Annual REPORT

2007

DASSAULT AVIATION

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A mixed year

2007 will remain a mixed year for Dassault Aviation Group: on the one hand, we enjoyed numerous technical and commercial successes, while on the other hand the economic environment proved extremely difficult, with the steady fall in the US dollar exchange rate.

Our successes include:
- the sale of 212 Falcon jets, a new historical record;
- the Rafale F2 “Combat Proven” in Afghanistan;
- the certification of the Falcon 7X and the delivery of the first aircraft;
- the Falcon 2000DX, which enjoyed its first flight in June;
- the delivery of the Greek Mirage 2000-5 fighter jets.

Our 2007 consolidated figures are as follows:
- Order book: € 6.26 billion;
- Net sales: € 4.08 billion;
- Net consolidated income: € 382 million.

Thanks to efforts in past years, the Group’s financial position us currently very sound.
However, our Group must manage the ongoing fall in the dollar and the unwinding of our currency hedges, which negate all our efforts to improve productivity. It must therefore adapt rapidly, to ensure our financial position remains sound in future years.

Three lines of attack are planned:
- Technical innovation through research and development. Maintaining internal financing at a high level will help protect critical expertise and maintain our high level of excellence in strategic areas and notably flight control systems, multi-system integration, aerodynamics and production lines;
- Process innovation: our Group must remain the benchmark for digital collaboration companies;
- Improving the organization of the company, by promoting business synergies, and centralizing certain transversal functions and gradually outsourcing a certain number of non-strategic research and manufacturing activities to subcontractors in France or abroad, in the US dollar zone or low cost countries.

In line with these progress areas, our primary objectives for the coming year are as follows:

- Increase Falcon delivery rates;
- Launch the Falcon 900LX, equipped with winglets;
- Push forward the development of the Falcon SMS;
- Step-up research into the next generation of Falcon jets, equipped with innovative technology;
- Sign the first Rafale export contract;
- Finalize the nEUROn definition phase;
- Continue improvements to support and customer service activities.

Our Group is fortunate to be able to “reconfigure” at a time of high activity. We must seize this opportunity with open arms. Our sound financial position should not encourage us to put off the inevitable, but rather anticipate and prepare the future.

Our Group has a highly motivated workforce, which accepts the need for the coming changes. We therefore have all the necessary cards in hand to ensure the success of this transformation.

Charles Edelstenne
Chairman and Chief Executive Officer

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Management Committee

Charles EDELSTENNE, Chairman and Chief Executive Officer

Guy PIRAS, Executive Vice-President, Industrial Operations, Procurement and Purchasing

Jacques PELLAS, Corporate Secretary

Eric TRAPPIER, Executive Vice-President, International

Claude DEFAWE, Vice-President, National and Cooperative Military Sales

Jacques MIANNAY, Executive Vice-President, Total Quality

Alain BONNY, Senior Vice-President, Military Customer Support Division

Olivier VILLA, Senior Vice-President, Civil Aircraft

Didier GONDOIN, Executive Vice-President, Engineering

Loïk SEGALEN, Vice-President, Economic and Financial Affairs

Human resources and Communications

- Pierre VIVIEN, Vice-President, Social Relations & Human Resources
- Yves ROBINS, Vice-President, External Relations & Corporate Communications

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Dassault Aviation: boldness, realism and high technology

Dassault Aviation is one of the major players in the global civil and military aviation industry. A reasonably sized and financially secure private international group, with a presence in more than 70 countries across 5 continents, Dassault Aviation has been profitable ever since its creation in 1936.

Structured to adapt its production to market cycles, Dassault Aviation encompasses a rich industrial network of high-tech companies in France, Europe, the US and many countries worldwide.

Through its engineering design departments, production facilities, the skills of its employees and its product lines, Dassault Aviation offers its customers in-depth know-how, ranging from design to operations, based on strong entrepreneurial values.

Pioneer of a worldwide **industrial revolution**.

Strategic technology expertise.

European leader in integration of complex airborne systems.

The only group in the world that designs, manufactures and sells **combat aircraft**, instruments of political independence, and **executive jets**, work and economic development tools.

Products: **Mirage, Rafale, Falcon, nEUROn**.

More than **7,700 aircraft** delivered, representing some **20 million hours of flight time**.

Since 1975, **67 % of Dassault aircraft have been sold** on the **export market**. For Falcons, export sales exceed 90%.

Over the past 5 years, **Falcons** have represented on average **56 % of sales generated**.

One of the world leader in top-of-the-range **executive jets**.

Unique manufacturer of executive jets in Europe.

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Order book:

EUR 6.26 billion

Net sales:

EUR 4.08 billion

Net income:

EUR 382 million

Orders as of 12/31/2007

EUR 14.99 billion

Net earnings per share:

EUR 37.8

Personnel

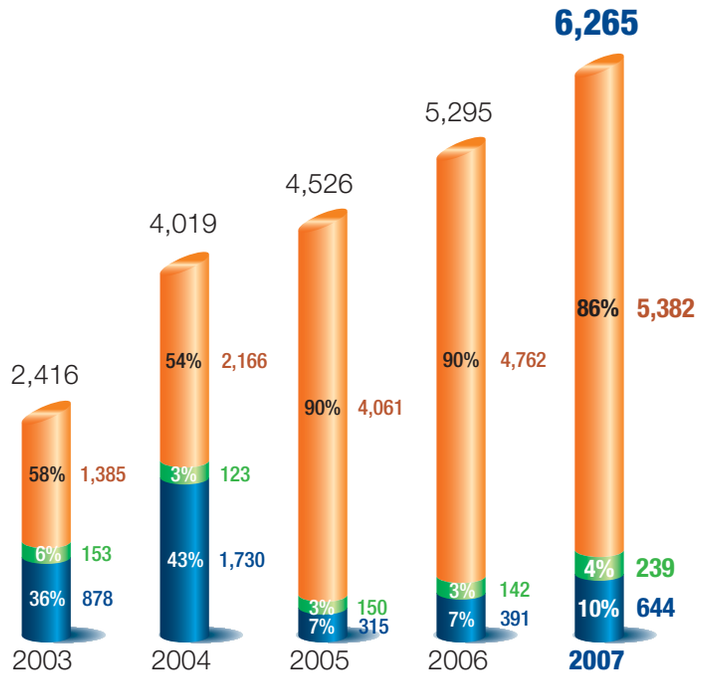
12,160

Falcon

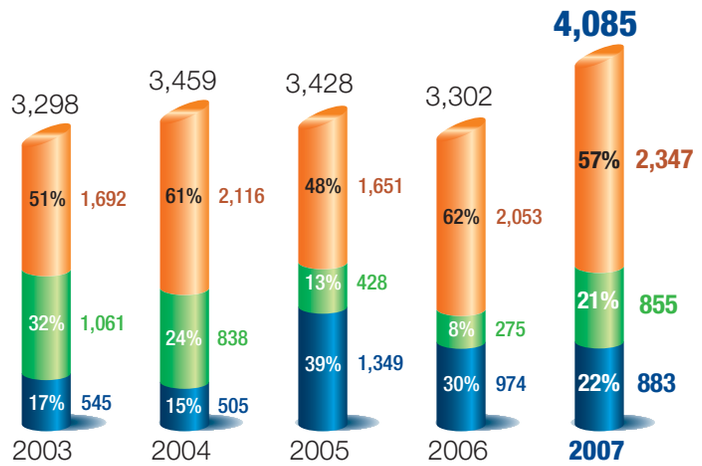
Export Defense

France Defense

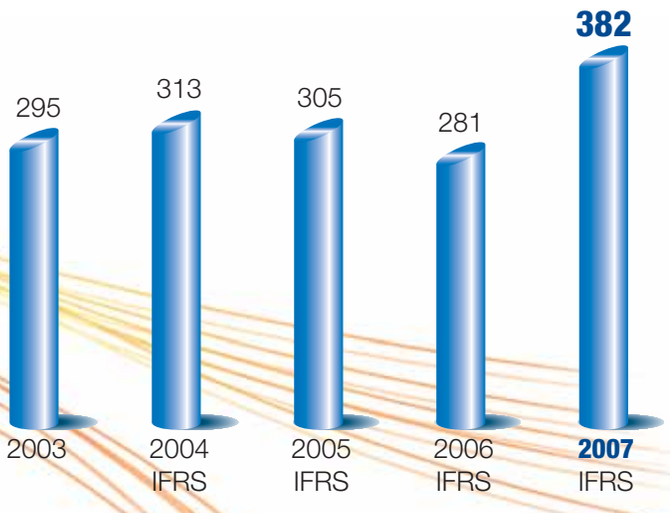
Orders in EUR million



Net sales in EUR million



Net income in EUR million



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The Falcon 2000LX is equipped with winglets and offers an increased flight range of 4,000 nm (7,410 km).

2007 highlights

PROGRAMS

Successfully deployed in Afghanistan only eight months after being declared operational (March 2007), the Rafale demonstrated its combat readiness.

Falcon

- 212 aircraft ordered.
- Falcon 7X: dual FAA (United States) and EASA (Europe) certification (April 27).
- Launch of the Falcon 2000LX at the EBACE air show (Geneva, Switzerland), (May 21).
- Commissioning of the Falcon Technical Center in Saint-Cloud (June).
- Delivery of the first Falcon 7X to the Chagoury group (June 13).
- First flight of the Falcon 2000DX (June 19).
- Order for 20 Falcon 2000LX aircraft from National Air Services (NAS) (June 20).
- Falcon 2000DX: EASA (September 19) and FAA (October 3) approval.
- Certification of the Falcon 2000 Enhanced Flying Visual System.
- Falcon 900 winglets trials.
- Delivery of the 400th Falcon 900 aircraft to the Chinese company Citic.

Rafale

- Delivery of 13 Rafales.
- First operational mission in Afghanistan (March).
- Test campaign (CdG 7) for the F3 standard (RECO-NG nacelle, ASMP-A, AM 39 *Exocet* missiles) on the *Charles-de-Gaulle* aircraft carrier (June 4 to 19).
- Validation shots by the F3 standard (AM 39, ASMPA).
- Two Rafale Marine jets, n°12 and 13, were catapulted from and landed on the U.S. aircraft carrier *Enterprise* (CVN 65) cruising off the coast of Cannes (July 23).
- Reception of the Rafale simulation center at Saint-Dizier.

Mirage 2000

- Completion of retrofit work on Mirage 2000-9 jets for the United Arab Emirates.
- Delivery of 15 Mirage 2000-5 Mk2 to Greece.
- Continued integration of the ASMP-A nuclear missile in the Mirage 2000N.
- Continuation of work to integrate the link 16 function in Mirage 2000D and Mirage 2000-5 jets.

Unmanned Air Vehicles (UAV)

- Completion of the study phase and feasibility demonstrations for the nEUROn unmanned combat aircraft vehicle (UCAV) demonstrator.
- Notification of the definition phase by the French General Delegation for Armament. Acceptance of related supplies by the Executive Agency.

Space

- Participation in CNES research into airborne mini-launchers.
- Qualification of the pyrotechnic cutter used to separate the ATV (Automated Transfer Vehicle).

SITES & INDUSTRY

Sites

- Argenteuil: set up of two robotic assembly units for the Falcon fuselage nose (T12).
- Argonay: modernization of access to the plant and the entrance hall.
- Biarritz: opening of a conference room seating 150.
- Martignas: reinstallation of the Rafale winglet production line in a dedicated building.
- Mérignac: launch of the extension to Lindbergh hall.
- Poitiers: detailed analysis of environmental risks.
- Seclin: installation of a wing panel shot peening forming cabin.

Quality and environmental policy

ISO 14001 certification of the Company's environmental management system (April).

AIR SHOWS

Participation at airshows

MEBA (Dubai), Aero India (Bangalore, India), LAAD (Rio de Janeiro, Brazil), EBACE (Geneva, Switzerland), Paris Air Show (Le Bourget, France), TATE (Taipei, Taiwan), MAKS (Moscow, Russia), Jet Expo (Moscow, Russia), Monaco Yacht Show (Monaco), NBAA (Orlando, USA), LAVEX (Libya), Dubai Air Show (Dubai, United Arab Emirates).

Dassault Aviation static display at the 2007 Paris Air Show.

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Our commitment

Machining at Seclin: Human development is a primary concern for the Group. It favors united action at all levels, mutual respect, the search for professional self-realization, and the feeling of belonging to a company that is still human in scope.

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Enthusiasm, excellence and professional conduct

Discussions at the Virtual Reality Center in Saint-Cloud: Dassault Aviation promotes team spirit, the sharing of knowledge and know-how, creative initiative, and respect for ethics.

CUSTOMER SPIRIT

Satisfying the customer is both the philosophy and the underlying guideline of Dassault Aviation: be a good listener, understand the customer's needs in a manner which efficiently serves him/her, keep our word; offer excellent technical performance, confidentiality and customized follow-up, while optimizing cost control and response times.

HUMAN QUALITIES

People are the heart of the Group. Dassault Aviation promotes team spirit, the sharing of knowledge and know-how, creative initiative, and respect for ethics.
The Group favors united action at all levels, mutual respect, the search for professional self-realization, and the feeling of belonging to a group that is still human in scope.
Human development is a primary concern for the Group. This is demonstrated by a human resources policy established according to a code of ethics. Based on the principle of transparency and equity, the policy's aim is to motivate employees while providing a sense of responsibility.

TECHNOLOGICAL EXCELLENCE AND INNOVATION

Technological excellence and innovation is the motto of Dassault Aviation on which its spirit, passion and history are based.
The Group ensures the quality, reliability, and safety of its aircraft through a strategy of constant innovation, its project management capability, and its mastery of complex systems.

ECONOMIC PERFORMANCE

Dassault Aviation regards the creation of value as an essential goal in terms of ensuring its profitability, financial stability and long-term future.
In a context of intense international competition, the Group must be more flexible, adaptable, and responsive in dealings with its customers, suppliers and partners.

OPENNESS TO THE WORLD

In a spirit of partnership, Dassault Aviation is engaged in sustained programs of scientific, technological, technical, and industrial cooperation in France and abroad.
The Group is active in national and international aviation and defense organizations.
Its internal and external reporting is open and transparent.
It is concerned about the impact of its activities on the environment.

ENVIRONMENTAL PROTECTION MEASURES

For several years, Dassault Aviation has gradually developed an environmental policy and an organizational structure that has helped reinforce environmental considerations at all its sites.
Its facilities have all received ISO 14001 certification of their environmental management systems.
In the executive aviation industry, Dassault Aviation monitors technological and regulatory developments, thereby enabling it to take into account a certain number of environmental requirements from the Falcon design phase. This is the case for maximum sound and atmospheric pollution levels permitted in order to obtain aircraft certification.
In the military aircraft industry, the French General Delegation for Armament (DGA) will soon draft environmental clauses for its future calls for tender.

SUPPORT FOR THE GLOBAL COMPACT INITIATIVE

In 2003, Dassault Aviation joined the UN Global Compact initiative. The Group supports the ten principles relating to human rights, labor standards, environmental protection and the fight against corruption. It is through this commitment that Dassault Aviation has progressively incorporated the Global Compact principles into its strategy, culture and daily operations.
(www.unglobalcompact.org)

In order to achieve its objective in a highly competitive and increasingly global economy, Dassault Aviation builds on strong values, a firm identity and strict ethical standards.

Manufacture of wings in Martignas: Technological excellence and innovation is the motto of Dassault Aviation on which its spirit, passion and history are based.

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Living better together

Recovering machining chips: Dassault Aviation production entities comply with legislation applicable to environmental protection classified facilities. As such, they are organized to control waste produced by their facilities and industrial processes with a significant environmental impact.

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Respecting the environment

The future Falcons form part of the European Clean Sky technology initiative, which aims to develop technology for the "green" aircraft of 2020. They will enable validation of developments in the onboard management of energy, advanced aircraft control, reducing drag and eco-design.

Dassault Aviation production entities comply with legislation applicable to environmental protection classified facilities. As such, they are organized to control waste produced by their facilities and industrial processes with a significant environmental impact. ISO 14001 certification has notably enabled the Group to reduce the impact of its activities on the environment and better control the risks associated with industrial installations.

Dassault Aviation monitors technological and regulatory developments and participates in the work of the European Commission Directorate-General for Transport and Energy (DGTren) and of the International Civil Aviation Organization (ICAO). Any corresponding restrictions are therefore taken into account from the aircraft design stage.

The Falcon jets are certified and therefore comply with prevailing international regulations setting a certain number of environmental performance requirements. Dassault Aviation continues research into technology to further reduce the noise of Falcon jets, calling on a network of preferred partners. For future Falcons, this approach will enable the acoustic level of different design choices to be determined in advance.

Selective sorting in factory: ISO 14001 certification has notably enabled the Group to reduce the impact of its activities on the environment and better control the risks associated with industrial installations.

For several years, Dassault Aviation has developed an environmental policy and an organizational structure that has helped reinforce environmental considerations at all its sites and for all its products.

The increasing rarity and rising cost of fossil fuel and the development of renewable energy will have an impact on the aviation industry, although identifying the ideal replacement fuel is proving difficult. Thanks to the carefully designed aerodynamics of Falcon jets, they represent one of the most fuel efficient aircraft.

Dassault Aviation participates actively in the Clean Sky research program launched by the European Commission, which seeks to improve the environmental performance of the aviation industry. The Group is also actively involved in work by GIFAS (French Aerospace Industries Association) to identify chemical substances of concern used by civil and military aircraft.

Painting hall in Little Rock: Dassault Aviation Group has introduced a new low-VOC, chromate-free range of paint at all Falcon jet external painting sites.

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High technology

Removing a winglet from its mould in Biarritz: Dassault Aviation has been using resin transfer molding technology since 1999.

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Controlling key technologies

nEUROn model in an Onera wind-tunnel: Dassault Aviation conducts studies and research under internally financed projects and in partnership with the French government and European institutions.

Dassault Aviation is constantly at the cutting edge in terms of technological innovation. This desire to prepare the long term is all the more important as Dassault Aviation's industry has long cycles: a civil or military aircraft has an operating life of around thirty years.

Research and development is essential to the Group's activity in terms of preparing for the future. The upstream understanding of the most promising innovative technologies in terms of cost/efficiency, through fundamental research, has always been considered a primary factor in competitiveness. It provides Dassault Aviation with the resources necessary to design pivotal high-performance products under operational conditions.
The general research conducted by Dassault Aviation enables the application of new technologies to both current programs and future systems. Particular attention is given to work which reduces program cycles and costs and improves quality. The Company conducts studies and research under internally financed projects and in partnership with the French government and European institutions. It maintains partnerships with over one hundred research centers in France and worldwide: universities, laboratories, institutes, manufacturers, etc.

Dassault Aviation is currently working on future airborne systems including:
- preliminary studies for an executive jet in the super mid-size market;
- a range of unmanned combat aircraft or observation drones;
- technologies for a supersonic executive jet.

Dassault Aviation also has expertise in cutting-edge technologies at the production level: manufacturing of airframes with composite materials, resin transfer molding (RTM), hot forming, stereolithography and filament placement, etc.
Its workshops manage high-speed machining techniques and have broken new ground in robotics.

In the combat aircraft industry, Dassault Aviation is the prime contractor for the nEUROn unmanned technological demonstrator for combat aircraft. With this demonstrator initiative, France seeks to provide European engineering design departments with a project intended to maintain and develop their strategic expertise in forthcoming years.
Dassault Aviation contributes to the HISAC (High Speed Aircraft) international research program, which includes more than thirty partners under its leadership.

Simulation of maintenance on a Falcon jet by an operator submerged in a 3D full-scale digital model.

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Digital Flight Control Systems

Hybrid integration center in Saint-Cloud: The merger of multi-captor data enables a link to be established between the global battle field area surrounding the aircraft and the pilot's brain, with its unique ability to understand the implications of a tactical situation and make the best decision.

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Our sky is digital

The Rafale F2 enable aircraft crews to perform air-to-air or air-to-surface attack and air defense missions during a single flight, while "connected" to the command network.

With technological development, the aircraft is evolving towards complex airborne systems, which are closer to reality and integrate numerous digital facilities, in both civil and military markets.

A digital airborne systems integrator, Dassault Aviation manufactures products that have become industry benchmarks. Few companies in the world are now capable of producing these complex airborne systems, which include, for example, a navigation and weapon system or a digital flight control system. These require essential expertise from the design stage to production and support, in terms of coordination, the accounting management of integrated systems and integration. The systems integrator must boast a wide range of skills to take account of all the system's technical and financial components, while knowing how to assess the risks involved in integration. Dassault Aviation's expertise is built upon four cornerstones:
- Global architectures;
- Balancing performance, technology and cost savings;
- Controlling costs and deadlines;
- Risk management.

In executive aviation

- Dassault Aviation's unique know-how in electric and digital flight control systems for combat aircraft contributes to the recognized flight performance qualities of its equipment. It enabled the production of the first executive aircraft in the world equipped with non-mechanical computerized flight controls: the Falcon 7X. The future Falcon SMS will also be equipped with electric flight control systems and will be designed and manufactured using even more advanced processes than those used for the Falcon 7X and will involve even more innovative PLM.

- The new EASy (Enhanced Avionics System), cockpit, developed in conjunction with Honeywell and incorporating the combat aircraft expertise acquired by Dassault Aviation (ground reconnaissance, assessment and control of a complex tactical situation, etc.), has brought the world of graphic avionics to the executive jet. The man-machine dialogue is intuitive. The changes provided by EASy significantly improve aircraft safety and pilot comfort.

In military aviation

The Rafale F2 standard adds air-to-ground capabilities and modular air-to-ground weaponry to the air-to-air functions of the F1 standard. It also incorporates frontal sector optronics (FSO), the NATO "link 16" data link and the infrared version of the Mica air-to-air missile.
To manage such a weapons system, and, in particular, to be able to synthesize its innumerable data, a new "core system" was required. The Rafale F2 is equipped with a modular information processing system or "super computer". These modular avionics offer considerable benefits in terms of calculation power, reliability and on-line maintenance. The Rafale F2 will enable aircraft crews to perform air-to-air or air-to-surface attack and air defense missions during a single flight, while "connected" to the command network.

The new EASy (Enhanced Avionics System), cockpit, developed in conjunction with Honeywell and incorporating the combat aircraft expertise acquired by Dassault Aviation (ground reconnaissance, assessment and control of a complex tactical situation, etc.), has brought the world of graphic avionics to the executive jet.

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Rethinking the industry

Steel ball shot peening has been introduced in Seclin to put the finishing touches to the Falcon 7X upper wing panels after forming.

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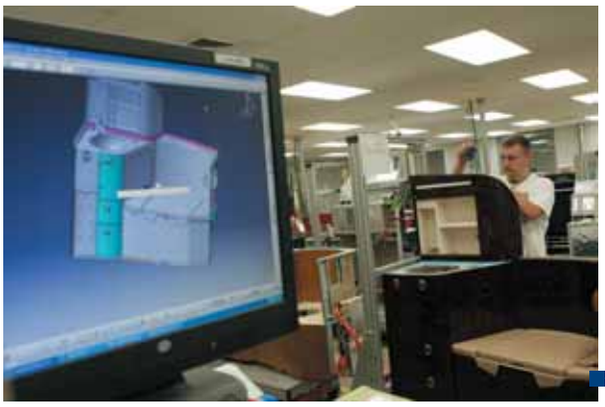
Saving time and increasing precision



Manufacture of Falcon furniture in Little Rock: PLM tools are currently being adapted for the commercial development of Falcon aircraft.

Traditionally, the manufacturer's engineering design department defines the aircraft as it is for flight. The manufacturing departments then disassemble and reassemble the aircraft parts in order to organize production. This process leads to numerous modifications, replacements and adjustments, sometimes even new designs, that are costly in terms of time and money. Each production phase, even each aircraft, may require specific modifications that are difficult to manage in time.
At Dassault Aviation, the various aircraft parts are analyzed using the Dassault Systèmes CATIA® software from the design engineering phase with all the manufacturing process constraints already present. The replacement and adjustment tools are no longer needed. The parts are correctly designed at the first attempt. The Company has applied this method since the Rafale.
Using Product Lifecycle Management tools specifically implemented with the Falcon 7X, the successive stages in the development of a program are managed, monitored and listed in addition to the specific modifications to each aircraft operated by customers.

Any basic aircraft can be reproduced identically. There are multiple gains: quality of the primary parts, precision assembly, tool simplification, shorter assembly time due to simplified actions, improved learning curve and acquisition of know-how on specific matters that can be reused for other aircraft.
The precision obtained can lead to a reduction in manufacturing costs. This facilitates cooperation with companies using the same IT tools and a considerable share of the workload can be subcontracted to small or medium-sized companies in France or abroad.
PLM tools are currently being adapted for the commercial fitting-out of Falcon aircraft.

Through the creation of Product Lifecycle Management, Dassault Aviation has paved the way for an industrial revolution. For the first time ever, an aircraft, the Falcon 7X, has been fully assembled without the slightest adjustment or modification. Production line assembly and fitting deadlines have thus been considerably reduced.

Rafale final assembly line in Mérignac: The various aircraft parts are analyzed using the Dassault Systèmes CATIA® software from the design engineering phase with all the manufacturing process constraints already present. The replacement and adjustment tools are no longer needed. The parts are correctly designed at the first attempt. The Company has applied this method since the Rafale.

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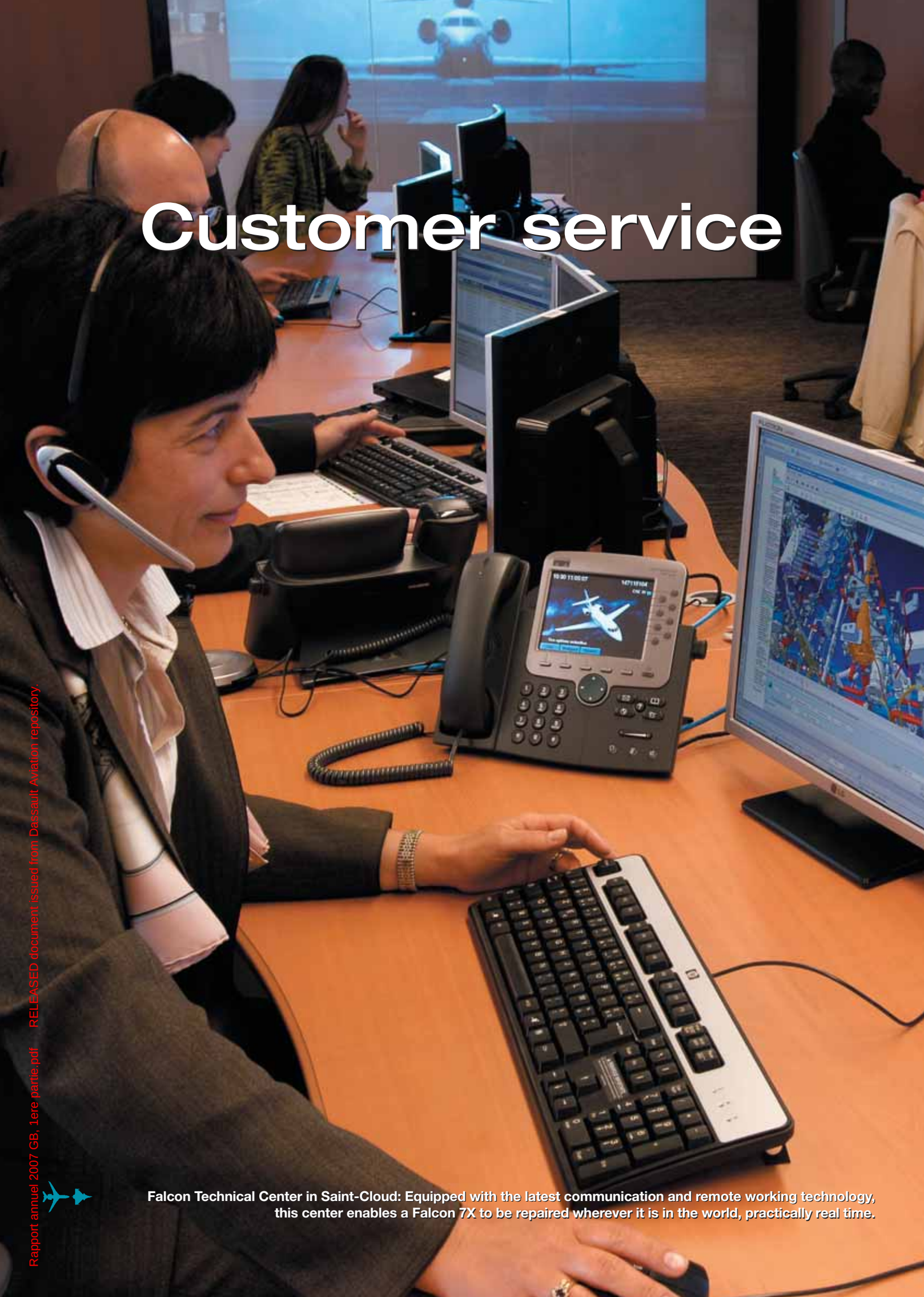
Customer service



Falcon Technical Center in Saint-Cloud: Equipped with the latest communication and remote working technology, this center enables a Falcon 7X to be repaired wherever it is in the world, practically real time.

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Earning customer satisfaction

Interior of a Falcon jet: Dassault Aviation adapts to the market, i.e. the expectations of the customers who ensure the Company's continuation and who wish to benefit from top-performing products and services at a fair price.

Dassault Aviation undertakes to "Put the customer first", offering excellent technical performance, confidentiality and customized follow-up, while optimizing cost control and response times.

Dassault Aviation adapts to the market, i.e. the expectations of the customers who ensure the Group's continuation and who wish to benefit from top-performing products and services at a fair price. Cutting overhead and program costs is one of the Group's primary objectives. All Group employees have integrated the guidelines which are implemented daily: doing "just enough", avoiding over-specification, not simply seeking technical excellence for its own sake and "doing things right the first time".
This is the case for our latest executive aircraft, the Falcon 7X, with in addition, due to the implementation of Product Lifecycle Management (PLM) tools, the guaranteed optimal integration of the skills and expertise of all the industrial partners, reduced lead times and improved aircraft maintainability taken into account as from the initial design phase.

Dassault Aviation takes great care in listening to its customers, understanding their needs, being available to serve them and honoring its commitments. To this end, a Falcon Technical Center was created in Saint-Cloud. This assistance hub brings together in one location, employees in charge of customer relations and technical experts, with access to all of the company's resources. The center enables the provision of Falcon technical assistance, that is reactive, high performing and adapted to customer service requirements. The Falcon Technical Center in Saint-Cloud is not an isolated assistance center. From 2008, it will operate in a network with other Dassault Falcon Jet teams in the United States, located at sites in Teterboro, New Jersey and Boise, Idaho, participating in a continual on-call system, available to all Falcon operators, 24 hours a day, 365 days a year. It will be able to deal with the majority of customer requests and, notably, manage critical situations represented by grounded aircraft (Aircraft On Ground: AOG). Depending on the time of the call and its geographical origin, customer requests may therefore be dealt with in real time by one of three sites.
Dassault Aviation attaches great importance to the customer support that it provides to assist customers with their daily operational needs. The main objectives are to:
- offer customers a range of products and services to facilitate aircraft operational use and maintenance in order to ensure successful missions;
- offer armed forces customized support based on their wishes;
- maintain the product's marketability, at a competitive price, by proposing improvement and training initiatives, taking into account any feedback.

The criteria used to adapt support to the customer's logistical needs are to:
- facilitate implementation and deployment;
- simplify use and optimize the required personnel and resources.

As part of the development of the Rafale F3 standard, the Military Support Department, in conjunction with the French Air Force and Navy, performs Implementation and Maintenance Aptitude Tests.

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Cooperation

nEUROn is Europe's Unmanned Combat Aircraft Vehicle (UCAV) demonstrator. The challenge of this program is to develop a strategic European know-how, mainly in key technologies - among which Very Low Observability - and to validate a new cooperation scheme leading to the team of the next generation European Combat Aircraft.

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Visualization of air flow on aircraft "skin" by using viscous paint on the AVE-C in an Onera wind tunnel: Dassault Aviation cooperates with more than 120 universities, institutes and research centers worldwide, thus creating a scientific base for its businesses.

Proposing an effective cooperation strategy

Thanks to its unique experience as an architect of complex airborne systems, Dassault Aviation brings a pragmatic and dynamic cooperation approach to the European military aviation sector.

Dassault Aviation has always favored efficient cooperation. Thanks to its unique experience as an architect of complex airborne systems, the Company brings innovative cooperation schemes to the European military aviation sector.

To be efficient, managing a cooperative program needs a single point of decision, and a single point of implementation. It is the only way to drive unique instructions and to bear full responsibilities.
For that reason, nEUROn, Europe's UCAV technology demonstrator project, is organized as follows:
- A unique Executive Agency, the French DGA, awards a main contract;
- A unique prime contractor, Dassault Aviation, is in charge of the main contract implementation.

The French authorities have stated that nEUROn is defined as an European program, fully open to cooperation. As such, almost half of the tasks, in value terms, are done by European/non-French companies. In terms of management, this organization guarantees the best efficiency in a full partnership approach and cooperative relations between the various actors.
To achieve such a target, Dassault Aviation has created a team of European companies including: Alenia, Saab, EADS, Hellenic Aircraft Industry and RUAG.
The French DGA, as the Executive Agency, has signed bilateral Memorandum of Understanding with the five European Governments of Italy, Sweden, Spain, Greece and Switzerland in order to implement their participation to the project.

nEUROn, as a technological demonstrator, will allow development, integration and validation of the most advanced technological agenda existing today within the European aerospace industry. The program develops certain important technologies such as Very Low Observable tailless configuration integrated into an unmanned autonomous - but safe - combat system. One single demonstrator will be built and flown, and its results may be used either for manned or unmanned aircraft and also either for military or civil UAV's.

For the first time in a military project, it is designed and developed within the frame of a completely integrated PLM (Product Lifecycle Management) environment, through a virtual development platform allowing Dassault Aviation and its five partners in five countries to simultaneously work together on the same design.

Cooperation with Universities

Dassault Aviation works with more than 120 universities, institutes and research centers worldwide, thus creating a scientific base for its businesses. The Company actively participates in the European framework program for research, technological development and demonstration. It enters into various industrial partnerships, including research, technology and development projects, and research into future aviation technologies. Dassault Aviation is also involved in European programs as the FACE (Friendly Aircraft Cabin Environment), program to improve comfort in civil jet cabins and cockpits, HISAC (High Speed Aircraft), Clean Sky (impact of air transport on the environment) and European launcher Ariane 5.

nEUROn plateau in Saint-Cloud: For the first time, a military project was designed and developed in connection with Product Lifecycle Management (PLM), based on a virtual development plateau enabling Dassault Aviation and its five partners located in five countries to work simultaneously on the same research projects.

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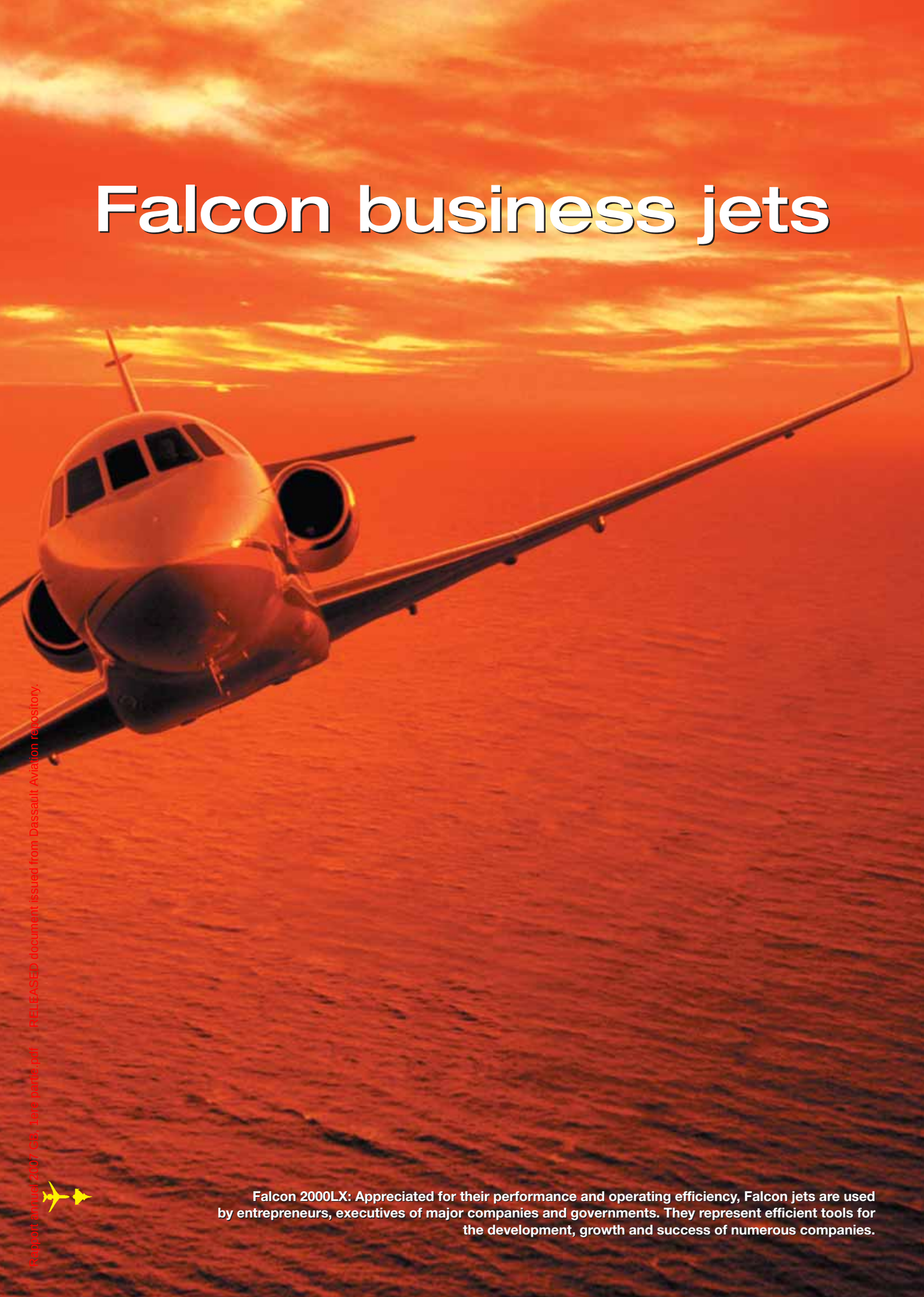
Falcon business jets



Falcon 2000LX: Appreciated for their performance and operating efficiency, Falcon jets are used by entrepreneurs, executives of major companies and governments. They represent efficient tools for the development, growth and success of numerous companies.

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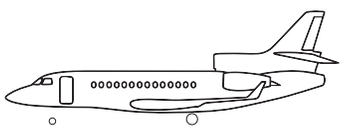
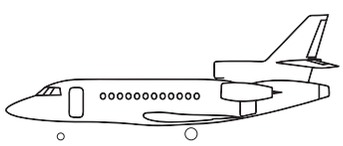
FALCON, represents nearly half a century of success and more than 2,000 aircraft sold in over 70 countries. Appreciated for their performance and operating efficiency, Falcon jets are used by entrepreneurs, executives of major companies and governments. They represent efficient tools for the development, growth and success of numerous companies. Among the advantages of the Falcon, is a fuel consumption level up to 40% lower than competition aircraft.

FALCON 7X



The Falcon 7X is a tri-jet aircraft (Pratt & Whitney Canada PW 307A delivering 6,400 pounds of thrust) with a substantial flight range. With the capacity to reach a maximum speed of Mach 0.9 and a range of 5,950 nm (11,000 km), the aircraft is equipped with a new wing design whose aerodynamic performance has improved by 30%. The Falcon 7X is also the first business aircraft in the world equipped with fully digital flight controls. Its cockpit offers outstanding comfort due to its size, acoustic insulation and air conditioning system. The aircraft also benefits from low operating and maintenance costs. The first Falcon 7X flight took place on May 5, 2005. It marked the arrival of a new generation of Falcon aircraft equipped with state-of-the-art technologies inherited from the military aviation industry.

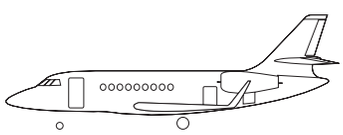
FALCON 900EX
FALCON 900DX



In addition to a flight range of 4,500 nm (8,334 km), the tri-jet Falcon 900EX (Honeywell TFE731-60 engines delivering 5,000 pounds of thrust each) can satisfy a wide range of uses. It can notably alternate, during the same mission, short and long haul flights. It can also operate from short runways and those runways classified as difficult to access.
Its large cabin offers a wide variety of interior fitting options, which have largely contributed to the success of the aircraft, over 450 examples of which have been sold.

The DX version (4,100 nm - 7,593 km) offers similar characteristics and also boasts an EASy cockpit, the most sophisticated cockpit in the world. The cockpit's revolutionary design redefines the man-machine interface, facilitates crew coordination, reduces the pilot workload, and improves safety.

FALCON 2000DX
FALCON 2000LX



Descendants of the Falcon 2000, the new versions of the Falcon 2000DX and 2000LX are equipped with Pratt & Whitney PW 308C 7,000 pound thrust engines, which offer substantially improved performance. Certified in 2007, the Falcon 2000DX can climb to 41,000 feet in 17 minutes and fly over 3,215 nm (5,950 km) with 8 passengers. The Falcon 2000LX announced in May 2007 at the EBACE air show is equipped with winglets and offers an increased flight range of 4,000 nm (7,410 km). The performances presented by aircraft in the Falcon 2000 range, together with their low operating costs, makes this twin-engine jet the most appreciated in its category.

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Combat aircraft

The Rafale is the first ever omnirole combat aircraft in the world. It will eventually replace seven types of aircraft currently used by the French Air Force and Navy.

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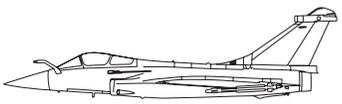
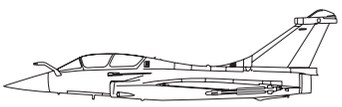
Rafale, Mirage and nEUROn

For many years, combat aircraft has been Dassault Aviation's main activity. These instruments of political independence are used for defense by thirty countries worldwide.

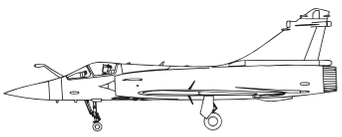
RAFALE

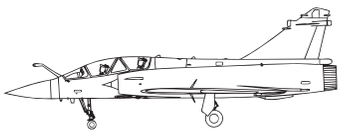




The Rafale is the first aircraft with a delta-canard configuration, designed for aircraft carrier landing, and can also simultaneously perform air superiority, defense, reconnaissance and surface attack missions during a single flight.
Equipped with two Snecma M 88 jet engines, it can reach Mach 1.8 and an altitude of 55,000 feet.
Because of its flight range, considerable storage capacities, firing accuracy and survivability, the Rafale performs its missions with an outstanding efficiency. Able to fulfill all the role in the same mission, the Rafale is the only existing omnirole fighter.
In 1999, the Rafale's entry into service in the French Navy was a major success. The first Rafale squadron was commissioned in the French Air Force at the Saint-Dizier base in 2006. Successfully deployed in Afghanistan only 8 month (March 2007) after being declared operational, the Rafale is now "Combat Proven".

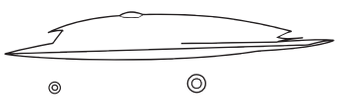
MIRAGE 2000





Adopted by nine air forces spread over four continents, the Mirage 2000 have logged over 1,300,000 flying hours.
Operated in a wide variety of environments ranging from deserts to humid tropical countries, including polar and high-elevation areas, deployed in many international training exercises and engaged in various fields of operations, the Mirage 2000 is a world reference in terms of availability and maintenance. Its interoperability with NATO aircraft and its performance have been proven in combat.
Six hundred Mirage 2000 are currently in service in the world for which Dassault Aviation is firmly committed to providing unconditional support.

nEUROn



The goal of the nEUROn program, Europe's UCAV (Unmanned Combat Air Vehicle) demonstrator, for which Dassault Aviation is the prime contractor, is to join forces within the European defense industry, with each partner (Italy, Sweden, Spain, Greece and Switzerland) contributing know-how, appropriate funding and the political will to succeed based on the federation of European "know-how".
The main technological challenges to be addressed during the design are the forms of the vehicle (aerodynamic, composite structure, internal weapon bay, higher reliance on electrical systems and advanced conditioning system). But also, perform demonstration with a modular and reliable avionic system, using COTS-based modular on-board computers and high productivity critical real-time software and all the C4I technologies, integrated in a Network Centric Warfare.
The first flight of the demonstrator prototype is scheduled for 2011.

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Dassault aircraft worldwide

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SYRIA
TAIWAN
THAILAND
TOGO
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UKRAINE
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UNITED KINGDOM
UNITED STATES
VENEZUELA

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Sites

■ Dassault Aviation

ARGENTEUIL
Aircraft assembly and military aircraft fuselage fitting small and medium size machined parts; main parts, small and medium sheet metal details parts, piping; pyrotechnics; development center for industrial processes.
ARGONAY
Mechanical, hydraulic, electric and electronic equipment for flight controls.
BIARRITZ
Falcon fuselage splicing and sub-unit assembly; composites parts; airframe component and equipment repairs/revisions.
CAZAUX
Weapons testing.
ISTRES
Systems integration and validation; flight tests.
MARTIGNAS
Wing and tail assembly; robotic development center.
MÉRIGNAC
Final aircraft assembly; production aircraft tests/acceptance; Falcon Multirole fuselage fittings; revisions; refurbishing.
POITIERS
Canopies; pyrotechnics; superplastic forming (SPF-DB); sub-assemblies.
SAINT-CLOUD
Executive managements; research; systems development; quality; space division.
SECLIN
Large machined parts.

■ Main subsidiaries

DASSAULT FALCON SERVICE (Le Bourget)
Rental of executive jets; maintenance center.
DASSAULT FALCON JET
- Teterboro: Dassault Falcon Jet head office; coordination of worldwide sales activities and customer support.
- Little Rock: personalization of Falcon jets: interior fittings and painting; maintenance center.
- Wilmington: maintenance center.

MIDWAY AIRCRAFT INSTRUMENTS COMPANY (Teterboro)
Repair and overhaul of aircraft instruments and accessories.
DASSAULT PROCUREMENT SERVICES (Paramus)
Procurement of aviation equipment for Falcon jets.
AERO PRECISION INC. (Deerfield Beach)
Repair and overhaul of all Falcon models.
SOGITEC INDUSTRIES (Suresnes, Mérignac, Bruz, Aix-en-Provence)
Simulation, instruction and documentation systems.

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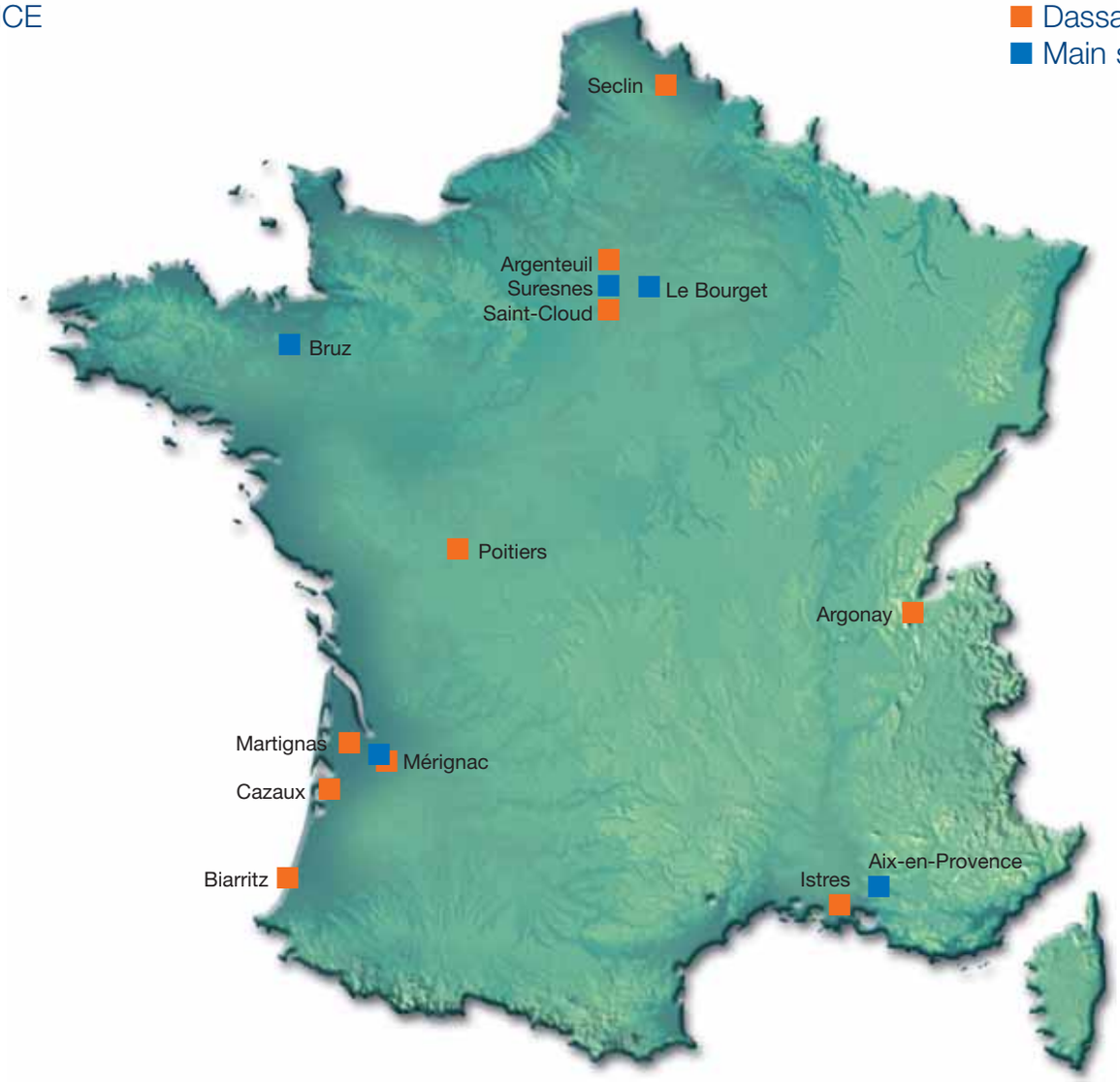
FRANCE

Dassault Aviation
Main subsidiaries



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