

9m 2006 Earnings



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COO Finance



Earnings Conference Call
8th November 2006

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Safe Harbor Statement



Certain of the statements contained in this document are not historical facts but rather are statements of future expectations and other forward-looking statements that are based on management's beliefs. These statements reflect the Company's views and assumptions as of the date of the statements and involve known and unknown risk and uncertainties that could cause actual results, performance or events to differ materially from those expressed or implied in such statements.

When used in this document, words such as "anticipate", "believe", "estimate", "expect", "may", "intend", "plan to" and "project" are intended to identify forward-looking statements. Such forward-looking statements include, without limitation, projections for improvements in process and operations, new business opportunities, revenues and revenues growth, operating margin growth, cash flow, deliveries, launches, compliance with delivery schedules, performance against Company targets, new products, current and future markets for the Company products and other trend projections.

This forward looking information is based upon a number of assumptions including without limitation:

- Assumption regarding demand
- Current and future markets for the Company's products and services
- Internal performance including the ability to successfully integrate EADS' activities to control costs and maintain quality
- Customer financing
- Customer, supplier and subcontractor performance or contract negotiations
- Favourable outcomes of certain pending sales campaigns

Forward looking statements are subject to uncertainty and actual future results and trends may differ materially depending on variety of factors including without limitation:

- General economic and labour conditions, including in particular economic conditions in Europe and North America,
- Legal, financial and governmental risk related to international transactions
- The Cyclical nature of some of the Company's businesses
- Volatility of the market for certain products and services
- Product performance risks
- Collective bargaining labour disputes
- Factors that result in significant and prolonged disruption to air travel world-wide
- The outcome of political and legal processes, including uncertainty regarding government funding of certain programs
- Consolidation among competitors in the aerospace industry
- The cost of developing, and the commercial success of new products
- Exchange rate and interest rate spread fluctuations between the Euro and the U.S. dollar and other currencies
- Legal proceeding and other economic, political and technological risk and uncertainties

The Company disclaims any intention or obligation to update these forward-looking statements. Consequently the Company is not responsible for any consequences from using any of the below statements.

Additional information regarding these factors is contained in the Company's "registration document" dated 26th April 2006.

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- **9 Month Highlights**
- Group Financials
- Divisional Performance

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9 Month Highlights



Commercial Aviation

- 226 gross orders, 320 deliveries in 9m 2006
- New Chinese order for 150 Single Aisle, commitment for 20 A350, and FAL agreement in Oct.
- Announcement of A380 further delays and Power8
- EADS sole owner of Airbus since October 13. No impact on 9m 2006 accounts but on October balance sheet after the payment to BAE Systems
- Simplified corporate governance

Eurocopter

- All time high in h/c orders along with the confirmation of LUH contract win in US

Space

- Growth in all segments and on target for profitability improvement

Defense & Security Systems

- BOSNet signed, continuing commercial success of our PMR business
- Atlas Elektronik acquisition

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9m 2006 Financial Highlights



| in €bn | 9m 2006 | 9m 2005 | change |
|-------------------------|------------|------------|--------------|
| Revenues | 27.5 | 23.4 | + 17 % |
| <i>of which Defence</i> | 5.9 | 4.9 | + 21 % |
| EBIT* | 1.4 | 2.1 | - 34% |
| EBITDA | 2.5 | 3.4 | - 25% |
| Self-financed R&D** | 1.7 | 1.4 | + 18% |
| Order intake | 25.7 | 38.8 | - 34% |
| in €bn | Sept. 2006 | Dec. 2005 | change |
| Total Order book | 236.5 | 253.2 | - 7% |
| <i>of which Defence</i> | 52.6 | 52.4 | + 1% |

* pre goodwill impairment and exceptionals

** IAS 38: €230 m capitalised during 9m 2006; €174m during 9m 2005

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9m 2006 Financial Highlights



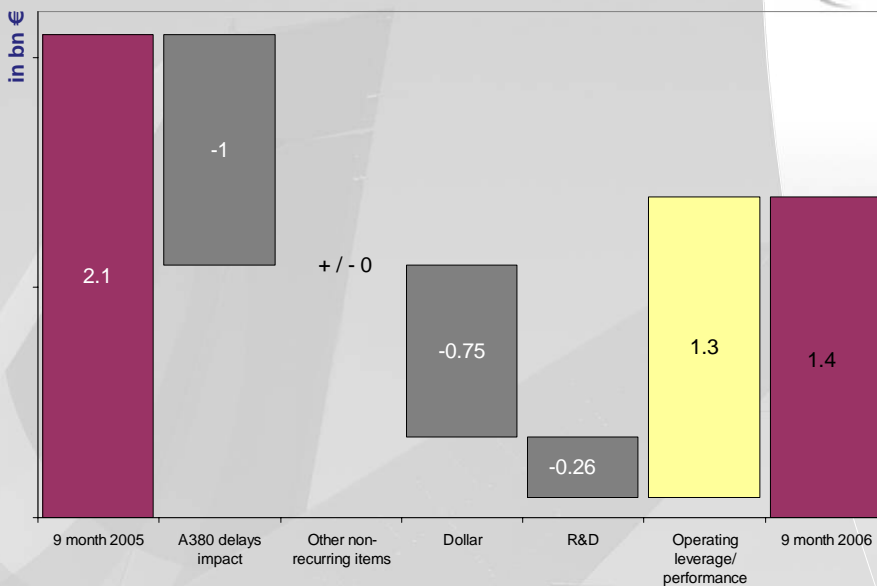
| | 9m 2006 | | 9m 2005 | |
|-----------------------------|---------------|------------------|---------------|------------------|
| | €m | in % of Revenues | €m | in % of Revenues |
| EBIT* | 1,393 | 5.0% | 2,099 | 9.0% |
| self-financed R&D | 1,691 | 6.2% | 1,431 | 6.1% |
| EBIT* before R&D | 3,084 | 11.2% | 3,530 | 15.1% |
| Interest result | (78) | (0.3%) | (116) | (0.5%) |
| Other financial result | (73) | (0.3%) | 95 | 0.4% |
| Taxes | (357) | (1.3%) | (707) | (3.0%) |
| Net income** | 848 | 3.1% | 1,271 | 5.4% |
| EPS (1)** | 1.06 € | | 1.60 € | |

(1) Average number of shares outstanding: 799,634,560 in 9m 2006 and 794,102,069 in 9m 2005

* pre goodwill impairment and exceptionals

** based on new IAS 32 requirement, no P&L impact from BAE Systems' minority interests in Airbus. BAE Systems' minority interests in Airbus would amount to €133m in 9m 2006 and €246 m in 9m 2005. 7

9m 2006 EBIT* bridge



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Development of Net Cash



| in €m | 9m 2006 | 9m 2005*** |
|---|----------------|----------------|
| Net cash position at the beginning of the period | 5,489 | 3,961 |
| Gross Cash Flow from Operations* | 2,535 | 2,896 |
| Change in working capital | (1,754) | 532 |
| Cash used for investing activities** | (934) | (1,926) |
| of which Industrial Capex (additions) | (1,758) | (1,840) |
| of which Customer Financing | 542 | 83 |
| of which Others | 282 | (169) |
| Free Cash Flow** | (153) | 1,502 |
| Free Cash Flow before customer financing | (695) | 1,419 |
| Capital increase | 85 | 80 |
| Share buyback | (18) | (215) |
| Dividend | (520) | (396) |
| Payments for liability for puttable instruments | (129) | (93) |
| Others | 46 | (124) |
| Net cash position at the end of the period | 4,800 | 4,715 |

* gross cash flow from operations, excl. working capital change

** excl. change in securities, consolidation changes

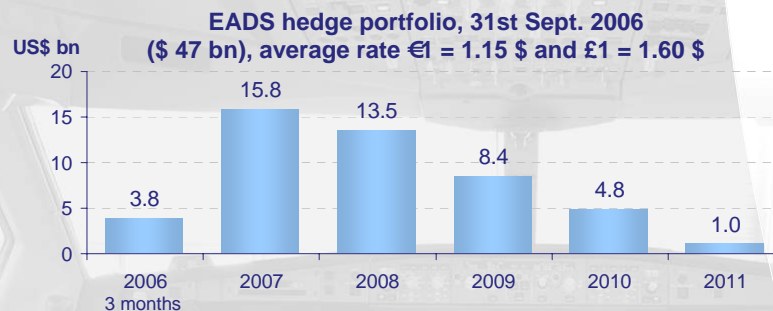
*** Adjusted by (€97m) for IFRIC 4

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Hedge Policy



- Approx. half of EADS US\$ revenues naturally hedged by US\$ procurement.
- In 9m hedges of \$ 11 bn* matured at an average hedge rate of 1€ = 1.11 \$
- In 9m, new hedges of \$11.1 bn* were added at an average rate of 1€ = 1.26\$



| | | | | | | |
|---------|------|------|------|------|------|------|
| € vs \$ | 1.13 | 1.14 | 1.14 | 1.17 | 1.22 | 1.22 |
| £ vs \$ | 1.54 | 1.57 | 1.57 | 1.63 | 1.69 | 1.69 |

Mark-to-market value = €4.5 bn
(excluding swap instruments)

* Total hedge amount containing as well \$/ £ hedges

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Airbus

€m

9m 2006 9m 2005

| | | |
|--------------------------------|---------|---------|
| Deliveries | 320 | 271 |
| Revenues | 18,570 | 16,033 |
| R&D self-financed** | 1,413 | 1,175 |
| in % of revenues | 7.6% | 7.3% |
| EBIT* | 1,141 | 1,854 |
| in % of revenues | 6.1% | 11.6% |
| Order book*** | 183,758 | 158,542 |
| in units, excl. A400M | 2,061 | 1,636 |

* pre goodwill impairment and exceptionals

** capitalised R&D: €203m in 9m 2006 and €172m in 9m 2005

*** total including A400M, commercial a/c valued at list prices

• Revenues up 16%

- Driven by SA deliveries and to a lesser extent by LR deliveries
- incl. add. revenues of A400M at low margin

• EBIT* margin at 6%

- Volume /mix effect, Route 06 savings compensate
- neg. A380 impact ~ €1bn
- Higher R&D
- neg. Dollar effect of ~ €700m

• A380

- Further delays announced (Page 19)
- Wake Vortex Study completed
- Early long flights completed

• A350 XWB

- Under review, Board decision in coming weeks

• Recent achievements

- Agreement FAL China
- China (150 a/c + intention 20 A350XWB)
- Skybus US Low cost (65 a/c)

Gross order intake: 226 a/c



Gross Orders by region

Gross orders by operator type



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MTA



| €m | 9m 2006 | 9m 2005 |
|------------------------------|---------|---------|
| Revenues | 1,699 | 504 |
| R&D self-financed | 10 | 14 |
| in % of revenues | 0.6% | 2.8% |
| EBIT* | 22 | 1 |
| in % of revenues | 1.3% | 0.2% |
| Order book | 20,143 | 21,053 |

* pre goodwill impairment and exceptionals

• Revenues and EBIT*

- A400M milestones achieved and Australian MRTT revenues ramp-up
- Lower activity on M&L

• A400M:

- "Cockpit Mock-up" milestone completed (€283m)
- On track with contractual schedule
- On-going program review
- FAL is progressing as planned

• Tanker:

- Australian tanker simulator contract (€50m)

• Medium-light aircraft:

- Delivery of 2 C295 to Brazil



based on 9m 2006 EADS external revenues

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Eurocopter



| €m | 9m 2006 | 9m 2005 |
|------------------------------|---------|---------|
| Revenues | 2,364 | 2,021 |
| R&D self-financed | 54 | 46 |
| in % of revenues | 2.3% | 2.3% |
| EBIT* | 125 | 105 |
| in % of revenues | 5.3% | 5.2% |
| Order book | 11,422 | 9,791 |
| in units | 1,054 | 805 |

* pre goodwill impairment and exceptionals

• Revenues up 17%:

- Growth in Commercial and customer services
- 257 deliveries vs. 210 in 9m 05

• EBIT* up 19%

- Positive volume/mix mitigated mainly by dollar impact, higher selling expenses and higher NH90 related costs

• Order intake +87%, 471 units

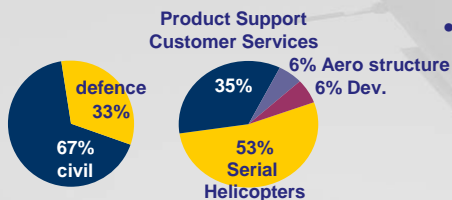
- Increase in light h/c & Super Puma
- 43 new NH90 orders incl. Australia and New Zealand

• Additional recent wins

- Open-end recurring order of 10 h/c yearly of the largest US Medical Air transportation provider
- Further commitments from Spain
- Confirmation of LUH

• NH90:

- First deliveries in Q4



based on 9m 2006 EADS external revenues

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Space



| €m | 9m 2006 | 9m 2005 |
|------------------------------|---------|---------|
| Revenues | 1,960 | 1,670 |
| R&D self-financed | 49 | 43 |
| in % of revenues | 2.5% | 2.6% |
| EBIT* | 45 | 10 |
| in % of revenues | 2.3% | 0.6% |
| Order book | 12,504 | 11,186 |

* pre goodwill impairment and exceptionals

• Revenues and EBIT* growth:

- Ramping up: Progress on Ariane 5 production, SatComBW, Skynet V / Paradigm and ballistic missiles
- EBIT* increase due to profitable growth

• Surge of order intake

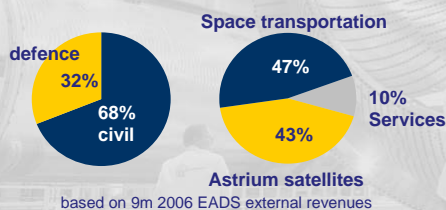
- SatComBW secured
- Tandem X, Cryosat II, Hotbird 9

• Launchers:

- 3rd & 4th successful launches of Ariane 5 (ECA)

• Satellites:

- Order intake for 7 telecom satellites
- Strong market share in civil and institutional business



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Defence & Security Systems



| €m | 9m 2006 | 9m 2005 |
|------------------------------|---------|---------|
| Revenues | 3,553 | 3,419 |
| R&D self-financed | 130 | 121 |
| in % of revenues | 3.7% | 3.5% |
| EBIT* | 148 | 10 |
| in % of revenues | 4.2% | 0.3% |
| Order book | 17,012 | 18,641 |

* pre goodwill impairment and exceptionals

• Revenues +4%

- Higher Military Air Systems revenues
- Acquisition of Tetra PMR business partly offset by LFK disposal

• EBIT*:

- Capital gains € 123 m
- Restructuring add. €38m vs. 9m 2005
- Better performance: volume and EF profitability improvement

• Military Air Systems:

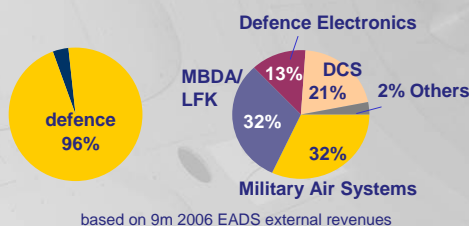
- SIDM successful first flight and decision to go ahead with advanced UAV strategy

• Defence and Comm. Systems:

- PMR success with the signature of BOSNet (order intake for the 1st phase) and new TETRA radio customers
- Spanish Design & Development contract for a Future Soldier System (Comfut)
- Completion of the 40% Atlas Elektronik stake acquisition; 2nd step being finalised

• Missiles:

- Next Meteor milestone achieved; new Exocet Block3 successfully fired



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Other Businesses



| €m | 9m 2006 | 9m 2005 |
|--|----------------|--------------|
| Revenues | 922 | 783 |
| R&D self-financed in % of revenues | 4 0.4% | 5 0.6% |
| EBIT* of which Sogerma | (187) (227) | (56) (93) |
| Order book | 2,278 | 1,493 |

* pre goodwill impairment and exceptionals

• ATR:

- Backlog stands at 116 a/c,
- Book-to-bill above 4 (in units)

• EFW:

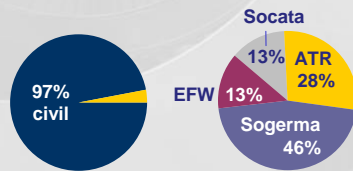
- Preliminary Cooperation Agreement with Irkut on A320 freighter conversions

• Socata:

- Very good customer acceptance of TBM850 and Canadian certification
- Backlog peak of 49 TBM

• Sogerma:

- Agreement with TAT
- Additional 34m€ provision on social plan, on top of the impairment of -€117M booked in H1
- 9m 2006 loss of - 227m€ in line with expectations



based on 9m 2006 EADS external revenues

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Appendix



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A380 Ramp-up



Further A380 delay and delivery schedule

- 2007: first a/c to be delivered in Oct. 2007
- 2008: 13 a/c
- 2009: 25 a/c
- 2010: 45 a/c in serial production

Negative impact on EBIT & Cash

- EBIT shortfall compared with the initial plan of €4.8bn out of which €2bn of margins are postponed after 2010
- Cash shortfall of €6.3bn compared with the initial plan
- A380 serial production will contribute €2.8 bn of loss till 2010

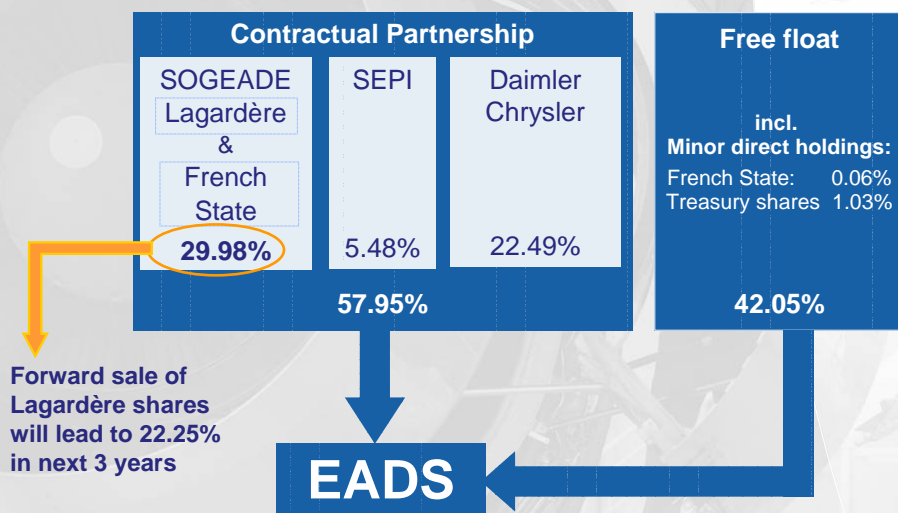
Project Status

- Type Certification remains on track for YE 2006
- Wake Vortex Study completed and specific guidance was recommended
- Engine Alliance's engine completed successfully its maiden flight

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Shareholding structure

as of 16th October 2006



Balance of control in corporate governance remains unchanged

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Profit & Loss Highlights



| | 9m 2006 | | 9m 2005 | | FY 2005 | |
|-----------------------------|---------------|------------------|---------------|------------------|---------------|------------------|
| | €m | in % of Revenues | €m | in % of Revenues | €m | in % of Revenues |
| Revenues | 27,469 | | 23,446 | | 34,206 | |
| self-financed R&D** | 1,691 | 6.2% | 1,431 | 6.1% | 2,075 | 6.1% |
| EBITDA | 2,531 | 9.2% | 3,370 | 14.4% | 4,365 | 12.8% |
| EBIT* | 1,393 | 5.0% | 2,099 | 9.0% | 2,852 | 8.3% |
| EBIT* before R&D | 3,084 | 11.2% | 3,530 | 15.1% | 4,927 | 14.4% |
| Interest result | (78) | (0.3%) | (116) | (0.5%) | (155) | (0.5%) |
| Other financial result | (73) | (0.3%) | 95 | 0.4% | (22) | (0.1%) |
| Taxes | (357) | (1.3%) | (707) | (3.0%) | (825) | (2.4%) |
| Net income*** | 848 | 3.1% | 1,271 | 5.4% | 1,676 | 4.9% |
| EPS (1) | 1.06 € | | 1.60 € | | 2.11 € | |

* pre goodwill impairment and exceptionals

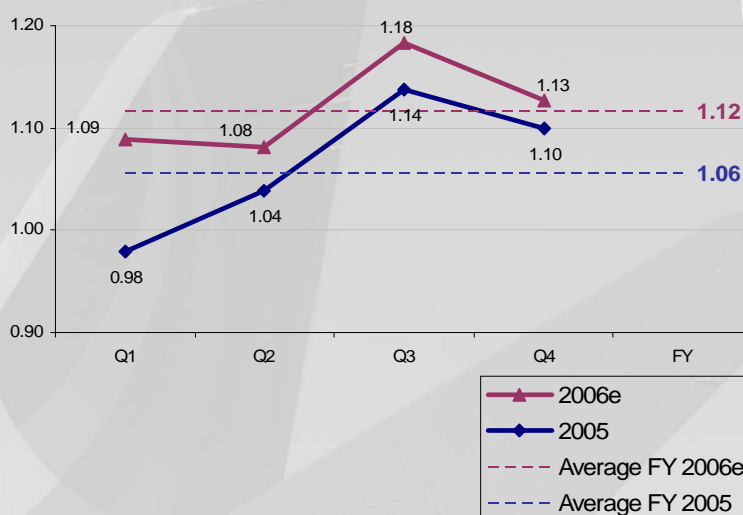
** IAS 38: € 230 m capitalised during 9m 2006; €174m during 9m 2005; €293m during FY 2005

*** based on new IAS 32 requirement, no P&L impact from BAE Systems' minority interests in Airbus; BAE Systems' minority interests in Airbus would amount to €246 m in 9m 2005

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(1) Average number of shares outstanding: 799,634,560 in 9m 2006 and 794,102,069 in 9m 2005 and 794,734,220 in FY2005

Expected EADS Average Hedge Rates € vs. \$

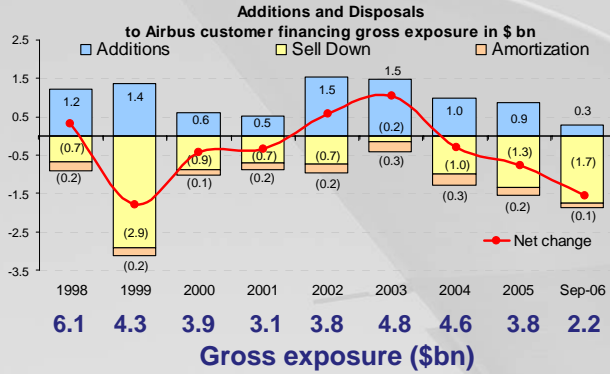


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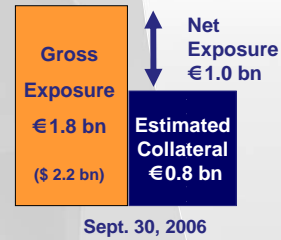
Airbus Customer Financing



Active exposure management



Net Exposure fully provisioned



- Continuing Reduction since 2004 reflects market recovery
- Allocated over 95 aircraft

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Customer Financing Exposure



| €millions | Sept. 2006 | Dec. 2005 |
|--|--------------|--------------|
| closing rate 1 €= | \$ 1.27 | \$ 1.18 |
| 100% AIRBUS | | |
| Total Gross exposure | 1,768 | 3,218 |
| <i>of which off-balance sheet</i> | 507 | 602 |
| Estimated value of collateral | (781) | (1,819) |
| Net exposure | 987 | 1,399 |
| Provision and asset impairment | (987) | (1,399) |
| AIRBUS Net exposure after provision | 0 | 0 |
| 50% ATR | | |
| Total Gross exposure | 308 | 348 |
| <i>which off-balance sheet</i> | 43 | 42 |
| Estimate value of collateral | (284) | (314) |
| Net exposure | 24 | 34 |
| Provision | (24) | (34) |
| ATR Net exposure after provision | 0 | 0 |

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Q3 2006 Key Figures



| in €m | Q3 2006 | Q3 2005 | | |
|-------------------------------------|-----------------|-------------|-----------------|---------------|
| Revenues | 8,489 | 7,426 | | |
| EBIT* | (239) | 559 | | |
| FCF before cust. financing** | (479) | (58) | | |
| New orders | 11,535 | 13,378 | | |
| | Revenues | | EBIT* | |
| | Q3 2006 | change | Q3 2006 | Q3 2005 |
| Airbus | 5.4 € bn | 14% | (350 €m) | 410 €m |
| MTA | 0.5 € bn | 156% | 16 €m | 15 €m |
| Eurocopter | 0.9 € bn | 18% | 41 €m | 45 €m |
| Space | 0.7 € bn | 35% | 9 €m | 3 €m |
| DS | 1.3 € bn | 3% | 52 €m | 29 €m |
| HQ & others | (0.3 € bn) | | (7 €m) | 57 €m |
| Of which other businesses | 0.2 € bn | 3% | (44 €m) | (12 €m) |
| Of which HQ & eliminations | (0.5 € bn) | | 37 €m | 69 €m |
| Total EADS | 8.5 € bn | 14% | (239 €m) | 559 €m |

* pre goodwill and exceptionals

** excl. investments in medium term securities and consolidation changes

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EBIT* Calculation



| in €m | 9m 2006 | 9m 2005 |
|--|--------------|--------------|
| Profit before finance cost and income taxes | 1,348 | 2,005 |
| Exceptionals: | | |
| Fair value adjustment | 45 | 94 |
| EBIT* | 1,393 | 2,099 |

* pre goodwill impairment and exceptionals

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Restructuring items included in EBIT*



| in €m | 9m 2006 | 9m 2005 |
|------------------------------|--------------|--------------|
| EBIT* | 1,393 | 2,099 |
| EBIT* margin (% of revenues) | 5.0% | 9.0% |

EADS EBIT* includes the following items

| | | | |
|-------------------------|-------------------------|------|------|
| DS | Restructuring | (59) | (21) |
| Other Businesses | Restructuring (Sogerma) | (34) | (22) |

* pre goodwill impairment and exceptionals

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Net Income pre-exceptionals



| in €m | 9m 2006 | 9m 2005 |
|-----------------------------|---------------|---------------|
| Net Income | 848 | 1,271 |
| EPS (1) | 1.06 € | 1.60 € |
| Exceptionals: | | |
| Depreciation of fair values | 45 | 94 |
| Related Tax impact | (17) | (32) |
| Net Income* | 876 | 1,333 |
| EPS* (1) | 1.10 € | 1.68 € |

* pre goodwill impairment and exceptionals; the term "exceptionals" refers to such items as depreciation expenses of fair value adjustments relating to the EADS merger, the Airbus creation and the formation of MBDA.

(1) Average number of shares outstanding: 799,634,560 in 9m 2006 and 794,102,069 in 9m 2005

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Net Cash Position



| in €m | Sept. 2006 | Sept. 2005 | Dec. 2005 |
|---|--------------|--------------|--------------|
| Gross cash | 10,725 | 10,482 | 10,586 |
| Financial Debts | | | |
| Short-term Financial Debts | (2,084) | (737) | (908) |
| Long-term Financial Debts | (3,841) | (5,030) | (4,189) |
| Reported Net cash | 4,800 | 4,715 | 5,489 |
| non-recourse debt | 1,089 | 1,304 | 1,247 |
| Net cash excl. non-recourse | 5,889 | 6,019 | 6,736 |
| Main minority impact* | (393) | (429) | (407) |
| Airbus 20% non-recourse debt | (218) | (261) | (249) |
| Net cash position net of minority and non-recourse | 5,278 | 5,329 | 6,080 |

* Mostly 20% in Airbus debt and cash as well as 12.5% in MBDA cash

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Balance Sheet Highlights: Assets



| in €m | Sept. 2006 | Dec. 2005 |
|---|---------------|---------------|
| Non-current Assets | 36,244 | 36,027 |
| of which Intangible & Goodwill | 10,679 | 11,052 |
| of which Property, plant & equipment | 14,153 | 13,817 |
| of which Investments & Financial assets | 3,814 | 3,846 |
| of which positive hedge mark-to-market | 2,777 | 2,762 |
| of which Non-current securities | 1,341 | 1,011 |
| Current Assets | 35,855 | 33,477 |
| of which Inventory | 17,484 | 15,425 |
| of which Cash | 9,366 | 9,546 |
| of which positive hedge mark-to-market | 1,778 | 1,191 |
| Non-current Assets classified as held for sale | 0 | 881 |
| Total Assets | 72,099 | 70,385 |
| Closing rate €/€ | 1.27 | 1.18 |

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Balance Sheet Highlights: Liabilities



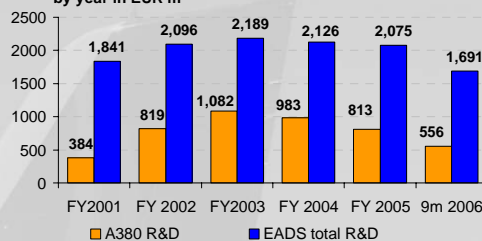
| in €m | Sept. 2006 | Dec. 2005 |
|---|---------------|---------------|
| Total Equity | 14,920 | 13,902 |
| of which OCI (Other Comprehensive Income) | 4,576 | 3,982 |
| of which Minority interests | 174 | 176 |
| Total Non-current liabilities | 25,159 | 24,739 |
| of which pensions | 3,890 | 3,900 |
| of which negative hedge mark-to-market | 201 | 472 |
| of which other provisions | 2,666 | 2,507 |
| of which financial debts | 3,841 | 4,189 |
| of which European gvts refundable advances | 5,079 | 4,950 |
| of which Customer advances | 5,244 | 4,911 |
| Total Current liabilities | 32,020 | 31,682 |
| of which negative hedge mark-to-market | 132 | 449 |
| of which other provisions | 2,461 | 2,278 |
| of which financial debts | 2,084 | 908 |
| of which liabilities for puttable instruments | 2,750 | 3,500 |
| of which European gvts refundable advances | 344 | 343 |
| of which Customer advances | 14,401 | 14,078 |
| Liabilities associated with assets held for sale | 0 | 62 |
| Total Liabilities and Equity | 72,099 | 70,385 |
| Closing rate €/€ | 1.27 | 1.18 |

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A380: Flight Testing

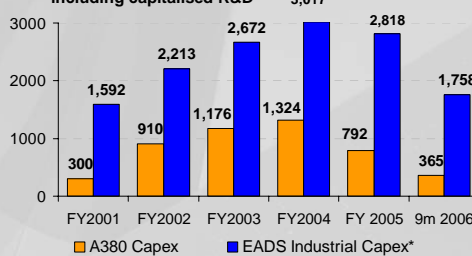


Self-financed R&D charged to P&L
by year in EUR m



Cumulative
A380 R&D
= 4.6 €bn

Capex by year in EUR m
including capitalised R&D



Cumulative
A380 Capex
= 4.9 €bn

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* excluding leased aircraft (2001: €604 m; 2002: €101 m; 2003: €279 m; 2004: €656 m; 2005: €40 m; 9m 2006: €146 m)

Quarterly Revenues Breakdown (cumulative)



| in €m | Q1 | | H1 | | 9m | | FY | |
|--------------------------------|-------|-------|---------|--------|---------|--------|------|---------|
| | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 |
| Airbus | 6,362 | 4,989 | 13,154 | 11,262 | 18,570 | 16,033 | | 22,179 |
| MTA | 822 | 108 | 1,244 | 326 | 1,699 | 504 | | 763 |
| Eurocopter | 656 | 519 | 1,473 | 1,266 | 2,364 | 2,021 | | 3,211 |
| Space | 493 | 516 | 1,273 | 1,160 | 1,960 | 1,670 | | 2,698 |
| DS | 1,000 | 925 | 2,274 | 2,172 | 3,553 | 3,419 | | 5,636 |
| HQ & others | (250) | (52) | (438) | (166) | (677) | (201) | | (281) |
| <i>of which other BUs*</i> | 330 | 231 | 660 | 528 | 922 | 783 | | 1,155 |
| <i>of which HQ & elim.</i> | (580) | (283) | (1,098) | (694) | (1,599) | (984) | | (1,436) |
| Total EADS | 9,083 | 7,005 | 18,980 | 16,020 | 27,469 | 23,446 | | 34,206 |

* BUs: ATR, EFW, Socata and Sogerma

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Quarterly EBIT* Breakdown (cumulative)



| in €m | Q1 | | H1 | | 9m | | FY | |
|--------------------------------|------|------|-------|-------|-------|-------|------|-------|
| | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 |
| Airbus | 681 | 628 | 1,491 | 1,444 | 1,141 | 1,854 | | 2,307 |
| MTA | 9 | (6) | 6 | (14) | 22 | 1 | | 48 |
| Eurocopter | 26 | 13 | 84 | 60 | 125 | 105 | | 212 |
| Space | 0 | (6) | 36 | 7 | 45 | 10 | | 58 |
| DS | 35 | (35) | 96 | (19) | 148 | 10 | | 201 |
| HQ & others | 29 | 63 | (81) | 62 | (88) | 119 | | 26 |
| <i>of which other BUs**</i> | (4) | (2) | (143) | (44) | (187) | (56) | | (171) |
| <i>of which HQ & Elim.</i> | 33 | 65 | 62 | 106 | 99 | 175 | | 197 |
| Total EADS | 780 | 657 | 1,632 | 1,540 | 1,393 | 2,099 | | 2,852 |

* pre goodwill impairment and exceptionals

** BUs: ATR, EFW, Socata and Sogerma

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Quarterly Order-intake Breakdown (cumulative)



| in €m | Q1 | | H1 | | 9m | | FY | |
|-------------------------------|--------|-------|--------|--------|---------|--------|------|---------|
| | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 |
| Airbus | 6,596 | 6,654 | 7,905 | 17,958 | 14,698 | 28,565 | | 78,254 |
| MTA | 641 | 59 | 751 | 989 | 856 | 1,650 | | 1,840 |
| Eurocopter | 946 | 447 | 1,722 | 1,086 | 3,825 | 2,043 | | 3,522 |
| Space | 1,571 | 640 | 2,223 | 1,130 | 3,441 | 1,494 | | 2,322 |
| DS | 834 | 935 | 1,694 | 4,134 | 2,897 | 4,842 | | 6,673 |
| HQ & others | (90) | 172 | (142) | 127 | (29) | 208 | | (60) |
| <i>of which other BUs*</i> | 414 | 446 | 762 | 938 | 1,131 | 1,195 | | 1,871 |
| <i>of which HQ& Elim.</i> | (504) | (274) | (904) | (811) | (1,160) | (987) | | (1,931) |
| Total EADS | 10,498 | 8,907 | 14,153 | 25,424 | 25,688 | 38,802 | | 92,551 |

* BUs: ATR, EFW, Socata and Sogerma

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Quarterly Order-book Breakdown



| in €m | March | | June | | Sept. | | Dec. | |
|-------------------------------|----------|----------|----------|----------|----------|----------|------|----------|
| | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 |
| Airbus | 197,033 | 141,143 | 183,542 | 151,978 | 183,758 | 158,542 | | 201,963 |
| MTA | 20,786 | 19,850 | 20,480 | 20,565 | 20,143 | 21,053 | | 20,961 |
| Eurocopter | 10,251 | 9,697 | 10,209 | 9,589 | 11,422 | 9,791 | | 9,960 |
| Space | 11,909 | 11,394 | 11,868 | 11,393 | 12,504 | 11,186 | | 10,931 |
| DS | 17,523 | 17,262 | 17,150 | 19,100 | 17,012 | 18,641 | | 18,509 |
| HQ & others | (8,879) | (8,935) | (8,767) | (8,931) | (8,315) | (8,839) | | (9,089) |
| <i>of which other BUs*</i> | 2,213 | 1,311 | 2,165 | 1,517 | 2,278 | 1,493 | | 2,128 |
| <i>of which HQ& Elim.</i> | (11,092) | (10,246) | (10,932) | (10,448) | (10,593) | (10,332) | | (11,217) |
| Total EADS | 248,623 | 190,411 | 234,482 | 203,694 | 236,524 | 210,374 | | 253,235 |

* BUs: ATR, EFW, Socata and Sogerma

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