

# ANNUAL RESULTS



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# 2006

## 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.

## 2006 – A Difficult Year



### Commercial aviation

- A380 delay
- A350XWB
- Record ord. & del. (Airbus, Eurocopter)
- China FAL decision



### Defence

- Light Utility Helicopter
- SatComBW
- NH90

### Throughout the Group

- Focus on Improvement
- Innovation Works launched
- Progress on Internationalisation

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## Content



- **Group Financials**
- Divisional Performance
- Outlook and Conclusion

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## FY 2006 Financial Highlights



in €bn	FY 2006	FY 2005	change
Revenues	39.4	34.2	+ 15 %
<i>of which Defence</i>	10.0	7.7	+ 30 %
<b>EBIT*</b>	<b>0.4</b>	<b>2.85</b>	<b>- 86%</b>
Order intake	69.0	92.6	- 25%
in €bn	Dec. 2006	Dec. 2005	change
Total Order book	262.8	253.2	+ 4%
<i>of which Defence</i>	52.9	52.4	+ 1%

\* pre goodwill impairment and exceptionals

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## FY 2006 Financial Highlights



	FY 2006		FY 2005	
	€ m	in % of Revenues	€ m	in % of Revenues
<b>EBIT*</b>	<b>399</b>	<b>1.0%</b>	<b>2,852</b>	<b>8.3%</b>
self-financed R&D**	2,458	6.2%	2,075	6.1%
<b>EBIT* before R&amp;D</b>	<b>2,857</b>	<b>7.2%</b>	<b>4,927</b>	<b>14.4%</b>
Interest result	(121)	(0.3%)	(155)	(0.5%)
Other financial result	(123)	(0.3%)	(22)	(0.1%)
Taxes	81	0.2%	(825)	(2.4%)
<b>Net income</b>	<b>99</b>	<b>0.3%</b>	<b>1,676</b>	<b>4.9%</b>
<b>EPS (1)</b>	<b>0.12 €</b>		<b>2.11 €</b>	

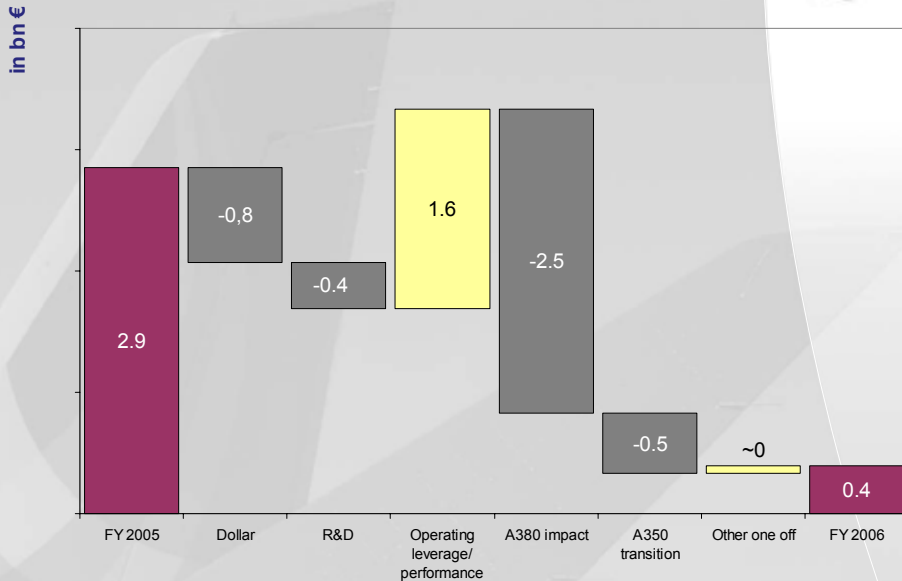
(1) Average number of shares outstanding: 800,185,164 in FY 2006 and 794,734,220 in FY 2005

\* pre goodwill impairment and exceptionals

\*\* IAS 38: € 411 m capitalised during FY 2006; € 293m during FY 2005

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## FY 2006 EBIT\* bridge



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## A380 expenses



bn€

- ✓ Excess Costs above the initially expected learning curve
- ✓ Loss making contracts provision and impairment of inventory
- ✓ Settlement payments
- ✓ **Consideration of all other settlement payments in 2006**
- ✓ A380F Impairments
- ✓ Normal continuing support for the programme
- ✓ **TOTAL negative impact in 2006**

**2006 EBIT impact**  
 FY 2006    October 3rd

(1.2)	(1.1)
(0.8)	Original estimates were based on recognition of expenses in outer years
(0.3)	
(0.2)	
(2.5)	

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## A400M



- All milestones currently met, programme contractually on schedule for past and current milestones
- 3 months delay for entry in Final Assembly Line, significant challenges until first delivery
- In recognition of programme risk and complexity, Airbus reconstitutes contingencies with € 350 million provision
- However, positive A400M contributions of programme at other divisions (MTA, Defence), maintain programme wide contribution positive: No provision recognised at Group level
- Due to the cost increase on the programme, a negative catch-up of - € 66m is taken at group level to adjust previously (2003 to 2006) recognised EBIT on the programme

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## Pensions new accounting treatment



- **Change of accounting policy on the treatment of actuarial gains/losses to equity approach**
  - ✓ **Actuarial gains/losses** which used to be released into the **P&L** – within EBIT - **under the corridor approach** are now fully recognized within **Equity –Retained Earnings-** in the period in which they occur
  - ✓ Due to the policy change, **no actuarial losses are recognised in P&L resulting in a positive EBIT contribution of €45m in 2006 (Airbus: €12m; Eurocopter: €7m; Astrium: €5m; Defence: €16m; HQ: €5m)**
  - ✓ **Total equity** net of deferred taxes is reduced by **€695m** in 2005, and by **€1383m in 2006** also including the first-time effect of Pensions UK

in €m	2006	2005
Provision for retirement plans and similar obligations (old rule)		4,120
Unrecognised actuarial net losses		1,118
<b>Provision for retirement plans &amp; similar obligations (new rule)</b>	<b>5,883</b>	<b>5,238</b>
<b>Total equity movement (net of deferred taxes)</b>	<b>(1,383)</b>	<b>(695)</b>

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## Pensions UK



- Despite the acquisition of the remaining 20% in Airbus from BAE Systems, Airbus UK employees **remain in the BAE Systems' pension scheme**
- As participants in the BAE Systems schemes, EADS investments – mainly Airbus and MBDA - are potentially affected by any **shortfall of BAE Systems schemes**, even if the agreements between BAE have the effect of **capping the contributions of EADS until July 2011 for Airbus and December 2007 for MBDA**
- **Until year end 2005**, due to insufficient information provided by BAE Systems, EADS could not appropriately assess its UK pension obligation and it appeared as **an off balance sheet note in the financial statements**
- Even though the information **provided in 2006 is not fully satisfactory**, it was **judged sufficient to estimate EADS share in UK pensions deficit** and a provision of roughly € 900M was recognized in 2006.

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## Development of Net Cash



in € m	FY 2006	FY 2005
<b>Net cash position</b> at the beginning of the period	<b>5,489</b>	<b>3,961</b>
<b>Gross Cash Flow from Operations*</b>	<b>3,541</b>	<b>3,868</b>
<b>Change in working capital</b>	<b>(143)</b>	<b>1,239</b>
<b>Cash used for investing activities**</b>	<b>(1,369)</b>	<b>(2,694)</b>
of which Industrial Capex (additions)	(2,708)	(2,818)
of which Customer Financing	1,160	174
of which Others	179	(50)
<b>Free Cash Flow**</b>	<b>2,029</b>	<b>2,413</b>
<b>Free Cash Flow before customer financing</b>	<b>869</b>	<b>2,239</b>
Capital increase	94	187
Share buyback	(35)	(288)
Dividend	(536)	(396)
Non-recourse customer financing	(61)	(121)
Payments to BAE Systems incl. dividends	(2,879)	(93)
Others	128	(174)
<b>Net cash position</b> at the end of the period	<b>4,229</b>	<b>5,489</b>

\* gross cash flow from operations, excl. working capital change  
 \*\* excl. change in securities, consolidation changes

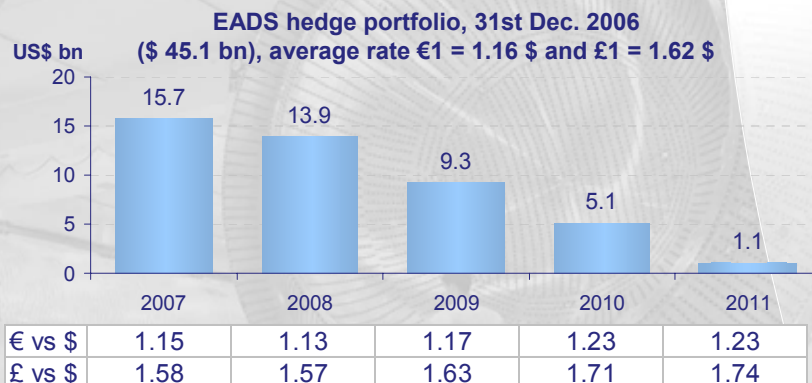
Note: For the change of gross cash definition see slide 39

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## Hedge Policy



- Approx. half of EADS' US\$ revenues naturally hedged by US\$ procurement.
- In FY 2006 hedges of \$ 14.7 bn\* matured at an average hedge rate of 1€ = 1.12 \$
- In 2006, new hedges of \$12.6 bn\* were added at an average rate of 1€ = 1.26 \$



**Mark-to-market value = € 5.1 bn**  
 (excluding swap instruments)

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

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# Airbus

€ m

	FY 2006	FY 2005
<b>Deliveries</b>	434	378
<b>Revenues</b>	25,190	22,179
<b>R&amp;D self-financed**</b>	2,035	1,659
in % of revenues	8.1%	7.5%
<b>EBIT*</b>	(572)	2,307
in % of revenues		10.4%
<b>Order book***</b>	210,115	201,963
in units, excl. A400M	2,533	2,177

\* pre goodwill impairment and exceptionals

\*\* capitalised R&D: € 351 m in FY 2006 and € 272 m in FY 2005

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



## • Revenues up 13.6%

- Record deliveries: 434a/c (+50SA; +4 LR)

## • EBIT dragged down by one-time effects:

- A380; A400M & A350 negative impact of around €3.4bn;
- Higher R&D; neg. Dollar effect of approx. 700m €
- Good volume /mix effect reflects operational performance on deliveries
- Prices of delivered a/c stable

## • A350 XWB

- Launched in December 2006

## • Other highlights

- Power 8 launched & in progress
- Highest backlog ever in the industry
- Industrial launch of the A330-200F, already 6 orders and 49 commitments

## Gross order intake: 824 a/c



Gross Orders by region

Gross orders by operator type

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# A380 update as of March 9th, 2007

- Despite delays, 156 a/c firm orders from 14 customers
- Recovery of the industrial process launched last summer (tbc)
- Type certification in December 2006



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# MTA



€ m	FY 2006	FY 2005
<b>Revenues</b>	2,200	763
<b>R&amp;D self-financed</b>	13	18
in % of revenues	0.6%	2.4%
<b>EBIT*</b>	75	48
in % of revenues	3.4%	6.3%
<b>Order book</b>	20,337	20,961

\* pre goodwill impairment and exceptionals



based on FY 2006 EADS external revenues

## Revenues and EBIT\*

- 5 A400M milestones achieved and Australian MRTT revenues ramp up
- **A400M:**
  - All internal and contractual milestones achieved in 2006, in accordance to plan but technical review revealed challenges and risks
  - EBIT margin dilution due to full A400M revenues recognition
  - Order intake : 4 a/c for Malaysia and first ILS contracts
- **Tanker:**
  - FSTA deal is maturing
  - US tankers : Formation of EADS and Northrop Grumman KC-30 team
- **Medium-light aircraft:**
  - Delivery of the first a/c for the US Coast Guard
  - Retained market leadership with 20 new a/c orders

# Eurocopter



€ m	FY 2006	FY 2005
<b>Revenues</b>	3,803	3,211
<b>R&amp;D self-financed</b>	78	70
in % of revenues	2.1%	2.2%
<b>EBIT*</b>	257	212
in % of revenues	6.8%	6.6%
<b>Order book</b>	11,042	9,960
in units	1,074	840

\* pre goodwill impairment and exceptionals



based on FY 2006 EADS external revenues

## Revenues up 18%:

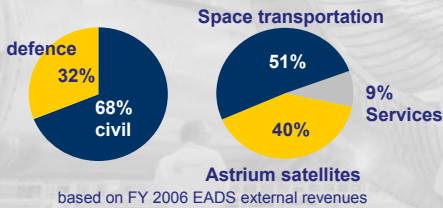
- Growth in commercial and customer services; progress on military programs
- 381 deliveries vs. 334 in 05
- **EBIT\* up 21%**
  - EBIT Margin driven by positive volume/mix but mitigated mainly by dollar impact, higher selling expenses and higher NH90 related costs
- **Order intake +39%**
  - 615 orders vs. 401 in 05, backlog at record level
  - Increase of LUH order to 42 by the US Army;
  - 43 NH90 (Australia & New Zealand)
- **Additional recent wins**
  - 45 NH90 for Spain signed 01/2007
- **NH90:**
  - Qualification of the German Army NH90 Tactical Transport Helicopter
  - 3 deliveries in 2006

# Astrium



€ m	FY 2006	FY 2005
<b>Revenues</b>	3,212	2,698
<b>R&amp;D self-financed</b>	71	58
in % of revenues	2.2%	2.1%
<b>EBIT*</b>	130	58
in % of revenues	4%	2.1%
<b>Order book</b>	12,263	10,931

\* pre goodwill impairment and exceptionals



## • Revenues and EBIT\* above targets:

- Revenues up by 19%, EBIT more than doubled, thanks to:
  - Progress on Ariane 5 production, services especially Paradigm and ballistic missiles

## • Surge of order intake

- Record order intake in civil telecom satellites (6 vs. 2 in 2005)
- SatComBW awarded (2 military satellites)
- M51 development contract

## • Launchers:

- 5 successful Ariane 5 ECA launches
- 1st M51 qualification flight

## • Satellites:

- Successful deliveries of two Arabsat4; Hot Bird 8; ANIK F3 in telecom
- 3 science satellites delivered
- Metop A (launched)

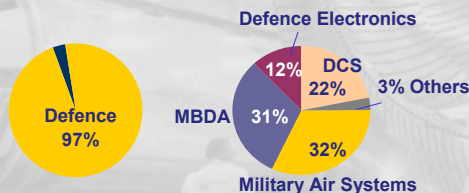
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# Defence & Security



€ m	FY 2006	FY 2005
<b>Revenues</b>	5,864	5,636
<b>R&amp;D self-financed</b>	195	207
in % of revenues	3.3%	3.7%
<b>EBIT*</b>	348	201
in % of revenues	5.9%	3.6%
<b>Order book</b>	17,570	18,509

\* pre goodwill impairment and exceptionals



## • Revenues up 4%

- Eurofighter & Secure Networks contribution

## • EBIT\* up 73%

- Impacted by operative improvements, capital gains and restructuring costs

## • Eurofighter

- 39 Eurofighter delivered in 2006, total of 114 by year end 2006

## • Order Intake

- Secure Networks: 23 new contracts incl. BOSNet
- Contract award for 250 SCALP Naval and PARS LR 3

## • Other highlights

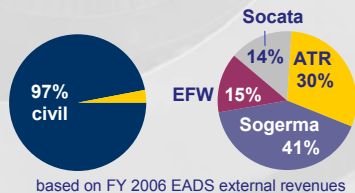
- UAV development: first flights of technical demonstrator, Euro Hawk contract (Jan 07)
- Maritime portfolio strengthened
- Integration of LFK into MBDA

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## Other Businesses

€ m	FY 2006	FY 2005
<b>Revenues</b>	1,257	1,155
<b>R&amp;D self-financed</b>	6	6
in % of revenues	0.5%	0.5%
<b>EBIT*</b>	(288)	(171)
of which Sogerma	(351)	(237)
<b>Order book</b>	2,292	2,128

\* pre goodwill impairment and exceptionals



### • ATR:

- Revival of turbo-prop market
- Backlog stands at 116 a/c,
- Book-to-bill above 5 (in units)
- On-going deliveries ramp-up: 24 a/c (vs. 15 in 2005); higher deliveries rates going forward

### • EFW:

- Preliminary Cooperation Agreement with Irkut on A320 freighter conversions
- Backlog of freighter conversion : 34 units

### • Socata:

- Backlog peaks at 40 new TBM 850
- Contract for the management of the French Air Force training fleet; work started in December

### • Sogerma:

- Maintenance business sold to TAT after completed restructuring
- Remaining businesses: aerostructure **21** and seats



## Content

- Group Financials
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## Top Priorities in 2007 (I)



### Accelerating defence growth

- Expand UAV business
- Press for Eurofighter export growth
- Enhance US market presence

### Continued momentum in helicopters

- Manage production ramp-up

### Leverage improved space market

- Increase Ariane 5 production
- Deliver ATV and Skynet 5

### Enlarge Service business

- Growth priority throughout the Group



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## Top Priorities in 2007 (II)



### Create the "New Airbus"

- Integration and Streamlining

### Performance enhancement

- Efficiency improvement programme Power8
- Put Power8 on track in line with 2010 targets

### Ensuring future commercial success

- Ensure first delivery of mature A380 and further A380 sales momentum
- Manage single-aisle production increase
- Manage A350XWB development
- Start final assembly of A400M (H1 2007)



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## Guidance 2007



- Revenues: low single digit decrease assuming an exchange rate of 1.30 € vs. US\$
- Airbus deliveries in 2007: 440 - 450 aircraft
- EADS 2007 budget EBIT\* roughly stable compared to 2006
- Airbus 2007 EBIT\* negative because of Power8, A350XWB launch charges, higher R&D and dollar impact
- Helicopters, defence and space businesses EBIT \* close to 1bn€
- Free cash flow negative

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## Appendix



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## Profit & Loss Highlights



	FY 2006		FY 2005	
	€ m	in % of Revenues	€ m	in % of Revenues
<b>Revenues</b>	<b>39,434</b>		<b>34,206</b>	
self-financed R&D**	2,458	6.2%	2,075	6.1%
EBITDA	2,033	5.2%	4,365	12.8%
<b>EBIT*</b>	<b>399</b>	<b>1.0%</b>	<b>2,852</b>	<b>8.3%</b>
<b>EBIT* before R&amp;D</b>	<b>2,857</b>	<b>7.2%</b>	<b>4,927</b>	<b>14.4%</b>
Interest result	(121)	(0.3%)	(155)	(0.5%)
Other financial result	(123)	(0.3%)	(22)	(0.1%)
Taxes	81	0.2%	(825)	(2.4%)
<b>Net income</b>	<b>99</b>	<b>0.3%</b>	<b>1,676</b>	<b>4.9%</b>
<b>EPS (1)</b>	<b>0.12 €</b>		<b>2.11 €</b>	

\* pre goodwill impairment and exceptionals

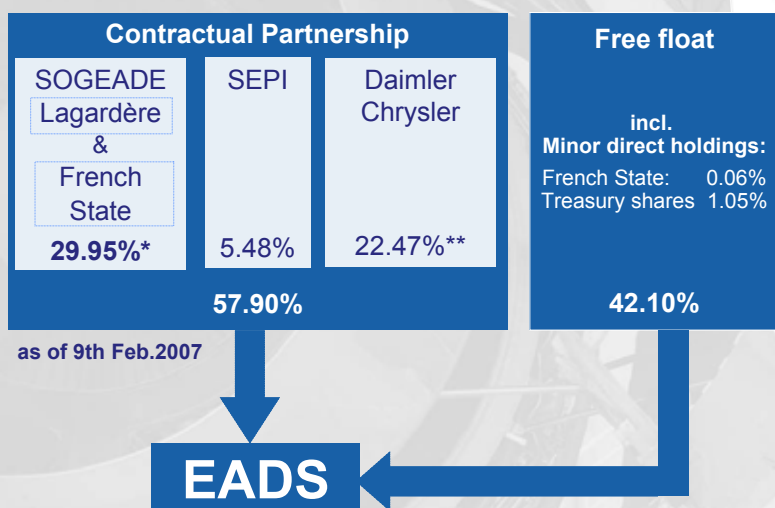
\*\* IAS 38: € 411 m capitalised during FY 2006; €293m during FY 2005

(1) Average number of shares outstanding: 800,185,164 in FY 2006 and 794,734,220 in FY2005

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## Shareholding structure

Balance of control in corporate governance remains unchanged

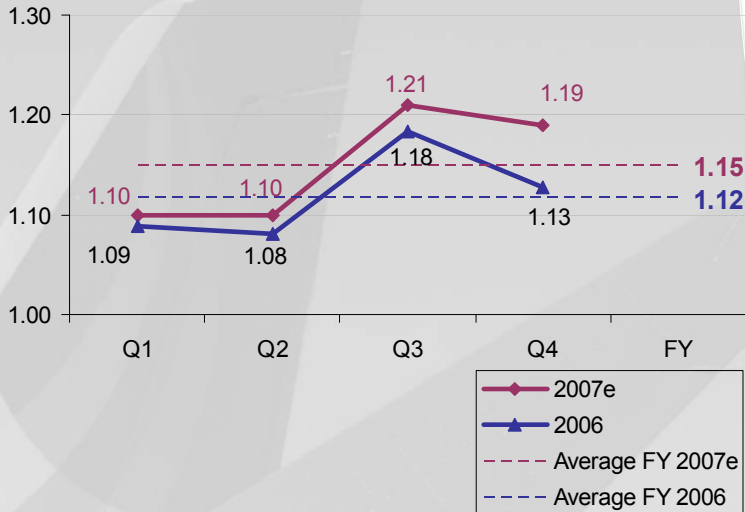


\* On April 4, 2006, Lagardère issued mandatory exchangeable bonds. The EADS shares deliverable at the maturity of the bonds will represent a maximum of 7.5% of the share capital of EADS.

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

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## Expected EADS Average Hedge Rates € vs. \$

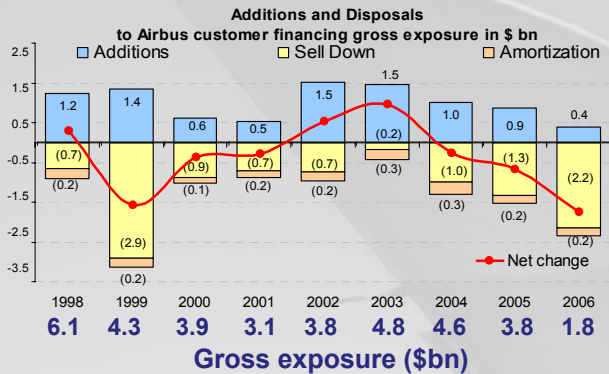


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## Airbus Customer Financing



### Active exposure management



Net Exposure fully provisioned



Dec. 31, 2006

- Continuing Reduction since 2004 reflects market recovery
- Allocated over 85 aircraft

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## Customer Financing Exposure



€ millions	Dec. 2006	Dec. 2005
closing rate 1 € =	\$ 1.32	\$ 1.18
<b>100% AIRBUS</b>		
<b>Total Gross exposure</b>	<b>1,399</b>	<b>3,218</b>
<i>of which off-balance sheet</i>	483	602
Estimated value of collateral	(521)	(1,819)
<b>Net exposure</b>	<b>878</b>	<b>1,399</b>
Provision and asset impairment	(878)	(1,399)
<b>AIRBUS Net exposure after provision</b>	<b>0</b>	<b>0</b>
<b>50% ATR</b>		
<b>Total Gross exposure</b>	<b>295</b>	<b>348</b>
<i>which off-balance sheet</i>	43	42
Estimate value of collateral	(270)	(314)
<b>Net exposure</b>	<b>25</b>	<b>34</b>
Provision	(25)	(34)
<b>ATR Net exposure after provision</b>	<b>0</b>	<b>0</b>

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## Q4 2006 Key Figures



in € m	Q4 2006	Q4 2005		
Revenues	12.0	10.8		
<b>EBIT*</b>	<b>(1.0)</b>	<b>0.8</b>		
<b>FCF before cust. financing**</b>	<b>1.6</b>	<b>0.8</b>		
New orders	43.3	53.7		
	Revenues		EBIT*	
	Q4 2006	change	Q4 2006	Q4 2005
Airbus	6.6 € bn	8%	(1,722 €m)	453 €m
MTA	0.5 € bn	93%	53 €m	47 €m
Eurocopter	1.4 € bn	21%	126 €m	107 €m
Space	1.3 € bn	22%	82 €m	48 €m
DS	2.3 € bn	4%	188 €m	191 €m
HQ & others	(0.1 € bn)		246 €m	(93 €m)
Of which other businesses	0.3 € bn	-10 %	(101 €m)	(115 €m)
Of which HQ & eliminations	(0.4 € bn)		347 €m	22 €m
<b>Total EADS</b>	<b>12.0 €bn</b>	<b>11%</b>	<b>(1,027 €m)</b>	<b>753 €m</b>

\* pre goodwill and exceptionals

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

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## EBIT\* Calculation



in €m	FY 2006	FY 2005
<b>EBIT*</b>	<b>399</b>	<b>2,852</b>
Exceptionals:		
Subsequent adjustment of goodwill**	(64)	0
Fair value adjustment	(57)	(136)
Others	0	(4)
<b>Profit before finance cost and income taxes</b>	<b>278</b>	<b>2,712</b>

\* pre goodwill impairment and exceptionals

\*\* In 2006 a tax audit of DASA for the years 1994 until 1999 was finalised. According to the EADS shareholders agreement the related tax expense was reimbursed by DaimlerChrysler AG. Thus deferred tax assets and goodwill have been adjusted as of 31st Dec. 2006 in the Defence & Security Division by 52 m€ and in HQ by 12 m€.

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## Restructuring items included in EBIT\*



in €m	FY 2006	FY 2005
<b>EBIT*</b>	<b>399</b>	<b>2,852</b>
EBIT* margin (% of revenues)	1.0%	8.3%

### EADS EBIT\* includes the following items

<b>DS</b>	Restructuring	(108)	(35)
<b>Other Businesses</b>	Restructuring (Sogerma)	(42)	(27)
<b>HQ</b>	Restructuring	(18)	0

\* pre goodwill impairment and exceptionals

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## Net Income pre-exceptionals



in € m	FY 2006	FY 2005
<b>Net Income</b>	<b>99</b>	<b>1,676</b>
<b>EPS (1)</b>	<b>0.12 €</b>	<b>2.11 €</b>
Exceptionals:		
Subsequent adjustment of goodwill	64	0
Depreciation of fair values	57	136
Related Tax impact	(21)	(47)
Others	0	4
<b>Net Income*</b>	<b>199</b>	<b>1,769</b>
<b>EPS* (1)</b>	<b>0.25 €</b>	<b>2.23 €</b>

\* 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: 800,185,164 in FY 2006 and 794,734,220 in FY 2005

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## Net Cash Position



in €m	Dec. 2006	Dec. 2005
Gross cash	9,986	10,586
Financial Debts		
<i>Short-term Financial Debts</i>	(2,196)	(908)
<i>Long-term Financial Debts</i>	(3,561)	(4,189)
<b>Reported Net cash</b>	<b>4,229</b>	<b>5,489</b>
Airbus non-recourse debt	1,058	1,247
<b>Net cash excl. non-recourse</b>	<b>5,287</b>	<b>6,736</b>
Main minority impact*	(154)	(407)
Airbus 20% non-recourse debt	-	(249)
<b>Net cash position net of minority and non-recourse</b>	<b>5,133</b>	<b>6,080</b>

\* In 2006 only 12.5% in MBDA cash ; in 2005: 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	Dec. 2006	Dec. 2005
<b>Non-current Assets</b>	<b>37,080</b>	<b>36,450</b>
of which Intangible & Goodwill	10,855	11,052
of which Property, plant & equipment	14,178	13,817
of which Investments & Financial assets	3,761	3,846
of which positive hedge mark-to-market	3,235	2,762
of which Non-current securities	1,294	1,011
<b>Current Assets</b>	<b>34,981</b>	<b>33,477</b>
of which Inventory	16,892	15,425
of which Cash*	8,143	5,386
of which Current securities*	549	4,189
of which positive hedge mark-to-market	2,007	1,191
<b>Non-current Assets classified as held for sale</b>	<b>76</b>	<b>881</b>
<b>Total Assets</b>	<b>72,137</b>	<b>70,808</b>
Closing rate €/ \$	1.32	1.18

\* EADS restricted its interpretation of the cash equivalents' limiting them to investments having a maturity of three months and less from the acquisition date. Prior figures have been adjusted accordingly.

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## Balance Sheet Highlights: Liabilities



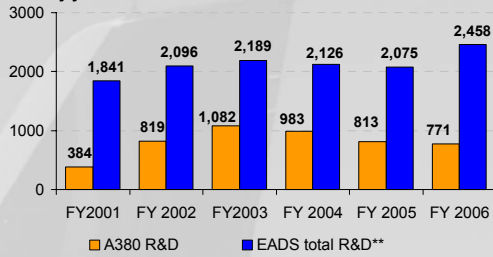
in € m	Dec. 2006	Dec. 2005
<b>Total Equity</b>	<b>13,152</b>	<b>13,207</b>
of which OCI (Other Comprehensive Income)	4,955	3,982
of which Minority interests	137	153
<b>Total Non-current liabilities</b>	<b>27,769</b>	<b>25,857</b>
of which pensions	5,602	5,018
of which negative hedge mark-to-market	152	472
of which other provisions	3,309	2,507
of which financial debts	3,561	4,189
of which European gvts refundable advances	5,029	4,950
of which Customer advances	6,308	4,911
<b>Total Current liabilities</b>	<b>31,152</b>	<b>31,682</b>
of which pensions	281	220
of which negative hedge mark-to-market	79	449
of which other provisions	3,271	2,058
of which financial debts	2,196	908
of which liabilities for puttable instruments	0	3,500
of which European gvts refundable advances	389	343
of which Customer advances	14,172	14,078
<b>Liabilities associated with assets held for sale</b>	<b>64</b>	<b>62</b>
<b>Total Liabilities and Equity</b>	<b>72,137</b>	<b>70,808</b>

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# A380

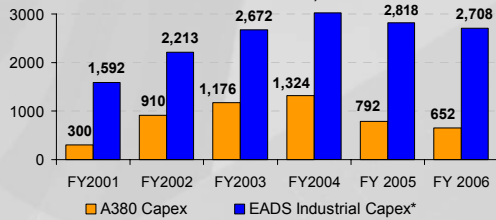


Self-financed R&D charged to P&L  
by year in EUR m



Cumulative  
A380 R&D\*\*  
= 4.9 €bn

Capex by year in EUR m  
including capitalised R&D



Cumulative  
A380 Capex  
= 5.2 €bn

\* excluding leased aircraft (2001: € 604 m; 2002: € 101 m; 2003: € 279 m; 2004: € 656 m; 2005: € 40 m; FY 2006: € 147 m) **39**  
\*\* doesn't take into account the continuing development

# Quarterly Revenues Breakdown (cumulative)



in €m	Q1		H1		9m		FY	
	2006	2005	2006	2005	2006	2005	2006	2005
<b>Airbus</b>	6,362	4,989	13,154	11,262	18,570	16,033	25,190	22,179
<b>MTA</b>	822	108	1,244	326	1,699	504	2,200	763
<b>Eurocopter</b>	656	519	1,473	1,266	2,364	2,021	3,803	3,211
<b>Astrium</b>	493	516	1,273	1,160	1,960	1,670	3,212	2,698
<b>DS</b>	1,000	925	2,274	2,172	3,553	3,419	5,864	5,636
<b>HQ &amp; others</b>	(250)	(52)	(438)	(166)	(677)	(201)	(835)	(281)
<i>of which other BUs*</i>	330	231	660	528	922	783	1,257	1,155
<i>of which HQ &amp; elim.</i>	(580)	(283)	(1,098)	(694)	(1,599)	(984)	(2,092)	(1,436)
<b>Total EADS</b>	<b>9,083</b>	<b>7,005</b>	<b>18,980</b>	<b>16,020</b>	<b>27,469</b>	<b>23,446</b>	<b>39,434</b>	<b>34,206</b>

\* BUs: ATR, EFW, Socata and Sogerma

## Quarterly EBIT\* Breakdown (cumulative)



in €m	Q1		H1		9m		FY	
	2006	2005	2006	2005	2006	2005	2006	2005
<b>Airbus</b>	684	628	1,497	1,444	1,150	1,854	(572)	2,307
<b>MTA</b>	9	(6)	6	(14)	22	1	75	48
<b>Eurocopter</b>	28	13	88	60	131	105	257	212
<b>Astrium</b>	1	(6)	38	7	48	10	130	58
<b>DS</b>	39	(35)	104	(19)	160	10	348	201
<b>HQ &amp; others</b>	30	63	(79)	62	(85)	119	161	26
<i>of which other BUs**</i>	<i>(4)</i>	<i>(2)</i>	<i>(143)</i>	<i>(44)</i>	<i>(187)</i>	<i>(56)</i>	<i>(288)</i>	<i>(171)</i>
<i>of which HQ &amp; Elim.</i>	<i>34</i>	<i>65</i>	<i>64</i>	<i>106</i>	<i>102</i>	<i>175</i>	<i>449</i>	<i>197</i>
<b>Total EADS</b>	<b>791</b>	<b>657</b>	<b>1,654</b>	<b>1,540</b>	<b>1,426</b>	<b>2,099</b>	<b>399</b>	<b>2,852</b>

\* 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
<b>Airbus</b>	6,596	6,654	7,905	17,958	14,698	28,565	53,367	78,254
<b>MTA</b>	641	59	751	989	856	1,650	1,594	1,840
<b>Eurocopter</b>	946	447	1,722	1,086	3,825	2,043	4,885	3,522
<b>Astrium</b>	1,571	640	2,223	1,130	3,441	1,494	4,354	2,322
<b>DS</b>	834	935	1,694	4,134	2,897	4,842	5,191	6,673
<b>HQ &amp; others</b>	(90)	172	(142)	127	(29)	208	(373)	(60)
<i>of which other BUs*</i>	<i>414</i>	<i>446</i>	<i>762</i>	<i>938</i>	<i>1,131</i>	<i>1,195</i>	<i>1,469</i>	<i>1,871</i>
<i>of which HQ &amp; Elim.</i>	<i>(504)</i>	<i>(274)</i>	<i>(904)</i>	<i>(811)</i>	<i>(1,160)</i>	<i>(987)</i>	<i>(1,842)</i>	<i>(1,931)</i>
<b>Total EADS</b>	<b>10,498</b>	<b>8,907</b>	<b>14,153</b>	<b>25,424</b>	<b>25,688</b>	<b>38,802</b>	<b>69,018</b>	<b>92,551</b>

\* 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
<b>Airbus</b>	197,033	141,143	183,542	151,978	183,758	158,542	210,115	201,963
<b>MTA</b>	20,786	19,850	20,480	20,565	20,143	21,053	20,337	20,961
<b>Eurocopter</b>	10,251	9,697	10,209	9,589	11,422	9,791	11,042	9,960
<b>Astrium</b>	11,909	11,394	11,868	11,393	12,504	11,186	12,263	10,931
<b>DS</b>	17,523	17,262	17,150	19,100	17,012	18,641	17,570	18,509
<b>HQ &amp; others</b>	(8,879)	(8,935)	(8,767)	(8,931)	(8,315)	(8,839)	(8,518)	(9,089)
of which other BUs*	2,213	1,311	2,165	1,517	2,278	1,493	2,292	2,128
of which HQ & Elim.	(11,092)	(10,246)	(10,932)	(10,448)	(10,593)	(10,332)	(10,810)	(11,217)
<b>Total EADS</b>	<b>248,623</b>	<b>190,411</b>	<b>234,482</b>	<b>203,694</b>	<b>236,524</b>	<b>210,374</b>	<b>262,810</b>	<b>253,235</b>

\* BUs: ATR, EFW, Socata and Sogerma