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The Falcon 7X:

The First of a New Family of Falcons with Breakthrough Wing Design and Unprecedented “Performance Value”

(Bordeaux-Mérignac, France, April, 27 2007) Dassault Aviation has a long and distinguished history in the development of highly advanced business jets. Its reputation for turning out exquisitely built aircraft with aerodynamic performance and efficiency is unequalled. The introduction of the Falcon 7X marks the beginning of a new chapter in Dassault’s timeline, offering full transonic and low-speed optimization... the hallmarks of a new generation of aircraft.

A Cabin of Uncompromising Comfort

The cabin width and height will have the same generous dimensions as the Falcon 900 series. The cabin length, however is over 6 feet longer, offering 20% more volume. This assures room for three spacious lounge areas plus expanded front and aft lavatories, galley and a large baggage compartment. It can also accommodate a private rest area. The new cabin pressurization system provides a low, 6000 Ft cabin altitude even when flying at high cruise altitudes. This, plus a very sophisticated temperature control system and an extremely low noise level will please operators, especially on long, non-stop flights. Add to that three little words – “Crafted by Falcon.” When Falcon people design and finish each cabin, it’s to the world’s highest standards.



Unprecedented Value

“A key driver behind developing an all-new airplane like the 7X is the need to offer customers significantly increased value,” said Rosanvallon. “In the rarefied air where large, long-range corporate aircraft are developed, price and cost-of-operation have sometimes taken a back seat to other considerations. It was time to address this head-on, or as we say, “from the design point forward.” Dassault is taking full advantage of advanced “design-to-build” concepts that reduce parts count and labor costs. Equally significant, though, are the stringent specifications Dassault sets for all components and systems to reduce downtime and life cycle costs.”

Innovative Wing Design Yields Double-Digit L/D Improvement

Olivier Villa, Senior Vice President of Civil Aircraft for Dassault Aviation, described the new wing as an optimized high-transonic design with a double-digit improvement in L/D (lift-to-drag ratio) over present-day Falcon wings. “Dassault’s goal was to optimize the wing’s total shape (airfoil and planform) in ways that allow structural simplification, weight and cost savings and a generous internal volume for fuel – all while maintaining the inherently safe and pilot-friendly flying qualities traditional within the Falcon family.” Villa indicated that the Falcon 7X’s MMO is an impressive .90 Mach. Its VMO is 370 knots, the highest in its class. This means 7X operators will be able to conduct most day-to-day flights at Mach .85 and above.

Physically, the new wing has a higher aspect ratio and a more pronounced sweepback angle, allowing more efficient high-speed cruise performance. Using new technologies already being applied to current Falcon horizontal stabilizers, the wing will have a simplified structure comprised primarily of metallic alloys but also composites, in order to save weight and add sturdiness.



Fly-By-Wire Control Systems Add Performance and Safety

In Dassault's quest to build the Falcon 7X as an airplane superior in both flight performance and safety, the selection of Fly-By-Wire flight controls seemed an obvious choice. As Bill Kerherve, Dassault's Chief Pilot stated, "Quite simply, there is no better way to give a pilot total mastery over his airplane. Fly-by-Wire adds a level of flight control that can't be matched by mechanical means." With over 30 years of FBW experience on military programs including the Mirage and the Rafale fighters, Dassault created an advanced Digital Flight Control System for the Falcon 7X. The benefits include exceptional response and controls, safety and passenger comfort through the exceptional stability of the airplane.

Dassault's "Intuitive" Flight Deck—EASy

Dassault's EASy flight deck ushers in a whole new generation of advances to optimize crew performance and safety. Four large 14.1" displays provide everything from flight planning and automated checklists to presenting the aircraft's precise position, situation and environment. An innovative graphical interface allows pilots to keep their "eyes up" while adjusting flight plans or mapping their route. In short, the Falcon 7X flight deck results in vastly improved crew coordination and situational awareness. And this means reduced pilot workload and enhanced safety.

Unsurpassed Standards for Reliability and Support

"Our customer service team has been involved in every aspect of the 7X development process," said Rosanvallon. "The most sophisticated aspects of the airplane have been designed to operate flawlessly, from the first day of service. Our insistence on "maintainability by design" was just as important. This simplifies service requirements so airplanes can spend more time flying and less time in the hangar."

Dassault's Signature Three-Engine Design

Dassault's three-engine design is recognized the world over as a model of unequalled performance, versatility, safety and efficiency. The tri-jet 7X carries on the Falcon tradition of allowing operators access to more demanding airfields, such as those at high altitudes on warm days. A net thrust



vector closer to the centerline provides better low-speed control and an added dose of comfort with wider safety margins. An additional benefit of the three-engine design is flight unrestricted by over water operational considerations. Pratt & Whitney Canada's PW307A powers the airplane. Engine thrust is 6400 lbs. per engine and TBO is over 7200 hours out of the box. The 7X is also meeting lower noise standards, even those anticipated for the next two decades.

Inspired Flight Performance. Agility. Versatility. Safety.

For years, Falcons have been known as the best-designed, best-built, best-flying business jets at the top of the market. When the decision was reached to launch the Falcon 7X, Dassault's engineers were obsessed with the idea of setting even higher standards. They succeeded. With its 5,950 nm range, the Falcon 7X can fly nonstop between cities such as New York and Riyadh, Paris and Singapore and Los Angeles and Rome. Though the 7X is larger than the versatile Falcon 900EX, it needs even less runway for both take off and landing. This will prove invaluable to operators wanting to use smaller airports closer to their destinations. With a low Vref speed of 104 kts (even lower than the 900EX), it also assures wide margins of safety in day-to-day operations.

First customer deliveries are now expected to begin by the end of the second quarter 2007.

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Dassault Falcon is responsible for selling and supporting Falcon business jets throughout the world. It is part of Dassault Aviation, a leading aerospace company with a presence in over 70 countries across 5 continents. Dassault Aviation produces the renowned Mirage and Rafale fighter jets as well as a complete line of Falcon business jets. The company has assembly and production plants in both France and the United States and service facilities on both continents. It employs a total workforce of over 12,000. Since the rollout of the first Falcon 20 in 1963, over 2,000 Falcon jets have been sold to more than 65 countries worldwide.

The family of Falcon jets currently in production includes the tri-jets—the Falcon, 900DX, 900EX, and the new 7X—as well as the twin-engine Falcon 2000DX and 2000EX.

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