

H1 2007 Earnings



Hans Peter Ring
CFO



Conference Call, 26th July 2007

"Work in progress"

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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, and programme development and management 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

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.

Additional information regarding these factors is contained in the Company's "registration document" dated 25th April 2007

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- **Group Business & Financial Highlights**
- Divisional Performance
- Outlook and Conclusion

Corporate Governance – A Step Change

Management Empowered



1 Chairman & 1 CEO

- Clearly defined roles, CEO has more authority
- Executive committee members report to CEO
- CEO only Executive board member

Efficiency

Resolution of deadlock



Independent Directors

- Improved proportion of independent directors (4 / 11)
- Voting rules: mostly simple majority
- But few reserved matters
- Better diversity of competences, experiences, backgrounds
- CFO “permanent guest“ of the board

Alignment with all stakeholders

Reduced political influence

Steadfast commitment to Power 8

Working Group: Shareholder Structure & Sovereignty

H1 2007 Key Business Highlights



Airbus

- 680 orders in H1 after record order intake at Le Bourget (including 26 A350 substitutions); A350XWB backlog: 154 firm orders & 100 commitments
- A380 backlog: 173 orders and commitments;

Military Transport Aircraft

- FSTA : PFI approved by UK MoD; launch of the financing competition

Eurocopter

- Record order intake at Le Bourget partially booked in H1
- Additional contract for 42 NH90 for Germany; 10 (8+2) for Belgium

Astrium

- Preliminary order for long lead items of 35 Ariane 5 launchers

Defence & Security

- Contract with Qatar for a national security shield
- UAV : Technical arrangement on trinational European cooperation

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Power⁸: Project Plan Moving Forward



Recent Steps

- Launch of a new trans-national Center of Excellence organisation
- Project management reinforced, strengthening of architect role
- Integration of support functions, simplification of organization

Ongoing Work

- Work council discussions at national level incl. site divestments
- M&A process for the partnerships on sites (dataroom, sites visits, etc...)

By Year End 2007

- Overhead reduction forecast above 2,000 Full Time Equivalents through hiring freeze
- 2007 savings including quick win ~300 m€
- Start of implementation for all modules

Next milestones

- Selection of sites buyers and A350XWB risk sharing partners in fall

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Monitoring Large Programmes



A380

- Schedule for first deliveries on track; ambitious ramp-up for 2009/10 underway

A350

- Integrated development plateau; subcontractor integration in the Fall of 2007

NH90

- 2007 Type certificates: Greece & Sweden (H1), Italy & Finland (H2)
- **TTH qualification timing:** Slower ramp-up → Customer negotiations
- **NFH technical issues:** Regards systems under Agusta Westland prime contracting incl. radar (developed by 3 country consortium) → re-planning deliveries under way
- Contract structure allocates portion of costs to EADS: under C@C method, 105m€ in H1
- Future margins impacted, but long-term Eurocopter margins unchanged

A400M

- Management overhaul: Replacement at head of MTA / Airbus Military and A400M programme → Programme review update underway, due October
- Milestones: FAL start end of August 2007
- Risks crystallising: Engine consortium critically late
- 1st flight in summer 2008; delivery planning likely affected, under reassessment

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H1 2007 Financial Highlights



in €bn	H1 2007	H1 2006	change
Revenues	18.5	19.0	-3%
<i>of which Defence</i>	3.5	4.1	-16%
EBIT*	0.37	1.65 **	- 78%
Order intake	70.2	14.2	+396%

in €bn	June 2007	Dec. 2006	change
Total Order book	308.2	262.8	+17%
<i>of which Defence</i>	55.9	52.9	+ 6%

* pre goodwill impairment and exceptionals

** Group EBIT has been restated by €22m as a result from the application of the equity approach for the accounting of pension provisions (Airbus € 6m; Eurocopter € 4m; Astrium € 2m; Defence & Security € 8m; Headquarters €2m)

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H1 2007 Financial Highlights



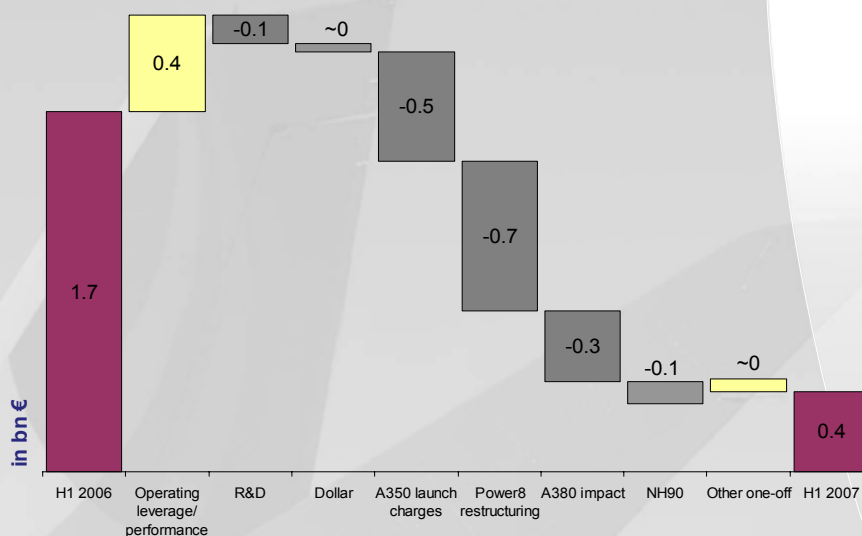
	H1 2007		H1 2006	
	€ m	in % of Revenues	€ m	in % of Revenues
EBIT*	367	2.0%	1,654	8.7%
self-financed R&D**	1,268	6.9%	1,139	6.0%
EBIT* before R&D	1,635	8.9%	2,793	14.7%
Interest result	(104)	(0.6%)	(56)	(0.3%)
Other financial result	(108)	(0.6%)	(89)	(0.5%)
Taxes	(34)	(0.2%)	(440)	(2.3%)
Net income	71	0.4%	1,056	5.6%
EPS (1)	0.09 €		1.32 €	

(1) Average number of shares outstanding: 802,298,558 in H1 2007; 798,747,495 in H1 2006

* pre goodwill impairment and exceptionals

** IAS 38: € 50 m capitalised during H1 2007; € 164 m capitalised during H1 2006

H1 2007 EBIT* bridge



Development of Net Cash



in € m	H1 2007	H1 2006
Net cash position at the beginning of the period	4,229	5,489
Gross Cash Flow from Operations*	2,309	1,802
Change in working capital	(1,676)	(1,219)
Cash used for investing activities**	(673)	(264)
of which Industrial Capex (additions)	(947)	(1,118)
of which Customer Financing	(38)	535
of which Others	312	319
Free Cash Flow**	(40)	319
Free Cash Flow before customer financing	(2)	(216)
Capital increase	42	82
Share buyback	(8)	(41)
Dividend	(97)	(520)
Payments for liability for puttable instruments	-	(129)
Others	71	51
Net cash position at the end of the period	4,197	5,251

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

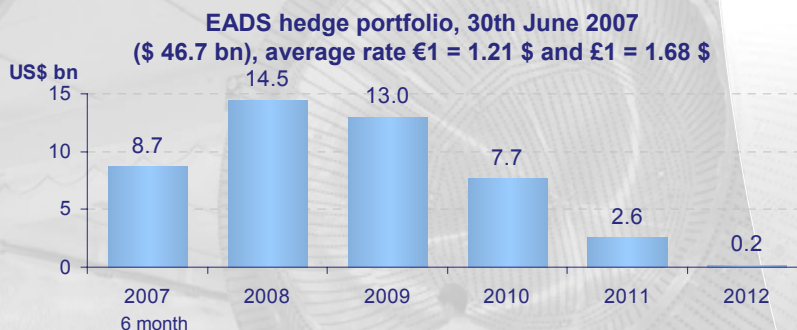
** excl. change in securities, consolidation changes

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Currency Hedge Policy



- Approx. half of EADS' US\$ revenues naturally hedged by US\$ procurement.
- In H1 2007 hedges of \$ 7.9 bn* matured at an average hedge rate of 1€ = 1.11 \$
- In H1 2007, new hedges of \$9.4 bn* were added at an average rate of 1€ = 1.36 \$



€ vs \$	1.20	1.14	1.22	1.27	1.32	1.40
£ vs \$	1.75	1.57	1.65	1.76	1.80	1.94

Mark-to-market value = € 4.5 bn

* Total hedge amount containing as well \$/ £ hedges

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- Group Financials
- **Divisional Performance**
- Outlook and Conclusion

Airbus

€ m

H1 2007 H1 2006

Deliveries	231	219
Revenues	12,889	13,154
R&D self-financed**	1,070	952
in % of revenues	8.3%	7.2%
EBIT*	19	1,497
in % of revenues	0.1%	11.4%
Order book***	251,743	183,542
in units, excl. A400M	2,925	2,055

* pre goodwill impairment and exceptionals

** capitalised R&D: € 9 m in H1 2007 and € 149 m in H1 2006

*** total including A400M, commercial a/c valued at list prices

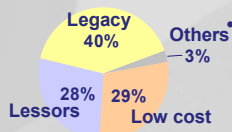
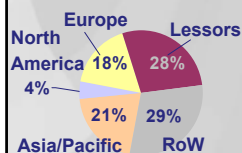
Revenues down by 2%

- Driven by SA deliveries but mitigated by less A400M milestones (-€500M) & dollar impact (-€600m)

EBIT dragged down by:

- Power 8 restructuring: -€688m
- A350 launch charges -500m€
- A380 costs higher by €325m
- But favourable business performance including first Power 8 savings
- Less impacted than H2 by
 - ✓ Hedging rate deterioration ~0 m€;
 - ✓ pricing, still stable;
 - ✓ R&D increase.

Gross order intake: 680 a/c



Other highlights

- Increase of monthly production rates: SA to 40 a/c by end of 2009 and LR to 10 a/c by end of 2010
- Started construction of China FAL

Gross Orders by region

Gross orders by operator type



MTA



€ m	H1 2007	H1 2006
Revenues	307	1,244
R&D self-financed	10	8
in % of revenues	3.3%	0.6%
EBIT*	(29)	6
in % of revenues		0.5%
Order book	20,256	20,480

* pre goodwill impairment and exceptionals



based on H1 2007 EADS external revenues

• Revenues and EBIT*

- Delay of A400M program phasing
No milestone recognized in H1 07 vs. 3 in H1 06 (including M7)

• A400M

- Aircraft Test Rig achieved in July
- Start of FAL this summer
- Material risk on the overall time schedule

• Tanker

- FSTA : Finance competition started with excellent response

• Medium-light aircraft

- Deepwater Program is progressing as another 5 a/c were ordered by Lockheed Martin
- JCA awarded to Alenia-L3

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Eurocopter



€ m	H1 2007	H1 2006
Revenues	1,644	1,473
R&D self-financed	38	35
in % of revenues	2.3%	2.4%
EBIT*	35	88
in % of revenues	2.1%	6.0%
Order book	13,730	10,209
in units	1,346	961

* pre goodwill impairment and exceptionals



based on H1 2007 EADS external revenues

• Revenues up 11.6%,

- Successful serial ramp-up to 209 deliveries vs. 180 in 2006
- 4 LUH delivered

• EBIT* explained by

- NH90 one-time charges of €-105m
- Increased profitability in commercial segment
- And favourable mix

• Order intake +152% in value

- 42 NH90 for Germany
- 18 Tiger for Spain
- 481 orders booked

• Recent additional wins

- 8 NH90 (4 TTH and 4 NFH) + 2 options for Belgium

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Astrium



€ m	H1 2007	H1 2006
Revenues	1,420	1,273
R&D self-financed	34	31
in % of revenues	2.4%	2.4%
EBIT*	47	38
in % of revenues	3.3%	3.0%
Order book	13,125	11,868

* pre goodwill impairment and exceptionals

• Revenues up 11.5%

- Driven by ramp-up in Paradigm services, Ariane 5 production and higher ballistic missiles sales

• EBIT* up 24%

- Driven by increasing contribution from services and performance in space transportation

• Space transportation

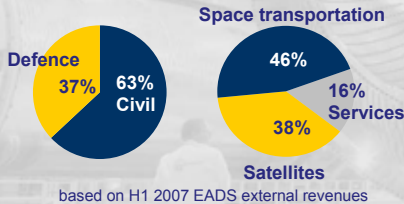
- Preliminary order for long lead items of 35 further Ariane 5 launchers signed
- 2nd M51 successful test flight

• Satellites

- Order intake of 4 new telecom satellites in H1: Amazonas-2, Arabsat-5A/B, Hotbird 10
- Successful launch of TerraSAR-X
- Metop-A in service

• Services

- UK MOD acceptance of Skynet 5A



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Defence & Security



€ m	H1 2007	H1 2006
Revenues	2,235	2,274
R&D self-financed	83	91
in % of revenues	3.7%	4.0%
EBIT*	77	104
in % of revenues	3.4%	4.6%
Order book	18,164	17,150

* pre goodwill impairment and exceptionals

• Revenues stable

- Higher Secure Networks and Mission Systems sales
- Offset by decrease in stand-off missiles

• EBIT* explained by

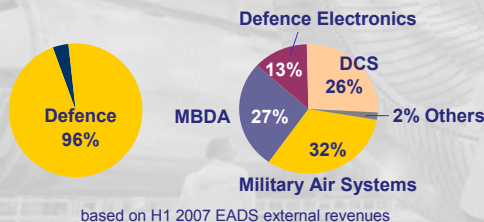
- Strong operational performance in Defence & Communication Systems and Eurofighter
- More than offset by less positive one-time effects: (-63 m€)

• Order Intake up 65.4%

- Eurofighter enhancement contract
- Fire Control
- Euro Hawk

• Further highlights

- Agreement Eurofighter-Austria

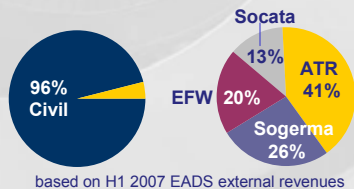


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Other Businesses

€ m	H1 2007	H1 2006
Revenues	608	660
R&D self-financed	3	3
in % of revenues	0.5%	0.5%
EBIT*	49	(143)
in % of revenues	8.1%	
Order book	2,120	2,165

* pre goodwill impairment and exceptionals



• Overall

- Organic growth roughly compensates disposal of Sogerma maintenance revenues (€ 80 m)
- Positive EBIT for all businesses since Sogerma restructuring

• Sogerma

- Breakeven vs. loss in H1 2006 (€ 165m of which € 117m impairment charge)

• ATR

- Record backlog
- 20 ATR delivered in H1 2007 compared 10 in H1 2006

• EFW

- Growth in freighter conversion and aerostructure production

• Socata

- 17 TBM delivered
- 8 orders, backlog at 31



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Content

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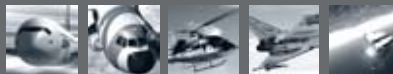
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Guidance 2007



- Revenues: low single digit decrease depending on exchange rate of US\$ per €.
- Airbus deliveries in 2007: 440 - 450 aircraft
- EADS 2007 budget EBIT* roughly stable compared to 2006
- Airbus 2007 EBIT* negative because of Power8 charges, A350XWB launch charges, higher R&D and dollar impact
- Non-Airbus EBIT* close to 1bn€
- Free cash flow positive

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Appendix

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Profit & Loss Highlights



	H1 2007		H1 2006**		FY 2006	
	€ m	in % of Revenues	€ m	in % of Revenues	€ m	in % of Revenues
Revenues	18,493		18,980		39,434	
self-financed R&D***	1,268	6.9%	1,139	6.0%	2,458	6.2%
EBITDA	1,153	6.2%	2,427	12.8%	2,033	5.2%
EBIT*	367	2.0%	1,654	8.7%	399	1.0%
EBIT* before R&D	1,635	8.9%	2,793	14.7%	2,857	7.2%
Interest result	(104)	(0.6%)	(56)	(0.3%)	(121)	(0.3%)
Other financial result	(108)	(0.6%)	(89)	(0.5%)	(123)	(0.3%)
Taxes	(34)	(0.2%)	(440)	(2.3%)	81	0.2%
Net income	71	0.4%	1,056	5.6%	99	0.3%
EPS (1)	0.09 €		1.32 €		0.12 €	

* pre goodwill impairment and exceptionals

** Group EBIT has been restated by € 22 m as a result from the application of the equity approach for the accounting of pension provisions (Airbus € 6m ; Eurocopter € 4m; Astrium € 2m; Defence & Security € 8 m; Headquarters € 2m)

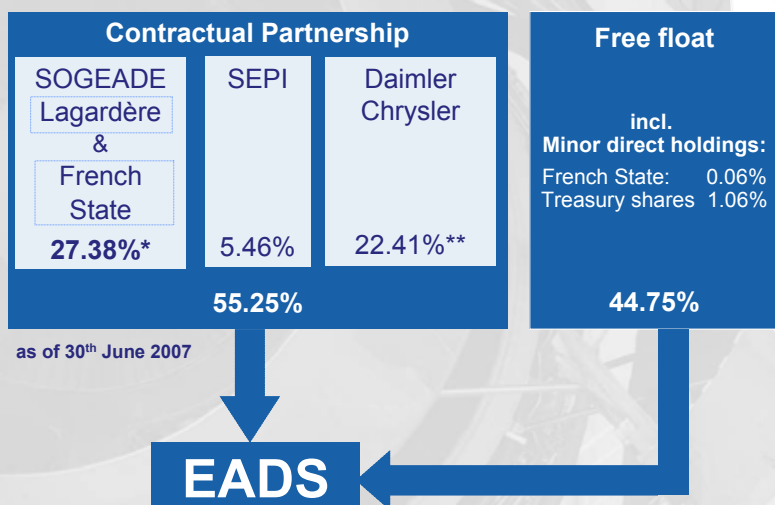
*** IAS 38: € 50 m during H1 2007; € 164 m during H1 2006; € 411 m capitalised during FY 2006

(1) Average number of shares outstanding: 802,298,558 in H1 2007; 798,747,495 in H1 2006; 800,185,164 in FY 2006

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Shareholding structure

Balance of control in corporate governance remains unchanged



* On April 4, 2006, Lagardère issued mandatory exchangeable bonds. The EADS shares deliverable at the maturity of the bonds will represent a maximum of 7.5% of the share capital of EADS.

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

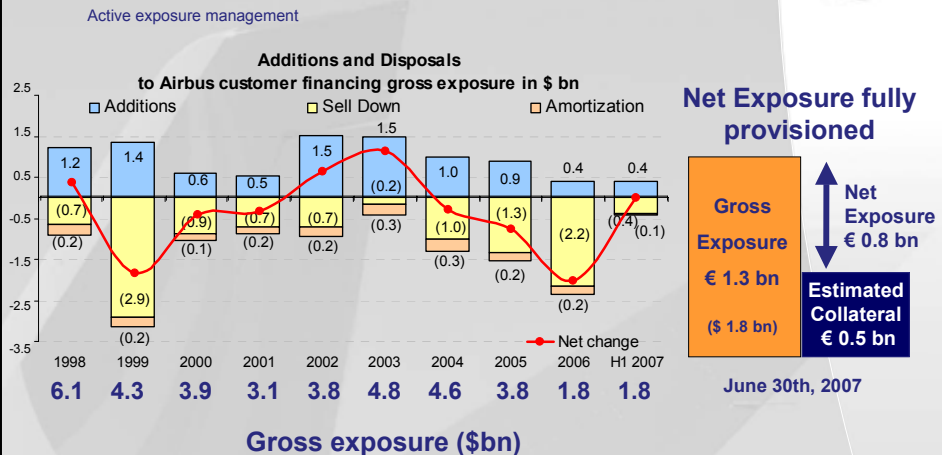
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Expected EADS Average Hedge Rates € vs. \$



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Airbus Customer Financing



- Continuing Reduction since 2004 reflects market recovery
- Allocated over 89 aircraft

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Customer Financing Exposure



€ millions	June 2007	Dec. 2006
closing rate 1 € =	\$ 1.35	\$ 1.32

100% AIRBUS

Total Gross exposure	1,320	1,399
<i>of which off-balance sheet</i>	435	483
Estimated value of collateral	(550)	(521)
Net exposure	769	878
Provision and asset impairment	(769)	(878)
AIRBUS Net exposure after provision	0	0

50% ATR

Total Gross exposure	278	295
<i>of which off-balance sheet</i>	44	43
Estimate value of collateral	(255)	(270)
Net exposure	23	25
Provision	(23)	(25)
ATR Net exposure after provision	0	0

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Q2 2006 Key Figures



in € m	Q2 2007	Q2 2006		
Revenues	9,509	9,897		
EBIT*	278	863		
FCF before cust. financing**	776	(149)		
New orders	59,712	3,655		
	Revenues		EBIT*	
	Q2 2007	change	Q2 2007	Q2 2006
Airbus	6.3 € bn	(7%)	88 €m	813 €m
MTA	0.2 € bn	(59%)	(16 €m)	(3 €m)
Eurocopter	1.0 € bn	19%	2 €m	60 €m
Astrium	0.8 € bn	1%	37 €m	37 €m
DS	1.3 € bn	(1%)	83 €m	65 €m
HQ & others	(0.1 € bn)	112%	84 €m	(109 €m)
Of which other businesses	0.3 € bn	(1%)	(29 €m)	(139 €m)
Of which HQ & eliminations	(0.4 € bn)	42%	55 €m	30 €m
Total EADS	9.5 €bn	(4%)	278 €m	863 €m

* pre goodwill and exceptionals

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

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EBIT* Calculation



in €m	H1 2007	H1 2006**
EBIT*	367	1,654
Exceptionals:		
Disposal of goodwill	(12)	0
Fair value adjustment	(24)	(32)
Profit before finance cost and income taxes	331	1,622

* pre goodwill impairment and exceptionals

** Group EBIT has been restated by € 22 m as a result from the application of the equity approach for the accounting of pension provisions (Airbus € 6 m; Eurocopter € 4 m; Astrium € 2 m; Defence & Security € 8 m; Headquarters € 2 m)

*** IAS 38: € 50 m during H1 2007; € 164 m during H1 2006; € 411 m capitalized during FY 2006

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Restructuring items included in EBIT*



in €m	H1 2007	H1 2006
EBIT*	367	1,654
EBIT* margin (% of revenues)	2.0%	8.7%

EADS EBIT* includes the following items

Airbus	Restructuring	(688)	0
DS	Restructuring	(26)	(55)

* pre goodwill impairment and exceptionals

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Net Loss / Income pre-exceptionals



in € m	H1 2007	H1 2006
Net income	71	1,056
EPS (1)	0.09 €	1.32 €
Exceptionals:		
Disposal of goodwill	12	0
Depreciation of fair values	24	32
Related Tax impact	(9)	(12)
Net income*	98	1,076
EPS* (1)	0.12 €	1.35 €

* 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: 802,298,558 in H1 2007; 798,747,495 in H1 2006

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Net Cash Position



in €m	June 2007	June 2006	Dec. 2006
Gross cash	9,797	10,672	9,986
Financial Debts			
<i>Short-term Financial Debts</i>	(2,230)	(1,585)	(2,196)
<i>Long-term Financial Debts</i>	(3,370)	(3,836)	(3,561)
Reported Net cash	4,197	5,251	4,229
Airbus non-recourse debt	985	1,111	1,058
Net cash excl. non-recourse	5,182	6,362	5,287
Main minority impact*	(170)	(438)	(154)
Airbus 20% non-recourse debt	-	(222)	-
Net cash position net of minority and non-recourse	5,012	5,702	5,133

* in 2007 and Dec. 2006: only 12.5% in MBDA cash;
in March 2006: mostly 20% in Airbus debt and cash as well as 12.5% in MBDA cash

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Balance Sheet Highlights: Assets



in € m	June 2007	Dec. 2006
Non-current Assets	37,403	37,080
of which Intangible & Goodwill	10,863	10,855
of which Property, plant & equipment	14,188	14,178
of which Investments & Financial assets	3,671	3,761
of which positive hedge mark-to-market	2,510	3,235
of which Non-current securities	2,486	1,294
Current Assets	36,060	34,981
of which Inventory	19,246	16,892
of which Cash	6,539	8,143
of which Current securities	772	549
of which positive hedge mark-to-market	2,124	2,007
Non-current Assets classified as held for sale	0	76
Total Assets	73,463	72,137
Closing rate €/ \$	1.35	1.32

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Balance Sheet Highlights: Liabilities



in € m	June 2007	Dec. 2006
Total Equity	12,902	13,152
of which OCI (Other Comprehensive Income)	4,444	4,955
of which Minority interests	159	137
Total Non-current liabilities	28,297	27,769
of which pensions	5,318	5,602
of which negative hedge mark-to-market	306	152
of which other provisions	3,505	3,309
of which financial debts	3,370	3,561
of which European gvts refundable advances	5,008	5,029
of which Customer advances	6,513	6,308
Total Current liabilities	32,264	31,152
of which pensions	267	281
of which negative hedge mark-to-market	19	79
of which other provisions	3,272	3,271
of which financial debts	2,230	2,196
of which European gvts refundable advances	420	389
of which Customer advances	15,567	14,172
Liabilities associated with assets held for sale	0	64
Total Liabilities and Equity	73,463	72,137

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Quarterly Revenues Breakdown (cumulative)



in €m	Q1		H1		9m		FY	
	2007	2006	2007	2006	2007	2006	2007	2006
Airbus	6,606	6,362	12,889	13,154		18,570		25,190
MTA	133	822	307	1,244		1,699		2,200
Eurocopter	671	656	1,644	1,473		2,364		3,803
Astrium	629	493	1,420	1,273		1,960		3,212
DS	970	1,000	2,235	2,274		3,553		5,864
HQ & others	(25)	(250)	(2)	(438)		(677)		(835)
<i>of which other BUs*</i>	282	330	608	660		922		1,257
<i>of which HQ & elim.</i>	(307)	(580)	(610)	(1,098)		(1,599)		(2,092)
Total EADS	8,984	9,083	18,493	18,980		27,469		39,434

* BUs: ATR, EFW, Socata and Sogerma

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Quarterly EBIT* Breakdown (cumulative)



in €m	Q1		H1		9m		FY	
	2007	2006	2007	2006	2007	2006	2007	2006
Airbus	(69)	684	19	1,497		1,150		(572)
MTA	(13)	9	(29)	6		22		75
Eurocopter	33	28	35	88		131		257
Astrium	10	1	47	38		48		130
DS	(6)	39	77	104		160		348
HQ & others	134	30	218	(79)		(85)		161
<i>of which other BUs**</i>	20	(4)	49	(143)		(187)		(288)
<i>of which HQ & Elim.</i>	114	34	169	64		102		449
Total EADS	89	791	367	1,654		1,426		399

* pre goodwill impairment and exceptionals

** BUs: ATR, EFW, Socata and Sogerma

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Quarterly Order-intake Breakdown (cumulative)



in €m	Q1		H1		9m		FY	
	2007	2006	2007	2006	2007	2006	2007	2006
Airbus	5,464	6,596	60,367	7,905		14,698		53,367
MTA	123	641	250	751		856		1,594
Eurocopter	2,604	946	4,332	1,722		3,825		4,885
Astrium	963	1,571	2,290	2,223		3,441		4,354
DS	1,304	834	2,802	1,694		2,897		5,191
HQ & others	49	(90)	178	(142)		(29)		(373)
<i>of which other BUs*</i>	295	414	731	762		1,131		1,469
<i>of which HQ& Elim.</i>	(246)	(504)	(553)	(904)		(1,160)		(1,842)
Total EADS	10,507	10,498	70,219	14,153		25,688		69,018

* BUs: ATR, EFW, Socata and Sogerma

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Quarterly Order-book Breakdown



in €m	March		June		Sept.		Dec.	
	2007	2006	2007	2006	2007	2006	2007	2006
Airbus	206,372	197,033	251,743	183,542		183,758		210,115
MTA	20,307	20,786	20,256	20,480		20,143		20,337
Eurocopter	12,975	10,251	13,730	10,209		11,422		11,042
Astrium	12,543	11,909	13,125	11,868		12,504		12,263
DS	17,902	17,523	18,164	17,150		17,012		17,570
HQ & others	(8,560)	(8,879)	(8,771)	(8,767)		(8,315)		(8,518)
<i>of which other BUs*</i>	2,392	2,213	2,120	2,165		2,278		2,292
<i>of which HQ& Elim.</i>	(10,952)	(11,092)	(10,891)	(10,932)		(10,593)		(10,810)
Total EADS	261,539	248,623	308,247	234,482		236,524		262,810

* BUs: ATR, EFW, Socata and Sogerma

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