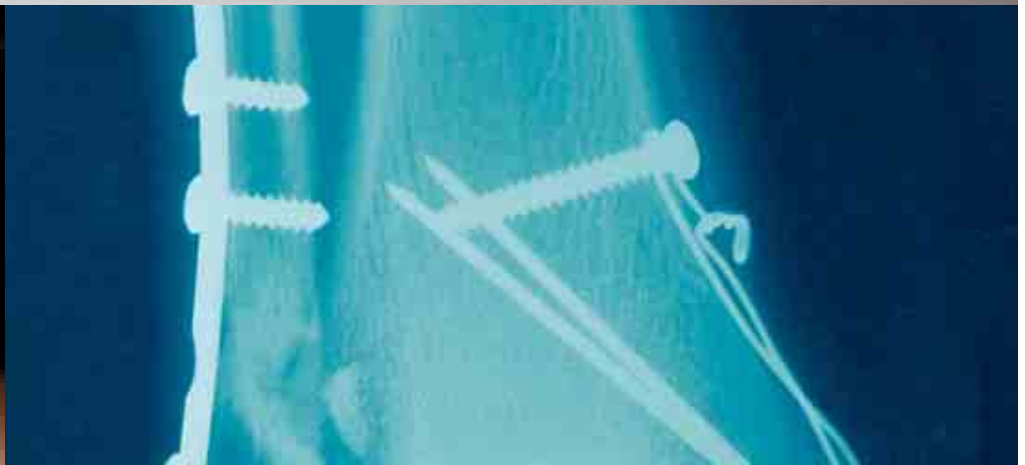




EARNINGS AT JUNE 30, 2010



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Q1 2010: facts and figures

Sales	<p>€381m</p> <p>+4.5% // 2009</p>	Q2: Q1 up in published data since Q3 2008
Current operating profit	<p>€19.2m <i>i.e. 51% of sales</i></p> <p>+23.2% // 2009</p>	All divisions contribute to the consolidated earnings
Free Cash Flow	<p>€30.4m <i>i.e. 8.0% of sales</i></p>	Priority for cash-based management maintained
Net Financial debt	<p>€1.1m <i>i.e. 0.2% of shareholders' equity</i></p>	Total defeasance

H1 2010 SALES: reversal of the recessive trends of previous quarters

■ Sales up 4.5%

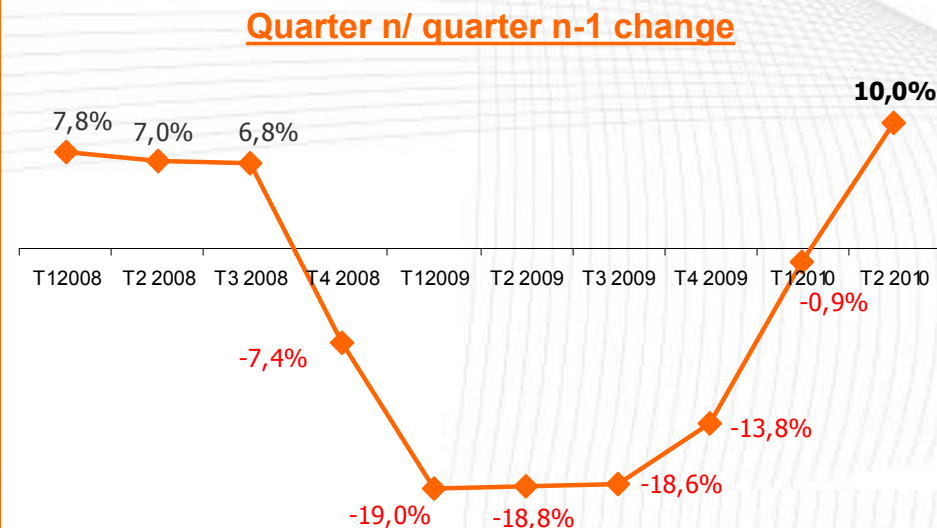
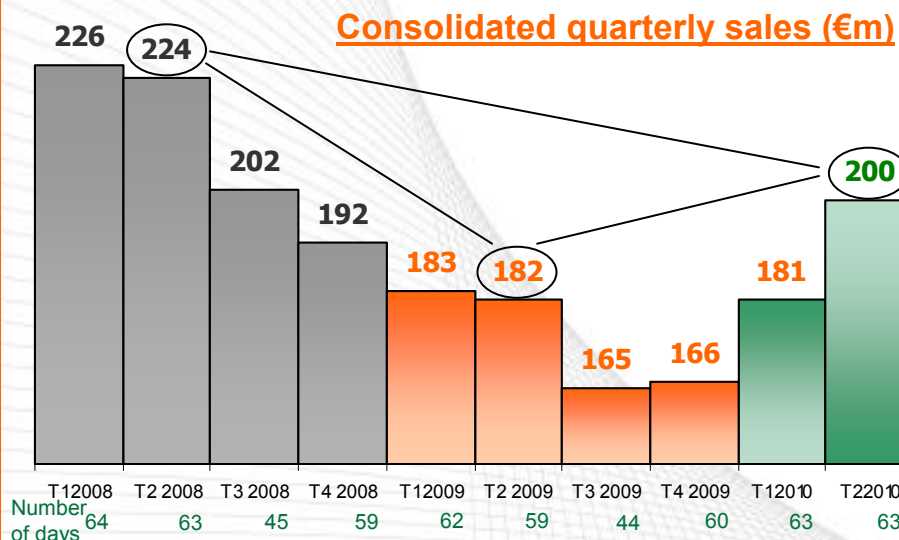
(+4.1% on a constant exchange rate and like-for-like basis)

- "Acument" effect for €6m (net of the deconsolidation of SDU)
- No currency effect over the period

■ Q2 - 2010 up sharply +10.0% // 2009

(+5.1% on a constant exchange rate and like-for-like basis)

■ Q2 - 2010 however down 11% on Q2 - 2008



H1 - 2010: LISI AEROSPACE – Market data



■ Strong, steady recovery of air traffic since fall 2009

- RPK (passenger): +7.2% at end May 2010 // 2009
- FTK (freight): + 34.2% at end May 2010 // 2009

■ AIRBUS & BOEING quarterly orders up

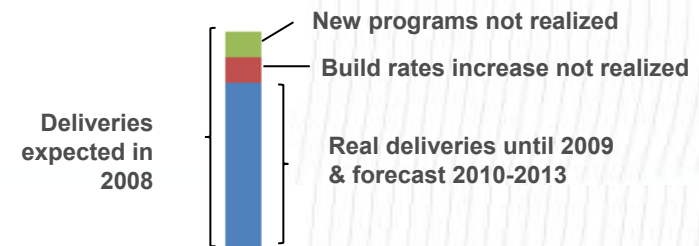
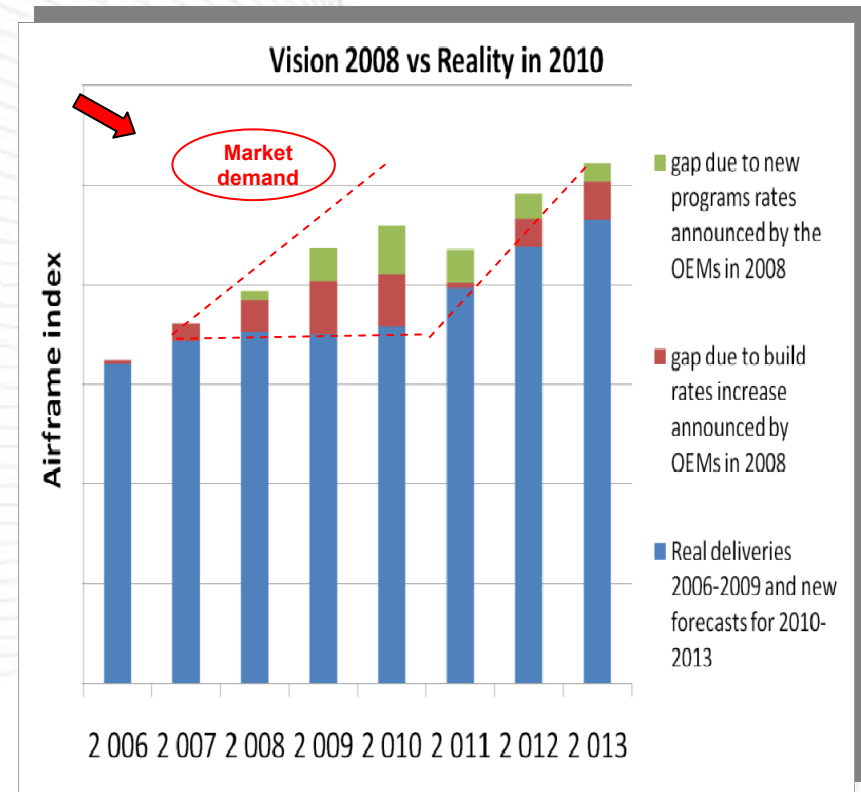
- AIRBUS: 131 "gross" orders // 90 at H1 - 2009
- BOEING: 214 "gross" orders // 85 at H1 - 2009

and deliveries maintained at a high level

Deliveries H1	2007	2008	2009	2010
AIRBUS	231	245	254	250
BOEING	220	241	246	222
Aircraft + 100 seats	451	486	500	472

Source: AIR & COSMOS

■ But the effects of the "postponement new programs and the "destocking" still noticeable, particularly in the USA



H1 - 2010: LISI AEROSPACE – Business developments

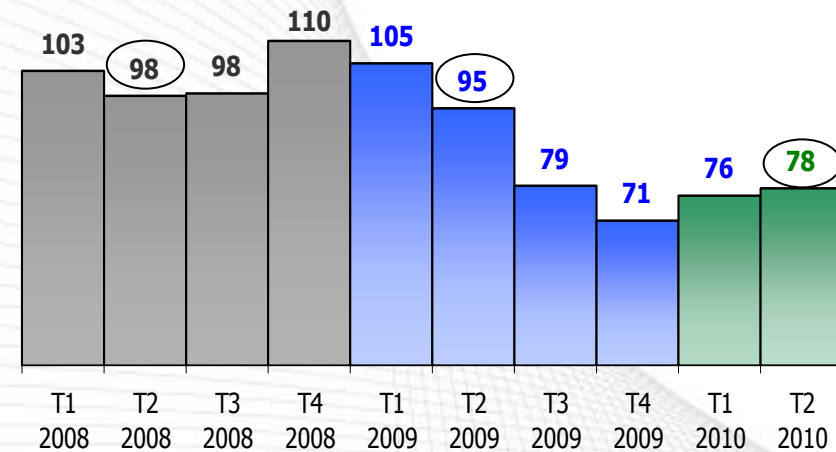


- -17.8% drop on Q2 2009,
but slight sequential recovery compared to Q3 and Q4 2009

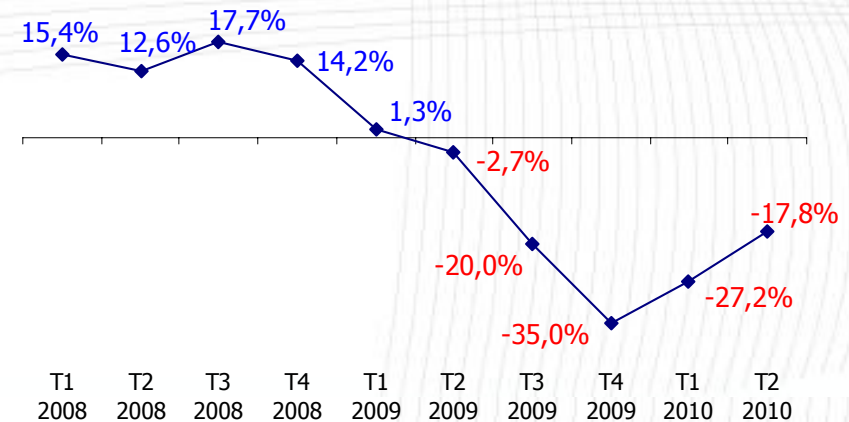
- "Book to bill" and "premium": always "anemic"

- US market remains depressed for distributors and parts manufacturers

Quarterly sales (€m)



Quarter n/ quarter n-1 change



H1 - 2010: LISI AUTOMOTIVE – Market data



- Worldwide sales in 2010 should return to their 2008 levels, driven by USA and China

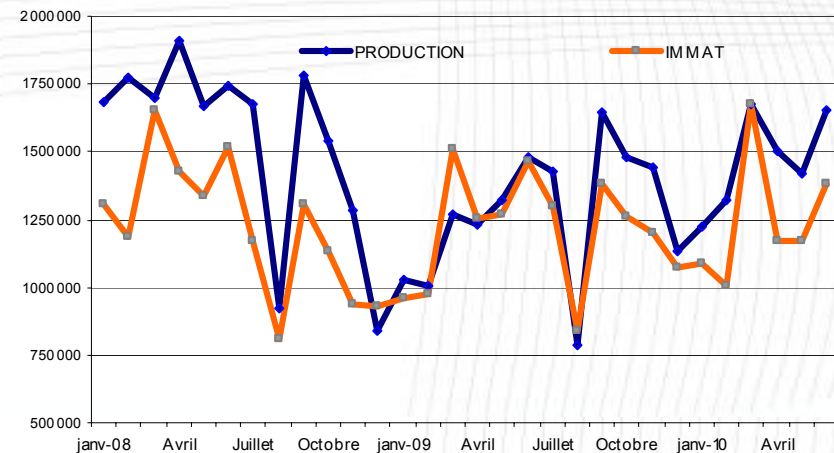
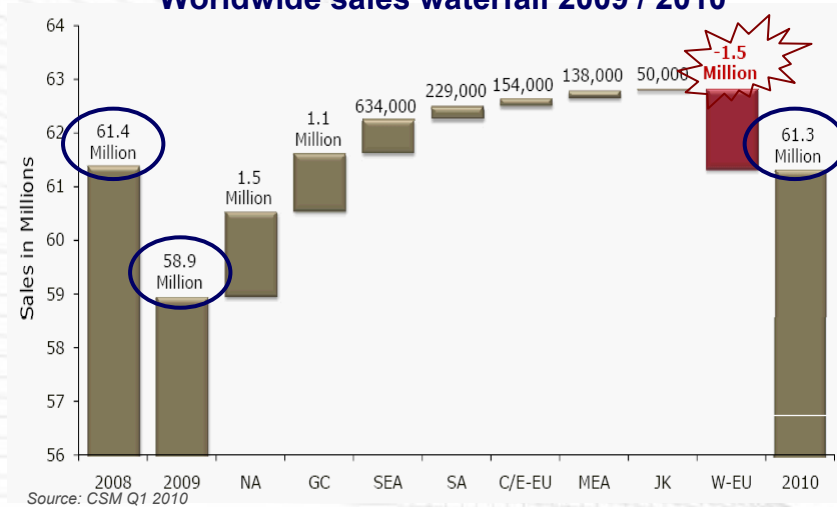
- European production picks up

	Nbre de véhicules produits	S1-2010 // S1-2009
Groupe VW	2,02 millions	+ 23,8 %
PSA	1,20 millions	+ 27,0 %
RENAULT DACIA	0,97 millions	+ 29,7 %
FORD	0,89 millions	+ 11,5 %

- But 2010 figures remain far below those of 2008

Europe S1	2008	2009	2010	2010/2009	2010/2008
Production	10,48	7,33	8,79	+ 19,9 %	- 16,1 %
Registration	8,44	7,43	7,50	+ 0,9 %	- 11,2 %
P/R	1,24	0,99	1,17		

Worldwide sales waterfall 2009 / 2010



H1 - 2010: LISI AUTOMOTIVE – Business developments

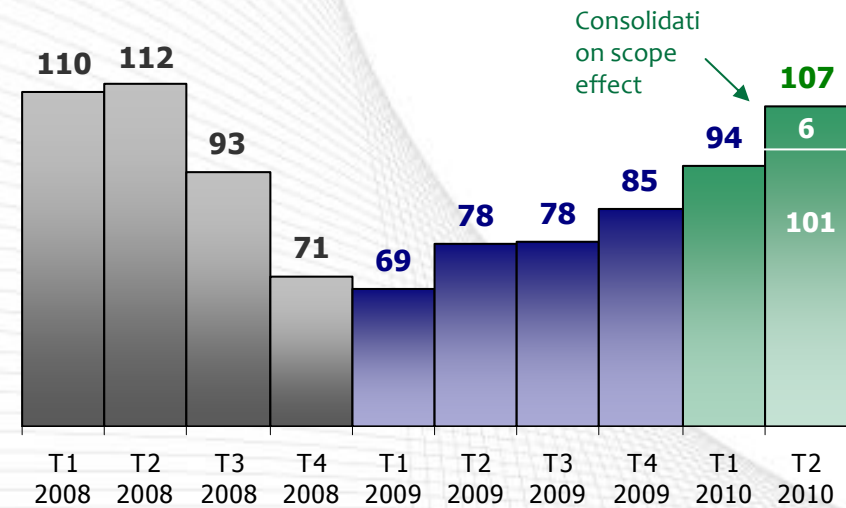


- The recovery perceived during Q4 2009 continues at +37.6% // Q2 2009 both for manufacturers and parts manufacturers

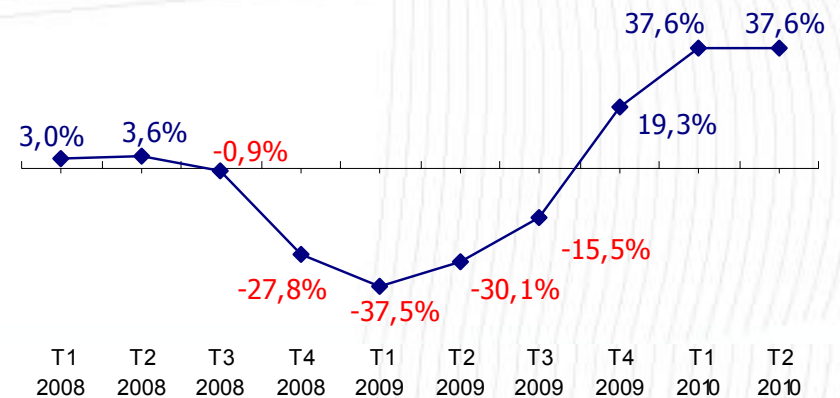
- Consolidation scope effect enters into consideration for €6m, i.e. nearly 6% growth over the quarter



Quarterly sales (€m)



Quarter n/ quarter n-1 change



H1 - 2010: LISI COSMETICS

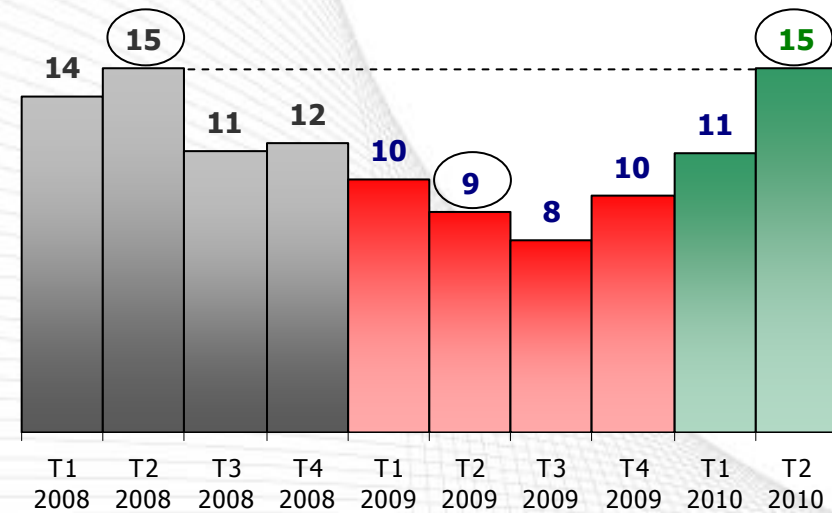
- **Strong recovery since March (+65% // Q2 2009) with the storage of flagship products and a few launches**



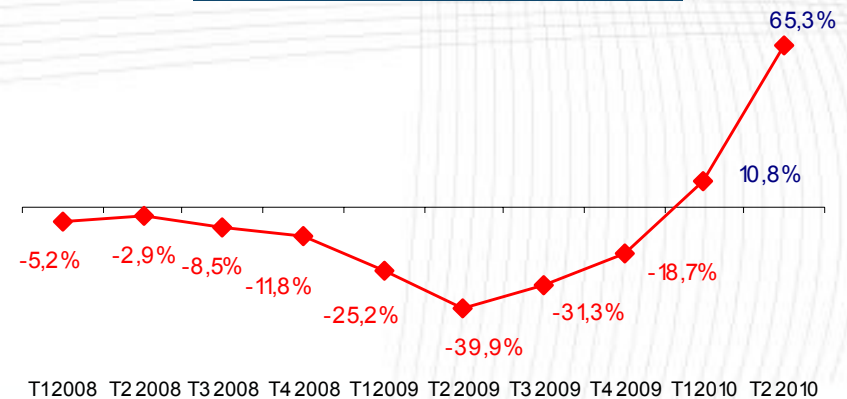
- **Marked improvement in market conditions allows to resume the levels of 2008**



Quarterly sales (€m)



Quarter n/ quarter n-1 change



H1 - 2010: operating performance

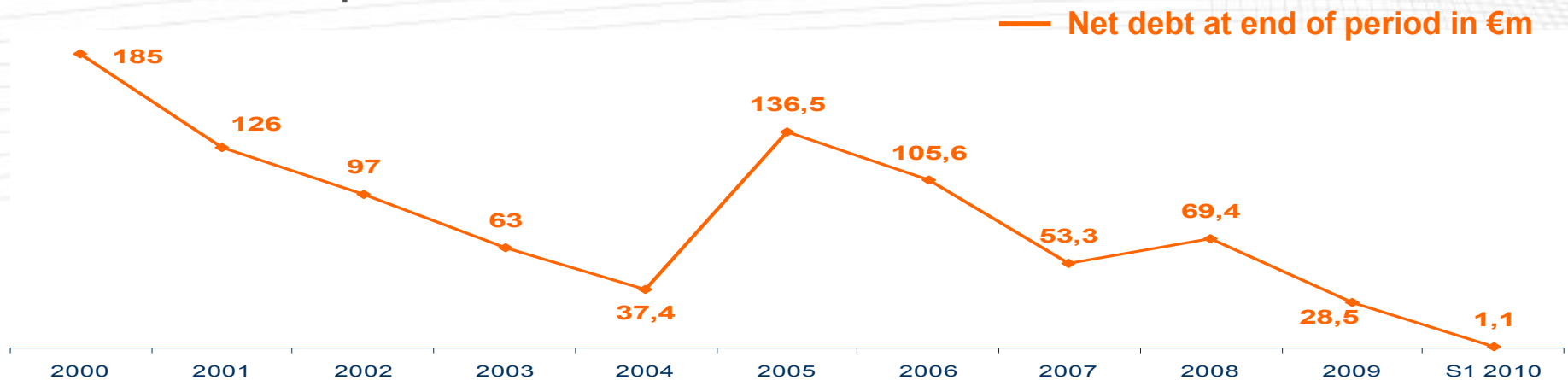
- EBIT at **€19.2m for H1-2010**
(Operating Margin at 5.1%)
- to be compared with **€15.6m for H1-2009**
(Operating Margin at 4.3%)

Similar contributions of the various divisions within the range of [4% - 6%]

- Flexibility of costs and preservation of the cash: still current

Free Cash Flow in €M	2008	2009	2010
H1	12,4	14,6	30,4
H2	(2,7)	36,7	-

- Defeasance complete



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Trends & Outlook for Aerospace

Air traffic: the crisis is "behind us"

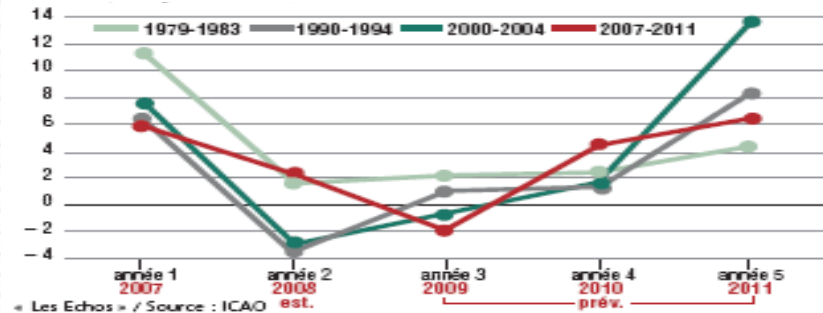
- ⇒ Started in August 2009
- ⇒ Trend reversal in September 2010
- ⇒ Growth rate > 5% confirmed
- ⇒ Crisis similar to previous crises

LT hypothesis: air traffic will double in the coming 15 years

Airline requirements met by the new programs under way

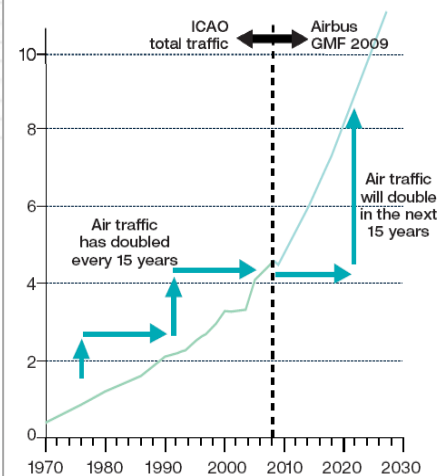
- ⇒ A350 supports the A330
- ⇒ B787 supports the B777
- ⇒ Chinese C919 supplements the "single aisle" program
- ⇒ The same goes for Bombardier and Embraer programs

The crises of worldwide air traffic



Air travel remains a growth market

World annual traffic - RPKs trillion



Source: ICAO, Airbus

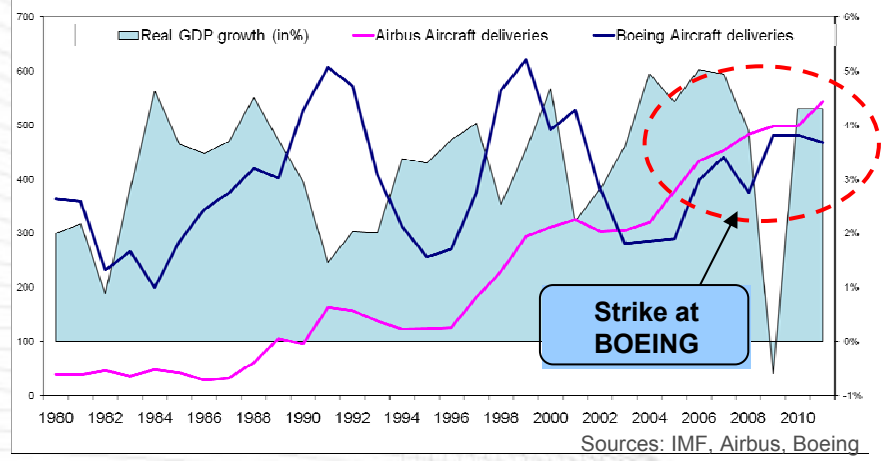
Demand diversity Annual traffic growth



Trends & Outlook for Aerospace (continued)

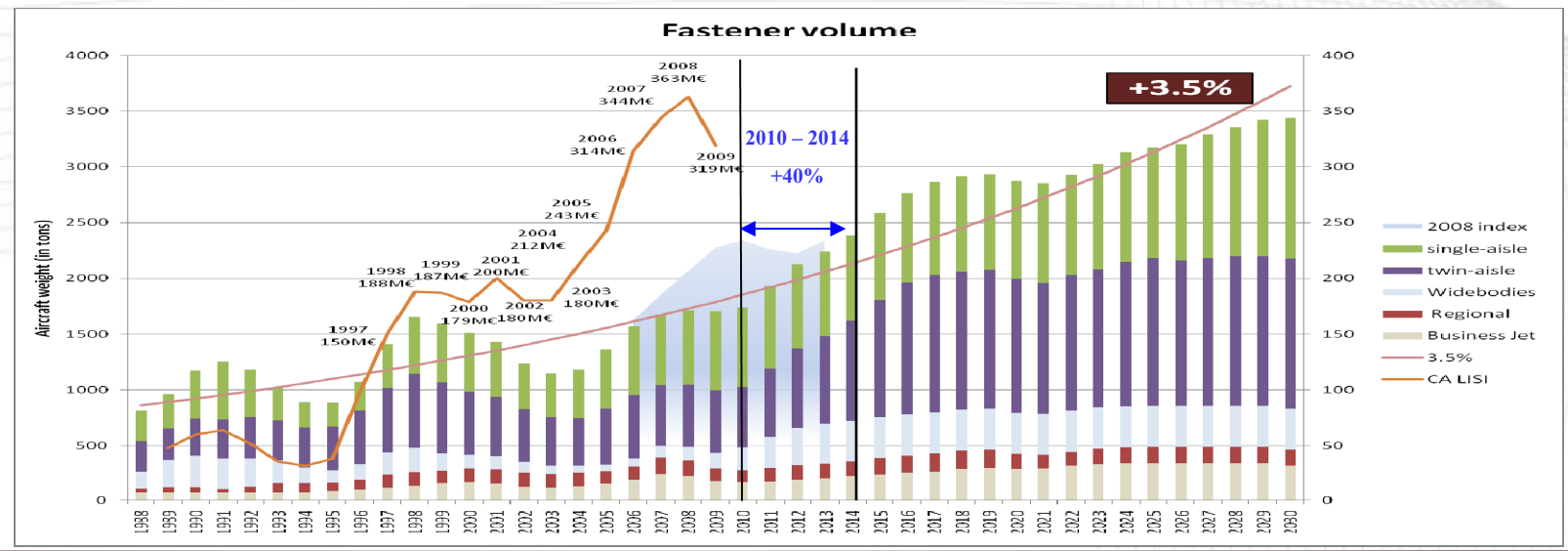
LISI AEROSPACE growth driven by AIRBUS & BOEING

- Current programs are speeding up
- New programs are kicking off on an industrial scale



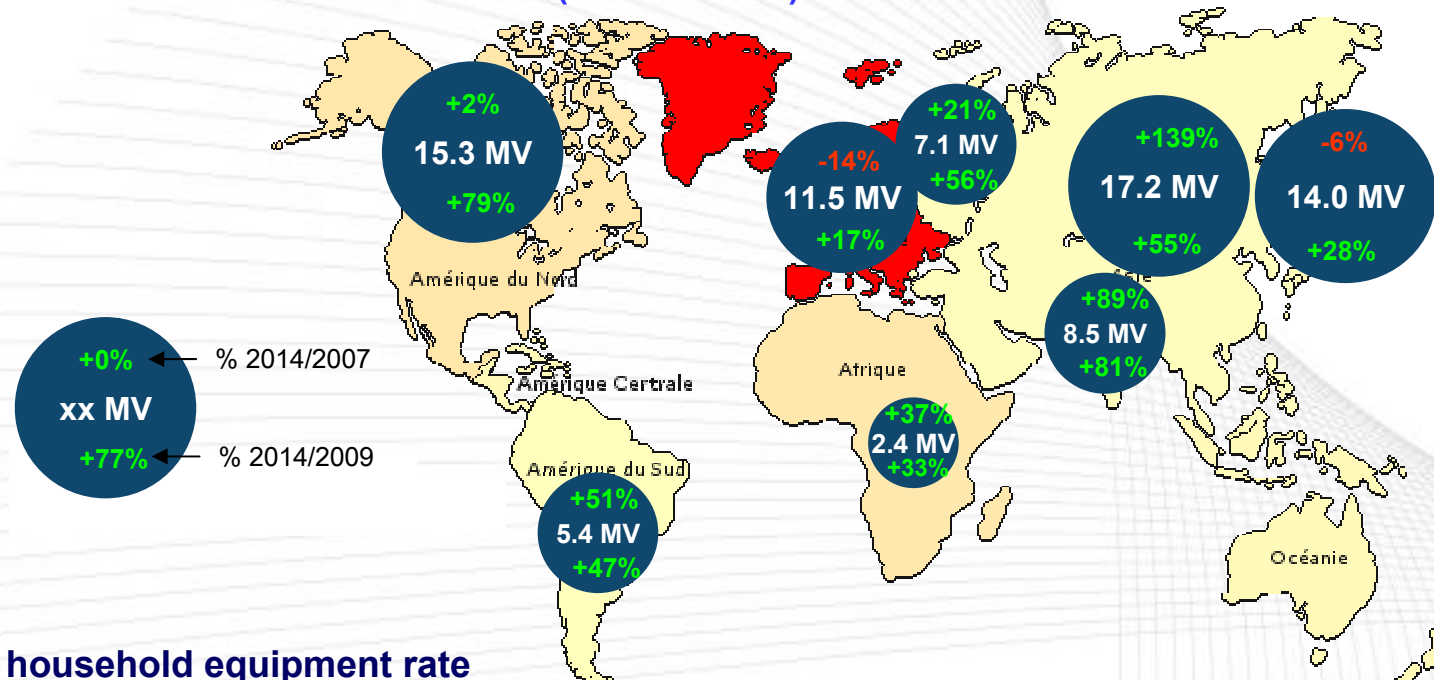
Growth rate of fastener requirements: +3.5%

Source: LISI

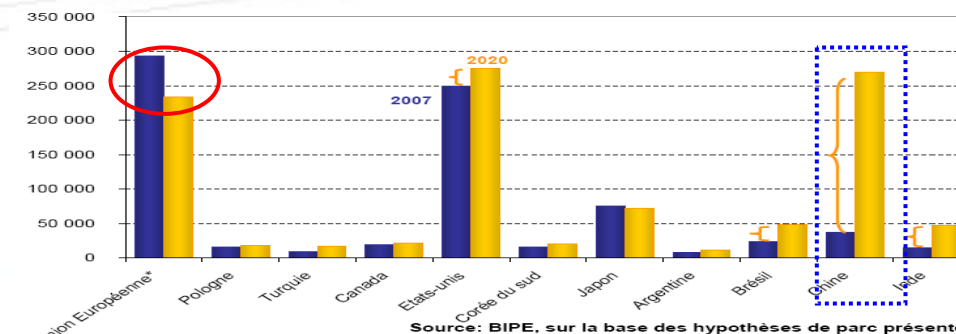


Trends & Outlook for Automotive

World production 2014: 83.6 million vehicles (+47% // 2009)



Driven by the household equipment rate



Progression of car fleets between 2007 and 2020 in various countries, in thousands

2010 Union Européenne* 15 avril 2010

Source: BIPE, sur la base des hypothèses de parc présentées ci-av

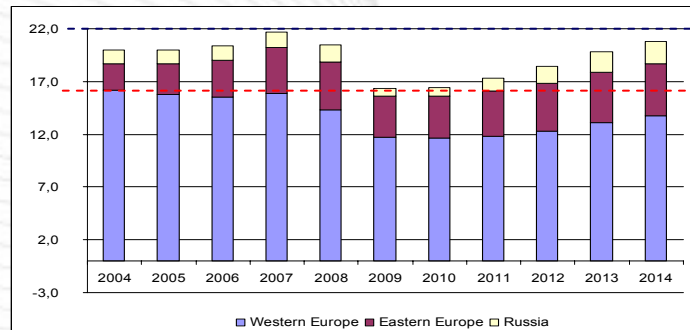
Trends & Outlook for Automotive (continued)

■ **European production: the level of 2007 should be achieved only in 2014**

■ **Identified growth factors:**

- ⇒ Fasteners for electric vehicles
- ⇒ Manufacturing
- ⇒ China and emerging countries in all our lines of business (threaded fasteners / clipped fasteners / mechanical components)

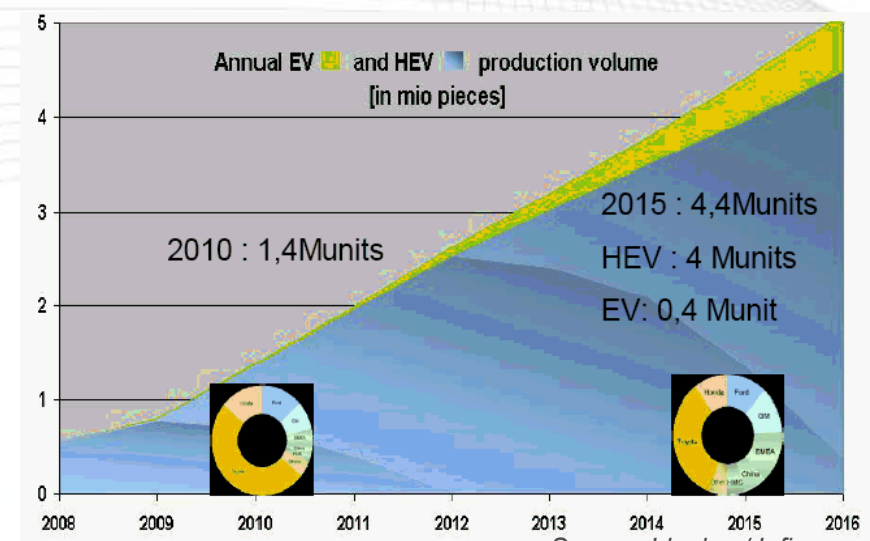
In Europe, the production levels of 2007 will not be achieved before 2014



Large Europe
2007 / 2014

Western Europe
2007 / 2014

The production of "carbon-free" vehicles should explode in the coming 5 years (+214%)



Source: Idealec / Infineon

2010: A year of still uncertain consolidation

1. Uncertainties remain:

- Regarding the date when the aerospace industry will recover ⇒ particularly in the USA
- Regarding the significance of the drop in the automotive market ⇒ particularly in Europe

2. Management remains based on:

- Flexibility and adjustment to short term cycles ⇒ Cash-based management on working capital and CAPEX
- The "Lean Manufacturing" project ⇒ Cost structure improved and working capital reduced
- The acceleration of ambitious mid-term projects ⇒ The integration of Bonneuil > Puiseux
⇒ Construction launch of the Delle II site
⇒ Combination of LISI MEDICAL's plants in Lyon
- External growth continues ⇒ Delay in the acquisition of Stryker - pending the works committee's approval. Exclusiveness maintained up until 10.31.10



In the short term: much caution with some optimism

APPENDICIES

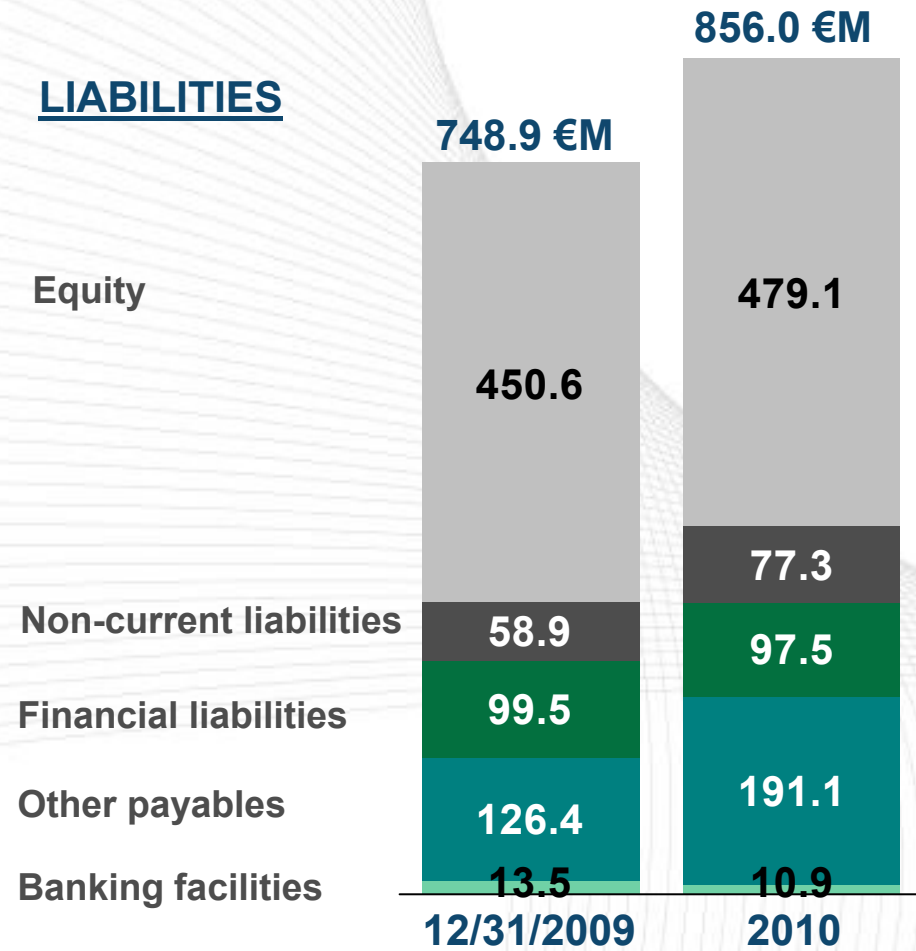
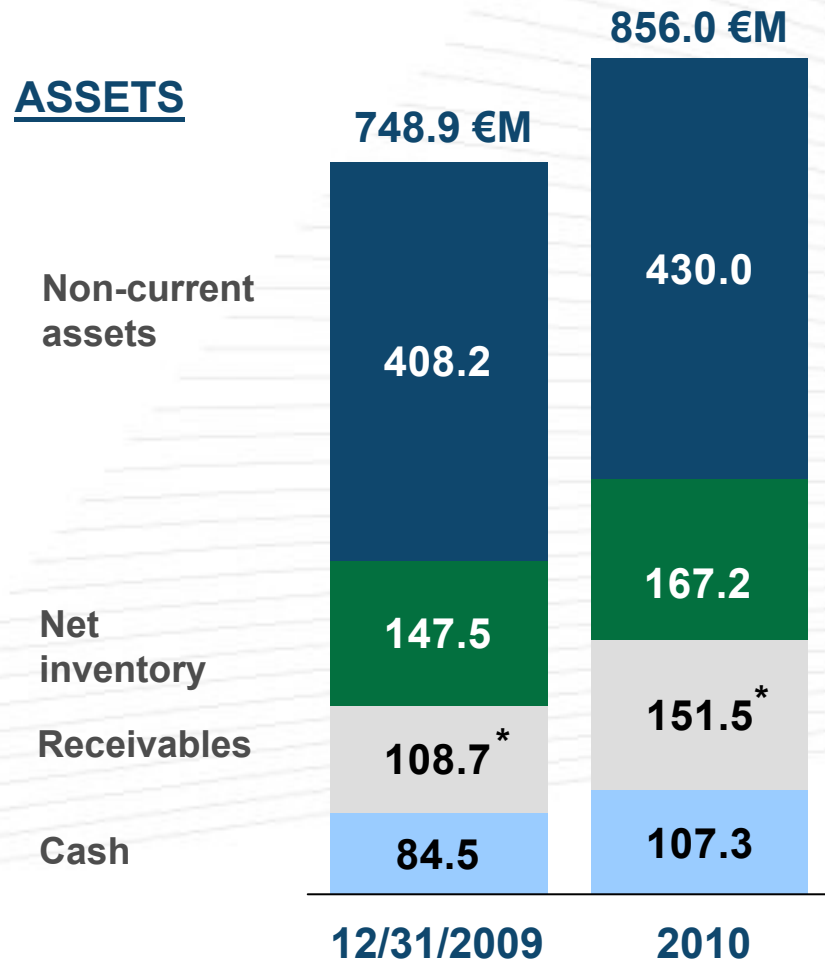
Sales / Division

	2010.06		2009.06		NP	PC & \$C
	M€	%	M€	%		
AERO EUROPE	86.8	23	111.1	30	-21.8%	-22.8%
AERO USA	62.5	16	88.3	24	-29.2%	-30.7%
LISI MEDICAL	11.4	3	10.1	3	12.9%	12.4%
LISI AEROSPACE	154.2	40	199.5	55	-22.7%	-24.1%
LISI AUTOMOTIVE	201.7	53	146.6	40	37.6%	34.9%
LISI COSMETICS	25.8	7	18.9	5	36.1%	36.1%
LISI	2.8	1	3.3	1	-	-
RESTATEMENTS	-3.5	-1	-3.7	-1	-	-
LISI CONSOLIDATED	381.1	100	364.7	100	4.5%	4.1%
FRANCE	153.4	40	140.4	38	9.3%	5.5%
OUT OF FRANCE	227.7	60	224.3	62	1.5%	3.2%

Consolidated P&L statement

	2010.6		2009.6		CHANGE
	M€	% CA	M€	% CA	N / N-1
Sales	381.1		364.7		4.5%
Added Value	204.4	53.7%	195.1	53.5%	4.8%
Taxes and duties	-3.9	-1.0%	-5.9	-1.6%	-32.8%
Payroll expenses	-156.6	-41.1%	-146.9	-40.3%	6.6%
EBITDA	43.9	11.5%	42.4	11.6%	3.5%
Depreciation	-23.6	-6.2%	-22.4	-6.1%	5.2%
Amortizations	-1.1	-0.3%	-4.4	-1.2%	-75.8%
EBIT	19.2	5.1%	15.6	4.3%	23.2%
Non-current operating expenses	-2.1	-0.5%	-12.5	-3.4%	-83.3%
Operating profit	17.2	4.5%	3.1	0.9%	
Net financial expenses	1.2	0.3%	-3.8	-1.0%	
Taxes incomes	-6.4	-1.7%	-4.3	-1.2%	48.8%
Net profit	12.0	3.2%	-4.8	-1.3%	

Consolidated balance sheet: Solid fundamentals



* Of which trade receivables 30,7 €M 28,5 €M

Breakdown of employees by division

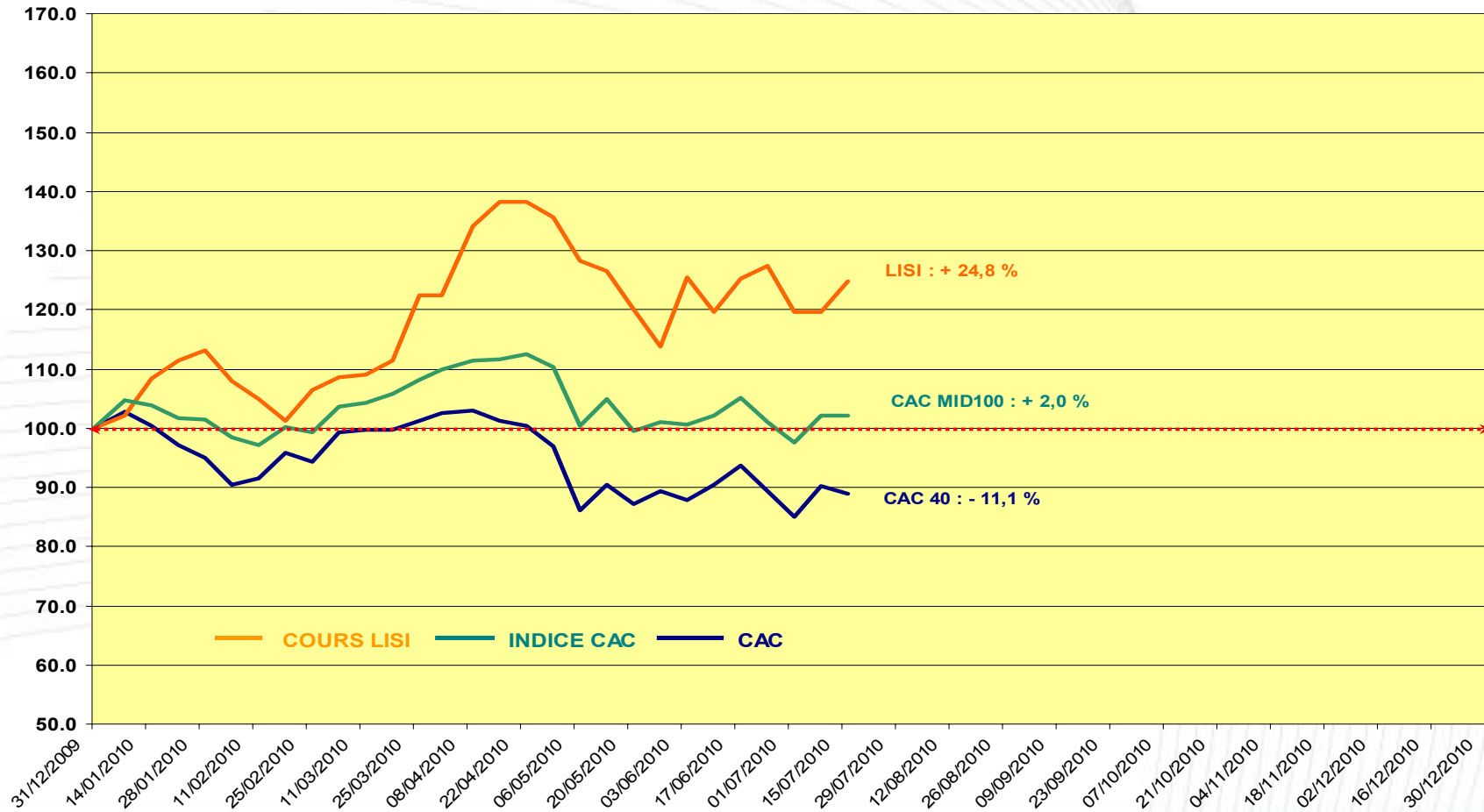
Registered at year end

Full-time paid equivalent*

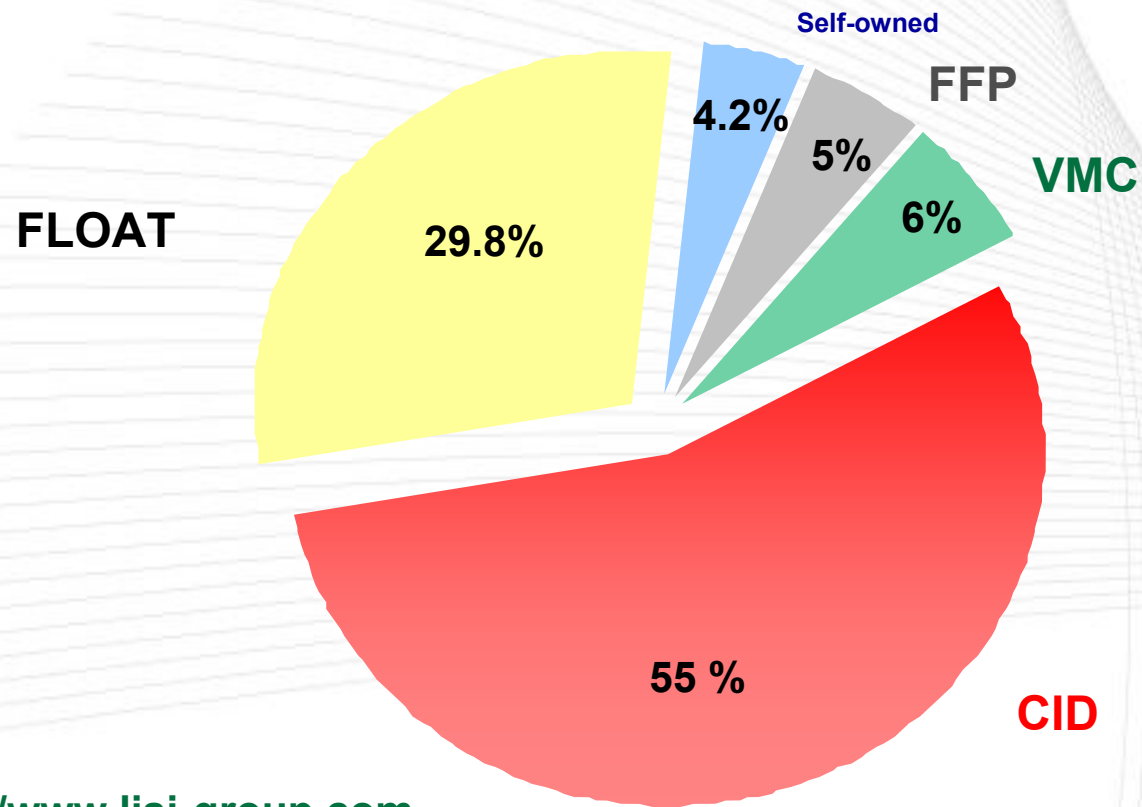
	Registered at year end			Full-time paid equivalent*		
	06/30/10	12/31/09	06/30/09	06/30/10	12/31/09	06/30/09
LISI AEROSPACE	3,258	3,333	3,437	3,298	3,510	3,750
LISI AUTOMOTIVE	3,175	2,821	2,818	3,037	2,533	2,367
LISI COSMETICS	422	429	448	456	397	434
LISI HOLDING	13	13	13	12	12	12
TOTAL	6,868	6,596	6,716	6,803	6,451	6,563
Temporary staff	463	100	131	261	172	208

* Including temporary staff

Stock market evolution



Capital structure



<http://www.lisi-group.com>

Number of shares 06/30/2010 : 10,786,494