

Q1 2010 Earnings



Conference Call, 14th May 2010

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CFO



Disclaimer

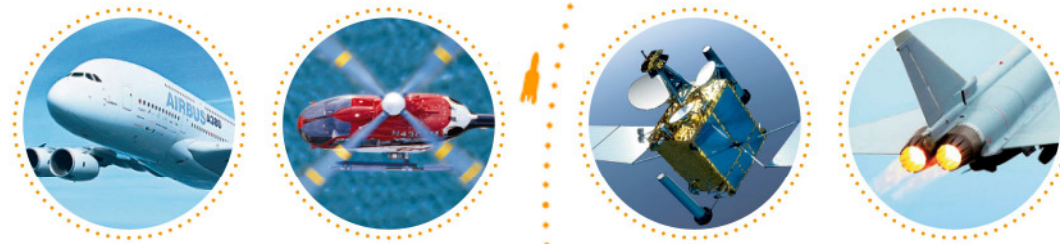
This presentation includes forward-looking statements. Words such as “anticipates”, “believes”, “estimates”, “expects”, “intends”, “plans”, “projects”, “may” and similar expressions are used to identify these forward-looking statements. Examples of forward-looking statements include statements made about 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 21st April 2010.

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.



Group Highlights

Financial Highlights

Divisional Performance

Guidance



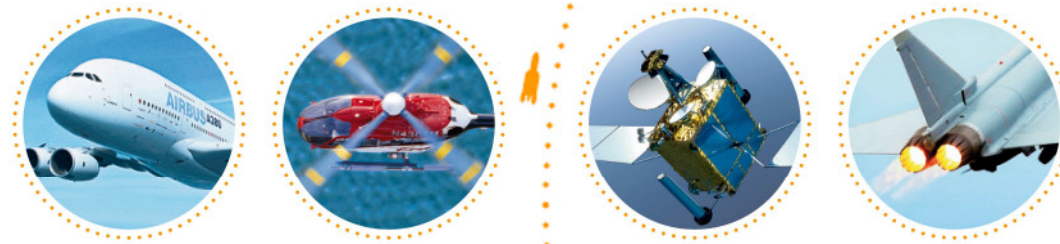
Business highlights

- Signs of improvement in commercial aircraft environment;
- Deliveries: 122 commercial aircraft, 86 helicopters;
- Order book: € 416 bn at Q1 2010 of which Defence € 57.7 bn;
- A400M:
 - Second aircraft has joined the flight test programme;
 - Working towards the contract amendment.
- Strategic in roads : EADS North America intends to bid for US Air Force Tanker.

Financial Highlights

- Revenues € 9.0 bn, of which € 6.3 bn for Airbus;
- EBIT* before one-off: € 0.15 bn for EADS, € 0.08 bn for Airbus;
- Net cash: € 8.8 bn;
- Free Cash Flow consumption of € 1.1 bn:
 - Unfavourable cut-off impact of customer payments received in Q4 2009;
 - Customer financing € 0.2 bn.
- Net income € 0.1 bn.

* Pre-goodwill impairment and exceptionals.
EADS – Q1 2010 earnings



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Q1 2010 Financial Highlights



in € bn	Q1 2010	Q1 2009	Change
Revenues	9.0	8.5	+6%
<i>of which Defence</i>	1.9	2.0	-2%
EBIT* before one-off	0.15	0.40	-63%
Order intake	14.4	9.3	+54%
in € bn	Mar. 2010	Dec. 2009	Change
Total Order book**	415.8	389.1	+7%
<i>of which Defence</i>	57.7	57.3	+1%

- Higher level of commercial aircraft orders;
- Decrease in EBIT* before one-off mainly due to hedge rate deterioration;
- A380 continues to weigh substantially on EBIT* before one-off.

* Pre-goodwill impairment and exceptionals

** Order book based on list prices



Q1 2010 EBIT* Before One-off

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in € bn	EADS Group	Airbus Division
EBIT* before one-off 2010 <small>(see slide 22 for 2009 detail)</small>	0.15	0.08
% Revenues	1.7%	1.3%
One off impacts:		
<ul style="list-style-type: none"> • \$ PDP reversal and balance sheet revaluation 	(0.07)	(0.07)
EBIT* Reported	0.08	0.01

Q1 2010 Profit & Loss Highlights

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	Q1 2010		Q1 2009	
	€ m	in % of Revenues	€ m	in % of Revenues
EBIT*	83	0.9%	232	2.7%
Self-financed R&D**	572	6.4%	562	6.7%
EBIT* before R&D	655	7.3%	794	9.4%
Interest result	(53)	(0.6%)	(9)	(0.1%)
Other financial result	130	1.5%	40	0.5%
Taxes	(47)	(0.5%)	(77)	(0.9%)
Net income	103	1.2%	170	2.0%
EPS***	€ 0.13		€ 0.21	

* Pre-goodwill impairment and exceptionals

** IAS 38: € 17 m capitalised during Q1 2010; € 19 m capitalised during Q1 2009

*** Average number of shares outstanding: 810,894,262 in Q1 2010; 809,366,635 in Q1 2009

Currency Hedge Policy

- Approximately 50% of EADS' US\$ revenues naturally hedged by US\$ procurement;
- In Q1 2010 hedges of \$ 4.7 bn* matured at an average hedge rate of € 1 = \$ 1.32;
- In Q1 2010, new forward contracts of \$ 12.0 bn** were added at an average rate of € 1 = \$ 1.39.

EADS hedge portfolio, 31st March 2010
 (\$ 66.2 bn*), average rates of € 1 = \$ 1.39 and £ 1 = \$ 1.69



Average hedge rates

€ vs \$	1.37	1.39	1.39	1.41	1.41	1.42
£ vs \$	1.72	1.76	1.65	1.59	1.61	1.65

Mark-to-market value = € - 1.6 bn

* Total hedge amount also contains \$/ £ hedges

** Includes \$ 1.9 bn of options restructuring



Free Cash Flow

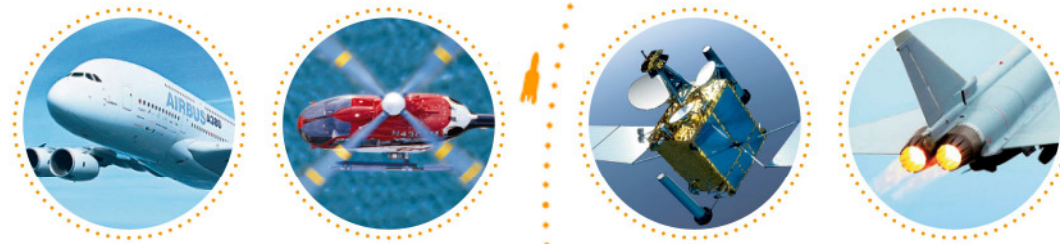
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in € m	Q1 2010	Q1 2009
Net cash position at the beginning of the period	9,797	9,193
Gross Cash Flow from Operations*	386	658
Change in working capital	(1,112)	(1,018)
of which Customer Financing	(152)	15
Cash used for investing activities**	(398)	(225)
of which Industrial Capex (additions)	(345)	(310)
of which Others	(53)	85
Free Cash Flow**	(1,124)	(585)
Free Cash Flow before customer financing**	(972)	(600)
Change in non-controlling interests and capital increase	(2)	1
Change in treasury shares	(1)	10
Contribution to plan assets of pension schemes	(1)	0
Others	84	126
Net cash position at the end of the period	8,753	8,745

* Gross cash flow from operations, excluding working capital change

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



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Airbus Division (after interco elimination)

€ m	Q1 2010	Q1 2009
Deliveries		
Revenues	6,264	5,883
R&D self-financed**	433	441
<i>in % of revenues</i>	<i>6.9%</i>	<i>7.5%</i>
EBIT*	7	89
<i>in % of revenues</i>	<i>0.1%</i>	<i>1.5%</i>
Order book***	366,051	365,412
in units**		
Net orders**		

Airbus Commercial

(excl. A400M)

Q1 2010	Q1 2009 restated
122^{a)}	116
5,989	5,470
431	438
<i>7.2%</i>	<i>8.0%</i>
6	205
<i>0.1%</i>	<i>3.7%</i>
346,182	345,123
3,426	3,607
60 a/c	

a) 119 aircraft with revenue recognition

Airbus Military

(Former MTAD, incl. A400M)

Q1 2010	Q1 2009 restated
2	3
384	456
2	3
<i>0.5%</i>	<i>0.7%</i>
1	(116)
<i>0.3%</i>	
21,155	21,999
248	257
0 a/c	

Segment

Gross Orders by Programme

82% LR

18% SA



Gross Orders by Region

17% Middle East

43% North America

38% Asia Pacific

2% RoW



* Pre-goodwill impairment and exceptionals

** Capitalised R&D: € 10 m in Q1 2010 and € 12 m in Q1 2009

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



Airbus Commercial (excl. A400M)

Revenues

- Higher volume vs. Q1 2009: -4 SA; +4 LR; +3 A380;
- 3 SA aircraft delivered under operating lease;
- Impact from foreign exchange (€ - 0.4 bn).

EBIT*

- Favourable mix effect on SA and LR aircraft deliveries;
- Impact from fx effects (€ - 0.3 bn) see slide 21;
- A380 continues to weigh on underlying performance.

Airbus Military (incl. A400M)

Revenues and EBIT*

- Increase in UAE and FSTA Tanker activity;
- 2009 Revenue recognition for the A400M (€ 0.2 bn);
- 2009 A400M charge including fx impact (€ - 0.1 bn).

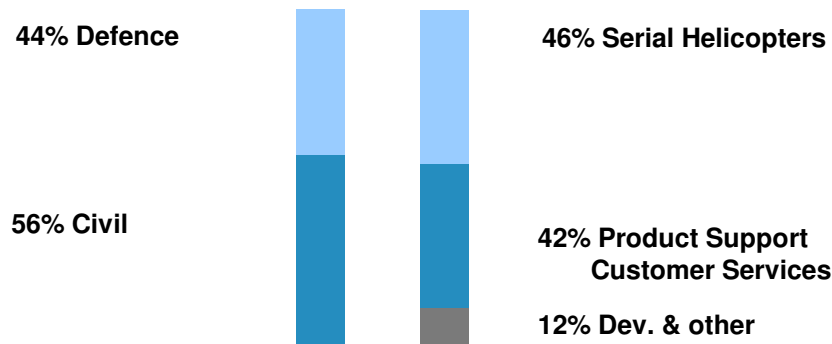
Key Achievements

- No commercial aircraft cancellations in Q1 2010;
 - A330-200F EASA Type certification received;
- Development progressing, second A400M has joined flight test campaign.



€ m	Q1 2010	Q1 2009
Revenues	798	758
R&D self-financed**	47	41
<i>in % of revenues</i>	5.9%	5.4%
EBIT*	26	38
<i>in % of revenues</i>	3.3%	5.0%
Order book	15,324	14,082
in units	1,301	1,488

Revenue split



based on Q1 2010 EADS external revenues

* Pre-goodwill impairment and exceptionals

** Capitalised R&D: € 5 m in Q1 2010 and € 6 m in Q1 2009

EADS – Q1 2010 earnings

Market

- Commercial market still uncertain: 84 h/c booked up from 66 in Q1 09, cancellation trend slowing;
- 86 h/c deliveries, including 6 LUH, 4 NH90 and 2 Tiger.

Revenues +5%

- Favourable phasing of customer support revenues;
- Revenue increase for the NH90.

EBIT* -32%

- Higher contribution from customer support activities;
- Weighed down by:
 - Negative impact from foreign exchange;
 - Increase in R&D investment;
 - Lower margin on NH90.

Key achievements

- NFH: 1st Step A qualification for France and the Netherlands;
- Two successful first flights on schedule:
 - Korean Utility Helicopter (Surion);
 - CH-53GA medium-lift military transport h/c upgrade.
- SHAPE programme communicated, implementation begun.



€ m

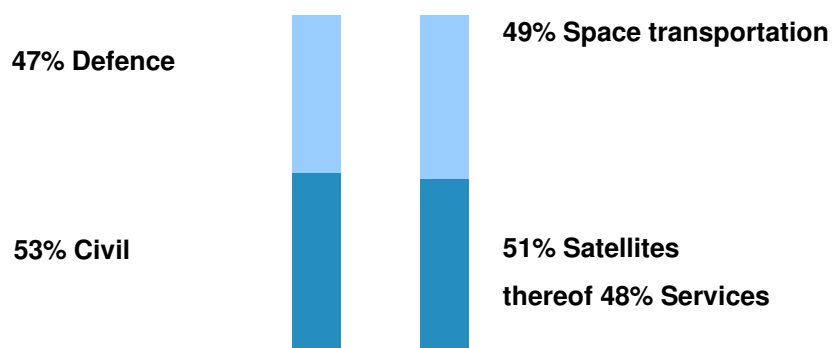
Revenues
R&D self-financed
in % of revenues
EBIT*
in % of revenues
Order book

Q1 2010

Q1 2009

924	904
18	17
1.9%	1.9%
41	36
4.4%	4.0%
14,961	15,877

Revenue split



based on Q1 2010 EADS external revenues

* Pre-goodwill impairment and exceptionals

EADS – Q1 2010 earnings

Revenues +2%

- Positive contribution from defence and telecom services activities;
- Lower volume in navigation satellites.

EBIT* +14%

- Ramp up and productivity in defence activities;
- Growth in telecom services;
- Lower margin in navigation and earth observation satellites.

Order Intake € 1.2 bn

- Paradigm: UK MoD orders a new Skynet satellite, 5D, securing services extension until 2022;
- ESA contract for initial development phase of Ariane 5 Midlife Evolution programme;
- Sentinel-2B optical satellite for ESA.

Key Achievements

- M51 latest technology development testing complete with the successful first firing from a submarine;
- Astrium and DS consortium selected by the EDA to lead a UAV feasibility study in civil air space.



€ m

	Q1 2010	Q1 2009
Revenues	928	934
R&D self-financed	57	37
<i>in % of revenues</i>	6.1%	4.0%
EBIT*	21	21
<i>in % of revenues</i>	2.3%	2.2%
Order book	18,864	15,954

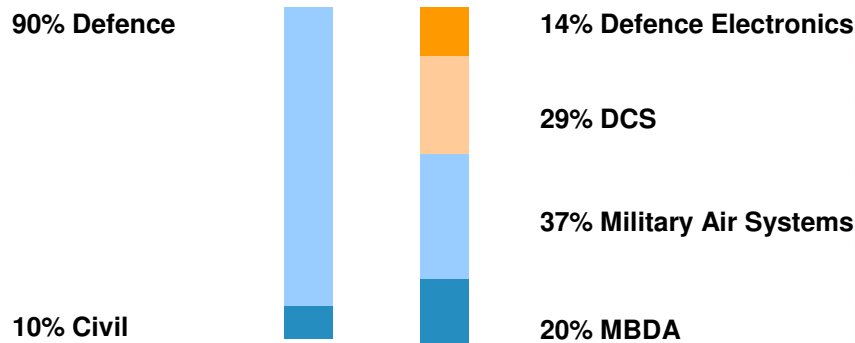
Revenues stable

- Increase in export revenues for missile programmes;
- Lower volume on Military Aircraft services activities, which should pick up in the year.

EBIT* stable

- Higher volume in export missile programmes;
- Better mix from maintenance and training activities;
- Offset by significant growth in R&D investment.

Revenue split



based on Q1 2010 EADS external revenues

* Pre-goodwill impairment and exceptionals

EADS – Q1 2010 earnings

Key Achievements

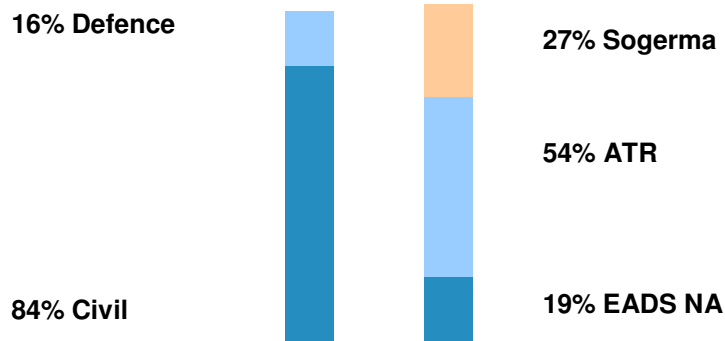
- MBDA and UK MoD long term partnership agreement for supply and support of complex weapons:
 - First order intake of € 132 m for military capabilities in Afghanistan.
- TETRA radio network orders for China and Bulgaria;
- Delivery of second batch of 35 DRAC systems to French Army.





€ m	Q1 2010	Q1 2009
Revenues	246	214
R&D self-financed	1	1
<i>in % of revenues</i>	0.4%	0.5%
EBIT*	(1)	0
<i>in % of revenues</i>		
Order book	1,990	2,306

Revenue split



based on Q1 2010 EADS external revenues

* Pre-goodwill impairment and exceptionals

EADS – Q1 2010 earnings

Overall

- Revenues +15% mainly driven by higher deliveries and asset management activities at ATR;
- EBIT* stable with 2009 level.

Sogerma

- Impacted by the decline in the jet engine MRO business.

ATR

- 13 deliveries in Q1 10 compared to 8 in Q1 09;
- 8 ATR-72 new net orders, total ATR backlog 128 a/c;
- Market improving but the financing environment remains difficult.

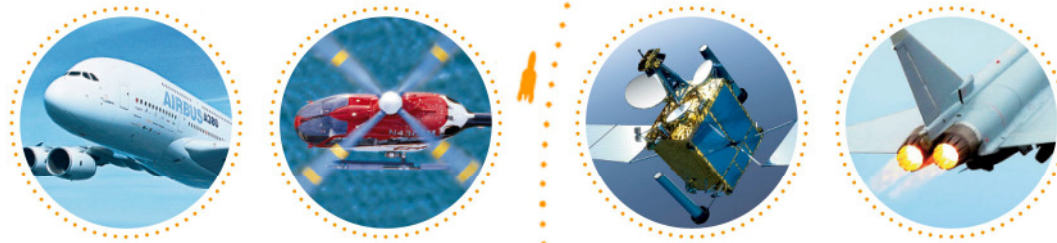
North America

- 100th LUH delivered to the US Army;
- New bid for the US Air Force Tanker;
- Three Armed Aerial Scout-72X demonstration aircraft to be built with Lockheed Martin.

HQ/Eliminations (not in Other Businesses)

- Decrease due to change in allocation of real estate costs and a lower contribution from Dassault.





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Commercial Cycle

- Group fundamentally solid. Economic environment improving but still volatile;
- Resilient backlog of 3,426 a/c in Airbus, 1,301 in Eurocopter and strong backlog in the Space and Defence businesses;
- Based on a number of active campaigns, gross orders at Airbus should be 250-300 in 2010;
- In 2010, Airbus expects to deliver up to the same level of aircraft as in 2009. Eurocopter should deliver around 6 percent less helicopters in 2010 compared to 2009.

Revenues

- Therefore, using € 1 = \$ 1.40 as the average spot rate, EADS revenues should be roughly stable in 2010.

EBIT*

- **EADS EBIT*** in 2010 will be around € 1 billion. The deterioration of the hedge rates will weigh by about € -1 billion compared to 2009. A380, while slightly improving, will continue to weigh substantially on the EBIT* before one-off as in 2009. Cost savings and some improvement in aircraft pricing should contribute positively while weaker helicopter deliveries, some increase in Research & Development (R&D) and cost inflation will weigh on profitability;
- Going forward, **EBIT*** performance of EADS will be dependent on the Group's ability to execute on the A400M, A380 and A350 programmes in line with the commitments made to its customers.

Free Cash Flow

- Provided a sustainable year end cash inflow of institutional and government business and subject to Pre Delivery Payment advances in the A400M programme, Free Cash Flow before customer financing break even;
- Free Cash Flow should be negative due to customer financing cash-outflows of around 1 billion euros. If market conditions continue to improve, less cash flow should be consumed by customer financing.

Appendix



Q1 2010 Forex EBIT* Impact Bridge



Forex impact on EBIT* (in € bn)

- Revaluation of Airbus Commercial LMC provisions
- Revaluation of Airbus Military A400M provision
- Deterioration of hedge rates (€ : \$ 1.19 to 1.32)
out of which Airbus
- Other one-off forex effect including PDP reversal

out of which Airbus

BRIDGE	
(0.14)	} -0.05*
0.09	
(0.33)	
~(0.32)	
0.12	
<hr/>	
(0.26)	
(0.25)	

* In Q1 2009, positive impact on EBIT* from the revaluation of all Loss Making Contract provisions of € 0.05 bn

Q1 2009 EBIT* Before One-off



in € bn	EADS Group	Airbus Division
EBIT* before one-off 2009	0.40	0.26
One-off impacts:		
• Reassessment of A400M charge**	(0.03)	(0.03)
• Revaluation of all Loss Making Contracts at closing spot	0.05	0.05
• Other one-off	(0.19)	(0.19)
EBIT* Reported	0.23	0.09

* Pre-goodwill impairment and exceptionals

** After currency impact: € - 120 m

Q1 2010 Financial Highlights

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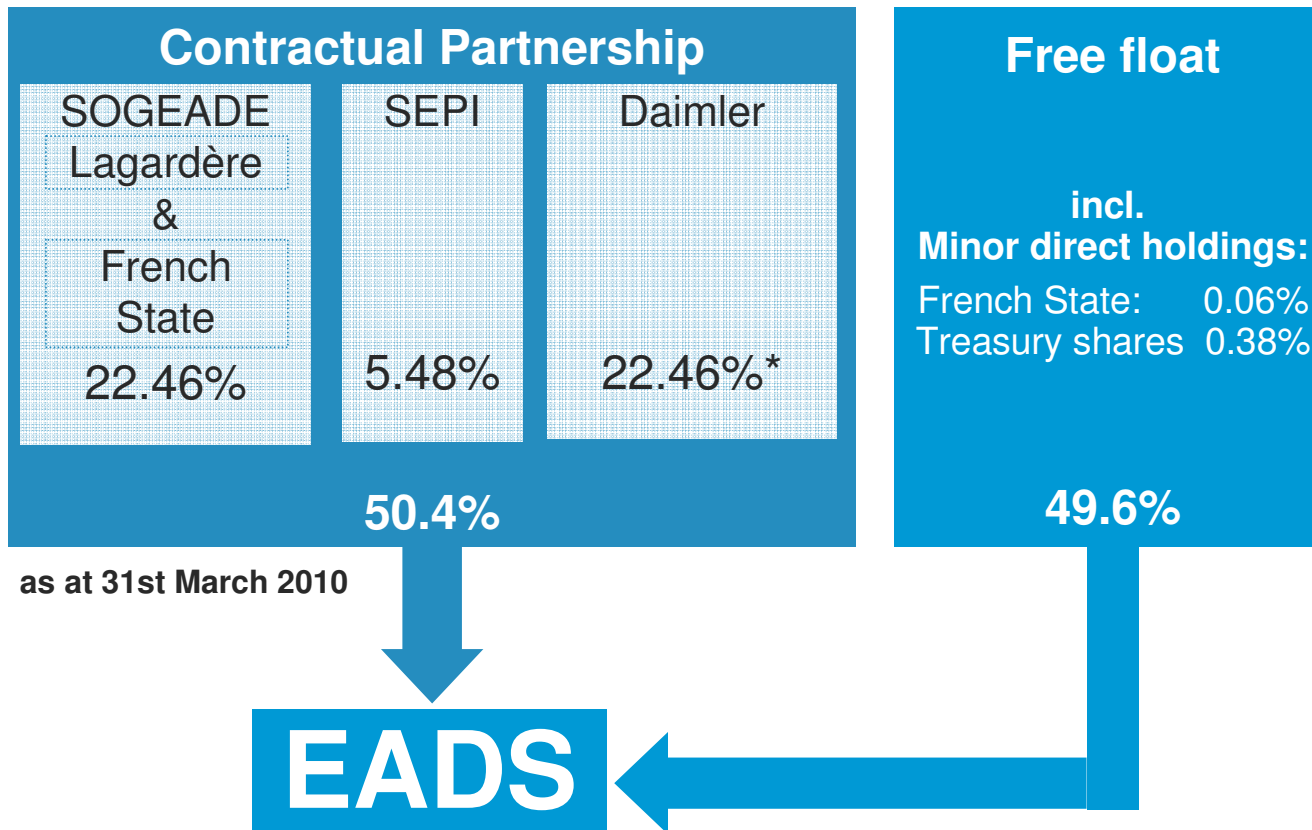
	Q1 2010		Q1 2009	
	€ m	in % of Revenues	€ m	in % of Revenues
Revenues	8,950		8,467	
self-financed R&D**	572	6.4%	562	6.7%
EBITDA*	457	5.1%	585	6.9%
EBIT*	83	0.9%	232	2.7%
EBIT* before R&D	655	7.3%	794	9.4%
Net income	103	1.2%	170	2.0%
EPS***	€ 0.13		€ 0.21	
Net Cash position at the end of the period	8,753		8,745	
Free Cash Flow	(1,124)		(585)	

* Pre-goodwill impairment and exceptionals

** IAS 38: € 17 m capitalised during Q1 2010; € 19 m capitalised during Q1 2009

*** Average number of shares outstanding: 810,894,262 in Q1 2010; 809,366,635 in Q1 2009

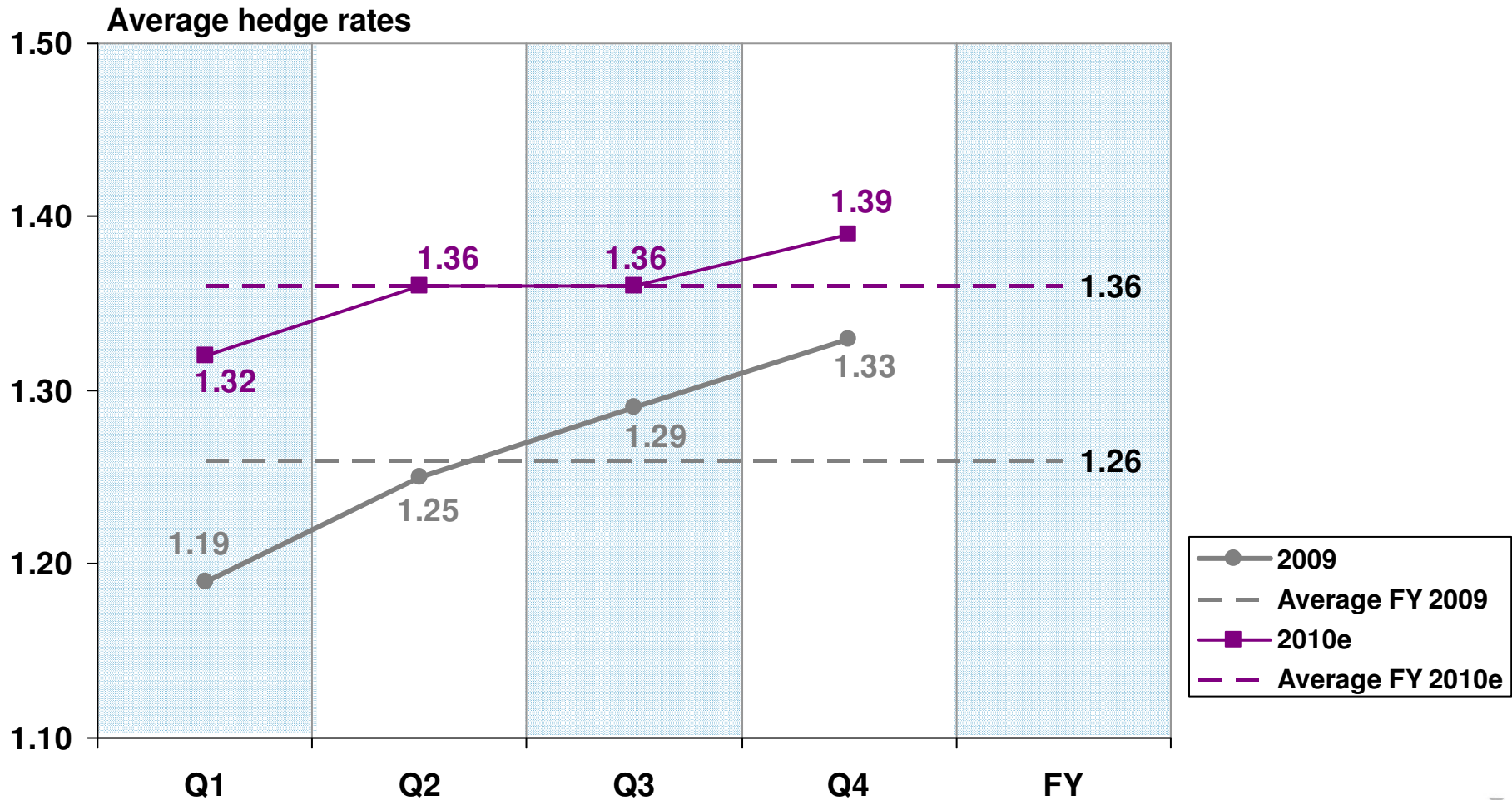
Shareholding structure



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

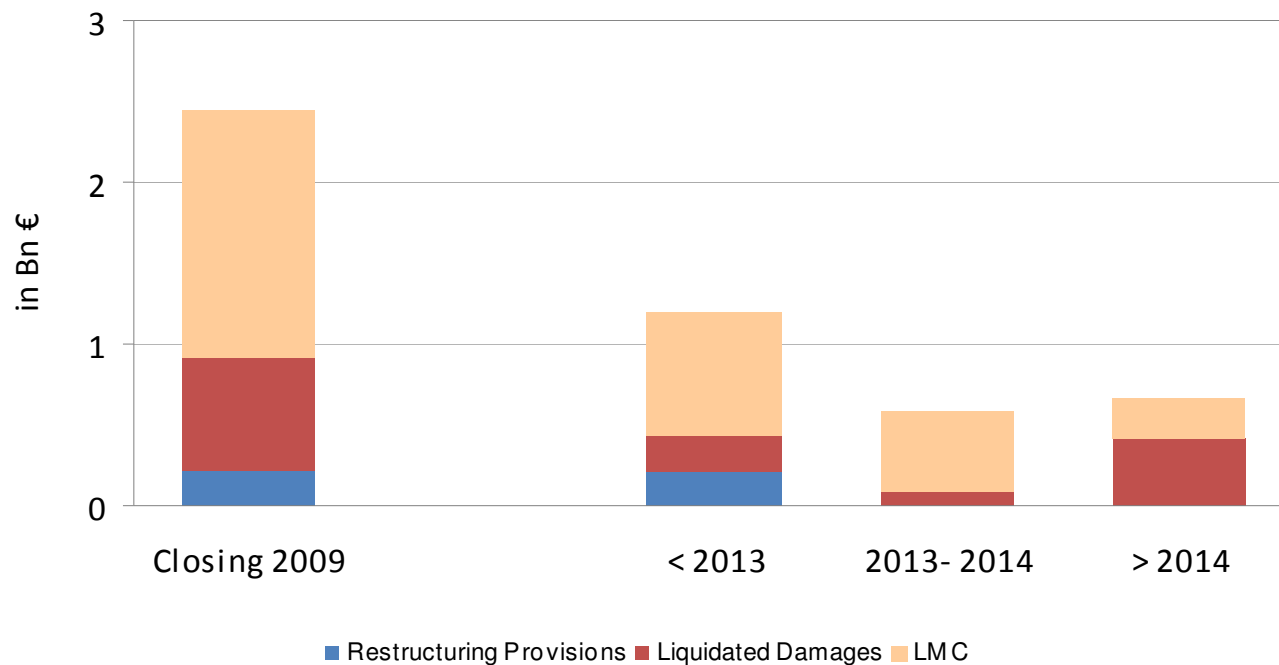


Expected EADS Average Hedge Rates € vs. \$



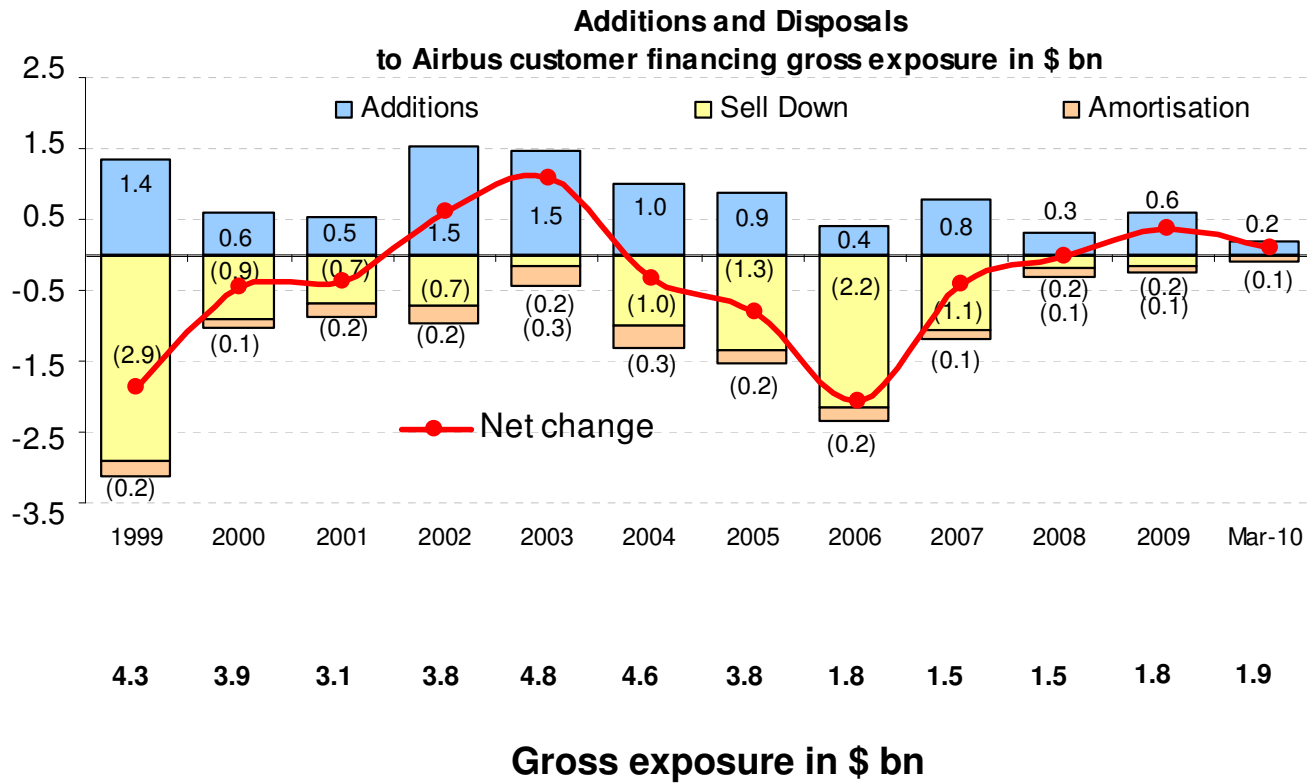
Provision Consumption excluding A400M

(as at 31 Dec. 2009)

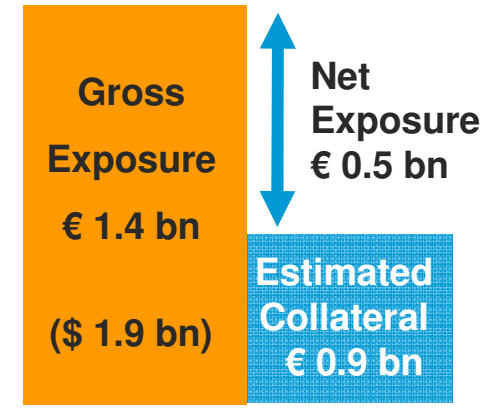




Active exposure management



Net Exposure fully provisioned



31st March 2010

Customer Financing Exposure

28



in € m	100% AIRBUS		50% ATR		100% EC	
	Mar. 2010	Dec.2009	Mar. 2010	Dec.2009	Mar. 2010	Dec.2009
Closing rate € 1 =	\$ 1.35	\$ 1.44				
Total Gross exposure	1,436	1,260	145	159	82	76
<i>of which off-balance sheet</i>	325	335	47	47	48	47
Estimated value of collateral	(898)	(772)	(138)	(145)	(54)	(55)
Net exposure	538	488	7	14	28	21
Provision and asset impairment	(538)	(488)	(7)	(14)	(28)	(21)
Net exposure after provision	0	0	0	0	0	0

EBIT* Calculation

29



in € m

EBIT*

Exceptionals:

Fair value depreciation

**Profit before finance cost
and income taxes**

Q1 2010

83

(10)

73

Q1 2009

232

(16)

216

* Pre-goodwill impairment and exceptionals

EADS – Q1 2010 earnings



Net Income pre-exceptionals

30



in € m

	Q1 2010	Q1 2009
Net income*	110	182
EPS* (1)	€ 0.14	€ 0.22
Exceptionals:		
Fair value adjustment	(10)	(16)
Related tax impact	3	4
Net income	103	170
EPS (1)	€ 0.13	€ 0.21

* 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: 810,894,262 in Q1 2010; 809,366,635 in Q1 2009.



Net Cash Position

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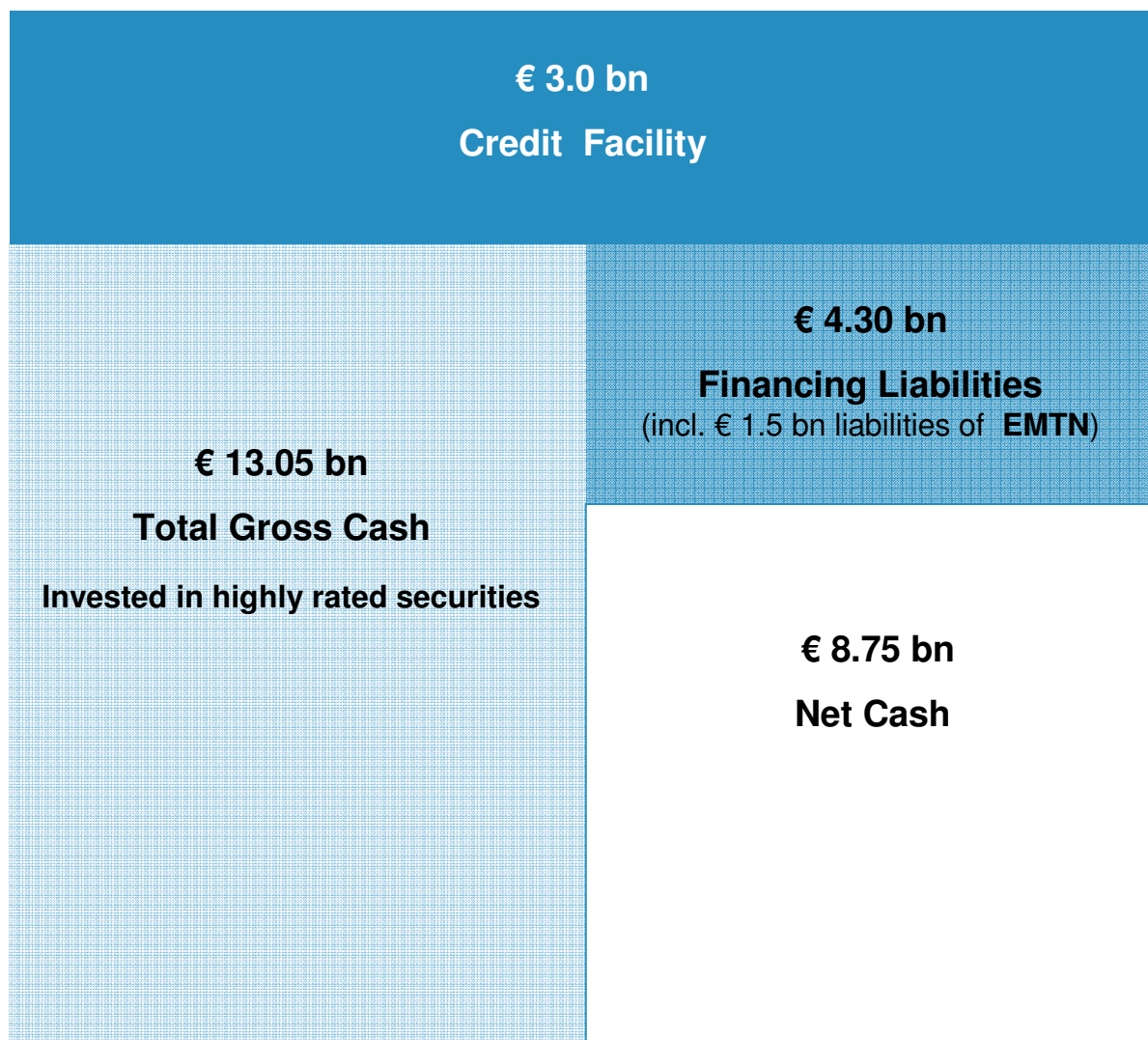
in € m	Mar. 2010	Dec. 2009
Gross cash	13,048	15,093
Financing Debts		
<i>Short-term Financing Debts*</i>	<i>(1,395)</i>	<i>(2,429)</i>
<i>Long-term Financing Debts</i>	<i>(2,900)</i>	<i>(2,867)</i>
Reported Net cash	8,753	9,797
Airbus non-recourse debt	675	652
Net cash excl. non-recourse	9,428	10,449

* Proceeds from the Eurobond issued in August 09 were used to refinance the 1 billion euro bond that matured in March 2010.

EADS: Strong Liquidity Position

as at 31st March 2010

32



- **Maturity 2012**
- **Undrawn**
- **Fully committed by 32 banks**
- **No financial covenants**
- **No MAC clause**

EMTN programme

- Long term rating : A1 / BBB+
- CDS in line with its rating/sector

Balance Sheet Highlights: Assets

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in € m	Mar. 2010	Dec. 2009
Non-current Assets	39,026	37,792
of which Intangible & Goodwill	11,080	11,060
of which Property, plant & equipment	12,519	12,508
of which Investments & Financial assets	5,048	4,724
of which positive hedge mark-to-market	595	1,307
of which Non-current securities	4,467	3,983
Current Assets	41,222	42,512
of which Inventory	23,295	21,577
of which Cash	5,103	7,038
of which Current securities	3,478	4,072
of which positive hedge mark-to-market	444	937
of which Assets classified as held for sale	34	0
Total Assets	80,248	80,304
Closing rate €/€	1.35	1.44



Balance Sheet Highlights: Liabilities

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in € m	Mar. 2010	Dec. 2009
Total Equity	8,871	10,641
of which OCI (Other Comprehensive Income)	776	2,646
of which Non-controlling interests	102	106
Total Non-current liabilities	29,866	27,287
of which pensions	5,139	5,080
of which other provisions	3,047	3,057
of which financing debts	2,900	2,867
of which European governments refundable advances	4,952	4,882
of which Customer advances	9,582	8,579
of which negative hedge mark-to-market	1,949	732
Total Current liabilities	41,511	42,376
of which pensions	216	226
of which other provisions	5,714	5,657
of which financing debts	1,395	2,429
of which European gvts refundable advances	515	412
of which Customer advances	20,740	21,271
of which negative hedge mark-to-market	651	220
Total Liabilities and Equity	80,248	80,304

Quarterly Revenues Breakdown (cumulative)

35



in € m	Q1		H1		9m		FY	
	2010	2009	2010	2009	2010	2009	2010	2009
Airbus Division	6,264	5,883	.	13,951	.	20,193	.	28,067
Thereof Airbus Comm.*	5,989	5,470	.	13,204	.	18,949	.	26,370
Thereof Airbus Military	384	456	.	855	.	1,637	.	2,235
Eurocopter	798	758	.	1,908	.	3,039	.	4,570
Astrium	924	904	.	2,194	.	3,228	.	4,799
DS	928	934	.	2,161	.	3,296	.	5,363
HQ & others	36	(12)	.	(19)	.	(33)	.	23
<i>of which other BUs</i>	246	214	.	480	.	723	.	1,096
<i>of which HQ & elim.</i>	(210)	(226)	.	(499)	.	(756)	.	(1,073)
Total EADS	8,950	8,467	.	20,195	.	29,723	.	42,822

* Airbus Commercial includes EFW and excludes A400M

Quarterly EBIT* Breakdown (cumulative)

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in € m	Q1		H1		9m		FY	
	2010	2009	2010	2009	2010	2009	2010	2009
Airbus Division	7	89	.	519	.	523	.	(1,371)
Thereof Airbus Comm.**	6	205	.	737	.	743	.	386
Thereof Airbus Military	1	(116)	.	(218)	.	(216)	.	(1,754)
Eurocopter	26	38	.	99	.	165	.	263
Astrium	41	36	.	99	.	155	.	261
DS	21	21	.	143	.	220	.	449
HQ & others	(12)	48	.	28	.	26	.	76
<i>of which other BUs</i>	(1)	0	.	2	.	3	.	21
<i>of which HQ & elim.</i>	(11)	48	.	26	.	23	.	55
Total EADS	83	232	.	888	.	1,089	.	(322)

* Pre goodwill impairment and exceptionals

** Airbus Commercial incl. EFW and excludes A400M

Quarterly Order-intake Breakdown (cumulative)

37



in € m	Q1		H1		9m		FY	
	2010	2009	2010	2009	2010	2009	2010	2009
Airbus Division	11,158	1,792	.	6,194	.	11,335	.	23,904
Thereof Airbus Comm.*	11,035	1,667	.	6,025	.	10,487	.	23,461
Thereof Airbus Military	146	164	.	247	.	1,049	.	637
Eurocopter	1,057	1,016	.	2,252	.	2,743	.	5,810
Astrium	1,234	5,641	.	6,396	.	6,956	.	8,285
DS	964	918	.	2,346	.	3,408	.	7,959
HQ & others	(31)	(39)	.	(29)	.	114	.	(111)
<i>of which other BUs</i>	199	134	.	364	.	550	.	969
<i>of which HQ & elim.</i>	(230)	(173)	.	(393)	.	(436)	.	(1,080)
Total EADS	14,382	9,328	.	17,159	.	24,556	.	45,847

* Airbus Commercial includes EFW and excludes A400M

Quarterly Order-book Breakdown (cumulative)

38



in € m	Q1		H1		9m		FY	
	2010	2009	2010	2009	2010	2009	2010	2009
Airbus Division	366,051	365,412	.	343,584	.	332,035	.	339,722
Thereof Airbus Comm.*	346,182	345,123	.	323,497	.	311,674	.	320,321
Thereof Airbus Military	21,155	21,999	.	21,680	.	21,698	.	20,686
Eurocopter	15,324	14,082	.	14,167	.	13,528	.	15,064
Astrium	14,961	15,877	.	15,597	.	14,920	.	14,653
DS	18,864	15,954	.	16,440	.	16,259	.	18,796
HQ & others	592	1,304	.	1,191	.	1,265	.	832
<i>of which other BUs</i>	<i>1,990</i>	<i>2,306</i>	.	<i>2,139</i>	.	<i>1,963</i>	.	<i>1,952</i>
<i>of which HQ & elim.</i>	<i>(1,398)</i>	<i>(1,002)</i>	.	<i>(948)</i>	.	<i>(698)</i>	.	<i>(1,120)</i>
Total EADS	415,792	412,629	.	390,979	.	378,007	.	389,067

* Airbus Commercial includes EFW and excludes A400M