







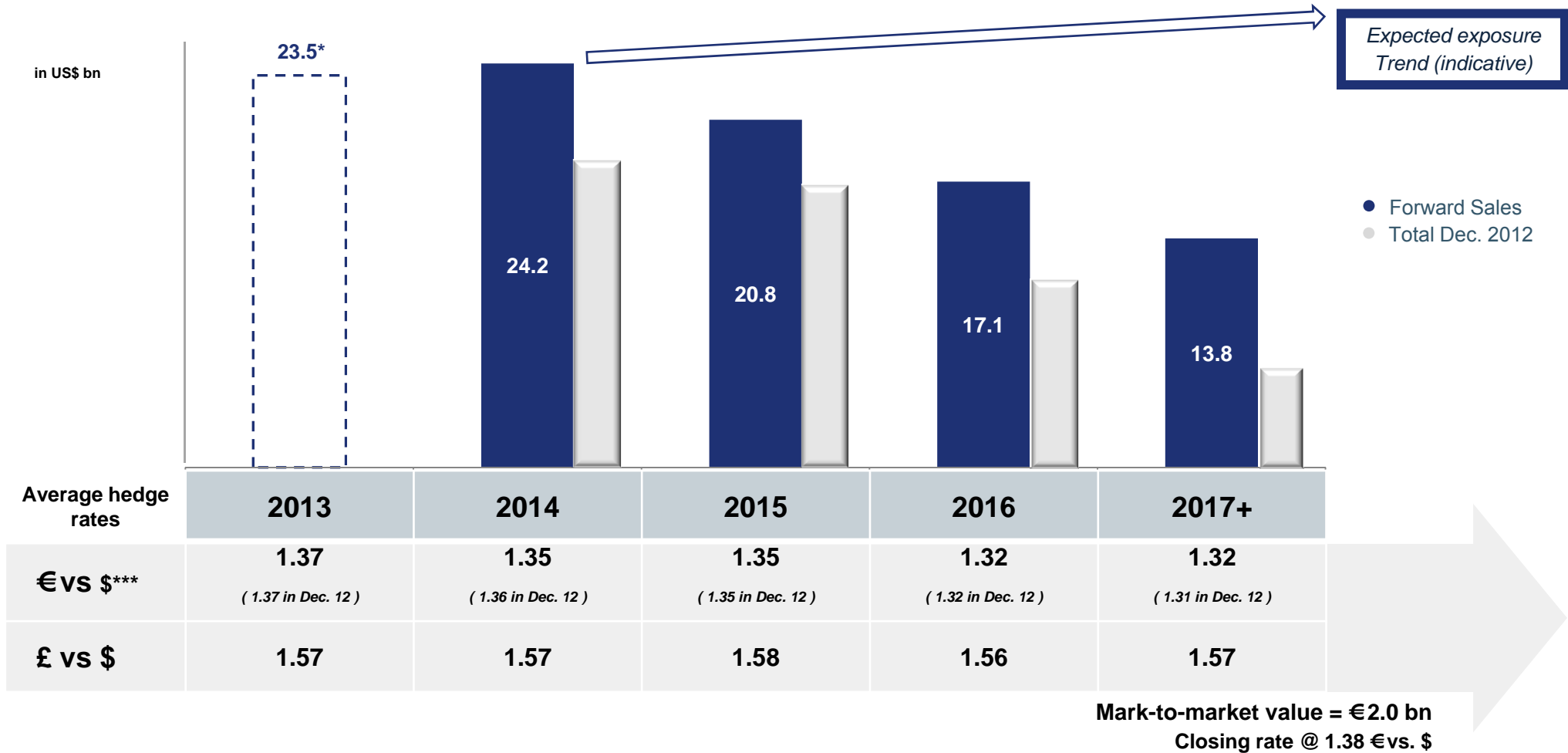








# Currency Hedge Policy



- ⌘ In FY 2013, new hedge contracts of \$ 15.8 bn\*\* were added at an average rate of € 1 = \$ 1.33
- ⌘ In FY 2013, hedges of \$ 23.5 bn\*\* matured at an average hedge rate of € 1 = \$ 1.37
- ⌘ **Hedge portfolio\*\* 31 Dec 2013 at \$ 75.9 bn (vs. \$ 83.6 bn in Dec. 2012)**
- ⌘ **Average rates of €1 = \$ 1.34\*\*\* (vs. €1 = \$ 1.35\*\*\* in Dec. 2012) and £ 1 = \$ 1.57 (vs. £ 1 = \$ 1.58 in Dec. 2012)**

Approximately 50% of EADS' US\$ revenues are naturally hedged by US\$ procurement. Graph shows US\$ Forward Sales.

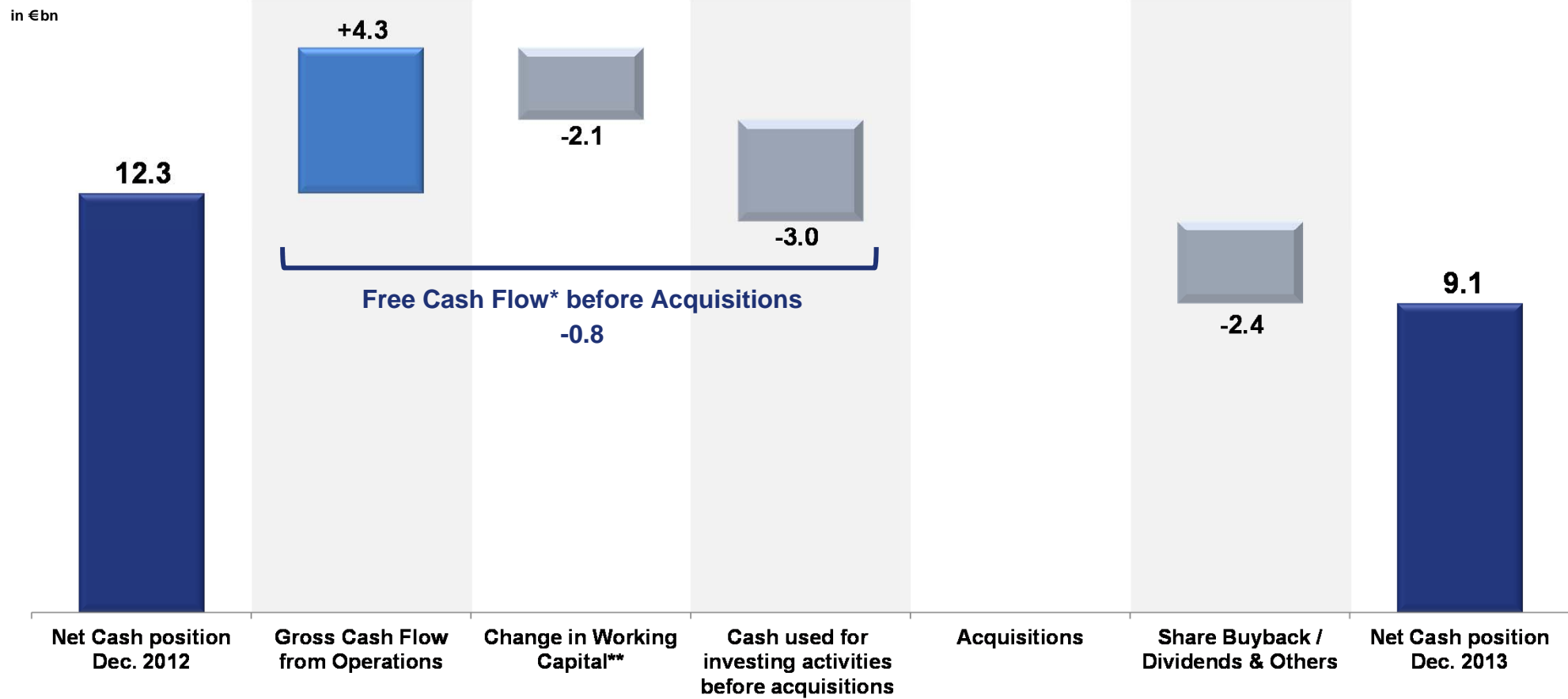
\* Total hedge maturing in 2013

\*\* Total hedge amount contains \$/€ and \$/£ designated hedges

\*\*\* Includes collars at their least favourable rates (\$ 0.4 bn)



# FY 2013 Cash Evolution



- ⌘ Strong Q4 Free Cash Flow of ~ € 4 bn
- ⌘ FCF reflects investment in programmes

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

\*\* Includes customer financing in other assets and liabilities of € -0.3 bn

# EADS: Strong Liquidity Position as at 31 December 2013

<p><b>€3.0 bn</b></p> <p><b>Credit Facility (RSCF)</b></p>	
<p><b>€14.7 bn</b></p> <p><b>Total Gross Cash</b></p> <p>Invested in highly rated securities</p>	<p><b>€5.6 bn</b></p> <p><b>Financing Liabilities**</b></p> <p>(incl. € 1.5 bn liabilities of EMTN &amp; € 0.7 bn of USD bond liabilities – nominal value)</p>
	<p><b>€9.1 bn</b></p> <p><b>Net Cash</b></p>

- ⌘ New Maturity 2018\*
- ⌘ Undrawn
- ⌘ Fully committed by 39 banks\*
- ⌘ No financial covenants
- ⌘ No MAC clause

EMTN programme & USD Bond (144A/RegS)

Long term rating :

- ⌘ Moody's: A2 stable
- ⌘ S & P: A stable

**CP Programme**

- ⌘ Total = € 3.0 bn - undrawn
- ⌘ Short term rating:
- ⌘ S & P: A1

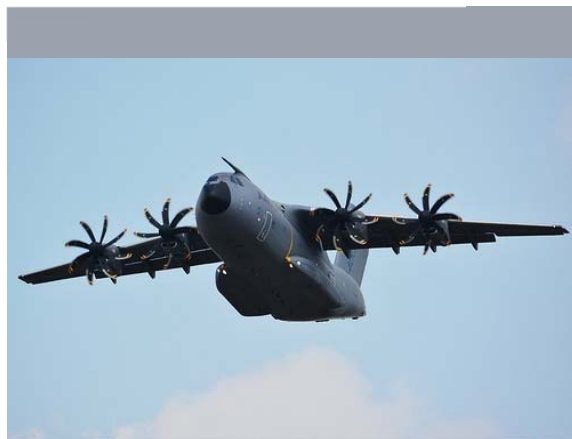
\* On 14 April 2012, EADS successfully extended for the first time the maturity of its RSCF for one-year with 38 out of 39 banks and on 14 April 2013, successfully extended for the second time the maturity of its RSCF for one year, under the same conditions, with 37 out of 39 banks for a total commitment of € 2,907 m

\*\* On 17 April 2013, EADS successfully issued an inaugural US\$ 1 bn bond with a 10-year maturity

Group Highlights

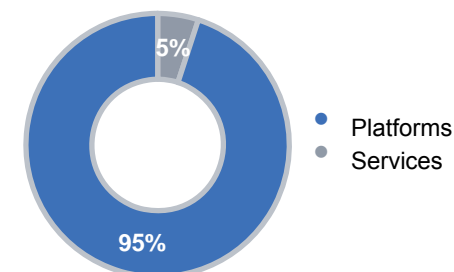
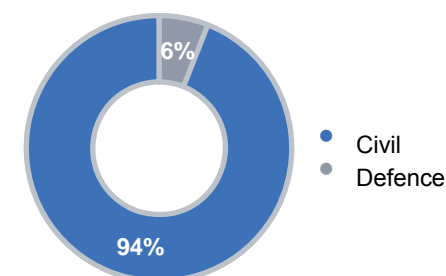
Divisional Highlights

Dividend  
Guidance 2014



in €m		FY 2013			FY 2012 <i>pro forma</i>			Change
		Airbus Division	Airbus Commercial	Airbus Military	Airbus Division	Airbus Commercial	Airbus Military	
<b>Order Intake (net) <sup>1)</sup></b>	in unit	<b>1,519</b>	<b>1,503</b>	<b>17</b>	865	833	32	+75.6%
<b>Order Book <sup>1)</sup></b>		<b>5,760</b>	<b>5,559</b>	<b>206</b>	4,892	4,682	220	+17.7%
<b>Order Intake (net)</b>	in value	<b>202,260</b>	<b>199,867</b>	<b>2,592</b>	88,909	87,283	1,901	+127.5%
<b>Order Book</b>		<b>647,410</b>	<b>627,113</b>	<b>20,814</b>	525,482	505,333	21,139	+23.2%
<b>Deliveries (a/c) <sup>1)</sup></b>		<b>651</b>	<b>626</b>	<b>31</b>	614	588 <sup>2)</sup>	29	+6.0%
<b>Revenues</b>		<b>42,012</b>	<b>39,889</b>	<b>2,893</b>	39,273	37,624	2,131	+7.0%
<b>R&amp;D expenses**</b> <i>in % of revenues</i>		<b>2,444</b> 5.8%	<b>2,438</b> 6.1%	<b>6</b> 0.2%	2,439 6.2%	2,428 6.5%	11 0.5%	+0.2%
<b>EBIT* before one-off</b> <i>in % of revenues</i>		<b>2,331</b> 5.5%	<b>2,216</b> 5.6%	<b>166</b> 5.7%	1,774 4.5%	1,669 4.4%	93 4.4%	+31.4%
<b>EBIT*</b> <i>in % of revenues</i>		<b>1,710</b> 4.1%	<b>1,595</b> 4.0%	<b>166</b> 5.7%	1,252 3.2%	1,147 3.0%	93 4.4%	+36.6%

## Airbus Division External revenue split:



- ⌘ Continued operational improvement driving revenues and EBIT\* before-one-off, which also includes A350 support costs
- ⌘ Production rate increase to 46 A320 Family per month in 2016
- ⌘ A350 XWB: Flight Test programme progressing towards certification
  - ⌘ Charge booked of € -434 m, to reflect higher Recurring Cost
  - ⌘ Focus on ensuring maturity, cost adherence and ramp-up in line with commitments to customers
- ⌘ A400M: 2 deliveries to the French Air Force. Progressive enhancement of military capability will follow with upgrades to be agreed and concluded with customers

\* Pre-goodwill impairment and exceptionals

\*\* Capitalised R&D: € 364 m in FY 2013 and € 445 m in FY 2012

2012 figures are pro forma, amended with IAS 19 restatement and perimeter change

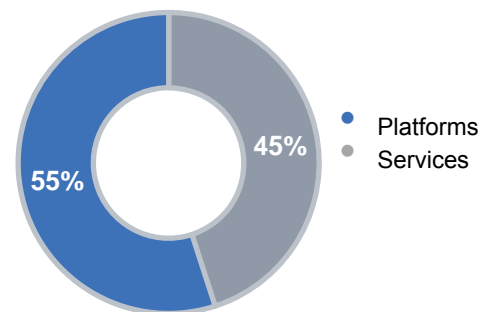
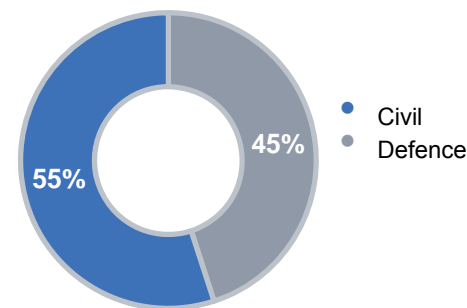
1) Excluding ATR order intake, order book and deliveries

2) 3 A330 delivered on operating lease



in €m		FY 2013	FY 2012 pro forma	Change
<b>Order Intake (net)</b>	in units	<b>422</b>	469	-10.0%
<b>Order Book</b>		<b>995</b>	1,070	-7.0%
<b>Order Intake (net)</b>	in value	<b>5,775</b>	5,392	+7.1%
<b>Order Book</b>		<b>12,420</b>	12,942	-4.0%
<b>Deliveries (units)</b>		<b>497</b>	475	+4.6%
<b>Revenues</b>		<b>6,297</b>	6,264	+0.5%
<b>R&amp;D expenses</b> <i>in % of revenues</i>		<b>306</b> 4.9%	297 4.7%	+3.0%
<b>EBIT* before one-off</b> <i>in % of revenues</i>		<b>397</b> 6.3%	409 6.5%	-2.9%
<b>EBIT*</b> <i>In % of revenues</i>		<b>397</b> 6.3%	309 4.9%	+28.5%

External Revenue split



- ⌘ 497 helicopters delivered. Stable revenues reflect a weaker revenue mix despite 37 Super Puma deliveries
- ⌘ Stable EBIT\* before one-off also reflects some higher R&D
- ⌘ EBIT\* 2012 included a € -100 m charge for renegotiation of governmental programmes
- ⌘ EC225 returned to service with all operators worldwide
- ⌘ Transformation plan launched to improve profitability and competitiveness

\* Pre-goodwill impairment and exceptionals

Capitalised R&D: € 36 m in FY 2013 and € 22 m in FY 2012

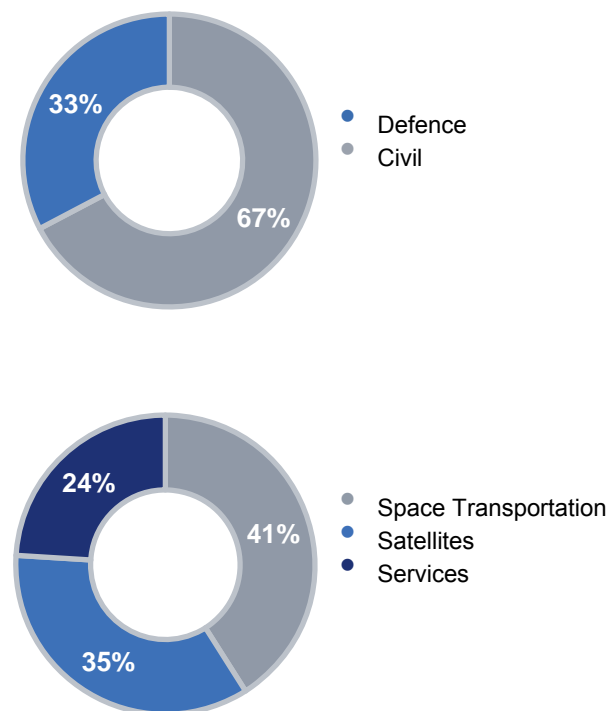
2012 figures are pro forma, amended with IAS 19 restatement



# Astrium / Part of new Airbus Defence & Space Division

in €m	FY 2013	FY 2012 pro forma	Change
<b>Order Intake (net)</b>	<b>6,169</b>	3,761	+64.0%
<b>Order Book</b>	<b>13,077</b>	12,734	+2.7%
<b>Revenues</b>	<b>5,784</b>	5,817	-0.6%
<b>R&amp;D expenses</b> <i>in % of revenues</i>	<b>127</b> 2.2%	128 2.2%	-0.8%
<b>EBIT* before one-off</b> <i>in % of revenues</i>	<b>347</b> 6.0%	311 5.3%	+11.6%
<b>EBIT*</b> <i>in % of revenues</i>	<b>347</b> 6.0%	311 5.3%	+11.6%

External Revenue split



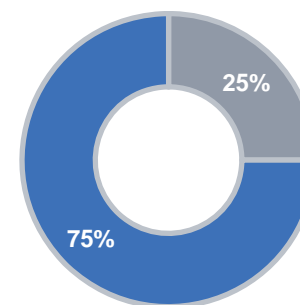
- ⌘ Good programme execution including 4 successful Ariane 5 launches, marking the 57<sup>th</sup> consecutive success for Ariane 5 ; launches include 6 Astrium-built satellites
- ⌘ Astrium EBIT\* reflects good performance in launchers, defence and satellites businesses and benefits from the AGILE transformation programme
- ⌘ Budget constraints and highly competitive environment continue to weigh on services activity

\* Pre-goodwill impairment and exceptionals  
2012 figures are pro forma, amended with IAS 19 restatement

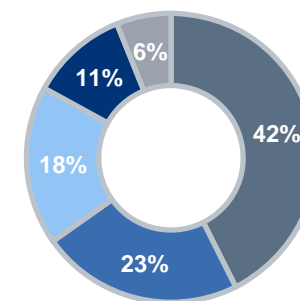


in €m	FY 2013	FY 2012 pro forma	Change
<b>Order Intake (net)</b>	<b>4,974</b>	5,040	-1.3%
<b>Order Book</b>	<b>14,296</b>	15,611	-8.4%
<b>Revenues</b>	<b>5,976</b>	5,740	+4.1%
<b>R&amp;D expenses</b> <i>in % of revenues</i>	<b>248</b> 4.1%	234 4.1%	+6.0%
<b>EBIT* before one-off</b> <i>in % of revenues</i>	<b>432</b> 7.2%	326 5.7%	+32.5%
<b>EBIT*</b> <i>in % of revenues</i>	<b>432</b> 7.2%	128 2.2%	+237.5%

External Revenue split



- Services
- Platforms



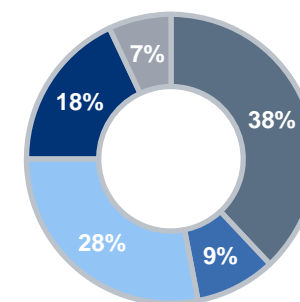
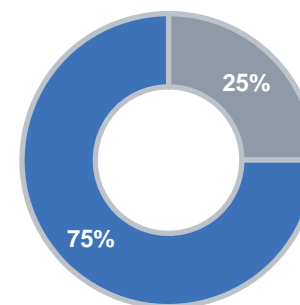
- Air Systems & Services
- Security Systems & Solutions
- MBDA
- Sensors
- Others

- ⌘ Recovery confirmed, supported by Transformation programme launched in December 2012
- ⌘ Continued programme execution, particularly in Eurofighter
- ⌘ Increased R&D due to recent acquisitions and Eurofighter export capability
- ⌘ EBIT\* 2012 included charges of € -198 m linked to restructuring and portfolio de-risking

\* Pre-goodwill impairment and exceptionals  
2012 figures are pro forma, amended with IAS 19 restatement

in €m	FY 2013 Restated	FY 2012 Restated & pro forma	Change
<b>Order Intake (net)</b>	<b>13,454</b>	10,512	+28.0%
<b>Order Book</b>	<b>47,845</b>	49,219	-2.8%
<b>Revenues</b>	<b>14,422</b>	13,520	+6.7%
<b>R&amp;D expenses</b> <i>in % of revenues</i>	<b>382</b> 2.6%	374 2.8%	+2.1%
<b>EBIT* before one-off</b> <i>in % of revenues</i>	<b>942</b> 6.5%	720 5.3%	+30.8%
<b>EBIT*</b> <i>in % of revenues</i>	<b>690</b> 4.8%	522 3.9%	+32.2%

## External Revenue split



- ⌘ Management team is operational since the beginning of 2014
- ⌘ New Division structure, based on the combination of Airbus Military, Astrium and Cassidian under one Airbus Defence & Space. Reporting will be based on this structure from Q1 2014
- ⌘ Restructuring programme progressing with organisation structure identified and on track for implementation from H2 2014
- ⌘ Dialogue with Social Partners engaged and constructive

\* Pre-goodwill impairment and exceptionals  
2012 figures are pro forma, amended with IAS 19 restatement



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Group Highlights

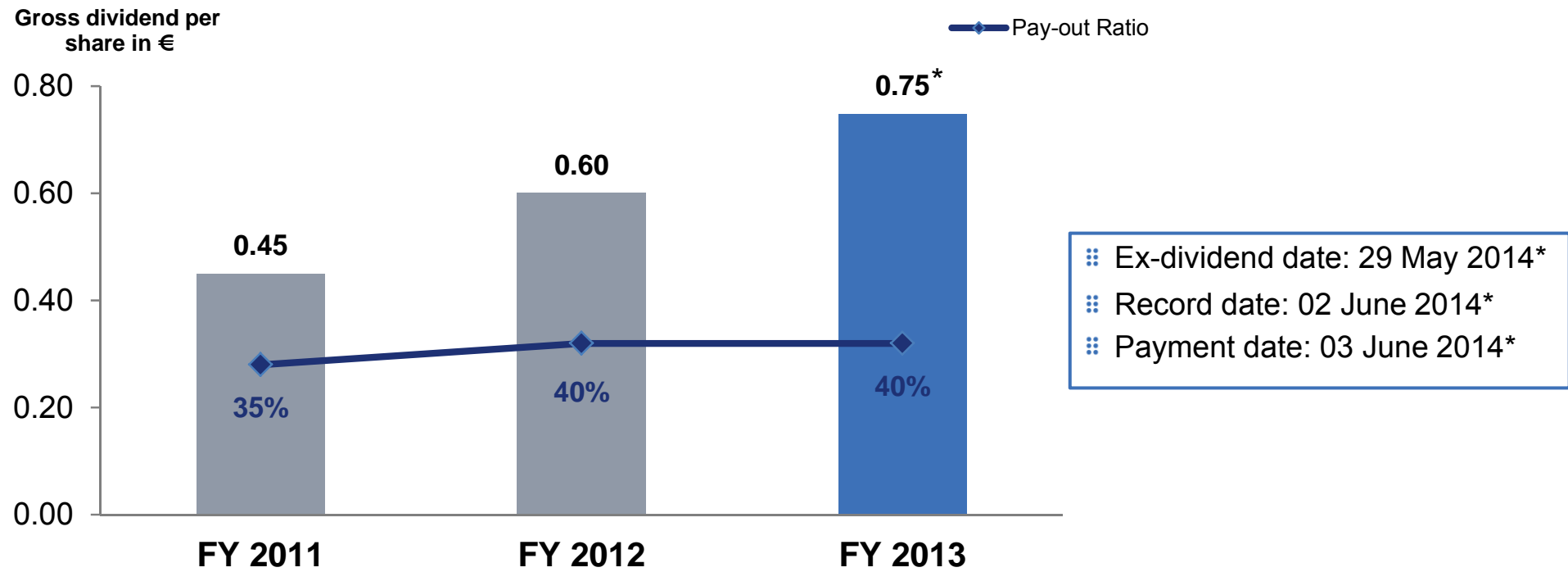
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Divisional Highlights

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Dividend  
Guidance 2014





⌘ Gross Dividend per share increase to € 0.75 \* (+ 25 % vs. 2012)

\* Board proposal to be submitted to the AGM 2014. Subject to AGM approval

2014 Guidance is based on \$/€ 1.35 as average rate

## Airbus Orders & Deliveries

- ⌘ Airbus deliveries about the same level as 2013, including first A350 delivery (2013: 626 a/c); book to bill > 1

## Revenues

- ⌘ Airbus Group targets revenues to be stable with 2013

## EBIT\* before one-off

- ⌘ Using EBIT\* before one-off, Airbus Group expects a moderate RoS growth in 2014 and confirms its 2015 RoS\* target of 7-8%

## EBIT\* and EPS\*

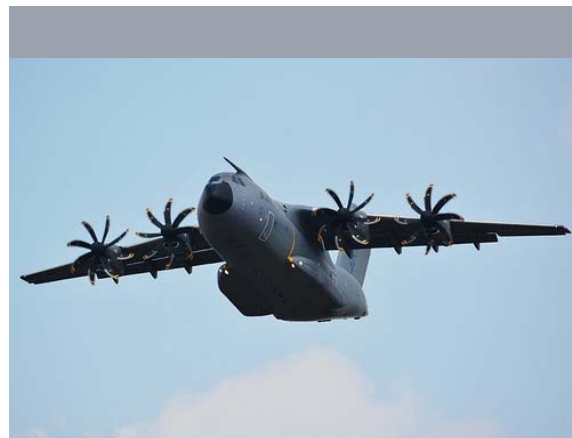
- ⌘ The EBIT\* and EPS\* performance of Airbus Group will be dependent on the Group's ability to limit "one-off" charges
- ⌘ Going forward, from today's point of view, the one-offs should be limited to potential charges on the A350 XWB programme and foreign exchange effects linked to PDP mismatch and balance sheet revaluation
- ⌘ A350 XWB remains challenging. Any change to schedule and cost assumptions could lead to an increasingly higher impact on provisions

## Free Cash Flow before Acquisitions

- ⌘ Airbus Group is targeting breakeven Free Cash Flow before Acquisitions

\* Pre-goodwill impairment and exceptionals

## Appendix



# 2013 Detailed Income Statement and Adjustments

in €m	FY 2013	thereof	FY 2013*	thereof			FY 2013* before one-off	
		Goodwill Impair. & Fair value dep.		Impact on EBIT*		Financial result one-off		
				OPERATIONAL one-offs	FX one-off			
				Airbus Division	Restructur.			
<b>EBIT*</b> <i>in % of revenues</i>	<b>2,607</b> 4.4%	<b>-54</b>	<b>2,661</b> 4.5%	<b>-519</b>	<b>-292</b>	<b>-102</b>		<b>3,574</b> 6.0%
<i>Interest income</i>	168		168					168
<i>Interest expenses</i>	-497		-497					-497
<i>Other Financial result</i>	-301		-301				-130	-171
<b>Finance result</b>	<b>-630</b>	<b>0</b>	<b>-630</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-130</b>	<b>-500</b>
<b>Income before taxes</b>	<b>1,977</b>	<b>-54</b>	<b>2,031</b>	<b>-519</b>	<b>-292</b>	<b>-102</b>	<b>-130</b>	<b>3,074</b>
Income taxes	-502	12	-514	156	88	31	39	-828
Non-controlling interest	-10		-10					-10
<b>Net Income reported</b>	<b>1,465</b>	<b>-42</b>	<b>1,507</b>	<b>-363</b>	<b>-204</b>	<b>-71</b>	<b>-91</b>	<b>2,236</b>
<i>Number of shares</i>	792,466,862		792,466,862					792,466,862
<b>EPS reported</b>	<b>1.85</b>		<b>1.90</b>					<b>2.82</b>

⌘ **Net Income\* before one-off excludes the following items:**

- ⌘ One-offs impacting the EBIT\* line (as reported in the EBIT\* before one-off)
- ⌘ The Other Financial Result, except for the unwinding of discount on provisions

⌘ **The tax effect on one-offs is calculated at 30%**

\* Pre-goodwill impairment and exceptionals

# 2012 Detailed Income Statement and Adjustments

in €m	FY 2012	thereof	FY 2012*	thereof			FY 2012* before one-off	
		Goodwill Impair. & Fair value dep.		Impact on EBIT*				
				Airbus Division	EC	Cass.		
<b>EBIT*</b> <i>in % of revenues</i>	<b>2,089</b> 3.7%	<b>-55</b>	<b>2,144</b> 3.8%	<b>-451</b>	<b>-100</b>	<b>-198</b>	<b>-71</b>	<b>2,964</b> 5.2%
<i>Interest income</i>	237		237					237
<i>Interest expenses</i>	-522		-522					-522
<i>Other Financial result</i>	-168		-168				12	-180
<b>Finance result</b>	<b>-453</b>	<b>0</b>	<b>-453</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>-465</b>
<b>Income before taxes</b>	<b>1,636</b>	<b>-55</b>	<b>1,691</b>	<b>-451</b>	<b>-100</b>	<b>-198</b>	<b>-71</b>	<b>2,499</b>
Income taxes	-438	12	-450	135	30	59	21	-691
Non-controlling interest	-1		-1					-1
<b>Net Income reported</b>	<b>1,197</b>	<b>-43</b>	<b>1,240</b>	<b>-316</b>	<b>-70</b>	<b>-139</b>	<b>-50</b>	<b>1,807</b>
<i>Number of shares</i>	819,378,264		819,378,264					819,378,264
<b>EPS reported</b>	<b>€1.46</b>		<b>€1.51</b>					<b>2.21</b>

⌘ **Net Income\* before one-off excludes the following items:**

- ⌘ One-offs impacting the EBIT\* line (as reported in the EBIT\* before one-off)
- ⌘ The Other Financial Result, except for the unwinding of discount on provisions
- ⌘ **The tax effect on one-offs is calculated at 30%**

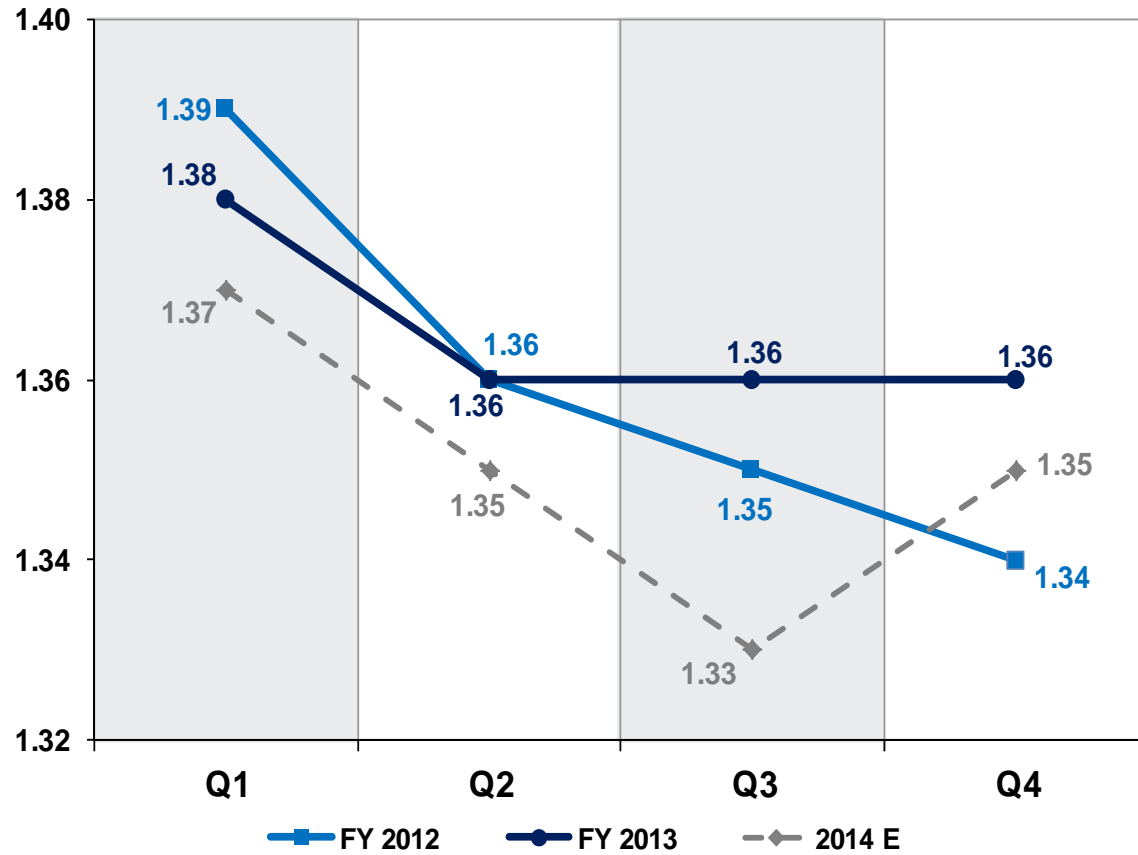
\* Pre-goodwill impairment and exceptionals  
2012 figures are pro forma, amended with IAS 19 restatement

# 2013 Forex EBIT\* Impact Bridge

in €bn	Bridge
Hedge rates (\$/€1.36 to \$/€1.37)	(0.08)
Other one-off forex effect including PDP reversal	(0.03)
Compared to FY 2012	(0.11)

# Expected EADS Average Hedge Rates € vs. \$

## Active exposure management



	Average Rates
FY 2012	1.36
FY 2013	1.37
FY 2014E	1.35



# Q4 Key Figures

in €m	Q4 2013	Q4 2012
<b>Revenues</b>	<b>19,290</b>	19,222
<b>EBIT*</b>	<b>515</b>	561
<b>FCF before customer financing**</b>	<b>3,897</b>	4,673
<b>Order Intake</b>	<b>80,509</b>	52,062

in €m	Q4 2013	Q4 2012	Q4 2013	Q4 2012
	Revenues		EBIT*	
<b>Airbus</b>	<b>13,242</b>	13,222	<b>208</b>	408
<b>Eurocopter</b>	<b>2,165</b>	2,148	<b>180</b>	34
<b>Astrium</b>	<b>1,770</b>	1,883	<b>142</b>	121
<b>Cassidian</b>	<b>2,478</b>	2,256	<b>279</b>	(17)
<b>HQ &amp; Others</b>	<b>(365)</b>	(287)	<b>(294)</b>	15
of which Other Businesses	113	125	(3)	10
of which HQ & Eliminations	(478)	(412)	(291)	5
<b>EADS Group</b>	<b>19,290</b>	19,222	<b>515</b>	561

\* Pre-goodwill impairment and exceptionals

\*\* Excluding change in securities

2012 figures are pro forma, amended with IAS 19 restatement

# Detailed Free Cash Flow

in €m	FY 2013	FY 2012
<b>Net Cash position</b> at the beginning of the period	<b>12,292</b>	11,681
<b>Gross Cash Flow from Operations*</b>	<b>4,318</b>	4,772
<b>Change in working capital</b> of which Customer Financing	<b>(2,164)</b> (319)	(76) (146)
<b>Cash used for investing activities**</b> of which Industrial Capex (additions)**** of which M&A	<b>(2,988)</b> (2,949) (16)	(3,448) (3,270) (201)
<b>Free Cash Flow***</b>	<b>(834)</b>	1,248
<b>Free Cash Flow***</b> before Acquisitions	<b>(818)</b>	1,449
<b>Free Cash Flow***</b> before customer financing	<b>(515)</b>	1,394
Change in capital and non-controlling interests	171	144
Change in treasury shares	(1,915)	(5)
Contribution to plan assets of pension schemes	(223)	(856)
Cash distribution to shareholders/Non-controlling interests	(469)	(379)
Others	32	459
<b>Net cash position</b> at the end of the period	<b>9,054</b>	12,292

\* Gross Cash Flow from Operations, excluding working capital change and contribution to plan assets of pension schemes

\*\* Excluding change of securities

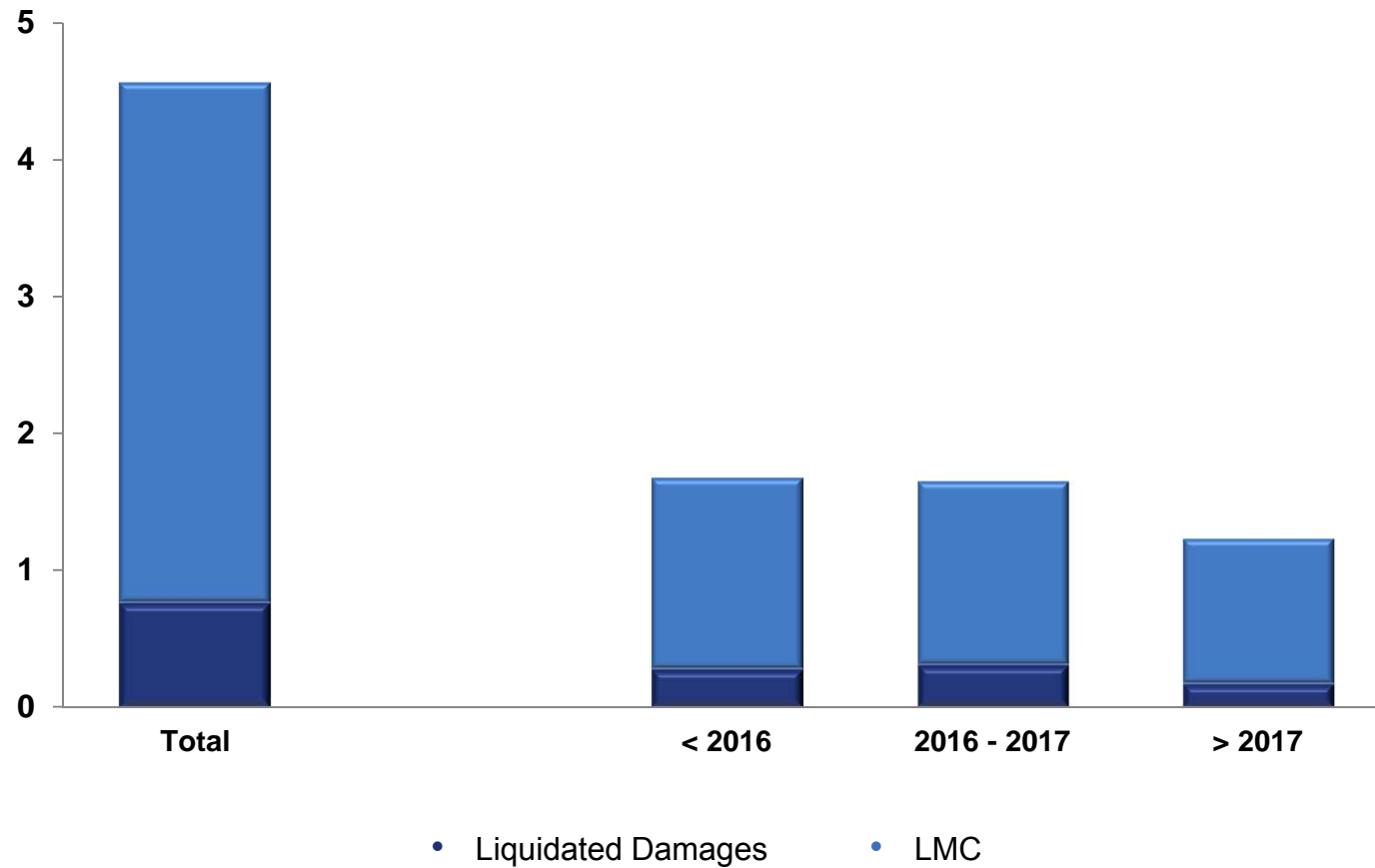
\*\*\* Excluding contribution to plan assets of pension schemes and change of securities

\*\*\*\* Excluding leased and financial assets

# Net Cash Position

in €m	FY 2013	FY 2012
<b>Gross Cash</b>	14,655	17,071
<b>Financing Debts</b>		
Short-term Financing Debts	(1,645)	(1,273)
Long-term Financing Debts	(3,956)	(3,506)
<b>Reported Net Cash</b>	9,054	12,292
<b>Airbus non-recourse debt</b>	229	345
<b>Net Cash excl. non-recourse</b>	9,283	12,637

# Airbus Division Provision Consumption (as at 31 Dec. 2013)

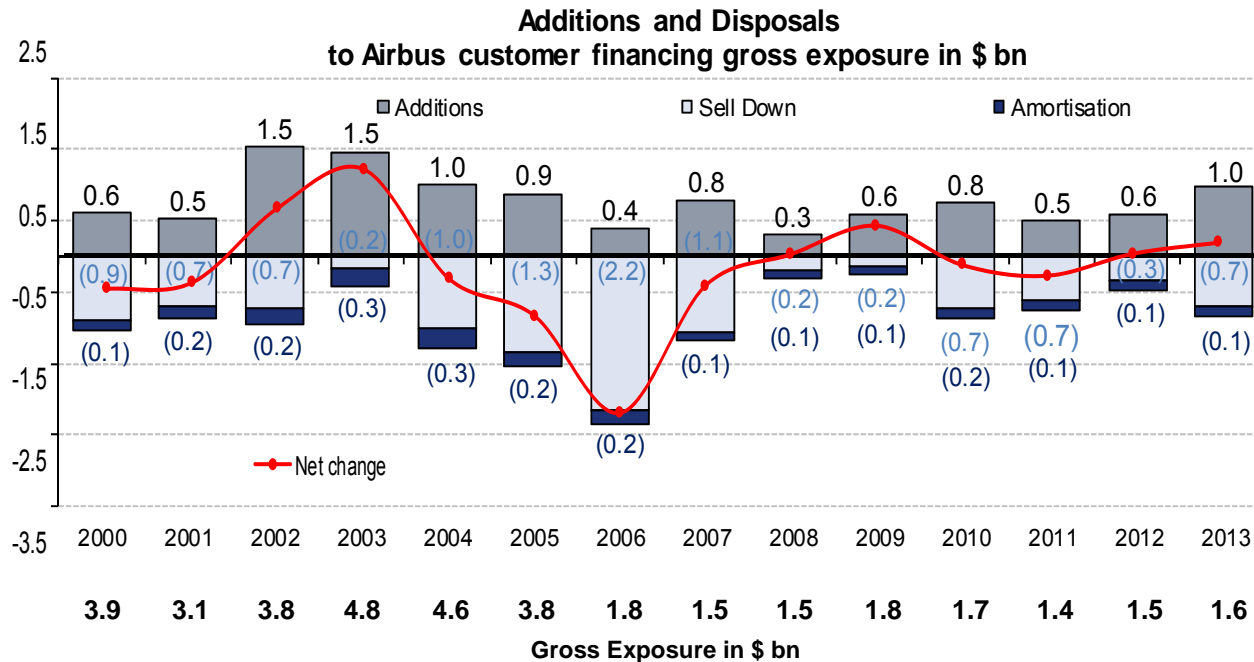


# Customer Financing Exposure

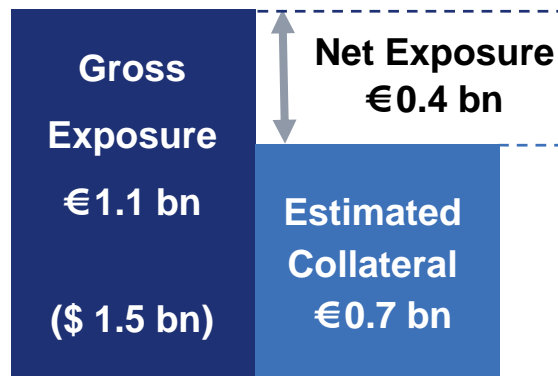
in €m	100% Airbus		50% ATR		100% Eurocopter	
	Dec. 2013	Dec. 2012	Dec. 2013	Dec. 2012	Dec. 2013	Dec. 2012
Closing rate € 1 =	\$1.38	\$ 1.32				
<b>Total Gross exposure</b> of which off-balance sheet	<b>1,193</b> 91	1,139 124	<b>81</b> 39	74 45	<b>84</b> 14	84 12
<b>Estimated value of collateral</b>	<b>(851)</b>	(741)	<b>(75)</b>	(61)	<b>(41)</b>	(48)
<b>Net exposure</b>	<b>342</b>	398	<b>6</b>	13	<b>43</b>	36
<b>Provision and asset impairment</b>	<b>(342)</b>	(398)	<b>(6)</b>	(13)	<b>(43)</b>	(36)
<b>Net exposure after provision</b>	<b>0</b>	0	<b>0</b>	0	<b>0</b>	0

# Airbus Customer Financing

**Active exposure management**

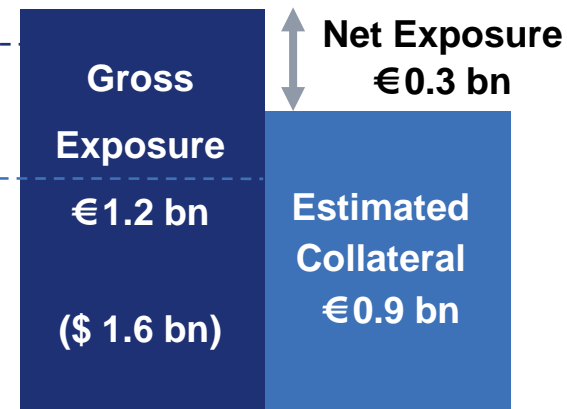


**Net Exposure fully provisioned**

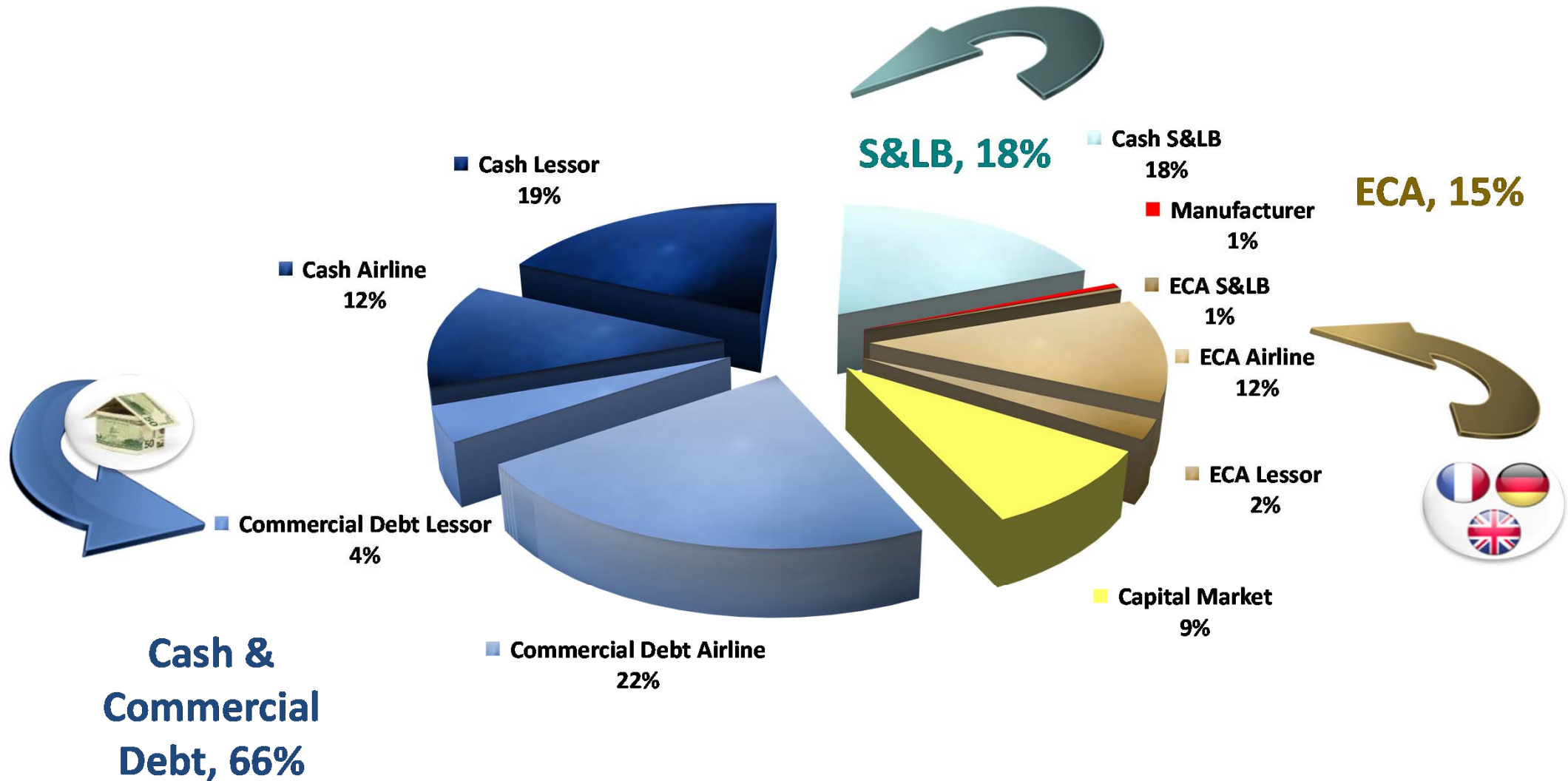


31 December 2012

**Net Exposure fully provisioned**

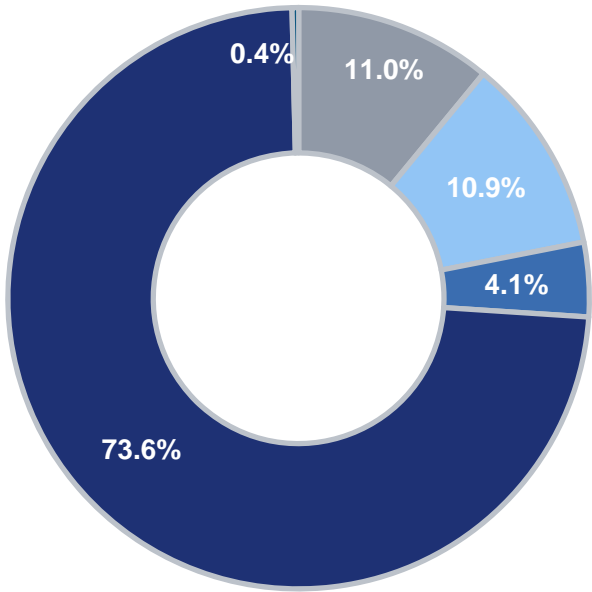


31 December 2013



% Above are rounded to the nearest decimal place

# Shareholding Structure as at 31 January 2014



## New Shareholder Agreement

- SOGEPA
  - GZBV
  - SEPI
- } 26.0%

## Free Float

- Institutional Investors & Retail
- 
- Treasury shares\* (without economic or voting rights)

783,258,500 shares outstanding as at 31 January 2014

\* Shares to be cancelled



# Balance Sheet Highlights: Assets

in €m	Dec. 2013	Dec. 2012
<b>Non-current Assets</b>	<b>46,213</b>	<b>46,794</b>
of which Intangible & Goodwill	13,653	13,429
of which Property, plant & equipment	15,925	15,268
of which Investments & Financial assets	4,766	4,777
of which positive hedge mark-to-market	1,993	1,197
of which Non-current securities	4,300	5,987
<b>Current Assets</b>	<b>47,098</b>	<b>45,327</b>
of which Inventory	25,060	23,216
of which Cash	7,765	8,756
of which Current securities	2,590	2,328
of which positive hedge mark-to-market	717	321
<b>Total Assets</b>	<b>93,311</b>	<b>92,121</b>
<i>Closing rate €/€</i>	1.38	1.32

# Balance Sheet Highlights: Liabilities

in €m	Dec. 2013	Dec. 2012
<b>Total Equity</b>	<b>11,054</b>	<b>10,420</b>
of which OCI (Other Comprehensive Income)	2,929	1,513
of which Non-controlling interests	43	17
<b>Total Non-current liabilities</b>	<b>33,676</b>	<b>33,052</b>
of which pensions	6,209	6,159
of which other provisions	3,837	3,691
of which financing debts	3,956	3,506
of which European governments refundable advances	5,911	5,754
of which Customer advances	10,225	9,881
of which negative hedge mark-to-market	671	1,159
<b>Total Current liabilities</b>	<b>48,581</b>	<b>48,649</b>
of which pensions	406	312
of which other provisions	4,917	5,727
of which financing debts	1,645	1,273
of which European gvts refundable advances	455	358
of which Customer advances	25,193	25,333
of which negative hedge mark-to-market	303	852
<b>Total Liabilities and Equity</b>	<b>93,311</b>	<b>92,121</b>

# Quarterly Revenues Breakdown (cumulative)

in €m	Q1			H1			9m			FY		
	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>
	<b>Airbus Division</b>	<b>9,181</b>	<b>8,019</b>	<b>7,909</b>	<b>18,924</b>	<b>17,525</b>	<b>17,246</b>	<b>28,770</b>	<b>26,051</b>	<b>25,621</b>	<b>42,012</b>	<b>39,273</b>
t/o Airbus Comm.*	<b>8,822</b>	<b>7,609</b>	<b>7,499</b>	<b>18,235</b>	<b>16,864</b>	<b>16,585</b>	<b>27,552</b>	<b>25,155</b>	<b>24,725</b>	<b>39,889</b>	<b>37,624</b>	<b>36,943</b>
t/o Airbus Military	<b>615</b>	<b>425</b>	<b>425</b>	<b>1,067</b>	<b>843</b>	<b>843</b>	<b>1,769</b>	<b>1,194</b>	<b>1,194</b>	<b>2,893</b>	<b>2,131</b>	<b>2,131</b>
<b>Eurocopter</b>	<b>1,038</b>	<b>1,199</b>	<b>1,199</b>	<b>2,584</b>	<b>2,771</b>	<b>2,771</b>	<b>4,132</b>	<b>4,116</b>	<b>4,116</b>	<b>6,297</b>	<b>6,264</b>	<b>6,264</b>
<b>Astrium</b>	<b>1,369</b>	<b>1,325</b>	<b>1,325</b>	<b>2,808</b>	<b>2,661</b>	<b>2,661</b>	<b>4,014</b>	<b>3,934</b>	<b>3,934</b>	<b>5,784</b>	<b>5,817</b>	<b>5,817</b>
<b>Cassidian</b>	<b>941</b>	<b>925</b>	<b>925</b>	<b>2,286</b>	<b>2,186</b>	<b>2,186</b>	<b>3,498</b>	<b>3,484</b>	<b>3,484</b>	<b>5,976</b>	<b>5,740</b>	<b>5,740</b>
<b>HQ &amp; others</b>	<b>(142)</b>	<b>(64)</b>	<b>46</b>	<b>(270)</b>	<b>(209)</b>	<b>70</b>	<b>(448)</b>	<b>(327)</b>	<b>103</b>	<b>(813)</b>	<b>(614)</b>	<b>67</b>
of which other BUs	<b>78</b>	<b>197</b>	<b>361</b>	<b>205</b>	<b>331</b>	<b>721</b>	<b>296</b>	<b>461</b>	<b>1,067</b>	<b>409</b>	<b>586</b>	<b>1,524</b>
of which HQ & Elim.	<b>(220)</b>	<b>(261)</b>	<b>(315)</b>	<b>(475)</b>	<b>(540)</b>	<b>(651)</b>	<b>(744)</b>	<b>(788)</b>	<b>(964)</b>	<b>(1,222)</b>	<b>(1,200)</b>	<b>(1,457)</b>
<b>EADS Group</b>	<b>12,387</b>	<b>11,404</b>	<b>11,404</b>	<b>26,332</b>	<b>24,934</b>	<b>24,934</b>	<b>39,966</b>	<b>37,258</b>	<b>37,258</b>	<b>59,256</b>	<b>56,480</b>	<b>56,480</b>

\* Includes EFW and excludes A400M

2012 pro forma figures are amended with Airbus Division perimeter change (SOGERMA and ATR now included in Airbus Commercial)

# Quarterly EBIT\* Breakdown (cumulative)

in €m	Q1			H1			9m			FY		
	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>
	<b>Airbus Division</b>	<b>456</b>	172	183	<b>1,093</b>	563	553	<b>1,502</b>	844	837	<b>1,710</b>	1,252
t/o Airbus Comm.*	<b>463</b>	135	146	<b>1,092</b>	558	548	<b>1,521</b>	823	816	<b>1,595</b>	1,147	1,125
t/o Airbus Military	<b>15</b>	11	11	<b>10</b>	2	2	<b>8</b>	8	8	<b>166</b>	93	93
<b>Eurocopter</b>	<b>20</b>	64	65	<b>128</b>	198	199	<b>217</b>	275	277	<b>397</b>	309	311
<b>Astrium</b>	<b>66</b>	65	65	<b>123</b>	129	130	<b>205</b>	190	191	<b>347</b>	311	312
<b>Cassidian</b>	<b>7</b>	5	8	<b>86</b>	81	88	<b>153</b>	145	156	<b>432</b>	128	142
<b>HQ &amp; others</b>	<b>47</b>	27	22	<b>53</b>	86	108	<b>69</b>	129	154	<b>(225)</b>	144	191
of which other BUs	<b>(4)</b>	(2)	(6)	<b>2</b>	(6)	13	<b>(4)</b>	(8)	15	<b>(7)</b>	2	49
of which HQ & Elim.	<b>51</b>	29	28	<b>51</b>	92	95	<b>73</b>	137	139	<b>(218)</b>	142	142
<b>EADS Group</b>	<b>596</b>	333	343	<b>1,483</b>	1,057	1,078	<b>2,146</b>	1,583	1,615	<b>2,661</b>	2,144	2,186

\* Pre-goodwill impairment and exceptionals

\*\* Includes EFW and excludes A400M

2012 pro forma figures are amended with IAS 19 restatement and Airbus Division perimeter change (SOGERMA and ATR now included in Airbus Commercial)

# Quarterly Order Intake Breakdown (cumulative)

in €m

	Q1			H1			9m			FY		
	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>
<b>Airbus Division</b>	<b>47,337</b>	7,938	7,877	<b>90,351</b>	21,164	20,955	<b>127,062</b>	40,909	40,659	<b>202,260</b>	88,909	88,142
t/o Airbus Comm.*	46,826	7,591	7,530	89,782	19,991	19,782	126,410	39,359	39,109	199,867	87,283	86,478
t/o Airbus Military	540	372	372	643	1,271	1,271	815	1,691	1,691	2,592	1,901	1,901
<b>Eurocopter</b>	<b>804</b>	1,248	1,248	<b>2,448</b>	2,448	2,448	<b>4,177</b>	3,586	3,586	<b>5,775</b>	5,392	5,392
<b>Astrium</b>	<b>817</b>	1,163	1,163	<b>1,911</b>	2,198	2,198	<b>4,250</b>	2,866	2,866	<b>6,169</b>	3,761	3,761
<b>Cassidian</b>	<b>1,066</b>	1,806	1,806	<b>2,022</b>	2,766	2,766	<b>2,953</b>	3,406	3,406	<b>4,974</b>	5,040	5,040
<b>HQ &amp; others</b>	<b>(120)</b>	(151)	(90)	<b>(170)</b>	(328)	(119)	<b>(270)</b>	(358)	(108)	<b>(497)</b>	(631)	136
of which other BUs	75	51	205	147	114	457	196	260	731	288	472	1,549
of which HQ & Elim.	(195)	(202)	(295)	(317)	(442)	(576)	(466)	(618)	(839)	(785)	(1,103)	(1,413)
<b>EADS Group</b>	<b>49,904</b>	12,004	12,004	<b>96,562</b>	28,248	28,248	<b>138,172</b>	50,409	50,409	<b>218,681</b>	102,471	102,471

\* Includes EFW and excludes A400M

2012 pro forma figures are amended with Airbus Division perimeter change (SOGERMA and ATR now included in Airbus Commercial)

# Quarterly Order Book Breakdown

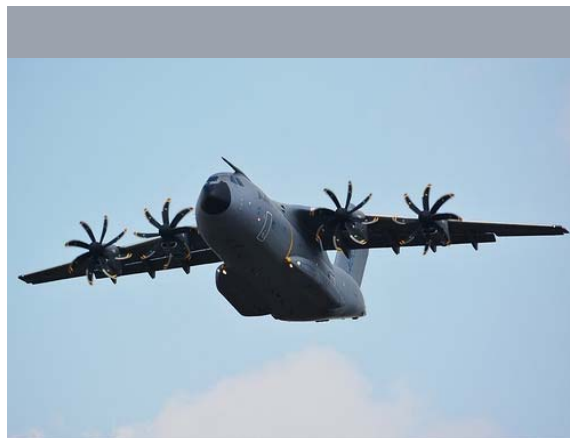
in €m

	March			June			September			December		
	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>	2013	2012 <i>pro forma</i>	2012 <i>reported</i>
<b>Airbus Division</b>	<b>574,527</b>	<b>482,289</b>	<b>480,322</b>	<b>595,792</b>	<b>508,158</b>	<b>506,120</b>	<b>602,284</b>	<b>504,569</b>	<b>502,680</b>	<b>647,410</b>	<b>525,482</b>	<b>523,410</b>
t/o Airbus Comm.*	554,221	462,266	460,288	575,721	487,730	485,682	582,691	483,856	481,957	627,113	505,333	503,218
t/o Airbus Military	21,130	21,272	21,272	20,810	21,661	21,661	20,229	21,821	21,821	20,814	21,139	21,139
<b>Eurocopter</b>	<b>12,708</b>	<b>13,863</b>	<b>13,863</b>	<b>12,806</b>	<b>13,491</b>	<b>13,491</b>	<b>12,986</b>	<b>13,283</b>	<b>13,283</b>	<b>12,420</b>	<b>12,942</b>	<b>12,942</b>
<b>Astrium</b>	<b>12,061</b>	<b>14,515</b>	<b>14,515</b>	<b>11,675</b>	<b>14,317</b>	<b>14,317</b>	<b>12,895</b>	<b>13,804</b>	<b>13,804</b>	<b>13,077</b>	<b>12,734</b>	<b>12,734</b>
<b>Cassidian</b>	<b>15,532</b>	<b>16,178</b>	<b>16,178</b>	<b>15,078</b>	<b>16,326</b>	<b>16,326</b>	<b>14,808</b>	<b>15,928</b>	<b>15,928</b>	<b>14,296</b>	<b>15,611</b>	<b>15,611</b>
<b>HQ &amp; others</b>	<b>(537)</b>	<b>(667)</b>	<b>1,300</b>	<b>(514)</b>	<b>(581)</b>	<b>1,457</b>	<b>(510)</b>	<b>(108)</b>	<b>1,781</b>	<b>(469)</b>	<b>(276)</b>	<b>1,796</b>
of which other BUs	506	487	2,805	437	444	2,817	383	450	2,696	354	494	2,908
of which HQ & Elim.	(1,043)	(1,154)	(1,505)	(951)	(1,025)	(1,360)	(893)	(558)	(915)	(823)	(770)	(1,112)
<b>EADS Group</b>	<b>614,291</b>	<b>526,178</b>	<b>526,178</b>	<b>634,837</b>	<b>551,711</b>	<b>551,711</b>	<b>642,463</b>	<b>547,476</b>	<b>547,476</b>	<b>686,734</b>	<b>566,493</b>	<b>566,493</b>

\* Includes EFW and excludes A400M

2012 pro forma figures are amended with Airbus Division perimeter change (SOGERMA and ATR now included in Airbus Commercial)

## Transition Towards New Structure



# Quarterly Revenues Breakdown (cumulative)

in €m	Q1	H1	9m	FY	
	2013 Restated	2013 Restated	2013 Restated	2013 Restated	2012 Restated & pro forma
<b>Airbus</b>	<b>8,822</b>	<b>18,235</b>	<b>27,552</b>	<b>39,889</b>	37,624
<b>Airbus Helicopter</b>	<b>1,038</b>	<b>2,584</b>	<b>4,132</b>	<b>6,297</b>	6,264
<b>Airbus Defence &amp; Space</b>	<b>2,896</b>	<b>6,094</b>	<b>9,184</b>	<b>14,422</b>	13,520
<b>HQ &amp; others</b>	<b>(369)</b>	<b>(581)</b>	<b>(902)</b>	<b>(1,352)</b>	(928)
of which other BUs	78	205	296	409	586
of which HQ & Elim.	(447)	(786)	(1,198)	(1,761)	(1,514)
<b>EADS Group</b>	<b>12,387</b>	<b>26,332</b>	<b>39,966</b>	<b>59,256</b>	56,480

2012 pro forma figures are amended with Airbus Division perimeter change (SOGERMA and ATR now included in Airbus Commercial)



# Quarterly EBIT\* Breakdown (cumulative)

in €m	Q1	H1	9m	FY	
	2013 Restated	2013 Restated	2013 Restated	2013 Restated	2012 Restated & pro forma
<b>Airbus</b>	<b>463</b>	<b>1,092</b>	<b>1,521</b>	<b>1,595</b>	<b>1,147</b>
<b>Airbus Helicopter</b>	<b>20</b>	<b>128</b>	<b>217</b>	<b>397</b>	<b>309</b>
<b>Airbus Defence &amp; Space</b>	<b>87</b>	<b>221</b>	<b>370</b>	<b>690</b>	<b>522</b>
<b>HQ &amp; others</b>	<b>26</b>	<b>42</b>	<b>38</b>	<b>(21)</b>	<b>166</b>
of which other BUs	(4)	2	(4)	(7)	2
of which HQ & Elim.	30	40	42	(14)	164
<b>EADS Group</b>	<b>596</b>	<b>1,483</b>	<b>2,146</b>	<b>2,661</b>	<b>2,144</b>

\* Pre-goodwill impairment and exceptionals

2012 pro forma figures are amended with Airbus Division perimeter change (SOGERMA and ATR now included in Airbus Commercial)

# Quarterly Order Intake Breakdown (cumulative)

in €m	Q1	H1	9m	FY	
	2013 Restated	2013 Restated	2013 Restated	2013 Restated	2012 Restated & pro forma
<b>Airbus</b>	<b>46,825</b>	<b>89,782</b>	<b>126,410</b>	<b>199,867</b>	<b>87,283</b>
<b>Airbus Helicopter</b>	<b>804</b>	<b>2,448</b>	<b>4,177</b>	<b>5,775</b>	<b>5,392</b>
<b>Airbus Defence &amp; Space</b>	<b>2,358</b>	<b>4,465</b>	<b>7,868</b>	<b>13,454</b>	<b>10,512</b>
<b>HQ &amp; others</b>	<b>(84)</b>	<b>(133)</b>	<b>(283)</b>	<b>(415)</b>	<b>(716)</b>
of which other BUs	75	147	196	288	472
of which HQ & Elim.	(159)	(280)	(479)	(703)	(1,188)
<b>EADS Group</b>	<b>49,904</b>	<b>96,562</b>	<b>138,172</b>	<b>218,681</b>	<b>102,471</b>

2012 pro forma figures are amended with Airbus Division perimeter change (SOGERMA and ATR now included in Airbus Commercial)

# Quarterly Order Book Breakdown

in €m	March	June	September	December	
	2013 Restated	2013 Restated	2013 Restated	2013 Restated	2012 Restated & pro forma
<b>Airbus</b>	<b>554,221</b>	<b>575,721</b>	<b>582,691</b>	<b>627,113</b>	<b>505,333</b>
<b>Airbus Helicopter</b>	<b>12,708</b>	<b>12,806</b>	<b>12,986</b>	<b>12,420</b>	<b>12,942</b>
<b>Airbus Defence &amp; Space</b>	<b>48,380</b>	<b>47,210</b>	<b>47,602</b>	<b>47,845</b>	<b>49,219</b>
<b>HQ &amp; others</b>	<b>(1,018)</b>	<b>(900)</b>	<b>(816)</b>	<b>(644)</b>	<b>(1,001)</b>
of which other BUs	506	437	383	354	494
of which HQ & Elim.	(1,524)	(1,337)	(1,199)	(998)	(1,495)
<b>EADS Group</b>	<b>614,291</b>	<b>634,837</b>	<b>642,463</b>	<b>686,734</b>	<b>566,493</b>

2012 pro forma figures are amended with Airbus Division perimeter change (SOGERMA and ATR now included in Airbus Commercial)

# Airbus Defence and Space restatements

## Order Intake 2013

EADS Divisions	Movements			Airbus Group Divisions	
	Total old segments in €m	Airbus Military	Airbus Defence & Space Elim	Airbus Elim	Total new segments in €m
Airbus Division	202,260	(2,592)		199	199,867
Eurocopter	5,775				5,775
Astrium	6,169				6,169
Cassidian	4,974	2,592	(281)		13,454
OB & Elim	(497)		281	(199)	(415)
<b>Total</b>	<b>218,681</b>				<b>218,681</b>

## Revenues 2013

EADS Divisions	Movements			Airbus Group Divisions	
	Total old segments in €m	Airbus Military	Airbus Defence & Space Elim	Airbus Elim	Total new segments in €m
Airbus Division	42,012	(2,893)		770	39,889
Eurocopter	6,297				6,297
Astrium	5,784				5,784
Cassidian	5,976	2,893	(231)		14,422
OB & Elim	(813)		231	(770)	(1,352)
<b>Total</b>	<b>59,256</b>				<b>59,256</b>

## Order Book 2013

EADS Divisions	Movements			Airbus Group Divisions	
	Total old segments in €m	Airbus Military	Airbus Defence & Space Elim	Airbus Elim	Total new segments in €m
Airbus Division	647,410	(20,814)		517	627,113
Eurocopter	12,420				12,420
Astrium	13,077				13,077
Cassidian	14,296	20,814	(342)		47,845
OB & Elim	(469)		342	(517)	(644)
<b>Total</b>	<b>686,734</b>				<b>686,734</b>

## EBIT\* Reported 2013

EADS Divisions	Movements			Airbus Group Divisions	
	Total old segments in €m	Airbus Military	Airbus Defence & Space Elim	Airbus Elim	Total new segments in €m
Airbus Division	1,710	(166)		51	1,595
Eurocopter	397				397
Astrium	347				347
Cassidian	432	166	(255)		690
OB & Elim	(225)		255	(51)	(21)
<b>Total</b>	<b>2,661</b>				<b>2,661</b>

\* Pre-goodwill impairment and exceptionals