Airbus)



Mark-to-market value = €4.6 bn

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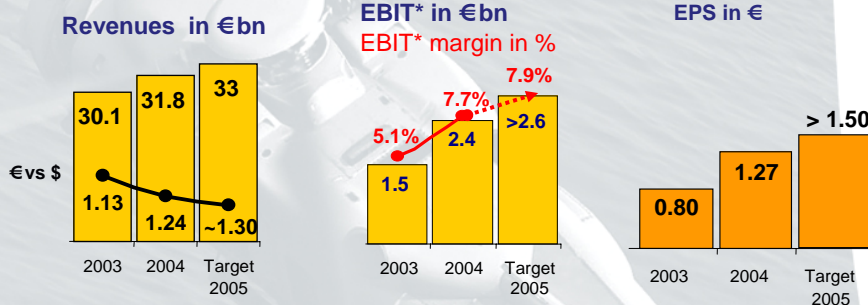
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- **2005 guidance**

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Increased confidence in upside



Other 2005 targets

- **Airbus Deliveries:** > 360 aircraft
- **Book-to-Bill (Orders/Revenues)** > 1
- **Free Cash Flow pre-customer financing** : Robust

* pre goodwill and exceptionals

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Appendix



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IFRS2 Implementation : Stock Options and Employee Shares Accounting



- H1 2004 figures restated for comparability (€6 m impact)
- FY 2004 Impact was € 12 m

in € millions	Before IFRS 2 implementation		After IFRS 2 implementation	
	H1 2005	H1 2004	H1 2005	H1 2004
EBIT*	1,561	985	1,540	979
Net income	837	387	816	381

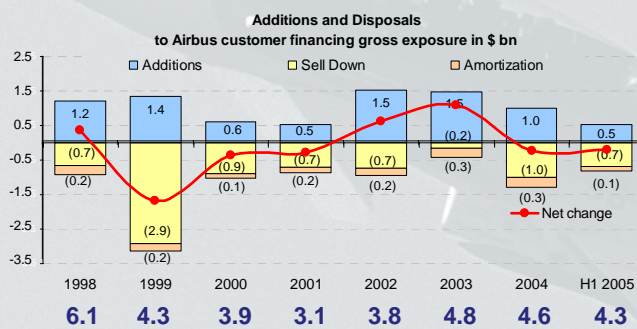
* pre goodwill and exceptional

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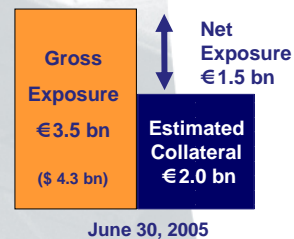
Airbus Customer Financing



Active exposure management



Net Exposure fully provisioned



Gross exposure (\$bn)

- Reduction since 2004 reflects market recovery
- Allocated over 174 aircraft

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Customer Financing Exposure



all figures in €m	June 2005	Dec. 2004
closing rate €- \$	1.21	1.36

100% AIRBUS

Total Gross exposure	3,537	3,348
<i>of which off-balance sheet</i>	602	604
Estimated value of collateral	(1,993)	(1,916)
Net exposure	1,544	1,432
Provision and asset impairment	(1,544)	(1,432)
AIRBUS Net exposure after provision	0	0

50% ATR

Total Gross exposure	359	333
<i>of which off-balance sheet</i>	42	46
Estimate value of collateral	(317)	(300)
Net exposure	33	33
Provision	(33)	(33)
ATR Net exposure after provision	0	0

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Q2 2005 Key Figures



in €bn	Q2 2005	Q2 2004		
Revenues	9,015	8,536		
EBIT*	883	781***		
FCF before cust. financing**	0.8	(0.2)		
New orders	16.5	10.0		
	Revenues		EBIT*	
	Q2 2005	change	Q2 2005	Q2 2004***
Airbus	6.3 €bn	6%	816 €m	756 €m
MTA	0.2 €bn	64%	(8 €m)	(2 €m)
Aeronautics	1.0 €bn	5%	8 €m	45 €m
of which Eurocopter	0.7 €bn	8%	47 €m	36 €m
Space	0.6 €bn	2%	13 €m	(1 €m)
DS	1.2 €bn	5%	16 €m	(32 €m)
HQ/Eliminations	(0.3 €bn)	(34%)	38 €m	15 €m
Total EADS	9.0 €bn	6%	883 €m	781 €m

* pre goodwill and exceptionals

** excl. investments in medium term securities and consolidation changes

*** Restatement of 2004 figures, following IFRS2 implementation (stock option expenses included)

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EBIT* Calculation



in €m	H1 2005	H1 2004***	FY 2004***
Profit before finance cost and income taxes	1,476	873	2,215
Exceptionals:			
Goodwill impairment**	0	0	0
Fair value adjustment	64	106	217
EBIT*	1,540	979	2,432

* pre goodwill and exceptionals

** IFRS3 applied from 2004: goodwill only reduced by impairment

*** Restatement of 2004 figures, following IFRS2 implementation (stock option expenses included)

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Restructuring, write-off and disposal items included in EBIT*



€m	H1 2005	H1 2004**	FY 2004**
EBIT*	1,540	979	2,432
EBIT* margin (% of revenues)	9.6%	6.7%	7.7%

EADS EBIT* includes the following items

MTA	Restructuring	0	0	(28)
Aeronautics				
	Restructuring (Sogerma)	(21)	(8)	(13)
DS	Restructuring	(14)	(65)	(88)

* pre goodwill and exceptionals

** Restatement of 2004 figures, following IFRS2 implementation (stock option expenses included)

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Net Income pre-exceptionals



in €m	H1 2005	H1 2004**	FY 2004**
Net Income	816	381	1,018
EPS	1.03 €	0.48 €	1.27 €
Goodwill impairment	0	0	0
Exceptionals:			
Depreciation of Fair value adjustment	64	106	217
Related Tax impact	(22)	(38)	(78)
Related Minorities portion	(6)	(11)	(17)
Net Income*	852	438	1,140
EPS* (1)	1.07 €	0.55 €	1.42 €

* pre goodwill and exceptionals; the term "exceptionals" refers to such items as amortization expenses of fair value adjustments relating to the EADS merger, the Airbus creation and the formation of MBDA.

** Restatement of 2004 figures, following IFRS2 implementation (stock option expenses included)

(1) Average number of shares outstanding: 794,012,149 in H1 2005 and 800,957,248 in H1 2004 and 801,035,035 in FY2004

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Net Cash Position



in m€	June 2005	June 2004	Dec. 2004
Gross cash	10,480	7,902	9,184
Financial Debts		(5,019)	
Short-term Financial Debts	(726)		(720)
Long-term Financial Debts	(5,079)		(4,406)
Reported Net cash	4,675	2,883	4,058
non-recourse debt	1,324	819	988
Net cash excl. non-recourse	5,999	3,702	5,046
Main minority impact*	(422)	(79)	(201)
Airbus 20% non-recourse debt	(265)	(164)	(198)
Net cash position net of minority and non-recourse	5,312	3,459	4,647

* Mostly 20% in Airbus debt and 12.5% in MBDA cash

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Balance Sheet Highlights: Assets



in €m	June 2005	Dec. 2004
Non-current Assets	35,760	36,743
of which Intangible & Goodwill	10,140	10,008
of which Property, plant & equipment	13,480	12,746
of which Investments & Financial assets	4,400	3,848
of which positive hedge mark-to-market	3,437	6,243
of which Non-current securities	644	466
Current Assets	32,292	30,783
of which Inventory gross	14,294	12,334
of which Cash	9,836	8,718
of which positive hedge mark-to-market	1,570	2,705
Total Assets	68,052	67,526
Closing rate €/€	1.21	1.36

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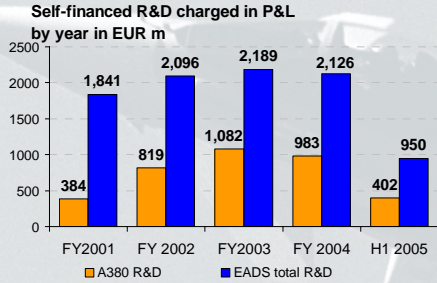
Balance Sheet Highlights : Liabilities



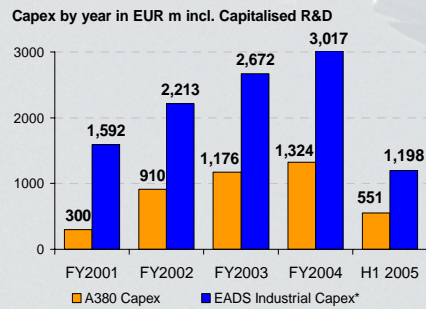
in €m	June 2005	Dec. 2004
Total Equity	17,002	19,343
of which OCI (Other Comprehensive Income)	3,930	6,086
of which Minority interests	1,940	2,370
Total Non-current liabilities	25,121	24,852
of which pensions	3,795	3,749
of which negative hedge mark-to-market	253	137
of which other provisions	2,396	2,159
of which financial debts	5,079	4,406
of which European gvts refundable advances	5,093	4,781
of which Customer advances	4,299	3,985
Total Current liabilities	25,929	23,331
of which negative hedge mark-to-market	188	44
of which other provisions	2,144	2,306
of which financial debts	726	720
of which European gvts refundable advances	379	338
of which Customer advances	12,520	10,884
Total Liabilities and Equity	68,052	67,526
Closing rate €/€	1.21	1.36

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A380: Maiden Flight, 27th April 2005



Cumulative
A380 R&D
= 3.7 €bn



Cumulative
A380 Capex
= 4.3 €bn

* excluding leased aircraft (2001: 604 €m; 2002: 101 €m; 2003: 279 €m; 2004: 656 €m; H1 2005: 28€m)

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Quarterly Revenues Breakdown (cumulative)



in €m	Q1		H1		9m		FY	
	2005	2004	2005	2004	2005	2004	2005	2004
Airbus	4,989	4,126	11,262	10,024		14,415		20,224
MTA	108	101	326	234		539		1,304
Aeronautics <i>of which Eurocopter</i>	743 519	645 401	1,779 1,266	1,631 1,092		2,516 1,732		3,876 2,786
Space	516	457	1,160	1,090		1,646		2,592
DS	925	932	2,172	2,119		3,204		5,385
HQ & Elim.	(276)	(230)	(679)	(531)		(861)		(1,620)
Total EADS	7,005	6,031	16,020	14,567		21,459		31,761

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Quarterly EBIT* Breakdown (cumulative)



in €m	Q1		H1		9m		FY	
	2005	2004	2005	2004**	2005	2004**	2005	2004**
Airbus	628	224	1,444	980		1,379		1,919
MTA	(6)	(8)	(14)	(10)		5		26
Aeronautics <i>of which Eurocopter</i>	11 14	10 7	19 61	55 43		115 101		204 201
Space	(6)	(11)	7	(12)		(6)		9
DS	(35)	(51)	(19)	(83)		(77)		226
HQ & Elim.	65	34	103	49		75		48
Total EADS	657	198	1,540	979		1,491		2,432

* pre goodwill and exceptionals

** Restatement of 2004 figures, following IFRS2 implementation (stock option expenses included)

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Quarterly Order-intake Breakdown (cumulative)



in €m	Q1		H1		9m		FY	
	2005	2004	2005	2004	2005	2004	2005	2004
Airbus	6,654	1,068	17,958	6,158		10,547		25,816
MTA	59	100	989	165		342		1,176
Aeronautics <i>of which Eurocopter</i>	893 447	843 548	2,024 1,086	1,669 974		3,168 2,335		4,339 3,245
Space	640	238	1,130	3,905		4,289		5,658
DS	935	1,359	4,134	2,057		2,975		8,457
HQ & Elim.	(274)	(197)	(811)	(496)		(718)		(1,329)
Total EADS	8,907	3,411	25,424	13,458		20,603		44,117

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Quarterly Order-book Breakdown



in €m	March		June		Sept.		Dec.	
	2005	2004	2005	2004	2005	2004	2005	2004
Airbus	141,143	140,911	151,978	139,655		138,747		136,022
MTA	19,850	19,980	20,565	19,904		19,738		19,897
Aeronautics	10,986	10,021	11,087	9,991		10,656		10,171
<i>of which Eurocopter</i>	9,697	8,766	9,589	8,510		9,231		9,117
Space	11,394	8,083	11,393	10,992		10,921		11,311
DS	17,262	14,976	19,100	14,542		14,508		17,276
HQ & Elim.	(10,224)	(15,212)	(10,429)	(15,140)		(14,887)		(10,389)
Total EADS	190,411	178,759	203,694	179,944		179,683		184,288