

DASSAULT AVIATION
FLYING THE FUTURE
2009 ANNUAL REPORT



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VISION

The efficiency and performance of our aircraft derive from our mastery of the management of complex systems, administered collaboratively.

Through its 26% stake in the equity of Thales, invested in the framework of a shareholders' agreement with the French State, Dassault Aviation has become a benchmark industrial partner. This investment makes our Group a key player in the European defense, space and security industry.



MESSAGE FROM THE CHAIRMAN

PREPARING FOR THE ECONOMIC UPTURN

The economic crisis, which worsened in 2009, had a major impact on the business aviation market leading to a net loss of orders during the year. Fortunately this could be managed in view of the large order backlog. Market analyses published by specialists predict that orders will pick up again over the medium term.

For the first time in a long time we have had to resort temporarily to partial layoffs in our production facilities.

In this context, Dassault Aviation's 2009 consolidated figures were as follows:

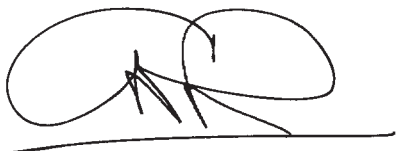
- orders: EUR (-)1.32 billion;
- net sales: EUR 3.42 billion;
- consolidated operating income: EUR 393 million. Operating margin is 11.5%;
- consolidated net income: EUR 315 million. Net margin is 9.2%.⁽¹⁾

To prepare for the future, a significant budget will be earmarked for self-financed technological investments. While continuing to maintain our efforts in the provision of support services for our aircraft, both military and civil, we need to concentrate on three lines of development:

- pursuing military exportation market exploration;
- developing PLM in the fields of design, production and support;
- technological innovation and eco-design.

Through its 26% stake in the equity of Thales, invested in the framework of a shareholders' agreement with the French State, Dassault Aviation has become a benchmark industrial partner. This investment makes our Group a key player in the European defense, space and security industry and should ultimately improve the competitiveness of our aircraft while facilitating the coordination of actions to promote the exports of both companies.

This current period, the like of which we have never known before, requires the swift and decisive adaptation of our Group to the global context. 2010 will be a decisive year for our very future.



Charles Edelstenne

Chairman and Chief Executive Officer

(1) before amortization of Thales Purchase Price Allocation: after amortization, net margin is 7.5% and net income totals EUR 257 million.

MANAGEMENT COMMITTEE



Guy Piras

Executive Vice-President,
Industrial Operations,
Procurement and
Purchasing

Loïc Segalen

Executive Vice-President,
Economic
and Financial Affairs

Charles Edelstenne

Chairman and
Chief Executive Officer

Jacques Pellas

Corporate Secretary

Didier Gondoin

Executive Vice-President,
Engineering

Alain Bonny

Senior Vice-President,
Military Customer
Support Division

Éric Trappier

Executive
Vice-President,
International

Olivier Villa

Senior Vice-President,
Civil Aircraft

Gérald Maria

Executive
Vice-President,
Total Quality

Claude Defawe

Vice-President,
National and
Cooperative Military Sales

HUMAN RESOURCES AND COMMUNICATION

Jean-Jacques Cara

Vice-President,
Social Relations
and Human Resources

Yves Robins

Vice-President, External
Relations and Corporate
Communication

PROFILE

MAJOR PLAYER IN THE GLOBAL AEROSPACE INDUSTRY

A reasonably-sized and financially secure private international group, in profit since its creation.

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

Products: Rafale, Falcon, nEUROn, Mirage.

One of the world leaders for top-of-the-range business jets.

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

Over the past 10 years, exportations account on average for 71% of sales generated.

Over the past 10 years, Falcons account on average for 62% of sales generated.

Near
12,000
employees,
with over 8,100 in France

More than
7,900
aircraft delivered

in
76
countries around the world

More than
25 million
hours of flight time

STRATEGY

FLYING THE FUTURE

Dassault Aviation can draw on its many strengths in order to map out its long-term future in an extremely competitive economic environment.

Customer satisfaction is at the core of our strategy. Dassault Aviation can offer its customers, from design through to operation, a massive panoply of know-how fed by the cross-fertilization of its **civil and military activities**, underpinned by a solid set of values and a strong enterprise culture.

We are steering towards the future by launching **new programs**:

- research into a new business jet;
- preliminary projects on environmentally-friendly, high-performance executive aircraft;
- a range of unmanned combat aircraft and observation drones.

We shall make sure to maintain the efficiency of the Rafale faced with the challenge of future operational environments. The Group is bringing to maturity its unmanned combat aircraft concepts in extending its work on the nEUROn.

As an **architect of complex airborne systems**, and expert in the main sovereignty technologies, Dassault Aviation is renowned for its design and industrialization offices. Thanks to our unique experience, we develop **pragmatic and innovative cooperation paradigms** that are applicable to the entire aerospace industry.

Dassault Aviation is becoming the **digital business** par excellence. The progressive spread of the sixth version of the product lifecycle management process (PLM V6) and of its Systems component has generated new collaborative processes. PLM V6 offers unparalleled collaboration perspectives through the coordination of protagonists (either in-house or external to the company), projects, processes (whatever the location), employee, program and product.

Configured to match production to the market cycles, Dassault Aviation is able to draw on its **flexible industrial facilities**.

For Dassault Aviation, **the protection of the environment** is a global issue requiring a collective effort. We believe that the major developments to come in the field of aerospace will be measured against the yardstick of the initiatives launched in this domain.

The Group is to pursue and develop its initiatives, in particular via the European Clean Sky research project, so that its activities and its products may contribute to the preservation of our planet.



Falcon 7X

Dassault Aviation undertakes research activities linked to eco-design, in particular in the framework of the Clean Sky project.



nEUROn

As an architect of complex airborne systems, and an expert in the main sovereignty technologies, Dassault Aviation develops pragmatic and innovative cooperation paradigms applicable to the entire aerospace industry.



60 Rafales ordered by France.



Record deliveries for Falcons: 77 aircraft.

2009

KEY FIGURES

Acquisition of a 26% stake in Thales

Orders
(in units)

60 Rafales France
(-)98 Falcons corporate
(-)65 Falcons NetJets

Cancellation, by mutual agreement with NetJets, of Falcon deliveries scheduled beyond 2014. These aircraft will be reordered and delivered depending on the market evolution. NetJets confirms its long-term partnership with Dassault Aviation.

Deliveries
(in units)

77 Falcons (record)
14 Rafales

Operating margin

11.5%

Net margin ⁽¹⁾

9.2%

(1) before amortization of Thales Purchase Price Allocation: after amortization, net margin is 7.5%.

FALCON

- Falcon 2000LX: EASA certification (April 23) and FAA certification (April 30).
- Falcon 7X: operational qualification for accessing London City Airport (February) and international certifications (Canada, India, New Zealand, Russia).
- Falcon 7X: production of a new interior in partnership with DesignworksUSA, a subsidiary of the BMW Group.
- Opening of a maintenance center in Reno (Nevada) and São Paulo (Brazil).
- Delivery to the Turkish Group, Koç, of the 2000th Falcon, a Falcon 2000LX (July 10).

RAFALE AND MIRAGE 2000

- Exportation market explorations and negotiations.
- Inauguration of the Rafale simulation center (CSR) of the French Navy at Landivisiau (January 9).
- Signing of the return-to-flight contract for the 12 Mirage 2000 of the Peruvian Air Force.

UNMANNED AIR VEHICLES (UAV)

- nEUROn: manufacturing and assembly of the parts have begun.
- MALE drone system (SDM): proposal pending decision from France.

SPACE

- Modernization of Ariane telemetry equipment and development of a new system for the Russian Soyuz launcher.
- Continued research on the Rafale airborne micro-launcher (MLA project) for the CNES.

VALUES

ENTHUSIASM, EXCELLENCE AND PROFESSIONALISM

In order to achieve its objectives 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 guiding principle of Dassault Aviation: hearing what customers want, understanding their needs, being at their disposal, keeping your word; offering 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 quest for professional self-realization, and the feeling of belonging to a group that is still human in scope.

TECHNOLOGICAL EXCELLENCE AND INNOVATION

Technological excellence and innovation are the slogans of Dassault Aviation. They are the foundation of its philosophy, its passion and its history.

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 value creation 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 plays an active role within national and international aerospace and defense organizations.

Its internal and external reporting is open and transparent. It demonstrates concern about the impact of its activities on the environment.

SUPPORT FOR THE GLOBAL COMPACT INITIATIVE

As a socially responsible company, Dassault Aviation takes account of the social, human, economic and environmental dimensions of its activity in its relations with its partners and employees. The Group's actions are permanently driven by the desire to ensure the progress and sustainability of its activity.

As a logical extension of this undertaking, it signed up in 2003 to the Global Compact, established by the United Nations. Dassault Aviation supports the ten principles relating to human rights, labor standards, environmental protection and the fight against corruption. Through this commitment, the Group integrates the principles of the Global Compact in its strategy, its culture and its daily operations. www.unglobalcompact.org



Rafale production line at Mérignac
 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.

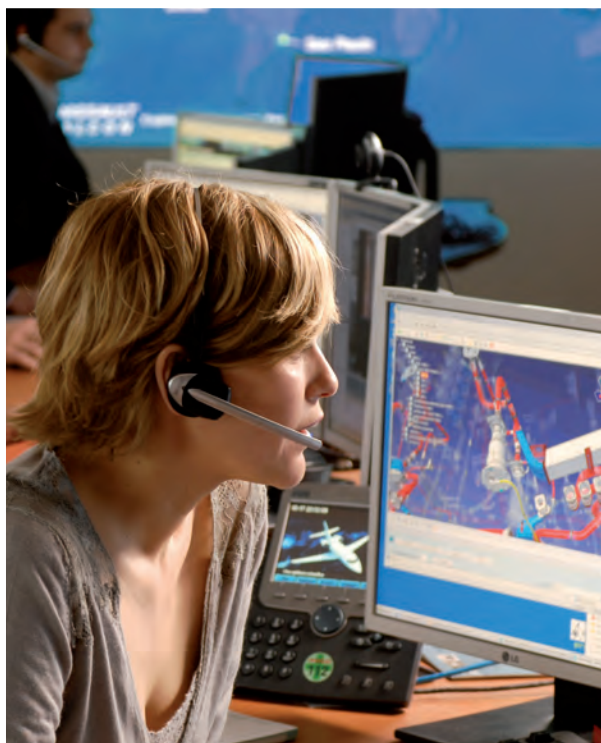


Satisfying the customer
 Philosophy and guiding principle of Dassault Aviation.



Dubai Air Show

Dassault Aviation adapts to the market, in other words, to the expectations of the customers who wish to be able to benefit from the best products and services at a fair price.



Falcon technical center at Saint-Cloud

Dassault Aviation attaches great importance to the customer support that it provides to assist customers with their daily operational needs.

PUTTING THE CUSTOMER FIRST

EARNING CUSTOMER SATISFACTION

Dassault Aviation puts customers first by offering them excellent technical performance, innovative solutions, confidentiality and customized follow-up, while optimizing cost control and response times.

TOP PRODUCTS AND SERVICES AT THE RIGHT PRICE

Dassault Aviation adapts to the market, in other words, to the expectations of the customers who ensure the Group's continuation and who wish to benefit from the best products and services at a fair price.

The cut in structure and programs costs is one of the primary objectives of the Group, implemented on a daily basis: doing "just enough", avoiding over-specification, not simply seeking technical excellence for its own sake and "doing things right the first time".

This has been the case with the Falcon 7X, thanks to the deployment of product lifecycle management IT tools. Production lead-times have been reduced and aircraft maintenance has been facilitated through its integration from as early as the initial design phase.

HELPING CUSTOMERS 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 set of products and services that optimize the operational availability and maintenance of aircraft to ensure the success of their missions;
- offer armed forces customized support based on their wishes;
- propose improvement and training initiatives, taking into account any feedback in order to maintain the product in use at a competitive cost.

To adapt support to the logistical needs of the customer, the following criteria apply:

- facilitating implementation and deployment;
- simplifying use and optimizing the deployment of personnel and resources.

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 the civil and the military markets.

MASTERING THE ESSENTIAL SKILLS

Few companies in the world are capable of producing these complex airborne systems, which may include, for example, a navigation and a weapons system and digital flight controls. Essential know-how is an absolute pre-requisite when it comes to coordination, the management of systems compatibility and integration, from the design phase through to production and support.

In order to entirely fulfill its role, the systems integrator must dispose of all the skills required to take account of all the technical and financial components of the system, while evaluating the risks associated with its full integration.

Dassault Aviation management covers four broad areas:

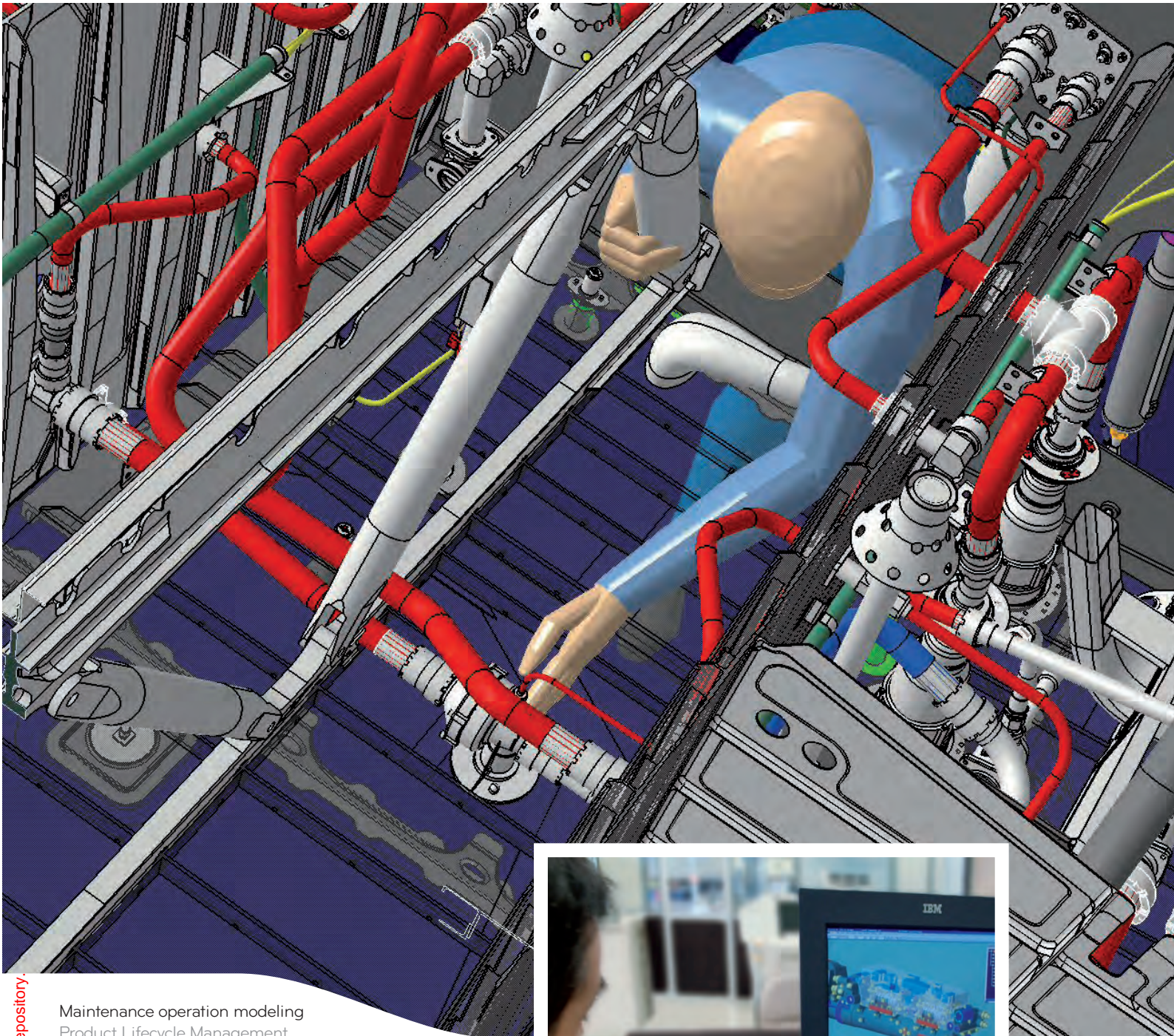
- global architectures;
- compromises between performance, technology and economics;
- costs and lead-times;
- risks.

USING THE APPROPRIATE TOOLS

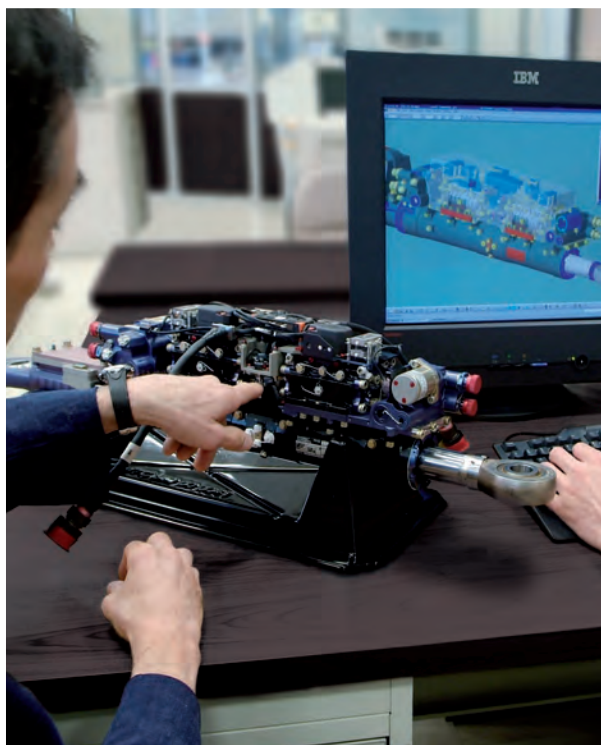
Product Lifecycle Management (PLM) is the tool that enables all this complexity to be managed and the creation of models that can be used by all the protagonists in a project, whatever their discipline. This currently incorporates the aircraft design, production and support phases. Its physical representation is the digital mockup, a genuinely collaborative work platform that provides a unique environment to which each partner can make their own specific contribution to the final mockup of the aircraft.

Data management is thereby unified. The immediate benefits are reduced program development costs and cycles.

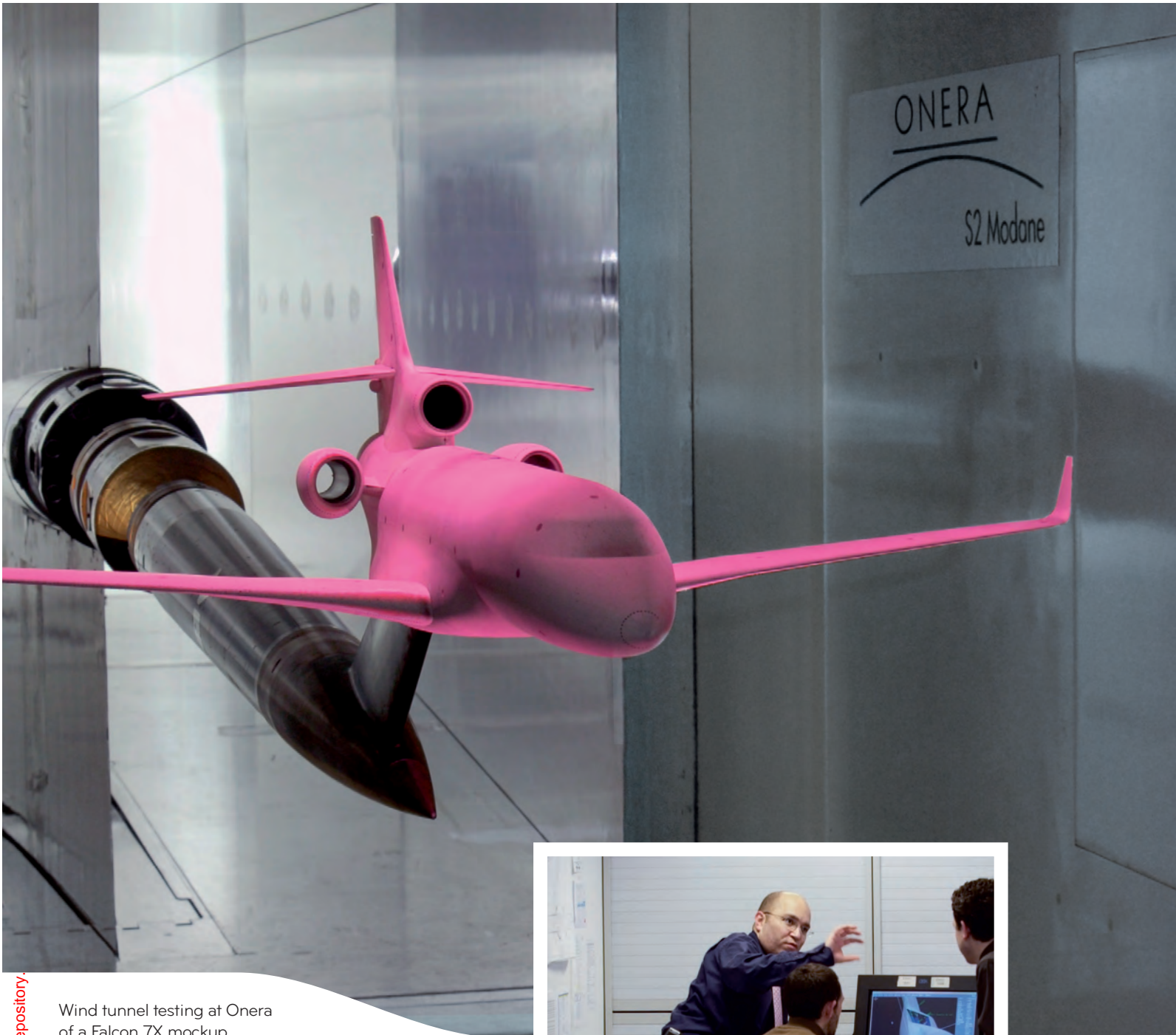
The ultimate challenge is to put in place a global tool for aiding with decision-making, established on the basis of all the Group activities that have had an input into its prior modeling. This will be the Systems PLM.



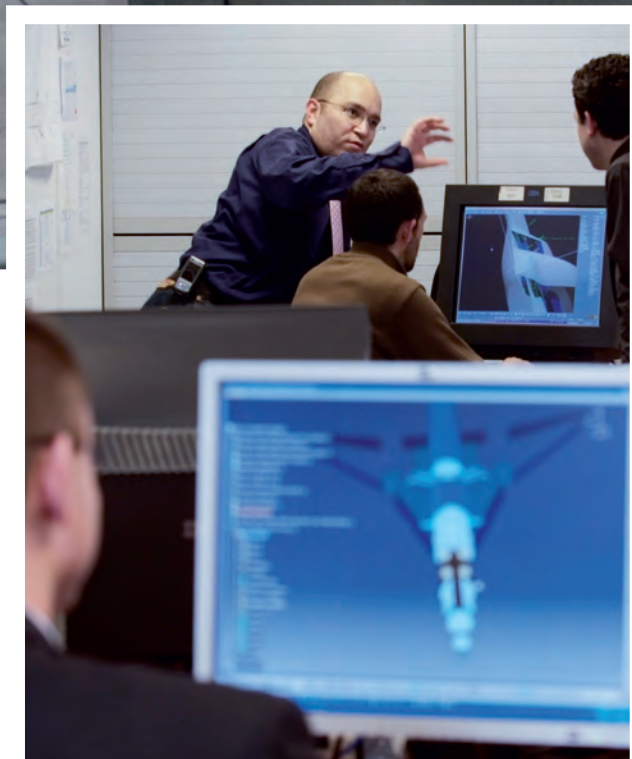
Maintenance operation modeling Product Lifecycle Management (PLM) is the tool that enables all this complexity to be managed and the creation of models that can be used by all the protagonists in a project, whatever their discipline.



Rafale flight controls, Argonay
Few companies in the world are capable of producing these complex airborne systems which include, for example, a digital flight control system.



Wind tunnel testing at Onera of a Falcon 7X mockup
Dassault Aviation is cooperating with over 100 universities, institutes and research centers worldwide in order to leverage the scientific fundamentals underpinning its business lines.



Discussion between partners at the Saint-Cloud design office
To be efficient, cooperative program management requires the designation of a single decision-maker and a single project manager to determine responsibilities and arrive at the pronouncement of unique directives.

COOPERATION

PROPOSING AN EFFECTIVE COOPERATION STRATEGY

Thanks to its unique experience as an architect of complex airborne systems, the Group brings a pragmatic and dynamic approach to European military aerospace cooperation. To be efficient, cooperative program management requires the designation of a single decision-maker and a single project manager to determine responsibilities and arrive at the pronouncement of unique instructions.

PREPARING FOR THE FUTURE OF EUROPEAN MILITARY AVIATION

nEUROn, the unmanned combat aircraft demonstrator, is enabling the development, integration and validation of the most advanced technological program that exists today in the European aerospace industry. It underpins the development of technologies of prime importance, such as integration of a tail-less, stealth configuration in an independent unmanned yet secure combat system.

A single technological demonstrator will be built and flown, and the results obtained may be used for either manned or unmanned aircraft as well as for either military or civil UAVs. For the first time, a military project has been designed and developed in the PLM (Product Lifecycle Management) framework, first set up for the Falcon 7X business jet program.

Through the use of the virtual development platform, Dassault Aviation and its five partners in five countries have been able to work simultaneously on the same research and development.

COOPERATION WITH RESEARCH CENTERS

Dassault Aviation is cooperating with over 100 universities, institutes and research centers worldwide in order to leverage the scientific fundamentals underpinning its business lines.

The Group actively participates in the European framework program for research, technological development and demonstration. It is involved in various forms of industrial cooperation, including research, technology and development projects, and research into future aviation technologies, such as the European Advanced Low Cost Aircraft Structures (ALCAS) and High Speed Aircraft (HISAC) programs, and on technological projects on UCAVs.

HIGH TECHNOLOGY

MASTERING KEY TECHNOLOGIES

Dassault Aviation is at the cutting edge of technological innovation. This desire to prepare for 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 & DEVELOPMENT

Research & Development are essential to the Group's activity when it comes to preparing for the future. Taking onboard as early as possible the innovative technologies that promise the most in terms of cost/efficiency, through fundamental research, is vital in order to retain that competitive edge.

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

MATURING NEW TECHNOLOGIES

Research & Technologies studies conducted by Dassault Aviation enables the maturing of new technologies that will be applied to both current programs and future systems. Particular attention is paid to work on reducing program cycles and costs and on improving aircraft performance and safety.

The research and study work that the Group carries out relates to both self-financed projects and contracts with the State or with European institutions. It maintains partnerships with over one hundred research centers in France and worldwide: universities, laboratories, institutes, manufacturers, etc.

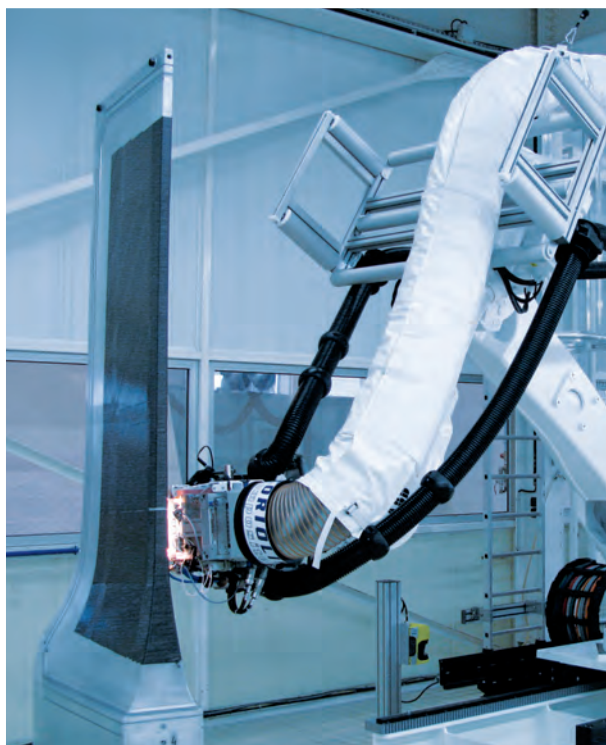
USING CUTTING-EDGE INDUSTRIAL TECHNOLOGIES

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, thermoplastic direct manufacturing and fiber placement, etc. Its workshops manage high-speed machining techniques and have broken new ground in robotics.

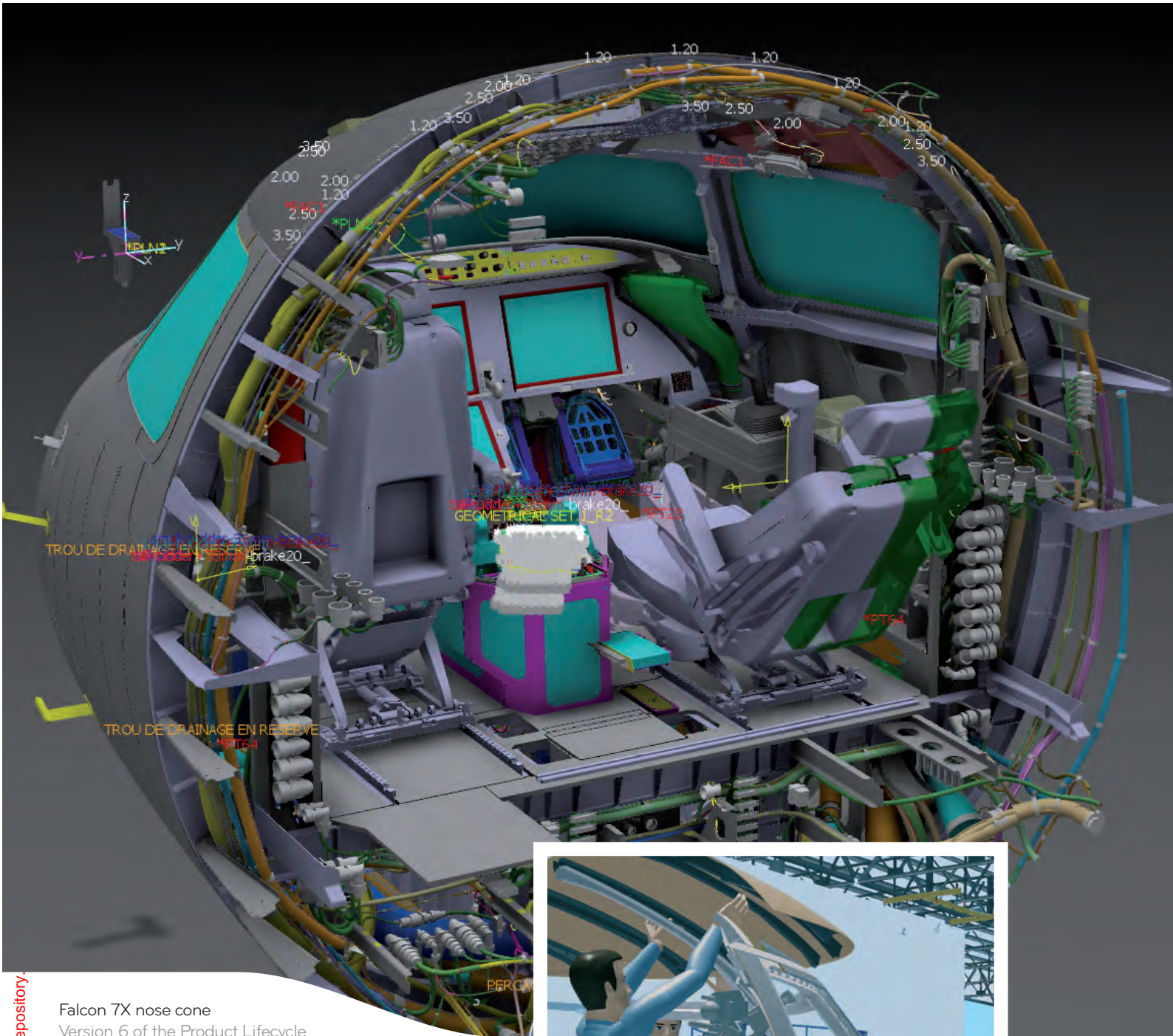
The Group also masters flight control, stealth and pyrotechnical technologies, from the design phase through to mass production.



Simulation of a maintenance operation on a Falcon by an operator immersed in a full-scale 3D digital mockup. Taking onboard well as early as possible the innovative technologies that promise the most in terms of cost/efficiency, through fundamental research, is vital in order to retain that competitive edge.

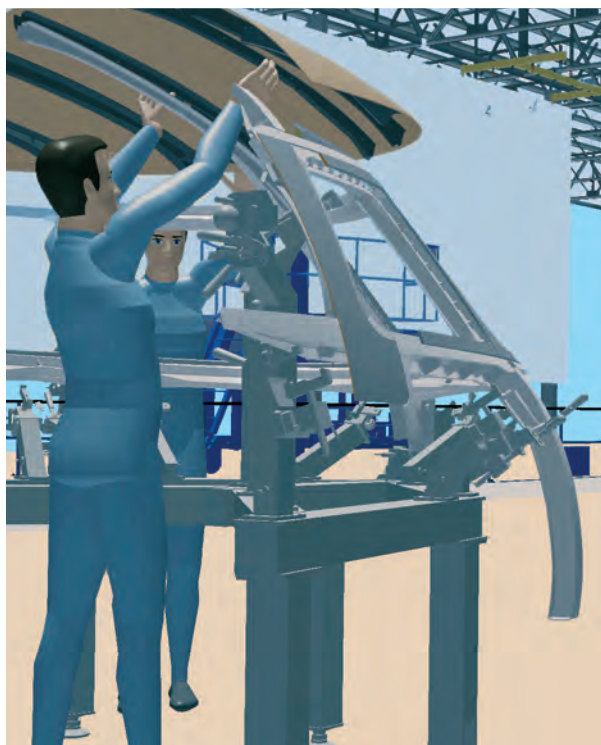


Carbon fiber placement robot at Biarritz
Dassault Aviation has expertise in cutting-edge technologies such as carbon fiber placement.



Falcon 7X nose cone

Version 6 of the Product Lifecycle Management process (PLM V6) offers unparalleled collaboration perspectives for the coordination of protagonists (either in-house or external to the company), projects, processes (whatever the location), employee, program and product.



Simulation of a production workshop

Using Dassault Systèmes tools, this 3D simulation makes it possible to anticipate production in a virtual environment so as to optimize production proper.

TOWARDS THE DIGITAL ENTERPRISE

Dassault Aviation is becoming the digital business par excellence.
The progressive rollout of the sixth version of the Product Lifecycle Management process (PLM V6) and of its Systems component has generated new collaborative processes.

INTEGRATION OF PLM VERSION 6

PLM V6 offers unparalleled collaboration perspectives for the coordination of protagonists (either in-house or external to the company), projects, processes (whatever the location), employee, program and product.

The manufacturer can enjoy, in real time, a shared and unique version of the current program, while at the same time being able to manage know-how and intellectual property, both past and present, as well as in the making. The application offers, in particular, the automation of the design processes, the optimization of workshops based on optimized workflow management - drawing on 3D simulation - and 3D integration of the support processes in the management of the project lifecycle.

SIMULATION FOR FLEXIBLE AND REACTIVE PRODUCTION

To adjust to changes in aeronautical cycles and deal with specific problems, Dassault Aviation has made its industrial facilities flexible. They can be very quickly adapted to changes in the economic situation, thanks in particular to the digital processes and the progressive robotization of its workshops.

The Group is forging ahead with integration in order to obtain ever more efficient processes and get as close as possible to real-life workshop conditions by means of the new digital technologies. Using Dassault Systèmes tools, this 3D simulation is designed to anticipate and optimize production through the support of a virtual environment.

Simulation also makes it possible to be more reactive in the processing of anomalies. Last but not least, it offers greater efficiency in the reorganization of workshops. Tests were carried out on primary parts prior to extending the scope of application to the entire assembly line.

ENVIRONMENT

LIVING BETTER TOGETHER

The protection of the environment is a global issue requiring a collective effort. Dassault Aviation is pursuing and developing its initiatives so that its activities and its products may contribute to the preservation of our planet. The Group is committed to enhancing its environmental credentials, as defined by the *Grenelle de l'Environnement* conference and sought by all the players in the French aviation sector.

INNOVATING TO REDUCE THE IMPACT ON THE ENVIRONMENT

Eco-design will be a key differentiator in the years to come. The environmental analysis of the lifecycle of aircraft must therefore culminate in proposals for innovative solutions.

Representing business aviation on the European Clean Sky research project, Dassault Aviation takes part in studies of the forms, lifecycles and use of aircraft. The work carried out will enable the validation, by means of technological demonstrators and through European cooperation, of innovations in the field of onboard power management, advanced aircraft control, drag reduction and eco-design.

Since the 1990s, the Group has been pursuing an intensive digital modeling approach. On the one hand, this reduces the development costs and lead-times and, on the other, minimizes the environmental impact as compared to an empirical approach requiring numerous mockups or prototypes and tests that consume materials, energy, fuel, etc.

FUEL-EFFICIENT AIRCRAFT

The lighter, more compact and more economical Falcon business jets consume the least amount of fuel in their category thanks to the aerodynamic qualities relating to their sleek design. This low fuel consumption also reduces exhaust emissions. Customers are becoming increasingly sensitive to these issues. This differentiating factor may be traced to Dassault Aviation's extensive experience in designing and manufacturing combat aircraft.

A STRUCTURED ENVIRONMENTAL POLICY

Between 2003 and 2005, all the production sites have been certified ISO 14001. A network of "environment" correspondents relays the instructions, analyses and action plans on the ground.

Virtually all employees of Dassault Aviation and of the outside companies working on its sites whose activities have an impact on the environment have been made aware of environmental issues.



Environment marquee
at an aerospace show
Dassault Aviation is a member
of the Council for civil aerospace
research (CORAC) which is
designed to offer a new dimension
to communication in the French
aerospace community on questions
of research, environment and
sustainable development.



Artist view of a future Falcon
Eco-design will be a key differentiator in the years to come.
The environmental analysis of the lifecycle of aircraft must
therefore culminate in proposals for innovative solutions.



DASSAULT AVIATION PRODUCTS





Falcon 7X at Dassault Falcon Service, Le Bourget airport.

CIVILIAN PRODUCTS

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 trijet (Pratt & Whitney Canada PW 307A engines 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 the world's first business jet to be equipped with a fully digital flight control system. 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. The aircraft received its EASA-FAA dual certification on April 27, 2007. This marks the arrival of a new generation of Falcon aircraft equipped with state-of-the-art technologies inherited from the military aviation industry.



THE FALCON 900 SERIES

The **Falcon 900DX** is an intercontinental wide fuselage trijet with a range of 4,100 nm (7,590 km). It is equipped with an EASy flight deck and Honeywell TFE731-60 engines (delivering 5,000 pounds of thrust each). Its trijet configuration is ideal for extended flights over oceans, while its fuel consumption and operating costs are less than those of its competitors.

The new **Falcon 900LX**, equipped with the same engines as the Falcon 900DX, can reach 4,800 nm (8,890 km) at Mach 0.75. It can fly from London to Miami, New York to São Paulo and Mumbai to London. The aerodynamic optimization of its wings offers almost 7% reduction in drag compared to the Falcon 900EX, 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 2010.



Cabin of the Falcon 7X

An outstanding comfort due to its size, acoustic insulation and air conditioning system.



THE FALCON 2000 SERIES

Heirs to the Falcon 2000, the DX and LX versions of the twin-engine Falcon 2000 are equipped with the new Pratt & Whitney Canada PW 308C engines, with 7,000 pounds of thrust, and the EASy flight deck. The **Falcon 2000DX** offers a flight range of 3,215 nm (5,950 km) with 8 passengers.

Certified in April 2009, the **Falcon 2000LX** has winglets which help optimize the wing aerodynamics and considerably improve its fuel performance. The aircraft can cover 4,000 nm (7,410 km) with 8 passengers.

The performance of the aircraft in the Falcon 2000 series, together with their low operating costs, makes this twin-engine jet the most popular in its category and the most represented in multi-ownership programs such as NetJets.



The Rafale has been operational in the French Navy since 2004.

MILITARY PRODUCTS

COMBAT AIRCRAFT

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



RAFALE

Able to fulfill all the roles required of a combat aircraft in the course of a single mission, the Rafale is the only existing all-purpose fighter aircraft in the world.

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.

The first French Navy flotilla was declared operational in 2004. The first Rafale squadron was commissioned for the French Air Force at Saint-Dizier in 2006. Successfully deployed in Afghanistan in 2007, only eight months after being declared operational, the Rafale is now “combat-proven”. There, it has demonstrated its interoperability and connectivity capabilities with the allied forces, in particular thanks to its Link 16 equipment. Under the F3 standard qualified in July 2008, the Rafale offers nuclear deterrence capabilities.



MIRAGE 2000

Adopted by nine air forces worldwide, the Mirage 2000 fleet has logged over 1.54 million 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 has become a global benchmark in terms of availability and maintenance. Its interoperability with NATO aircraft and its performance have been proven in combat.

The five hundred Mirage 2000 currently in service worldwide benefit from the thoroughgoing support of Dassault Aviation.



nEUROn in a wind tunnel at Ruag in Switzerland

The program paves the way for the future, by drawing on unified European know-how (Italy, Sweden, Spain, Greece and Switzerland).



nEUROn

The European UCAV (Unmanned Combat Air Vehicle) demonstrator program, for which Dassault Aviation is the prime contractor, is preparing for a future based on the federation of European know-how (involving Italy, Sweden, Spain, Greece and Switzerland). Its purpose is to validate complex technologies that represent every aspect of 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 2012.



SDM Medium Altitude Long Endurance (MALE) UAV system

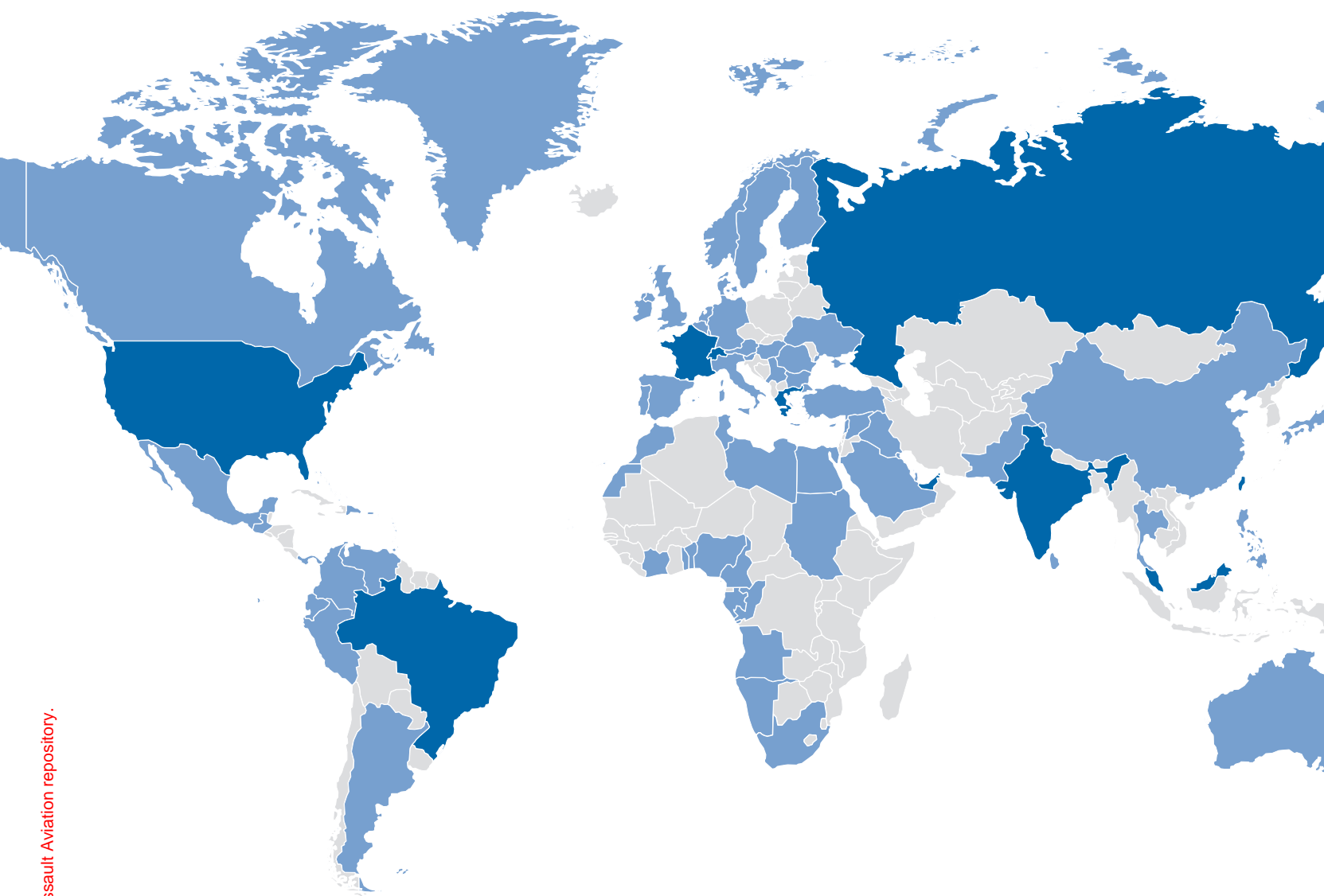
Dassault Aviation, Indra, Thales and IAI have united their experience and strength in the SDM project, a pragmatic European solution for Medium Altitude Long Endurance (MALE) UAVs, to meet the stringent requirements of the Armed Forces.

The increasing need for UAV systems in current operational theatres has confirmed the founding principles on which the SDM programme was developed:

- choice of a robust and perfectly adapted existing platform,
- design and integration of sensors tailored for specific missions,
- special attention to the cost of operation,
- sustained efforts to develop critical UAV sub-systems in Europe.

DASSAULT AVIATION

DASSAULT AIRCRAFT WORLDWIDE



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SITES IN FRANCE

ARGENTEUIL

1 avenue du Parc
Zone industrielle des bords de Seine
BP 50
95101 Argenteuil Cedex
Tel.: +33 (0)1 34 11 85 85

ARGONAY

Avenue Marcel-Dassault
BP 32
74371 Pringy Cedex
Tel.: +33 (0)4 50 09 10 00

BIARRITZ

BP 208
64205 Biarritz Cedex
Tel.: +33 (0)5 59 31 22 22

CAZAUX

B.A. 120
BP 90424
Cazaux
33164 La Teste Cedex
Tel.: +33 (0)5 56 22 44 00

ISTRES

Flight testing
13804 Istres Cedex
Tel.: +33 (0)4 42 56 77 77

MARTIGNAS

Avenue des
Martyrs-de-la-Résistance
BP 38
33127 Martignas-sur-Jalle
Tel.: +33 (0)5 57 97 85 00

MÉRIGNAC

BP 24
54 avenue Marcel-Dassault
33701 Mérignac Cedex
Tel.: +33 (0)5 56 13 90 00

POITIERS

24 avenue Marcel-Dassault
Zone industrielle de Larnay
86580 Biard
Tel.: +33 (0)5 49 37 62 00

SAINT-CLOUD

78 quai Marcel-Dassault
Cedex 300
92552 Saint-Cloud Cedex
Tel.: +33 (0)1 47 11 40 00

SECLIN

Zone industrielle
Rue Marcel-Dassault
BP 289
59472 Seclin Cedex
Tel.: +33 (0)3 20 16 12 00

FOREIGN OFFICES

EUROPE

GREECE

Bureau Rafale International
80-88 Syngrou Street
117 41 Athens
Tel.: +30 210 92 22 660
Fax: +30 210 92 22 669

SWITZERLAND

Bureau Rafale International
Schwanengasse 9
CH - 3011 Bern
Tel.: +41 31 312 16 30
Fax: +41 31 312 16 31

ASIA

INDIA

Dassault International
138 Jor Bagh
110003 New Delhi
Tel.: +91 112 465 24 65
Fax: +91 112 465 24 64

TAIWAN

Dassault Aviation
12F-E Hung Kuo Building
167 Tun Hua North Road
Taipei
Tel.: +886 2 2718 54 37
Fax: +886 2 2712 37 74

SOUTH AMERICA

BRAZIL

Dassault International do Brasil Ltda
Setor Commercial
Quadra 1 N°30 - Bloco H
Edifício Morro Vermelho 16° Andar
CEP 70397-900
Brasilia - Distrito Federal
Tel.: +55 61 33 21 94 37
+55 61 32 23 71 80
Fax: +55 61 33 21 54 45
E-mail: dibr@superig.com.br

MIDDLE EAST

UNITED ARAB EMIRATES

Dassault Aviation
PO Box 70356
Abu Dhabi
Tel.: +971 2 444 42 10
Fax: +971 2 444 39 44

FALCON OFFICES

EUROPE

RUSSIA

Mr. Andrei Lebedinsky
Bureau Francis Lefebvre
Korobeinikov per. 1, bat. 1A
119034 Moscow
Cell.: +7 495 76 10 414

ASIA

MALAYSIA

Dassault Falcon Jet
Regional Office
10 Jalan P. Ramlee
50250 Kuala Lumpur
Tel.: +60 3 2031 8252

MIDDLE EAST

UNITED ARAB EMIRATES

Dassault Falcon Middle East
Dubai Airport Free Zone
PO Box 293884
Dubai
Tel.: +971 4 299 49 00
Fax: +971 4 299 49 02

MAIN SUBSIDIARIES

DASSAULT FALCON JET

Teterboro Airport, Box 2000
South Hackensack, NJ 07606
USA
Tel.: +1 201 440 6700
Fax: +1 201 541 4700
www.dassaultfalcon.com

DASSAULT FALCON JET

Adams Field
PO Box 967
Little Rock, AR 72203
USA
Toll Free: +1 800 643 9511
Tel.: +1 501 372 5254
Fax: +1 501 372 5850

DASSAULT FALCON JET

WILMINGTON CORP.
PO Box 10367
Wilmington, DE 19850-0367
USA
Toll Free: +1 800 441 9390
Tel.: +1 302 322 7000
Fax: +1 302 322 7283

DASSAULT AIRCRAFT SERVICES

PO Box 10367
Wilmington, DE 19850-0367
USA
Toll Free: +1 800 441 9390
Tel.: +1 302 322 7000
Fax: +1 302 322 7283

MIDWAY AIRCRAFT INSTRUMENTS COMPANY

Teterboro Airport
100 Riser Road
Little Ferry, NJ 07643
USA
Tel.: +1 201 440 4800
Fax: +1 201 440 9371
www.midwayaircraft.com

AERO PRECISION REPAIR & OVERHAUL CO., INC.

580 South Military Trail
Deerfield Beach, FL 33442
USA
Tel.: +1 954 428 9500
Fax: +1 954 428 2502
www.aero-precision.com

DASSAULT PROCUREMENT SERVICES INC.

205 Robin Road - Suite 208
Paramus, NJ 07652
USA
Tel.: +1 201 261 4130
Fax: +1 201 261 3138

SOGITEC INDUSTRIES

4, rue Marcel-Monge
Immeuble Nobel
92158 Suresnes Cedex
France
Tel.: +33 (0)1 41 18 57 00
Fax: +33 (0)1 41 18 59 09
www.sogitec.com

DASSAULT AIRCRAFT SERVICES NETWORK

DASSAULT AIRCRAFT SERVICES

Wilmington
PO Box 10367
Wilmington, DE 19850-0367
USA
Toll Free: +1 800 441 9390
Tel.: +1 302 322 7000
Fax: +1 302 322 7283
E-mail: DASCustomerService@falconjet.com

DASSAULT AIRCRAFT SERVICES

Little Rock
Little Rock National Airport
PO Box 967
Little Rock, AR 72203
USA
Toll Free: +1 800 643 9511
Tel.: +1 501 372 5254
Fax: +1 501 210 0485
www.dassaultfalcon.com/das/littlerock_home.jsp

DASSAULT AIRCRAFT SERVICES

Reno
365 S. Rock Boulevard
Reno, NV 89502-4128
USA
Toll Free: +1 866 543 3001
Tel.: +1 775 353 1160

DASSAULT AIRCRAFT SERVICES

São Paulo
Av. Santos Dumont, 1275
Sorocaba
São Paulo 18065-290
Brazil
Tel.: +55 15 3223 3605

DASSAULT FALCON SERVICE

BP 10
Aéroport du Bourget
93352 Le Bourget Cedex
France
Tel.: +33 (0)1 49 34 20 20
Fax: +33 (0)1 49 34 20 90
www.dassaultfalcon.com/dfs

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DASSAULT AVIATION

SITES AND MAIN SUBSIDIARIES

DASSAULT AVIATION

ARGENTEUIL

Aircraft sub-unit assembly and military aircraft fuselage fitting; primary parts (small and medium-sized 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; payloads.

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; Falcon parts and subassemblies.

SAINT-CLOUD

General headquarters; research; systems development; quality; space division.

SECLIN

Large machined parts.

MAIN SUBSIDIARIES

DASSAULT FALCON JET

Teterboro

Dassault Falcon Jet head office; coordination of worldwide sales activities and customer support.

Little Rock

Little Rock: customization of Falcon jets: interior fittings and painting.

DASSAULT FALCON JET - WILMINGTON

Aviation maintenance and service.

DASSAULT AIRCRAFT SERVICES

Wilmington, Little Rock, Reno, São Paulo

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AERO PRECISION REPAIR AND OVERHAUL INC.

Deerfield Beach

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DASSAULT FALCON SERVICE

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DASSAULT PROCUREMENT SERVICES

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Procurement of aviation equipment for Falcon jets.

MIDWAY AIRCRAFT INSTRUMENTS COMPANY

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UNITED-STATES



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The 2000th Falcon
was delivered in 2009.



Headquarters: 9, rond-point des Champs-Élysées - Marcel-Dassault - 75008 Paris - France
Tel.: +33 (0)1 53 76 93 00 - Fax: +33 (0)1 53 76 93 20 - Paris Trade Registry Number: 712 042 456

www.dassault-aviation.com