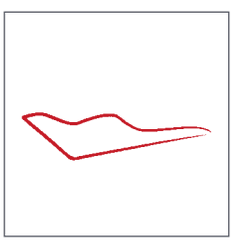
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Annual report





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DASSAULT AVIATION

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Summary

The Dassault Aviation Group

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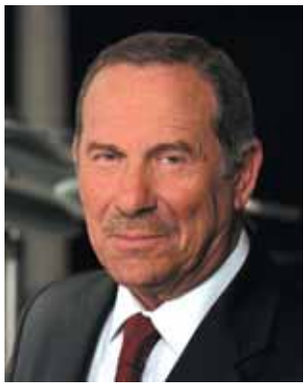
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Overcoming the global crisis

In our history, 2008 will remain a pivotal year, marked by the initial impacts of the financial crisis. Originating from the United States, this crisis has transformed before our eyes into an unprecedented global economic depression, the duration, scope and intensity of which nobody can predict. Like all other industrial sectors, the aviation industry has encountered considerable turbulence.

In this context, Dassault Aviation's 2008 consolidated figures were as follows:

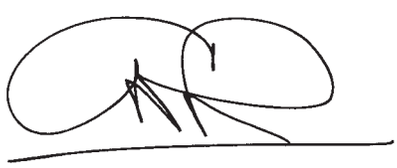
- orders: EUR 5.82 billion;
- net sales: EUR 3.75 billion;
- net consolidated income: EUR 373 million.

Dassault Aviation has transformed and adapted itself over the years. New programs have been launched, innovative processes have been perfected, and productivity has been improved. The deterioration in the economic climate requires a quick, extensive and appropriate response to the new situation.

It involves:

- seeking even greater flexibility at the industrial level;
- maintaining and bolstering our fundamental technical competencies in order to preserve all our assets to pull us out of the crisis;
- completing our Group's transformation into a "digital company", the prerequisite to having a considerable technological advantage that will boost our competitiveness. This transformation concerns all the areas of our business:
  - design, with the gradual spreading of PLM(*) version 6 and PLM Systems IT tools;
  - manufacturing, with the widespread implementation of the "digital factory" project, in order to optimize our workshops using 3D simulation-based flow management;
  - support, with the incorporation of support processes into PLM.

The future is uncertain and it is not always easy to stay on course in an economic climate which we cannot control. However, I am confident about the future, for our teams possess numerous resources and know how to join forces in the face of adversity.



Charles Edelstenne
Chairman and Chief Executive Officer

*PLM : Product Lifecycle Management

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Management committee



Charles EDELSTENNE
Chairman and
Chief Executive Officer

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

Loïk SEGALEN
Executive
Vice-President,
Economic and
Financial Affairs

Jacques PELLAS
Corporate Secretary

Claude DEFAWE
Vice-President,
National and
Cooperative Military
Sales

Alain BONNY
Senior Vice-President,
Military Customer
Support Division

Eric TRAPPIER
Executive Vice-President,
International

Olivier VILLA
Senior Vice-President,
Civil Aircraft

Gérald MARIA
Executive
Vice-President,
Total Quality

Didier GONDOIN
Executive Vice-President,
Engineering

Human Resources and Communications

Pierre VIVIEN, Vice-President, Social Relations & Human Resources

Yves ROBINS, Vice-President, External Relations & Corporate Communication

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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.

As an **architect of complex airborne systems** with a perfect command of primary **sovereign technologies**, Dassault Aviation owns renowned design and industrialization offices and relies on **multidisciplinary design optimization** as well as flexible production facilities.

Dassault Aviation offers its customers in-depth know-how, ranging from design to operations, based on the **cross fertilization** of civil and military activities backed by strong entrepreneurial values.

Pioneer of a worldwide **industrial revolution.**

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.

One of the world leaders in top-of-the-range executive jets.

Member of the European research project **Clean Sky**, the purpose of which is to **reduce the environmental impact of aircraft.**

Last aviation group in the world **still owned by its founding family** and bearing its name.

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

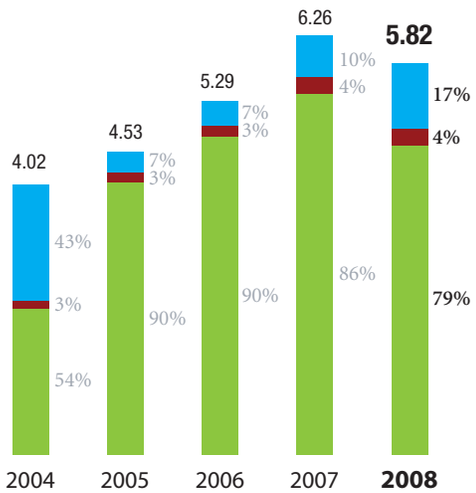
More than **7,900 aircraft** delivered, representing some **25 million hours of flight time.**

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

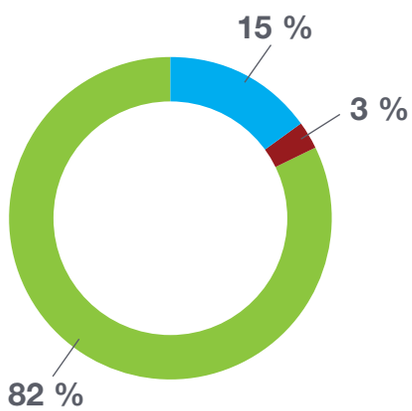
Over the past 5 years, **Falcons** have represented on average **58 % of sales generated** and **80 % of orders placed.**

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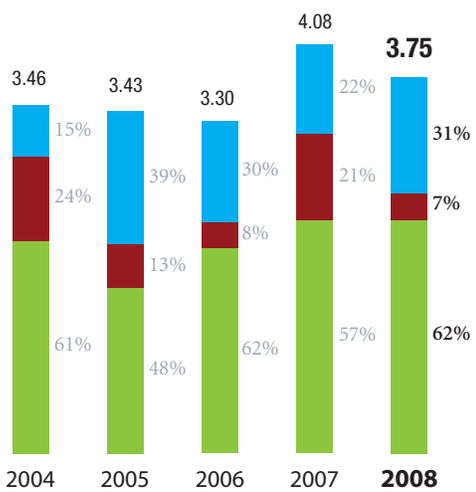
Orders
€ 5.82 Billion



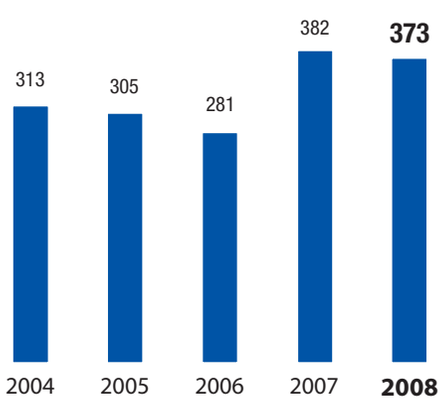
Order book
(as of 12/31/2008)
€ 17.06 Billion



Net sales
€ 3.75 Billion



Net income
€ 373 Million



Net earnings per share

€ 36.8

Personnel

12,438

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2008 highlights

Programs

FALCON

- 115 aircraft ordered.
- Launch of the Falcon 900LX at the EBACE air show (May 19).
- Launch of the EASy Phase II program at the NBAA convention (October 5).
- Delivery of the first Falcon 2000DX.
- Contract for sale of 20 Falcon 2000LX to NetJets (May 19).
- Delivery of the first Falcon 7X to NetJets in November.
- Opening of an office in Dubai.
- Expansion of the Little Rock site.
- Announcement of the opening of two new Falcon service stations (Dassault Aircraft Services - DAS) in Reno (opening in early 2009) and Sao Paulo.

RAFALE

- Delivery of 14 Rafales to the French army, bringing the number of delivered Rafales to 68.
- Involvement in external operations in Afghanistan (March-June).
- First AASM firing in operation (April 19).
- Inauguration of the Rafale Simulation Center in Saint-Dizier (January 24).
- Qualification of the F3 standard (July 2).
- Delivery of the first 3T production series aircraft (September).
- Arrival of the first F3 standard Rafale in Mont-de-Marsan (September).
- Notification of the OCM - Operational Conditions Maintenance - contract (November).
- Involvement in exercises: "Frisian Flag" in the Netherlands (April), "Aegean Gust" in Greece (June) and NATO Tiger Meet in Landivisiau (June).
- Exchanges with the USA: JTFEX interoperability exercises for the Navy (July); exercises at Luke AFB and participation at Red Flag at Nellis AFB for the Air Force (August).
- Inauguration of the Rafale International offices in Athens (March 4) and Bern (March 18).
- Evaluation of the Rafale in Switzerland as part of the current call for tenders for the partial replacement of Swiss Air Force F-5 Tigers (October 9 – November 4).
- Preselection of the Rafale with an AESA active antenna radar, proposed under the call for tenders for the FX-2 program - Future multirole combat aircraft of the Brazilian Air Force (October).
- Response to the current call for tenders for the acquisition of 126 aircraft under the Indian MMRCA (Medium Multi-Role Combat Aircraft) program.

MIRAGE 2000

- Start of Multifunctional Information Distribution System (MIDS) flight tests for the Mirage 2000D.
- Qualification of the K3 standard for the Mirage 2000N (July).
- Maintenance contract for Brazilian Mirage 2000 aircraft (July 11).
- Acceptance of the second Mirage 2000-5 standard by Greece (November 6).
- Continued delivery of Greek Mirage 2000 aircraft transformed into Mirage 2000-5.

UNMANNED AIR VEHICLES (UAV)

- Preliminary definition reviews for the nEUROn program.

SPACE

- Successful orbit launch of the "Jules Verne" space cargo equipped with Dassault Aviation pyro-technical rod cutters.
- Renewal of telemetry equipment in Kourou for Ariane-5 and Soyuz launchers.

Sites & industry

SITES

- Argenteuil: installation of a dual-robot riveting unit for Falcon skin panels.
- Argonay: creation of an industrial department and a "Global logistics chain" department covering all activities from order placing to equipment deliveries.
- Biarritz: set-up of a robotized machining tool for Falcon 2000 and 900 fuselages; commissioning of a new paint workshop built to house a Falcon 7X fuselage.
- Martignas: commissioning of a new mastic application unit.
- Mérignac: expansion of the holding apron for engine testing.
- Poitiers: installation of robots for the manufacture of Falcon horizontal stabilizers; transfer of horizontal stabilizer manufacturing for Falcon fins from Martignas to Poitiers.
- Saint-Cloud: ISO 14001 certification for building 407 in Le Bourget.
- Seclin: installation of two shot peening cabins for Falcon wing panel forming.
- Creation of DASBAT in the United Arab Emirates.

QUALITY AND ENVIRONMENTAL POLICY

- Launch of the Clean Sky European research project, with Dassault being one of the key partici-pants, for a new generation of more environmentally-friendly aircraft (February 5).

Air shows

PARTICIPATION AT AIR SHOWS

Athens International (Athens - Greece), Ebace (Geneva - Switzerland), Airex (Istanbul -Turkey), Eurosatory (Villepinte - France), Farnborough (United Kingdom), Jet Expo (Moscow - Russia), African Aerospace & Defence (Cape Town - South Africa), Monaco Yacht Show (Monaco), NBAA (Orlando - United States), Defendory (Athens - Greece), India Aviation (Hyderabad - India), Euronaval (Le Bourget - France), LibDex (Tripoli - Libya), MEBA (Dubai - United Arab Emirates).

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Return from a flight demonstration.

Dassault Aviation promotes team spirit, the sharing of knowledge and know-how, creative initiative, and respect for ethics.

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Enthusiasm, excellence and professional conduct

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.

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.



Exchanges with students at a forum.

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.
With regard to strike aircraft, the future calls for tender of the French General Delegation for Armament will contain environmental clauses.

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**

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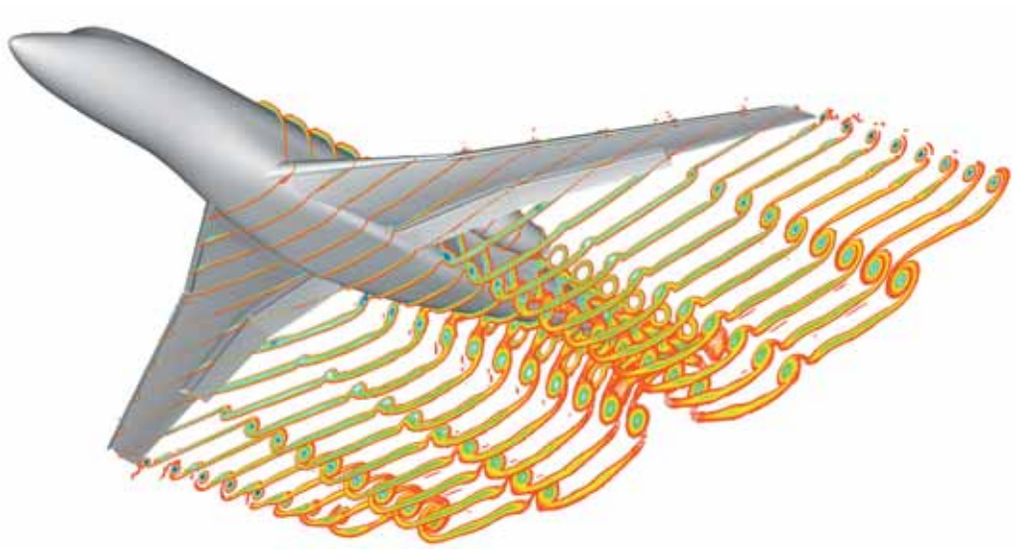
Falcon 50 Surmar (maritime surveillance).

The lighter, more compact and more economical Falcon executive aircraft consume the least amount of fuel in their range thanks to the aerodynamic qualities relating to their sleek design.
This lower consumption leads to a reduction in discharges.

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Living better together

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.



Aerodynamic calculation for an aircraft in a take-off configuration.

Dassault Aviation is committed to enhancing its environmental performances, as defined by the *Grenelle de l'Environnement* conference and sought by all the players in the French aviation sector. Initiatives have already been undertaken in the past few years and future improvements are being developed.

Innovate to reduce energy consumption

The lighter, more compact and more economical Falcon executive aircraft consume the least amount of fuel in their range thanks to the aerodynamic qualities relating to their sleek design. This lower consumption leads to a reduction in discharges, a factor about which our customers are becoming increasingly concerned. This difference lies in Dassault Aviation's extensive experience in designing and manufacturing combat aircraft. It has been very important for Dassault Aviation to be a pioneer of innovation in structural and aerodynamic design and in the development of the best tools used to incorporate these components in a high-performance aircraft.

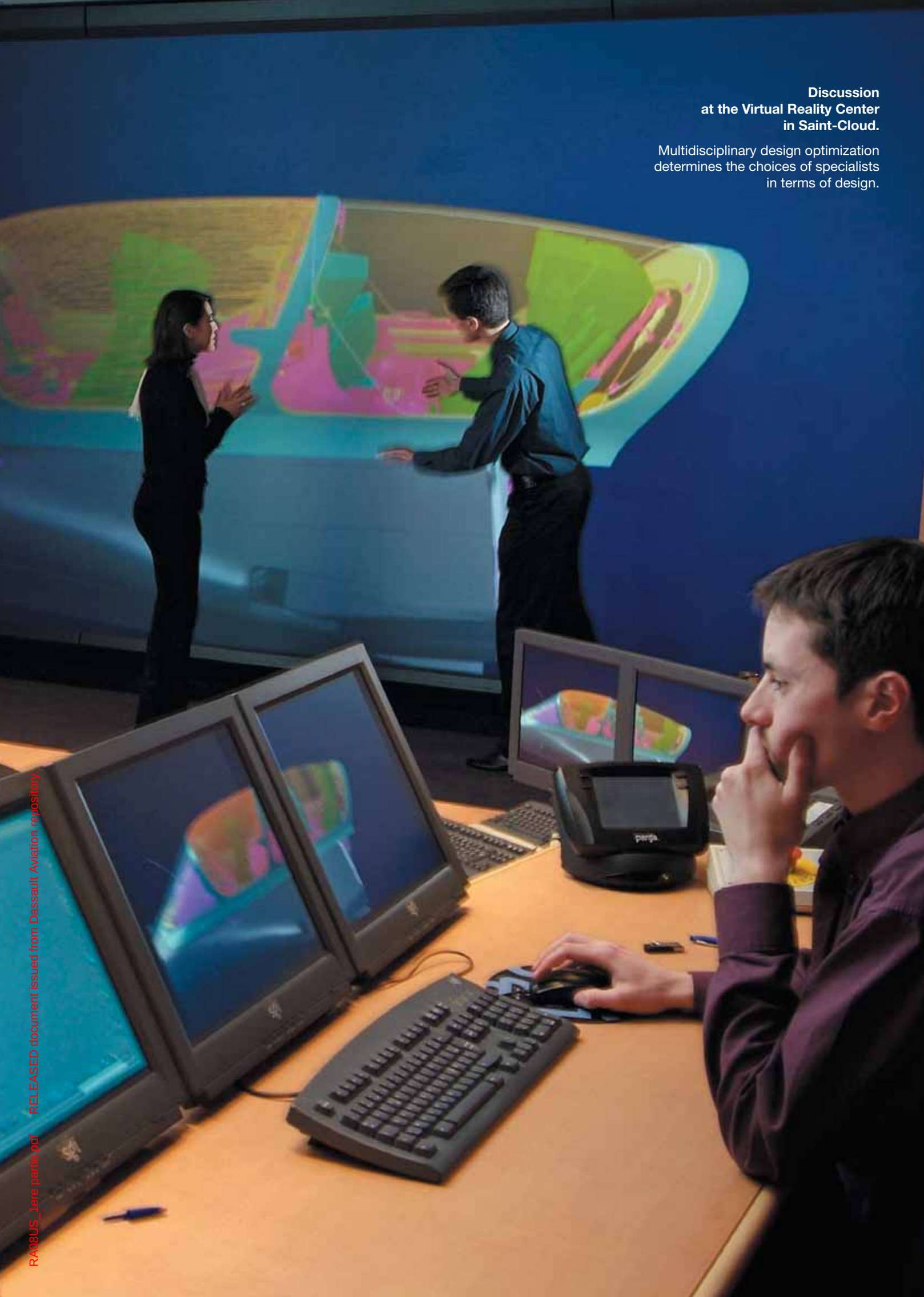
For many years now, the Company has adopted an intensive digital modeling approach, enabling it to cut development costs and deadlines and reduce the environmental impact of an empirical approach that would require numerous models or prototypes and tests resulting in the consumption of raw materials, energy, fuel, etc. The intensive use of digital simulation tools in all areas of engineering (aerodynamics, mechanics, electricity, etc.) draws on this approach geared towards a virtual aircraft.

Dassault Aviation is concerned with improving environmental performances during production. Between 2003 and 2005, all the sites were ISO 14001 certified. A network of "environmental" contacts reinforces the supervision of the sites in order to transmit instructions, analyses and action plans to the field. Virtually all Dassault Aviation employees and those external companies working at its sites with activities that have an impact on the environment have been made aware of environmental issues.

Clean Sky

The European research project Clean Sky, co-financed with the Company's own budget, aims to speed up the development of disruptive technologies required for the emergence of "green" aircraft in the next ten to fifteen years. Representing executive aircraft for Clean Sky, Dassault Aviation has conducted significant research into the wing of the future and rear aircraft configurations so as to reduce ground noise levels. With the German research institute Fraunhofer, Dassault Aviation is also jointly responsible for the Eco-Design dedicated to reducing the environmental load in the aircraft manufacturing, maintenance and service removal phases and creating "clean" on-board energy systems (all electric aircraft).
Finally, as an expert in technological assessment based on air traffic simulations, Dassault Aviation will be responsible for analyzing the gains produced by Clean Sky for executive aircraft.
For Dassault Aviation, the protection of the environment is a worldwide cause requiring a collective effort. In forthcoming years, it will pursue and develop its initiatives so that its activities and products contribute to the conservation of our planet.

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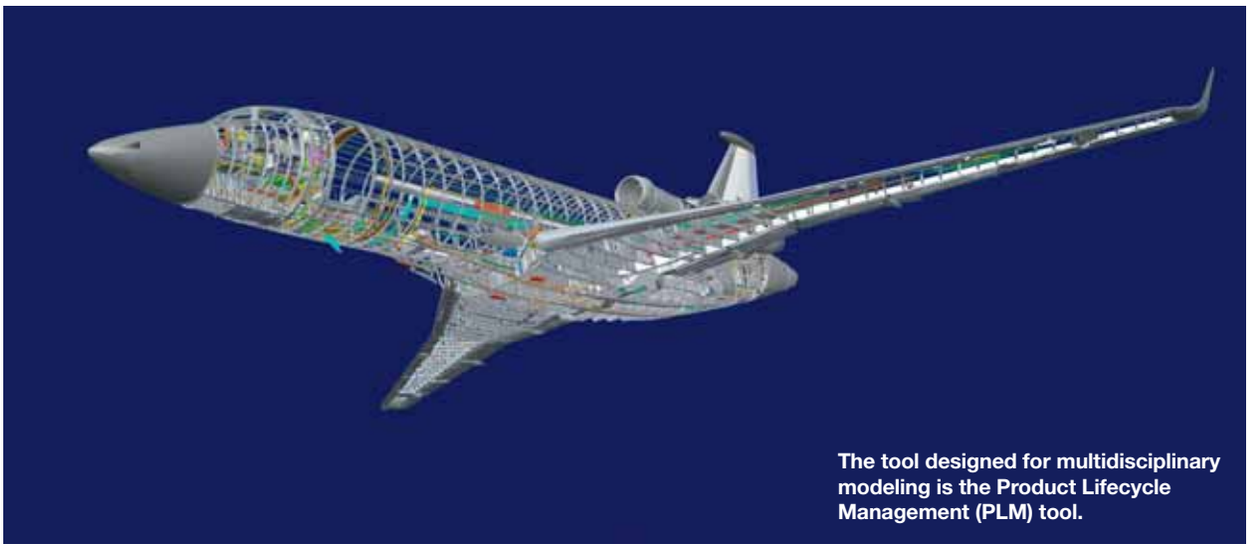
Discussion at the Virtual Reality Center in Saint-Cloud.

Multidisciplinary design optimization determines the choices of specialists in terms of design.

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Managing complexity

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.



The tool designed for multidisciplinary modeling is the Product Lifecycle Management (PLM) tool.

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, 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.

Multidisciplinary design optimization

Based on this know-how, specialists have made the following conclusions:

- an aircraft is a complex system comprising multiple components that interact with each other;
- the application of new technologies to an aircraft results in frequent design changes.

It is therefore essential to build an analysis of all systems to provide an overall view and to assess the impact of one component on another or on all components or on the primary system i.e. the aircraft itself.

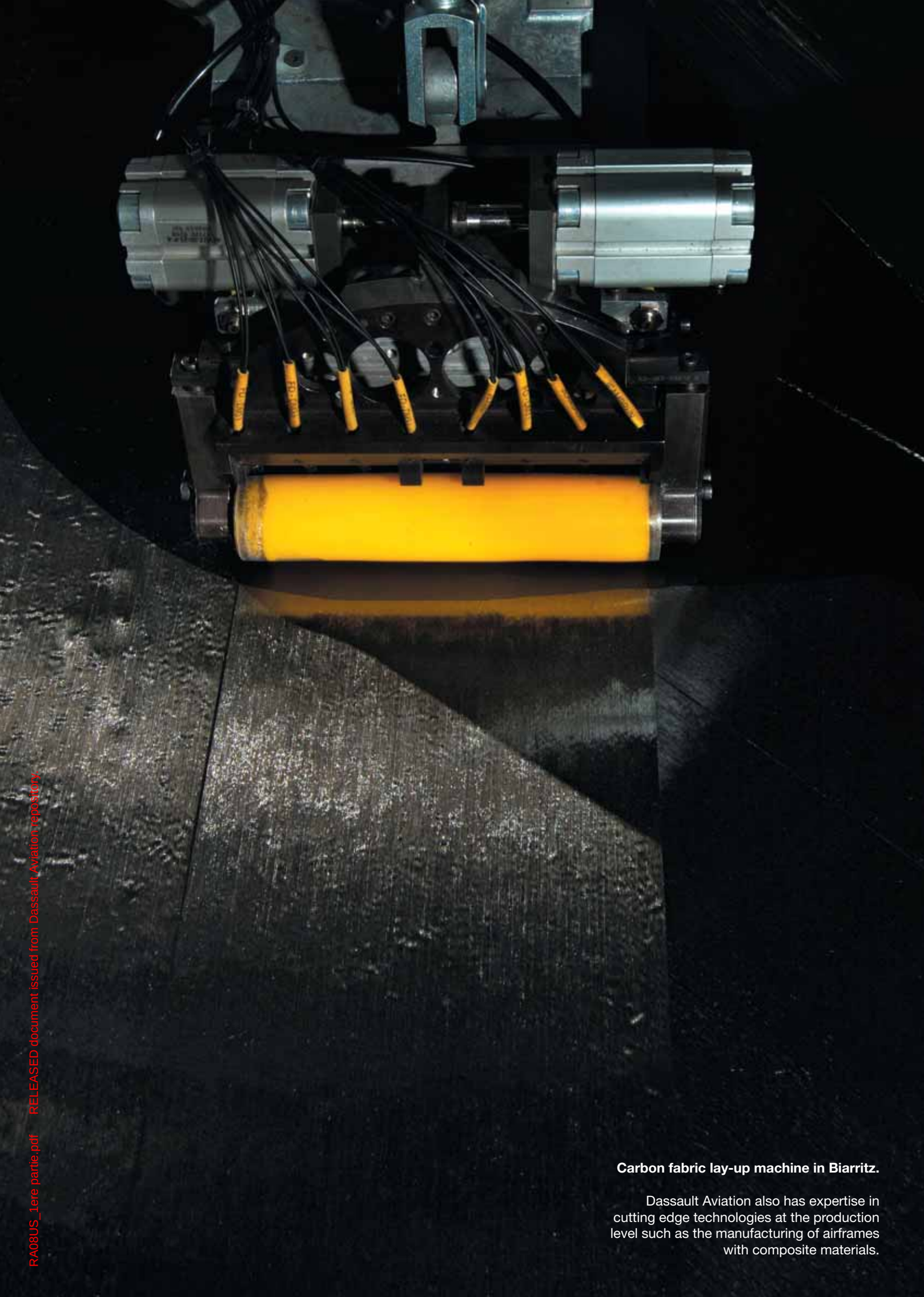
This analysis, called multidisciplinary design optimization, determines the choice of specialists in terms of design.
In addition to the traditional requirements, based on a "cost/performance" ratio, the programs include new constraints: "design-drivers" (consideration of noise pollution, of maintenance cost, etc.), the application of new technologies or even the need to cooperate in multi-partnerships. By dynamically combining these elements, multidisciplinary design optimization results in a feasibility study of a program and subsequent drafting of specifications. It is only once all risks have been removed that a new program can be defined.

A comprehensive decision-making tool

The Product Lifecycle Management (PLM) tool, which now encompasses the aircraft design, production (digital factory) and support phases, is designed for multidisciplinary modeling.
Its physical representation is the digital model. It constitutes a collective work platform where each partner makes his own specific contribution to the aircraft on the final aircraft model in a single database. Data management is therefore unified. The immediate benefits are the reduction in program development costs and cycles. The very accurate calculations required are performed by a constantly enhanced calculation tool, just like IBM's BlueGene computer, capable of calculating 14,000 billion operations per second (14 teraflops).

The challenge in the long term is to set up a global decision-making tool, based on all the Company's activities that will have been previously modeled. This will be the PLM System.

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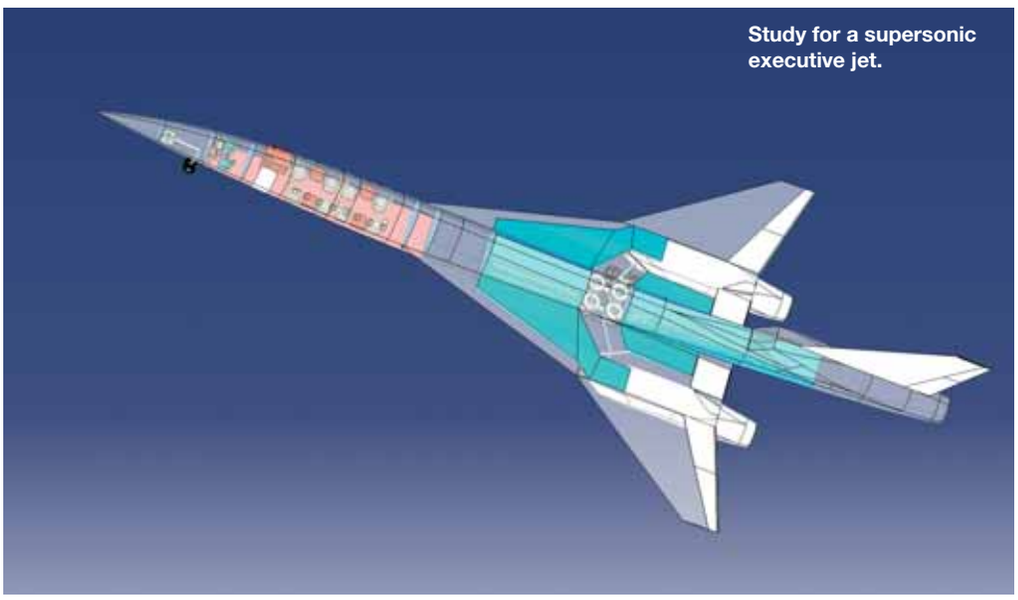
Carbon fabric lay-up machine in Biarritz.

Dassault Aviation also has expertise in cutting edge technologies at the production level such as the manufacturing of airframes with composite materials.

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Controlling key technologies

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.



Study for a supersonic executive jet.

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. Dassault Aviation possesses and develops the resources necessary to design pivotal high-performance products under operational conditions.

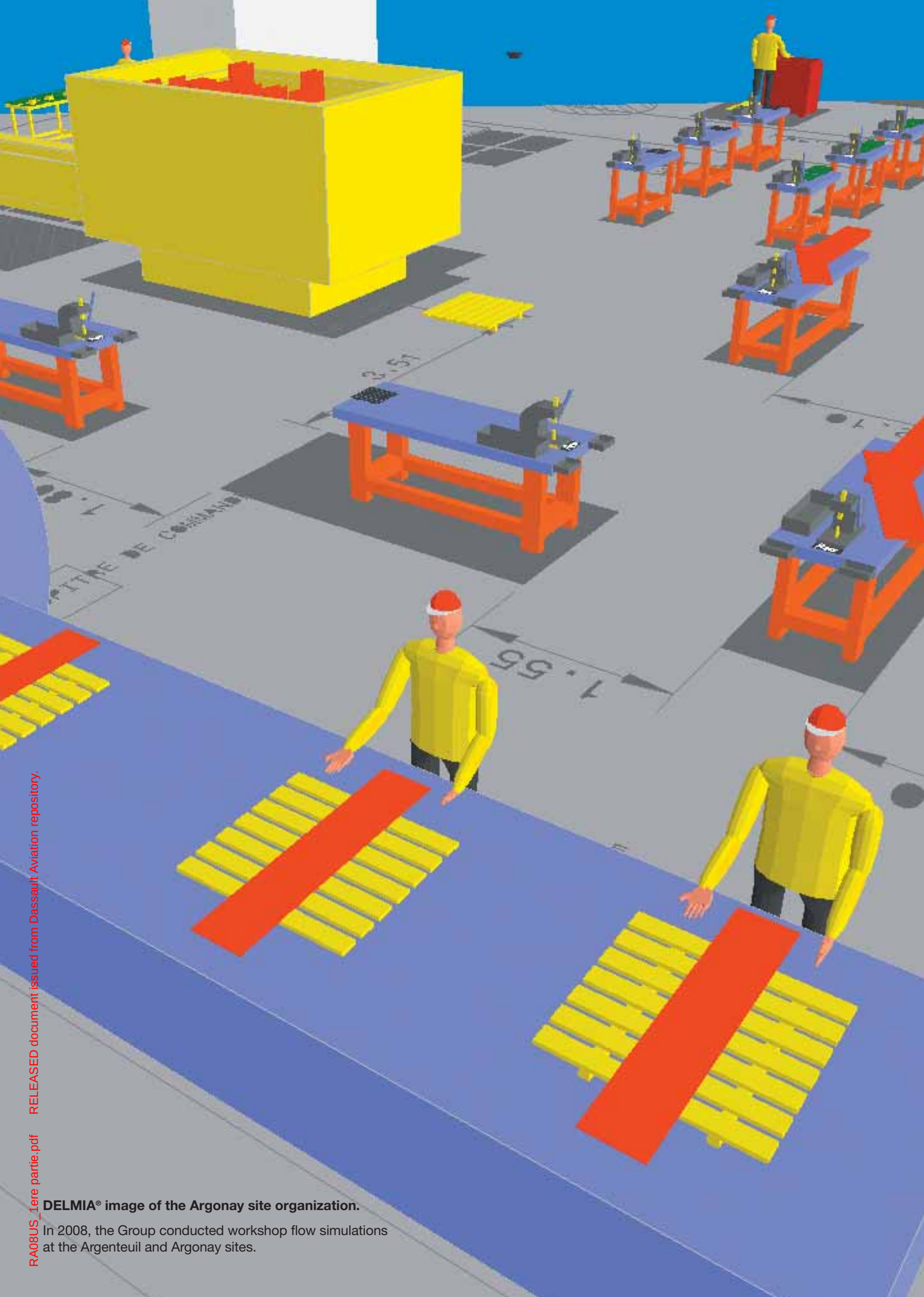
Maturing new technologies

The general research conducted by Dassault Aviation enables the maturing of new technologies that will be applied to both current programs and future systems. Particular attention is given to work which reduces program cycles and costs and improves aircraft performance and safety. 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;
- drafts of environmentally-friendly, high-performance executive aircraft;
- technologies for a supersonic executive jet;
- a range of unmanned combat aircraft or observation drones.

Industrial applications

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, stereo-lithography and filament placement, etc. Its workshops manage high-speed machining techniques and have broken new ground in robotics. Dassault Aviation also masters flight control, stealth and pyrotechnical technologies, from the design to production phases.
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.

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DELMIA® image of the Argonay site organization.

In 2008, the Group conducted workshop flow simulations at the Argenteuil and Argonay sites.

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Moving towards a digital factory

Forecast, prepare, coordinate, adapt: production is a complex activity in which questions are constantly asked in order to ensure customer satisfaction. Dassault Aviation has added flexibility to its industrial facilities, particularly through its digital processes.



In Biarritz, robotization has developed to respond to rate increases and productivity requirements.

To adjust to changes in aeronautical cycles and deal with specific problems, Dassault Aviation has made its industrial facilities flexible, in other words they can be very quickly adapted to changes in the conjecture, particularly through digital processes.

Digital industrial processes

Over the past few decades, Dassault Aviation industrial processes (sheet metal working, piping, upholstering, assembly, composite materials, mechanical parts, electricity, etc.) have become digital.
All aircraft design and manufacturing data is transmitted directly by electronic means to the engineering design office and there is no longer any need for paper documents.
To make processes even more efficient, Dassault Aviation is currently extending the integration even further in order to reconstruct actual workshop conditions using new digital technologies. In 2008, the Group initiated workshop flow simulations at the Argenteuil and Argonay sites. Similarly, at Dassault Falcon Jet, the Little Rock site has begun simulating its manufacturing flows. Using Dassault Systems tools, this 3-D simulation is designed to anticipate and optimize production on a virtual basis. The simulation can also provide quicker responses for problem solving and be more efficient in redeveloping workshops. Tests have been conducted on primary components and plans have been made to extend the application scope to the entire assembly line.

Workshop robotization

At the same time, workshops have become increasingly robotized. In Biarritz, since the assembly of the first Falcon 7X fuselage in 2004, robotization has developed to respond to rate increases and productivity requirements. To this end, the robots' features had to be taken into consideration as from the aircraft design phase. This technique was adopted for the Falcon 2000 fuselage and will soon be extended to the Falcon 900.
A world first was achieved by the "Panels - Skins" unit at the Argenteuil site: robotized assembly of fuselage panels on a mass production chain. Designed and perfected using specific CATIA® modules, the first assembly unit was delivered to Argenteuil at the end of July 2008. After installation and a few test runs, the first panel was produced, scarcely five weeks after the unit's delivery. The result is convincing: quality and time saved. Using DELMIA Robotics® and CATIA V5® software, and a digital model, the programming and simulation of Falcon skin panels was initiated.

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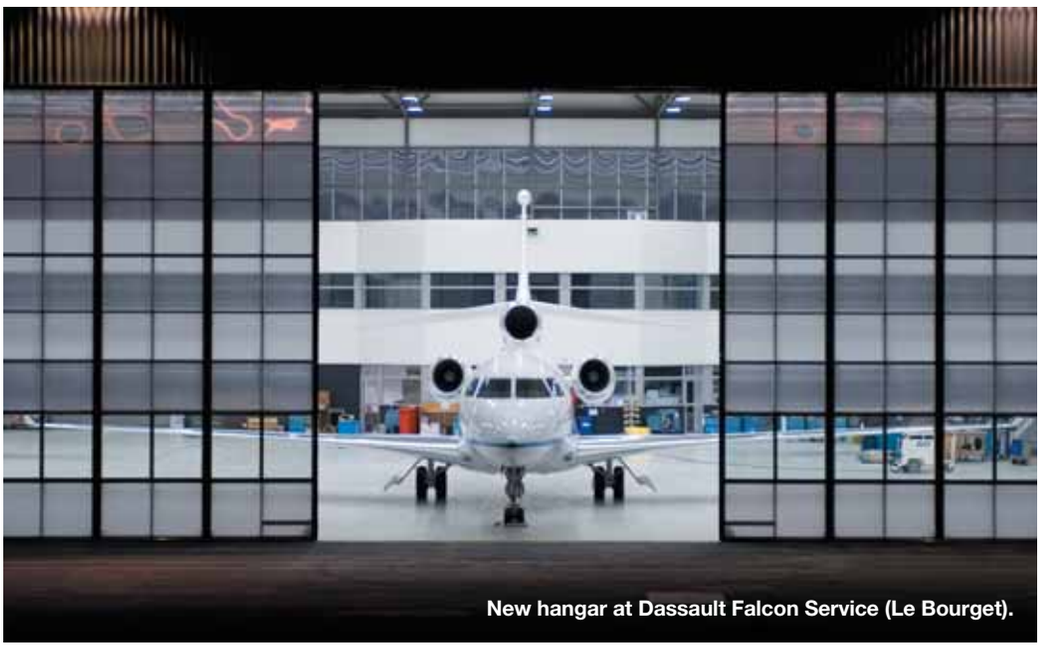
Maintenance work on a Rafale in Saint-Dizier.

Dassault Aviation attaches great importance to the customer support that it provides to assist customers with their daily operational needs. The Group offers armed forces customized support based on their wishes.

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Earning customer satisfaction

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



New hangar at Dassault Falcon Service (Le Bourget).

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.

A worldwide network of service stations

Dassault Aviation takes great care in listening to its customers, understanding their needs, being available to serve them and honoring its commitments. To guarantee the expected level of service and meet new customer requirements, the Company must be able to rely on trustworthy service providers in addition to the technical support centers (Saint-Cloud, Teterboro, Boise). The Dassault Falcon network has thirty certified service stations. This network operates in conjunction with the Group's five maintenance centers located in Le Bourget (France), Little Rock, Wilmington, Reno (United States) and Sao Paulo (Brazil). These professionals must be able to guarantee scheduled maintenance operations that comply with Dassault standards and be highly responsive in the event of breakdowns.

A Customer Support Manager is appointed to each service station and is responsible for regularly monitoring the quality of the services rendered. The network's geographical coverage continues to expand, as it has done over the past two years, without compromising the quality and the exemplary nature of the services rendered to customers.

Adequately satisfying customers' needs on a daily basis

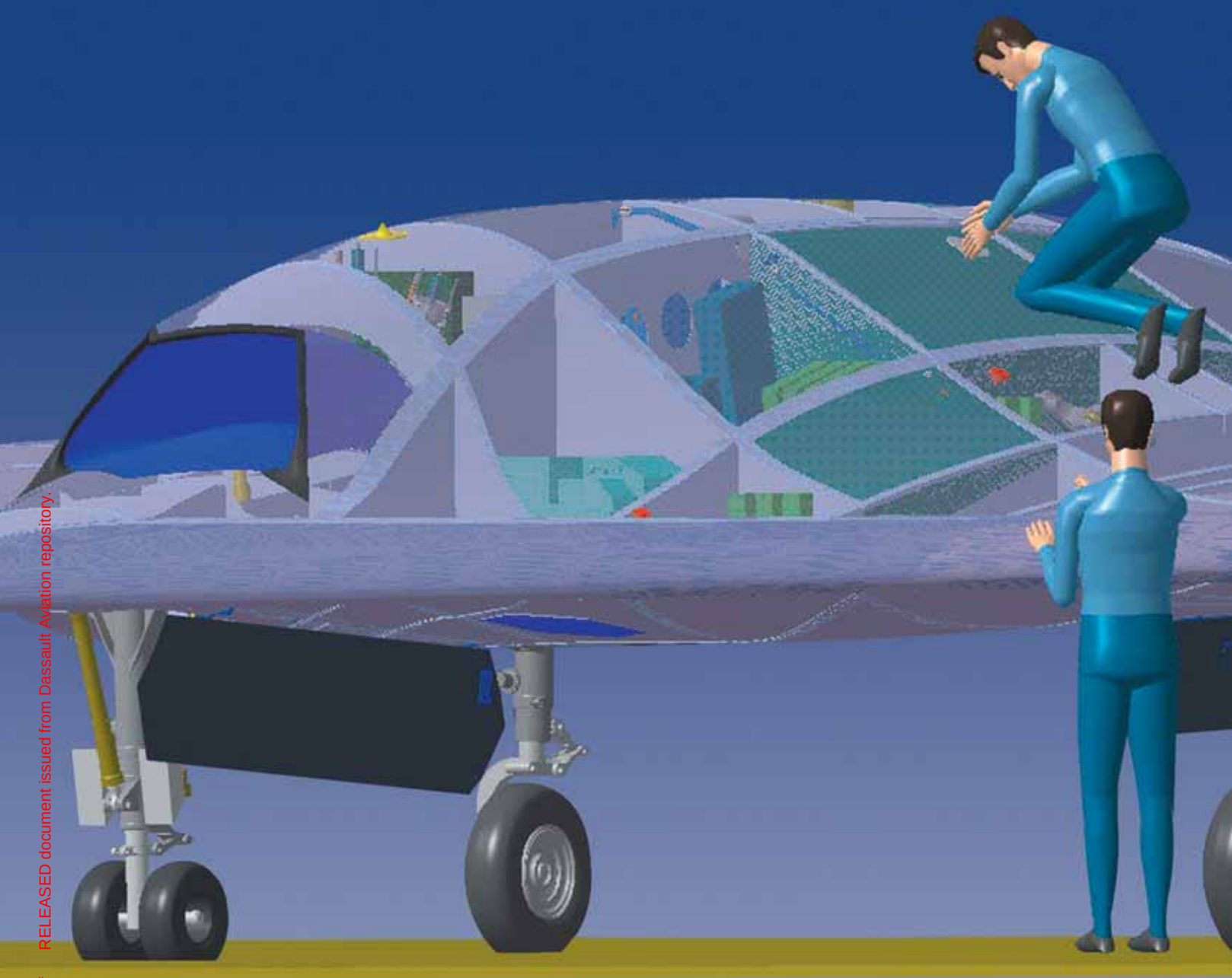
Dassault Aviation attaches great importance to the customer support that it provides to assist customers with their daily operational needs.
The main objectives are to:
- offer customers a range of products and services to facilitate aircraft operational use and maintenance in order to ensure successful 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.

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CATIA® image of maintenance work on the nEUROn.

nEUROn is Europe's Unmanned Combat Aircraft Vehicle (UCAV) demonstrator. It will allow development, integration and validation of the most advanced technological agenda existing today within the European aerospace industry.



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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 actively participates in the European framework program for research, technological development and demonstration.

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.

The European nEUROn program

For that reason, nEUROn, Europe's UCAV technology demonstrator project, is organized as follows:
- a unique Executive Agency, the French DGA (*Délégation générale pour l'armement*), 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 a European program, fully open to cooperation. As such, half of the tasks, in value terms, are performed by European non-French companies.

In terms of management, this organization guarantees the best efficiency for each partner in a pragmatic cooperative approach to the nEUROn. To this end, 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 Memoranda of Understanding with the five European Governments of Italy, Sweden, Spain, Greece and Switzerland in order to implement their participation to the project.

nEUROn 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 technological 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, a military project is designed and developed within 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 100 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 such as the Advanced Low Cost Aircraft Structure (ALCAS), the High Speed Aircraft (HISAC) and technological work on UCAVs.

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Falcon 900LX.

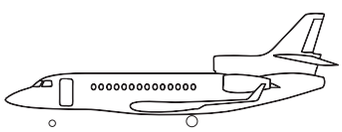
The new Falcon 900LX is equipped with winglets and has a range of 4,800 nm (8,900 km).

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The Falcon range

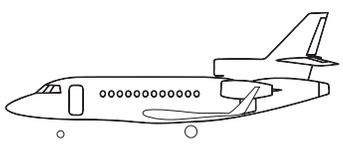
Appreciated for their performance and operating efficiency, Falcon jets are used by entrepreneurs, executives of major companies and governments.

FALCON 7X



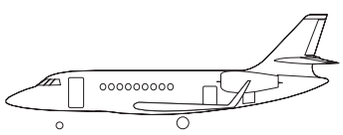
The Falcon 7X is a tri-jet aircraft (Pratt & Whitney Canada PW 307A delivering 6,400 pounds of thrust) with a substantial flight range. With the capacity to reach a maximum speed of Mach 0.9 and a range of 5,950 nm (11,000 km), the aircraft is equipped with a new aero-elastic wing design whose aerodynamic 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 900 Series



The Falcon 900DX is an intercontinental wide fuselage tri-jet with a range of 4,100 nm (7,590 km). It is equipped with an EASy cockpit and Honeywell TFE731-60 engines (delivering 5,000 pounds of thrust each). Its tri-jet configuration is ideal for transatlantic or transpacific long-haul flights while its fuel consumption and operating costs are lower than those of its competitors.
The new Falcon 900LX, equipped with the same motorization as the Falcon 900DX, can reach 4,800 nm (8,890 km) at Mach 0.75. It can connect London with Miami, New York with Sao Paulo and Mumbai with London. The aerodynamic enhancements provided by the winglets have led to a drag reduction by almost 7% compared to its predecessor. Its climbing performance has improved by 10%, enabling it to reach the 37,000 feet flight level (11,280 m) in only 17 minutes. Its certification is expected in mid-2010.

FALCON 2000 Series



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 (12,500 m) in 18 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 the aircraft in the Falcon 2000 range, together with their low operating costs, makes this twin-engine jet the most appreciated in its category and the most represented in multi-ownership programs such as NetJets.

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Rafale taking off in Kandahar (Afghanistan).

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.

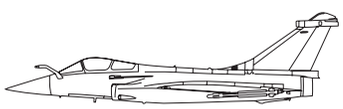


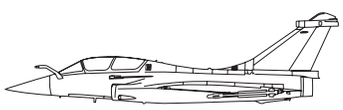
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Combat aircraft

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.

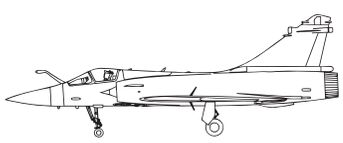
RAFALE

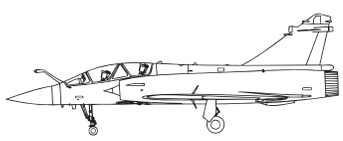




The Rafale is the first aircraft with a delta-canard configuration, designed for aircraft carrier landing, and can also simultaneously perform air superiority, defense, reconnaissance and surface attack missions during a single flight.
Equipped with two Snecma M 88 jet engines, it can reach Mach 1.8 and an altitude of 55,000 feet (16,700 m). Because of its flight range, considerable storage capacities, firing accuracy and survivability, the Rafale performs its missions with an outstanding efficiency. The first Marine flotilla was declared operational in 2004. The first Rafale squadron was commissioned in the French Air Force at the Saint-Dizier base in 2006. Successfully deployed in Afghanistan in 2007 only 8 months after being declared operational and again in 2008, the Rafale is now "Combat Proven".
Under the F3 standard qualified in July 2008, the Rafale offers nuclear deterrence capabilities.
Able to fulfill all the roles in the same mission, the Rafale is the only existing omnirole fighter.

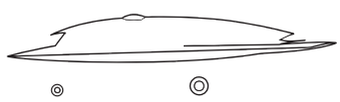
MIRAGE 2000





Adopted by nine air forces worldwide, the Mirage 2000 fleet has logged over 1,540,000 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.
Five hundred and fifty Mirage 2000 are currently in service in the world for which Dassault Aviation is firmly committed to providing unconditional support.

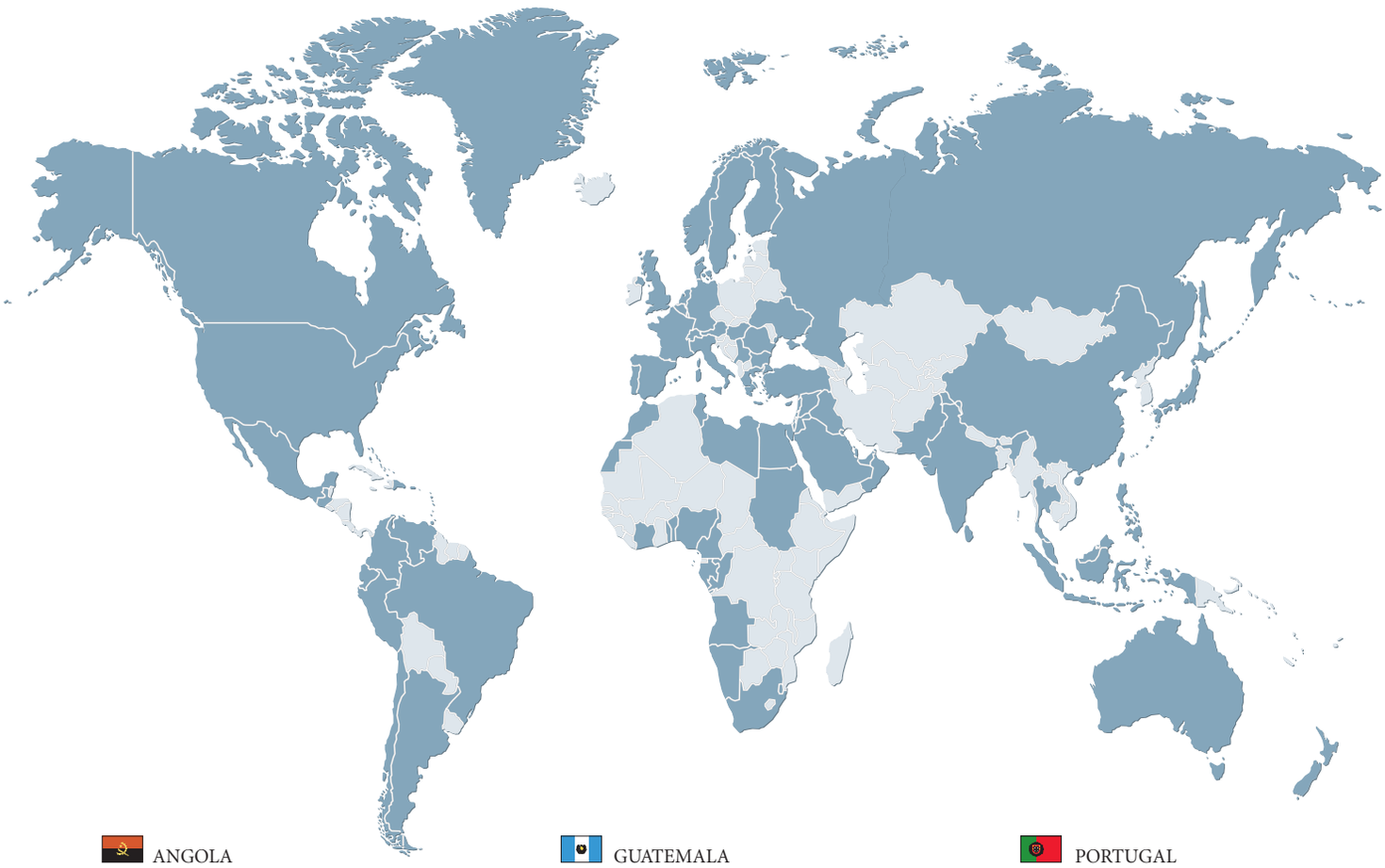
nEURON



The European UCAV (Unmanned Combat Air Vehicle) demonstrator program, for which Dassault Aviation is the prime contractor, is preparing for the future based on the federation of European "know-how".
Its purpose is to validate the acquisition of more complex techniques that are more representative of all mission systems: high stealth level, real air-to-ground weapon firing from an internal bay, insertion in a C4I environment, high-level automatic controls, innovative processes in terms of industrial partnerships, etc. The first flight of the demonstrator prototype is scheduled for 2011.

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Dassault aircraft worldwide



- ANGOLA
- ARGENTINA
- AUSTRALIA
- AUSTRIA
- BELGIUM
- BENIN
- BERMUDA
- BRAZIL
- BULGARIA
- CAMEROON
- CANADA
- CHILE
- CHINA
- COLOMBIA
- CONGO
- CYPRUS
- DENMARK
- DOMINICAN REPUBLIC
- ECUADOR
- EGYPT
- FINLAND
- FRANCE
- GABON
- GERMANY
- GREECE
- GUATEMALA
- HUNGARY
- INDIA
- INDONESIA
- IRAQ
- ITALY
- IVORY COAST
- JAPAN
- JORDAN
- LEBANON
- LIBYA
- LIECHTENSTEIN
- LUXEMBOURG
- MALAYSIA
- MEXICO
- MOROCCO
- NAMIBIA
- NETHERLANDS
- NEW ZEALAND
- NIGERIA
- NORWAY
- OMAN
- PAKISTAN
- PERU
- PHILIPPINES
- PORTUGAL
- PUERTO RICO
- QATAR
- ROMANIA
- RUSSIA (FEDERATION OF)
- SAUDI ARABIA
- SERBIA
- SOUTH AFRICA
- SPAIN
- SUDAN
- SWEDEN
- SWITZERLAND
- SYRIA
- TAIWAN
- THAILAND
- TOGO
- TUNISIA
- TURKEY
- UKRAINE
- UNITED ARAB EMIRATES
- UNITED KINGDOM
- UNITED STATES
- VENEZUELA
- VIRGIN ISLANDS

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Fax: + 33 (0)1 41 18 59 09
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Dassault Aviation

ARGENTEUIL
Aircraft sub-unit assembly and military aircraft fuselage fitting; primary parts; small and medium machined sheet metal, 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; composite parts; airframe component and equipment repairs/revisions.

CAZAUX
Weapons testing; loads.

ISTRES
Systems integration and validation; flight tests.

MARTIGNAS
Wing assembly; industrial robotics.

MÉRIGNAC
Final aircraft assembly; production aircraft tests/acceptance; Falcon interior fittings; Falcon Multirole fuselage fittings; revisions; refurbishing.

POITIERS
Canopies; pyrotechnics; superplastic forming (SPF-DB); Falcon parts and 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)
Simulation, instruction and documentation systems.

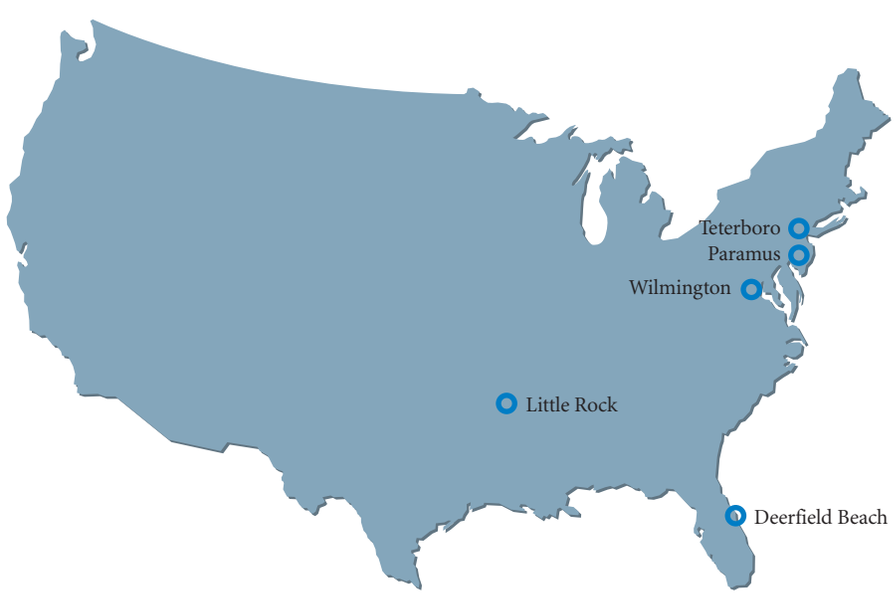
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FRANCE

Dassault Aviation
Main subsidiaries



USA



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Design: External Relations & Corporate Communication Department - Luc Berger / Camille Cadoret
78, quai Marcel-Dassault - Cedex 300 - 92552 Saint-Cloud - FRANCE

Graphic creation and design: I&D

Printing: May 2009

Photo credits:

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Financial analysts can extract data in Excel or PDF formats from the HTML report.

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