Vision

"Higher together": every day, this desire is becoming more of a reality.

With each of its aircraft, Dassault Aviation demonstrates its mastery of advanced technology in the service of its customers. In so doing, it helps these same customers to maintain their independence and manage their own time, their own space, their decisions and their actions, worldwide.

Our strategy and our long-term viability are built upon bold yet realistic technical and industrial choices, in compliance with the economic and political imperatives.

As a pivotal component of a high value-added strategic industry, we play our part in the development of the activity of a wide range of high-flying companies, laboratories and teaching establishments. Thanks to the technical and relational skills of our teams, we are able to develop unique know-how that we share with our partners and with the aerospace industry as a whole.

Strategy
Higher Together

Key player in the French industry, Dassault Aviation is based on a number of advantages and is positioned on major development areas for the future.

Our ambition is to contribute to the dynamism of the French economy and **construct a French hub of global dimensions in the field of strategic technologies, aerospace, defense and security**. **This was the logic underlying the acquisition of our stake in Thales,** which led to consolidation of the latter company and the decision to increase its stake in DCNS from 25% to 35%.

Customer satisfaction is at the core of our strategy. We can offer our customers, from design through to operation, a huge wealth of know-how informed by the cross-fertilization of our **civil and military activities**, and invested with a solid set of values that provide a powerful illustration of our enterprise culture.

In both the civil and military domains, we continue to lay the groundwork for our future thanks to our self-financing capacity and the launch of **new programs** such as:
- the development of a new business jet;
- preliminary projects on greener, high-performance Falcon aircraft;
- projects for combat/surveillance UAVs.

We ensure that the Rafale remains efficient in the face of with the challenge of future operational environments.
We are bringing to maturity our unmanned combat aircraft concepts through expanding our work on the nEUROn.

As an **architect of complex airborne systems**, Dassault Aviation designers and engineers are renowned for their mastery of the most strategic sovereignty technologies. Thanks to our rare levels of experience, we develop **pragmatic and innovative cooperation paradigms** that are applicable to the entire aerospace industry.

What is more, we are recognized as a **benchmark digital enterprise**.
The progressive rollout of the sixth version of the product lifecycle management process (PLM V6) and of its "Systems" component has generated new collaborative tools and methods. PLM V6 offers unparalleled collaboration perspectives through the coordination of participants (either in-house or external to the company), projects and technologies (whatever the location), employees, programs and products. Configured to match production to the market cycles, we are able to draw on the versatility of our business lines and our **flexible and reactive industrial facilities**.

The **protection of the environment** constitutes a global challenge, both for future generations and for ourselves, and one which requires a collective effort. We are convinced that the major developments in the field of aerospace will be measured against the yardstick of the initiatives launched in this domain. This is why we are keen to pursue and develop initiatives to this end, in particular via the European Clean Sky and French *Iroqua* research projects. In this way, our activities and our products play their part in the objective of preserving our planet's resources.

Profile

Strategic and on a human scale

- Key player in the aerospace industry, both in Europe and internationally, courtesy of the initiatives and skills developed within our Group.
- Only group in the world to design, manufacture and support both combat aircraft (instruments of political independence) and business jets (work and economic development tools).
- Strategic player for the policy of national independence.
- Group at the vanguard of the technical and industrial revolution of the digital enterprise.
- International group that remains human in scope on the scale of the global aerospace industry.
- Last aviation group in the world still owned by its founding family and bearing its name.
- Trademarks: Rafale, Falcon, nEUROn, Mirage.

Some 12,000 employees, 8,300 of whom are based in France.
More than 8,000 aircraft delivered.
A presence in 77 countries worldwide.
Over 25 million hours of flight time.

Management committee

Chairman
Charles EDELSTENNE, Chairman and Chief Executive Officer

Benoit BERGER, Executive Vice-President, Industrial Operations, Procurement and Purchasing
Alain BONNY, Senior Vice-President, Military Customer Support Division
Claude DEFAWE, Vice-President, National and Cooperative Military Sales
Didier GONDOIN, Executive Vice-President, Engineering
Gérald MARIA, Executive Vice-President, Total Quality
Jean SASS, Executive Vice-President, Information Systems
Loïk SEGALEN, Executive Vice-President, Economic and Social Affairs
Eric TRAPPIER, Executive Vice-President, International
Olivier VILLA, Senior Vice-President, Civil Aircraft

Human Resources and Communications

Jean-Jacques CARA, Senior Vice-President for Social Relations & Human Resources
Stéphane FORT, Senior Vice-President, Institutional Relations & Corporate Communication

Highlights 2011

Falcon

- First precision approaches carried out in Europe using the new EGNOS (European Geostationary Navigation Overlay Service*)* system by a Falcon 900LX equipped with the new EASy II flight deck.
- Maiden flight of the Falcon 2000S (February).
- Commercial launch of the Falcon 2000S, the new Falcon entry-level business jet, at the Ebace - Geneva air show (May).
- The Falcon fleet crossed the threshold of 15 million flight hours: the equivalent, in distance terms, of 300,000 circumnavigations of the globe (October).
- Implementation of the Falcon SMS virtual platform.
- CAT III landing certification for the Falcon 900LX.
- EASA and FAA certification for EASy II on the Falcon 900LX (June).
- Start of EASy III definition work, for the implementation of a new generation flight management system and a new radar (October).
- Opening of three new approved maintenance centers in Austria, Hong Kong and India.

Rafale and Mirage 2000

- Canvassing and negotiation for export.
- Participation of Air Force and Navy Rafales in several operations (*Agapanthe*, *Harmattan*).
- 11F fighter squadron of French Naval Aviation switches from the Super Etendard to the Rafale (September).
- Notification of tranche 1 of the Meteor missile integration contract for the Rafale.
- Retrofitting contract for 51 Mirage 2000s for the Indian Air Force in co-contracting with Thales (July).

Unmanned Aerial Vehicles (UAV)

- Final assembly at Istres of the vehicle and continued integration testing of the software for the nEUROn (UCAV) (Unmanned Combat Air Vehicle) demonstrator, ahead of its maiden flight in 2012.
- Signing of a memorandum of understanding, with BAE Systems, defining their exclusive cooperation on the preparation and submission of a common proposal for the MALE (Medium-Altitude Long-Endurance) UAV system to the French and British Ministries of Defense (March).
- Signing with BAE Systems of a cooperative agreement for preparing a common proposal for the MALE UAV, designated TELEMOS, for submission to the French and British Ministries of Defense (June).
- Decision, by the Ministerial Investment Committee, to enter into negotiations with Dassault Aviation and Israel Aerospace Industries for supplying a new MALE UAV system to the French armed forces, based on the Heron TP (July).
- Notification, from the French Defense Procurement Agency (DGA), of three upstream research plans on the consolidation of UCAV concepts, 3D passive localization and the second phase of the European Common Operating System (ECOS) study, relating to the development of open and modular mission software.

…/…

Space

- The ground telemetry systems, developed and then modified by the Company, play their part in every mission of the European Ariane and Russian Soyuz launchers, as well as those of the future Vega launcher, out of the French Guiana Space Center.
- Pursuing the final development and implementation phase of the reentry demonstrator, Intermediate Experimental Vehicle (IXV), of the European Space Agency, in conjunction with Thales Alenia Space.

Innovation
At the cutting edge of technological development

An aircraft is a set of highly complex systems designed with the service of people in mind. Our technological excellence is built around the engineering of these systems.

Engine for innovation

The interaction of Dassault Aviation activities, across the civil and military domains, is a powerful engine for innovation.

The research and development studies that we conduct enable the maturing of new technologies that will be applied both to current programs and to 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 French government or with European institutions.

Dassault Aviation is a powerhouse of technological developments in a wide variety of fields, extending beyond the aerospace sector. By participating in the development of CAD (computer-aided design) tools developed by Dassault Systèmes, Dassault Aviation plays its part in providing the entire industry with advanced and high-performance IT tools.

Driver of applied research

Our research work, in partnership with major centers such as the CEA, the CNES, the CNRS, ONERA, and some of the leading higher education establishments, feeds directly into the latest innovations, for the benefit of our aircraft and, beyond that, of the industry as a whole. The research carried out in this way, in particular on nanotechnologies, may have applications in the fields of stealth, infrared or aircraft anti-icing. Many of the labs cross-fertilize other domains, such as the medical sector, with the signal technologies and sensors developed for the requirements of the company's aircraft.

Dassault Aviation cooperates internationally with over 100 universities, institutes and research centers on scientific work of particular relevance to our fields of activity. The Group actively participates in common European framework programs (FPx) on research and development.

We also work on educating the general public and popularizing our activities. For example, a scientific film on applications in the field of aerodynamics was produced for the *Observatoire des Innovations*, Paris, which screens it as part of its exhibition on supercomputers at the *Cité des Sciences et de l'Industrie*.

Dynamism
Keeping the economy moving

Throughout France and at various levels, Dassault Aviation helps to boost the local economy. At the regional level, the company is a stakeholder in several French competitive clusters, and contributes thereby to the advancement of the R&T networks and numerous innovative projects.

Partnering competitive clusters in France

Dassault Aviation participates actively in the following clusters:

- Astech, on the topics of the all-electric aircraft and eco-design;
- System@tic, on systems design and development tools;
- Aerospace Valley, on the materials and channels of production;
- Pegase, on test facilities.

Competitive clusters make it possible to consolidate the actions of various innovation stakeholders (research centers, SMEs, corporations, regional administrations, etc.). The topic-based technological platforms created in this way benefit from an international profile as well as enhanced economic appeal.

Helping to promote European aerospace

Thanks to our experience and that of our partners, we are able to bring a cooperative, pragmatic and well-managed approach to European aerospace in the framework of the nEUROn program.

The nEUROn unmanned combat aircraft demonstrator is enabling the development, integration and validation of the most advanced experimental 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 and secure combat system. The technological demonstrator, whose maiden flight is scheduled for 2012, is the fruit of this European cooperation.

The Franco-British political agreements should help us to increase over the coming years the proportion of upstream research in the field of Defense that is open to cooperation.
In the civil domain, Dassault Aviation is established as a major partner for a series of European initiatives, in particular Clean Sky. These partnerships constitute a key part of the research and technology activities of Dassault Aviation.

Industrial influence
A showcase of French know-how

Practically all the manufacturing of our airframes takes place in France. The industrial organization surrounding our products concerns a large number of different stakeholders.

Territorial influence

With ten sites in France and a high proportion of local suppliers associated with these sites, our company has a significant territorial influence:

- Some 500 SMEs and major corporations benefit from the activities of Dassault Aviation.
- A Rafale accounts for 6,200 direct and indirect jobs, 30% of which concern small companies.
- The annual production of the Falcon accounts for 7,600 direct and indirect jobs.
- For the systems alone, over 100 suppliers and partners are concerned.
- Non-industrial jobs are maintained by the presence of our sites in major conurbations.

Our presence is assured on the territorial bodies (Chambers of Commerce & Industry, Territorial Economic & Social Councils, Environment Committees, etc.).

At the cutting edge of industrial know-how

Dassault Aviation also has expertise in cutting-edge technologies such as the manufacturing of airframes out of composite materials, resin transfer molding (RTM), hot forming, thermoplastic direct manufacturing and carbon fiber placement, etc., which are the signature of the quality and finishing of our products. Our workshops manage high-speed machining techniques and have broken new ground in robotics. We conceive and implement the commercial development of our Falcons using product lifecycle management (PLM) IT tools. We are also experts in flight control, stealth and pyrotechnical technologies, from the design phase through to mass production. High technology is at work here in its most fertile field of application.

By being the first to succeed in passing directly from computer screen to runway with no paper blueprints or prototypes, we have driven forward the aerospace sector and, beyond that, industry as a whole. This pioneering spirit has enabled us today to develop the digital factory and leverage whole new sources of competitiveness. The application of PLM and of the channels of production has allowed our partners to follow in our wake, with the consequent benefit for them of enhanced productivity and quality. PLM has had an impact on many other industrial sectors. Dassault Aviation is the precursor as well as the showcase of French know-how in this regard.

Values
Shared values

In order to achieve its objectives in a highly competitive and increasingly global economy, we build on strong values, a firm identity and strict ethical standards.

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

Customer spirit
Satisfying the customer is both the philosophy and the guiding principle of Dassault Aviation: being attentive to what customers want, understanding their needs, being at their disposal, keeping our word; offering excellent technical performance, confidentiality and customized follow-up, while optimizing cost control and response times.

Strict ethical business standards
We respect our contractual commitments (costs, deadlines and performance) and the international conventions on the fight against corruption (particularly that of the OECD).

Human qualities
People are the heart of the Group.
We promote team spirit, the sharing of knowledge and know-how, creative initiative, and a sense of morality.
We favor united action at all levels, mutual respect, the quest for professional self-fulfillment, and the sense of belonging to a group that is still human in scope.

Technological excellence and innovation
Technological excellence and innovation are the bywords of Dassault Aviation. They are the foundation stones of its philosophy, its passion and its history.
We ensure the quality, reliability, and safety of our aircraft through a strategy of constant innovation, our project management capability, and our mastery of complex systems. We are concerned about managing and reducing the impact of our activities and products on the environment.

Economic performance
We regard value creation as an essential goal in terms of ensuring our profitability, financial stability and long-term future.
In a context of intense international competition, we drive home the need to be more flexible, adaptable and responsive in dealings with our customers, suppliers and partners. …/…

Openness to the world

In a spirit of partnership, we are engaged in sustained programs of scientific, technological, technical, and industrial cooperation in France and abroad.

We play an active role within national and international aerospace and defense organizations.

Our internal and external reporting is open and transparent.

Labor relations
Commitments for the benefit of people

Dassault Aviation bases its labor relations policy on the quest for professional self-realization and the sense of belonging to a Group that is still human in scope. We favor mutual respect and equality of opportunity, as key factors for harmonious labor relations.

A third of the profits earmarked for the workforce

Dassault Aviation implements an attractive remuneration policy.
In order to reward hard work and collective effort, the Company has had in place for over 40 years a profit-sharing agreement which involves distributing a third of the net income to the employees. This runs alongside a major incentive scheme.

We also encourage employee savings. Employees can use the Enterprise Savings Plan (*PEE - Plan d'Epargne Entreprise*), with a wide range of investment possibilities, including socially-responsible funds, along with the Collective Retirement Savings Plan (*PERCO - Plan d'Epargne pour la Retraite COllectif*), with the company matching the employee's contributions, and the Locked-in Current Account (*CCB - Compte Courant Bloqué*).

Furthermore, 5% of the aggregate employee earnings are channeled into the establishment committees to fund social activities, to which may be added the social overheads covered directly by the company (transportation, accommodation, catering).

Encouraging and favoring diversity

In support of the integration of disabled people, we have for many years implemented a policy encouraging the recruitment, retention, training and career development of disabled employees. Our actions also include working with the protected sector (for the employment of disabled people) and taking in disabled interns and temporary staff. In 2010, with the support of Gifas and other aerospace companies, Dassault Aviation created the HANVOL Association, the objective of which is to encourage the training and integration of disabled people through implementation of sandwich-training mechanisms.

Dassault Aviation is, moreover, committed to the employment of seniors, and in particular in retaining employees aged 55 and over, the transmission and development of know-how and skills, and the possibility of working part-time with attractive conditions. A "seniors" correspondent has been appointed to oversee the actions provided for in the 2010/2012 triennial agreement.

Convinced that diversity is of major importance and a factor that underlies corporate performance, the Company confirmed its policy with regard to professional equality in 2011 through the signing of a new agreement. By taking concrete measures, Dassault Aviation thus intends to pursue its initiatives in matters of equality and diversity in the workplace. …/…

Solidarity actions

Our company is an active contributor to a certain number of charitable causes. For example, we support the *Course du Cœur* ("Race for the Heart") initiative for promoting and encouraging organ and tissue donation; *Rêves de Gosse* ("A Child's Dream"), an initiative offering disabled children the opportunity to fly in a plane for the first time; "Technowest", for the integration of young people into the world of employment; *Humaquitaine*, for the renovation of state schools in Senegal, etc.

Passing on know-how
Cooperation with the educational establishment

The high degree of technicality of our products and activities require training programs upstream that turn out the kinds of profiles that are suited to the needs of the aerospace industry in general and Dassault Aviation in particular.

For this reason, we are particularly active in providing input, at the request of the occupational training and higher educational establishment, for adapting academic courses to the identified needs.

Developing the technical culture

This responsibility translates into the involvement of Dassault Aviation personnel within institutional organizations and governing bodies of the educational establishments that provide the grounding in our particular disciplines. In parallel, our people invest their efforts in education, in cooperation with teachers and scientists, and in transmitting their know-how and technical culture to schoolchildren and students, in particular through the supervision of practical work, the coordination of cross-disciplinary projects or participation on examination juries.
An essential tool in safeguarding our technical legacy since 1991, the *Conservatoire Dassault* is at the disposal of the company and its professionals. It helps to promote the tried-and-tested rules of the art, acquired through practice over long years of experience. It encourages the in-house development of technical skills and the pursuit of rewarding professional career paths. Certain course elements are used by our teachers in schools.

Promoting the technical and scientific professions

Over and above this institutional involvement, in order to prepare for our future recruitment needs we pursue initiatives at Company level or locally at site level in the form of "business gatherings" (professional forums, exhibitions, etc.) or visits to our various sites.
We offer young trainees and apprentices the chance to gain first-hand experience at Dassault Aviation, in order to help them map out their professional future and to support their integration into the world of industry, whether at Dassault Aviation or with another company.

The desire to develop diversity within our teams has led the company to develop communication initiatives well upstream with teaching establishments, in order, for example, to encourage female pupils and students to think more along the lines of taking a technical or scientific career path. Special attention is paid to the recruitment, training and career development of people following this path, thereby encouraging the development of diversity to reflect the world in which we live.

Environment
High-performance and greener aircraft

The protection of the environment is a global issue requiring a collective effort. This is why Dassault Aviation is pursuing its development of concrete initiatives designed to reduce the environmental impact of its products. We are committed to enhancing our environmental credentials, as defined by the *Grenelle de l'Environnement* conference and sought by all the players in the French aviation sector.

The environment: a source of innovation

Eco-design will be a decisive factor in the coming years. The environmental analysis of the lifecycle of aircraft should therefore culminate in proposals for innovative solutions.

Representing business aviation on the European Clean Sky research project, we are involved in research into technological developments, lifecycles and use of aircraft, including the next generation of Falcons. The work carried out in cooperation with our European partners will make it possible, with the aid of technological demonstrators, to validate innovations in the field of onboard power management, advanced aircraft control, drag reduction, the choice of materials and the green credentials of the manufacturing processes.

In the Clean Sky project, Dassault Aviation coordinates the Eco-Design for Systems component, which is designed to identify the most promising architectures and technologies for onboard power management systems. The various contributors, including the Fraunhofer Institute, Alenia, Safran, Thales and Liebherr, are all involved in the validation testing carried out on the integration test facility. This makes it possible to demonstrate the correct operation of the integrated components of an all-electric architecture. The Company is also interested in alternative energy sources and, in particular, the fuel cell which has the potential to cover a wide power range and has an irreproachable carbon balance, since the reaction produces nothing but electrical power, heat and water.

To lay the groundwork for the green manufacturing channels of tomorrow, we are also coordinating the Eco-Design for Airframe platform. By way of example, work is being carried out in the framework of the plan for metallic materials protection and the elimination of chromates (for aluminum) and cadmium (for steel). Chemical milling is being progressively scaled-down, with a refocusing on the cleanest possible modes of manufacture. Likewise, many volatile solvents have already been eliminated from the manufacturing process, notably in the finishing paints.

The use of certain resources such as the latest generation supercomputers provide access to modeling capacities that help make aircraft even more efficient. These resources make it possible to find, within a given timeframe, solutions that are as close as possible to the optimal and make more targeted use of wind tunnel testing. They also help with aircraft drag reduction and the minimization of an aircraft's carbon and noise footprints. …/…

By way of example, on account of the inherent constraints of London City airport, located as it is in the heart of the city, and the need to reduce the perceived noise on the ground, the Company's engineers have developed takeoff and landing procedures thanks to which the Falcon 7X has become one of the few aircraft in its category capable of landing at this particular airport.

Lower consumption, friendlier to the environment

Dassault Aviation pays particular attention to reducing the fuel consumption of its aircraft, particularly in the civil domain.

Thanks to the lessons learned by Dassault Aviation in designing and manufacturing its combat aircraft, the Falcon business jets are able to boast optimized aerodynamic qualities. Lighter and more compact than their competitors while offering greater power output, they are the most fuel-efficient aircraft in their range. This low fuel consumption also means reduced exhaust emissions (CO_2 and NOx). Our clients are increasingly sensitive to these considerations.

The work carried out by Dassault Aviation in the field of the "more-electric" aircraft also aims at improving the technical performance of aircraft and their economic efficiency, as well as making them greener. Thanks to improved power management, the more-electric aircraft will help to keep CO_2 emissions to a minimum.

Products

Civil products
Falcon family

Appreciated for their performance, their comfort and their low fuel consumption, over 2000 Falcons are today in operation worldwide, for the benefit of companies, major economic players and governments.

Falcon 7X

The world's first business aircraft to be equipped with a fully digital flight control system, the **Falcon 7X** is a trijet (Pratt & Whitney Canada PW 307A engines delivering 6,400 pounds of thrust) with a substantial flight range. Equipped with a new aero-elastic wing design that improves aerodynamic performance by 30%, the aircraft can reach a maximum speed of Mach 0.9 and cover a range of 5,950 nm (11,000 km). The size of its cabin, and the quality of its soundproofing and of its pressurization system, offer passengers outstanding levels of comfort. Since coming into service in 2007, the aircraft marks the arrival of a new generation of Falcons equipped with the latest technological innovations, inherited from the military domain.

Falcon 900LX

Equipped with three Honeywell TFE731-60 engines (5,000 lb of thrust each), the **Falcon 900LX** can cover 4,750 nm (8,800 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% more drag reduction compared to the Falcon 900EX, its predecessor. Its climbing performance has improved by 10%, enabling it to reach the 370 flight level (37,000 ft) in only 17 minutes. The aircraft received its certification in 2010.

Falcon 2000LX

The **Falcon 2000LX** is equipped with two Pratt & Whitney Canada PW 308C engines, each delivering 7,000 pounds of thrust, and the EASy flight deck. This new version of the Falcon 2000, certified in April 2009, has winglets at the end of its wings 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 and low operating costs of the 2000LX make this twin-engine jet the most popular in its category and the most represented in multi-ownership programs.

Falcon 2000S

With the launch of the **Falcon 2000S**, at the Ebace - Geneva air show in 2011, Dassault Aviation marks its return to the medium/long-haul aircraft segment to produce an extremely competitive offering, both in terms of the purchase price and the aircraft running costs. The jet benefits from all the assets that have made the Falcon 2000 such a success over the past 20 years. It has the most spacious cabin on the market and exceptional performance levels in terms of agility and flexibility of use. The introduction of inboard forward slats gives the aircraft unparalleled takeoff and landing capability for a jet in this category. The Falcon 2000S is equipped with a new version of the Pratt & Whitney Canada PW 308C engines, whose emissions have been reduced by more than 20%. It can cover 3,350 nm (6,200 km) with 6 passengers at Mach 0.80, and is able to fly from New York to London or Los Angeles, Paris to Dubai or Singapore to Mumbai.

Products

Military products
Combat aircraft

For many years, combat aircraft have been the mainstay of Dassault Aviation's activity. These instruments of political independence are used for defense by over twenty 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 squadron was declared operational in 2004, and the first Rafale squadron for the French Air Force was rolled out at Saint-Dizier in 2006. Brought into operational service in 2010, the F3 standard gives the Rafale nuclear deterrence, reconnaissance and anti-ship capabilities.
The Rafale was successfully deployed in Afghanistan in 2007, only eight months after being declared operational. In 2011, during operations in Libya, the Rafale carried out the first attack and air superiority missions, and remained the spearhead of the coalition throughout the duration of operations.
The Rafale has therefore proven itself in combat in all types of mission and has demonstrated its interoperability and connectivity capabilities with the allied forces, in particular thanks to its Link 16 equipment.

Mirage 2000

In service with 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 tropical forests, and taking in polar and high-altitude regions, deployed in many international training exercises and engaged in various theaters of operation, the Mirage 2000 has become a global benchmark in terms of availability and maintenance. Its interoperability with other NATO aircraft and its performance have been proven in combat situations.
The 470 Mirage 2000 jets currently in service benefit from the reliable support of Dassault Aviation.

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nEUROn

The European UCAV (Unmanned Combat Air Vehicle) technological 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-level piloting and stealth, real air-to-ground weapon firing from an internal bay, insertion in a C4I environment, innovative processes in terms of industrial partnerships, etc. The first flight of the demonstrator is scheduled for 2012.

Telemos

Looking toward the future, and taking account of its particular competences, Dassault Aviation has confirmed its interest in the development of Medium-Altitude Long-Endurance (MALE) UAV systems. In order to address the Franco-British requirements expressed in the cooperation treaty signed by both countries on November 2, 2010, the company has carried out, in conjunction with BAE Systems, a preliminary study of the MALE UAV system.
The two manufacturers signed an exclusive cooperation agreement in March 2011 and are in discussion with the official authorities of both countries with a view to cooperatively developing and supplying such a system on a 50-50 workshare basis between the United Kingdom and France.

F-Heron TP

On July 21, 2011, the French Ministry of Defense decided to enter into negotiation with Dassault Aviation with a view to supplying the French armed forces with the MALE UAV in 2014, in order to fill the capacity gap pending the commissioning of a Franco-British system. This system is based on the Heron TP, originally commissioned by the Israeli government from Israel Aerospace Industries (IAI) for its own purposes. It builds on the preliminary studies carried out with IAI for EUROMALE and for SDM.
This program will make it possible to structure, in association with the French partner companies to the program, an industrial channel in preparation for the future Franco-British MALE system.

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
Payload separation tests and test firing of the firing control systems, carried out as test campaigns by the teams from Istres.
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; retrofitting.
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: customization of Falcon jets: interior fittings and painting.

DASSAULT FALCON JET - WILMINGTON
Aviation maintenance and services.
DASSAULT AIRCRAFT SERVICES (Wilmington, Little Rock, Reno, Saint-Louis, São Paulo)
Promotion of aviation maintenance and service sales.
AERO PRECISION REPAIR AND OVERHAUL INC. (Deerfield Beach)
Repair and overhaul of all Falcon equipment.
DASSAULT FALCON SERVICE (Le Bourget)
Rental of business jets; maintenance center.
DASSAULT PROCUREMENT SERVICES (Paramus)
Procurement of aviation equipment for Falcon jets.
MIDWAY AIRCRAFT INSTRUMENTS COMPANY (Teterboro)
Repair and overhaul of aircraft instruments and accessories.
SOGITEC INDUSTRIES (Suresnes, Mérignac, Bruz)
Simulation, instruction and documentation systems.