

9m Results 2011

10 November 2011

Hans Peter Ring

CFO



EADS

Safe Harbour Statement



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.

As a result, EADS' actual results may differ materially from the plans, goals and expectations set forth in such forward-looking statements. For a discussion of factors that could cause future results to differ from such forward-looking statements, see EADS' "Registration Document" dated 19 April 2011.

Any forward-looking statement contained in this presentation speaks as of the date of this presentation. EADS undertakes no obligation to publicly revise or update any forward-looking statements in light of new information, future events or otherwise.

Highlights

Divisional Performance
Guidance



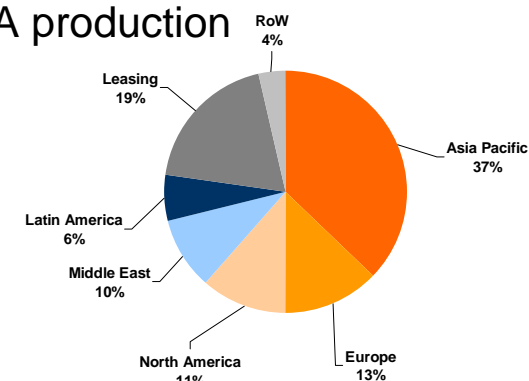
EADS

Commercial Update:

- ▶ Commercial success continues; Rate 44 per month for SA production still under investigation thanks to active campaigns;
- ▶ Record Backlog and Overbooking allow monitoring of macro environment.

Defence Update:

- ▶ Pressure on Defence Budgets.
- ▶ **No change to overall environment**



Airbus order backlog by region (in units)

Strategic Roadmap Progress:

- ▶ Successful completion of Satair and Metron acquisitions; consolidation expected Q4;
- ▶ Vizada acquisition expected to close in the coming months.

9m Earnings Highlights:

- ▶ Better than expected 9m 2011 earnings lead to increase in guidance;
- ▶ Free Cash Flow before acquisitions € +587 m;
- ▶ A350: EIS H1 2014 triggers a charge of € -200 m on EBIT*;
- ▶ Positive one-off due to the A340 Programme termination. EBIT* impact of € +192 m.

9m 2011 Financial Highlights

in €bn	9m 2011	9m 2010	Change
Revenues	32.7	31.6	+4%
<i>of which Defence</i>	7.5	7.9	-5%
EBIT* before one-off	1.1	0.8	+29%
Order intake	93.9	57.7	+63%
in €bn	Sept. 2011	Dec. 2010	Change
Total Order book**	503.0	448.5	+12%
<i>of which Defence</i>	54.5	58.3	-6%

- ▶ Strong order intake due to commercial aircraft momentum;
- ▶ Increase in EBIT* before one-off due to operational improvements from Eurocopter and Airbus Commercial activities and some favourable phasing at Airbus and in Headquarters.

9m 2011 EBIT* Before One-off

in €bn (for EBIT* before One-off by Division see slide 21)

EBIT* before one-off 2011

% Revenues

EADS Group	AIRBUS Comm.	AIRBUS Military	AIRBUS Division
1.07	0.38	0.01	0.37
3.3%	1.8%	0.6%	1.7%

One-off impacts:

Airbus Commercial

- ▶ \$ PDP mismatch and balance sheet revaluation
- ▶ A350 Charge
- ▶ Positive one-off due to A340 Programme termination
- ▶ Other one-off

Eurocopter

- ▶ Net charge, mainly Governmental programmes and SHAPE

Other businesses

- ▶ Gain on disposal at EADS North America

EBIT* Reported

(0.05)
(0.20)
0.19
(0.01)
(0.12)
0.01
0.89

9m 2011 Profit & Loss Highlights



	9m 2011		9m 2010	
	€m	in % of Revenues	€m	in % of Revenues
EBIT*	885	2.7%	784	2.5%
Self-financed R&D**	2,151	6.6%	2,038	6.5%
EBIT* before R&D	3,036	9.3%	2,822	9.0%
Interest result	(9)	(0%)	(176)	(0.6%)
Other financial result	(203)	(0.6%)	(276)	(0.9%)
Taxes	(198)	(0.6%)	(96)	(0.3%)
Net income	421	1.3%	198	0.6%
EPS***	€0.52		€0.24	
EPS before one-off	€0.70		€0.37	See slide 23

* Pre-goodwill impairment and exceptionals

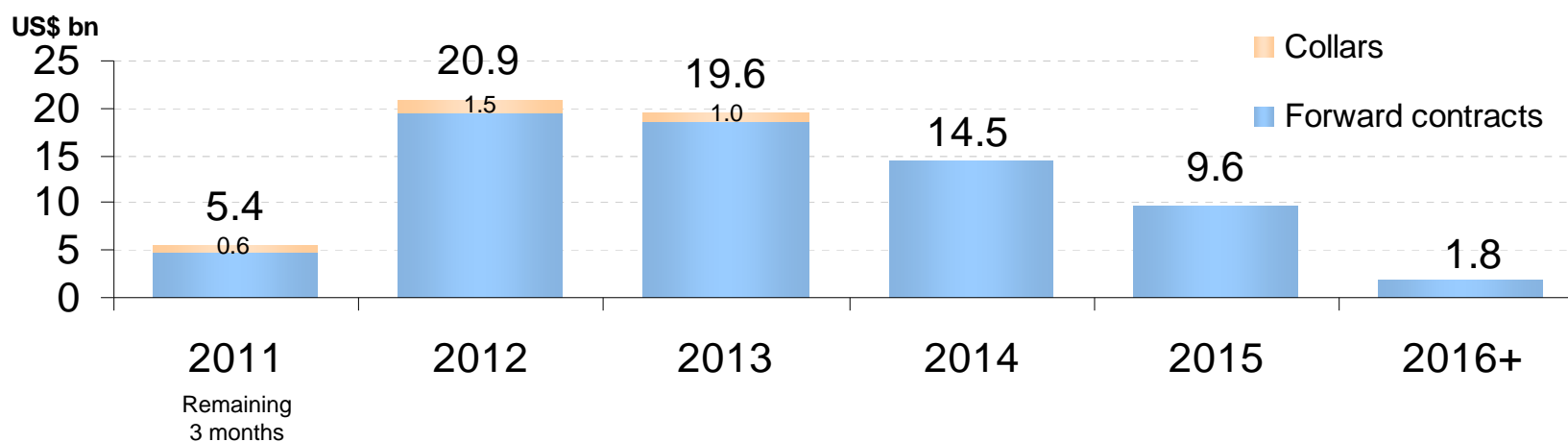
** IAS 38: €60 m capitalised during 9m 2011; €76 m capitalised during 9m 2010

*** Average number of shares outstanding: 811,713,726 in 9m 2011; 810,745,035 in 9m 2010

Currency Hedge Policy

- ▶ **Contracting in Euro is progressing;**
- ▶ Approximately 50% of EADS' US\$ revenues naturally hedged by US\$ procurement;
- ▶ In 9m 2011, hedges of \$ 13.5 bn* matured at an average hedge rate of € 1 = \$ 1.38;
- ▶ In 9m 2011, new hedge contracts of \$ 15.0 bn, including \$ 1 bn of options, were added at an average rate of € 1 = \$ 1.38**.

EADS hedge portfolio*, 30 September 2011
 (\$ 71.8 bn), average rates of €1 = \$ 1.38** and £ 1 = \$ 1.61



Average hedge rates

€ vs \$**	1.37	1.37	1.38	1.38	1.39	1.38
£ vs \$	1.75	1.62	1.58	1.58	1.61	1.58

Mark-to-market value = €-1.6 bn
 Closing rate @ 1.35 €vs. \$

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

** Includes collars at their least favourable rates

Free Cash Flow

in €m	9m 2011	9m 2010
Net cash position at the beginning of the period	11,918	9,797
Gross Cash Flow from Operations*	1,843	1,553
Change in working capital	84	531
of which Customer Financing	182	(91)
Cash used for investing activities**	(1,772)	(1,293)
of which Industrial Capex (additions)	(1,333)	(1,307)
of which Others (incl. Vector Aerospace € -432 m)	(439)	14
Free Cash Flow**	155	791
Free Cash Flow before customer financing**	(27)	882
Change in capital and non-controlling interests	(57)	(25)
Change in treasury shares	(1)	(14)
Contribution to plan assets of pension schemes	(300)	(323)
Dividend	(182)	(6)
Others	(134)	106
Net cash position at the end of the period	11,399	10,326

* Gross Cash Flow from Operations, excluding working capital change

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

Highlights

Divisional Performance

Guidance

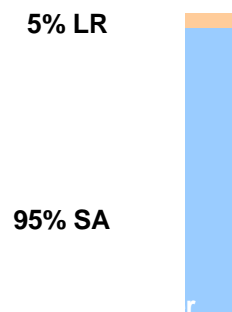


EADS

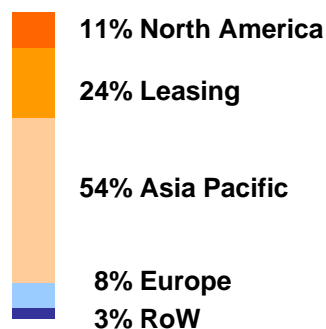
Airbus Division

in € m	Airbus Division (after elimination)		Airbus Commercial (excl. A400M)		Airbus Military (Former MTAD, incl. A400M)	
	9m 2011	9m 2010	9m 2011	9m 2010	9m 2011	9m 2010
Deliveries	382 a/c	391 a/c	374 a/c^{a)}	380 a/c ^{b)}	12 a/c	13 a/c
Revenues	22,411	21,740	21,120	20,446	1,747	1,540
R&D self-financed**	1,705	1,613	1,690	1,607	15	6
<i>in % of revenues</i>	<i>7.6%</i>	<i>7.4%</i>	<i>8.0%</i>	<i>7.9%</i>	<i>0.9%</i>	<i>0.4%</i>
EBIT*	295	296	306	328	5	(35)
<i>in % of revenues</i>	<i>1.3%</i>	<i>1.4%</i>	<i>1.4%</i>	<i>1.6%</i>	<i>0.3%</i>	
Order book***	456,788	377,325	436,427	358,110	21,672	20,586
in units***			4,216	3,436	231	248
Net orders***			1,038 a/c	328 a/c	2 a/c	11 a/c

Gross Orders by Programme



Gross Orders by Region



- a) 376 aircraft with revenue recognition incl. 2 A330 sell downs in Q3 2011
- b) 376 aircraft with revenue recognition: 2 A320 & 2 A330 on OP lease
- * Pre-goodwill impairment and exceptionals
- ** Capitalised R&D: € 17 m in 9m 2011 and € 46 m in 9m 2010
- *** Commercial a/c valued at list prices, units excl. freighter conversions

Airbus Commercial (excl. A400M)

Revenues +3%

- 376 deliveries with revenue recognition, thereof 2 LR Operating leases sold down in Q3 2011;
- + 2 A380, -2 SA vs. 9m 2010;
- Price improvement, net of escalation.

EBIT* before one-off +36%

- Operational improvement including pricing improvement, net of escalation;
- Favourable phasing;
- Hedge rate deterioration (€-0.2 bn);
- Higher R&D.

Airbus Military (incl. A400M)

Revenues +13%

- Higher A400M revenue recognition (+ €0.1 bn);
- Higher Tanker activity (+ €0.1 bn);
- Higher level of activity to come in Q4 2011.

EBIT* and EBIT* before one-off improving

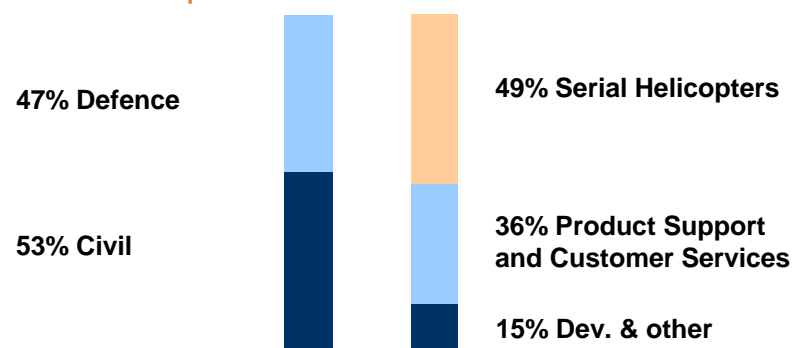
- 2010 EBIT* impacted by fx revaluation of A400M LMC provision and under-recovery of A400M fixed costs.

Key Achievements

- Acquisition strategy confirmed: Completion of Satair A/S and US based Metron Aviation acquisitions;
- A350-900: Manufacturing and pre-assembly progressing across all pre final-assembly sites; Entry into FAL now Q1 2012; Entry into Service now H1 2014;
- A400M: Flying test continues, root cause of engine issues identified, substantial progress made towards solution;
 - FSTA: Military and civil certifications achieved.

in € m	9m 2011	9m 2010
Revenues	3,458	3,085
R&D self-financed**	154	135
<i>in % of revenues</i>	4.5%	4.4%
EBIT*	157	121
<i>in % of revenues</i>	4.5%	3.9%
Order book	13,852	15,029
in units	1,058	1,166

Revenue split



based on 9m 2011 EADS external revenues

* Pre-goodwill impairment and exceptionals

** Capitalised R&D: € 13 m in 9m 2011 and € 21 m in 9m 2010

EADS – 9m 2011 earnings

Overview

- Recovery in light and medium helicopter markets driven by US and Eastern Europe;
- 259 new net orders booked, above the 9m 2010 level, cancellation trend continues to slow.

Revenues +12%

- Impact after Vector Aerospace acquisition in Q3 (€ +96 m);
- 323 deliveries compared to 367 h/c in 9m 2010.

EBIT* +30%

- Favourable mix from commercial deliveries and support;
- Operational improvement from SHAPE;
- 9m 2011 net charge of € -120 m mainly for governmental programmes and SHAPE (vs. € -70 m net charge in 9m 2010).

Key achievements

- Contract for 20 EC225 signed with CHC, not yet booked;
- Successful flight tests of AS350 hybrid helicopter.

in € m

	9m 2011	9m 2010
Revenues	3,440	3,226
R&D self-financed	60	50
<i>in % of revenues</i>	1.7%	1.5%
EBIT*	165	158
<i>in % of revenues</i>	4.8%	4.9%
Order book	14,687	15,300

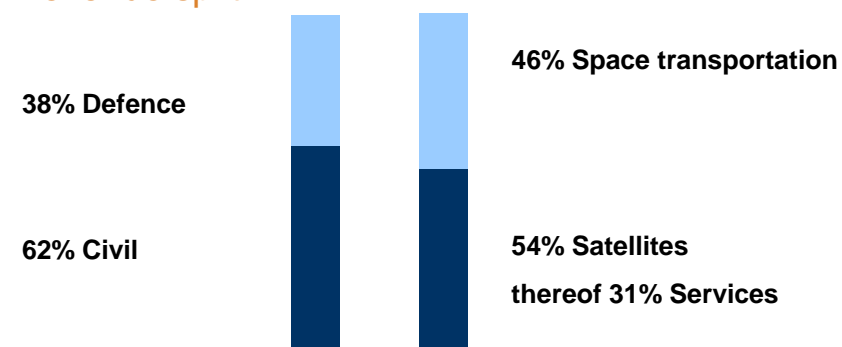
Revenues +7%

- Higher satellite and launcher activity;
- Lower volume in services.

EBIT* +4%

- Higher volume and productivity across the business linked to the AGILE transformation programme, reduced by lower services activity;
- Implementation of AGILE triggering higher R&D and some Non Recurring Costs in Q4 2011.

Revenue split



based on 9m 2011 EADS external revenues

Order intake € 2.3 bn

- Telecom satellite Eutelsat 3B awarded for Eutelsat.

Key Achievements

- 46th consecutive successful Ariane 5 launch;
- ESA technical acceptance of first two Galileo IOV satellites prior to launch in October;
- Vizada acquisition to boost services business. Regulatory approvals are expected to be granted in the coming months;
- Work continuing on transformation programme, AGILE, to increase efficiency.

in € m

	9m 2011	9m 2010
Revenues	3,419	3,470
R&D self-financed	174	181
<i>in % of revenues</i>	5.1%	5.2%
EBIT*	170	204
<i>in % of revenues</i>	5.0%	5.9%
Order book	16,144	17,763

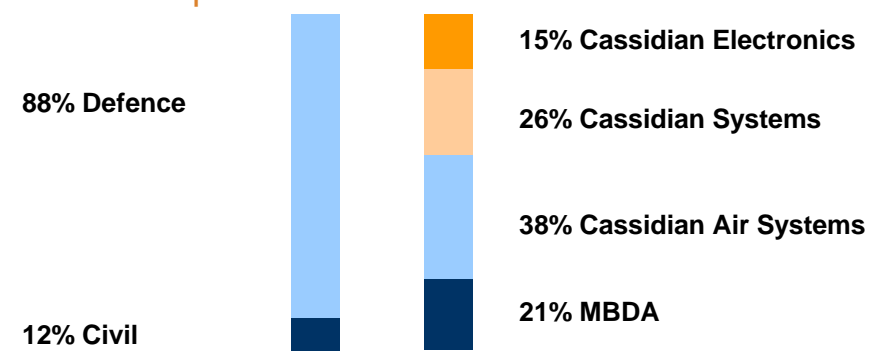
Evolving business environment

- Outlook unchanged since H1 2011;
- Eurofighter Tranche 3A production secured until 2017;
- New Cassidian organisation has been launched and implementation of the transformation programme has begun. Related Non Recurring Cost to come in Q4 2011.

Revenues and EBIT*

- In line with expectations;
- Usual seasonality pattern, with a lot of activity in Q4 2011.

Revenue split



based on 9m 2011 EADS external revenues, proforma split only.
New organisation to be reflected from 2012 onwards.

Key Achievements

- Eurofighter:
 - India and Switzerland campaigns on-going.
- Progress in UAS:
 - Acquisition of Survey Copter to further address tactical UAS market;
 - First Euro Hawk ferry flight to Germany, mission system integration to begin.

Other Businesses

in € m	9m 2011	9m 2010
Revenues	833	805
R&D self-financed	7	6
<i>in % of revenues</i>	0.8%	0.7%
EBIT*	20	(6)
<i>in % of revenues</i>	2.4%	
Order book	3,196	2,228

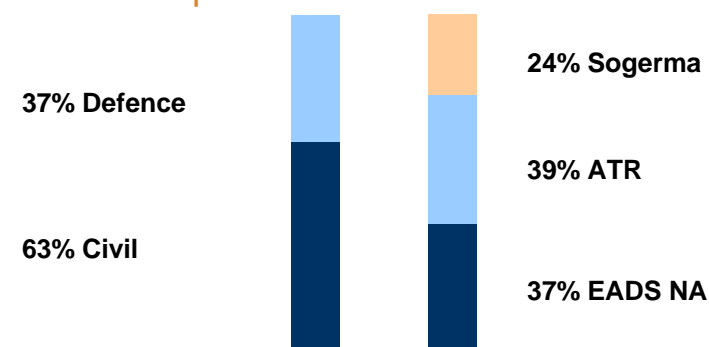
Revenues +3%

- Higher revenues at EADS North America on US Coast Guard and LUH;
- Rate increases at Sogerma and higher cabin seat activity offset perimeter adjustment following acquisition of Vector Aerospace by Eurocopter;
- Lower deliveries at ATR as expected.

EBIT*

- EADS North America gain on disposal €+10 m;
- Increases at ATR and Sogerma.

Revenue split



based on 9m 2011 EADS external revenues

ATR

- Historic order intake at ATR with 145 firm orders booked; 72 options;
- Backlog stands at 274 a/c;
- Production rate increase from 2012.

North America

- Perfect on-time and on-budget performance on LUH deliveries.

Highlights
Divisional Performance
Guidance



Increase of guidance for Airbus orders, Revenues, EBIT* before one-off and Free Cash Flow

Airbus Orders & Deliveries:

Airbus deliveries: 520 – 530 commercial aircraft; Gross Orders around 1,500.

Revenues:

EADS revenues should increase by more than 4% compared to €45.8 bn in 2010.

EBIT* before one-off:

EADS now expects 2011 EADS EBIT* before one-off to increase compared to the 2010 level, at around €1.45 bn thanks to better than expected underlying commercial performance.

EBIT*/EPS:

- EADS expects 2011 EPS before one-off to be around €0.9 (FY 2010: €0.86)
- Going forward, the reported EBIT* and EPS performance of EADS will be dependent on the Group's ability to execute on the A400M, A380 and A350 XWB programmes, in line with the commitments made to its customers
- Reported EBIT* and EPS also depend on exchange rate fluctuations;
- As previously communicated, at €1 = \$ 1.35, the 2011 EPS should be above the 2010 level of €0.68; at €1 = \$ 1.45, it may be below.

Free Cash Flow:

Free Cash Flow before acquisitions is now expected to be significantly above €1 bn.

2012 EBIT* before one-off:

Latest reviews confirm it should materially improve thanks to Airbus with volume increase, better pricing and A380 improvement.

Appendix



EADS

9m 2011 Forex EBIT* Impact Bridge

in €m

Forex impact on EBIT*

- ▶ Deterioration of hedge rates (€: \$ 1.35 to 1.38)
- ▶ One-time impacts
 - ▶ Revaluation of Airbus Commercial LMC provisions 2010
 - ▶ Revaluation of Airbus Military A400M provision 2010
 - ▶ Other one-off forex effect including PDP reversal

Compared to 9m 2010

BRIDGE
(0.22)
(0.03)
0.03
(0.05)
<hr/>
(0.27)

9m 2011 EBIT* Before One-off by Division

in €bn	EBIT* before one-off	One-offs	Reported EBIT*
Airbus	0.37	(0.07)	0.30
<i>thereof:</i>			
▶ <i>Airbus Commercial</i>	0.38	(0.07)	0.31
▶ <i>Airbus Military</i>	0.01		0.01
Eurocopter	0.28	(0.12)	0.16
Astrium	0.17		0.17
Cassidian	0.17		0.17
Other Businesses	0.01	0.01	0.02
HQ & eliminations	0.08		0.08
EADS	1.07	(0.18)	0.89

9m 2010 EBIT* Before One-off

in €bn

EBIT* before one-off 2010

% Revenues

EADS Group	AIRBUS Comm.	AIRBUS Military	AIRBUS Division
0.83	0.28	(0.01)	0.28
2.6%	1.4%		1.3%

One-off impacts:

Airbus Commercial

- ▶ \$ PDP mismatch and balance sheet revaluation
- ▶ Currency effect from revaluation of LMC provisions A380, A350 (\$ and £)
- ▶ Other one-off

Airbus Military

- ▶ A400M

Eurocopter

- ▶ One-time effects include a charge and margin adjustment for NH90, restructuring and KUH technical milestone recognition

0.05
(0.01)
0.03
0.03
(0.03)
(0.07)
0.78

EBIT* reported

Net Income Before One-off

in €m

	9m 2011	9m 2010
Net Income reported	421	198
One-offs in EBIT*	(180)	(50)
One-offs Financial Result	25	(102)
Tax effect on one-offs (incl. tax one-offs)	11	46
Net Income before one-off	565	304
EPS before one-off ¹	€0.70	€0.37

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 the unwinding of discount on provisions
- ▶ The positive one-off in the interest result due to the termination of the A340 Programme of €+120 m
- ▶ Tax one-off of €-35 m

The tax effect is calculated at 30%

* Pre-goodwill impairment and exceptionals

¹ Average number of shares outstanding: 811,713,726 in 9m 2011; 810,745,035 in 9m 2010

9m 2011 Financial Highlights

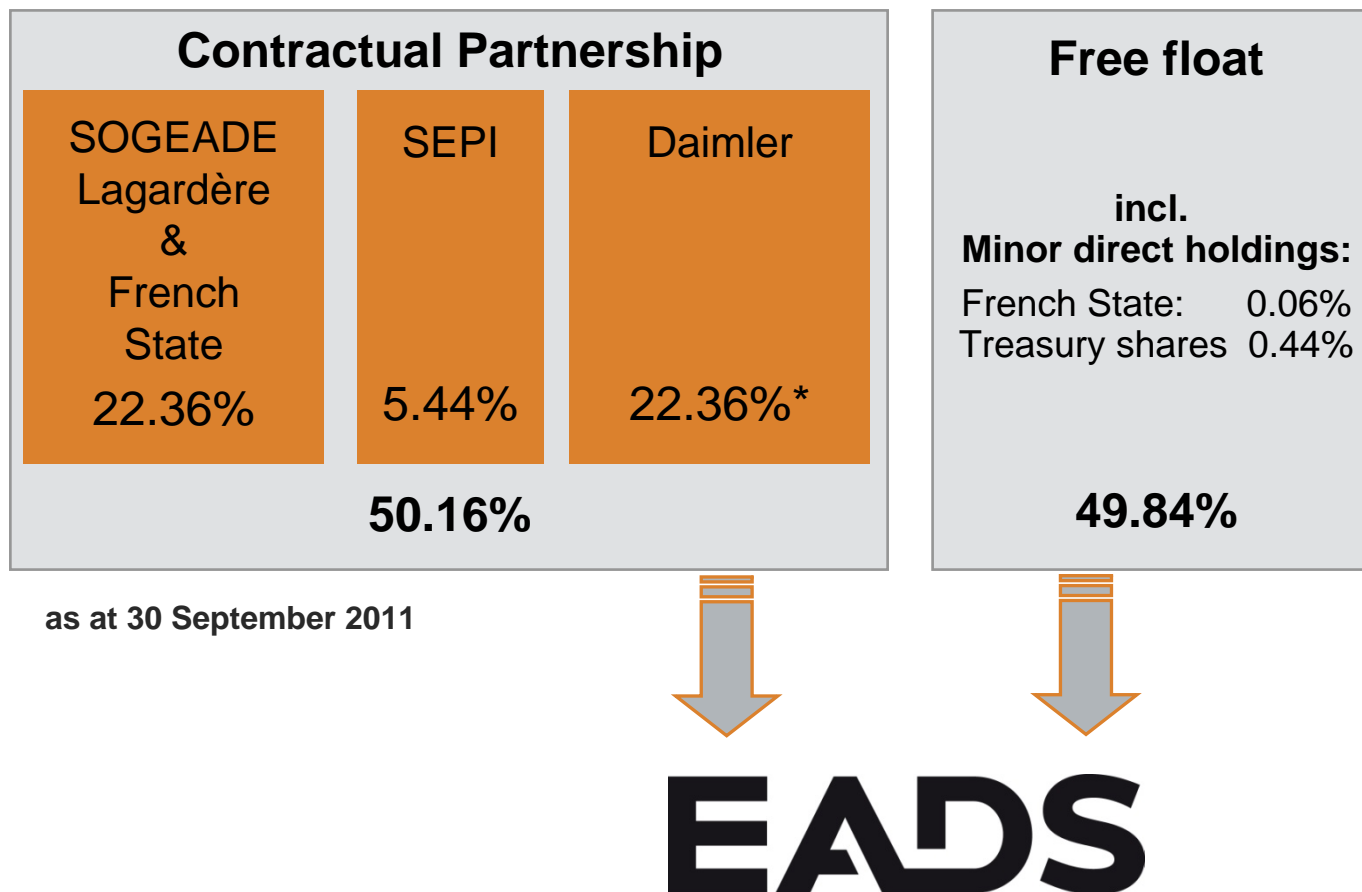
	9m 2011		9m 2010	
	€m	in % of Revenues	€m	in % of Revenues
Revenues	32,687		31,554	
self-financed R&D**	2,151	6.6%	2,038	6.5%
EBITDA*	2,025	6.2%	1,900	6.0%
EBIT*	885	2.7%	784	2.5%
EBIT* before R&D	3,036	9.3%	2,822	9.0%
Net income	421	1.3%	198	0.6%
EPS***	€0.52		€0.24	
Net Cash position at the end of the period	11,399		10,326	
Free Cash Flow	155		791	

* Pre-goodwill impairment and exceptionals

** IAS 38: €60 m capitalised during 9m 2011; €76 m capitalised during 9m 2010

*** Average number of shares outstanding: 811,713,726 in 9m 2011; 810,745,035 in 9m 2010

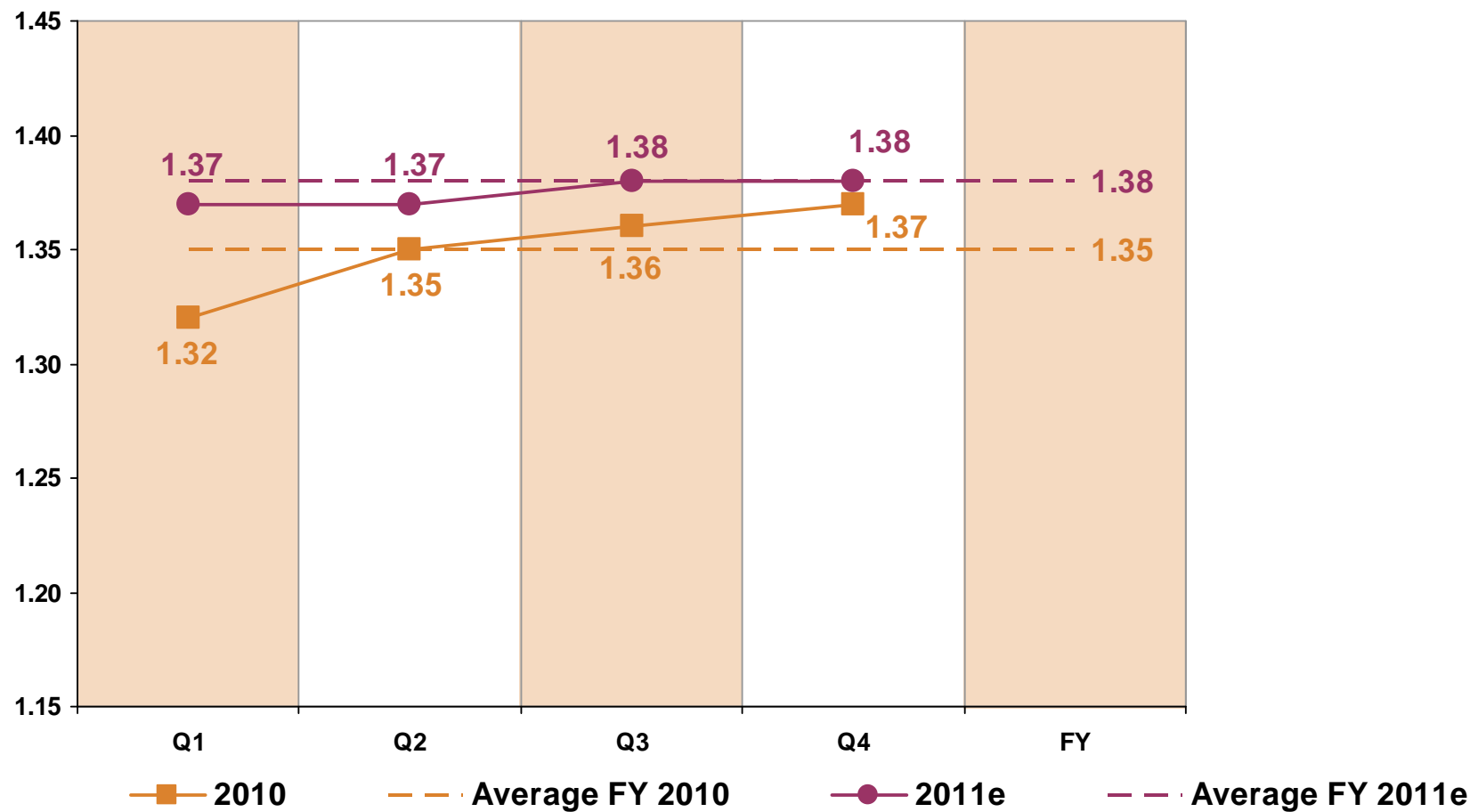
Shareholding structure



* 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 at the time of the transaction.

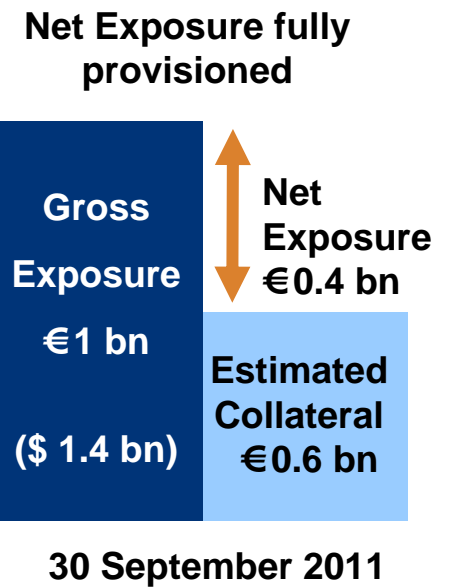
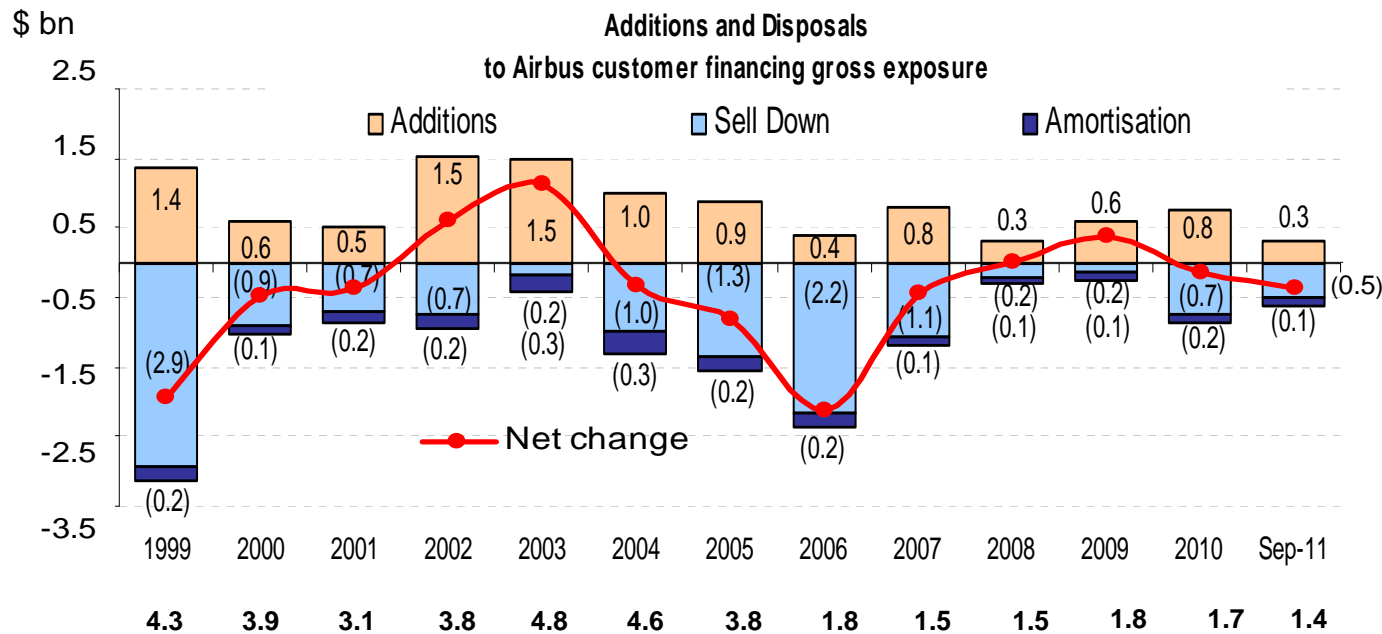
Expected EADS Average Hedge Rates €vs. \$

Average hedge rates €vs. \$



Airbus Customer Financing

Active exposure management



Gross exposure in \$ bn

Customer Financing Exposure

in €m	100% AIRBUS		50% ATR		100% EC	
	Sept. 2011	Dec. 2010	Sept. 2011	Dec. 2010	Sept. 2011	Dec. 2010
Closing rate €1 =	\$ 1.35	\$ 1.34				
Total Gross exposure	1,008	1,266	84	115	88	89
<i>of which off-balance sheet</i>	266	333	43	46	44	48
Estimated value of collateral	(563)	(759)	(75)	(105)	(57)	(62)
Net exposure	445	507	9	10	31	27
Provision and asset impairment	(445)	(507)	(9)	(10)	(31)	(27)
Net exposure after provision	0	0	0	0	0	0

Q3 2011 Key figures

in €bn

Revenues

EBIT*

FCF before customer financing**

New orders

Q3 2011

Q3 2010

10.8

11.2

0.3

0.4

0.3

1.4

35.8

27.0

Revenues

EBIT*

in €m

Q3 2011

Q3 2010

Q3 2011

Q3 2010

Airbus

7,099

7,887

93

192

Eurocopter

1,287

976

63

50

Astrium

1,093

1,116

62

52

Cassidian

1,286

1,287

81

94

HQ & Others

(14)

(20)

23

(10)

of which Other businesses

309

251

8

(6)

of which HQ & eliminations

(323)

(271)

15

(4)

Total EADS

10,751

11,246

322

378

EBIT* Calculation

in €m

EBIT*

Exceptionals:

Disposal of Goodwill

Fair value depreciation

**Profit before finance cost
and income taxes**

9m 2011

885

(22)

(30)

833

9m 2010

784

0

(33)

751

Net Cash Position

in €m

	Sept. 2011	Dec. 2010
Gross cash	16,115	16,196
Financing Debts		
<i>Short-term Financing Debts</i>	<i>(1,184)</i>	<i>(1,408)</i>
<i>Long-term Financing Debts</i>	<i>(3,532)</i>	<i>(2,870)</i>
Reported Net cash	11,399	11,918
Airbus non-recourse debt	481	532
Net cash excl. non-recourse	11,880	12,450

EADS: Strong Liquidity Position as at 30 September 2011

€3.0 bn Credit Facility		<ul style="list-style-type: none"> ▶ Maturity 2016*, undrawn ▶ Fully committed by 39 banks ▶ No financial covenants ▶ No MAC clause <p>EMTN programme</p> <ul style="list-style-type: none"> ▶ Long term rating : <ul style="list-style-type: none"> ▶ Moody's: A1 ▶ S & P: A –
€16.1 bn Total Gross Cash Invested in highly rated securities	€4.7 bn Financing Liabilities (incl. € 1.5 bn liabilities of EMTN)	
€11.4 bn Net Cash		

*the facility provides for two 1-year extension options at the choice of the lender

Balance Sheet Highlights: Assets

in €m	Sept. 2011	Dec. 2010
Non-current Assets	42,467	41,197
of which Intangible & Goodwill	11,577	11,299
of which Property, plant & equipment	13,505	13,427
of which Investments & Financial assets	4,962	4,837
of which positive hedge mark-to-market	595	602
of which Non-current securities	6,280	5,332
Current Assets	45,531	41,990
of which Inventory	24,166	20,862
of which Cash	5,117	5,030
of which Current securities	4,718	5,834
of which positive hedge mark-to-market	625	364
Total Assets	87,998	83,187
Closing rate €/\$	1.35	1.34

Balance Sheet Highlights: Liabilities

in €m

	Sept. 2011	Dec. 2010
Total Equity	9,230	8,936
of which OCI (Other Comprehensive Income)	787	446
of which Non-controlling interests	29	95
Total Non-current liabilities	31,326	30,481
of which pensions	5,252	5,037
of which other provisions	3,175	3,176
of which financing debts	3,532	2,870
of which European governments refundable advances	5,740	5,968
of which Customer advances	9,241	8,817
of which negative hedge mark-to-market	1,878	2,109
Total Current liabilities	47,442	43,770
of which pensions	153	184
of which other provisions	5,709	5,582
of which financing debts	1,184	1,408
of which European gvts refundable advances	128	52
of which Customer advances	26,203	23,285
of which negative hedge mark-to-market	675	821
Total Liabilities and Equity	87,998	83,187

Quarterly Revenues Breakdown (cumulative)

in €m	Q1		H1		9m		FY	
	2011	2010	2011	2010	2011	2010	2011	2010
Airbus Division	7,013	6,264	15,312	13,853	22,411	21,740	...	29,978
Thereof Airbus Comm.*	6,707	5,989	14,464	12,965	21,120	20,446	...	27,673
Thereof Airbus Military	434	384	1,112	1,007	1,747	1,540	...	2,684
Eurocopter	823	798	2,171	2,109	3,458	3,085	...	4,830
Astrium	1,171	924	2,347	2,110	3,440	3,226	...	5,003
Cassidian	878	928	2,133	2,183	3,419	3,470	...	5,933
HQ & others	(31)	36	(27)	53	(41)	33	...	8
<i>of which other BUs</i>	246	246	524	554	833	805	...	1,182
<i>of which HQ & elim.</i>	(277)	(210)	(551)	(501)	(874)	(772)	...	(1,174)
Total EADS	9,854	8,950	21,936	20,308	32,687	31,554	...	45,752

Quarterly EBIT* Breakdown (cumulative)

in €m	Q1		H1		9m		FY	
	2011	2010	2011	2010	2011	2010	2011	2010
Airbus Division	115	7	202	104	295	296	...	305
Thereof Airbus Comm.**	125	6	223	241	306	328	...	291
Thereof Airbus Military	1	1	3	(161)	5	(35)	...	21
Eurocopter	31	26	94	71	157	121	...	183
Astrium	52	41	103	106	165	158	...	283
Cassidian	8	21	89	110	170	204	...	457
HQ & others	(14)	(12)	75	15	98	5	...	3
<i>of which other BUs</i>	(3)	(1)	12	0	20	(6)	...	25
<i>of which HQ & elim.</i>	(11)	(11)	63	15	78	11	...	(22)
Total EADS	192	83	563	406	885	784	...	1,231

* Pre-goodwill impairment and exceptionals

** Airbus Commercial incl. EFW and excludes A400M

Quarterly Order intake Breakdown (cumulative)

in €m	Q1		H1		9m		FY	
	2011	2010	2011	2010	2011	2010	2011	2010
Airbus Division	3,748	11,158	52,394	24,542	85,485	47,949	...	68,223
Thereof Airbus Comm.*	3,647	11,035	52,086	24,302	85,421	47,384	...	68,210
Thereof Airbus Military	105	146	319	285	408	626	...	152
Eurocopter	779	1,057	1,736	1,785	2,760	3,050	...	4,316
Astrium	781	1,234	1,701	2,667	2,328	3,803	...	6,037
Cassidian	821	964	1,825	1,856	2,604	2,581	...	4,312
HQ & others	139	(31)	443	(82)	730	339	...	259
<i>of which other BUs</i>	394	199	988	372	1,623	1,008	...	1,668
<i>of which HQ & elim.</i>	(255)	(230)	(545)	(454)	(893)	(669)	...	(1,409)
Total EADS	6,268	14,382	58,099	30,768	93,907	57,722	...	83,147

Quarterly Order book Breakdown (cumulative)

in €m	Q1		H1		9m		FY	
	2011	2010	2011	2010	2011	2010	2011	2010
Airbus Division	374,891	366,051	407,094	405,027	456,788	377,325	...	400,400
Thereof Airbus Comm.*	353,574	346,182	386,101	385,677	436,427	358,110	...	378,907
Thereof Airbus Military	22,487	21,155	22,061	20,773	21,672	20,586	...	22,819
Eurocopter	14,506	15,324	14,116	14,740	13,852	15,029	...	14,550
Astrium	15,282	14,961	14,967	15,524	14,687	15,300	...	15,760
Cassidian	16,721	18,864	16,457	18,548	16,144	17,763	...	16,903
HQ & others	962	592	1,200	659	1,500	933	...	880
<i>of which other BUs</i>	2,566	1,990	2,840	2,007	3,196	2,228	...	2,519
<i>of which HQ & elim.</i>	(1,604)	(1,398)	(1,640)	(1,348)	(1,696)	(1,295)	...	(1,639)
Total EADS	422,362	415,792	453,834	454,498	502,971	426,350	...	448,493