



Los resultados de EADS en el primer semestre de 2007 reflejan la necesidad imperiosa de la reestructuración

- La cifra récord de pedidos refleja los recibidos por Airbus y Eurocopter en el Salón Aeronáutico de París
- El EBIT* de 367 millones de euros incluye la reestructuración de Airbus y costes de programas
- Se confirma la perspectiva del ejercicio 2007, que refleja un buen comportamiento subyacente pero también importantes retos en los programas
- Se espera que el Flujo de Caja Libre sea positivo en 2007
- Estructura directiva simplificada tras los últimos nombramientos

Los resultados semestrales de EADS reflejan los esfuerzos de reestructuración del Grupo y gastos para hacer avanzar grandes programas. Las recientes decisiones de los accionistas sobre el gobierno y la estructura directiva del Grupo disponen el marco para una mejor atribución de poderes a la dirección, responsabilidades más claras y una mayor capacidad para tomar decisiones.

Los **Ingresos** han ascendido a 18.500 millones de euros (19.000 millones en el primer semestre de 2006), respaldados por fuertes entregas comerciales en Airbus, Eurocopter y EADS Astrium. Los ingresos del Grupo se han visto afectados por la inexistencia de hitos del A400M en el primer semestre de 2007 y por la repercusión negativa del dólar estadounidense.

En los seis primeros meses de 2007, EADS ha registrado un **EBIT*** (antes de fondo de comercio y extraordinarios) de 367 millones de euros frente a los 1.654 millones de euros del mismo período del año pasado. El EBIT* se ha visto afectado principalmente por costes de reestructuración correspondientes al programa Power8 y costes de programa en Airbus, así como por un cargo del programa NH90.

“El rendimiento financiero de Airbus sigue mostrando signos de retos muy conocidos, pero hay una gran actividad y los recientes pedidos resaltan la competitividad de la compañía en toda nuestra gama de productos”, afirman los consejeros delegados de EADS, Tom Enders y Louis Gallois. “En última instancia, la rentabilidad es la mejor medida del éxito. En nuestros nuevos papeles y con una estructura más estilizada, ambos seguiremos haciendo lo que es importante para el Grupo: proporcionar unos excelentes productos a nuestros clientes y convertir nuestra enorme cartera de pedidos en beneficios, lo que significa una mayor atención a la gestión de los programas.”

EADS ha registrado un **Beneficio Neto** de 71 millones de euros (1.056 millones en el primer semestre de 2006), o 0,09 euros por acción (1,32 euros por acción en el primer semestre de 2006).

En los seis primeros meses de 2007, los gastos de **I+D autofinanciados** han aumentado a 1.268 millones de euros (1.139 millones en el primer semestre de 2006). Este incremento ha obedecido a los continuos programas de desarrollo de aviones de Airbus y a un mayor esfuerzo de Investigación y Tecnología (I+T).

El **Flujo de Caja Libre** incluyendo financiación a clientes ha descendido a -40 millones de euros (319 millones en el primer semestre de 2006), reflejando una menor aportación de la venta de activos de financiación a clientes y un aumento del capital circulante. Las existencias han aumentado en todas las Divisiones, si bien este incremento se ha visto parcialmente compensado por pagos anticipados recibidos y por un mejor comportamiento operativo. El Flujo de Caja Libre antes de financiación a clientes ha ascendido a -2 millones de euros (-216 millones en el primer semestre de 2006). Al final de junio de 2007, la **Posición de Tesorería Neta** se mantenía estable, en 4.200 millones de euros, en comparación con el cierre del ejercicio 2006.

A partir del segundo semestre de 2007, EADS implementará un “contractual trust arrangement” (CTA) tras la decisión del Consejo de Administración de financiar las obligaciones por pensiones con un importe que se determinará cada año. Los fondos transferidos al CTA sólo estarán disponibles para cubrir el gasto de pagos futuros por pensiones de EADS. La inversión inicial ascenderá a 500 millones de euros en el segundo semestre, con la correspondiente reducción de las provisiones para pensiones.

El entorno de mercado de aeronáutica y defensa sigue prestando soporte. Gracias a su cartera de primera calidad, EADS se ha beneficiado de una vigorosa demanda. Los **pedidos recibidos** del Grupo se han visto impulsados principalmente por los éxitos de mercado de Airbus y Eurocopter, alcanzando los 70.200 millones de euros (14.200 millones en el primer semestre de 2006). El crecimiento se ha visto frenado en parte por el tipo de cambio más bajo del dólar estadounidense.

Al final de junio de 2007, la **cartera de pedidos** de EADS ascendía a 308.200 millones de euros (262.800 millones al cierre de 2006), a pesar de una revaloración de -5.400 millones de euros debido al tipo de cambio más bajo del dólar estadounidense. Los pedidos de las actividades de aviones comerciales se basan en precios brutos de catálogo. La cartera de pedidos de defensa del Grupo ha seguido aumentando con nuevos contratos para Eurocopter, y para Defensa y Seguridad, situándose en 55.900 millones de euros a 30 de junio de 2007 (52.900 millones al cierre de 2006). Este fuerte comportamiento comercial sienta unas sólidas bases para el crecimiento futuro. Al final de junio, EADS tenía 116.848 **empleados** (116.805 al cierre de 2006)

Perspectiva

EADS reitera sus previsiones de ingresos y EBIT* para 2007.

Se prevé que los ingresos de 2007 se reducirán en un porcentaje de una sola cifra baja sobre la base de un tipo de cambio 1 EUR = 1,35 USD.

Se prevé que el EBIT* de 2007 permanecerá prácticamente estable al nivel del ejercicio anterior. Esta expectativa se basa en una previsión de entregas de 440 a 450 aviones en Airbus. El mix de oportunidades y riesgos subyacentes está evolucionando: aunque el fuerte comportamiento operativo subyacente en todas las áreas de negocio, especialmente en Airbus, es causa de satisfacción, con el nivel de riesgo en determinados programas clave sería imprudente cambiar nuestras previsiones en el contexto actual.

El EBIT* de las actividades no relacionadas con Airbus debería aproximarse a 1.000 millones de euros, antes de la posible repercusión de costes del A400M.

Se prevé que el Flujo de Caja Libre de EADS sea positivo, gracias a los pedidos obtenidos en el Salón Aeronáutico de París y al comportamiento de la tesorería, mejor de lo esperado, registrado en lo que va de año.

Divisiones: Importantes éxitos de mercado en el primer semestre de 2007

En los seis primeros meses de 2007, la División **Airbus** ha entregado 231 aviones (219 aviones en el primer semestre de 2006). Los ingresos han descendido a 12.889 millones de euros (13.154 millones en el primer semestre de 2006) debido a la inexistencia de hitos del A400M y a la repercusión del dólar estadounidense. El EBIT* del primer semestre se sitúa en 19 millones de euros (1.497 millones en el primer semestre de 2006), viéndose afectado principalmente por gastos de lanzamiento del A350XWB (-500 millones de euros) y una provisión de reestructuración para el programa Power8 (-688 millones de euros) dotada en el primer trimestre de 2007. Al mismo tiempo, el EBIT* ha sufrido la carga de continuos gastos de soporte para el A380 y gastos más elevados de I+D. El efecto positivo del volumen y la repercusión de un mix más favorable de aviones han dado soporte al EBIT* de la División. El EBIT* de Airbus en el segundo semestre acusará más que en el primer trimestre los tipos de cambio EUR-USD menos favorables, los precios, y unos gastos más altos de I+D.

El programa Power8 está en marcha en todas las áreas en las que no son necesarias consultas con los agentes sociales. Las conversaciones sobre la reducción de gastos generales están avanzando en los cuatro países originales de Airbus. Para los centros que buscan socios a largo plazo, Airbus ha recibido diversas ofertas que está estudiando, y las salas de datos se han abierto a los ofertantes. Los proyectos de resultado más inmediato del Power8 ya están arrojando beneficios, mediante la reducción de costes y el ahorro de efectivo, así como mejorando la eficiencia global del trabajo diario. La implicación de los proveedores desde las primeras etapas, especialmente en el caso del A350XWB, permitirá a Airbus reducir sus plazos de espera en desarrollo.

Con unos impresionantes éxitos de mercado, especialmente durante el Salón Aeronáutico de París, Airbus ha confirmado que sus productos son atractivos para los clientes. El renovado ímpetu de toda su cartera de aviones queda subrayado por el total de 680 pedidos brutos al final de junio de 2007, 392 de los cuales pertenecen a la Familia A320. Se han recibido pedidos para 279 aviones en el segmento de gran autonomía, 152 de los cuales corresponden al nuevo A350XWB. Aparte de esto, el A380 también ha captado nueve pedidos nuevos en el primer semestre de 2007. Con éstos, el total de pedidos del A380 ascendía a 165 aviones por parte de 14 clientes. La entrega al primer operador, Singapore Airlines, tendrá lugar en octubre de este año, y la producción avanzará paulatinamente al principio y después se intensificará en 2009/2010. Otro momento clave del período ha sido la firma por parte de Airbus y un consorcio industrial chino de un contrato de joint venture para la línea de montaje final de la Familia A320 en Tianjin al final de junio. El montaje del primer avión en China empezará en agosto de 2008 y el avión se entregará en el primer semestre de 2009. A 30 de junio, la cartera de pedidos de Airbus ascendía a 251.700 millones de euros (210.100 millones al cierre de 2006) sobre la base de precios de catálogo, o un total de 2.925 aviones (2.533 aviones al cierre de 2006).

La División **Aviones de Transporte Militar** ha registrado unos ingresos de 307 millones de euros (1.244 millones de euros millones en el primer semestre de 2006). La disminución de los ingresos se debe a la inexistencia de hitos del programa A400M en lo que va de año, si bien parcialmente contrarrestada por el efecto de cuatro entregas de aviones C-295 a Brasil. Por lo tanto, el EBIT* de la División ha ascendido a -29 millones de euros (6 millones en el primer semestre de 2006).

Se ha realizado una revisión de la dirección de Airbus Military y la dirección del programa A400M dentro de Airbus. El programa contiene riesgos sustanciales respecto al calendario global y los proveedores de sistemas siguen afrontando retos que pueden traer implicaciones para el diseño a última hora. Se prevé que el montaje final del avión de transporte militar A400M comience a finales de agosto de 2007; el primer vuelo está previsto para el verano de 2008, y la nueva dirección del programa está evaluando las consecuencias para las entregas y los costes.

A principios de junio, AirTanker, cuyo principal accionista es EADS, lanzó el concurso de financiación para captar unos 2.000 millones de inversión para la financiación Private Finance Initiative (PFI) del programa Future Strategic Tanker Aircraft (FSTA) del Reino Unido. El primer MRTT A330 plenamente equipado destinado al programa de aviones cisterna de Australia ha realizado recientemente su vuelo inaugural, y la capacidad del Air Refuelling Boom System ha quedado demostrada en una extensa serie de pruebas en tierra. Respecto al concurso para el programa de reposición de aviones cisterna de las fuerzas aéreas estadounidenses, EADS y Northrop Grumman formularon su respuesta conjunta a la Petición de Propuestas a principios de este año. Durante los seis primeros meses de 2007, la División también se ha adjudicado pedidos de cinco aviones de patrulla marítima CN-235 para el programa Deepwater de la Guardia Costera estadounidense. Al final de junio de 2007, la cartera de pedidos de la División Aviones de Transporte Militar se situaba en 20.300 millones de euros (20.300 millones al cierre de 2006).

Eurocopter ha confirmado su fuerte comportamiento comercial en los dos primeros trimestres de 2007 y ha incrementado sus ingresos a 1.644 millones de euros (1.473 millones en el primer semestre de 2006). Esta evolución obedece principalmente al avance de las entregas en los helicópteros de serie. En los seis primeros meses del año, Eurocopter ha entregado más de 209 helicópteros a clientes (180 en el primer semestre de 2006). Pese a un mix favorable, mejoras en volúmenes y reducción de gastos, el EBIT* de la División ha descendido a 35 millones de euros (88 millones en el primer semestre de 2006) por el efecto de un gasto de 105 millones de euros debido a ajustes de terminación en el programa NH90.

Eurocopter ha recibido varios pedidos importantes de productos de su avanzada cartera, de clientes del mundo entero. Las capacidades del helicóptero de transporte militar NH90 han quedado demostradas con la firma por parte de Alemania de un contrato para otros 42 aviones y un pedido de Bélgica que cubre ocho NH90. En total, Eurocopter ha vendido 481 helicópteros (302 en el primer semestre de 2006) en los seis primeros meses, con lo que su cartera de pedidos asciende a 1.346 helicópteros (1.074 al cierre de 2006). Esto representa un valor de cartera de pedidos de 13.700 millones de euros (11.000 millones al cierre de 2006).

EADS Astrium ha registrado unos ingresos de 1.420 millones de euros, cifra que representa un crecimiento del 12% en comparación con el mismo período del año pasado (1.273 millones en el primer semestre de 2006). El aumento se debe al avance en servicios de Paradigm, mayor producción del Ariane 5 y al negocio de misiles balísticos. El EBIT* ha ascendido a 47 millones de euros (38 millones en el primer semestre de 2006), impulsado por las mejoras de volumen.

Durante el Salón Aeronáutico de París, EADS Astrium y Arianespace han firmado un Acuerdo Bilateral (Memorandum of Understanding - MoU) relativo a la producción de 35 lanzadores Ariane 5 ECA. El acuerdo asegura la continuidad del negocio de lanzadores a partir de 2010. A mediados de junio se lanzó con éxito el satélite radar alemán TerraSAR-X, que retransmitió sus primeras imágenes de alta resolución en un tiempo récord. Incluyendo pedidos de cuatro satélites de telecomunicación nuevos en el primer semestre de 2007, la cartera de pedidos de la División se situaba en 13.100 millones de euros al final de junio (12.300 millones al cierre de 2006).

Los ingresos de la División **Defensa y Seguridad** han permanecido estables, ascendiendo a 2.235 millones de euros frente a los 2.274 millones de euros en los seis primeros meses de 2006. Los ingresos más altos en Redes Seguras y sistemas para misiones se han visto contrarrestados por unos ingresos un poco más bajos en el negocio de misiles en comparación con la elevada cifra registrada en 2006. El EBIT* de la División ha descendido a 77 millones de euros (104 millones en el primer semestre de 2006), debido al mayor número de hitos aislados (principalmente la venta de LFK a MBDA) que se produjeron en el primer semestre de 2006. Sistemas de Defensa y Comunicaciones y el programa Eurofighter han registrado un buen rendimiento operativo.

En junio, la División se ha adjudicado un contrato para suministrar e integrar un Sistema de Escudo de Seguridad Nacional a Qatar. Los Ministerios de Defensa de Francia, Alemania y España anunciaron un acuerdo técnico para el desarrollo conjunto de una futura familia trinacional de sistema modular de vehículos aéreos no tripulados (UAV) de alto rendimiento.

En Hungría se ha desplegado con éxito una red de radio TETRA a escala nacional en un plazo récord, y la plataforma de referencia para las autoridades de seguridad alemanas, la red de radio digital (BOSNet), se ha puesto en marcha y ha entrado en servicio. Gracias a nuevos contratos en el negocio de seguridad mundial - incluyendo FireControl (Control de Incendios) en el Reino Unido -, a Eurofighter y a EuroHawk, la cartera de pedidos de la División ascendía a 18.200 millones de euros al final de junio (17.600 millones al cierre de 2006).

Las actividades institucionales, militares y de seguridad de EADS están supeditadas a fuertes influencias estacionales. El desarrollo de medidas clave de rendimiento como ingresos, EBIT* y Flujo de Caja en los trimestres iniciales no suele ser representativo del comportamiento de las mismas en el ejercicio completo.

Sedes centrales y otras actividades (no pertenecientes a ninguna División):

Los ingresos de Otras Actividades (ATR, EADS, EFW, EADS Socata y EADS Sogerma) han ascendido a 608 millones de euros (660 millones en el primer semestre de 2006). El descenso obedece principalmente a la venta de las actividades MRO de EADS Sogerma a TAT Group a principios de 2007, pero se ha visto parcialmente compensado por mayores ingresos del fabricante regional de aviones ATR, de EADS EFW y de EADS Socata. El EBIT* se ha incrementado a 49 millones de euros (-143 millones en el primer semestre de 2006), principalmente debido al cambio en EADS Sogerma y a aportaciones positivas de ATR, EADS EFW y EADS Socata.

ATR sigue beneficiándose de la reactivación del mercado de aviones turbopropulsores y ha anunciado nuevos pedidos de 48 aviones en el primer semestre de 2007. Con esto, su cartera de pedidos asciende a 144 aviones a final de junio. Además, se ha concluido un acuerdo con la industria aeronáutica china, que cubre la producción de una sección trasera del avión ATR en China. Está previsto que la cooperación comience más adelante en 2007. EADS EFW ha entregado a sus clientes 11 aviones convertidos a carga y ha incrementado su producción de aeroestructuras gracias a las mayores tasas de producción de Airbus. La entrega de 17 TBM 850 durante los seis primeros meses demuestra el éxito de los más modernos aviones turbopropulsores de EADS Socata, cuya cartera de pedidos asciende a un total de 31 aviones. Al 30 de junio de 2007, la cartera de pedidos de Otras Actividades ascendía a un total de 2.100 millones de euros (2.300 millones al cierre de 2006).

EADS – Resultados del primer semestre (1S) de 2007

(Cifras en euros)

Grupo EADS	1S 2007	1S 2006	Variación
Ingresos , en millones	18.493	18.980	-3%
- de esta cifra, defensa, en millones	3.485	4.127	-16%
EBITDA ^{(1) (4)} , en millones	1.153	2.427	-52%
EBIT ^{(2) (4)} , en millones	367	1.654	-78%
Gastos de Investigación y Desarrollo , en millones	1.268	1.139	+11%
Beneficio Neto ^{(3) (4)} , en millones	71	1.056	-93%
Beneficio por Acción (BPA) ^{(3) (4)}	0,09	1,32	-1,23€
Flujo de Caja Libre (FCL) , en millones	-40	319	-
Flujo de Caja Libre antes de financiación a clientes , en millones	-2	-216	-
Pedidos recibidos ⁽⁵⁾ , en millones	70.219	14.153	+396%
Grupo EADS	30.06.2007	31.12.2006	Variación
Cartera de Pedidos ⁽⁵⁾ , en millones	308.247	262.810	+17%
- de esta cifra, defensa, en millones	55.921	52.933	+6%
Posición de Tesorería Neta , en millones	4.197	4.229	-1%
Empleados	116.848	116.805	+/-0%

por División (Cifras en millones de euros)	Ingresos			EBIT ^{(2) (4)}		
	1S 2007	1S 2006	Variación	1S 2007	1S 2006	Variación
Airbus	12.889	13.154	-2%	19	1.497	-99%
Aviones de Transporte Militar	307	1.244	-75%	-29	6	-
Eurocopter	1.644	1.473	+12%	35	88	-60%
Espacio	1.420	1.273	+12%	47	38	+24%
Defensa y Seguridad	2.235	2.274	-2%	77	104	-26%
Sedes Centrales/ Consolidación	-610	-1.098	-	169 ⁽⁶⁾	64	-
Otras Actividades ⁽⁷⁾	608	660	-8%	49	-143	-
Total	18.493	18.980	-3%	367	1.654	-78%

por División (Cifras en millones de euros)	Pedidos recibidos ⁽⁵⁾			Cartera de pedidos ⁽⁵⁾		
	1S 2007	1S 2006	Variación	30.06.2007	31.12.2006	Variación
Airbus	60.367	7.905	+664%	251.743	210.115	+20%
Aviones de Transporte Militar	250	751	-67%	20.256	20.337	+/-0%
Eurocopter	4.332	1.722	+152%	13.730	11.042	+24%
Espacio	2.290	2.223	+3%	13.125	12.263	+7%
Defensa y Seguridad	2.802	1.694	+65%	18.164	17.570	+3%
Sedes Centrales/ Consolidación	-553	-904	-	-10.891	-10.809	-
Otras Actividades ⁽⁷⁾	731	762	-4%	2.120	2.292	+8%
Total	70.219	14.153	+396%	308.247	262.810	+17%

EADS – Resultados del segundo trimestre (2T) de 2007

(Cifras en euros)

Grupo EADS	2T 2007	2T 2006	Variación
Ingresos , en millones	9.509	9.897	-4%
EBIT^{(2) (4)} , en millones	278	863	-68%
Beneficio Neto^{(3) (4)} , en millones	81	534	-85%
Beneficio por Acción (BPA)^{(3) (4)}	0,10	0,67	-0,57 €

por División (Cifras en millones de euros)	Ingresos			EBIT ^{(2) (4)}		
	2T 2007	2T 2006	Variación	2T 2007	2T 2006	Variación
Airbus	6.283	6.792	-7%	88	813	-89%
Aviones de Transporte Militar	174	422	-59%	-16	-3	-
Eurocopter	973	817	+19%	2	60	-97%
Espacio	791	780	+1%	37	37	+/-0%
Defensa y Seguridad	1.265	1.274	-1%	83	65	+28%
Sedes Centrales/ Consolidación	-303	-518	-	55	30	-
Otras Actividades ⁽⁷⁾	326	330	-1%	29	-139	-
Total	9.509	9.897	-4%	278	863	-68%

El EBIT* del segundo trimestre de 2007 se ha visto afectado principalmente por Airbus (debido a una provisión para gastos de lanzamiento del A350XWB y costes para el continuo apoyo del programa A380), costes más elevados para el NH90 y un efecto negativo de volumen en el programa A400M. Esto se ha visto parcialmente mitigado por un aumento del EBIT* en EADS Sogerma en comparación con el mismo período del año pasado.

- 1) Beneficio antes de intereses, impuestos, depreciación, amortización y extraordinarios
- 2) Beneficio antes de intereses e impuestos, minoración de valor del fondo de comercio y extraordinarios
- 3) EADS sigue usando el término Beneficio Neto. Es idéntico a beneficio del período atribuible a los accionistas de la sociedad matriz según lo definido por las NIIF
- 4) En 2006, EADS ha cambiado su política contable del enfoque de banda de fluctuación al enfoque patrimonial, es decir, todas las ganancias y pérdidas actuariales están reconocidas en el Balance como provisión para pensiones, reduciendo con ello el patrimonio neto. Por lo tanto, el EBIT* del primer semestre de 2007 se ha actualizado en 22 millones de euros (Airbus: 6 MM €, Eurocopter: 4 MM €, EADS Astrium: 2 MM €, Defensa y Seguridad: 8 MM €, Sedes Centrales: 2 MM €). El EBIT* del segundo trimestre de 2006 se ha actualizado en 11 millones de euros (Airbus: 3 MM €, Eurocopter: 2 MM €, EADS Astrium: 1 MM €, Defensa y Seguridad: 4 MM €, Sedes Centrales: 1 MM €)
- 5) Las aportaciones de las actividades de aviones comerciales a los Pedidos Recibidos y la Cartera de Pedidos de EADS están basadas en precios brutos de catálogo.
- 6) Aumento del EBIT* de Sedes Centrales como resultado de la ganancia en la venta de la participación de EADS en Embraer, la venta del edificio de Velizy (ambas realizadas en el primer trimestre de 2007) y un beneficio mayor en Dassault.
- 7) ATR, EADS EFW, EADS Socata y EADS Sogerma Services están asignadas a Otras Actividades, que no es una División independiente de EADS.

* EADS usa el EBIT* antes de amortización de fondo de comercio y extraordinarios como un indicador clave de sus resultados económicos. El término "extraordinarios" hace referencia a partidas tales como los gastos de amortización de ajustes a valor de mercado relativos a la fusión de EADS, la combinación de Airbus y la formación de MBDA, así como pérdidas por deterioro de valor.

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First Half-year 2007 Report

Unaudited Condensed Consolidated Financial Information of EADS N.V. for the first half-year 2007

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Unaudited Condensed IFRS Consolidated Income Statements

	January 1 - June 30, 2007		January 1 - June 30, 2006		Deviation	
	M €	%	M €	%	M €	%
Revenues	18,493	100	18,980	100	-487	-3
Cost of sales ^{*)}	-15,978	-86	-15,352	-81	-626	4
Gross margin	2,515	14	3,628	19	-1,113	-31
Selling, administrative & other expenses	-1,191	-7	-1,132	-6	-59	5
Research and development expenses	-1,268	-7	-1,139	-6	-129	11
Other income	132	1	196	1	-64	-33
Share of profit from associates under the equity method and other income from investments	143	1	69	0	74	107
Profit before finance costs and income taxes	331	2	1,622	8	-1,291	-80
Interest income	230	1	218	1	12	6
Interest expenses	-334	-2	-274	-1	-60	22
Other financial result	-108	-1	-89	-1	-19	21
Finance costs	-212	-2	-145	-1	-67	46
Income taxes ^{*)}	-34	0	-440	-2	406	-92
Profit for the period^{*)}	85	0	1,037	5	-952	-92
Attributable to:						
Equity holders of the parent						
(Net income)^{*)}	71	0	1,056	6	-985	-93
Minority interests	14	0	-19	-1	33	-174
Earnings per share	€		€		€	
Basic ^{*)}	0.09		1.32		-1.23	
Diluted ^{*)}	0.09		1.31		-1.22	

^{*)} For retrospective adjustments concerning the first half-year 2006 please refer to Note 2 "Accounting policies" and Note 10 "Earnings per share".

Unaudited Condensed IFRS Consolidated Income Statements for the second quarter 2007 and 2006

	April 1 - June 30, 2007		April 1 - June 30, 2006		Deviation	
	M €	%	M €	%	M €	%
Revenues	9,509	100	9,897	100	-388	-4
Cost of sales *)	-8,112	-85	-7,973	-81	-139	2
Gross margin	1,397	15	1,924	19	-527	-27
Selling, administrative & other expenses	-565	-6	-557	-6	-8	1
Research and development expenses	-718	-8	-603	-6	-115	19
Other income	88	1	40	0	48	120
Share of profit from associates and other income from investments	52	1	44	1	8	18
Profit before finance costs and income taxes	254	3	848	8	-594	-70
Interest income	126	1	122	1	4	3
Interest expenses	-199	-2	-149	-1	-50	34
Other financial result	-39	0	-56	-1	17	-30
Finance costs	-112	-1	-83	-1	-29	35
Income taxes *)	-50	-1	-225	-2	175	-78
Profit for the period *)	92	1	540	5	-448	-83
Attributable to:						
Equity holders of the parent (Net income) *)	81	1	534	5	-453	-85
Minority interests	11	0	6	0	5	83
Earnings per share	€		€		€	
Basic *)	0.10		0.67		-0.57	
Diluted *)	0.10		0.66		-0.56	

*) For retrospective adjustments concerning the second quarter 2006 please refer to Note 2 "Accounting policies" and Note 10 "Earnings per share".

Unaudited Condensed IFRS Consolidated Balance Sheets

	June 30, 2007		December 31, 2006		Deviation	
	M €	%	M €	%	M €	%
Non-current assets						
Intangible assets	10,863	15	10,855	15	8	0
Property, Plant and Equipment	14,321	20	14,315	20	6	0
Investments in associates under the equity method	2,110	3	2,095	3	15	1
Other investments and long-term financial assets	1,561	2	1,666	2	-105	-6
Non-current other assets	3,519	5	4,231	6	-712	-17
Deferred tax assets	2,543	3	2,624	4	-81	-3
Non-current securities	2,486	3	1,294	2	1,192	92
	37,403	51	37,080	52	323	1
Current assets						
Inventories	19,246	26	16,892	23	2,354	14
Trade receivables	4,426	6	4,852	7	-426	-9
Other current assets	5,077	7	4,545	6	532	12
Current securities	772	1	549	1	223	41
Cash and cash equivalents	6,539	9	8,143	11	-1,604	-20
	36,060	49	34,981	48	1,079	3
Non-current assets / disposal groups classified as held for sale	0	0	76	0	-76	-100
Total assets	73,463	100	72,137	100	1,326	2
Total equity						
Equity attributable to equity holders of the parent						
Capital Stock	818	1	816	1	2	0
Reserves	7,838	11	7,593	11	245	3
Accumulated other comprehensive income	4,444	6	4,955	7	-511	-10
Treasury shares	-357	0	-349	0	-8	2
	12,743	18	13,015	19	-272	-2
Minority interests	159	0	137	0	22	16
	12,902	18	13,152	19	-250	-2
Non-current liabilities						
Non-current provisions	9,129	12	9,063	13	66	1
Long-term financial liabilities	3,370	5	3,561	5	-191	-5
Deferred tax liabilities	2,423	3	2,465	3	-42	-2
Other non-current liabilities	13,375	18	12,680	17	695	5
	28,297	38	27,769	38	528	2
Current liabilities						
Current provisions	3,558	5	3,631	5	-73	-2
Short-term financial liabilities	2,230	3	2,196	3	34	2
Trade liabilities	7,058	10	7,461	10	-403	-5
Current tax liabilities	239	0	218	0	21	10
Other current liabilities	19,179	26	17,646	25	1,533	9
	32,264	44	31,152	43	1,112	4
Liabilities directly associated with non-current assets classified as held for sale	0	0	64	0	-64	-100
Total liabilities	60,561	82	58,985	81	1,576	3
Total equity and liabilities	73,463	100	72,137	100	1,326	2

Unaudited Condensed IFRS Consolidated Cash Flow Statements

	January 1 - June 30,	January 1 - June 30,
	2007	2006
	M €	M €
Profit for the period attributable to equity holders of the parent (Net income) ¹⁾	71	1,056
Profit (loss) attributable to minority interests	14	-19
<i>Adjustments to reconcile profit for the period (net income) to cash provided by operating activities</i>		
Depreciation and amortization	810	805
Valuation adjustments and CTA release ¹⁾	379	55
Deferred tax expense	156	216
Change in tax assets, tax liabilities and provisions for actual income tax	62	89
Results of disposal of non-current assets	-110	-271
Results of companies accounted for by the equity method	-78	-48
Change in current and non-current provisions	1,005	-81
Change in other operating assets and liabilities	-1,676	-1,219
Cash provided by operating activities	633	583
- Purchase of intangible assets, PPE	-947	-1,118
- Proceeds from disposals of intangible assets, PPE	71	72
- Acquisitions of subsidiaries and joint ventures (net of cash)	0	-20
- Proceeds from disposals of subsidiaries (net of cash)	35	81
- Payments for investments in associates and other investments and long-term financial assets	-323	-91
- Proceeds from disposals of associates and other investments and long-term financial assets	327	505
- Dividends paid by companies valued at equity	39	46
- Increase in equipment of leased assets	-18	-6
- Proceeds from disposals of leased assets	34	23
- Increase in finance lease receivables	-4	-5
- Decrease in finance lease receivables	87	35
Disposals of non-current assets / disposal groups classified as held for sale and liabilities directly associated with non-current assets classified as held for sale	26	214
Change of securities ²⁾	-1,411	1,638
Cash (used for) provided by investing activities²⁾	-2,084	1,374
Change in long-term and short-term financial liabilities	-72	405
Cash distribution to EADS N.V. shareholders	-97	-520
Payments related to liability for puttable instruments	0	-129
Capital increase	42	82
Purchase of treasury shares	-8	-41
Cash (used for) financing activities	-135	-203
Effect of foreign exchange rate changes and other valuation adjustments on cash and cash equivalents	-18	-25
Net (decrease) increase in cash and cash equivalents²⁾	-1,604	1,729
Cash and cash equivalents at beginning of period²⁾	8,143	5,386
Cash and cash equivalents at end of period²⁾	6,539	7,115

1) For retrospective adjustments concerning the first half-year 2006 due to the revised IAS 19 "Employee benefits" please refer to Note 2 "Accounting policies".

2) For retrospective adjustments concerning the first half-year 2006 of "Cash and cash equivalents" please refer to Note 2 "Accounting policies" and Note 8 "Significant cash flow items".

As of June 30, 2007, EADS' cash position (stated as cash and cash equivalents in the unaudited consolidated cash flow statements) includes 667 M € (597 M € as of December 31, 2006), which

represent EADS' share in MBDA's cash and cash equivalents deposited at other shareholders. These funds are available for EADS upon demand.

Unaudited Condensed IFRS Consolidated Statements of Recognised Income and Expenses

in M €	January 1 - June 30, 2007	January 1 - June 30, 2006
Foreign currency translation differences for foreign operations	-67	-192
Changes in fair value of cash flow hedges	-604	1,672
Net change in fair value of available-for-sale financial assets	-39	9
Changes in actuarial gains and losses ^{*)}	400	-22
Others	-47	0
Tax on income and expense recognised directly in equity	57	-579
Income and expenses recognised directly in equity	-300	888
Profit for the period *)	85	1,037
Total recognised income and expense of the period	-215	1,925
Attributable to:		
Equity holders of the parent	-235	1,944
Minority interests	20	-19
Total recognised income and expense of the period	-215	1,925

*) For retrospective adjustments concerning the first half-year 2006 due to the revised IAS 19 "Employee benefits" please refer to Note 2 "Accounting policies".

Additional Information: Unaudited Condensed IFRS Consolidated Reconciliation of Movement in Equity attributable to equity holders of the parent and Minority interests

in M €	Equity attributable to equity holders of the parent	Minority interests	total
Balance at January 1, 2006	13,726	176	13,902
Retrospective adjustments ^{*)}	-672	-23	-695
Balance at January 1, 2006, adjusted	13,054	153	13,207
Total recognised income and expenses ^{*)}	1,944	-19	1,925
Cash distribution to shareholders	-520	0	-520
Capital Increase	82	0	82
Disposals of treasury shares	-41	0	-41
Others	20	5	25
Balance at June 30, 2006	14,539	139	14,678
Balance at January 1, 2007	13,015	137	13,152
Total recognised income and expenses	-235	20	-215
Cash distribution to shareholders	-97	0	-97
Capital Increase	42	0	42
Purchases of treasury shares	-8	0	-8
Others	26	2	28
Balance at June 30, 2007	12,743	159	12,902

^{*)} For retrospective adjustments as of January 1, 2006 and concerning the first half-year 2006 please refer to Note 2 "Accounting policies".

Condensed Notes to the Unaudited Condensed IFRS Consolidated Financial Statements as at June 30, 2007

1. The Company

The accompanying Condensed Interim Consolidated Financial Statements (unaudited) present the operations of European Aeronautic Defence and Space Company EADS N.V. and its subsidiaries ("EADS" or the "Group"), a Dutch public limited liability company (Naamloze Vennootschap) legally seated in Amsterdam (Le Carré, Beechavenue 130-132, 1119 PR, Schiphol-Rijk, The Netherlands), and are prepared and reported in Euros ("€"). EADS' core business is the manufacturing of commercial aircraft, civil and military helicopters, commercial space launch vehicles, missiles, military aircraft, satellites, defence systems and defence electronics and rendering of services related to these activities. The Unaudited Condensed IFRS Consolidated Financial Statements for the first half-year 2007 were authorized for issue by EADS' Board of Directors on July 25, 2007.

2. Accounting policies

These Condensed Interim Consolidated Financial Statements have been prepared in accordance with IAS 34 Interim Financial Reporting as adopted by the European Union (EU). EADS' Consolidated Financial Statements are prepared in accordance with International Financial Reporting Standards ("IFRS"), adopted by the International Accounting Standards Board ("IASB")

as endorsed by the EU as at June 30, 2007. They comprise (i) IFRS, (ii) International Accounting Standards ("IAS") and (iii) Interpretations originated by the International Financial Reporting Interpretations Committee ("IFRIC") or former Standards Interpretation Committee ("SIC").

As of January 1, 2007, the following amendment to existing Standards, new Standard and new Interpretations became mandatory to EADS. The corresponding announcements have been released by the IASB throughout 2005 and 2006:

EADS applies new IFRS 7 "Financial Instruments: Disclosures" and the complementary amendment to IAS 1 "Presentation of Financial Statements" regarding "Capital Disclosures" (August 2005). Furthermore, EADS applies new Interpretations IFRIC 7 "Applying the Restatement Approach under IAS 29", IFRIC 8 "Scope of IFRS 2", IFRIC 9 "Reassessment of Embedded Derivatives" and IFRIC 10 "Interim Financial Reporting and Impairment".

IFRS 7 Financial Instruments: Disclosures

The application of IFRS 7 will lead to disclosures in the annual financial statements regarding the significance of EADS' different financial instruments. Many of these requirements have previously been covered by IAS 32. In addition, the Standard requires the disclosure of qualitative and quantitative information about an entity's risk exposure arising from these financial instruments, including sensitivity analyses of market risks.

Amendment to IAS 1 Presentation of Financial Statements – Capital Disclosure

The IAS 1 amendment introduces new qualitative and quantitative annual disclosure requirements regarding managing capital in order to provide useful information for assessing an entity's risk profile as well as its ability to withstand unexpected adverse events. The requirements include information about an entity's objectives, policies and processes for managing capital as well as quantitative data about what it regards as capital.

The application of the IAS 1 amendment and new IFRS 7 will lead to additional disclosures in EADS' annual Consolidated Financial Statements prepared for year end 2007. However, neither the new Standard, nor the amendment, nor the new Interpretations mentioned above have a major impact on these Condensed Interim Consolidated Financial Statements.

Amendment to IAS 19 Employee Benefits

With the application of amended IAS 19 "Employee Benefits" in 2006, EADS changed its accounting policy regarding the recognition of actuarial gains and losses which led to retrospective adjustments in the Consolidated Financial Statements for the prior period presented:

The amendment to IAS 19 introduced the recognition of actuarial gains and losses outside the income statement within retained earnings as a third option ("Equity Option"). As of January 1, 2006, EADS applied the newly introduced alternative and changed its accounting policy regarding the recognition of actuarial gains and losses arising from defined benefit plans for its 2006 Consolidated Financial Statements from the formerly applied corridor approach. Variations of actuarial gains and losses are now directly recognised in equity in the period in which they occur. Prior period figures presented have been adjusted accordingly as required under IAS 8 "Accounting Policies, Changes in Accounting Estimates and Errors" (please refer to Note 7 "Significant balance sheet items").

Compared to the corridor approach, the accounting of actuarial gains and losses as at January 1, 2006 led to an increase in pension provision of 1,118 M € and in deferred tax assets of 423 M € and to a decrease in equity of 672 M € and in minority interests of 23 M €.

The 2006 change in the accounting policy for the recognition of actuarial gains and losses from the corridor to the equity approach implied the reversal of actuarial gains and losses under the corridor

approach accounted for as expenses. In the first half-year 2006, the application of the equity approach led to positive impacts of 22 M € to EBIT and 13 M € to Net Income. This impact on the EBIT has been allocated to Airbus (+6 M €), Eurocopter (+4 M €), Defence & Security (+8 M €), Astrium (+2 M €) and Headquarters (+2 M €).

Since 2006 year-end closing, EADS accounts for its participation in BAE Systems' UK pension plans by applying defined benefit accounting based on information provided by BAE Systems in December 2006. Before that date, the information provided by BAE Systems was judged not to be sufficient to identify EADS' share in the UK pension schemes for accounting purposes. Consequently in previous years, EADS had expensed the contributions made to the pension schemes as if the plans were defined contribution plans.

The new 2006 information basis resulted in a change in accounting estimates as at 2006 year-end closing and was accounted for accordingly under IAS 8 "Accounting Policies, Changes in Accounting Estimates and Errors".

The inclusion of EADS' share in BAE Systems' pension schemes as of December 31, 2006, with the application of the newly introduced equity approach contributed 897 M € to the total increase in pension provisions, 44 M € to the increase of deferred tax assets, 827 M € to the decrease in equity and 26 M€ to the decrease in minority interests.

Cash and cash equivalents

For 2006 year-end Consolidated Financial Statements EADS restricted its interpretation of the cash equivalents' definition as provided in IAS 7 "Cash Flow Statements" to better reflect its short term investment strategy. IAS 7 states that "cash equivalents are held for short-term cash commitments [...], must be readily convertible to a known amount of cash and be subject to an insignificant risk of changes in value. Therefore, an investment normally qualifies as a cash equivalent only when it has a short-term maturity of, say, three months or less from the date of acquisition." EADS now strictly limits its cash equivalents to such investments having a maturity of three months or less from acquisition date. Prior periods have been adjusted accordingly as required under IAS 8 "Accounting Policies, Changes in Accounting Estimates and Errors".

Besides consequential changes as mentioned above the accounting policies used in the preparation of the Condensed Interim Consolidated Financial Statements are consistent with those used for the annual Consolidated Financial Statements for the year ended December 31, 2006, which are disclosed as an integral part of the Group's Annual Report 2006. The annual Consolidated Financial Statements were authorised for issue by EADS' Board of Directors on March 8, 2007.

3. Changes in the consolidation perimeter of EADS

In January 2007, EADS transferred its naval business to the Atlas Elektronik group. In connection with this contribution, EADS increased its percentage of ownership from 40% to 49%. Atlas Elektronik group is proportionately consolidated.

Following an agreement dated January 10, 2007, EADS sold the remaining 60% shares of Sogerma Services as well as the shares of its subsidiaries Barfield and Sogerma Tunisia.

Apart from these transactions, other acquisitions or disposals by the Group that occurred in the first half-year of 2007 are not material.

4. Segment information

The Group operates in five divisions (segments) which reflect the internal organizational and management structure according to the nature of the products and services provided.

Unaudited Condensed Consolidated Financial Information for the six months period ended June 30, 2007

- *Airbus* — Development, manufacturing, marketing and sale of commercial jet aircraft of more than 100 seats and the development and manufacturing of aircraft for military use.
- *Military Transport Aircraft* — Development, manufacturing, marketing and sale of military transport aircraft and special mission aircraft.
- *Eurocopter* — Development, manufacturing, marketing and sale of civil and military helicopters and maintenance services.
- *Defence & Security* — Development, manufacturing, marketing and sale of missiles systems; military combat and training aircraft; provision of defence electronics, defence-related telecommunications solutions; and logistics, training, testing, engineering and other related services.
- *Astrium* — Development, manufacturing, marketing and sale of satellites, orbital infrastructures and launchers; and provision of space services.

The following table presents information with respect to the Group's business segments. Consolidation effects, the holding function of EADS headquarters and other activities not allocable to the divisions are disclosed in the column "HQ/ Conso.". "Other Businesses" comprises the development, manufacturing, marketing and sale of regional turboprop aircraft and light commercial aircraft, aircraft components as well as civil and military aircraft conversion and maintenance services.

in M €	Airbus	Military Transport Aircraft	Eurocopter	Defence & Security	Astrium	Other Businesses	HQ/ Conso.	Consolidated
Six months ended June 30, 2007								
Revenues	12,889	307	1,644	2,235	1,420	608	-610	18,493
Research and development expenses	-1,070	-10	-38	-83	-34	-3	-30	-1,268
EBIT pre-goodwill imp. and exceptionals (see definition below)	19	-29	35	77	47	49	169	367
Six months ended June 30, 2006								
Revenues	13,154	1,244	1,473	2,274	1,273	660	-1,098	18,980
Research and development expenses	-952	-8	-35	-91	-31	-3	-19	-1,139
EBIT pre-goodwill imp. and exceptionals (see definition below) ^{*)}	1,497	6	88	104	38	-143	64	1,654

*) For retrospective adjustments concerning the first half-year 2006 please refer to Note 2 "Accounting policies".

5. EBIT pre-goodwill impairment and exceptionals

EADS uses EBIT pre-goodwill impairment and exceptionals as a key indicator of its economic performance. The term “exceptionals” refers to such items as depreciation expenses of fair value adjustments relating to the EADS merger, the Airbus combination and the formation of MBDA, as well as impairment charges thereon. It also comprises disposal impacts related to goodwill and fair value adjustments from these transactions. EBIT pre-goodwill impairment and exceptionals is treated by management as a key indicator to measure the segments’ economic performances.

A reconciliation from Profit before finance costs and income taxes to EBIT pre goodwill impairment and exceptionals is set forth in the following table (in M €):

in M €	January 1- June 30, 2007	January 1- June 30, 2006
Profit before finance costs and income taxes ^{*)}	331	1,622
Goodwill and exceptionals:		
Disposal of Goodwill	12	0
Fair value adjustments	24	32
EBIT pre-goodwill impairment and exceptionals ^{*)}	367	1,654

*) For retrospective adjustments concerning the first half-year 2006 please refer to Note 2 “Accounting policies”.

6. Significant income statement items

Revenues of 18,493 M € (first half-year 2006: 18,980 M €) decrease by 3% mainly due to MTA (no milestone recognition achieved in the A400M program in the first half-year of 2007 as compared to the first half-year 2006). This was partly compensated by positive developments at Eurocopter and Astrium.

The **Gross Margin** decreases by -1,113 M € to 2,515 M € compared to 3,628 M € in the first half-year 2006. This decrease mainly results from Airbus (in particular due to the negative impact resulting from accrued “Power 8” restructuring charges, A350 XWB launch charges and the impact of A380 program) whereas Astrium and Defence & Security record slightly increased levels of gross margins.

Research and development expenses of -1,268 M € (first half-year 2006: -1,139 M €) mainly increase because of aircraft programs and more research & technology efforts at Airbus. With A380 development moving from basic to continuing development, EADS capitalized no further development costs for A380 in the first half-year of 2007 (in the first half-year 2006: 145 M €). EADS started their amortization on a straight line basis (-37 M €).

Other income decreases by -64 M € to 132 M €, mainly due to the non-recurring gain of 106 M € resulting from the sale of LFK GmbH and TDW GmbH to MBDA Group accounted for in the first half-year 2006.

Share of profit from associates under the equity method and other income from investments of 143 M € (first half-year 2006: 69 M €) is mainly influenced by the result of Dassault Aviation of 77 M € (first half-year 2006: 48 M €). The result in the first half-year 2007 of Dassault Aviation includes positive 2006 IFRS catch up adjustments amounting to +19 M €. Additionally in the first half of 2007, the sale of EADS’ interest in Embraer resulted in a non-recurring gain of 46 M €.

Net **finance costs** amount to -212 M € (first half-year 2006: -145 M €) including the update of the present value of A380 and A350 provisions in Airbus division which are discounted under IFRS principles.

Income taxes of -34 M € (first half-year 2006: -440 M €) correspond to an effective income tax rate of 28.6 %.

7. Significant balance sheet items

Non-current assets

Intangible assets of 10,863 M € (prior year-end: 10,855 M €) include 9,570 M € (prior year-end: 9,565 M €) of Goodwill. It mainly stems from Airbus (6,374 M €), Defence & Security (2,474 M €), Astrium (582 M €) and Eurocopter (111 M €). The annual impairment tests, which were performed at the end of the year, did not lead to any impairment charges. No triggering events for a new impairment test are identified as of June 30, 2007.

Eliminating foreign exchange-rate effects of -44 M €, **property, plant and equipment** increase by +50 M € to 14,321 M € (prior year-end: 14,315 M €), including leased assets of 1,836 M € (prior year-end: 1,992 M €). Property, plant and equipment comprises "Investment property" amounting to 133 M € (prior year-end: 137 M €).

Investments in associates under the equity method of 2,110 M € (prior year-end: 2,095 M €) increase due to the change in the equity investment in Dassault Aviation, amounting to 2,009 M € (prior year-end: 1,985 M €).

Other investments and long-term financial assets of 1,561 M € (prior year-end: 1,666 M €) are allocated to Airbus in the amount of 1,008 M € (prior year-end: 1,012 M €), mainly concerning the non-current portion of aircraft financing activities. The decrease is mainly justified by the sale of Embraer shares (-123 M €).

Non-current other assets mainly comprise "Non-current derivative financial instruments" and "Non-current prepaid expenses". The decrease by -712 M € to 3,519 M € (prior year-end: 4,231 M €) is mainly caused by the variation of the non-current portion of fair values of derivative financial instruments (-725 M €).

Deferred tax assets of 2,543 M € (prior year-end: 2,624 M €) are presented as non-current assets as required by IAS 1.

Non-current securities increase by +1,192 M € to 2,486 M € (prior year-end: 1,294 M €) due to a higher level of investments in medium-term securities.

The fair values of **derivative financial instruments** are included in non-current other assets with an amount of 2,510 M € (prior year-end: 3,235 M €), in current other assets (2,124 M €, prior year-end: 2,007 M €), in non-current provisions (306 M €, prior year-end: 152 M €) and in current provisions (19 M €, prior year-end: 79 M €) which corresponds to a total net fair value of 4,309 M € (prior year-end: 5,011 M €). The volume of hedged US dollar-contracts increases from 45.1 bn US dollar as at December 31, 2006 to 46.7 bn US dollar as at June 30, 2007. The US dollar exchange rate became less favourable (USD / € spot rate of 1.35 at June 30, 2007 vs. 1.32 at December 31, 2006). The average US dollar hedge rate for the hedge portfolio of the Group changed from 1.16 as at December 31, 2006 to 1.21 as at June 30, 2007 (US dollar / € rate respectively).

Current assets

Inventories of 19,246 M € (prior year-end: 16,892 M €) increase by 2,354 M € in all divisions. This is mainly driven by a higher level of unfinished goods and services (mostly for A400M (+432 M €) and for A380 (+261 M €)) and advance payments made (+268 M €) at Airbus, an increase in Eurocopter (+513 M €), mainly concerning NH 90 and Tiger, a higher level of unfinished goods and services at Defence and Security (+358 M €) and a higher work in progress at Astrium (+358 M €) boosted by Astrium's service and space transportation businesses.

Other current assets include "Current portion of long-term financial assets", "Current other assets", "Current tax assets" and "Current prepaid expenses". The increase of +532 M € to 5,077 M € (prior year-end: 4,545 M €) comprises among others a +120 M € increase in value added tax claims.

Cash and cash equivalents decrease from 8,143 M € to 6,539 M €.

Total equity

Equity attributable to equity holders of the parent (including purchased treasury shares) amounts to 12,743 M € (prior year-end: 13,015 M €). The decrease is mainly due to income and expenses recognised in equity of -235 M €, primarily resulting from consumption as well as changes in fair values of derivative financial instruments. The negative amount includes positive changes in actuarial gains and losses (please refer to "Non-current provisions"). Moreover, a cash distribution to shareholders leads to an additional reduction in equity. The January 1, 2006 figure had been adjusted retrospectively by -672 M € because of the application of the Equity option of IAS 19 as amended in 2006 (please refer to Note 2 "Accounting policies").

Minority interests increase to 159 M € (prior year-end: 137 M €) due to the allocation of recognised income and expenses.

Non-current liabilities

Non-current provisions of 9,129 M € (prior year-end: 9,063 M €) comprise the non-current portion of pension provisions with a decrease of -284 M € to 5,318 M € (prior year-end: 5,602 M €). Compared with year-end 2006, the assumed discount rate in Euro-countries for the calculation of pension provisions increases from 4.5 % to 5.2 %, thus leading to a decrease in the net actuarial losses of -400 M €. Since EADS applies the equity approach for actuarial gains and losses, the effect is considered in non-current pension provisions with a corresponding net of tax increase in equity (please refer to Note 2 "Accounting policies" and "Equity"). Actuarial gains and losses for the EADS' share in BAE Systems' pension schemes have not been adjusted, since not all necessary information is available.

Moreover, other provisions are included in non-current provisions, which increase by +350 M € to 3,811 M €. A large part of the increase is dedicated to the non-current portion of the restructuring provisions for the "Power 8" program. Provisions for derivative financial instruments according to IAS 39 increased by +154 M € to 306 M €. Other provisions include among others aircraft financing activities and obligations for settlement and buy-out charges for the A380 and A350 programs. A reclassification to "Other non-current liabilities" is made for those obligations for which an agreement is signed.

Long-term financial liabilities of 3,370 M € (prior year-end: 3,561 M €), excluding foreign exchange-rate effects of -36 M €, decrease by -155 M € in particular due to Airbus.

Other non-current liabilities comprise “Non-current other liabilities” and “Non-current deferred income” and increase in total by +695 M € to 13,375 M € (prior year-end: 12,680 M €). They mainly include non-current customer advance payments received of 6,513 M € (prior year-end: 6,308 M €) and the non-current portion of European Government refundable advances amounting to 5,008 M € (prior year-end: 5,029 M €). The main part of non-current deferred income of 971 M € (prior year-end: 1,110 M €) is linked to deferred revenues of Airbus and ATR according to Residual Value Guarantee clauses. The remaining portfolio, which is included in non-current deferred income, is depreciated over the guaranteed period. Moreover, obligations from signed agreements for settlement or buy-out charges in connection with the A380 and A350 programs have been reclassified from “Non-current other provisions”.

Current liabilities

Current provisions decrease by -73 M € to 3,558 M € (prior year-end: 3,631 M €) and comprise the current portions of pensions (267 M €) and other provisions (3,291 M €). The reduction mainly reflects a decrease in miscellaneous other provisions (-466 M €), including a reclassification to “Other current liabilities” regarding signed agreements of settlement charges in connection with the A380 program. The decrease is partly compensated by an increase due to the current portion of restructuring provisions for the “Power 8” program (+323 M €).

Short-term financial liabilities of 2,230 M € (prior year-end: 2,196 M €) increase by +34 M €.

Trade liabilities decrease by -403 M € to 7,058 M € (prior year-end: 7,461 M €), mainly coming from Airbus (-406 M €), Military Transport Aircraft (-73 M €) and Defence & Security (-68 M €), partly offset by Eurocopter (+167 M €).

Other current liabilities include “Current other liabilities” and “Current deferred income”. They increase by +1,533 M € to 19,179 M € (prior year-end: 17,646 M €). Other current liabilities mainly comprise current customer advance payments of 15,567 M € (prior year-end: 14,172 M €). Obligations from signed agreements in connection with the A380 program have been reclassified from “Current provisions”.

8. Significant cash flow items

Cash provided by operating activities increases by +50 M € to 633 M € (first half-year 2006: 583 M €). Gross cash flow from operations (excluding working capital change) with 2,309 M € exceeds prior year’s level (first half-year 2006: 1,802 M €), while changes in other operating assets and liabilities (working capital change) amount to -1,676 M € (first half-year 2006: -1,219 M €).

Cash used for (provided by) investing activities amounts to -2,084 M € (first-half year 2006: 1,374 M €). This comprises purchases of intangible assets and property, plant and equipment, namely in Airbus and Astrium, customer financing activities of Airbus and a net purchase of securities of -1,411 M €.

Cash used for financing activities improves by +68 M € to -135 M € (first half-year 2006: -203 M €). The outflow mainly contains the cash distribution to shareholders and the net repayment of financial liabilities.

Since EADS restricted its interpretation of the cash equivalents definition (please refer to Note 2 “Accounting policies”), cash and cash equivalents at January 1, 2006 were decreased from 9,546 M € to 5,386 M € and at June 30, 2006 from 9,307 M € to 7,115 M €. The amounts concerned have been reclassified to securities. Consequently the line “change in securities” for the first half-year 2006 records an amount of 1,638 M €, compared to -330 M € under the previous interpretation. Cash provided by investing activities is shown with an amount of 1,374 M €,

compared to -594 M € before. Instead of a decrease of -239 M €, cash and cash equivalents increase by +1,729 M € during the first half-year 2006.

9. Number of shares

The total number of shares outstanding is 803,684,354 and 800,081,334 as of June 30, 2007 and 2006, respectively. EADS' shares are exclusively ordinary shares with a par value of 1.00 €.

During the first half-year 2007, the number of treasury shares held by EADS increased from 13,800,531 as of December 31, 2006 to 14,663,571 as of June 30, 2007.

378,566 new shares (in the first half-year 2006: 4,117,940 shares) were issued as a result of the exercise of stock options in compliance with the implemented stock option plans. Under the 2007 Employee Stock Ownership Plan, 2,037,835 shares were issued in May 2007. (In 2006, no Employee Stock Ownership Plan was issued).

10. Earnings per share

Basic earnings per share are calculated by dividing loss (profit) for the period attributable to equity holders of the parent (Net loss / income) by the weighted average number of issued ordinary shares during the period, excluding ordinary shares purchased by the Group and held as treasury shares:

	January 1 to June 30, 2007	January 1 to June 30, 2006
Net loss/income attributable to equity holders of the parent	71 M €	1,056 M €
Weighted average number of ordinary shares outstanding	802,298,558	798,747,495
Basic earnings per share	0.09 €	1.32 €

The effect from applying in the first half-year 2006 the IAS 19 equity approach instead of the previously applied corridor approach contributes 0.01 € to basic earnings per share. For further details please refer to Note 2 "Accounting policies".

For calculation of the **diluted earnings per share**, the weighted average number of ordinary shares is adjusted to assume conversion of all potential ordinary shares. The Group's only category of dilutive potential ordinary shares is stock options. Since the average price of EADS shares during the first half-year 2007 exceeded the exercise price of the stock options under the 1st, 2nd, 4th and 5th stock option plans (in the first half-year of 2006: the 1st, 2nd, 3rd, 4th, 5th and 6th stock option plans) initiated by the Group, the inclusion of the related potential ordinary shares increases the weighted average number of shares. 2,743,717 shares (first half-year 2006: 6,810,912 shares) are considered dilutive according to IAS 33.

	January 1 to June 30, 2007	January 1 to June 30, 2006
Net loss/income attributable to equity holders of the parent	71 M €	1,056 M €
Weighted average number of ordinary shares outstanding (diluted)	805,042,275	805,558,407
Diluted earnings per share	0.09 €	1.31 €

The effect from applying in the first half-year 2006 the IAS 19 equity approach instead of the previously applied corridor approach contributes 0.02 € to diluted earnings per share. For further details please refer to Note 2 "Accounting policies".

11. Related party transactions

The Group has entered into various transactions with related companies in the first half-year 2007 and 2006 that have all been carried out in the normal course of business. As is the Group's policy, all related party transactions have to be carried out at arm's length. Transactions with related parties include the French State, DaimlerChrysler, Lagardère, and SEPI (Spanish State). Except for the transactions with the French State, such transactions are not considered material to the Group either individually or in the aggregate. The transactions with the French State include mainly sales from the Eurocopter, Defence & Security and Astrium divisions.

Mr. Jean-Paul Gut, an EADS Board and Executive Committee member, has been notified on June 11, 2007, of his departure from the company. On the basis of the terms of Mr. Jean-Paul Gut's employment contract, EADS is committed to pay: A four-months notice period (up to September 30, 2007); a termination package (2 years of total gross annual income) and an indemnity aiming at compensating his accumulated pension rights at the date of his departure. In addition, EADS considers the possibility to conclude with Mr. Jean-Paul Gut a long-term Service Provider's Agreement, in order to retain Mr. Gut's specific expertise in the field of marketing and M&A activities.

12. Number of employees

The number of employees at June 30, 2007 is 116,848 as compared to 116,805 at December 31, 2006.

13. Subsequent events

Following recent changes in the A400M program management, modifications in the cost organisation structure and recent developments in the course of the production program, EADS intends to analyse the A400M estimate-at-completion in the second half-year 2007 and if necessary account for any resulting adjustments accordingly.

A reduction in the future income tax rate from 39 % to 30 % in Germany ("Unternehmenssteuerreform 2008") has been enacted on July 6, 2007 and has therefore to be applied in the third quarter 2007. A revaluation of the net deferred tax balance for German companies will be performed in the third quarter 2007 with only minor impacts expected.

Starting in the second half-year 2007, EADS will implement a contractual trust arrangement (CTA) following the Board of Directors' decision to fund pension obligations with an amount to be determined each year. Funds transferred into the CTA will only be available to cover spending of EADS' future pension payments. The initial contribution will be 500 M € in the second half-year, mirrored by a corresponding decrease of the pension provision.