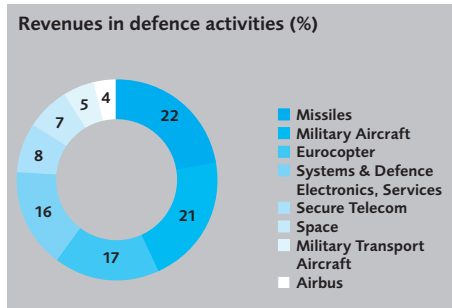
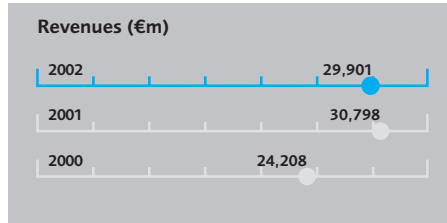
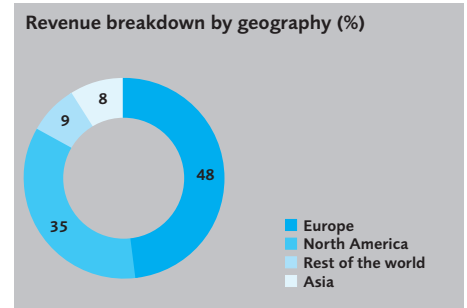


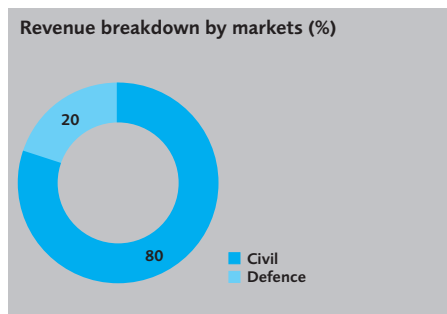
Key measures in 2002



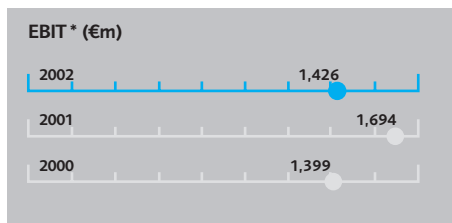
EADS achieved its revenues target for 2002 thanks to successful management of challenging market conditions. The revenues of €29.9 billion (-3% from 2001) reflect, as anticipated, lower Airbus deliveries and the exchange rate effect of a weaker US Dollar. At a constant Dollar/Euro exchange rate, revenues would have remained close to the 2001 level.



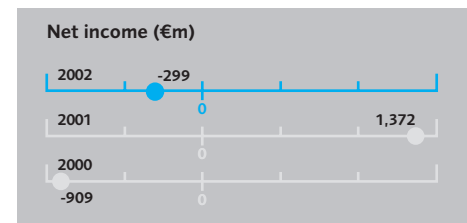
EADS realised in 2002 about €6 billion revenues in defence businesses, including military transport aircraft, combat aircraft, military helicopters, missiles, defence electronics, secured communication and military space.



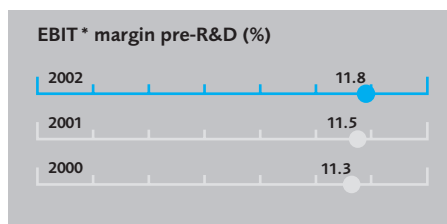
Thanks to pragmatic access built on cooperation agreements, acquisitions of companies leaders on their markets – such as Cogent, the UK secure communication leader, or Patria, the Finland aerospace leader for example – EADS has well-balanced revenues. Moreover, competitiveness of products underlines global reach with over half outside Europe.



EADS realises today 20% of revenues in defence, representing €6 billion and ranking EADS No 2 in Europe. EADS' strategy is to increase defence revenues to about 30% in the long-term. A more balanced portfolio will allow to smooth the effects of civil cycles.



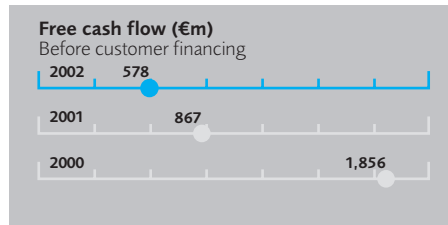
EADS achieved its 2002 target with an EBIT (Earnings before interest and taxes, pre-goodwill amortisation and exceptionals) of €1,426 million (2001: €1,694 million), reflecting higher R&D expense, namely for the Airbus A380 programme. The main contributions came from Airbus and the Aeronautics Division. The Defence and Civil Systems Division achieved its turnaround and exceeded its break-even target. The Space Division recorded a substantial loss, as previously announced due to risk and depreciation provisions. The Military Transport Aircraft Division was impacted by an already reported one time charge, following Fairchild Dornier's insolvency.



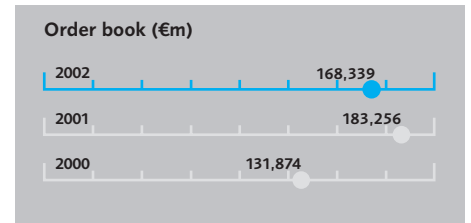
Before Research and Development (R&D) cost, EADS slightly improved its EBIT* margin, proving the success of cost savings actions.

Net income after goodwill and exceptionals was a loss amounting to €-299 million. It was negatively affected by goodwill amortisation of €936 million, including a €350 million impairment charge, reflecting the further deterioration in the space markets. 2001 had been impacted by positive exceptionals of about €0.6 billion, mostly related to Airbus SAS creation.

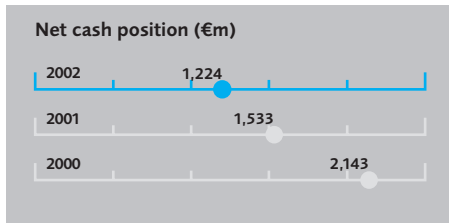
All 2000 figures: Airbus 80% consolidation. All 2001 and 2002 figures: Airbus 100% consolidation.
*Pre-goodwill amortisation and exceptionals



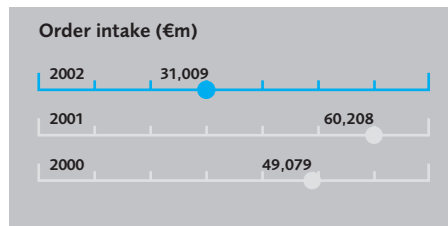
Free Cash Flow pre-customer financing remained positive, after high capital expenditure particularly for the A380 programme, which demonstrates the company's ability to self-finance this programme.



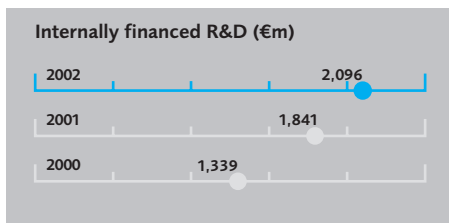
The EADS order book remained strong at nearly €170 billion. Its decrease, from 2001, is mainly attributable to the revaluation of the order book based on a weaker US-Dollar/Euro exchange rate of 1.05 at year-end, amounting to an adjustment of about €14 billion. It includes over 1,500 Airbus aircraft, 723 helicopters and represents more than five years' of revenues at the current level; it remains unparalleled in the global aerospace and defence industry.



With €1.2 billion, Net cash at the end of 2002 is better than originally anticipated, thanks to the disciplined containment of customer financing exposure and to active cash management, as well as to positive foreign exchange rate effects.



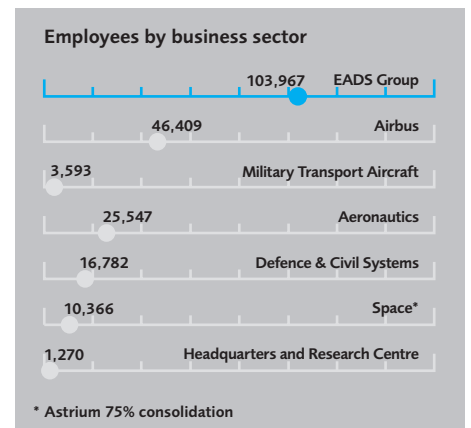
At €31 billion, order intake remained above revenues, despite a soft market for commercial aircraft and the delay in the final order for the A400M military transport aircraft, now expected in 2003. Airbus recorded net orders for 233 aircraft, compared to 274 net orders in 2001. The 2002 figure reflects order cancellations and includes the win of the easyJet deal for 120 firm aircraft orders. The Airbus order intake amounted to €19.7 billion, compared to €50.3 billion in 2001, when contracts over 85 'high-value' A380 aircraft were signed. The Space Division strongly increased its order intake through the military launcher business and the Amazonas telecom satellite contract with Spain. Orders at the Defence and Civil Systems Division grew strongly thanks to the orders in missiles (Meteor and Taurus programmes) and defence electronics.



R&D cost increased, as anticipated, to €2.1 billion (2001: €1.8 billion), particularly due to the A380 programme.



EADS provides work for local employees all over the world. With 11% of the total workforce employed at British sites, the UK is of growing importance for the Group. Airbus and Space each employ 17% of their workforces at UK sites, DCS 12%. With 1,525 (6%) of Aeronautics' workforce located on the American continent, this Division is EADS' largest employer in that region.



Headcount, at year-end, was at 103,967 (2001: 102,967). The increase in 2002 is due to ramp-ups in new programmes, with about 3,000 new jobs for the A380 as well as headcount growth for the NH90, Tiger and Eurofighter ramp-ups. These effects were partly compensated by adjustments to lower production rates at Airbus and reductions at other EADS Divisions and at Headquarters.