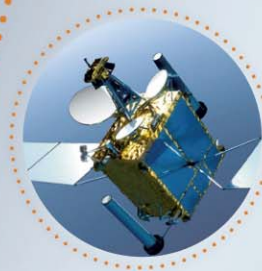
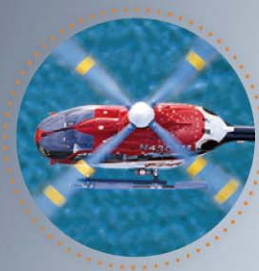


9m 2010 Earnings



Conference Call, 12th November 2010

Hans Peter Ring
CFO

Safe Harbour Statement

Disclaimer

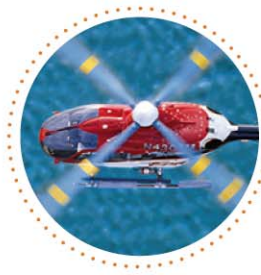
This presentation includes forward-looking statements. Words such as “anticipates”, “believes”, “estimates”, “expects”, “intends”, “plans”, “projects”, “may” and similar expressions are used to identify these forward-looking statements. Examples of forward-looking statements include statements made about strategy, ramp-up and delivery schedules, introduction of new products and services and market expectations, as well as statements regarding future performance 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 EADS’ businesses;
- Significant disruptions in air travel (including as a result of terrorist attacks);
- 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;
- Legal and investigatory proceedings and other economic, political and technological risks and uncertainties.

As a result, EADS’ actual results may differ materially from the plans, goals and expectations set forth in such forward-looking statements. For a discussion of factors that could cause future results to differ from such forward-looking statements, see EADS’ “Registration Document” dated 21st April 2010.

Any forward-looking statement contained in this presentation speaks as of the date of this presentation. EADS undertakes no obligation to publicly revise or update any forward-looking statements in light of new information, future events or otherwise.



Group Highlights

Financial Highlights

Divisional Performance

Guidance



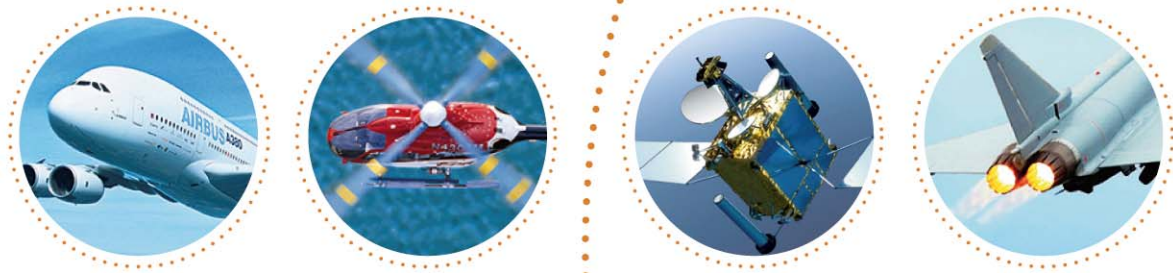
9m 2010 Group Highlights

Business Highlights

- Improvement in commercial aircraft environment confirmed:
 - Airbus net orders reached 328 in 9m 2010 compared to 123 in 9m 2009;
 - Increasing Long Range production rates to 9 per month in Q1 2012;
- EADS order intake more than double the 2009 level at €57.7 bn;
- Deliveries: 380 commercial aircraft; 367 helicopters; 38th consecutive success for Ariane 5;
- A400M:
 - Negotiations concluded on overall A400M discussions; Export Levy Facility to be finalised before year-end; FY 2009 provision remains valid.

Financial Highlights

- Revenues €31.6 bn, of which €21.7 bn for Airbus;
- EBIT* before one-off: €0.8 bn for EADS, €0.3 bn for Airbus;
- Net cash: €10.3 bn after pension contributions of €0.3 bn;
 - Better cash performance;
 - Favourable phasing;
 - Receipts from governments for development programmes roughly compensate payment delays.
- Net income €0.2 bn.



Group Highlights

Financial Highlights

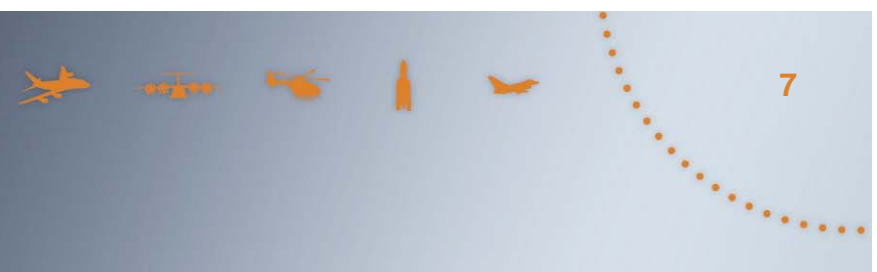
Divisional Performance

Guidance

9m 2010 Financial Highlights

in €bn	9m 2010	9m 2009	Change
Revenues	31.6	29.7	+6%
<i>of which Defence</i>	7.9	7.0	+13%
EBIT* before one-off	0.8	1.7	-50%
Order intake	57.7	24.6	+135%
in €bn	Sept. 2010	Dec. 2009	Change
Total Order book**	426.4	389.1	+10%
<i>of which Defence</i>	56.4	57.3	-2%

- **Higher level of commercial aircraft orders;**
- **Decrease in EBIT* before one-off mainly due to hedge rate deterioration and higher R&D expenditure;**
- **A380 continues to weigh substantially on EBIT* before one-off.**



9m 2010 EBIT* Before One-off

in €bn

EBIT* before one-off 2010 (See slide 22 for Airbus Commercial split)
% Revenues

One-off impacts:

- Eurocopter one time effects include a charge and margin adjustment for NH90, restructuring and KUH technical milestone recognition
- Currency effect from revaluation of Loss Making Contract provisions A380, A350 (€+ 0.03 bn), A400M (€- 0.03 bn)
- \$ PDP mismatch and balance sheet revaluation
- Other one-off

EBIT* Reported

	EADS Group	Airbus Division
EBIT* before one-off 2010	0.83	0.28
<i>% Revenues</i>	<i>2.6 %</i>	<i>1.3 %</i>
One-off impacts:		
• Eurocopter one time effects include a charge and margin adjustment for NH90, restructuring and KUH technical milestone recognition	(0.07)	
• Currency effect from revaluation of Loss Making Contract provisions A380, A350 (€+ 0.03 bn), A400M (€- 0.03 bn)	0.00	0.00
• \$ PDP mismatch and balance sheet revaluation	(0.01)	(0.01)
• Other one-off	0.03	0.03
EBIT* Reported	0.78	0.30

9m 2010 Profit & Loss Highlights

	9m 2010		9m 2009	
	€m	in % of Revenues	€m	in % of Revenues
EBIT*	784	2.5%	1,089	3.7%
Self-financed R&D**	2,038	6.5%	1,834	6.1%
EBIT* before R&D	2,822	9.0%	2,923	9.8%
Interest result	(176)	(0.6%)	(89)	(0.3%)
Other financial result	(276)	(0.9%)	(526)	(1.8%)
Taxes	(96)	(0.3%)	(140)	(0.5%)
Net income	198	0.6%	291	1.0%
EPS***	€0.24		€0.36	

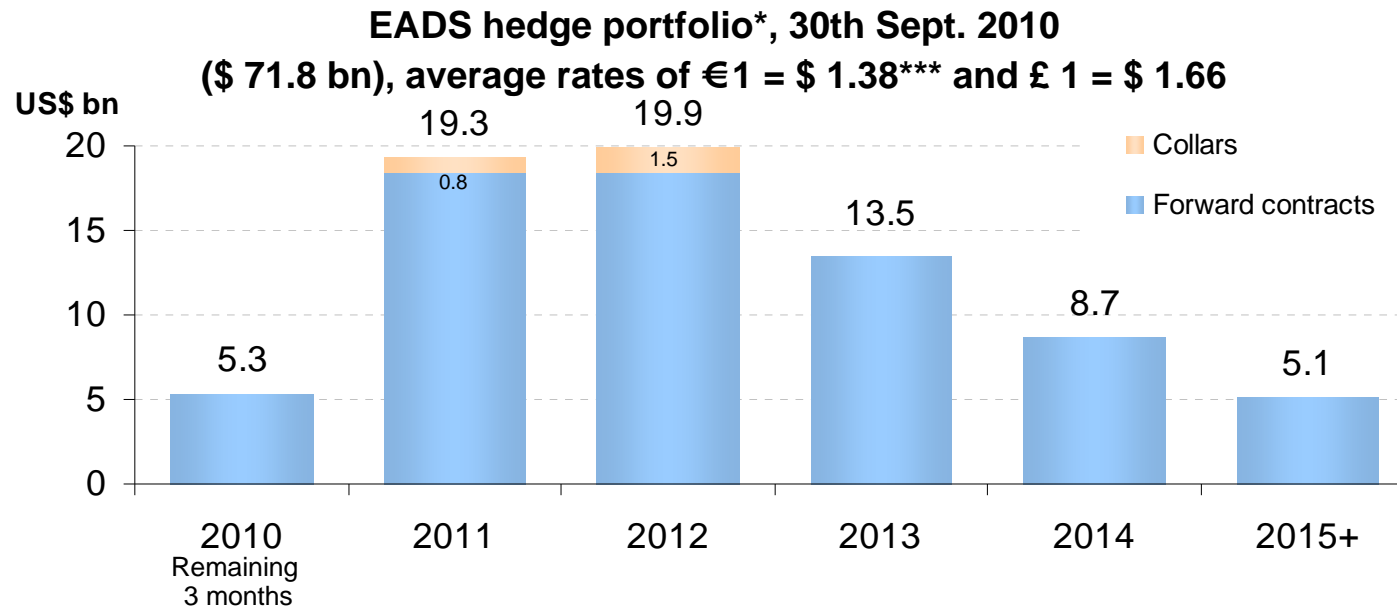
* Pre-goodwill impairment and exceptionals

** IAS 38: €76 m capitalised during 9m 2010; €69 m capitalised during 9m 2009

*** Average number of shares outstanding: 810,745,035 in 9m 2010; 810,057,593 in 9m 2009

Currency Hedge Policy

- Approximately 50% of EADS' US\$ revenues naturally hedged by US\$ procurement;
- In 9m 2010, hedges of \$ 13.3 bn* matured at an average hedge rate of € 1 = \$ 1.35;
- In 9m 2010, new hedge contracts of \$ 25.3 bn** were added at an average rate of € 1= \$ 1.33***.



Average hedge rates

€ vs \$***	1.37	1.38	1.37	1.38	1.38	1.41
£ vs \$	1.75	1.75	1.62	1.58	1.58	1.63

Mark-to-market value = €- 1.1 bn
 Closing rate @ 1.36 €vs.\$

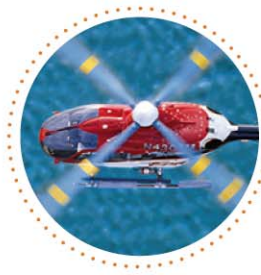
* Total hedge amount contains \$/€ and \$/£ designated hedges
 ** Includes \$ 1.9 bn of options restructuring
 *** includes collars at their least favourable rates

Free Cash Flow

in €m	9m 2010	9m 2009
Net cash position at the beginning of the period	9,797	9,193
Gross Cash Flow from Operations*	1,553	1,820
Change in working capital	531	(1,838)
of which Customer Financing	(91)	(290)
Cash used for investing activities**	(1,293)	(1,164)
of which Industrial Capex (additions)	(1,307)	(1,274)
of which Others	14	110
Free Cash Flow**	791	(1,182)
Free Cash Flow before customer financing**	882	(892)
Change in non-controlling interests and capital increase	(25)	2
Change in treasury shares	(14)	(15)
Contribution to plan assets of pension schemes	(323)	0
Cash distribution to shareholders / non-controlling interests	(6)	(162)
Others	106	223
Net cash position at the end of the period	10,326	8,059

* Gross cash flow from operations, excluding working capital change

** Excluding change in securities and contribution to plan assets of pension schemes



Group Highlights

Financial Highlights

Divisional Performance

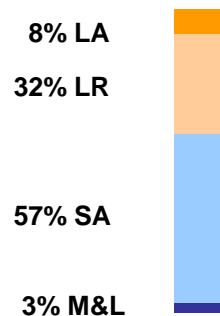
Guidance



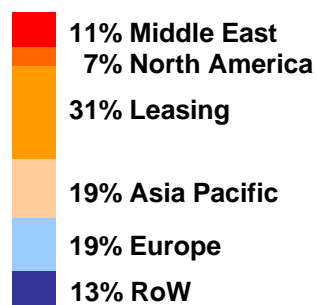
Airbus Division

€ m	Airbus Division (after interco elimination)		Airbus Commercial (excl. A400M)		Airbus Military (Former MTAD, incl. A400M)	
	9m 2010	9m 2009	9m 2010	9m 2009 restated	9m 2010	9m 2009 restated
Deliveries	391 a/c ^{a)}	368 a/c	380 a/c ^{b)}	358 a/c	13 a/c	10 a/c
Revenues	21,740	20,193	20,446	18,949	1,540	1,637
R&D self-financed** <i>in % of revenues</i>	1,613 7.4%	1,473 7.3%	1,607 7.9%	1,463 7.7%	6 0.4%	10 0.6%
EBIT* <i>in % of revenues</i>	296 1.4%	523 2.6%	328 1.6%	743 3.9%	(35)	(216)
Order book*** <i>in units</i>	377,325	332,035	358,110	311,674	20,586	21,698
Net orders***			3,436	3,480	248	259
			328 a/c		11 a/c	

Gross Orders
by Programme



Gross Orders
by Region



- a) excluding 2 green aircraft delivered to Airbus Military
 b) 376 aircraft with revenue recognition incl. 3 A320 sell downs in Q3
 * Pre-goodwill impairment and exceptionals
 ** Capitalised R&D: € 46 m in 9m 2010 and € 45 m in 9m 2009
 *** Commercial a/c valued at list prices, units excl. freighter conversions

Airbus Division

Airbus Commercial (excl. A400M)

Revenues +8%

- Favourable volume and mix effect;
- Pricing improvement;
- 380 deliveries: 300 SA, 66 LR, 14 A380;
- Impact from fx (€ - 0.6 bn).

EBIT* -56%

- Favourable volumes and mix, pricing improvement and Power8 reduced by:
 - Impact from fx effects (€ - 0.5 bn) see slide 21;
 - Higher R&D driven by the A350XWB Programme;
 - Higher non-series costs, less favourable phasing effect compared to 2009.
- A380 continues to weigh on underlying performance.

Airbus Military (incl. A400M)

Revenues -6%

- Higher A400M revenue recognition (+ €0.1 bn)
- Lower revenues in Tankers and Medium and Light.

EBIT*

- Positive mix effect in Medium and Light;
- Lower losses on A400M:
 - 9m 2010 (€ - 0.06 bn);
 - 9m 2009 (€ - 0.22 bn).

Key Achievements

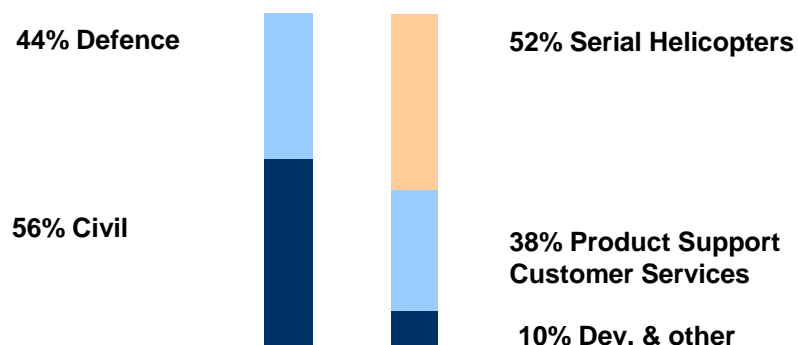
- Long Range production rate increase to 9 a/c per month from Q1 2012;
 - A350XWB EIS : H2 2013 - no significant impact on financials;
- Military certification achieved for A330 MRTT paving way for first delivery to Australia.

Eurocopter

€ m

	9m 2010	9m 2009
Revenues	3,085	3,039
R&D self-financed**	135	107
<i>in % of revenues</i>	4.4%	3.5%
EBIT*	121	165
<i>in % of revenues</i>	3.9%	5.4%
Order book	15,029	13,528
in units	1,166	1,304

Revenue split



based on 9m 2010 EADS external revenues

* Pre-goodwill impairment and exceptionals

** Capitalised R&D: €21 m in 9m 2010 and €19 m in 9m 2009

EADS – 9m 2010 earnings

Overview

- Start of a positive order trend compared to 2009; 230 net orders in 9m 2010 vs. 179 in 9m 2009. Cancellation trend slowing.
- Slow recovery in civil market, high number of second hand helicopters;
- Progress in SHAPE to mitigate negative impacts: Temporary workforce and overhead reduction;
- 367 deliveries (including 19 NH90, 7 Tiger) compared to 392 in 9m 2009.

Revenues +2%

- Higher NH90 volume, support revenues and progress on Korean Utility Helicopter;
- Lower commercial deliveries.

EBIT* -27%

- Favourable mix offset by:
 - NH90 charge and margin adjustment € - 50 m;
 - Restructuring charge € - 40m;
 - One time KUH technical milestone € 24 m;
 - Higher R&D Investment.

Key achievements

- First flight of long range high speed X3 demonstrator;
- 10 NH90 deliveries in Q3.



Astrium

€ m

	9m 2010	9m 2009
Revenues	3,226	3,228
R&D self-financed	50	52
<i>in % of revenues</i>	1.5%	1.6%
EBIT*	158	155
<i>in % of revenues</i>	4.9%	4.8%
Order book	15,300	14,920

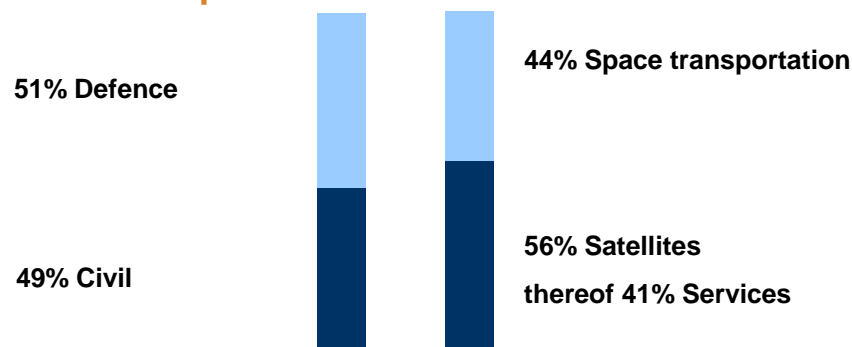
Revenues stable:

- Positive volume effects across core businesses compensate the one-time catch up effect for in-orbit incentive schemes booked in 2009 (- €0.2 bn).

EBIT* +2%

- Growth and productivity in military and institutional activities;
- Lower activity in navigation satellites and earth observation services.

Revenue split



based on 9m 2010 EADS external revenues

Order Intake €3.8 bn

- Momentum in commercial and institutional markets so far, increasing competition across business segments;
- M51.2 evolution contract awarded from the French DGA.

Key Achievements

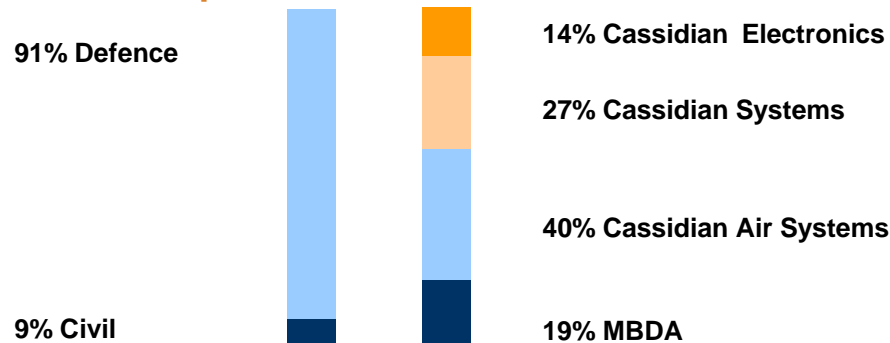
- Strong programme execution:
 - M51 - Successful Acceptance Launch;
 - 38th consecutive success for Ariane 5;
 - ALSAT-2A earth observation satellite launched.
- Exclusive partnership with ScanEx for distribution rights on Spot 6 & 7 satellites.

Cassidian

€ m

	9m 2010	9m 2009
Revenues	3,470	3,296
R&D self-financed	181	138
<i>in % of revenues</i>	5.2%	4.2%
EBIT*	204	220
<i>in % of revenues</i>	5.9%	6.7%
Order book	17,763	16,259

Revenue split



based on 9m 2010 EADS external revenues

Defence Budget Pressure

- No significant impact in 2010;
- Looking forward: stable revenues, limited EBIT impact from higher R&D and less favourable mix.

Revenues +5%

- Volume growth in core and export for Eurofighter and Missile programmes.

EBIT* -7%

- Volume and margin growth in mature programmes offset by significant growth in R&D investment driven by UAV and secure communication segments.

Order Intake €2.6 bn

Key Achievements

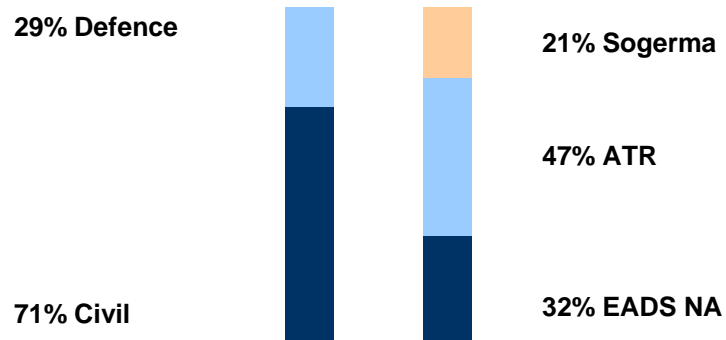
- Strengthening Cyber Security Solutions capabilities:
 - Acquisition of UK-based Regency IT Consulting.
- Successful completion of the MEADS final system Critical Design Review;
- Development start for a next generation radar system to improve Eurofighter export potential.

Other Businesses

€ m

	9m 2010	9m 2009
Revenues	805	723
R&D self-financed	6	3
<i>in % of revenues</i>	0.7%	0.4%
EBIT*	(6)	3
<i>in % of revenues</i>		0.4%
Order book	2,228	1,963

Revenue split



based on 9m 2010 EADS external revenues

Revenues +11%

- Higher deliveries and asset management at ATR;
- Ramp-up in LUH with 36 deliveries in 9m 2010;
- Lower aerostructures revenues at Sogerma.

EBIT* negative

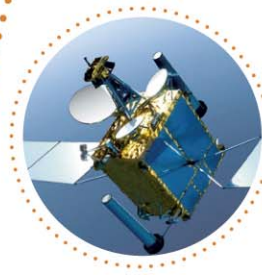
- Negative foreign exchange impact at ATR;
- Positive contribution from Sogerma.

ATR

- Market and financing environment improving, 63 net orders and 33 options in 9m 2010;
- 35 deliveries in 9m 2010 compared to 30 in 9m 2009;
- 9m 2010 backlog at 161 a/c.

North America

- LUH Ramp up progressing well.



Group Highlights

Financial Highlights

Divisional Performance

Guidance

Guidance

2010 at €1: \$1.35

Airbus Orders & Deliveries:

Airbus gross orders up to 500 aircraft; Airbus deliveries should be slightly more than 500.

Revenues:

EADS revenues more than €44 billion.

EBIT* before one off:

EADS confirms EBIT* before one off at around €1.2 billion.

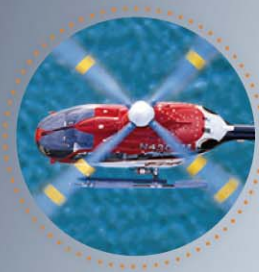
EBIT*:

- Going forward, the EBIT* performance of EADS will be dependent on the Group's ability to execute on the A400M, A380 and A350XWB programmes, in line with the commitments made to its customers.
- At €1 / \$1.35, EADS increases EBIT* guidance to at least €1.1 billion.

Free Cash Flow:

- Increase of Free Cash Flow guidance.
- Provided a sustainable year end cash inflow of institutional and government business, free cash flow before customer financing should be around €1 billion.
- Free cash flow after customer financing should be above €800 million compared to the previously expected free cash outflow of around €-600 million.

Appendix



9m 2010 Forex EBIT* Impact Bridge

Forex impact on EBIT* (in €bn)

- Revaluation of Airbus Commercial LMC provisions
- Revaluation of Airbus Military A400M provision
- Deterioration of hedge rates (€ \$ 1.24 to 1.35)
out of which Airbus
- Other one-off forex effect including PDP reversal

*Compared to 9m 2009
out of which Airbus Division*

BRIDGE

(0.02)

0.08

(0.85)

(0.82)

0.29

(0.50)

(0.47)

9m 2010 Airbus Division EBIT* Before One-off detail

in €bn

EBIT* before one-off 2010

% Revenues

One-off impacts:

- Currency effect from revaluation of Loss Making Contract provisions A380, A350 (€+0.03 bn), A400M (€-0.03 bn)
- \$ PDP mismatch and balance sheet revaluation
- Other one-off

EBIT* Reported

	Division	Commercial
EBIT* before one-off 2010	0.28	0.28
% Revenues	1.3%	1.4%
Currency effect from revaluation of Loss Making Contract provisions A380, A350 (€+0.03 bn), A400M (€-0.03 bn)	0.00	0.03
\$ PDP mismatch and balance sheet revaluation	(0.01)	(0.01)
Other one-off	0.03	0.03
EBIT* Reported	0.30	0.33

9m 2009 EBIT* Before One-off

in €bn	EADS Group	Airbus Division
EBIT* before one-off 2009	1.66	1.09
<i>% Revenues (excl. A400M early stage revenues: € 0.4 bn)</i>	<i>5.6%</i>	<i>5.5%</i>
One-off impacts:		
• Impact of A400M Early Stage Accounting**	(0.12)	(0.12)
• Revaluation of all LMCs (\$ and £)***	(0.06)	(0.06)
• \$ PDP reversal and balance sheet revaluation	(0.30)	(0.30)
• Other one-off	(0.09)	(0.09)
EBIT* Reported	1.09	0.52

EADS – 9m 2010 earnings

* Pre-goodwill impairment and exceptionals

** After currency impact: €-224 m

EADS

9m 2010 Financial Highlights

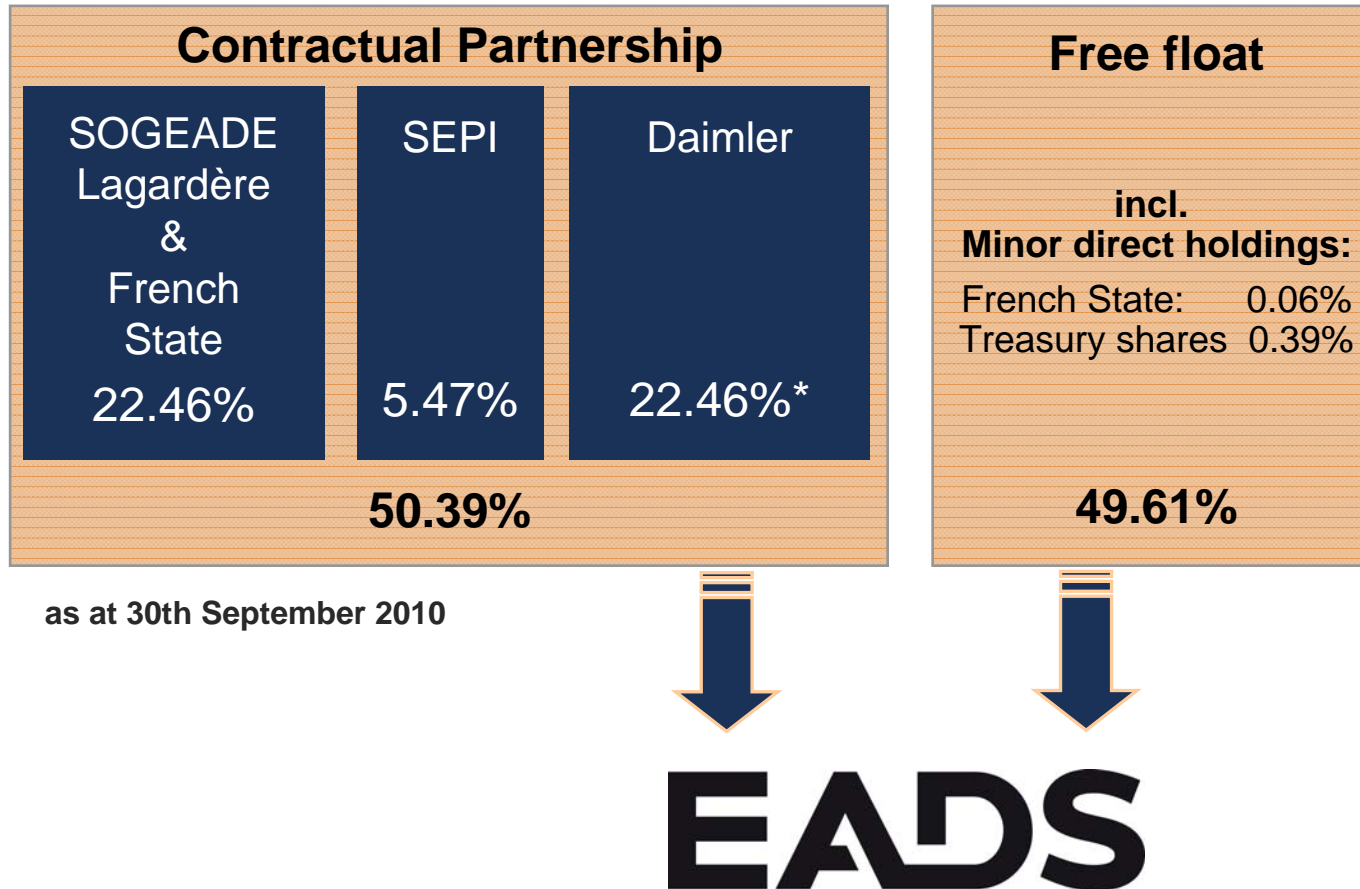
	9m 2010		9m 2009	
	€m	in % of Revenues	€m	in % of Revenues
Revenues	31,554		29,723	
self-financed R&D**	2,038	6.5%	1,834	6.1%
EBITDA*	1,900	6.0%	2,283	7.7%
EBIT*	784	2.5%	1,089	3.7%
EBIT* before R&D	2,822	9.0%	2,923	9.8%
Net income	198	0.6%	291	1.0%
EPS***	€0.24		€0.36	
Net Cash position at the end of the period	10,326		8,059	
Free Cash Flow	791		(1,182)	

* Pre-goodwill impairment and exceptionals

** IAS 38: €76 m Capitalised during 9m 2010; €69 m Capitalised during 9m 2009

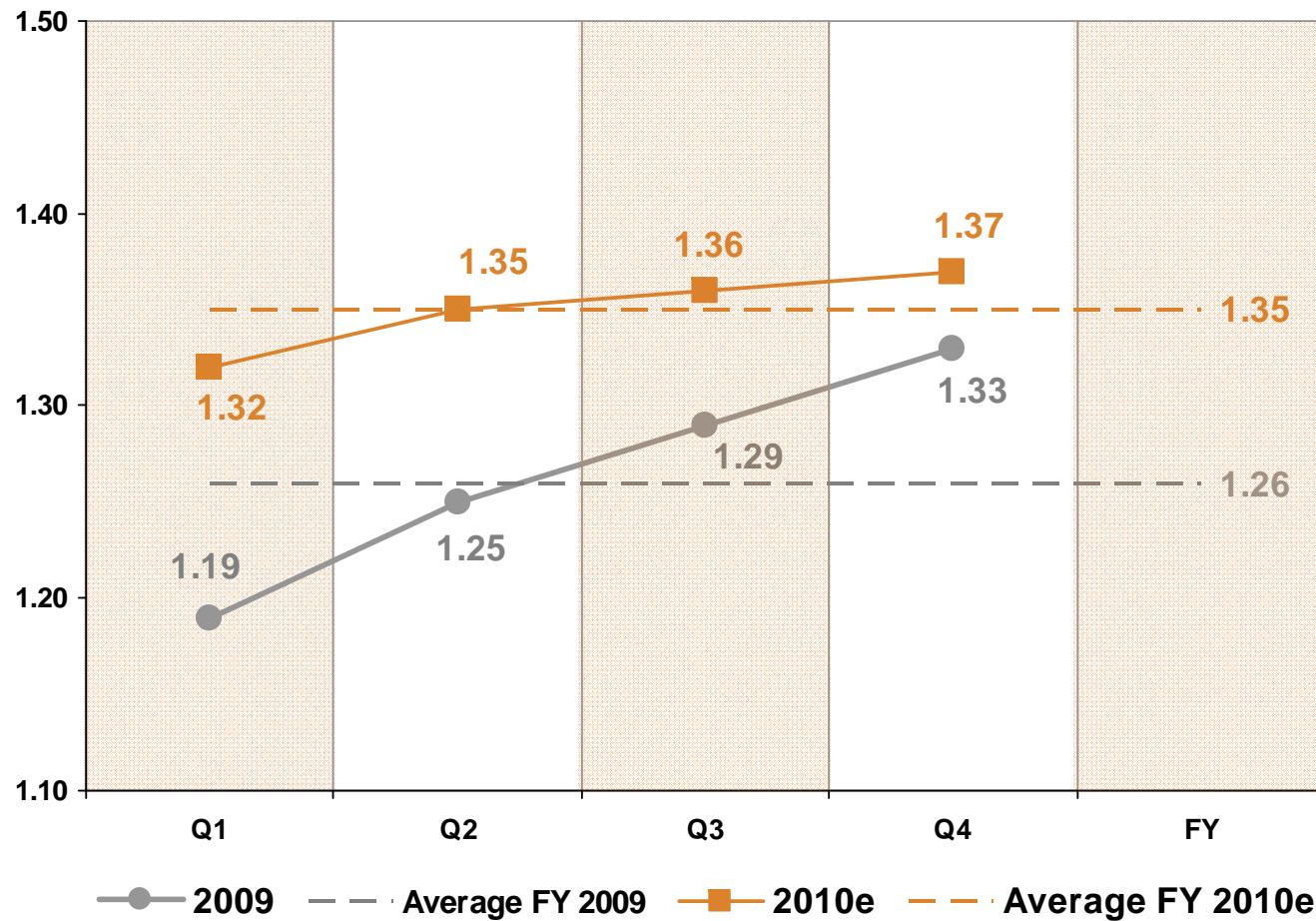
*** Average number of shares outstanding: 810,745,035 in 9m 2010; 810,057,593 in 9m 2009

Shareholding structure



Expected EADS Average Hedge Rates € vs. \$

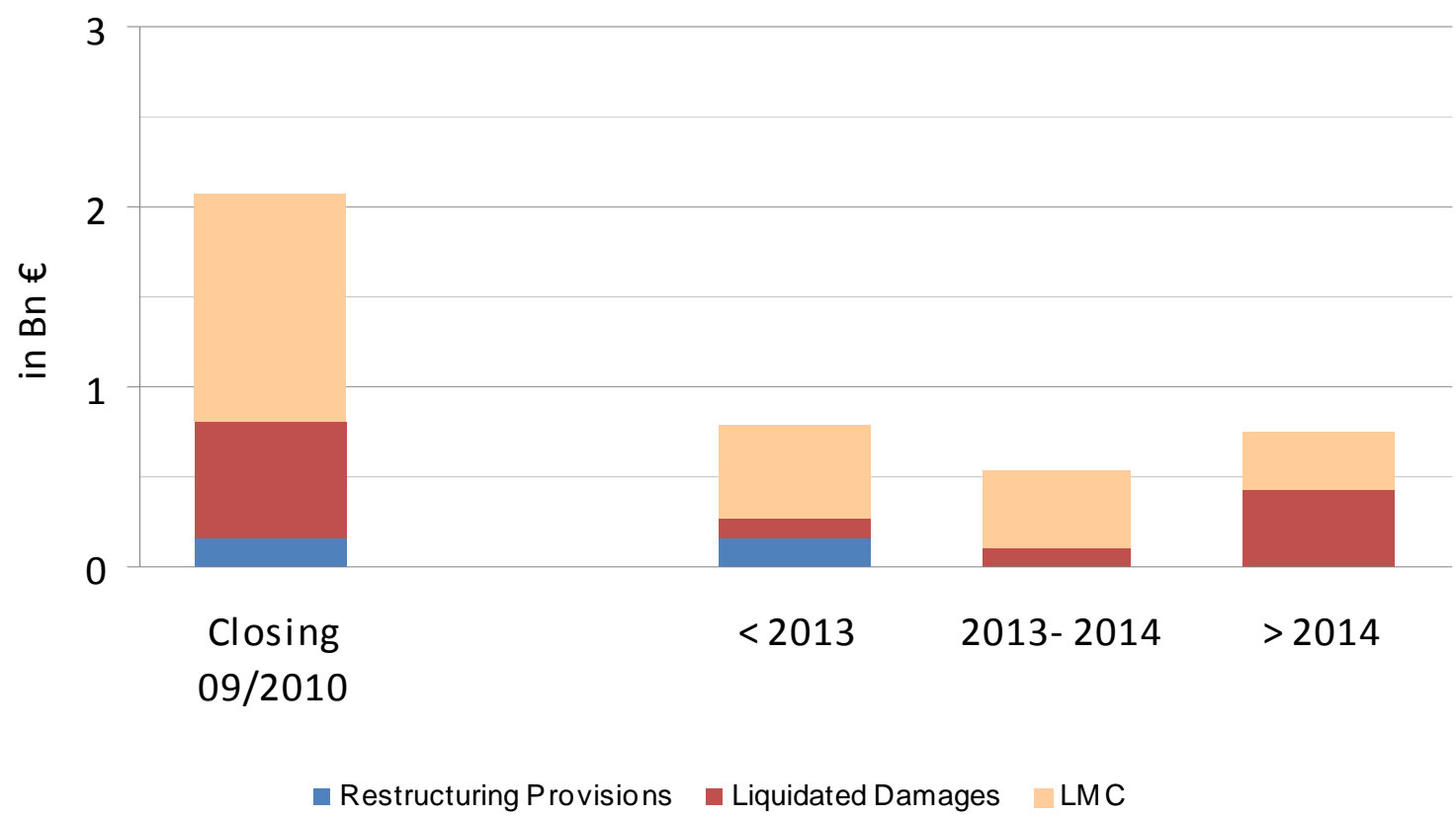
Average hedge rates



EADS – 9m 2010 earnings

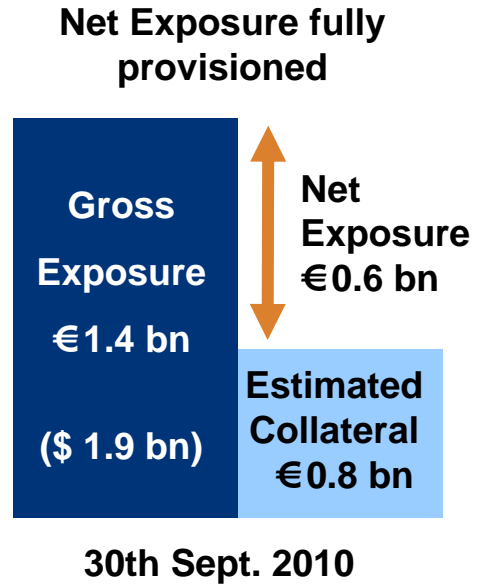
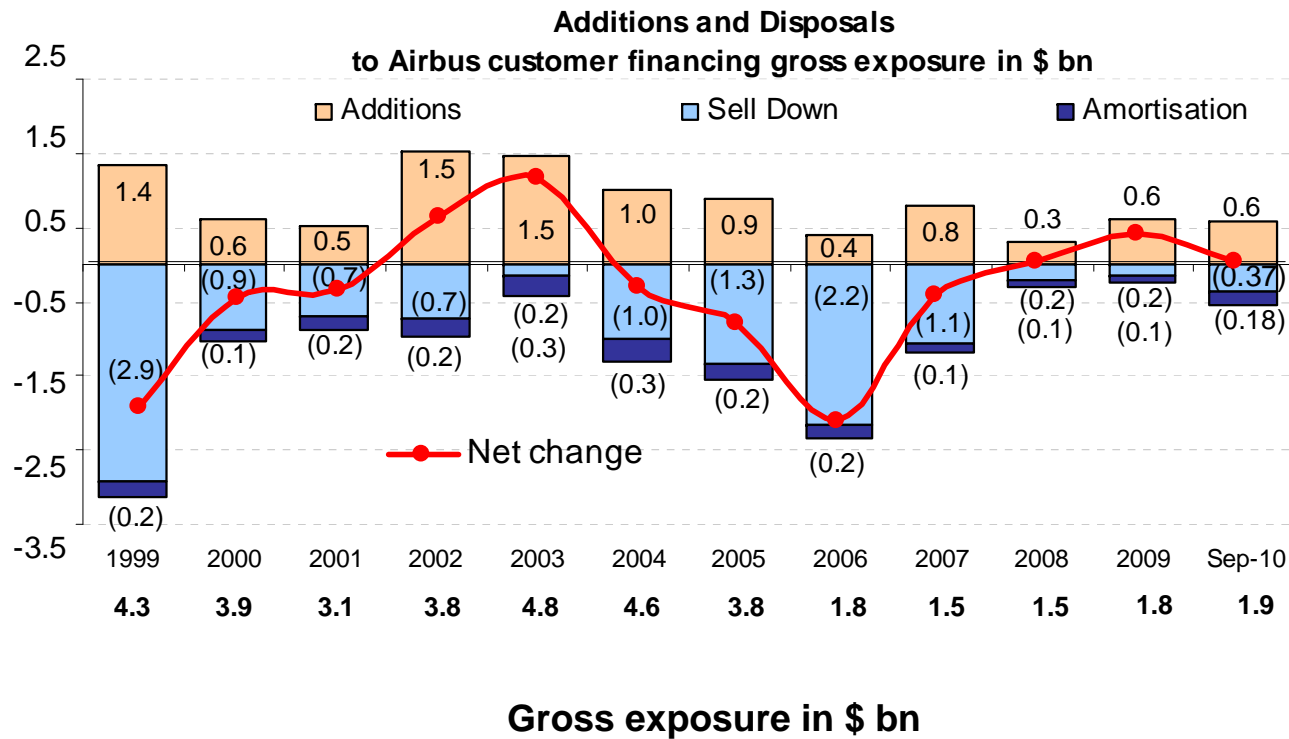


Provision Consumption excluding A400M (as at 30 Sep 2010)



Airbus Customer Financing

Active exposure management



Customer Financing Exposure

in €m

Closing rate €1 =

Total Gross exposure

of which off-balance sheet

Estimated value of collateral

Net exposure

Provision and asset impairment

Net exposure after provision

100% AIRBUS

Sept 2010 **Dec 2009**
\$ 1.36 \$ 1.44

1,365 **1,260**

322 335

(802) (772)

563 **488**

(563) (488)

0 **0**

50% ATR

Sept 2010 **Dec 2009**

120 **159**

41 47

(108) (145)

12 **14**

(12) (14)

0 **0**

100% EC

Sept 2010 **Dec 2009**

84 **76**

48 47

(57) (55)

27 **21**

(27) (21)

0 **0**

Q3 2010 Key Figures

in €bn

	Q3 2010	Q3 2009
Revenues	11.2	9.5
EBIT*	0.4	0.2
FCF before customer financing**	1.4	0.1
New orders	27.0	7.4

Revenues

EBIT*

in €m

	Q3 2010	Q3 2009	Q3 2010	Q3 2009
Airbus	7,887	6,242	192	4
Eurocopter	976	1,131	50	66
Astrium	1,116	1,034	52	56
Cassidian	1,287	1,135	94	77
HQ & Others	(20)	(14)	(10)	(2)
of which Other businesses	251	243	(6)	1
of which HQ & eliminations	(271)	(257)	(4)	(3)
Total EADS	11,246	9,528	378	201

EBIT* Calculation

in €m

EBIT*

Exceptionals:

Disposal (fixed assets in other income)

Fair value depreciation

**Profit before finance cost
and income taxes**

9m 2010

784

0

(33)

751

9m 2009

1,089

(1)

(38)

1,050

Net Income pre-exceptionals

in €m

Net income*

EPS* (1)

Exceptionals:

Fair value adjustment

Related tax impact

Net income

EPS (1)

9m 2010

9m 2009

221

318

€0.27

€0.39

(33)

(39)

10

12

198

291

€0.24

€0.36

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

(1) Average number of shares outstanding: 810,745,035 in 9m 2010; 810,057,593 in 9m 2009.

Net Cash Position

in €m	Sept. 2010	Dec. 2009	Sept. 2009
Gross cash	14,675	15,093	13,159
Financing Debts			
<i>Short-term Financing Debts*</i>	(1,425)	(2,429)	(2,226)
<i>Long-term Financing Debts</i>	(2,924)	(2,867)	(2,874)
Reported Net cash	10,326	9,797	8,059
Airbus non-recourse debt	536	652	627
Net cash excl. non-recourse	10,862	10,449	8,686

EADS: Strong Liquidity Position as at 30 Sept. 2010

€3.0 bn Credit Facility		<ul style="list-style-type: none"> Maturity 2012 Undrawn Fully committed by 32 banks No financial covenants No MAC clause
€14.68 bn Total Gross Cash Invested in highly rated securities	€4.35 bn Financing Liabilities (incl. €1.5 bn liabilities of EMTN)	
€10.33 bn Net Cash		

Balance Sheet Highlights: Assets

in €m

	Sept. 2010	Dec. 2009
Non-current Assets	39,976	37,792
of which Intangible & Goodwill	11,109	11,060
of which Property, plant & equipment	12,892	12,508
of which Investments & Financial assets	4,848	4,724
of which positive hedge mark-to-market	899	1,307
of which Non-current securities	4,896	3,983
Current Assets	42,506	42,512
of which Inventory	23,128	21,577
of which Cash	4,791	7,038
of which Current securities	4,988	4,072
of which positive hedge mark-to-market	406	937
Total Assets	82,482	80,304
Closing rate €/\$	1.36	1.44

Balance Sheet Highlights: Liabilities

in €m

	Sept. 2010	Dec. 2009
Total Equity	8,738	10,641
of which OCI (Other Comprehensive Income)	991	2,646
of which Non-controlling interests	94	106
Total Non-current liabilities	30,537	27,287
of which pensions	5,489	5,080
of which other provisions	3,157	3,057
of which financing debts	2,924	2,867
of which European governments refundable advances	5,866	4,882
of which Customer advances	8,827	8,579
of which negative hedge mark-to-market	1,931	732
Total Current liabilities	43,207	42,376
of which pensions	226	226
of which other provisions	5,659	5,657
of which financing debts	1,425	2,429
of which European gvts refundable advances	354	412
of which Customer advances	23,016	21,271
of which negative hedge mark-to-market	640	220
Total Liabilities and Equity	82,482	80,304

Quarterly Revenues Breakdown (cumulative)

37

in €m	Q1		H1		9m		FY	
	2010	2009	2010	2009	2010	2009	2010	2009
Airbus Division	6,264	5,883	13,853	13,951	21,740	20,193	.	28,067
Thereof Airbus Comm.*	5,989	5,470	12,965	13,204	20,446	18,949	.	26,370
Thereof Airbus Military	384	456	1,007	855	1,540	1,637	.	2,235
Eurocopter	798	758	2,109	1,908	3,085	3,039	.	4,570
Astrium	924	904	2,110	2,194	3,226	3,228	.	4,799
Cassidian	928	934	2,183	2,161	3,470	3,296	.	5,363
HQ & others	36	(12)	53	(19)	33	(33)	.	23
<i>of which other BUs</i>	246	214	554	480	805	723	.	1,096
<i>of which HQ & elim.</i>	(210)	(226)	(501)	(499)	(772)	(756)	.	(1,073)
Total EADS	8,950	8,467	20,308	20,195	31,554	29,723	.	42,822

Quarterly EBIT* Breakdown (cumulative)

38

in €m	Q1		H1		9m		FY	
	2010	2009	2010	2009	2010	2009	2010	2009
Airbus Division	7	89	104	519	296	523	.	(1,371)
Thereof Airbus Comm.**	6	205	241	737	328	743	.	386
Thereof Airbus Military	1	(116)	(161)	(218)	(35)	(216)	.	(1,754)
Eurocopter	26	38	71	99	121	165	.	263
Astrium	41	36	106	99	158	155	.	261
Cassidian	21	21	110	143	204	220	.	449
HQ & others	(12)	48	15	28	5	26	.	76
<i>of which other BUs</i>	(1)	0	0	2	(6)	3	.	21
<i>of which HQ & elim.</i>	(11)	48	15	26	11	23	.	55
Total EADS	83	232	406	888	784	1,089	.	(322)

* Pre goodwill impairment and exceptionals

** Airbus Commercial incl. EFW and excludes A400M

EADS – 9m 2010 earnings

EADS

Quarterly Order-intake Breakdown (cumulative)

39

in €m	Q1		H1		9m		FY	
	2010	2009	2010	2009	2010	2009	2010	2009
Airbus Division	11,158	1,792	24,542	6,194	47,949	11,335	.	23,904
Thereof Airbus Comm.*	11,035	1,667	24,302	6,025	47,384	10,487	.	23,461
Thereof Airbus Military	146	164	285	247	626	1,049	.	637
Eurocopter	1,057	1,016	1,785	2,252	3,050	2,743	.	5,810
Astrium	1,234	5,641	2,667	6,396	3,803	6,956	.	8,285
Cassidian	964	918	1,856	2,346	2,581	3,408	.	7,959
HQ & others	(31)	(39)	(82)	(29)	339	114	.	(111)
<i>of which other BUs</i>	199	134	372	364	1,008	550	.	969
<i>of which HQ & elim.</i>	(230)	(173)	(454)	(393)	(669)	(436)	.	(1,080)
Total EADS	14,382	9,328	30,768	17,159	57,722	24,556	.	45,847

Quarterly Order-book Breakdown (cumulative)

40

in €m	Q1		H1		9m		FY	
	2010	2009	2010	2009	2010	2009	2010	2009
Airbus Division	366,051	365,412	405,027	343,584	377,325	332,035	.	339,722
Thereof Airbus Comm.*	346,182	345,123	385,677	323,497	358,110	311,674	.	320,321
Thereof Airbus Military	21,155	21,999	20,773	21,680	20,586	21,698	.	20,686
Eurocopter	15,324	14,082	14,740	14,167	15,029	13,528	.	15,064
Astrium	14,961	15,877	15,524	15,597	15,300	14,920	.	14,653
Cassidian	18,864	15,954	18,548	16,440	17,763	16,259	.	18,796
HQ & others	592	1,304	659	1,191	933	1,265	.	832
<i>of which other BUs</i>	1,990	2,306	2,007	2,139	2,228	1,963	.	1,952
<i>of which HQ & elim.</i>	(1,398)	(1,002)	(1,348)	(948)	(1,295)	(698)	.	(1,120)
Total EADS	415,792	412,629	454,498	390,979	426,350	378,007	.	389,067