

aero-notes



Letter to Shareholders

Dear Shareholder,

Our results for 2009 tell two stories. They show that our underlying business is resilient. But they also point to areas we must improve, in particular programme execution and dollar protection.

Looking first at our achievements, the crisis has shown that our business is robust. Remember, 2009 was the worst ever year for air traffic. Yet, thanks to a strong order book and the efforts of our teams at Airbus, deliveries for civil aircraft were at a record level. That's a major achievement.

Astrium has seen double-digit top and bottom line growth over the year. The Defence & Security Division has further improved its profitability while achieving important milestones for future business. While impacted by the crisis for civil helicopters, Eurocopter has developed a strong base for future business with its orders won, especially in its government and services businesses.

In spite of the crisis, we have preserved our flexibility to invest in the future. Our net cash is at a record level. It gives us comfort for the next years of heavy spending for the A350, it supports our credit ratings. And our order book worth € 389 bn gives us a real platform for future business.

We are very aware of the challenges we face, however. The A400M cost overrun clearly has been a major burden on performance. We believe that the March agreement with the customer nations gives us now a realistic basis to deliver the programme successfully. Our teams are working hard to achieve this. The A400M has very strong export potential.

The A380 ramp-up continues to be difficult. Airbus is working hard on this and I see some progress, but it has to improve further. The A350 programme is advancing. Some of our previous time buffers have been used, but we maintain the entry into service date. It is becoming tight.

Dollar weakness remains an issue for EADS, despite our hedging policy and our successful efforts to reduce cost in particular through Power8. While our roots are European, we need to increase our international presence to have a stable protection against currency swings. We have had some important successes. For example with our A320 assembly line in China. We remain committed to the US too, whatever the US tanker outcome. In particular, we can build on our current success with the Light Utility Helicopter programme for the US Army.

EADS has come a long way in its 10 years of existence, creating in a short period of time a world leader in aerospace and defence. Despite the challenges, we look to the future with confidence.

Looking ahead, we see signs of a gradual improvement in the civil market. That is why we are preparing an increase in A320 production rates.

Our fundamentals, our liquidity and order book remain sound and allow us to plan for the future. We are, more than ever, fully focused and committed to our longer term goals, which will make EADS a more balanced and robust company in the years ahead.

LOUIS GALLOIS
Chief Executive officer of EADS

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The A400M takes to the skies

EADS' annual results 2009 reflect strong deliveries across all businesses in spite of a challenging macro-economic and commercial environment. However, earnings are weighed down by provisions for delays on new programmes. Revenues stood stable at € 42.8 billion. The EBIT* before one-off amounted to € 2.2 billion. Foreign exchange effects and the provision booked for the A400M programme in particular weighed on EADS' EBIT* of € -322 million. The order intake of € 45.8 billion reflects the significantly weaker commercial momentum in 2009. At the same time, the Group recorded strong defence and institutional business. EADS' order book of € 389 billion provides a solid platform for future deliveries. The Net Cash position is solid at € 9.8 billion thanks to better than expected Free Cash Flow and remains a strong asset for the Group.

Revenues of EADS stood at € 42.8 billion (FY 2008: € 43.3 billion), supported by record commercial aircraft deliveries at Airbus (498 units

compared to 483 in 2008) but offset by lower revenue recognition in the A400M programme, price deterioration on commercial aircraft deliveries and negative foreign exchange impacts. In addition, revenues at Astrium grew by 12%.

EBIT* before one-off – an indicator capturing the underlying business margin by excluding non-recurring charges or profits caused by movements in provisions or foreign exchange impacts – stood at € 2.2 billion (FY 2008: € 3.3 billion). Compared to 2008, higher volumes at Airbus and Power8 savings were more than offset by a degradation of hedge rates, the deterioration of pricing on Airbus commercial deliveries and cost increases. A380 continued to weigh significantly on the underlying performance. The performance of Single Aisle and Long Range programmes in Airbus as well as in other Divisions remains robust.

The **EBIT*** of EADS of € -322 million (FY 2008: € 2,830 million) was burdened by A400M and

A380 provisions and exceptional negative foreign exchange impacts. In total, exchange rate impacts weighed down 2009 EBIT* by € 2.5 billion compared to 2008.

EADS' **Net Income** amounted to € -763 million (FY 2008: € 1,572 million), or earnings per share of € -0.94 (earnings per share FY 2008: € 1.95). The Net Income was weighed down by the deterioration of EBIT*.

Self-financed R&D expenses slightly increased to € 2,825 million (FY 2008: € 2,669 million), assigned to spur new technologies and future business.

Exceptionally, due to the significant loss in 2009, the EADS Board of Directors recommends no dividend payment this year.

Free Cash Flow before customer financing of € 991 million (FY 2008: € 2,886 million) exceeded guidance due to successful Cash Flow management. It also benefited from payments of public customers at year-end which were expected in 2010. Net customer financing outflow was lower than expected during 2009 at around € 400 million. Free Cash Flow after customer financing amounted to € 585 million (FY 2008: € 2,559 million). EADS refinanced its € 1 billion Eurobond in August. Investing activities consumed € 1.9 billion, reflecting an increase in capital expenditure as investment ramps up in the A350 programme. The Group's **Net Cash position** reached € 9.8 billion (year-end 2008: € 9.2 billion).

■ ■ In 2009, the commercial business environment was difficult – but we anticipated many of the challenges ahead of us and overcame them. Thanks to the agreement between the Customer Nations and EADS the A400M is now back on track. Although the Group has to take an additional significant provision, this stabilises the programme. Apart from the A400M, we remain fully focused on improved programme management including further ramp-up of the A380, the development of the A350 and the Saudi Border Surveillance programme. ■ ■ EADS CEO Louis Gallois.

OUTLOOK

As EADS enters into 2010, the Group remains fundamentally solid to cope with the improving but still volatile economic environment.

This is based on a resilient, actively managed backlog of 3,488 aircraft in Airbus, 1,303 in Eurocopter and strong backlog in the Space and Defence businesses.

Progressive recovery in traffic and yield especially in emerging markets should first stabilise airline financials before it leads to additional ordering activity.

Based on a number of active campaigns, which should lead to 250-300 new gross orders in 2010 and a stable overbooked backlog on single aisle aircraft, Airbus decided to increase production rate from 34 to 36 aircraft per month on single aisles starting in December 2010 while keeping the long range programme production rates roughly stable at around 8 aircraft per month.

In 2010, Airbus expects to deliver up to the same level of aircraft as in 2009 and new gross orders should range between 250 and 300 aircraft. Eurocopter should deliver around 6% less helicopters in 2010 compared to 2009.

Therefore, using € 1 = \$ 1.40 as the average spot rate, EADS revenues should be roughly stable in 2010.

EADS' EBIT* in 2010 will be around € 1 billion. The deterioration of the hedge rates will weigh by about € -1 billion compared to 2009. The A380 programme, while slightly improving, will continue to weigh substantially on the EBIT* before one-off, as in 2009. Cost savings and some improvement in aircraft pricing should contribute positively while weaker helicopter deliveries, some increase in Research & Development (R&D) and cost inflation will weigh on profitability.

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.

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 € 1 billion.

The Group's **order intake** decreased to € 45.8 billion (FY 2008: € 98.6 billion). The target order intake for commercial aircraft was achieved but as expected falls short of the 2008 level. On 31 December 2009, the **order book** of EADS stood at a robust € 389.1 billion (year-end 2008: € 400.2 billion) despite the revaluation impact at the closing rate of 1.44 \$/€ at the end of December versus 1.39 \$/€ at the end of December 2008. This revaluation has led to a reduction of around € 11 billion. The defence order book increased to € 57.3 billion (year-end 2008: € 54.9 billion). This growth was driven by important military contracts in 2009 including Eurofighter Tranche 3a.

In 2009, EADS continued improving its **Group-wide efficiency**. Airbus had achieved € 2 billion in Power8 gross savings (different from the net EBIT* impact) compared to the projected cost base by the end of 2009. Smart buying, supply chain streamlining and logistics integration as well as lean manufacturing have made solid contributions to a leaner Airbus.

Power8 plus has now started and contributions will be made from all Divisions. Additional projects at Airbus include redesign implementation in single aisle and long range programmes.

Regarding the Future EADS integration and savings plan, the Group is increasing its target for gross annual savings compared to the projected cost base from € 200 million to € 350 million at the end of 2012. Future EADS aims to simplify, harmonise and integrate support functions in all areas. The savings run through ten project streams from Finance to IT, General Procurement and Facility Management.

The different cost saving initiatives are being consolidated at Division level as they further mature like in Eurocopter where they are captured within the SHAPE programme.

* EADS uses EBIT pre goodwill impairment and exceptionals as a key indicator of its economic performance.



The military communication satellite SatComBw

EADS GROUP (in € millions)	FY 2009	FY 2008	Change
Revenues	42,822	43,265	-1%
thereof defence	10,767	11,018	-2%
EBIT*	-322	2,830	-
Self-financed Research and Development	2,825	2,669	+6%
Net Income (loss) ⁽¹⁾	-763	1,572	-
Earnings Per Share (EPS) ⁽¹⁾	€-0.94	€1.95	€-2.89
Free Cash Flow (FCF)	585	2,559	-77%
Net cash position	9,797	9,193	+7%
Order Intake ⁽²⁾	45,847	98,648	-54%
Order Book ⁽²⁾	389,067	400,248	-3%


1) EADS continues to use the term Net Income. It is identical with Profit for the period attributable to equity owners of the parent as defined by IFRS Rules.
2) Contributions from commercial aircraft activities to EADS Order Intake and Order Book based on list prices.

Airbus

Following the integration of Airbus Military into Airbus, Airbus is now reporting in two segments: Airbus Commercial and Airbus Military. Eliminations are treated at the Division level. Airbus consolidated revenues of € 28.1 billion were in line with the previous year (FY 2008 adjusted: € 29 billion). Airbus' consolidated EBIT* amounted to € -1.4 billion (FY 2008 adjusted: € 1.8 billion).

As of 31 December 2009, Airbus' consolidated order book was valued at € 339.7 billion after the negative foreign exchange revaluation of around € 11 billion based on list prices.

Airbus Commercial


 Out of the consolidated Airbus results, Airbus Commercial revenues amounted to € 26.4 billion (FY 2008: € 26.5 billion). Commercial aircraft deliveries reached a record level of 498 (FY 2008: 483). Airbus Commercial EBIT* decreased significantly to € 386 million compared to € 2.3 billion in 2008. EBIT* was weighed down by the A380 provision (€ 240 million) and exceptional exchange rates impacts. Before these exceptionals, the consolidated EBIT* before one-off stood at € 1.1 billion (FY 2008 adjusted: € 2.1 billion).

Airbus Commercial accounted for € 320.3 billion (year-end 2008: € 337.2 billion), or 3,488 units (year-end 2008: 3,715 aircraft).

In 2009, Airbus booked 310 new commercial gross orders (271 net orders) despite market uncertainties. The A350 development continued to progress. Airbus has used up some of the previous buffers in the development of this programme. Airbus keeps the date of the entry into service unchanged.

The first A320 in China rolled off the assembly line in Tianjin in June 2009 with 11 aircraft delivered at the end of 2009. This underlines Airbus' strategic approach to internationalise its industrial footprint and to create global partnerships outside the Euro-perimeter. In 2009, Airbus' A330 freighter conducted its maiden flight.

Airbus Military

 Airbus Military revenues amounted to € 2.2 billion (FY 2008: € 2.7 billion). These revenues benefited from an increase in tanker activity and the Medium and Light segment. However, they were more than offset

by lower revenue recognition on the A400M programme. The ongoing progress of constructive negotiations including the level of details agreed between EADS and the Launch Customer Nations since the fourth quarter 2009 and the successful first flight of the A400M (and its implications for linked programme milestones such as the delivery of the first aircraft) together with a significantly higher visibility on total expected production cost enabled EADS to leave the early stage accounting of the A400M programme at the end of December 2009 and to reassess the A400M loss provision within the year-end closing procedures. This reassessment of the A400M loss provision has been determined based on the best estimate of EADS' management, as the envisaged contract amendments have not been finalised with the Launch Customer Nations. If substantial changes in the reassessment were to occur, EADS' performance could be significantly impacted.

Airbus Military EBIT* amounted to € -1,754 million (FY 2008: € -493 million), which was mainly weighed down by the impacts of the A400M programme (€ -1.8 billion).

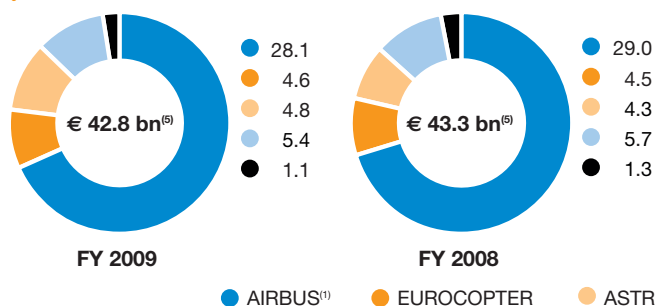
Airbus Military secured a significant milestone with the first flight of the A400M transport aircraft. Moreover, it confirmed its leading position in the global tanker aircraft business with additional orders from Saudi Arabia, as well as successful conversion work and test flights for the first A330 MRTT aircraft to be delivered to Australia.

In 2009, Airbus Military booked 18 new gross orders (10 net orders). The Airbus Military order book stood at € 20.7 billion (year-end 2008: € 22.3 billion).

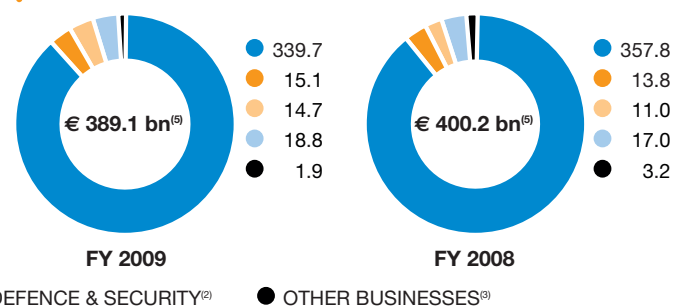


EADS BY DIVISION

 REVENUES (by Division in € bn)



 ORDER BOOK⁽⁴⁾ (by Division in € bn)



1) Airbus is now reporting in two segments: Airbus Commercial (includes EFW and the completed aerostructures reorganisation) and Airbus Military includes the former Military Transport Aircraft Division as well as all A400M activity. Eliminations are treated at the Division level. 2008 figures have been restated to reflect the changes, except for Augsburg's site transferred from DS.

2) Augsburg site revenues amounting to € 438 million included in FY 2008 Defence & Security. As of 2009, the Augsburg plant is integrated in Premium AEROTEC.

3) As of 2009, EADS EFW is consolidated within Airbus accounts (2008 accounts have been adjusted). Other Businesses now contains ATR, EADS Sogerma and EADS North America and 30% of DAHER-SOCATA at equity. Other Businesses is not a stand-alone EADS Division.

4) Contributions from commercial aircraft activities to EADS Order Intake and Order Book based on list prices.

5) Total figure includes Headquarters Consolidation.

Eurocopter



In 2009, revenues for the Eurocopter Division grew by 2% to € 4.6 billion (FY 2008: € 4.5 billion). Deliveries reached 558 helicopters compared to 588 in 2008. The Division's EBIT* decreased to € 263 million (FY 2008: € 293 million). Positive contributions from services and cost savings initiatives were offset by higher R&D expenses, margin pressure on the NH90 programme and a negative foreign exchange impact. In December 2009, Eurocopter performed the maiden flight of the EC175 civil helicopter on schedule. The French order of 22 new NH90 Tactical Transport Helicopters and the Brazilian order of 50 EC725 exemplified the strong military business. Furthermore, Eurocopter

strengthened its services business by creating new Service Centres in Hong Kong and in Dallas. It also signed significant services contracts with the German Army and the UK Royal Air Force.

The trend of bookings over the year showed a significant slowdown with 344 net orders registered versus 715 in 2008. However, 2009 was a record year for military helicopters, resulting in an order book value well above the 2008 level. Eurocopter's order book increased to € 15.1 billion (year-end 2008: € 13.8 billion) for 1,303 helicopters (year-end 2008: 1,515 helicopters).



Defence & Security



The Defence & Security (DS) Division's 2009 revenues decreased to € 5.4 billion (FY 2008: € 5.7 billion) due to the carve out of the Augsburg aerostructures activity into the Airbus segment. Like for like, revenues reflect growth from higher volume of Tranche 2 and export deliveries for Eurofighter as well as Integrated Logistics Support.

EBIT* grew by 10% to € 449 million (FY 2008: € 408 million). In 2009, DS delivered growth in core programmes and secured significant milestones in future high growth areas: The Eurofighter partner nations awarded the Tranche 3a contract for the production of 112 aircraft. DS further maintained its leading position in nationwide security systems by winning the contract to secure the full borders of Saudi Arabia. It advanced its UAV activities by supporting the French Army deployment of the Harfang UAV System in Afghanistan, by completing the Risk Reduction Study for the European Talarion UAV and by successfully testing the Barracuda UAV demonstrator. At the end of 2009, the Division's order book stood at € 18.8 billion (year-end 2008: € 17 billion).

Astrium



Astrium recorded strong revenue growth (up 12%) across all businesses in 2009. Revenues amounted to € 4.8 billion (FY 2008: € 4.3 billion). EBIT* improved by 12% to € 261 million (FY 2008: € 234 million), driven by a ramp-up in productivity in Earth observation satellites and Ariane 5 manufacturing and profitable growth in telecom services. However, this was partially offset by an unfavourable translation effect from the declining British pound against the euro for Paradigm services.

For Astrium, 2009 was a record year in all sectors. In telecommunication satellites, the Division gained one quarter of the worldwide market including an order worth more than € 500 million from SES Astra. Astrium Services Business Unit expanded and evolved; Skynet 5 passed its full operational service



milestone, with the UK Ministry of Defence recognising Astrium as its most reliable supplier. Over the course of the year, Astrium delivered seven Ariane 5 launchers and started development of the Ariane 5 ME (Midlife Evolution). At the end of December 2009, the order book for Astrium stood at € 14.7 billion (year-end 2008: € 11 billion).

Headquarters and Other Businesses (not belonging to any Division)

Revenues of Other Businesses (ATR, EADS Sogerma, EADS North America and 30% of DAHER-SOCATA at equity) decreased to € 1,1 billion mainly reflecting changes in the consolidation perimeter. The EBIT* of Other Businesses fell to € 21 million. Productivity gains from further progress on Sogerma's turnaround were offset by negative foreign exchange effects at ATR and a lower EBIT* at EADS North America.

ATR's proactive order book management led to 53 aircraft deliveries in 2009. In December 2009, the US Army awarded the fifth annual contract for the Light Utility Helicopter to EADS North America. This contract increases the total contract order to 178 aircraft.

To read the full press release and follow Group news, go to www.eads.com





Dauphin AS365

A helicopter for every need

Established in 1992, EADS' Eurocopter Division is the world's No. 1 helicopter manufacturer in the civil and parapublic market, with a 52% market share in those sectors. Overall, Eurocopter's products account for 30% of the total world helicopter fleet. Its strong worldwide presence is ensured by its 18 subsidiaries on five continents, along with a dense network of distributors, certified agents and maintenance centres. More than 10,500 Eurocopter helicopters are currently in service with

over 2,800 customers in more than 140 countries. Eurocopter's global industrial footprint and comprehensive, innovative portfolio have proven to be an asset in a difficult economic period. The downturn in the corporate, tourism and emergency medical service (EMS) markets which typically acquire smaller helicopters has been countered by a stable oil and gas market due to new exploration activities, and by a strong military market. Eurocopter aims to strengthen its market position through increasing its services activities

and developing its presence in potential growth markets. In 2009, Eurocopter booked major Services and Support orders in Germany, the UK and Brazil and continued to expand its industrial presence in the UK, Japan, the USA, Australia, Brazil, Singapore and Thailand. Customer service centres were established in Hong Kong and Dallas, USA. By focusing in 2009 on governmental and services orders Eurocopter was able to increase its backlog by more than € 1 billion.

Shaping up for the future

Eurocopter in 2009 launched an internal programme designated SHAPE in order to adapt the company to the new economic context while maintaining sustainable growth. It targets by the end of 2011 savings of € 200 million a year compared to the projected cost base. The programme includes Eurocopter's contribution to the EADS Group integration programme Future EADS and has the following aims:

- 1. Save** cash (short term), implement cost reductions to save € 200 million per year, and reduce inventory, both to generate the cash for investing in the company's future.
- 2. Improve** productivity and efficiency, implement faster, simplified processes.
- 3. Invest** in new helicopter projects such as the X4 (successor for the Dauphin), the Aerial Armed Scout proposed to the US Army together

with Lockheed Martin, and the Future Transport Helicopter. In addition, Eurocopter will boost environmental, safety and performance/cost technologies for the benefit of its customers.

With these targets, combined with its strong order book, Eurocopter is well-placed to weather the challenges of the years to come.

Programmes and Products



The EC175, the latest member of the Eurocopter range, performed its official maiden flight in December 2009. The 7-metric-ton class helicopter has been developed and manufactured in cooperation with the Aviation Industry Corporation of China (AVIC), a longstanding Eurocopter partner. It slots perfectly into the Eurocopter range between the AS365 Dauphin (4/5 metric tons) and the AS332/EC225 Super Puma (9/11 metric tons) families. A total of 114 EC175 have already been ordered by 14 different customers. First deliveries are scheduled for 2012. Eurocopter expects to sell 800 EC175 over the next twenty years.

< The EC175 is designed for civil and parapublic missions

The US Army has selected the UH-72A LAKOTA (a military derivative of the commercial EC145) as its next-generation Light Utility Helicopter (LUH), with a requirement for up to 345 aircraft over a 10-year span with a total life-cycle value of more than US\$ 2 billion.

In March 2010, deliveries of the UH-72A Lakota for the US Army and Navy reached 100, all of them on time or even ahead of schedule. An order for a further 51 Lakotas was placed in December 2009. All deliveries are made from American Eurocopter's new facility in Columbus in Mississippi, where the twin-engine helicopter is produced.

The U.S. Army received its first UH-72A in December 2006 >



Eurocopter's heavy-duty family of helicopters, the AS332 Super Puma/AS532 Cougar and their latest-generation derivatives, the EC225/EC725, have accumulated a total of four million flight hours in service.

To date, 740 civil and military variants of this product family are in service with customers around the world, mostly serving in offshore oil and gas services in the harsh conditions of the North Sea, SAR (Search and Rescue) and VIP transport, as well as demanding military missions. In 2009 alone, a total of 81 helicopters from this product family were sold. Brazil has ordered 50 EC725.

< The EC225 is widely used for search and rescue operations

The BLUECOPTER technology demonstrator, first displayed at the Paris Air Show in 2009, is the flagship for the Group's green rotorcraft research efforts.

A joint project of EADS Innovation Works and Eurocopter, it features a fuel-efficient, low-emission propulsion system, combined with a state-of-the-art exhaust gas cleaning system. It also represents part of EADS' participation in the European CleanSky joint technology initiative research towards achieving the Advisory Council for Aeronautic Research in Europe (ACARE) goals, to reduce specific fuel consumption by over 30%, decrease CO₂ emissions by up to 40 % and reduce nitrogen oxide emissions by up to 53%.

The Bluecopter demonstrator was presented for the first time at the Paris Airshow 2009 >



Designed for modern multi-mission capabilities and cost effectiveness throughout its lifecycle, the NH90 has been developed as a multi-role helicopter for both tactical transport (TTH) and naval (NFH) applications. The programme has been jointly developed by Eurocopter with its Italian and Dutch partners within Nato Helicopter Industries ("NHI"). Eurocopter's share of NHI is 62.5%. With orders for 23 different versions from 14 countries, the NH90's backlog stood at 489 firm orders at the end of 2009. By the start of 2010, a fleet of 40 helicopters in the tactical transport version was in service in five countries. The first naval NH90 has been handed over to the Netherlands.

< The Australian Army received 4 deliveries of the NH90 in 2009

ANNUAL GENERAL MEETING 2010

We are pleased to inform you that the Annual General Meeting of Shareholders will take place:

**Tuesday 1st June 2010 at 2:00 pm
at Hotel Okura Amsterdam,
Ferdinand Bolstraat 333,
1072 LH Amsterdam, The Netherlands**

Detailed information on participating in the Annual General Meeting will be announced in due course through press publications and will be available on our website www.eads.com (Investor Relations).

EADS SECURITIES DEPARTMENT

Please note that the EADS Securities Department is now managed by BNP Paribas Securities Services, a 100 percent subsidiary of BNP Paribas, following the acquisition of ARLIS on 1 January 2010.

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SHAREHOLDER DIARY

- **19 APRIL 2010:**
Investor information meeting, Hamburg
- **14 MAY 2010:**
EADS Q1 results 2010
- **18 MAY 2010:**
Shareholder site visit, Manching, Germany
- **1 JUNE 2010:**
Annual General Meeting, Amsterdam
- **10 JUNE 2010:**
Shareholder visit, ILA Airshow Berlin
- **29 JUNE 2010:**
Shareholder information meeting, Paris
- **30 JULY 2010:**
EADS Half-year results 2010
- **12 NOVEMBER 2010:**
EADS 9-months results 2010

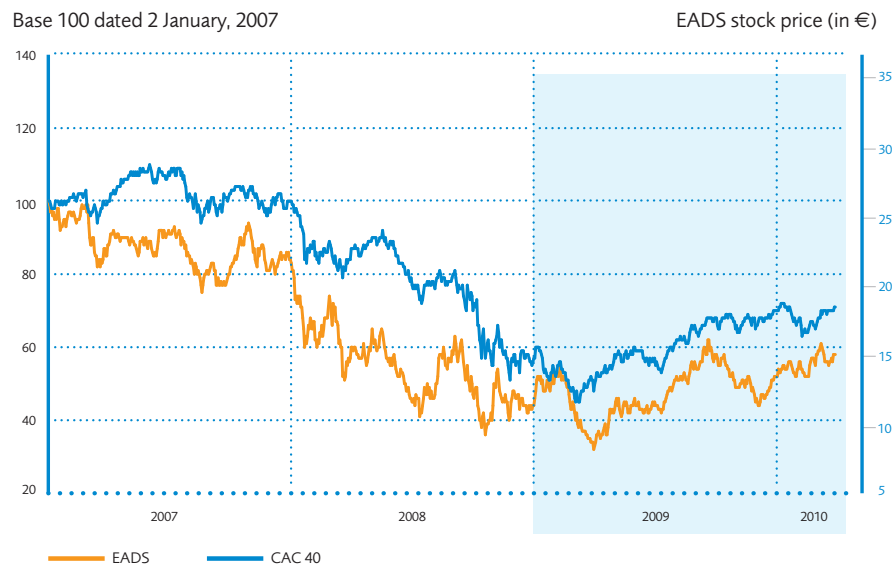
TAKE PART IN OUR SHAREHOLDER EVENTS

If you would like to participate in one of our shareholder events, please call the shareholder information hotline at the bottom of this page. Please note that participation for events may be limited, with bookings taken on a first come, first served basis.

Your EADS shares

STOCK PRICE EVOLUTION

On 26 March, 2010

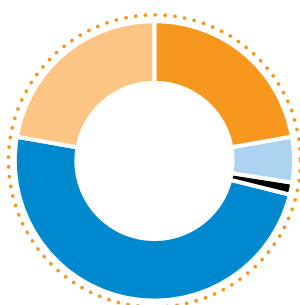


Profile

ISIN Code	NL0000235190
Number of issued shares as of 31 December, 2009	816 105 061
High in 2010 on Paris Stock Market	€ 15.96 on 5 March
Low in 2010 on Paris Stock Market	€ 13.55 on 15 February
Earnings Per Share (EPS) 2009	€ -0,94

Capital structure

as of 31 December 2009



- 22.46% **Sogead Lagardère and Sogepa**
(French state holding Company)
- 22.46% **Daimler***
- 5.48% **SEPI** (Spanish state holding Company)
- 49.21% **Institutional, retail and employee ownership**
+ Shares held out of the contractual partnership by the French state
- 0.39% **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 effectively reduced its shareholding in EADS by 7.5%, while retaining its voting rights over the entire 22.5% package of EADS shares.



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