

H1 Results 2011

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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

▶ **Strong commercial momentum ongoing:**

- ▶ Record Le Bourget air show for Airbus Commercial;
- ▶ A320neo commitments > 1,000 since December 2010 launch;
- ▶ A320 and A320neo families endorsed by American Airlines.

▶ **Strategic roadmap progress** - successful completion of Vector Aerospace acquisition:

- ▶ Further value creation opportunities identified and being studied.

▶ **H1 Earnings highlights:**

- ▶ Strong operating underlying performance especially from Airbus legacy programmes and favourable cost phasing;
- ▶ Usual seasonality pattern on institutional business;
- ▶ Robust cash flow in H1, despite unfavourable phasing at Eurocopter and Cassidian. Free Cash Flow before Vector Aerospace €0.25 bn.

H1 2011 Financial Highlights

in €bn	H1 2011	H1 2010	Change
Revenues	21.9	20.3	+8%
<i>of which Defence</i>	4.9	5.1	-4%
EBIT* before one-off	0.7	0.6	+13%
Order intake	58.1	30.8	+89%
in €bn	June 2011	Dec. 2010	Change
Total Order book**	453.8	448.5	+1%
<i>of which Defence</i>	55.6	58.3	-5%

- ▶ Strong order intake due to commercial aircraft momentum;
- ▶ Increase in EBIT* before one-off due to volume and pricing effects and favourable cost phasing, despite hedge rate deterioration and higher R&D.

H1 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
0.72	0.33	0.00	0.31
3.3%	2.3%	0.0%	2.0%

One-off impacts:

Airbus Commercial

- ▶ \$ PDP mismatch and balance sheet revaluation
- ▶ Other one-off

Eurocopter

- ▶ NH90 and SHAPE

Other businesses

- ▶ Gain on disposal at EADS North America

(0.10)
(0.01)
(0.06)
0.01
0.56

EBIT* Reported

H1 2011 Profit & Loss Highlights



	H1 2011		H1 2010	
	€m	in % of Revenues	€m	in % of Revenues
EBIT*	563	2.6%	406	2.0%
Self-financed R&D**	1,409	6.4%	1,301	6.4%
EBIT* before R&D	1,972	9.0%	1,707	8.4%
Interest result	(97)	(0.4%)	(114)	(0.6%)
Other financial result	(269)	(1.2%)	5	0%
Taxes	(45)	(0.2%)	(88)	(0.4%)
Net income	109	0.5%	185	0.9%
EPS***	€0.13		€0.23	
EPS before one-off	€0.44		€0.29	See slide 23

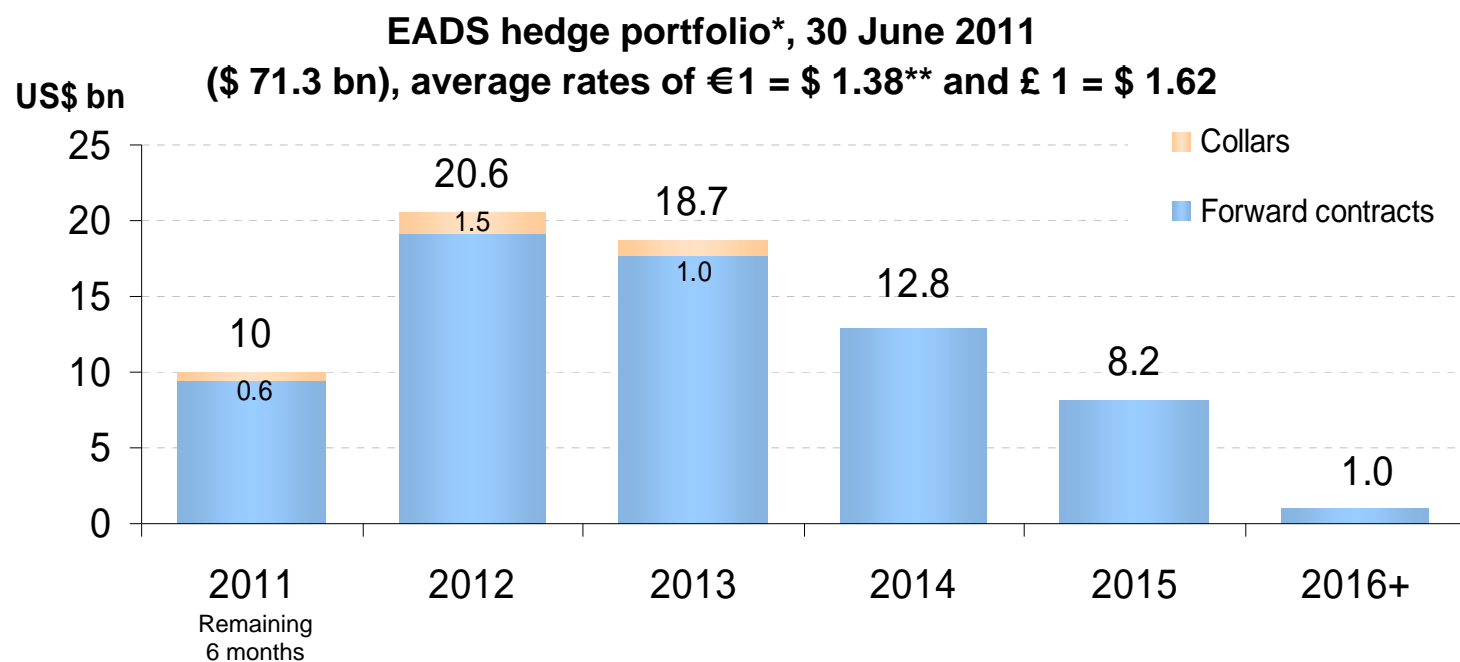
* Pre-goodwill impairment and exceptionals

** IAS 38: €46 m capitalised during H1 2011; €42 m capitalised during H1 2010

*** Average number of shares outstanding: 810,797,892 in H1 2011; 810,848,870 in H1 2010

Currency Hedge Policy

- ▶ Approximately 50% of EADS' US\$ revenues naturally hedged by US\$ procurement;
- ▶ In H1 2011, hedges of \$ 8.9 bn* matured at an average hedge rate of € 1 = \$ 1.37;
- ▶ In H1 2011, new hedge contracts of \$ 9.9 bn, including \$ 1 bn of options, were added at an average rate of € 1 = \$ 1.38**.



Average hedge rates

€ vs \$**	1.38	1.37	1.38	1.38	1.40	1.38
£ vs \$	1.76	1.62	1.58	1.58	1.61	1.58

Mark-to-market value = €+1.3 bn
 Closing rate @ 1.45 €vs. \$

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

** Includes collars at their least favourable rates

Free Cash Flow

in €m	H1 2011	H1 2010
Net cash position at the beginning of the period	11,918	9,797
Gross Cash Flow from Operations*	1,083	874
Change in working capital	(30)	(815)
of which Customer Financing	102	(267)
Cash used for investing activities**	(1,237)	(796)
of which Industrial Capex (additions)	(809)	(810)
of which Others	(428)	14
Free Cash Flow**	(184)	(737)
Free Cash Flow before customer financing**	(286)	(470)
Change in capital and non-controlling interests	(99)	(22)
Change in treasury shares	(20)	(8)
Contribution to plan assets of pension schemes	(300)	(316)
Dividend	(179)	(5)
Others	(96)	155
Net cash position at the end of the period	11,040	8,864

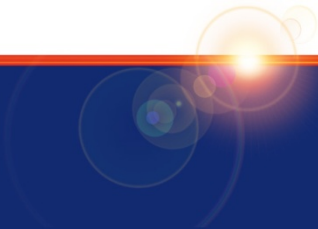
* Gross Cash Flow from operations, excluding working capital change

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

Highlights

Divisional Performance

Guidance



EADS

Airbus Division

Airbus Division (after elimination)

in € m	H1 2011	H1 2010
Deliveries	263 a/c	258 a/c ^{a)}
Revenues	15,312	13,853
R&D self-financed**	1,134	1,024
<i>in % of revenues</i>	7.4%	7.4%
EBIT*	202	104
<i>in % of revenues</i>	1.3%	0.8%
Order book***	407,094	405,027
in units***		
Net orders***		

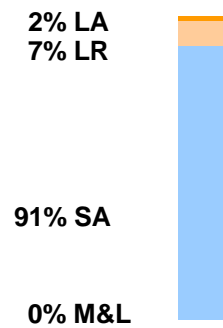
Airbus Commercial (excl. A400M)

H1 2011	H1 2010
258 a/c	250 a/c ^{a)}
14,464	12,965
1,120	1,021
7.7%	7.9%
223	241
1.5%	1.9%
386,101	385,677
3,934	3,355
640 a/c	117 a/c

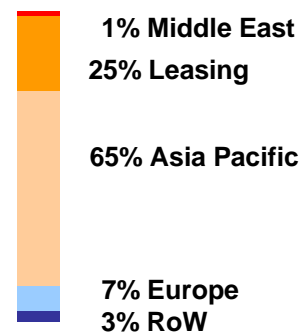
Airbus Military (Former MTAD, incl. A400M)

H1 2011	H1 2010
7 a/c	9 a/c
1,112	1,007
14	3
1.3%	0.3%
3	(161)
0.3%	
22,061	20,773
235	243
1 a/c	2 a/c

Gross Orders by Programme



Gross Orders by Region



a) 5 A320 without revenue recognition in H1 2010

* Pre-goodwill impairment and exceptionals

** Capitalised R&D: € 13 m in H1 2011 and € 24 m in H1 2010

*** Commercial a/c valued at list prices, units excl. freighter conversions

Airbus Commercial (excl. A400M)

Revenues +12%

- Favourable volume effect: +4 LR, +6 SA, +3 A380 with revenue recognition;
- Pricing improvement, net of escalation.

EBIT* before one-off +23%

- Favourable volume, pricing improvement net of escalation;
- Hedge rate deterioration (€-0.16 bn);
- Higher R&D.

Airbus Military (incl. A400M)

Revenues +10%

- 2011 A400M revenue recognition (€0.4 bn).

EBIT* and EBIT* before one-off improving

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

Key Achievements

- Ongoing commercial momentum with A320neo success;
A350 XWB Programme
- A350-900: manufacturing and pre-assembly of large components continues, EIS end 2013, challenging time schedule;
 - A350-1000: more powerful engines, EIS 2017;Military Programmes
- A400M: flying test continues, engine issues under investigation;
- MRTT: delivery of 1st 2 A330 MRTT to Royal Australian Air Force.

in € m

Revenues

R&D self-financed**

in % of revenues

EBIT*

in % of revenues

Order book

in units

H1 2011

H1 2010

2,171

2,109

102

94

4.7%

4.5%

94

71

4.3%

3.4%

14,116

14,740

1,109

1,194

Revenue split

48% Defence

52% Civil



48% Serial Helicopters

37% Product Support
and Customer Services

15% Dev. & other



based on H1 2011 EADS external revenues

* Pre-goodwill impairment and exceptionals

** Capitalised R&D: €9 m in H1 2011 and €12 m in H1 2010

Overview

- 192 new net orders booked, above the H1 2010 level, cancellation trend continues to slow.
- Light helicopter and US market in recovery.

Revenues +3%

- 205 deliveries compared to 249 h/c in H1 2010.

EBIT* +32%

- Favourable mix from support and commercial deliveries;
- H1 2011 net charge of € -60 m for NH90 and SHAPE, (vs. € -70 m in H1 2010).

Key achievements

- Successful completion of Vector Aerospace acquisition;
- Cooperation and distribution agreement with Kazakhstan;
- Contract to upgrade 12 German Armed Forces NH90 TTH tactical transport helicopters;
- First NH90 naval version delivery to Italy - which becomes the third NFH operator.

in € m

	H1 2011	H1 2010
Revenues	2,347	2,110
R&D self-financed	30	31
<i>in % of revenues</i>	1.3%	1.5%
EBIT*	103	106
<i>in % of revenues</i>	4.4%	5.0%
Order book	14,967	15,524

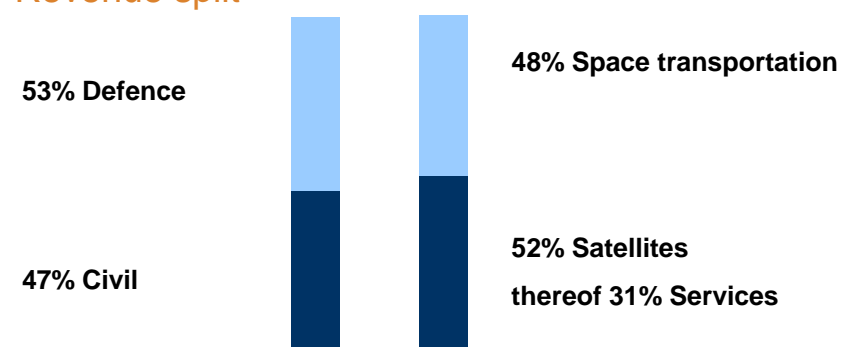
Revenues +11% :

- Higher activity in launchers and satellites;
- Lower volume in services.

EBIT* -3%

- Higher volume and productivity in launchers and satellites more than offset by lower services activity;
- Implementation of AGILE will trigger some Non Recurring Costs and higher R&D later this year.

Revenue split



based on H1 2011 EADS external revenues

Order intake € 1.7 bn

- In Earth observation, Astrium selected as prime for:
 - Sentinel-4 Earth observation satellite as part of the GMES programme;
 - Galileo Full Operational Capability Ground Control Segment (GCS).
- Export telecommunication satellite for MEASAT, Malaysia.

Key Achievements

- 44th consecutive successful Ariane 5 launch, delivered more than 10 tonnes into geostationary orbit for the first time;
- Work continues on the transformation programme, AGILE, to increase efficiency.

in € m

	H1 2011	H1 2010
Revenues	2,133	2,183
R&D self-financed	113	123
<i>in % of revenues</i>	5.3%	5.6%
EBIT*	89	110
<i>in % of revenues</i>	4.2%	5.0%
Order book	16,461	18,548

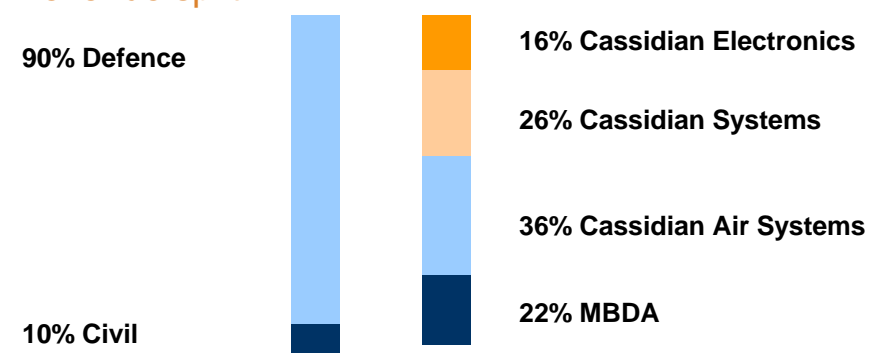
Changing business environment

- Defence budget pressure:
 - Delayed order intake; high R&D expenses.
- Preparation of transformation programme at Cassidian on track to become effective in H2 with related Non Recurring Costs.

Revenues and EBIT* reflect changing business mix

- In line with expectations.

Revenue split



based on H1 2011 EADS external revenues

Key Achievements

- Progress in UAS:
 - Agreement with Turkish Aerospace Industries to establish close co-operation on Talarion;
 - French DGA confirmed additional orders for the DRAC system for the French Army.
- First submarine launch of the SCALP Naval cruise missile, carried out by French DGA.

Other Businesses

in € m

	H1 2011	H1 2010
Revenues	524	554
R&D self-financed	4	2
<i>in % of revenues</i>	7.6%	0.4%
EBIT*	12	0
<i>in % of revenues</i>	2.3%	
Order book	2,840	2,007

Revenues -5%

- Higher passenger seat activity and rate increases at Sogerma more than offset by lower deliveries at ATR.

EBIT*

- EADS North America gain on disposal €+10 m.

ATR

- Historic Le Bourget: 60 orders and 37 options announced;
- H1 2011: 84 net orders, 17 deliveries compared to 27 in H1 2010; 2011 deliveries are backloaded.
- Backlog at 226 a/c compared to 117 in H1 2010.

North America

- 24 LUH deliveries compared to 22 in H1 2010.
- Divestiture completed in May 2011.

Revenue split

32% Defence



31% Sogerma

37% ATR

68% Civil

32% EADS NA

based on H1 2011 EADS external revenues

Highlights
Divisional Performance
Guidance



2011 guidance is based on €\$ 1.35

Airbus Orders & Deliveries:

Airbus deliveries : 520 – 530 commercial aircraft; Gross orders expected to be above 1,000.

Revenues:

EADS revenues above the 2010 level

EBIT* before one-off:

EADS still expects 2011 EADS EBIT* before one-off to remain stable compared to the 2010 level, at around €1.3bn. H2 EBIT before one off at Airbus will be clearly positive but lower than H1 due to higher R&D expenses and a less favourable mix.

EBIT*/EPS:

- 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
- At €1 = \$ 1.35, EADS still expects 2011 EPS to be above the 2010 level of €0.68; it may be below at €1 = \$ 1.45

Free Cash Flow:

Free Cash Flow is expected to be around €1 bn before investment for acquisitions

2012 EBIT* before one-off:

Should materially improve thanks to Airbus with volume increase, better pricing and A380 improvement

Appendix



EADS

H1 2011 Forex EBIT* Impact Bridge

in €m

Forex impact on EBIT*

- ▶ Deterioration of hedge rates (€: \$ 1.34 to 1.37)
out of which Airbus
- ▶ 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 H1 2010
out of which Airbus Division

BRIDGE

(0.16)

(0.16)

(0.04)

0.15

0.00

(0.05)

(0.05)

H1 2011 EBIT* Before One-off by Division

in €bn	EBIT* before one-off	One-offs	Reported EBIT*
Airbus	0.31	(0.11)	0.20
<i>thereof:</i>			
▶ <i>Airbus Commercial</i>	0.33	(0.11)	0.22
▶ <i>Airbus Military</i>	0.00		0.00
Eurocopter	0.15	(0.06)	0.09
Astrium	0.10		0.10
Cassidian	0.09		0.09
Other Businesses	0.00	0.01	0.01
HQ & Eliminations	0.06		0.06
EADS	0.72	(0.16)	0.56

H1 2010 EBIT* Before One-off

in €bn

EBIT* before one-off 2010

% Revenues

EADS Group	AIRBUS Comm.	AIRBUS Military	AIRBUS Division.
0.64	0.27	(0.01)	0.26
3.2%	2.1%		1.9%

One-off impacts:

Airbus Commercial

- ▶ \$ PDP mismatch and balance sheet revaluation
- ▶ Currency effect from revaluation of Loss Making Contract provisions A380, A350
- ▶ Other one-off

Airbus Military

- ▶ Currency effect from revaluation of Loss Making Contract provisions A400M

Airbus Eliminations

Eurocopter

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

EBIT* reported

(0.10)
0.04
0.03
(0.15)
0.02
(0.07)
0.41

Net Income Before One-off

in € m

	H1 2011	H1 2010
Net Income reported	109	185
One-offs in EBIT*	(160)	(230)
One-offs Financial Result	(188)	157
Tax effect on one-offs	104	22
Net Income before one-off	353	236
EPS before one-off ¹	€0.44	€0.29

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 tax effect is calculated at 30%

* Pre-goodwill impairment and exceptionals

¹ Average number of shares outstanding: 810,797,892 in H1 2011; 810,848,870 in H1 2010

H1 2011 Financial Highlights

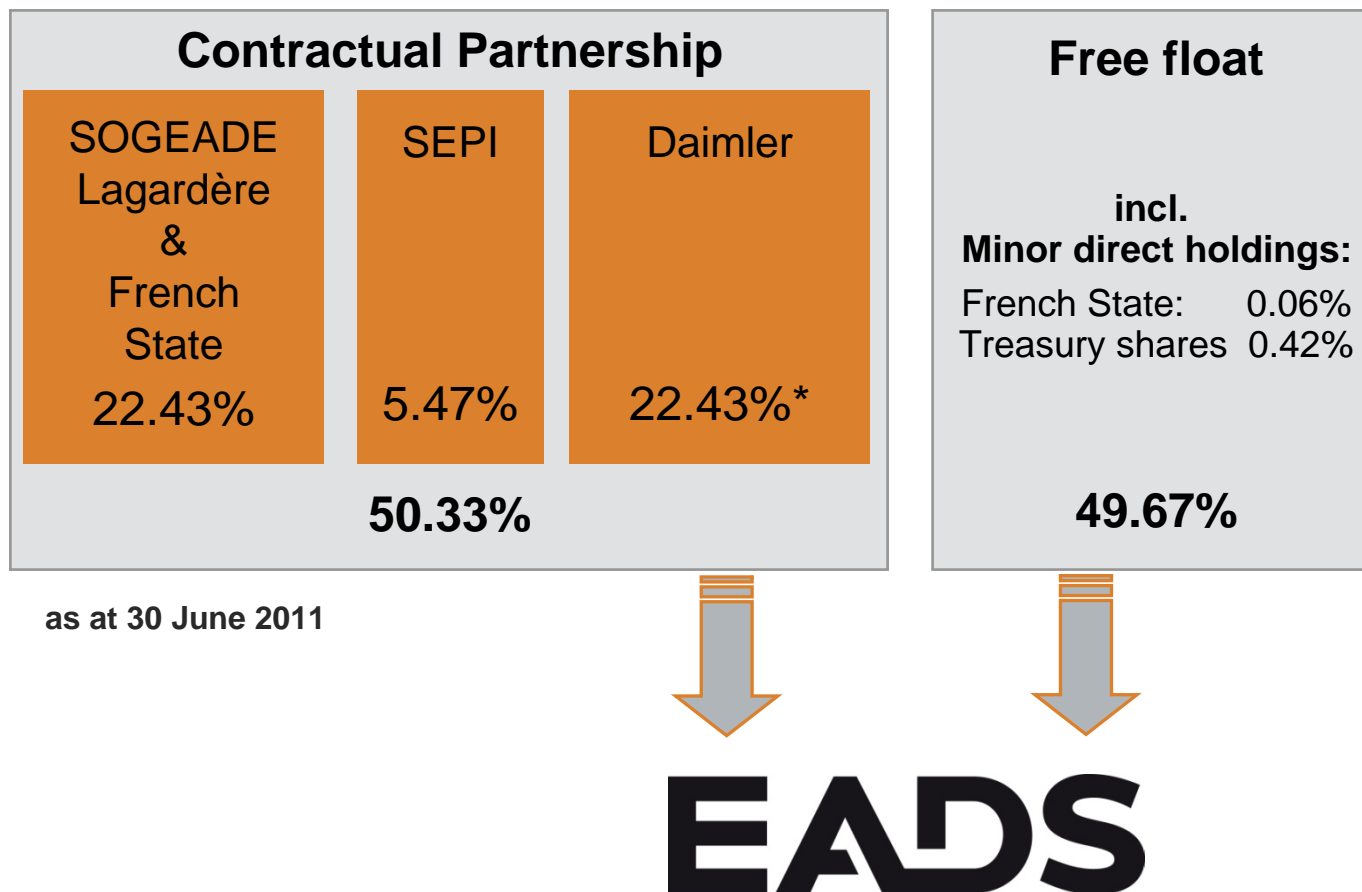
	H1 2011 in % of Revenues		H1 2010 in % of Revenues	
	€m		€m	
Revenues	21,936		20,308	
self-financed R&D**	1,409	6.4%	1,301	6.4%
EBITDA*	1,344	6.1%	1,148	5.7%
EBIT*	563	2.6%	406	2.0%
EBIT* before R&D	1,972	9.0%	1,707	8.4%
Net income (loss)	109	0.5%	185	0.9%
EPS***	€0.13		€0.23	
Net Cash position at the end of the period	11,040		8,864	
Free Cash Flow	(184)		(737)	

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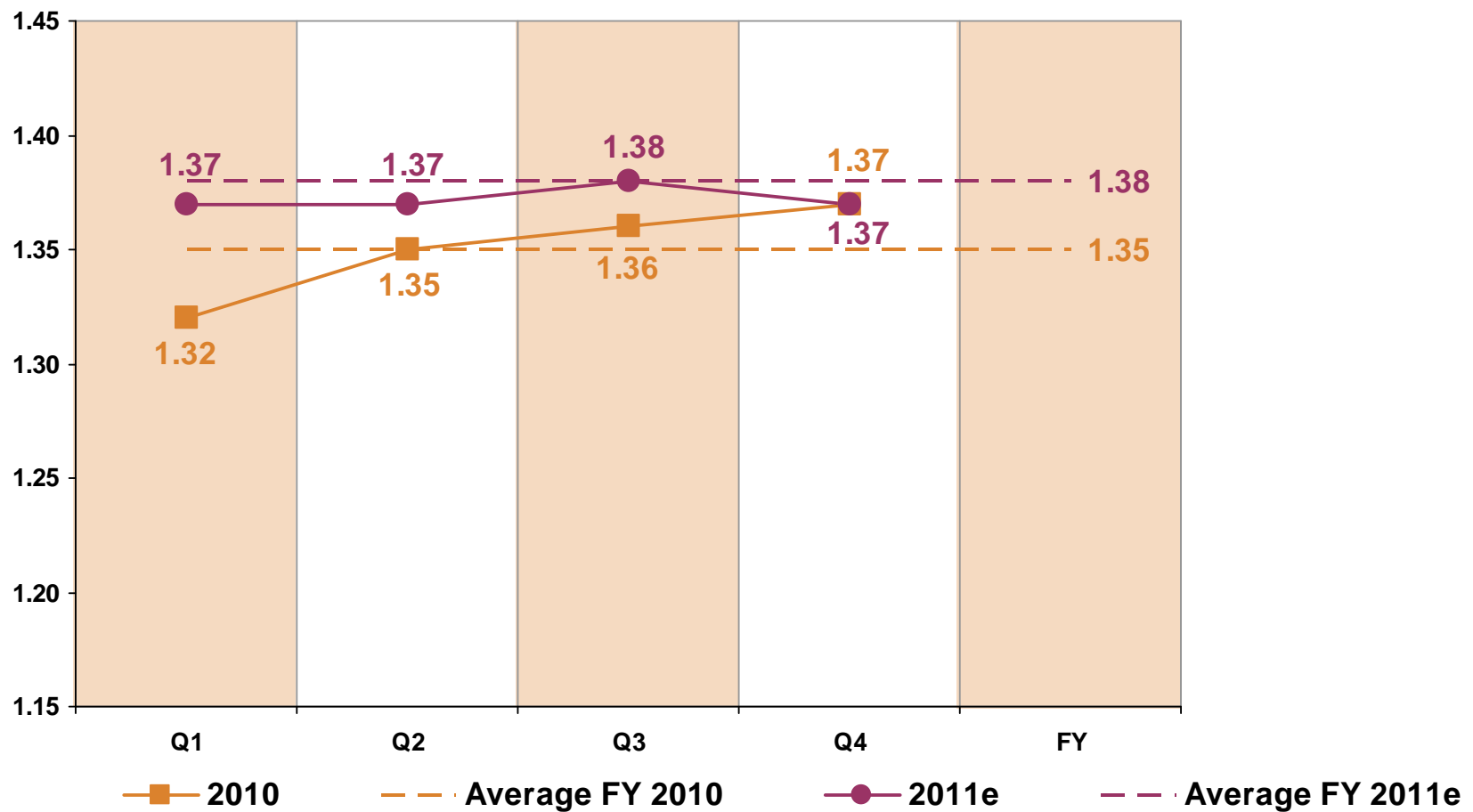
Shareholding structure



* 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.

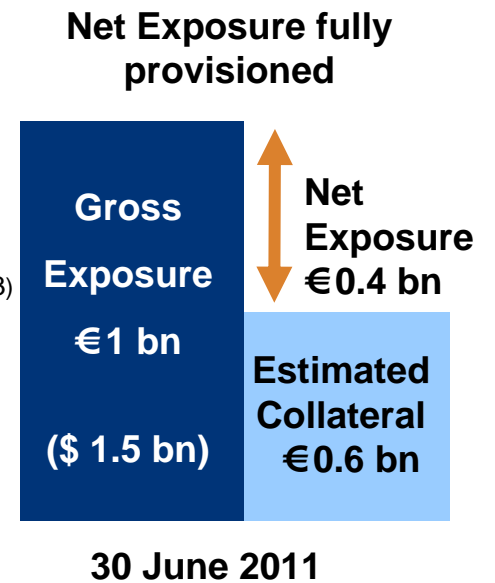
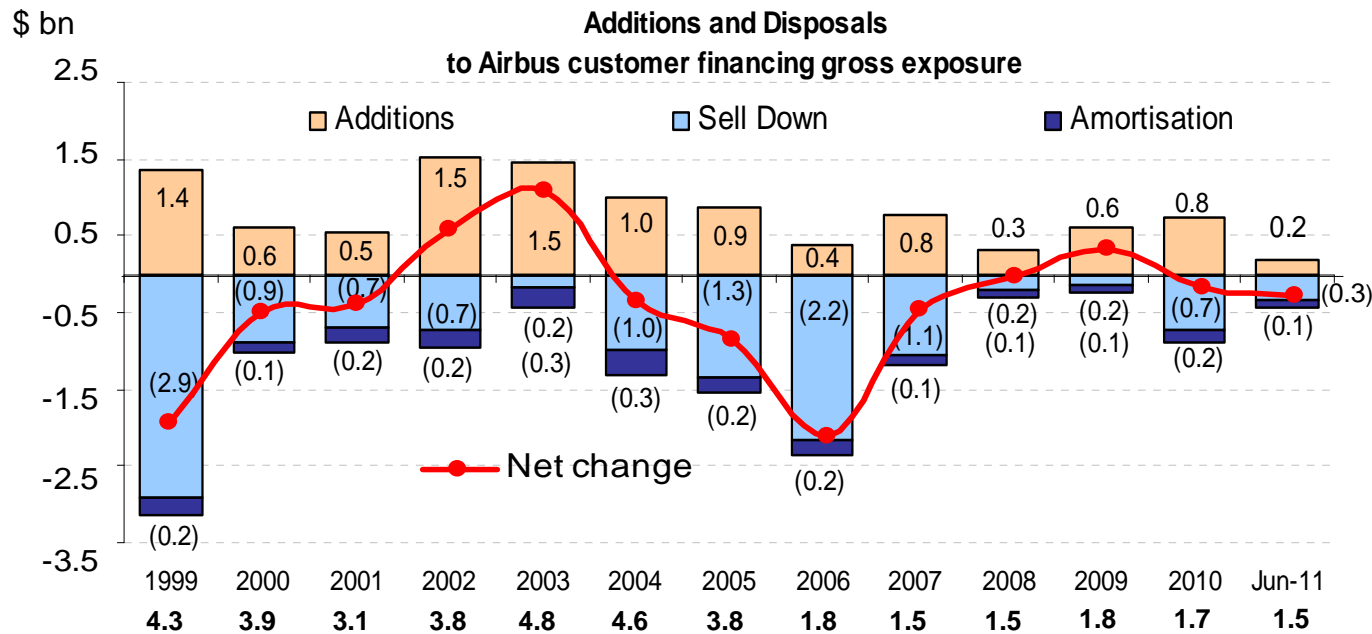
Expected EADS Average Hedge Rates €vs. \$

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	
	June 2011	Dec. 2010	June 2011	Dec. 2010	June 2011	Dec. 2010
Closing rate €1 =	\$ 1.45	\$ 1.34				
Total Gross exposure	1,007	1,266	91	115	84	89
<i>of which off-balance sheet</i>	248	333	43	46	44	48
Estimated value of collateral	(571)	(759)	(82)	(105)	(57)	(62)
Net exposure	436	507	9	10	27	27
Provision and asset impairment	(436)	(507)	(9)	(10)	(27)	(27)
Net exposure after provision	0	0	0	0	0	0

Q2 2011 Key figures

in €bn

Revenues

EBIT*

FCF before customer financing**

New orders

Q2 2011

Q2 2010

12.1

11.4

0.4

0.3

(0.5)

0.5

49.8

16.4

Revenues

EBIT*

in €m

Q2 2011

Q2 2010

Q2 2011

Q2 2010

Airbus

8,299

7,589

87

97

Eurocopter

1,348

1,311

63

45

Astrium

1,176

1,186

51

65

Cassidian

1,255

1,255

81

89

HQ & Others

4

17

89

27

of which Other businesses

278

308

15

1

of which HQ & eliminations

(274)

(291)

74

26

Total EADS

12,082

11,358

371

323

EBIT* Calculation

in €m

EBIT*

Exceptionals:

Disposal of Goodwill

Fair value depreciation

**Profit before finance cost
and income taxes**

H1 2011	H1 2010
563	406
(22)	0
(20)	(22)
521	384

Net Cash Position

in €m	June 2011	Dec. 2010
Gross cash	15,275	16,196
Financing Debts		
<i>Short-term Financing Debts</i>	<i>(1,344)</i>	<i>(1,408)</i>
<i>Long-term Financing Debts</i>	<i>(2,891)</i>	<i>(2,870)</i>
Reported Net cash	11,040	11,918
Airbus non-recourse debt	464	532
Net cash excl. non-recourse	11,504	12,450

EADS: Strong Liquidity Position as at 30 June 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 –
€15.3 bn Total Gross Cash Invested in highly rated securities	€4.2 bn Financing Liabilities (incl. € 1.5 bn liabilities of EMTN)	
	€11.1 bn Net Cash	

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

Balance Sheet Highlights: Assets

in €m	June 2011	Dec. 2010
Non-current Assets	41,630	41,197
of which Intangible & Goodwill	11,554	11,299
of which Property, plant & equipment	13,349	13,427
of which Investments & Financial assets	4,973	4,837
of which positive hedge mark-to-market	1,399	602
of which Non-current securities	5,910	5,332
Current Assets	44,004	41,990
of which Inventory	22,991	20,862
of which Cash	5,146	5,030
of which Current securities	4,219	5,834
of which positive hedge mark-to-market	868	364
Total Assets	85,634	83,187
Closing rate €/€	1.45	1.34

Balance Sheet Highlights: Liabilities

in €m

	June 2011	Dec. 2010
Total Equity	11,274	8,936
of which OCI (Other Comprehensive Income)	2,955	446
of which Non-controlling interests	27	95
Total Non-current liabilities	28,414	30,481
of which pensions	4,825	5,037
of which other provisions	2,951	3,176
of which financing debts	2,891	2,870
of which European governments refundable advances	5,941	5,968
of which Customer advances	8,765	8,817
of which negative hedge mark-to-market	678	2,109
Total Current liabilities	45,946	43,770
of which pensions	184	184
of which other provisions	5,535	5,582
of which financing debts	1,344	1,408
of which European gvts refundable advances	257	52
of which Customer advances	25,622	23,285
of which negative hedge mark-to-market	314	821
Total Liabilities and Equity	85,634	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	...	21,740	...	29,978
Thereof Airbus Comm.*	6,707	5,989	14,464	12,965	...	20,446	...	27,673
Thereof Airbus Military	434	384	1,112	1,007	...	1,540	...	2,684
Eurocopter	823	798	2,171	2,109	...	3,085	...	4,830
Astrium	1,171	924	2,347	2,110	...	3,226	...	5,003
Cassidian	878	928	2,133	2,183	...	3,470	...	5,933
HQ & others	(31)	36	(27)	53	...	33	...	8
<i>of which other BUs</i>	246	246	524	554	...	805	...	1,182
<i>of which HQ & elim.</i>	(277)	(210)	(551)	(501)	...	(772)	...	(1,174)
Total EADS	9,854	8,950	21,936	20,308	...	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	...	296	...	305
Thereof Airbus Comm.**	125	6	223	241	...	328	...	291
Thereof Airbus Military	1	1	3	(161)	...	(35)	...	21
Eurocopter	31	26	94	71	...	121	...	183
Astrium	52	41	103	106	...	158	...	283
Cassidian	8	21	89	110	...	204	...	457
HQ & others	(14)	(12)	75	15	...	5	...	3
<i>of which other BUs</i>	(3)	(1)	12	0	...	(6)	...	25
<i>of which HQ & elim.</i>	(11)	(11)	63	15	...	11	...	(22)
Total EADS	192	83	563	406	...	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	...	47,949	...	68,223
Thereof Airbus Comm.*	3,647	11,035	52,086	24,302	...	47,384	...	68,210
Thereof Airbus Military	105	146	319	285	...	626	...	152
Eurocopter	779	1,057	1,736	1,785	...	3,050	...	4,316
Astrium	781	1,234	1,701	2,667	...	3,803	...	6,037
Cassidian	821	964	1,825	1,856	...	2,581	...	4,312
HQ & others	139	(31)	443	(82)	...	339	...	259
<i>of which other BUs</i>	394	199	988	372	...	1,008	...	1,668
<i>of which HQ & elim.</i>	(255)	(230)	(545)	(454)	...	(669)	...	(1,409)
Total EADS	6,268	14,382	58,099	30,768	...	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	...	377,325	...	400,400
Thereof Airbus Comm.*	353,574	346,182	386,101	385,677	...	358,110	...	378,907
Thereof Airbus Military	22,487	21,155	22,061	20,773	...	20,586	...	22,819
Eurocopter	14,506	15,324	14,116	14,740	...	15,029	...	14,550
Astrium	15,282	14,961	14,967	15,524	...	15,300	...	15,760
Cassidian	16,721	18,864	16,457	18,548	...	17,763	...	16,903
HQ & others	962	592	1,200	659	...	933	...	880
<i>of which other BUs</i>	2,566	1,990	2,840	2,007	...	2,228	...	2,519
<i>of which HQ & elim.</i>	(1,604)	(1,398)	(1,640)	(1,348)	...	(1,295)	...	(1,639)
Total EADS	422,362	415,792	453,834	454,498	...	426,350	...	448,493