

H1 2010 Earnings



Conference Call, 30th July 2010

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Disclaimer

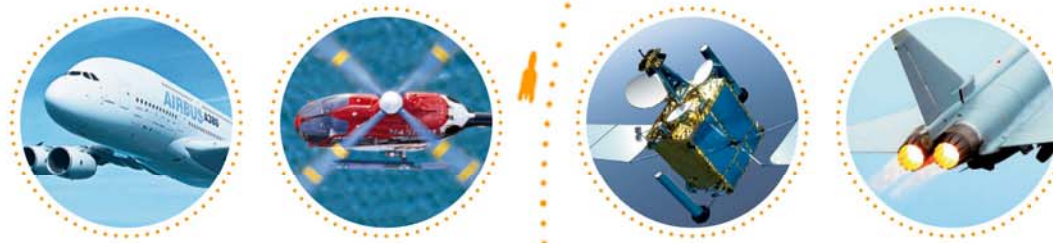
This presentation includes forward-looking statements. Words such as “anticipates”, “believes”, “estimates”, “expects”, “intends”, “plans”, “projects”, “may” and similar expressions are used to identify these forward-looking statements. Examples of forward-looking statements include statements made about 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

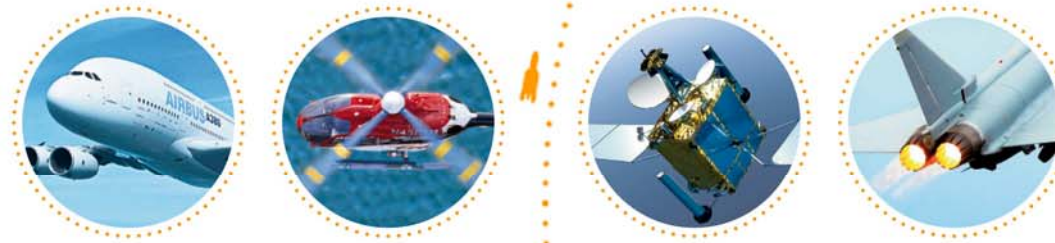


Business highlights

- Signs of improvement in commercial aircraft environment; orders and commitments for 255 aircraft at Farnborough; Single Aisle rate increase to 38 aircraft per month in Q3 2011 and 40 in Q1 2012;
- Deliveries: 250 commercial aircraft, 249 helicopters; 37th consecutive success for Ariane 5;
- Order book: € 454 bn at H1 2010 of which Defence € 56.6 bn;
- A400M:
 - Working towards a contract amendment; management assumptions for the provision remain valid;
 - Flight test programme results better than expected; Flight Management System on the critical path.
- EADS North America: bid submitted for US Air Force Tanker.

Financial Highlights

- Revenues € 20.3 bn, of which € 13.9 bn for Airbus;
- EBIT* before one-off: € 0.6 bn for EADS, € 0.3 bn for Airbus;
- Net cash: € 8.9 bn after pension contributions of € 0.3 bn;
 - Free Cash Flow consumption of € 0.7 bn; customer financing cash outflow € 0.3 bn;
 - Receipts from governments for development programmes compensate payment delays.
- Net income € 0.2 bn.



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H1 2010 Financial Highlights



in €bn	H1 2010	H1 2009	Change
Revenues	20.3	20.2	+1%
<i>of which Defence</i>	5.1	4.6	+12%
EBIT* before one-off	0.6	1.3	-50%
Order intake	30.8	17.2	+79%
in €bn	June 2010	Dec. 2009	Change
Total Order book**	454.5	389.1	+17%
<i>of which Defence</i>	56.6	57.3	-1%

- 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.

* Pre-goodwill impairment and exceptionals

** Order book based on list prices



H1 2010 EBIT* Before One-off



in €bn	EADS Group	Airbus Division
EBIT* before one-off 2010	0.64	0.26
<i>% Revenues</i>	<i>3.2 %</i>	<i>1.9 %</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 (€+0.04 bn), A400M (€-0.15 bn)	(0.11)	(0.11)
• \$ PDP mismatch and balance sheet revaluation	(0.10)	(0.10)
• Other one-off	0.05	0.05
EBIT* Reported	0.41	0.10



H1 2010 Profit & Loss Highlights

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	H1 2010		H1 2009	
	€m	in % of Revenues	€m	in % of Revenues
EBIT*	406	2.0%	888	4.4%
Self-financed R&D**	1,301	6.4%	1,172	5.8%
EBIT* before R&D	1,707	8.4%	2,060	10.2%
Interest result	(114)	(0.6%)	(40)	(0.2%)
Other financial result	5	0%	(267)	(1.3%)
Taxes	(88)	(0.4%)	(174)	(0.9%)
Net income	185	0.9%	378	1.9%
EPS***	€0.23		€0.47	

* Pre-goodwill impairment and exceptionals

** IAS 38: €42 m capitalised during H1 2010; €44 m capitalised during H1 2009

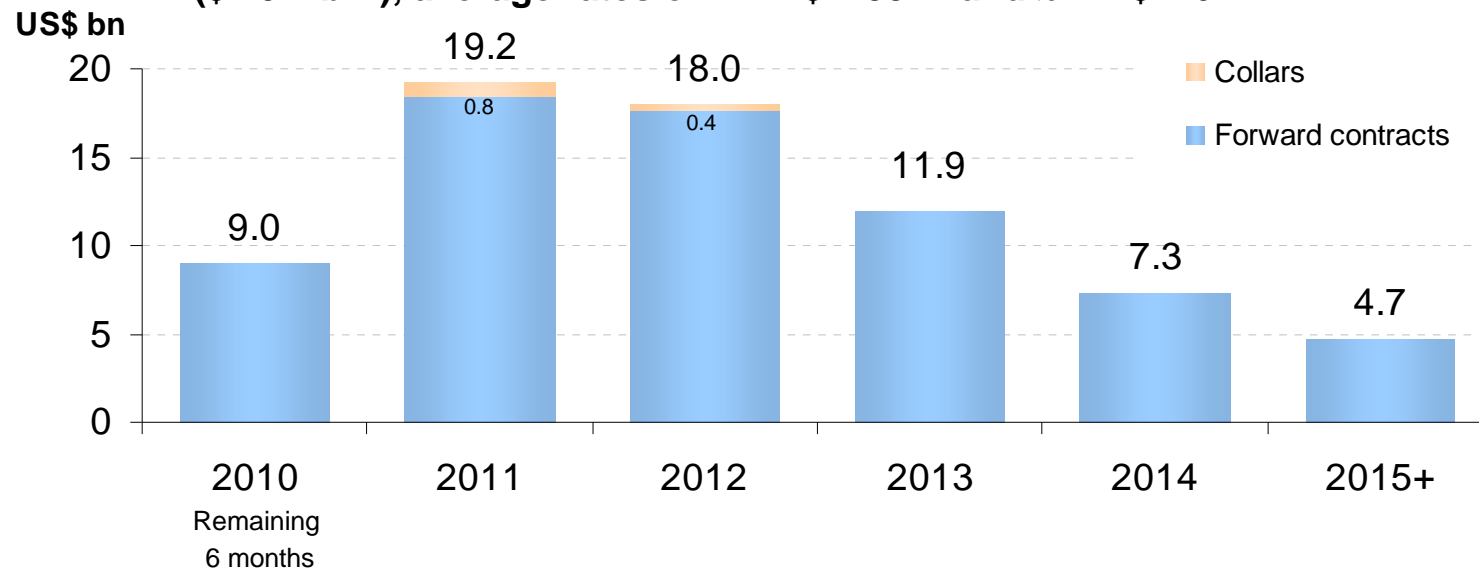
*** Average number of shares outstanding: 810,848,870 in H1 2010; 810,058,069 in H1 2009

Currency Hedge Policy



- Approximately 50% of EADS' US\$ revenues naturally hedged by US\$ procurement;
- In H1 2010, hedges of \$ 9.4 bn* matured at an average hedge rate of € 1 = \$ 1.34;
- In H1 2010, new hedge contracts of \$ 20.6 bn** were added at an average rate of € 1 = \$ 1.34***.

EADS hedge portfolio, 30th June 2010
 (\$ 70.1 bn*), average rates of €1 = \$ 1.38*** and £ 1 = \$ 1.67



Average hedge rates

€ vs \$***	1.37	1.38	1.37	1.39	1.40	1.41
£ vs \$	1.73	1.75	1.63	1.58	1.59	1.63

Mark-to-market value = €- 6.2 bn

* Total hedge amount also contains \$/ £ hedges
 ** Includes \$ 1.9 bn of options restructuring
 *** includes Collars at their least favourable rates



Free Cash Flow

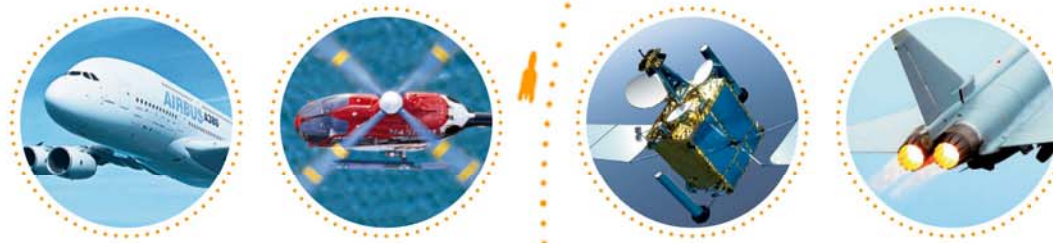
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in €m	H1 2010	H1 2009
Net cash position at the beginning of the period	9,797	9,193
Gross Cash Flow from Operations*	874	1,351
Change in working capital	(815)	(1,898)
of which Customer Financing	(267)	(221)
Cash used for investing activities**	(796)	(622)
of which Industrial Capex (additions)	(810)	(752)
of which Others	14	130
Free Cash Flow**	(737)	(1,169)
Free Cash Flow before customer financing**	(470)	(948)
Change in non-controlling interests and capital increase	(22)	1
Change in treasury shares	(8)	2
Contribution to plan assets of pension schemes	(316)	0
Dividend	(5)	(162)
Others	155	241
Net cash position at the end of the period	8,864	8,106

* Gross cash flow from operations, excluding working capital change

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



Group Highlights

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Divisional Performance

Guidance



Airbus Division (after interco elimination)

€ m	H1 2010	H1 2009
Deliveries	258 a/c ^{a)}	259 a/c
Revenues	13,853	13,951
R&D self-financed**	1,024	937
<i>in % of revenues</i>	7.4%	6.7%
EBIT*	104	519
<i>in % of revenues</i>	0.8%	3.7%
Order book***	405,027	343,584
<i>in units***</i>		
Net orders***		

Airbus Commercial

(excl. A400M)

€ m	H1 2010	H1 2009 restated
Deliveries	250 a/c ^{b)}	254 a/c
Revenues	12,965	13,204
R&D self-financed**	1,021	930
<i>in % of revenues</i>	7.9%	7.0%
EBIT*	241	737
<i>in % of revenues</i>	1.9%	5.6%
Order book***	385,677	323,497
<i>in units***</i>	3,355	3,529
Net orders***	117 a/c	

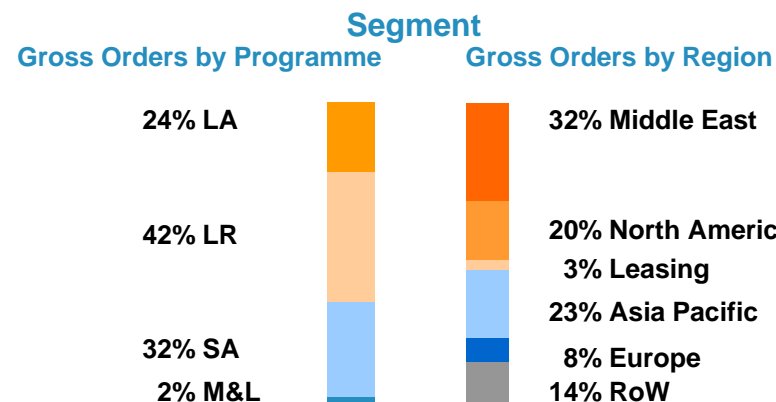
Airbus Military

(Former MTAD, incl. A400M)

€ m	H1 2010	H1 2009 restated
Deliveries	9 a/c	5 a/c
Revenues	1,007	855
R&D self-financed**	3	7
<i>in % of revenues</i>	0.3%	0.8%
EBIT*	(161)	(218)
Order book***	20,773	21,680
<i>in units***</i>	243	256
Net orders***	2 a/c	

a) Green aircraft delivered to Airbus Military

b) 245 aircraft with revenue recognition



* Pre-goodwill impairment and exceptionals

** Capitalised R&D: € 24 m in H1 2010 and € 29 m in H1 2009

*** Commercial a/c valued at list prices, excl. freighter conversions



Airbus Commercial (excl. A400M)

Revenues stable

- 5 SA aircraft delivered under operating lease;
- Favourable mix effect;
- Impact from fx (€ - 0.8 bn).

EBIT* -67%

- Small positive pricing impact net of escalation;
- Impact from fx effects (€ - 0.5 bn) *see slide 23*;
- Higher R&D driven by the A350 programme;
- A380 continues to weigh on underlying performance.

Airbus Military (incl. A400M)

Revenues +18%

- A400M Revenue recognition stable with H1 09 (€0.3 bn);
- Higher Tanker activity and Medium and Light deliveries.

EBIT*

- Positive impact from volume and mix;
- 2010 A400M related costs:
 - Currency effect on A400M (€ - 0.15 bn);
 - Under recovery of fixed costs (€ - 0.03 bn).

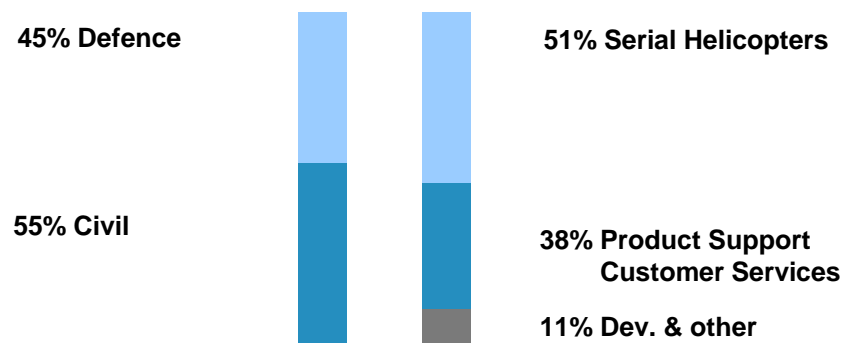
Key Achievements

- **Farnborough:** 133 firm orders, 122 MoU; **ILA:** 32 firm orders, 35 MoU;
 - Decision to ramp up Single Aisle production;
- Progress on A400M, A350 and A330 MRTT developments.



€ m	H1 2010	H1 2009
Revenues	2,109	1,908
R&D self-financed**	94	78
<i>in % of revenues</i>	4.5%	4.1%
EBIT*	71	99
<i>in % of revenues</i>	3.4%	5.2%
Order book	14,740	14,167
in units	1,194	1,420

Revenue split



based on H1 2010 EADS external revenues

* Pre-goodwill impairment and exceptionals

** Capitalised R&D: €12 m in H1 2010 and €13 m in H1 2009

EADS – H1 2010 earnings

Market

- Commercial market remains uncertain: 140 net orders, stable with H1 09. Cancellation trend slowing;
- 249 h/c deliveries, including 13 NH90 and Tiger, +10 compared to H1 09;
- 2010 deliveries now expected to be only slightly below 2009; decline shifted to 2011 due to low number of orders.

Revenues +11%

- Higher deliveries;
- Favourable phasing of support revenues, progress on Korean Utility Helicopter (KUH).

EBIT* -28%

Favourable volume and mix offset by:

- NH90 charge and margin adjustment € - 50 m;
- Restructuring charge € - 40 m;
- One off KUH technical milestone € + 24 m;
- Higher R&D investment.

Key achievements

- NH90 progressing:
 - 1st NFH Step A deliveries: 1 to France, 1 to the Netherlands;
 - Oman received its first 2 TTH deliveries.
- Tiger: 1,000 flight hours in Afghanistan, with high operational reliability.





€ m

Revenues
 R&D self-financed
in % of revenues
 EBIT*
in % of revenues
 Order book

	H1 2010	H1 2009
Revenues	2,110	2,194
R&D self-financed	31	32
<i>in % of revenues</i>	1.5%	1.5%
EBIT*	106	99
<i>in % of revenues</i>	5.0%	4.5%
Order book	15,524	15,597

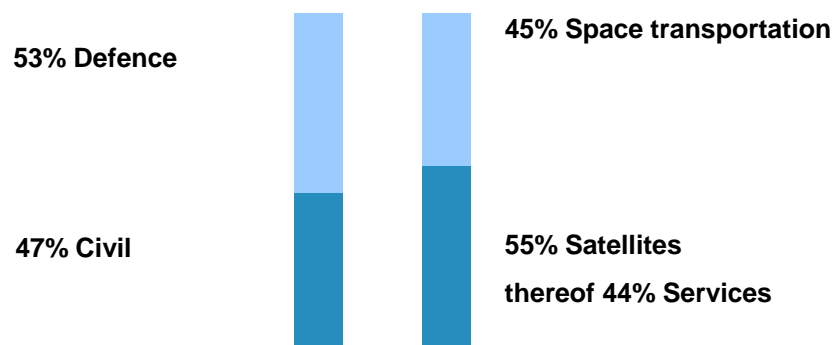
Revenues -4%

- Positive contribution from defence and telecom services;
- H1 09 included one-time catch up effect for in-orbit incentive schemes (€ + 0.2 bn).

EBIT* +7%

- Productivity and ramp up in defence activities;
- Higher volume in military telecommunication services;
- Lower volume in earth observation services.

Revenue split



based on H1 2010 EADS external revenues

Order Intake €2.7 bn

- Momentum in commercial and institutional satellites:
 - 2 Eurostar E3000 orders for Eutelsat & SES World Skies;
 - 2 earth observation satellites for KGS Kazakhstan.

Key Achievements

- Strong programme execution:
 - 37th consecutive launch success for Ariane 5;
 - 6 satellite launches in 5 weeks: 3 telecom and 3 earth observation.

* Pre-goodwill impairment and exceptionals





€ m	H1 2010	H1 2009
Revenues	2,183	2,161
R&D self-financed	123	90
<i>in % of revenues</i>	<i>5.6%</i>	<i>4.2%</i>
EBIT*	110	143
<i>in % of revenues</i>	<i>5.0%</i>	<i>6.6%</i>
Order book	18,548	16,440

Revenues stable

- Higher volume from core and export programmes in Eurofighter and Missiles;
- Lower volume in service activities.

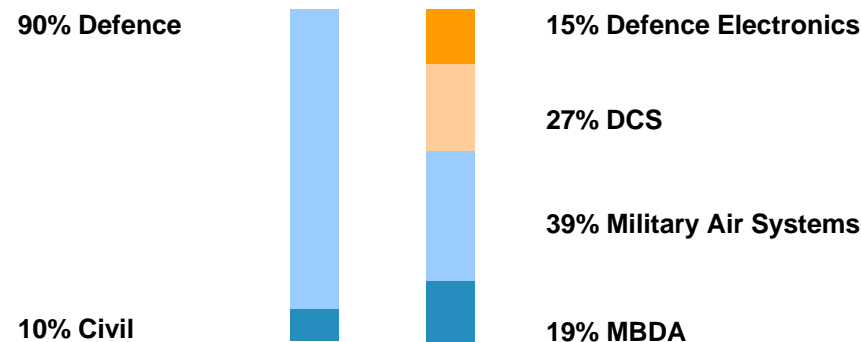
EBIT* -23%

- Significant growth in R&D investment;
- EBIT* pre-R&D stable.

Order Intake €1.9 bn

- Includes new order for Eurofighter ILS.

Revenue split



based on H1 2010 EADS external revenues

Key Achievements

- Strategic advances in internationalisation;
 - JV with RUAG Switzerland for Eurofighter;
 - Optimisation of naval activities with the merger of Atlas Elektronik and Sofrelog.
- UAV: Eurohawk successfully completed its first flight.

* Pre-goodwill impairment and exceptionals



€ m	H1 2010	H1 2009
Revenues	554	480
R&D self-financed	2	2
<i>in % of revenues</i>	0.4%	0.4%
EBIT*	0	2
<i>in % of revenues</i>		0.4%
Order book	2,007	2,139

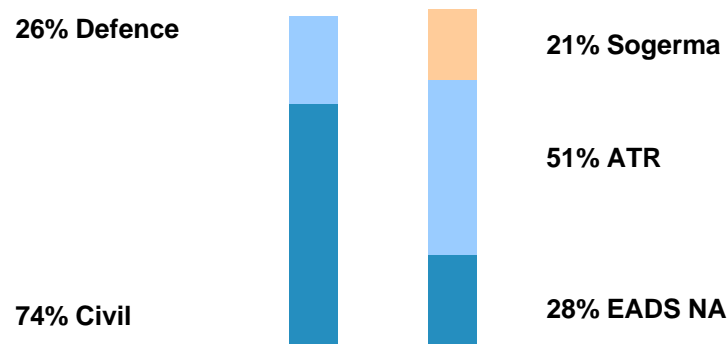
Revenues +15%

- Higher deliveries and asset management activity at ATR;
- Lower aerostructures revenues at Sogerma;
- LUH ramp-up with 22 deliveries in H1 10.

EBIT* breakeven

- Positive contribution from Sogerma offset by a negative foreign exchange impact at ATR.

Revenue split



based on H1 2010 EADS external revenues

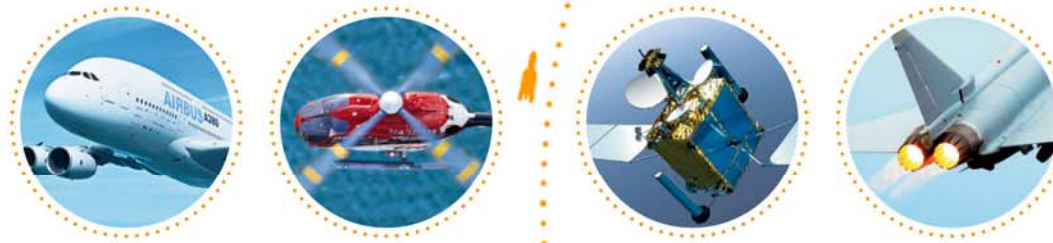
ATR

- Market improving, 31 firm orders and 30 options recorded at Farnborough, but the financing environment remains difficult;
- 27 deliveries in H1 10 vs. 21 in H1 09;
- H1 10: 11 ATR-72 net orders, ATR total backlog 117 a/c.

North America

- Bid submitted for US Air Force Tanker;
- 3 Armed Aerial Scout (AAS) demonstration aircraft to be built with American Eurocopter and Lockheed Martin.

* Pre-goodwill impairment and exceptionals



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Commercial Cycle

- Airbus gross orders above 400 at the end of 2010;
- Eurocopter civil market and related order stream sluggish;
- Airbus deliveries around 500; Eurocopter slightly below the 2009 level.

At €1: \$1.35

Revenues

- EADS revenues more than €44 bn.

EBIT* before one off

- Thanks to a higher number of expected deliveries and an upside to our underlying profitability, EADS EBIT* before one-off should reach around 1.2 billion in 2010.
- At Airbus, H2 EBIT* before one-off will be lower than in H1. Compared to H1, the positive impact of higher volumes and better pricing will be more than offset by higher R&D and the deterioration of hedge rates compared to the first half of the year.

EBIT*

- Going forward, the EBIT* performance of EADS will be dependent on the Group's ability to execute on the A400M, A380 and A350 programmes, in line with the commitments made to its customers.
- At €1 / \$1.35, EADS maintains its EBIT* guidance of around €1 billion despite the negative exceptional impacts from foreign exchange accrued in H1.

Free Cash Flow

- Provided a sustainable year end cash inflow of institutional and government business and subject to pre delivery payment advances for the A400M programme, the Free Cash Flow before customer financing should be break even. Free cash-flow after customer financing should be negative due to customer financing cash-outflows of around 600 million euros.

Appendix



Refinement of natural hedging strategy: Trade Liabilities



- Natural hedging strategy further refined in line with IFRS, impacting reported EBIT* and other financial result but with no impact on EBIT* before one-off and net income.
- A natural hedge relationship is identified since April 1, 2010 between the USD denominated trade payables and USD treasury swaps.
- Under the natural hedge relationship established in the second quarter 2010 both the revaluation gains and losses on the hedged trade liabilities and credit notes on one side and the offsetting changes of the foreign exchange rate swaps involved in the hedge on the other side are recorded in reported EBIT*.
- The foreign currency revaluation of USD treasury swaps therefore recorded in reported EBIT* instead of other financial result is a net gain of €+186 M as of June 30, 2010.



- Significant part of A400M USD costs:
 - EADS separates derivatives with a nominal amount of 1.4 billion USD, embedded in supplier host contracts which relate to the A400M programme.
 - Changes in the fair value of these embedded derivatives in the amount of €-178 M are recognised in other financial result of the first half-year 2010.
- Refinement of natural hedging strategy:
 - In this respect, a natural hedge relationship between 0.9 billion USD of forward purchase of USD and A400M USD costs is taken into account since January 1, 2010.
 - Under this natural hedge relationship, both the revaluation gains and losses on the USD costs in the A400M contract on one side and the offsetting changes of the USD forward instruments involved in the natural hedge on the other side are presented in reported EBIT*.

H1 2010 Forex EBIT* Impact Bridge

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Forex impact on EBIT* (in €bn)

- Revaluation of Airbus Commercial LMC provisions
- Revaluation of Airbus Military A400M provision
- Deterioration of hedge rates (€: \$ 1.22 to 1.34)
out of which Airbus
- Other one-off forex effect including PDP reversal

*Compared to H1 2009
out of which Airbus*

BRIDGE

(0.01)

(0.04)

(0.65)

~(0.62)

0.15

(0.55)

(0.52)

H1 2009 EBIT* Before One-off

24



in €bn	EADS Group	Airbus Division
EBIT* before one-off 2009	1.28	0.91
<i>% Revenues (excl. A400M recoverable part of the costs: € 295 m)</i>	<i>6.4%</i>	<i>6.6%</i>
One-off impacts:		
• Impact of A400M Early Stage Accounting**	(0.08)	(0.08)
• Revaluation of all LMCs (\$ and £)***	(0.06)	(0.06)
• \$ PDP reversal and balance sheet revaluation	(0.25)	(0.25)
EBIT* Reported	0.89	0.52

* Pre-goodwill impairment and exceptionals

** After currency impact: € - 191 m

*** Including negative one-off impact € - 26 m from change in revaluation at compounded rate

H1 2010 Financial Highlights

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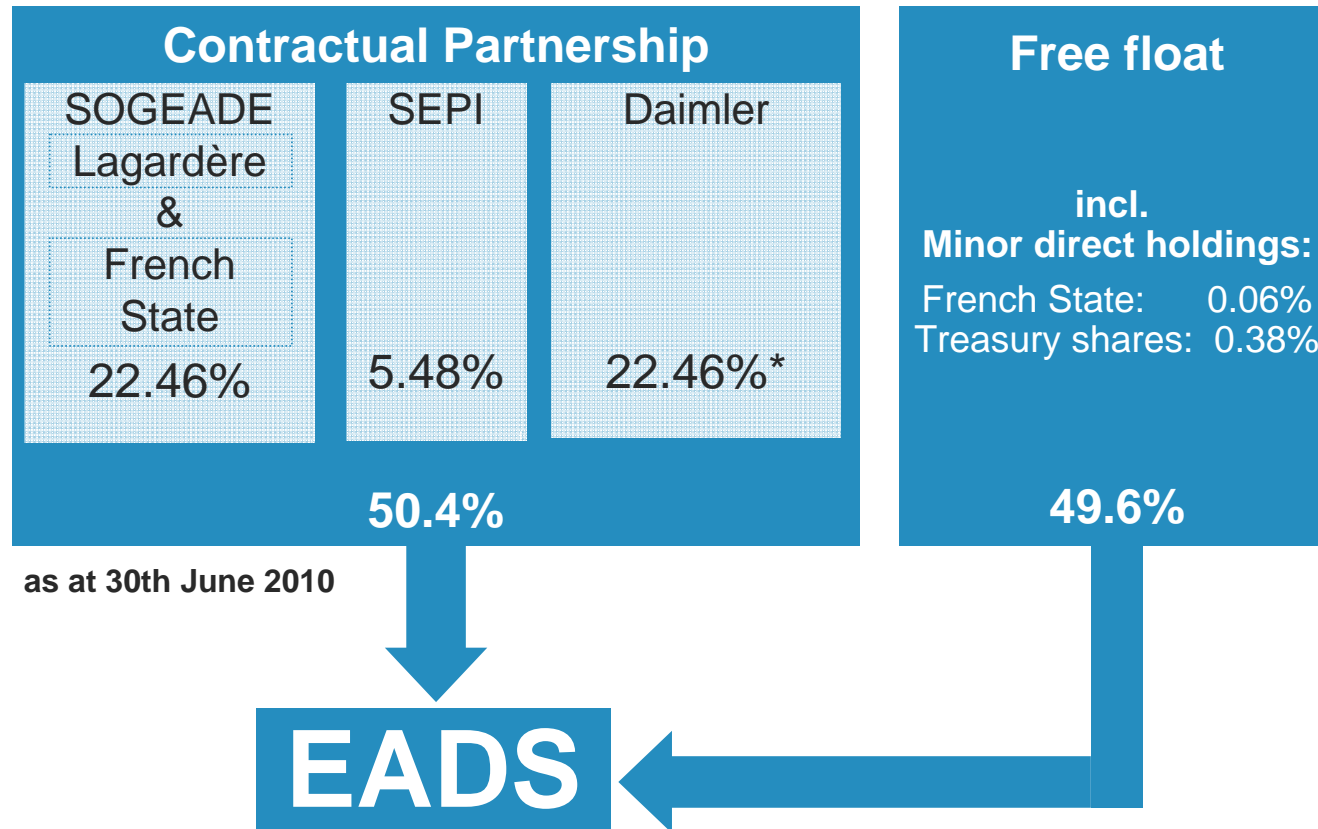
	H1 2010		H1 2009	
	€m	in % of Revenues	€m	in % of Revenues
Revenues	20,308		20,195	
self-financed R&D**	1,301	6.4%	1,172	5.8%
EBITDA*	1,148	5.7%	1,663	8.2%
EBIT*	406	2.0%	888	4.4%
EBIT* before R&D	1,707	8.4%	2,060	10.2%
Net income	185	0.9%	378	1.9%
EPS***	€0.23		€0.47	
Net Cash position at the end of the period	8,864		8,106	
Free Cash Flow	(737)		(1,169)	

* Pre-goodwill impairment and exceptionals

** IAS 38: €42 m capitalised during H1 2010; €44 m capitalised during H1 2009

*** Average number of shares outstanding: 810,848,870 in H1 2010; 810,058,069 in H1 2009

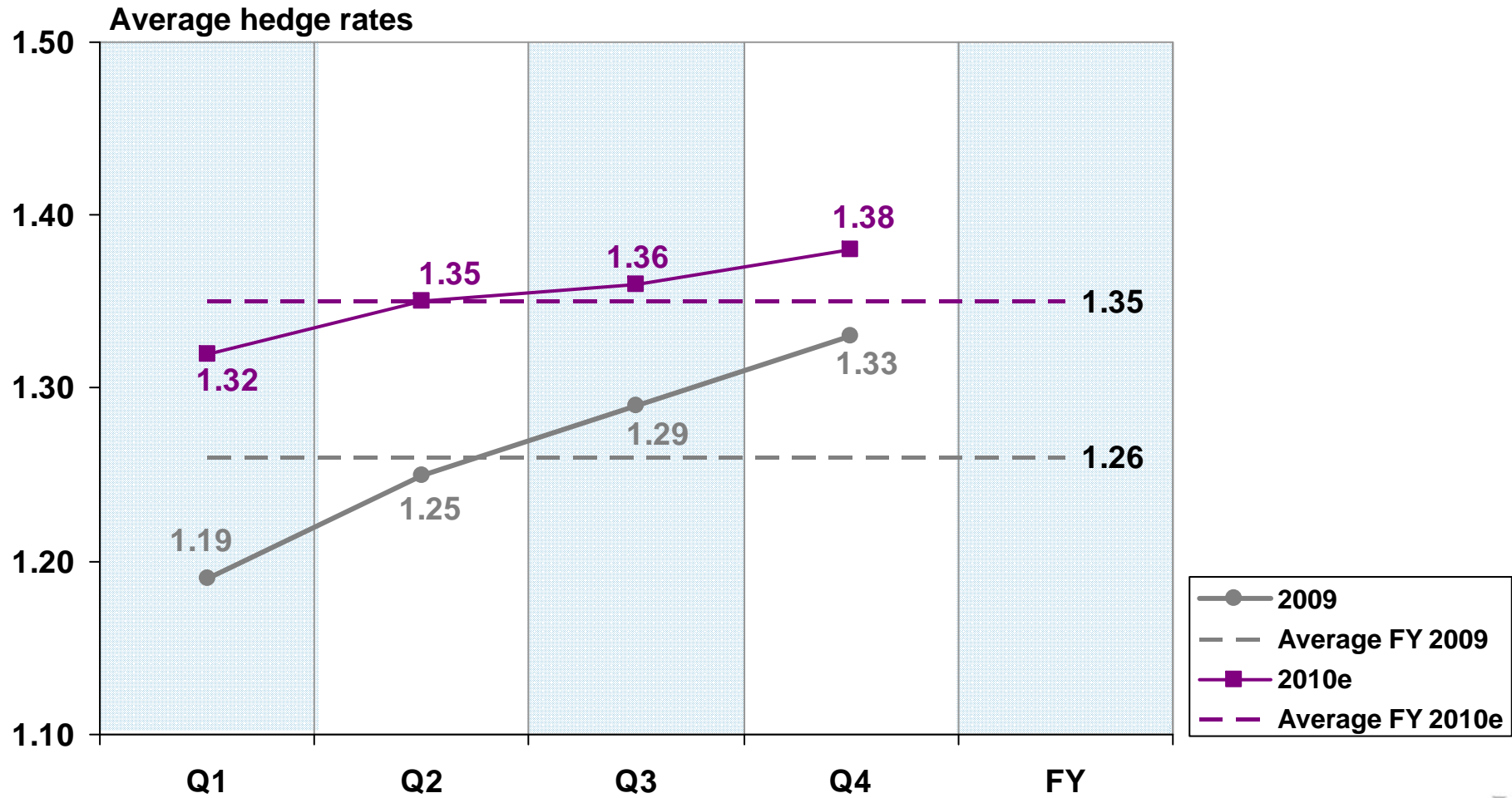
Shareholding structure



* On February 9, 2007, Daimler reached an agreement with a consortium of private and public-sector investors through which it will reduce its shareholding in EADS by 7.5%.

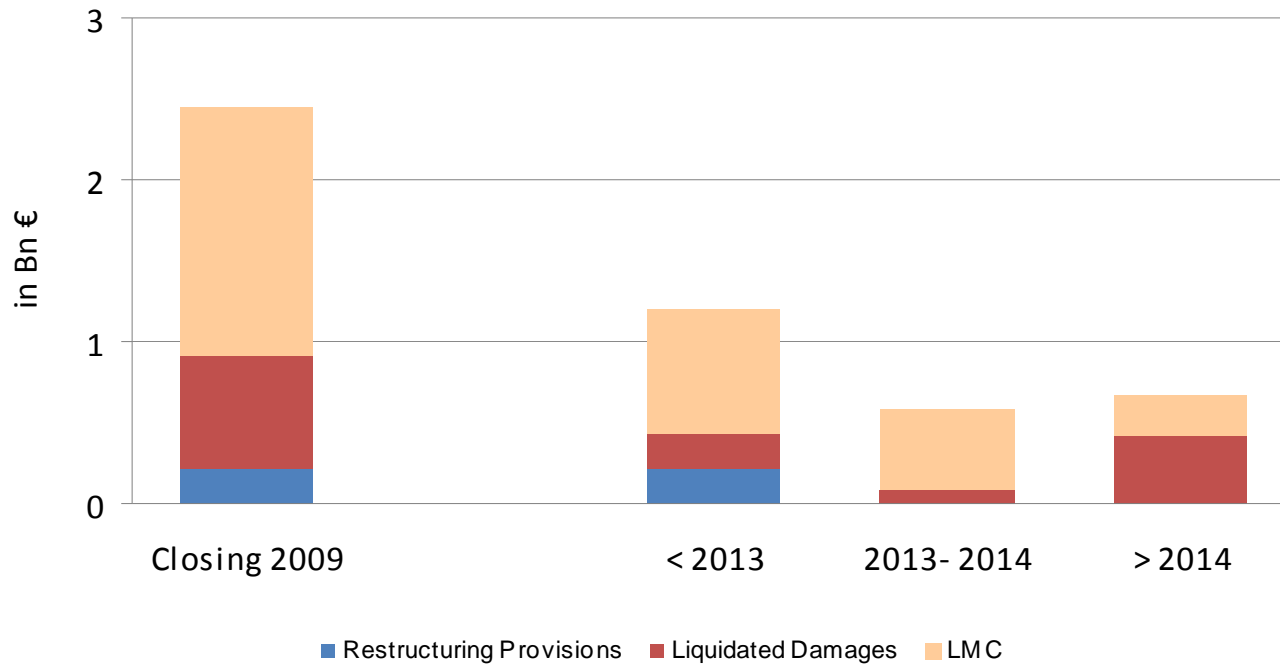


Expected EADS Average Hedge Rates €vs. \$



Provision Consumption excluding A400M

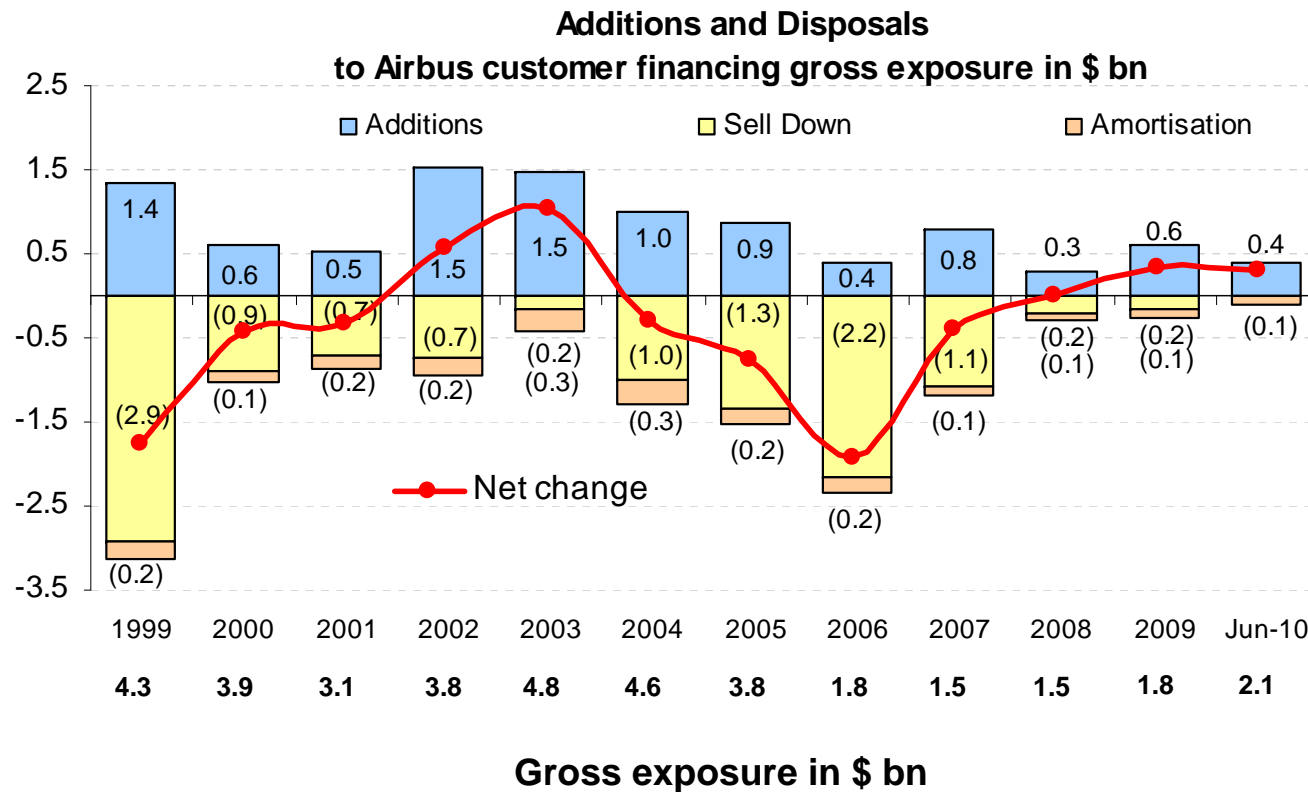
(as at 31 Dec. 2009)



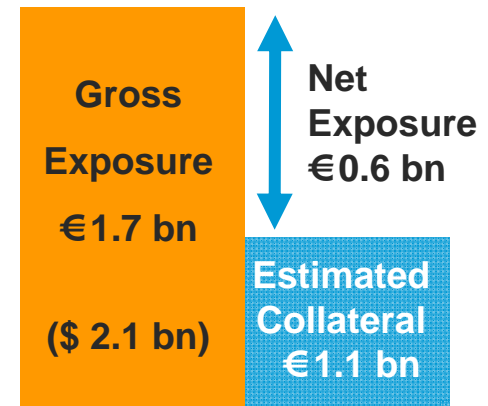
Airbus Customer Financing



Active exposure management



Net Exposure fully provisioned



30th June 2010

Customer Financing Exposure

30



in €m	100% AIRBUS		50% ATR		100% EC	
	June 2010	Dec.2009	June 2010	Dec.2009	June 2010	Dec.2009
Closing rate €1 =	\$ 1.23	\$ 1.44				
Total Gross exposure	1,715	1,260	139	159	91	76
<i>of which off-balance sheet</i>	346	335	44	47	52	47
Estimated value of collateral	(1,094)	(772)	(126)	(145)	(61)	(55)
Net exposure	621	488	13	14	30	21
Provision and asset impairment	(621)	(488)	(13)	(14)	(30)	(21)
Net exposure after provision	0	0	0	0	0	0

Q2 2010 Key Figures

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in €bn

	Q2 2010	Q2 2009
Revenues	11.4	11.7
EBIT*	0.3	0.7
FCF before customer financing**	0.5	(0.3)
New orders	16.4	7.8

in €m	Revenues		EBIT*	
	Q2 2010	Q2 2009	Q2 2010	Q2 2009
Airbus	7,589	8,068	97	430
Eurocopter	1,311	1,150	45	61
Astrium	1,186	1,290	65	63
DS	1,255	1,227	89	122
HQ & Others	17	(7)	27	(20)
of which Other businesses	308	266	1	2
of which HQ & eliminations	(291)	(273)	26	(22)
Total EADS	11,358	11,728	323	656

EBIT* Calculation



in €m

EBIT*

Exceptionals:

Disposal (fixed assets in other income)

Fair value depreciation

**Profit before finance cost
and income taxes**

H1 2010

406

0

(22)

384

H1 2009

888

(1)

(26)

861

Net Income pre-exceptionals

33



in €m

Net income*

EPS* (1)

Exceptionals:

Fair value adjustment

Related tax impact

Net income

EPS (1)

H1 2010

200

€0.25

(22)

7

185

€0.23

H1 2009

397

€0.49

(27)

8

378

€0.47

* 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: 810,848,870 in H1 2010; 810,058,069 in H1 2009.

Net Cash Position

34



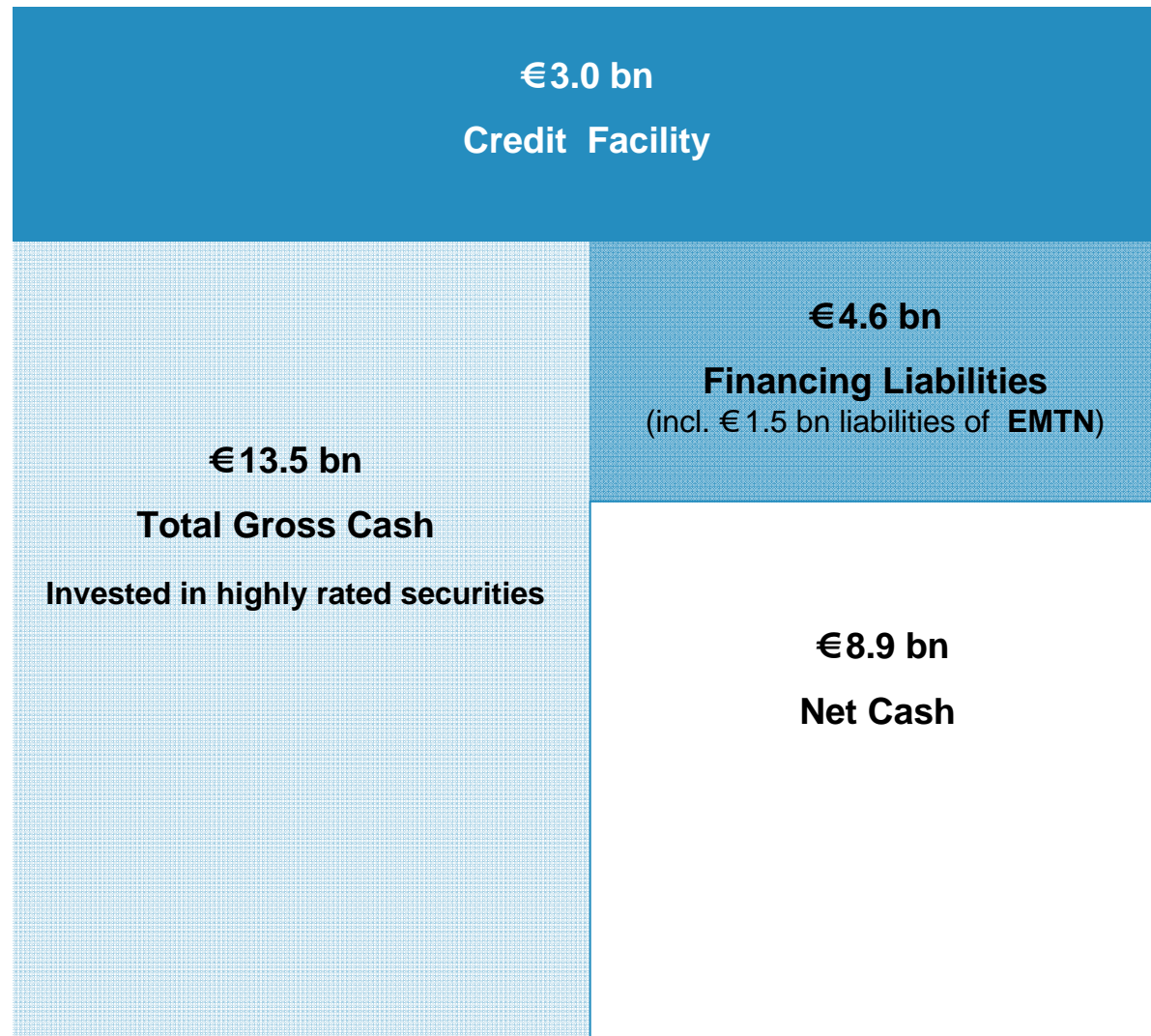
in €m	June 2010	Dec. 2009	June 2009
Gross cash	13,511	15,093	12,373
Financing Debts			
<i>Short-term Financing Debts*</i>	(1,618)	(2,429)	(2,319)
<i>Long-term Financing Debts</i>	(3,029)	(2,867)	(1,948)
Reported Net cash	8,864	9,797	8,106
Airbus non-recourse debt	669	652	668
Net cash excl. non-recourse	9,533	10,449	8,774

* Proceeds from the Eurobond issued in August 09 were used to refinance the 1 billion euro bond that matured in March 2010.

EADS: Strong Liquidity Position

as at 30 June 2010

35



- **Maturity 2012**
- **Undrawn**
- **Fully committed by 32 banks**
- **No financial covenants**
- **No MAC clause**

EMTN programme

- **Long term rating : A1 / BBB+**
- **CDS in line with its rating/sector**

Balance Sheet Highlights: Assets

36



in €m

	June 2010	Dec. 2009
Non-current Assets	40,656	37,792
of which Intangible & Goodwill	11,151	11,060
of which Property, plant & equipment	12,940	12,508
of which Investments & Financial assets	5,062	4,724
of which positive hedge mark-to-market	301	1,307
of which Non-current securities	4,186	3,983
Current Assets	42,794	42,512
of which Inventory	23,819	21,577
of which Cash	5,328	7,038
of which Current securities	3,997	4,072
of which positive hedge mark-to-market	271	937
Total Assets	83,450	80,304
Closing rate €/€	1.23	1.44

Balance Sheet Highlights: Liabilities

37

in €m

Total Equity

of which OCI (Other Comprehensive Income)

of which Non-controlling interests

Total Non-current liabilities

of which pensions

of which other provisions

of which financing debts

of which European governments refundable advances

of which Customer advances

of which negative hedge mark-to-market

Total Current liabilities

of which pensions

of which other provisions

of which financing debts

of which European gvts refundable advances

of which Customer advances

of which negative hedge mark-to-market

Total Liabilities and Equity

June 2010

Dec. 2009

5,239

10,641

(2,494)

2,646

90

106

33,950

27,287

5,525

5,080

3,235

3,057

3,029

2,867

5,894

4,882

8,818

8,579

4,981

732

44,261

42,376

205

226

5,749

5,657

1,618

2,429

360

412

21,904

21,271

1,796

220

83,450

80,304

Quarterly Revenues Breakdown (cumulative)

38



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

* Airbus Commercial includes EFW and excludes A400M

Quarterly EBIT* Breakdown (cumulative)

39



in €m

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

* Pre goodwill impairment and exceptionals

** Airbus Commercial incl. EFW and excludes A400M

Quarterly Order-intake Breakdown (cumulative)

40



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

* Airbus Commercial includes EFW and excludes A400M

Quarterly Order-book Breakdown (cumulative)

41



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

* Airbus Commercial includes EFW and excludes A400M