



## Q1 2009 Earnings



Conference Call, 12th May 2009

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CFO

## Safe Harbour Statement

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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.

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- Group Highlights**
- Financial Highlights**
- Divisional Performance**
- Guidance**



## Monitoring Commercial Deliveries

- Order book at Q1 09 of 413 billion € providing a bedrock for deliveries;
- Allocation of commercial aircraft deliveries through a rigorous monitoring process;
- Active management of commercial deferrals and cancellations through an overbooking policy at Airbus;
- A380 deliveries adjusted in 2009 and 2010 to reflect current market conditions;
- Solid Defence backlog; Space order book comprises 90% military and civil institutional contracts.

## Q1 09 Key Highlights

- MTAD is being integrated within Airbus, creating Airbus Military;
  - Optimisation of Programme Management and resource allocation;
  - Improvement to internal governance.
- Solid net cash position: 8.7 bn€
- EBIT before one-off 0.4 bn€ EADS, 0.3bn€ Airbus;
- Free Cash Flow in line with expectations: -0.6 bn€
- Level of customer financing insignificant in the quarter;
- Net Income generation 0.2 bn€



## Current Situation

- Update on development phase:
  - Aircraft 1 undergoing systems testing; aircraft 2 complete and about to start systems testing;
  - Flying Test Bed : meeting expectations, 8 flights performed, more than 21 hours total flight time.
- 3 month moratorium proposed by OCCAR:
  - Suspension of PDPs;
  - On going dialogue and negotiations with customer;
  - Opportunity for all partners of the programme to agree on a certain number of outstanding principles and realign with conditions acceptable by all;
  - Various sets of assumptions will be exchanged between parties.
- Financial Consequences – early stage accounting retained\*:
  - Revenues of +0.15 bn€ Net EBIT impact of -0.12bn€ after foreign exchange impact in EADS Q1 09 earnings;
  - This charge does not reflect a new estimate of the loss at completion;
  - High probability of return to Cost at Completion methodology for the half year results, where substantial negative income statement impacts may have to be accounted for.

\* Accumulated work in progress expensed, revenue recognition for the expected recoverable part of the costs, utilisation of provision for incurred losses, according to IAS 11. Update of loss making contract provision up to costs which can be reliably estimated (not based on new management assessment of the delays).



- Group Highlights**
- Financial Highlights**
- Divisional Performance**
- Guidance**



## Q1 2009 Financial Highlights

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in €bn	Q1 2009	Q1 2008	Change
Revenues	8.5	9.9	-14%
of which Defence	2.0	2.0	-3%
<b>EBIT* before one-off</b>	<b>0.4</b>	<b>0.7</b>	<b>-30%</b>
Order intake	9.3	39.3	-76%
in €bn	Mar. 2009	Dec. 2008	change
Total Order book**	412.6	400.2	+3%
of which Defence	54.9	54.9	0%

**Q1 2009 - a record order book but a drop in commercial orders.**

\* pre goodwill impairment and exceptionals  
 \*\* Order book based on list prices  
 EADS – Q1 2009 earnings



## Q1 2009 EBIT\* Before One-off

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in €bn	EADS Group	Airbus Segment
<b>EBIT*</b>	<b>0.23</b>	<b>0.09</b>
<b>THEREOF :</b>		
• Impact of A400M charge	** <b>(0.03)</b>	** <b>(0.03)</b>
• Revaluation of all LMCs at end of March spot (\$1.33 and £0.93)	<b>0.05</b>	<b>0.05</b>
• \$ PDP Reversal and Balance Sheet Revaluation	<b>(0.19)</b>	<b>(0.19)</b>
<b>EBIT* before one-off</b>	<b>0.40</b>	<b>0.26</b>
% Revenues (excl. A400M recoverable part of the costs 154m€)	<b>4.8%</b>	<b>4.5%</b>

**Q1 2009 EBIT\* negatively impacted by one-time currency effects**

\* pre-goodwill impairment and exceptionals.  
 \*\* After currency impact : - 120 m€  
 EADS – Q1 2009 earnings



## Q1 2009 Profit & Loss Highlights

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	Q1 2009		Q1 2008	
	€m	in % of Revenues	€m	in % of Revenues
<b>EBIT*</b>	<b>232</b>	<b>2.7%</b>	<b>769</b>	<b>7.8%</b>
self-financed R&D**	562	6.7%	534	5.4%
<b>EBIT* before R&amp;D</b>	<b>794</b>	<b>9.4%</b>	<b>1,303</b>	<b>13.2%</b>
Interest result	(9)	(0.1%)	(7)	(0.1%)
Other financial result	40	0.5%	(333)	(3.4%)
Taxes	(77)	(0.9%)	(125)	(1.3%)
<b>Net income</b>	<b>170</b>	<b>2.0%</b>	<b>285</b>	<b>2.9%</b>
<b>EPS***</b>	<b>0.21 €</b>		<b>0.35 €</b>	

\* pre goodwill impairment and exceptionals

\*\* IAS 38: € 19 m capitalised during Q1 2009; € 17 m capitalised during Q1 2008

\*\*\* Average number of shares outstanding: 809,366,635 in Q1 2009; 804,848,965 in Q1 2008

EADS – Q1 2009 earnings



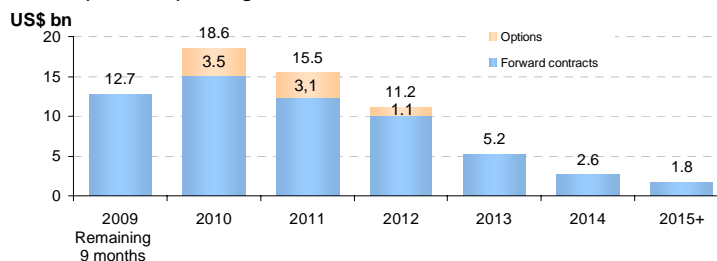
## Currency Hedge Policy

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- Approximately 50% of EADS' US\$ revenues naturally hedged by US\$ procurement.
- In Q1 2009 hedges of \$ 4 bn\* matured at an average hedge rate of 1€ = 1.19 \$
- In Q1 2009, new hedges of \$ 3.5 bn\* were added at an average rate of 1€ = 1.32 \$\*\*

### EADS hedge portfolio, 31st March 2009

(\$ 67.6 bn\*), average forward rate 1€ = 1.36 \$\*\* and 1£ = 1.78 \$



### Average hedge rates of forward contracts only

€ vs \$**	1.29	1.35	1.40	1.40	1.40	1.40	1.40
£ vs \$	1.69	1.78	1.87	1.78	1.76	1.78	1.85

Mark-to-market value = €-1.3 bn

\* Total hedge amount also containing \$/£ hedges

\*\* excl. plain-vanilla options

EADS – Q1 2009 earnings



## Free Cash Flow

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in €m	Q1 2009	Q1 2008
<b>Net cash position</b> at the beginning of the period	9,193	7,024
<b>Gross Cash Flow from Operations<sup>1</sup></b>	658	1,315
<b>Change in working capital</b>	(1,018)	138
of which Customer Financing	15	57
<b>Cash used for investing activities<sup>2</sup></b>	(225)	(374)
of which Industrial Capex (additions)	(310)	(326)
of which Others	85	(48)
Free Cash Flow <sup>2</sup>	(585)	1,079
<b>Free Cash Flow</b> before customer financing	<b>(600)</b>	<b>1,022</b>
Disposal of treasury shares	10	26
Others	127	203
<b>Net cash position</b> at the end of the period	<b>8,745</b>	<b>8,332</b>

1) Gross cash flow from operations, excluding working capital change

2) Excluding change in securities

EADS – Q1 2009 earnings



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**Financial Highlights**  
**Divisional Performance**  
**Guidance**

EADS – Q1 2009 earnings



# Airbus Segment

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## Airbus Segment (after interco elimination)

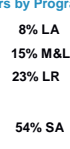
€ m	Airbus Segment (after interco elimination)		thereof Airbus Commercial		thereof Airbus Military (Former MTA)	
	Q1 2009	Q1 2008	Q1 2009	Q1 2008	Q1 2009	Q1 2008
Deliveries			116	123	3	2
Revenues	5,883	7,430	5,564	7,069	456	636
R&D self-financed**	441	442	438	441	3	1
in % of revenues	7.5%	5.9%	7.9%	6.2%	0.7%	0.2%
EBIT*	89	635	94	636	(5)	(1)
in % of revenues	1.5%	8.5%	1.7%	9.0%		
Order book***	365,412	305,557	352,894	291,105	21,999	23,068
in units (excl. Freighter conversions)			3,607	3,693	257	261
Net orders			8 a/c		4 a/c	

Segment Revenue Split



based on Q1 2009 EADS external revenues

Gross Orders by Programme



Gross Orders by Region



EADS – Q1 2009 earnings

\*\* capitalised R&D: €12m in Q1 09, thereof €3m Airbus Commercial, €9m Airbus Military and €12m in Q1 08, thereof €6m Airbus commercial and €6m Airbus Military.  
 \*\*\* total including A400M, commercial a/c valued at list prices, Airbus commercial incl. FFV



# Airbus Segment

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## Airbus Commercial

### Revenues -21%

- Lower volume vs. 2008: -1 SA; -4 LR; -2 A380;
- Less A400M revenues;
- Impacted by dollar (-0.5bn€) and price deterioration (-0.1bn€).

### EBIT\*

- Negative impact from foreign currency effects (-0.3bn€) see slide 22;
- Lower volume and weaker customer mix;
- Higher support activity costs;
- A400M charge.

## Airbus Military

### Revenues and EBIT\* :

- Higher Tanker activity offset by
- A400M Recoverable part of the costs in Q1 09 (+0.2bn€) versus Power-on Milestone booked in Q1 08 (+0.4bn€).

### Order Intake :

- 2 C-295 for the Mexican Navy, 1 CN-235 for Colombia;
- 1 C-212 for Thailand.

## Key Achievements

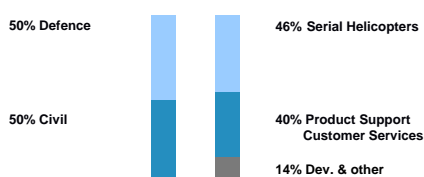
- New Airbus Military organisation being formalised and implemented;
  - A350 FAL under construction;
  - Strengthening partnerships with China;
- FSTA : Preliminary Design Review passed, wing-set for aircraft 1 completed.

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€ m	Q1 2009	Q1 2008
Revenues	758	732
R&D self-financed	41	24
<i>in % of revenues</i>	5.4%	3.3%
EBIT*	38	37
<i>in % of revenues</i>	5.0%	5.1%
Order book	14,082	14,461
in units	1,488	1,585

## Revenue split



based on Q1 2009 EADS external revenues

\* pre goodwill impairment and exceptionals  
EADS – Q1 2009 earnings

## Revenues + 4%

- 93 deliveries in Q1 09, including 8 LUH, 2 Tiger;
- Favourable phasing of customer services activities.

## EBIT\* Stable

- Improved customer mix for commercial serial activity;
- Higher contribution from support activities;
- Offset by higher R&D for EC175 and Super Puma.

## Order Intake 66 net orders thereof:

- 22 NH90 for DGA; 5 LUH for US Army;
- 2 EC135 for Japan;
- Increasing cancellations for light helicopters, reallocation of deliveries.

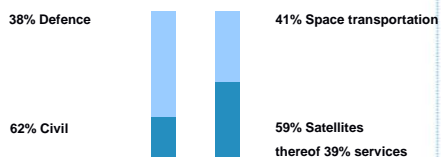
## Key Achievements

- Customer Service Centre in Hong Kong;
- NH90 pilot training centre in Germany;
- International expansion in Japan.



€ m	Q1 2009	Q1 2008
Revenues	904	751
R&D self-financed	17	14
<i>in % of revenues</i>	1.9%	1.9%
EBIT*	36	33
<i>in % of revenues</i>	4.0%	4.4%
Order book	15,877	12,711

## Revenue split



based on Q1 2009 EADS external revenues

\* pre goodwill impairment and exceptionals  
EADS – Q1 2009 earnings

## Revenues +20%

- Strong increase from navigation and commercial telecommunication satellites;
- Increased revenues in defence activities.

## EBIT\* +9%

- Growth in earth observation linked to Spot Image;
- Increase in navigation satellites from Galileo;
- Productivity in defence programmes;
- Offset by a weak € : £ exchange rate.

## Order Intake 5.6 bn€

- Batch of 35 Ariane 5 launchers;
- M51 Tranche 3 production;
- 2 Arabsat telecommunication satellites.

## Key Achievements

- 29th consecutive successful launch for Ariane 5;
- Hotbird 10 successfully deployed in orbit and handed over to Eutelsat;
- Theos system acceptance by Thai Space Agency.



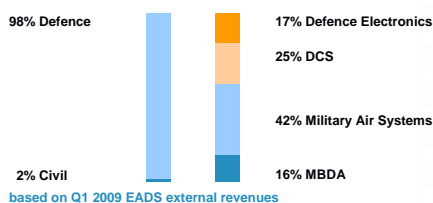


## Defence & Security

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€ m	Q1 2009	Q1 2008
Revenues	934	990
R&D self-financed	37	35
<i>in % of revenues</i>	4.0%	3.5%
EBIT*	21	33
<i>in % of revenues</i>	2.2%	3.3%
Order book	**15,954	18,012

### Revenue split



\* pre goodwill impairment and exceptionals  
 \*\* Order book Augsburg transfer -867m€ in Q1 09 to Airbus  
 EADS – Q1 2009 earnings

### Revenues -6%

- Stable excluding aerostructures carve-out to Premium Aerotech (-81m€).
- Growth from Eurofighter and Plant CML consolidation;
- Lower export revenues at MBDA, favourable phasing in Q1 08.

### EBIT\* lower by 36%

- Negative volume;
- Favourable Q1 08 phasing effects.

### Order Intake

- Deployable Communication System for NATO;
- Modernisation of French Military identification systems;
- New secure network orders for China, South Africa, Brazil, Bulgaria.

### Key Achievements

- Enhancing EF operational capability;
- Market success in radar technology;
- Increasing globalisation: Partnership with L/T signed in India; JV with C4 Advanced Solutions in Abu Dhabi.

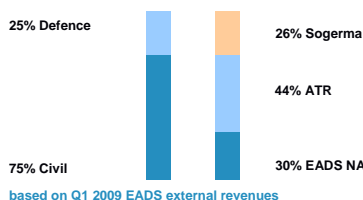


## Other Businesses

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€ m	Q1 2009	Q1 2008
Revenues	214	257
R&D self-financed	1	2
<i>in % of revenues</i>	0.5%	0.8%
EBIT*	0	9
<i>in % of revenues</i>	0%	3.5%
Order book	2,306	2,824

### Revenue split



\* pre goodwill impairment and exceptionals  
 EADS – Q1 2009 earnings

### Overall

- EFW now belongs to Airbus segment, 2008 figures restated;
- Disposing of non-core assets:
  - Sale of 70% of Socata to Daher in January 09, 30% now accounted for at the equity level;
  - Revima in Sogerma perimeter Q1 08.
- Partially offset by ramp up in LUH activity at EADS North America;
- EBIT lower mainly due to negative foreign exchange effects at ATR and investment in North America.

### Sogerma

- New contract with Etihad Airways;
- New First class seat concept in partnership with Lufthansa Technik.

### ATR

- 8 deliveries; 152 a/c in backlog;
- Slow down in commercial market.

### North America

- LUH Programme Ramp up.





### Group Highlights

### Financial Highlights

### Divisional Performance

### Guidance

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### Current situation

- Rolling plan due to increasing uncertainties over time;
- Deterioration of macro indicators and airline traffic figures;
- Decision taken to reduce Airbus production rates to 34 SA per month from October; ramp up frozen at 8.5 LR per month; 14 deliveries of A380 scheduled in 2009.

### New orders

- Up to 300 new gross orders at Airbus even if it is becoming more challenging.

### Revenues

- Airbus deliveries up to the 2008 level, under that assumption, EADS revenues roughly stable in 2009, (€ 1 = US\$ 1.39).

### EBIT\*

- Low visibility:
  - Wide range of possibilities for the A400M charge;
  - High volatility due to market, currency fluctuations and sales financing.

### Free Cash Flow

- EADS is not expected to consume more than around 1.5 billion € of free cash flow after customer financing in 2009 (excluding any potential negative impact for the A400M Programme).

\* pre goodwill impairment and exceptionals

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## - Appendix



### Q1 2009 Forex EBIT\* Impact Bridge

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#### Forex impact on EBIT\* ( in bn €)

- Revaluation of Airbus LMC provisions including USD (1.33) and GBP (0.93)
- Temporary Excess Volume of Hedging from 2008
- Deterioration of hedge rates (€: \$ 1.17 to 1.19)  
*out of which Airbus*
- Other one-off forex effect including PDP reversal

*out of which Airbus*

#### BRIDGE

+0.6 \*

(0.3)

(0.1)

~(0.1)

(0.5)

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**(0.3)**

(0.3)

\* In Q1 2008 negative impact of -0.5 bn € on EBIT\*

## Q1 2009 Financial Highlights

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	Q1 2009		Q1 2008	
	€m	in % of Revenues	€m	in % of Revenues
<b>Revenues</b>	<b>8,467</b>		<b>9,853</b>	
self-financed R&D**	562	6.7%	534	5.4%
EBITDA*	585	6.9%	1,178	12.0%
EBIT*	232	2.7%	769	7.8%
EBIT* before R&D	794	9.4%	1,303	13.2%
<b>Net income</b>	<b>170</b>	<b>2.0%</b>	<b>285</b>	<b>2.9%</b>
EPS***	0.21 €		0.35 €	
<b>Net Cash position</b> at the end of the period	<b>8,745</b>		<b>8,332</b>	
<b>Free Cash Flow</b>	<b>(585)</b>		<b>1,079</b>	

\* pre goodwill impairment and exceptionals

\*\* IAS 38: € 19 m capitalised during Q1 2009; € 17 m capitalised during Q1 2008

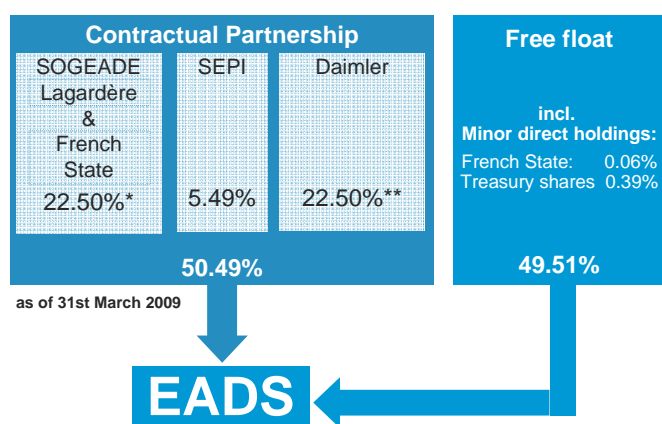
\*\*\* Average number of shares outstanding: 809,366,635 in Q1 2009; 804,848,965 in Q1 2008

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## Shareholding structure

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\* On April 4, 2006, Lagardère issued mandatory exchangeable bonds. The EADS shares deliverable at the maturity of the bonds represented a maximum of 7.5% of the share capital of EADS. Lagardère converted 2.5% in June 2007, 2.5% in June 2008 and additional 2.5% at the end of March 2009.

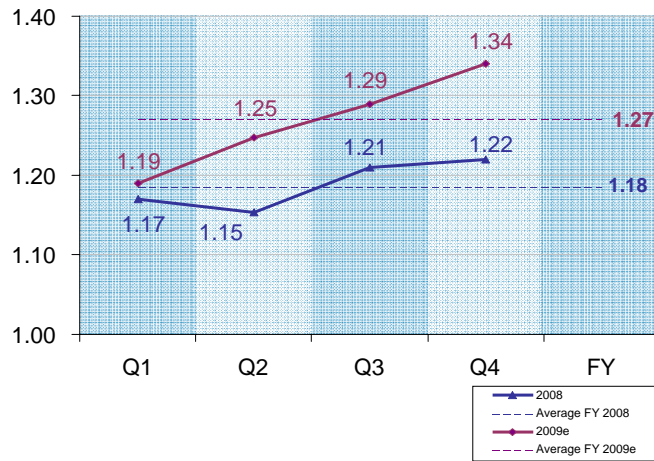
\*\* On February 9, 2007, Daimler reached an agreement with a consortium of private and public-sector investors through which it will reduce its shareholding in EADS by 7.5%.

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## Expected EADS Average Hedge Rates € vs. \$

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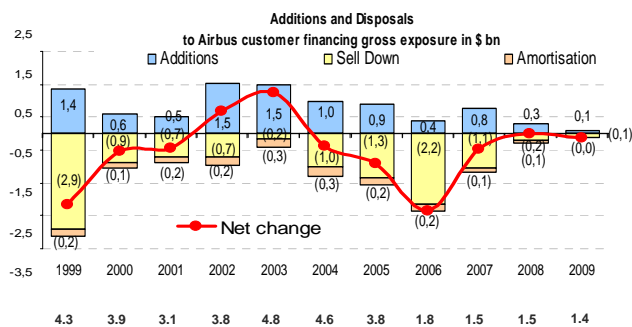
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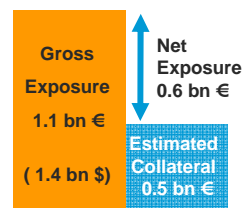
## Airbus Customer Financing

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### Active exposure management



Net Exposure fully provisioned



31st March 2009

### Gross exposure 1.4bn \$

- Continuing Reduction since 2004 reflects market recovery
- Remains at all-time-low since late 80's
- Allocated over 74 aircraft

EADS - Q1 2009 earnings



## Customer Financing Exposure

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€million closing rate 1 €=	March 2009 \$ 1.33	Dec. 2008 \$ 1.39
<b>100% AIRBUS</b>		
<b>Total Gross exposure</b>	<b>1,058</b>	<b>1,052</b>
<i>of which off-balance sheet</i>	370	369
Estimated value of collateral	(473)	(476)
<b>Net exposure</b>	<b>585</b>	<b>576</b>
Provision and asset impairment	(585)	(576)
<b>AIRBUS Net exposure after provision</b>	<b>0</b>	<b>0</b>
<b>50% ATR</b>		
<b>Total Gross exposure</b>	<b>230</b>	<b>224</b>
<i>of which off-balance sheet</i>	48	46
Estimated value of collateral	(208)	(203)
<b>Net exposure</b>	<b>22</b>	<b>21</b>
Provision	(22)	(21)
<b>ATR Net exposure after provision</b>	<b>0</b>	<b>0</b>

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## EBIT\* Calculation

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in €m	Q1 2009	Q1 2008
<b>EBIT*</b>	<b>232</b>	<b>769</b>
Exceptionals:		
Fair value depreciation	(16)	(11)
<b>Profit before finance cost and income taxes</b>	<b>216</b>	<b>758</b>

\* pre goodwill impairment and exceptionals  
EADS – Q1 2009 earnings



## Net Income pre-exceptionals

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in €m	Q1 2009	Q1 2008
<b>Net income*</b>	182	293
<b>EPS* (1)</b>	0.22 €	0.36 €
Exceptionals:		
Fair value adjustment	(16)	(11)
Related tax impact	4	3
<b>Net income</b>	170	285
<b>EPS (1)</b>	0.21 €	0.35 €

\* 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: 809,366,635 in Q1 2009; 804,848,965 in Q1 2008  
 EADS – Q1 2009 earnings



## Net Cash Position

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in €m	March 2009	Dec. 2008	March 2008
Gross cash	13,088	13,697	12,610
Financial Debts			
<i>Short-term Financial Debts</i>	(2,274)	(1,458)	(1,303)
<i>Long-term Financial Debts</i>	(2,069)	(3,046)	(2,975)
<b>Reported Net cash</b>	8,745	9,193	8,332
Airbus non-recourse debt	728	737	763
<b>Net cash excl. non-recourse</b>	9,473	9,930	9,905

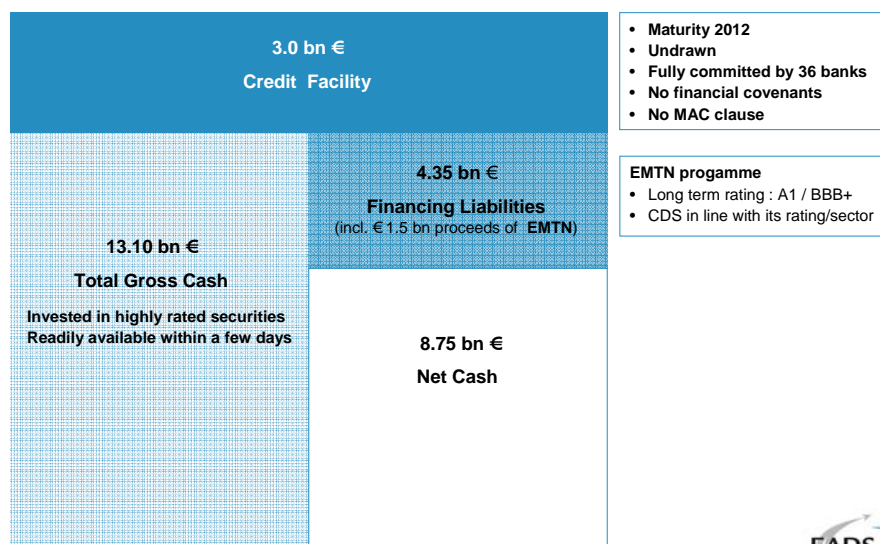
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## EADS: Strong Liquidity Position

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as of 31 March 2009



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## Balance Sheet Highlights: Assets

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in €m	Mar. 2009	Dec. 2008
<b>Non-current Assets</b>	<b>36,445</b>	<b>35,924</b>
of which Intangible & Goodwill	11,160	11,171
of which Property, plant & equipment	12,195	12,156
of which Investments & Financial assets	4,162	4,068
of which positive hedge mark-to-market	905	1,101
of which Non-current securities	3,240	3,040
<b>Current Assets</b>	<b>41,248</b>	<b>40,229</b>
of which Inventory	22,144	19,452
of which Cash	6,979	6,745
of which Current securities	2,869	3,912
of which positive hedge mark-to-market	822	1,482
of which Assets classified as held for sale	0	263
<b>Total Assets</b>	<b>77,693</b>	<b>76,153</b>
Closing rate €/€	1.33	1.39

EADS – Q1 2009 earnings





## Balance Sheet Highlights: Liabilities

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in €m	Mar. 2009	Dec. 2008
<b>Total Equity</b>	<b>10,439</b>	<b>11,126</b>
of which OCI (Other Comprehensive Income)	886	1,758
of which Minority interests	105	104
<b>Total Non-current liabilities</b>	<b>27,979</b>	<b>28,302</b>
of which pensions	4,414	4,335
of which other provisions	3,187	3,144
of which financial debts	2,069	3,046
of which European governments refundable advances	4,585	4,563
of which Customer advances	8,931	8,843
of which negative hedge mark-to-market	2,650	2,208
<b>Total Current liabilities</b>	<b>39,275</b>	<b>36,725</b>
of which pensions	202	211
of which other provisions	4,442	4,372
of which financial debts	2,274	1,458
of which European gvts refundable advances	380	357
of which Customer advances	18,827	17,802
of which negative hedge mark-to-market	755	657
of which liabilities associated with assets held for sale	0	155
<b>Total Liabilities and Equity</b>	<b>77,693</b>	<b>76,153</b>



## Quarterly Revenues Breakdown (cumulative)

34

in €m	Q1		H1		9m		FY	
	2009	2008	2009	2008	2009	2008	2009	2008
<b>Airbus segment</b>	<b>5,883</b>	<b>7,430</b>	.	<b>14,140</b>	.	<b>20,423</b>	.	<b>28,991</b>
Thereof Airbus*	5,559	7,057	.	13,586	.	19,445	.	27,453
Thereof Airbus Military	456	636	.	898	.	1,949	.	2,759
<b>Eurocopter</b>	<b>758</b>	<b>732</b>	.	<b>1,795</b>	.	<b>2,781</b>	.	<b>4,486</b>
<b>Astrium</b>	<b>904</b>	<b>751</b>	.	<b>1,701</b>	.	<b>2,749</b>	.	<b>4,289</b>
<b>DS</b>	<b>934</b>	<b>990</b>	.	<b>2,167</b>	.	<b>3,490</b>	.	<b>5,668</b>
<b>HQ &amp; others</b>	<b>(12)</b>	<b>(50)</b>	.	<b>(64)</b>	.	<b>(3)</b>	.	<b>(169)</b>
of which other Bus**	214	257	.	597	.	958	.	1,338
of which HQ & elim.	(226)	(307)	.	(661)	.	(961)	.	(1,507)
<b>Total EADS</b>	<b>8,467</b>	<b>9,853</b>	.	<b>19,739</b>	.	<b>29,440</b>	.	<b>43,265</b>

\* Airbus excludes EFW and eliminations as shown in Airbus Segment.  
 \*\* BUs: ATR, Sogerma and EADS North America (in 2008: additionally including Socata).  
 EADS – Q1 2009 earnings



## Quarterly EBIT\* Breakdown (cumulative)

35

in €m	Q1		H1		9m		FY	
	2009	2008	2009	2008	2009	2008	2009	2008
<b>Airbus segment</b>	89	635	.	710	.	1,464	.	1,815
Thereof Airbus**	88	628	.	712	.	1,501	.	1,790
Thereof Airbus Military	(5)	(1)	.	(20)	.	(68)	.	(16)
<b>Eurocopter</b>	38	37	.	104	.	164	.	293
<b>Astrium</b>	36	33	.	88	.	140	.	234
<b>DS</b>	21	33	.	134	.	219	.	408
<b>HQ &amp; others</b>	48	31	.	122	.	31	.	80
of which other BUs***	0	9	.	17	.	33	.	43
of which HQ & elim.	48	22	.	105	.	(2)	.	37
<b>Total EADS</b>	<b>232</b>	<b>769</b>	.	<b>1,158</b>	.	<b>2,018</b>	.	<b>2,830</b>

\* pre goodwill impairment and exceptionals

\*\* Airbus excludes EFW and eliminations as shown in Airbus Segment

\*\*\* Other BUs: ATR, Sogerma and EADS North America (in 2008: additionally including Socata).

EADS – Q1 2009 earnings



## Quarterly Order-intake Breakdown (cumulative)

36

in €m	Q1		H1		9m		FY	
	2009	2008	2009	2008	2009	2008	2009	2008
<b>Airbus segment</b>	1,792	35,286	.	44,094	.	78,991	.	85,493
Thereof Airbus*	1,662	31,488	.	41,069	.	75,179	.	82,041
Thereof Airbus Military	164	3,836	.	4,209	.	5,100	.	5,083
<b>Eurocopter</b>	1,016	1,738	.	2,933	.	3,821	.	4,855
<b>Astrium</b>	5,641	874	.	1,871	.	2,683	.	3,294
<b>DS</b>	918	1,313	.	2,383	.	3,555	.	5,287
<b>HQ &amp; others</b>	(39)	59	.	(83)	.	(350)	.	(281)
of which other BUs**	134	320	.	714	.	955	.	1,712
of which HQ & elim.	(173)	(261)	.	(797)	.	(1,305)	.	(1,993)
<b>Total EADS</b>	<b>9,328</b>	<b>39,270</b>	.	<b>51,198</b>	.	<b>88,700</b>	.	<b>98,648</b>

\* Airbus excludes EFW and eliminations as shown in Airbus Segment

\*\* BUs: ATR, Sogerma and EADS North America (in 2008: additionally including Socata).

EADS – Q1 2009 earnings



## Quarterly Order-book Breakdown

37

in €m	March		June		Sept.		Dec.	
	2009	2008	2009	2008	2009	2008	2009	2008
<b>Airbus segment</b>	<b>365,412</b>	<b>305,557</b>	.	<b>308,272</b>	.	<b>355,448</b>	.	<b>357,824</b>
Thereof Airbus*	352,899	291,116	.	294,790	.	341,630	.	344,818
Thereof Airbus Military	21,999	23,068	.	23,173	.	22,996	.	22,269
<b>Eurocopter</b>	<b>14,082</b>	<b>14,461</b>	.	<b>14,592</b>	.	<b>14,494</b>	.	<b>13,824</b>
<b>Astrium</b>	<b>15,877</b>	<b>12,711</b>	.	<b>12,770</b>	.	<b>12,552</b>	.	<b>11,035</b>
<b>DS</b>	<b>15,954</b>	<b>18,012</b>	.	<b>17,962</b>	.	<b>17,793</b>	.	<b>17,032</b>
<b>HQ &amp; others</b>	<b>1,304</b>	<b>721</b>	.	<b>582</b>	.	<b>389</b>	.	<b>533</b>
of which other BUs**	2,306	2,824	.	2,877	.	2,871	.	3,169
of which HQ & elim.	(1,002)	(2,103)	.	(2,295)	.	(2,482)	.	(2,636)
<b>Total EADS</b>	<b>412,629</b>	<b>351,462</b>	.	<b>354,178</b>	.	<b>400,676</b>	.	<b>400,248</b>

\* Airbus excludes EFW and eliminations as shown in Airbus Segment

\*\* BUs: ATR, Sogerma and EADS North America (in 2008: additionally including Socata)

EADS – Q1 2009 earnings

