Dear Shareholder,

Even in extremely challenging market conditions, EADS is capable of carrying off major commercial successes and delivering a robust business performance.

At the Paris Air Show in June, Airbus signed agreements for 127 new aircraft worth 12.9 billion dollars in total. This tally exceeded many people’s expectations. Earlier this year, Arianespace awarded Astrium a contract for the production of 35 Ariane 5 launchers, worth €4 billion. A few weeks ago, our Defence & Security Division received a further vote of confidence: the four nations, Germany, Italy, Spain and the UK, signed up for Tranche 3A of the Eurofighter programme, giving the go-ahead for production to start on 112 additional aircraft.

The Saudi Arabia border surveillance contract, for a security programme covering the full borders of the country – a length of 9,000 km – is the largest one ever competed worldwide as a full solution. That contract, awarded to EADS Defence & Security as prime contractor, is a sign that the Company means business with Vision 2020, the plan drawn up by our CEO Louis Gallois that aims to establish a more balanced EADS.

Continuing orders, as well as the Company’s huge order backlog of close to €400 billion, provide EADS with a level of resilience. EADS is gradually regaining credibility, as shown by the successful €1 billion bond issue early in August – books were closed within 30 minutes after orders of more than €8 billion –, and as reflected in the current EADS share price evolution. At the same time, we are addressing current challenges, reducing costs through our ongoing improvement programmes and working hard to get the A400M programme back on track. But we are also looking to the future beyond.

In recent months, the world’s economies have been sending out ambiguous signals. Some observers point to possible signs that the recession may be bottoming out, others warn against any talk yet of a speedy recovery. Here at EADS we remain vigilant, carefully and continuously monitoring developments along with our customers and suppliers, especially as far as our commercial aircraft business is concerned. But we are confident. And I believe we have every reason to be so.

NATHALIE ERRARD
Head of Investor Relations and Financial Communication
The customer OCCAR and the launch nations have reiterated their commitment to the A400M: on 24 July, they confirmed that they will adhere to the A400M programme to enable negotiations up to the end of year. This provides an opportunity for all parties involved to realign the programme on an achievable basis and to rebase the contract on realistic conditions acceptable to all parties.

Over the last months, the programme made further progress. The first A400M development aircraft is being prepared for engine fitting. The second aircraft is assembled and has entered systems testing phase while final assembly for the third unit has started. The flying test bed for the engine has successfully performed twelve flights with more than 35 flight hours. A first version of the revised engine software FADEC was received and is showing good initial results in testing. Due to the continuing high level of uncertainty on the programme, EADS retained the early stage accounting treatment of this programme**. This resulted in an EBIT* impact of € –191 million for the first six months (thereof € –120 million taken in the first quarter).

Substantial negative income statement impacts may still have to be booked in future periods depending on the progress of the development and the outcome of the negotiations on the A400M programme. EADS intends to reduce any further potential loss, but the full financial consequences of the delays will only be known once the negotiations are finalised.
**OUTLOOK**

The first half of 2009 confirms the trends identified at the beginning of the year. The Group’s bottom-up analysis of the order book still shows overbooking for the coming years. Nevertheless, this is challenged by the deterioration of the macro-economic and traffic indicators, even if the negative trend was stopped or slightly reversed recently. There is no clear sign of stabilisation since traffic and yield deterioration as well as funding conditions are challenging airlines’ financials.

Therefore, EADS is cautiously monitoring the market, its customer base and its suppliers and continues to apply a rolling plan concept. Besides the commercial order book, the Group’s solid defence and institutional order book provides a certain level of protection and stability.

EADS expects Airbus to capture up to 300 new gross orders in 2009, even if that goal is challenging in the current market environment. Based on the healthy H1 delivery trend, deliveries of 2009 should be at least at the 2008 level. With an assumption of $1 USD rate dollar at € 1 = US$ 1.39, EADS revenues should be roughly in line with the 2008 level.

Under these assumptions, EBIT* before one-off in the second half of 2009 should be positive but lower compared to the first half of 2009. Compared to the first six months of the year, it will be negatively impacted, mainly by increasing Research & Development expenses and significant hedge rates deterioration. EADS R&D expenses should amount to roughly € 3 billion for the full year. On the other side, this degradation will be partly offset by a lower price deterioration than in H1 and by favourable seasonal effects on part of this business.

Concerning one-off impacts affecting H2, the range and magnitude of the potential A400M programme charge to wide. Finally, A380 ramp-up is progressing and Airbus expects to deliver 14 A380 in 2009. A380 costs are still higher than expected and EADS will review the potential impact on the learning curve in H2.

EADS is raising its Free Cash Flow guidance. EADS is now expected to consume around € 1 billion of Free Cash Flow after customer financing in 2009 not taking into account the A400M programme.

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**EADS GROUP (in € millions)**

<table>
<thead>
<tr>
<th></th>
<th>H1 2009</th>
<th>H1 2008</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>20,195</td>
<td>19,739</td>
<td>+2%</td>
</tr>
<tr>
<td>thereof defence</td>
<td>4,555</td>
<td>3,970</td>
<td>+15%</td>
</tr>
<tr>
<td>EBITDA(1)</td>
<td>1,663</td>
<td>1,944</td>
<td>-14%</td>
</tr>
<tr>
<td>EBIT(2)</td>
<td>886</td>
<td>1,158</td>
<td>-23%</td>
</tr>
<tr>
<td>Research and Development expenses</td>
<td>1,172</td>
<td>1,130</td>
<td>+4%</td>
</tr>
<tr>
<td>Net income(2)</td>
<td>378</td>
<td>403</td>
<td>-6%</td>
</tr>
<tr>
<td>Earnings Per Share (EPS)(3)</td>
<td>€ 0.47</td>
<td>€ 0.50</td>
<td>-0.03</td>
</tr>
<tr>
<td>Free Cash Flow (FCF)(4)</td>
<td>€ 1,169</td>
<td>975</td>
<td>–</td>
</tr>
<tr>
<td>Free Cash Flow before Customer Financing(5)</td>
<td>– 946</td>
<td>894</td>
<td>–</td>
</tr>
<tr>
<td>Order Intake(5)</td>
<td>17,169</td>
<td>51,196</td>
<td>-66%</td>
</tr>
</tbody>
</table>

1) Earnings before interest, taxes, depreciation, amortization and exceptionals as a key indicator of its economic performance.
2) EBIT* uses EBIT pre goodwill impairment and exceptionals (Earnings before interest, taxes, depreciation, amortization and exceptionals).
3) EADS continues to use the term Net Income. It is identical with profit for the period attributable to equity holders of the parent as defined by IFRS Rules.
4) Previous year adjusted to change in presentation of cash flow
5) Contributions from commercial aircraft activities to EADS Order Intake and Order Book based on list prices
6) In the context of the full integration of the former Military Transport Aircraft Division into Airbus and the consolidation of EADS ISYR within Airbus from 2009 onwards, the Airbus 2008 accounts have been restated accordingly. Additionally, the Augsburg plant is consolidated within Airbus accounts as of 2009.
7) As of 2009, the composition of Other Businesses differs compared to 2008. EADS ISYR is consolidated within Airbus accounts. Therefore, Other Businesses now contains ATR, EADS Sogerma and EADS North America and 36 percent of Boulby (consolidated at equity).

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**REVENUES (by segment in €bn)**

<table>
<thead>
<tr>
<th></th>
<th>H1 2009</th>
<th>H1 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airbus</td>
<td>€ 20.2 bn</td>
<td>€ 19.8 bn</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>13.9</td>
<td>14.1</td>
</tr>
<tr>
<td>ATR</td>
<td>0.6</td>
<td>0.9</td>
</tr>
<tr>
<td>EADS Sogerma</td>
<td>1.9</td>
<td>1.8</td>
</tr>
<tr>
<td>ATR</td>
<td>2.2</td>
<td>1.7</td>
</tr>
<tr>
<td>EADS North America</td>
<td>2.6</td>
<td>2.2</td>
</tr>
</tbody>
</table>

**ORDER BOOK**(by segment in €bn)**

<table>
<thead>
<tr>
<th></th>
<th>H1 2009</th>
<th>H1 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airbus</td>
<td>€ 300.9 bn</td>
<td>€ 400.2 bn</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>343.6</td>
<td>357.8</td>
</tr>
<tr>
<td>ATR</td>
<td>21.7</td>
<td>14.1</td>
</tr>
<tr>
<td>EADS Sogerma</td>
<td>15.0</td>
<td>13.0</td>
</tr>
<tr>
<td>ATR</td>
<td>12.2</td>
<td>12.3</td>
</tr>
<tr>
<td>EADS North America</td>
<td>14.7</td>
<td>12.3</td>
</tr>
</tbody>
</table>

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THE ANNUAL GENERAL MEETING

The Annual General Meeting represents an essential event in EADS’ relations with its shareholders. In his first year, Bodo Uebber, new Chairman of the EADS Board of Directors as of 14 April 2009, presided over the meeting, alongside EADS CEO Louis Gallois and EADS CFO Hans Peter Ring. Bodo Uebber paid tribute to Rüdiger Grube for his work at the head of the Group for the previous two years. Before approving the 10 resolutions put to the vote, including the nomination of Wilfried Porth as a Member of the Board of Directors, shareholders were able to put questions to the EADS management for almost two hours on subjects such as the dividend, corporate governance and the A400M. Louis Gallois underlined the need for EADS to get the programme on the right track and reaffirmed that “the strategy is clear, leading to a more balanced and robust Group. Efficiency and integration clearly benefit within all the Group’s Divisions”.

“THE STRATEGY IS CLEAR”

The Annual General Meeting, held in Amsterdam on 27 May 2009, gave an opportunity for EADS shareholders to put their questions directly to the EADS management: an essential dialogue.

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INFORMATION MEETING IN PARIS

Following the Annual General Meeting, EADS organised, as in previous years, an information meeting in Paris, which was held on 25 June, chaired by Louis Gallois and attended by over 600 shareholders. Nathalie Errard, Head of EADS Investor Relations & Financial Communication, commented on the share price development, before handing over to Hans Peter Ring, who outlined the Group’s main financial figures. Astrium CEO François Auque then gave an overview of EADS’ space activities, summing up that the EADS Division is “efficient, healthy and with plenty of potential”. Finally, Louis Gallois spent over an hour answering numerous questions, notably on the effects of the crisis and the Group’s major programme challenges, such as the A400M, the A380 and Astrium’s latest family addition, the A350 XXWB.

For the complete text of resolutions and the press release, go to www.eads.com
Eurocopter won orders totalling 40.5 million euros in value and presented for the first time the "Bluecopter", a demonstrator of eco-efficient rotorcraft technologies conceived by EADS Innovation Works and Eurocopter. The Bluecopter demonstrates the Group’s commitment to reducing helicopter emissions and meeting climate impact goals set by the Advisory Council for Aeronautics Research in Europe (ACARE).

Airbus achieves a satisfying order haul, registering 127 commitments valued at 12.9 billion dollars (58 firm orders and 69 memorandum of understanding). Highlights included firm orders from the Middle-East company Qatar Airways for 20 A320s and four A321s, and from Kuala Lumpur, Malaysia-based Air Asia X, for ten A350 XWBs.

EADS shareholders enjoyed a special tour of the first A380, the test aircraft that performed the maiden flight from Toulouse in April 2005. As a follow-up, EADS organized for its shareholders a guided tour of the stand, during which experts presented a wide range of EADS products, offering a glimpse of many of the company’s technological innovations.

The centennial Paris Air Show, which ran from 15 to 21 June, provided the setting for Airbus to celebrate its 40th anniversary. The celebration reached its climax on 17 June with a flight display involving members of every Airbus family: the A300B, the world’s first twin-engine wide-body developed in the 1970s, the 1980s-built A320, the first fly-by-wire passenger aircraft, through to the long range A340, introduced in the 90s. Finally the A380 rounded off the show.

The 48th Paris Air Show, which took place in a rather gloomy economic context, demonstrated once more the appeal of Airbus’ products.

The Paris Air Show

Airbus: 40 years of innovation
A wholly owned EADS subsidiary, Astrium is Europe’s leading space company and occupies a unique position in offering expertise in all areas of space activity. With its three operational units, it is the established leader in space transportation, satellite systems and space services. The company has an essential role: it is the safeguard of Europe’s access to space. Astrium is the prime contractor for Europe’s contribution to the International Space Station supplying the ATV (opposite) and the space laboratory Columbus, as well as the Ariane 5 launcher. The latter once again demonstrated its reliability, recording its 32nd consecutive successful launch on the night of 21 to 22 August 2009. Astrium also provides solutions in the field of civil and military communications. In addition, it is the main European provider of Earth observation systems, chiefly used to study and protect our environment. With firm foundations in five European countries (France, Germany, Netherlands, Spain and the UK), the subsidiary has seen major restructuring since 2002 and has returned to profitability, its EBIT* growing from –400 million euros in 2003 to 234 million euros in 2008, recording a fifth consecutive profit increase on the way. Government programmes on the order backlog provide a certain level resilience to the crisis in the short term; that resilience is being strengthened mid-term through Astrium’s strategy of intensifying its service activities.

**KEY FACTS: ASTRIUM**

<table>
<thead>
<tr>
<th>(in K m)</th>
<th>H1 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turnover</td>
<td>2,194</td>
</tr>
<tr>
<td>EBIT*</td>
<td>99</td>
</tr>
<tr>
<td>Orders placed</td>
<td>6,395</td>
</tr>
<tr>
<td>Order book</td>
<td>15,597</td>
</tr>
</tbody>
</table>

*Before interest and taxes, pre-goodwill impairment and exceptions.*

**Astronauts25_GB2.qxd  28/09/09  20:37  Page 8**
PARADIGM, a subsidiary of Astrium Services, will supply within the framework of the Skynet 5 programme secure communications systems to the British Army until 2020. In addition to modernization of the terrestrial infrastructure, networks and management systems, the contract, worth 3.6 billion pounds sterling, also included the supply of three Skynet 5 satellites, which were successfully launched and placed in orbit between 2007 and 2008. The Skynet 5 service thus became fully operational in the first half of 2009.

THE HERSCHEL AND PLANCK SCIENTIFIC SATELLITES were successfully launched by Ariane 5 from Kourou (French Guiana) in May 2009. Herschel is the largest space imaging telescope ever placed in orbit, with the objective of observing the birth of stars and galaxies by means of its mirror: a major technical achievement developed by Astrium, weighing only 350 kg for a diameter of 3.5 m. The EADS Division also designed the mirrors for the Planck satellite, which will be able to observe the Universe as it was at its beginning 13 billion years ago thanks to the very first light emitted through space.

AUTOMATED TRANSFER VEHICLE (ATV), designed, developed and built by Astrium, has the mission of delivering fuel and supplies to the International Space Station (ISS). The ATV successfully docked with the ISS in 2008. The European Space Agency has also entrusted Astrium with the study of an unmanned transport system entitled ARV (advanced re-entry vehicle) to be used for returning to Earth from the International Space Station. The ATV will complete five missions up to 2013.

SPOT IMAGE, an Astrium subsidiary, is a world leader in geographic information services based on satellite imagery. Exclusive operator of the Spot optical satellite array, the company is also preparing the launch in 2010 of the Pleiades array, which consists of two optical satellites that will have the capacity to provide very high-resolution images intended for commercial and corporate customers.

The current ECA version of ARIANE 5, for which Astrium has been the sole prime contractor since 2004, is the most powerful launcher in the range, capable of placing a load of up to 10 tonnes into orbit. In January 2009 Arianespace ordered 35 additional launchers from Astrium for an amount in excess of 4 billion euros. Launches will begin in the second half of 2010. Europe is already thinking about what the future of launchers will be from 2015 onwards. A new version of Ariane 5 has been prepared since 2006 in order to offer Arianespace a launcher fully adapted to the market and its evolution.

The first flight is planned for the end of 2014.

Herschel satellite

PARADIGM 5 during launch of the Skynet 5 satellite

Herschel satellite

Skynet 5 satellite
Shareholders

**CAPITAL STRUCTURE**

as of 30 June 2009

- 22.50%
- 22.50%
- 5.49%
- 0.39%
- 49.12%

- SOGEADE
  - Lagardère and SOGEPA (French state holding Company)
- Daimler*
- SEPI
  - (Spanish state holding Company)
- Institutional, retail and employee ownership + Shares held out of the contractual partnership by the French state
- Treasury Shares (Shares without economic or voting rights)

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

**YOUR EADS SHARES**

**STOCK PRICE EVOLUTION**

on 11 September, 2009

Base 100 dated 2 January, 2006

EADS stock price (in €)

**PROFILE**

**THE ANNUAL REPORT 2008 IS AVAILABLE NOW**

As in previous years, EADS plans to meet up with its shareholders. Those from the cities or regions concerned will automatically receive an invitation to such meetings. If you do not receive an invitation card and wish to take part in one of our meetings, please call the shareholder information number: +33 1 45 30 85 82.

You can view or order copies at www.eads.com (under Investor Relations).

**SHAREHOLDER INFORMATION**

www.eads.com – ir@eads.com
Tel: +33 1 45 30 85 82

**FREEPHONE**

France: 0800 00 00 02
Germany: 00 800 00 02 2002
Spain: 00 800 00 02 2002

**TAKE PART IN OUR SHAREHOLDER INFORMATION MEETINGS**

- 15 October 2009: Shareholder information meeting, Munich
- 6 November 2009: Shareholder information meeting, Cologne
- 16 November 2009: Third Quarter Results 2009
- 20-21 November 2009: Salon Actionaria, Paris
- 1 December 2009: Shareholder information meeting, Hanover
- 3 December 2009: Shareholder information meeting, Avignon
- 10 December 2009: Shareholder information meeting, Marseille
- 14 December 2009: Shareholder information meeting, Brussel
- 17 December 2009: Shareholder information meeting, Rennes