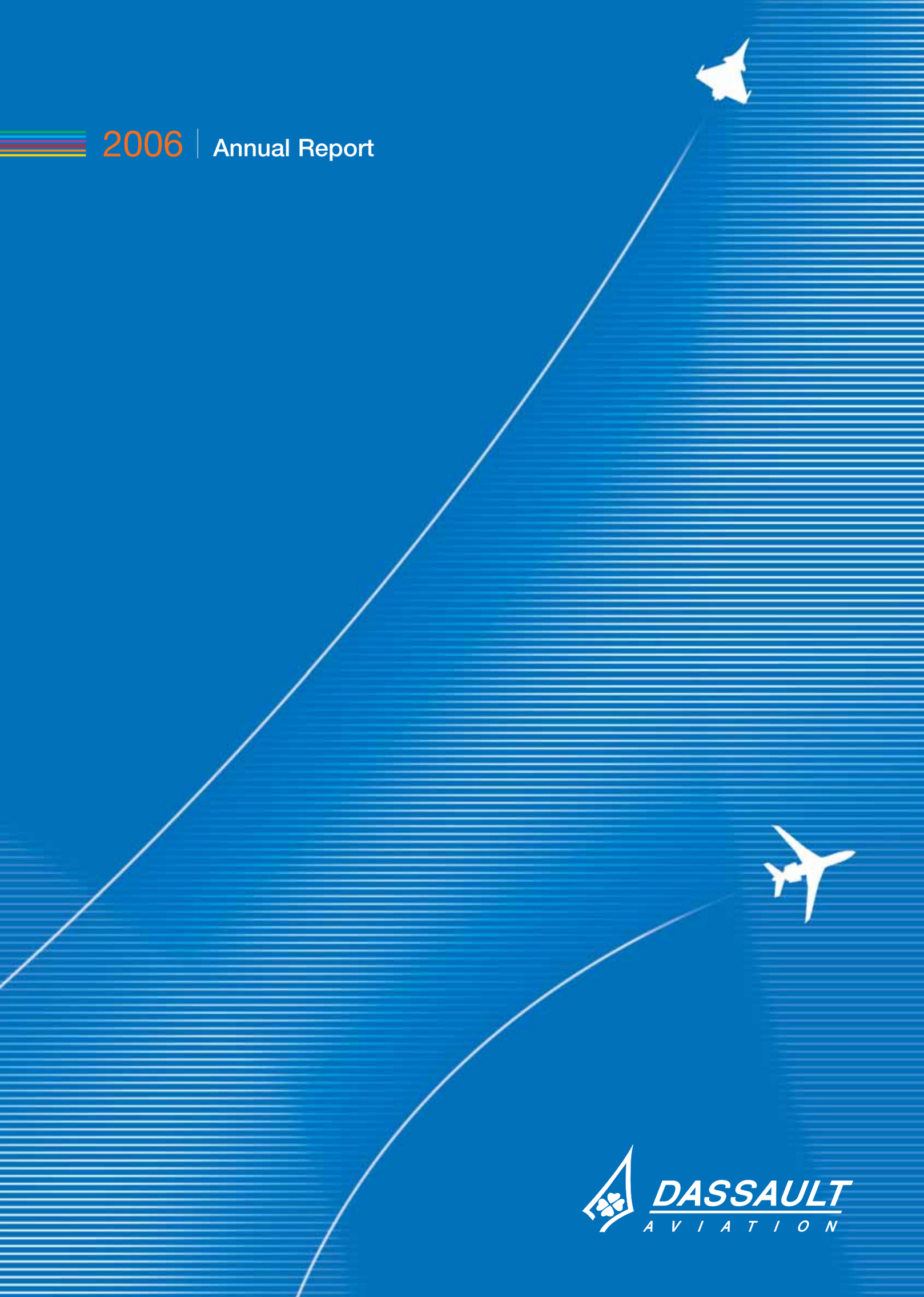
2006 | Annual Report



DASSAULT AVIATION

Summary

A new record-breaking year for Falcons

The year 2006 will be remembered as a definite new record for Falcon sales since 1965 with 158 aircraft ordered. Our sales were driven by worldwide economic growth that was virtually impervious to rising oil and commodity prices and climbing interest rates. The historic order of 24 Falcon 7X by NetJets bears witness to this favorable economic climate.

In the military aviation industry, we achieved our primary objective of qualifying the F2 standard and commissioning the first Rafale squadron in the French Air Force. Our Company honored its commitments despite a very tight schedule.

Our 2006 consolidated figures are as follows:

- Order book: EUR 5.29 billion;
- Net sales: EUR 3.30 billion;
- Net consolidated income: EUR 281 million.

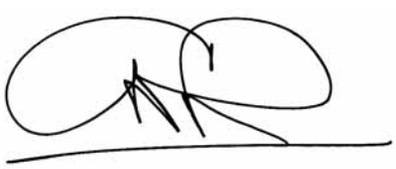
Our main objectives for 2007 are to:

- For the Rafale: ensure aircraft deliveries; finalize the F3 standard by mid-2008; prepare the integration of future sensors.
- For the nEUROn: complete the feasibility studies and set up the physical plateau.
- For the Falcon 7X: complete the certification and ensure the initial deliveries while meeting the deadlines and quality requirements.
- For other Falcons: certify the Falcon 2000DX; deliver the first Falcon 2000EX aircraft equipped with winglets; initiate the SMS feasibility work.
- In sales terms: pursue our efforts to export our equipment.
- In economic terms: continue to cut costs in order to limit the dollar impact on our results; maintain our flexibility.

We are firmly committed to a new approach for the design, industrial development, production and support of our aircraft from both technical and economical standpoints. This approach shall be based on four pillars: PLM, PLM Systems, the ongoing reappraisal of our processes and a deep-rooted change in our culture in order to cut costs by more than ever before through innovation.

We shall therefore take the necessary steps to remain one of the world leaders in the aviation industry, in an increasingly competitive context, marked by the chronic weakness in the dollar and the reduction in defense budgets.

Our Company must continue to adapt to the changes in its environment. I am certain that through their efficiency and expertise, our employees will be able to meet the challenges awaiting us.



Charles Edelstenne
Chairman and Chief Executive Officer

Management Committee

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

Jacques MIANNAY,
Senior Vice-President,
Total Quality

Jacques PELLAS,
Corporate Secretary

Alain BONNY,
Senior Vice-President,
Military Customer Support

Charles EDELSTENNE,
Chairman and
Chief Executive Officer

Olivier VILLA,
Senior Vice-President,
Civil Aircraft

Eric TRAPPIER,
Executive
Vice-President,
International

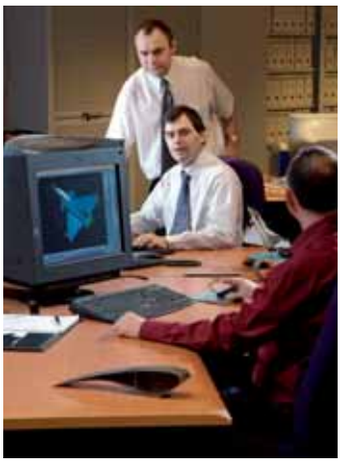
Didier GONDOIN,
Senior Vice-President,
Research, Design
and Engineering

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

Loïk SEGALEN,
Vice-President,
Economic and
Financial Affairs

Communications and human resources

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



DASSAULT AVIATION: boldness, realism and high technology.

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

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

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

Pioneer of a worldwide **industrial revolution**.

Strategic technology expertise.

European leader in integration of complex airborne systems.

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

Products:
Mirage, Rafale, Falcon, nEUROn.

More than **7,600 aircraft** delivered, representing some **20 million hours of flight time**.

Since 1975, **71% 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 **57% of sales generated.**

World leader in top-of-the-range **executive jets**.

Unique manufacturer of executive jets in Europe.

Order book:

EUR 5.29 billion

Net earnings per share:

EUR 27.8

Net sales:

EUR 3.30 billion

Personnel:

11,928

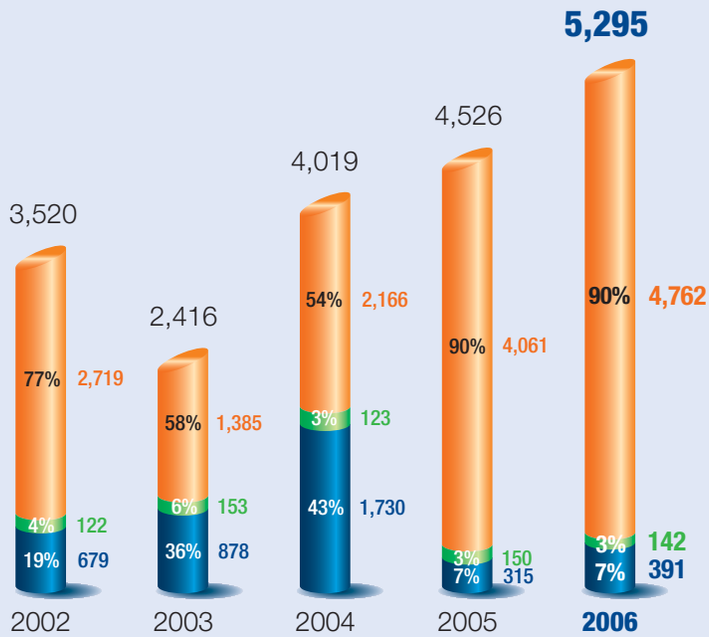
Net income:

EUR 281 million

Orders as of 12/31/2006:

EUR 12.81 billion

Orders in EUR million



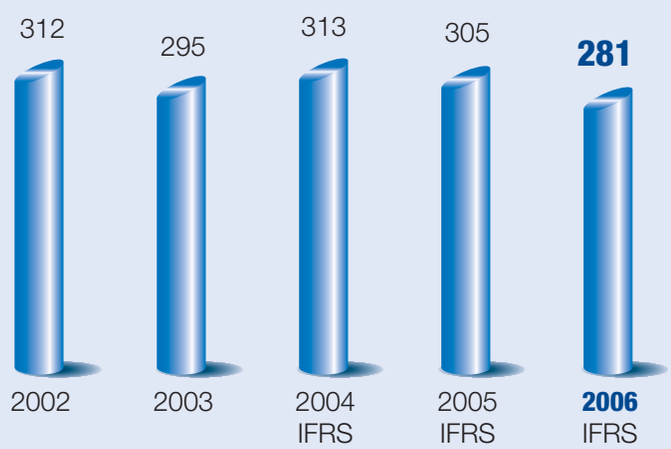
Falcon

Export Defense

France Defense

Net sales in EUR million

Net income in EUR million



2006 highlights

PROGRAMS:

Falcon:

- 158 aircraft ordered, including 24 Falcon 7X by NetJets Europe (September 24).
- Falcon 7X: cold soak trials (Iqualuit and Resolute Bay - Canada), Flooded runway trials (Cranfield - UK), ultimate load trials (CEAT - Toulouse), hot weather testing (Tozeur - Tunisia), high altitude testing (Colorado - United States).
- First deliveries of Falcon 7X production aircraft to the Dassault Falcon Jet completion center in Little Rock.
- Falcon 2000EX EASy Step 3's Certification. (August 10)
- First Falcon delivered in China.

Rafale:

- First Rafale squadron for the French Air Force (EC 1/7 “Provence”) commissioned at the Saint-Dizier 113 airbase (June 27).
- Validation of the Rafale Marine F2 standard
- Rafale flight test of the F3 standard (May).
- “Tiger Meet” in Albacete (Spain), first international air competition for the French Air Force Rafale.

Mirage 2000:

- Delivery to the United Arab Emirates of seven Mirage 2000-9 upgraded to the SAD92 standard.
- Delivery by the French Air Force of the first Mirage 2000 aircraft to Brazil (September 4).
- Contract for support of the Mirage 2000 fleet for the Brazilian Air Force (December)
- Notification of the contract for the integration of the MIDS Link 16 function in the Mirage 2000 D and Mirage 2000-5 F (October 2, 2006).

Unmanned Air Vehicles (UAV):

- Notification of the development contract to Dassault Aviation, prime contractor of the nEUROn programme by the French DGA (February).

Space:

- Continued work on the Pré-X reentry demonstrator and the French-Russian FLEX (In-Flight Experiment) reusable demonstrator.
- Involvement in research for the CNES on airborne mini-launchers.

SITES AND INDUSTRY:

Sites:

- Argenteuil: creation of a stretch forming production unit; extension of the digitally milling machine line (6 to 10 machines).
- Little Rock: commissioning of the Falcon 7X building for interior fittings; New storage building.
- Argonay: creation of new machining units, set-up of assembly units using PLM tools (Delmia®).
- Biarritz: production of Falcon 7X winglets using RTM technology.

Quality and environmental policy:

- EN 9100 and ISO 14001 certification (December).

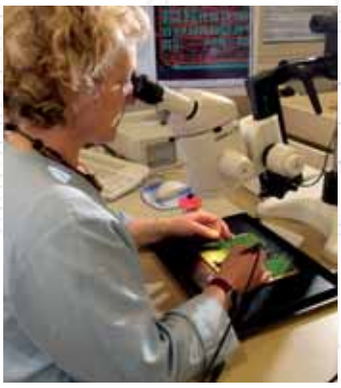
AIR SHOWS:

Participation at air shows:

Al Ain Air Show (United Arab Emirates), Air Power Conference (Rome - Italy), AVEX (Sharm El Sheikh - Egypt), EBACE (Geneva - Switzerland), AIREX (Istanbul - Turkey), Eurosatory (Villepinte - France), Farnborough (United Kingdom), Africa Aerospace (Johannesburg - South Africa), Monaco Yacht Show (Monaco), Defendory (Athens - Greece), NBAA (Orlando - United States), Euronaval (Le Bourget - France), LAVEX (Libya).

Our commitment

The Dassault Aviation Group favors united action at all levels, mutual respect, the search for professional self-realization, and the feeling of belonging to a company that is still human in scope.



Enthusiasm, excellence and professional conduct

CUSTOMER SPIRIT

Satisfying the customer is both the philosophy and the underlying guideline of Dassault Aviation:
- being a good listener, understanding his/her needs in a manner which efficiently serves him/her, keeping our word;
- offering excellent technical performance, confidentiality and customized follow-up, while optimizing the cost of business expenses 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 company that is still human in scope.
Human development is a primary concern for the Company.
This is demonstrated in a human resources policy established according to a code of ethics.
Based on the principle of transparency and equity, the policy's aim is to motivate employees while providing a sense of responsibility.

TECHNOLOGICAL EXCELLENCE AND INNOVATION

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

ECONOMIC PERFORMANCE

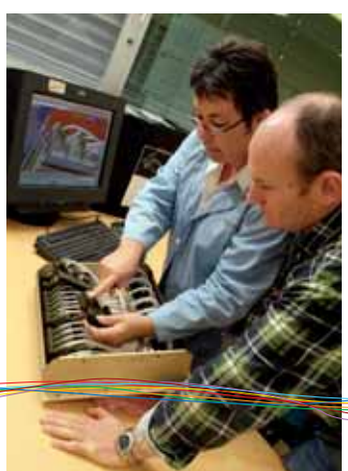
Dassault Aviation regards the creation of value as an essential goal in terms of ensuring its profitability, financial stability and long-term future.
In a context of intense international competition, the Group must be more flexible, adaptable, and responsive in dealings with its customers, suppliers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

OPENNESS TO THE WORLD

In a spirit of partnership, Dassault Aviation is engaged in sustained programs of scientific, technological, technical, and industrial cooperation in France and abroad.
The Group is active in national and international aviation and defense organizations.
Its internal and external communications are open and transparent.

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)



ENVIRONMENTAL PROTECTION MEASURES

For several years, Dassault Aviation has gradually developed an environmental policy and an organization that has helped reinforce environmental consideration at all its sites. Its facilities have all received the ISO 14001 certification relating to 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 as from the Falcon design phase. This is the case for the maximum levels of sound or atmospheric pollution permitted in order to obtain certification for an aircraft.
In the military aircraft industry, the French General Delegation for Armament (DGA) will soon draft environmental clauses for its future calls for tender.

In the context of a global economy and intense competition, Dassault Aviation relies on strong values, a confirmed reputation and a strict code of ethics to reach its objectives.

High technology

At Dassault Aviation, research and development in both the military and civil aviation sectors is a reality thanks to mixed teams of researchers who implement similar processes.
The Falcon 7X is now equipped with the electric flight controls designed for the Mirage 2000 and the Rafale.

Controlling key technologies

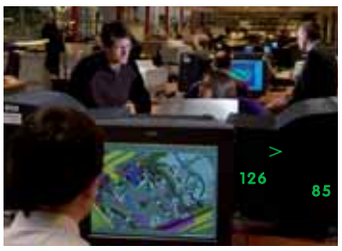
Research and development is essential to the Group's activity in terms of preparing for the future. The upstream understanding of innovative technologies that are the most promising in terms of cost/efficiency, through fundamental research, has always been considered a primary factor in competitiveness. Dassault Aviation has the resources necessary to design pivotal high-performance products under operational conditions.

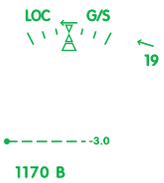
The general research conducted by Dassault Aviation enables the application of new technologies to both current programs and future systems. Particular attention is given to the work which reduces program cycles and costs and improves quality. The Company conducts studies and research under internally financed projects and in partnership with the French government and European institutions. It maintains partnerships with over one hundred research centers in France and worldwide: universities, laboratories, institutes, manufacturers, etc.

Dassault Aviation is currently working on future airborne systems involving:

- preliminary studies for an executive jet in the super mid-size market;
- a range of unmanned combat aircraft or observation drones;
- technologies for a supersonic executive jet.

Dassault Aviation also has expertise in cutting-edge technologies at the production level: manufacturing of airframes with composite materials, resin transfer molding (RTM), hot forming, stereolithography and filament placement, etc.
Its workshops manage high-speed machining techniques and have broken new ground in robotics.
In the combat aircraft industry, Dassault Aviation is the prime contractor of the nEUROn unmanned technological demonstrator for combat aircraft. With this demonstrator initiative, France seeks to provide European engineering design departments





with a project intended to maintain and develop their strategic expertise in forthcoming years.
Dassault Aviation contributes to the HISAC (High Speed Aircraft) international research program, which includes more than thirty partners under its leadership.

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 represents around ten years of design and around thirty years of operating life.

Digital Flying Systems

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

Our new sky is digital

A digital airborne systems integrator, Dassault Aviation manufactures products that have become industry benchmarks. Few companies in the world are now capable of producing these complex airborne systems, which include, for example, a navigation and weapon system or a digital flight control system. These require essential expertise from the design to production to support stage in terms of coordination, the accounting management of integrated systems and integration. The system's 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 its integration. Dassault Aviation's expertise is built upon four cornerstones:

- Global architectures;
- Balancing between performance, technology and cost savings;
- Control over costs and deadlines;
- Risk management.

IN EXECUTIVE AVIATION:

- Dassault Aviation's unique know-how in electric and digital flight control systems for combat aircraft contributes to the recognized flight performance qualities of its equipment. It enabled the production of the first executive aircraft in the world equipped with non-mechanical computerized flight controls: the Falcon 7X.
- The new EASy (*Enhanced Avionics System*), cockpit, developed in conjunction with Honeywell and incorporating the combat aircraft expertise acquired by Dassault Aviation (ground reconnaissance, assessment and control of a complex tactical situation, etc.), has brought the world of graphic avionics to the executive jet. The man-machine dialogue is intuitive. The changes provided by EASy significantly improve aircraft safety and pilot comfort.

IN MILITARY AVIATION:

The Rafale F2 standard adds air-to-ground capabilities and modular air-to-ground weaponry to the air-to-air functions of the F1 standard. It also incorporates frontal sector optronics (FSO), the NATO "link 16" data link and the infrared version of the Mica air-to-air missile. To manage such a weapons system, and, in particular, to be able to synthesize its innumerable data, a new "core system" was required. The Rafale F2 is equipped with a modular information processing system or "super computer".

These modular avionics offer considerable benefits in terms of calculation power, reliability and on-line maintenance. The Rafale F2 will enable aircraft crews to perform air-to-air or air-to-surface attack and air defense missions during a single flight, while "connected" to the command network.

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

Rethinking the industry

Use of computerized assembly working instructions whereby the data from the digital model is recovered on a PC tablet. The direct display enables the designer to verify the compliance of the actual design with the validated model.

Saving time and obtaining precision

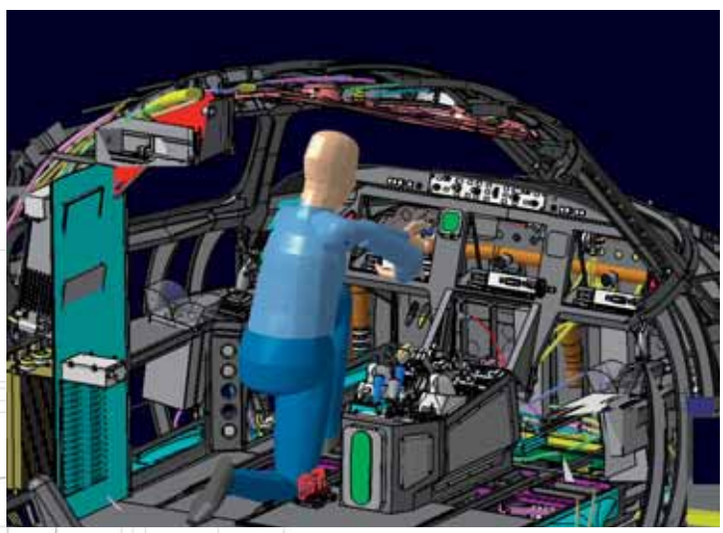
Traditionally, the manufacturer's engineering design department defines the aircraft as it is for flight. The manufacturing departments then disassemble and reassemble the aircraft parts in order to organize production. This process leads to numerous modifications, replacements and adjustments, sometimes even new designs, that are costly in terms of time and money. Each production phase, even each aircraft, may require specific modifications that are difficult to manage in time.

At Dassault Aviation, the various aircraft parts are analyzed using the Dassault Systèmes CATIA® software as from the design engineering phase with all the manufacturing process constraints already present. The replacement and adjustment tools are no longer needed. The parts are correctly designed at the first attempt. The Company has applied this method since the Rafale. Based on the Product Lifecycle Management specifically implemented with the Falcon 7X, the successive stages in the development of a program are managed, monitored and listed in addition to the specific modifications to each aircraft operated by the customers.

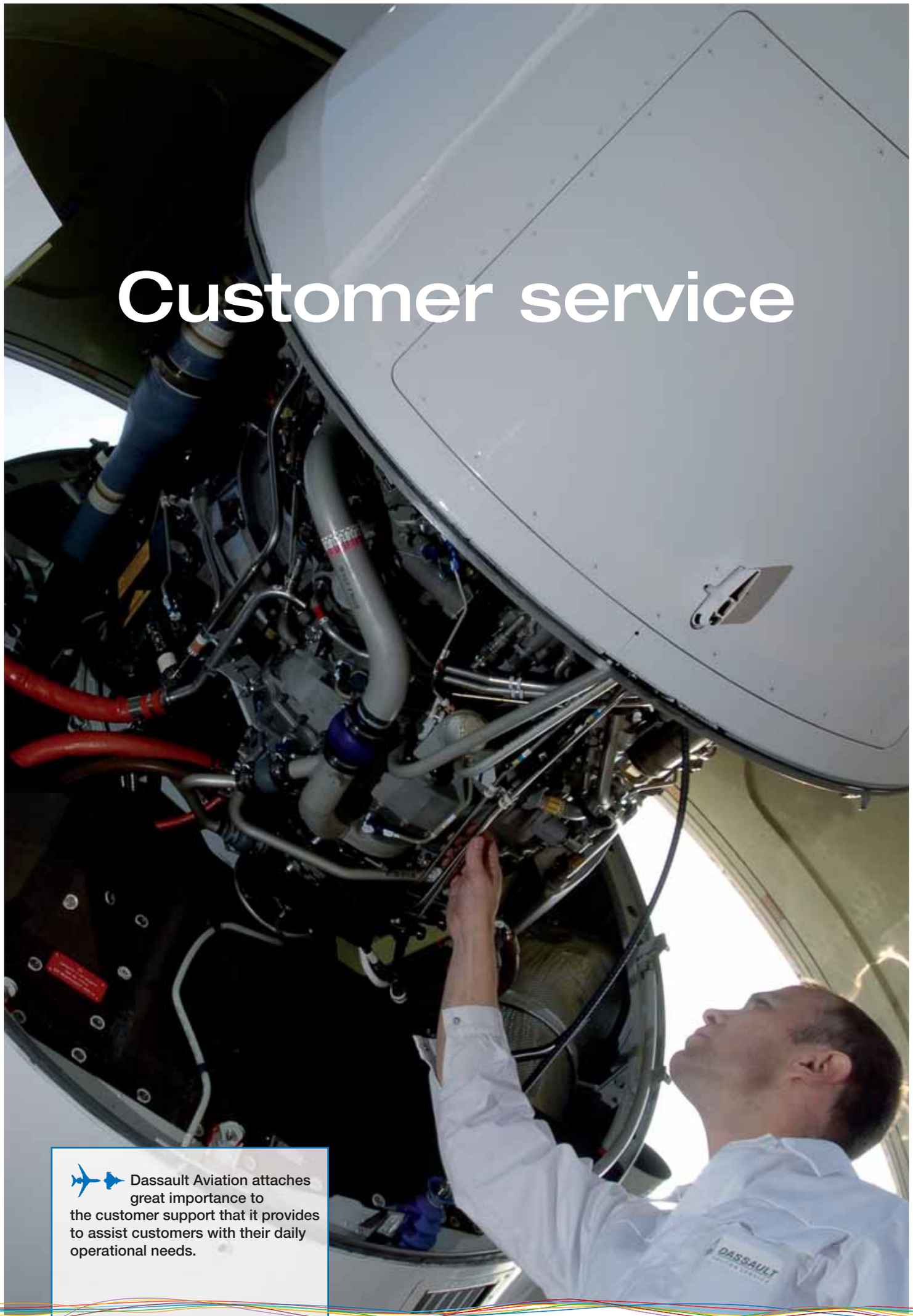
Any basic aircraft can be reproduced identically. There are multiple gains: quality of the primary parts, precision assembly, tool simplification, shorter assembly time due to simplified actions, improved learning curve and acquisition of know-how on specific matters that can be reused for other aircraft.

The precision obtained can lead to a reduction in manufacturing costs. This facilitates cooperation with companies using the same IT tools and a considerable share of the workload can be subcontracted to small or medium-sized companies in France or abroad.

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



Customer service



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

Earning customer satisfaction

Dassault Aviation adapts to the market, i.e. the expectations of the customers who ensure the Company's continuation and who wish to benefit from top-performing products and services at a fair price. Cutting overhead and program costs is one of the Company's primary objectives. All Company employees have integrated the guidelines 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".

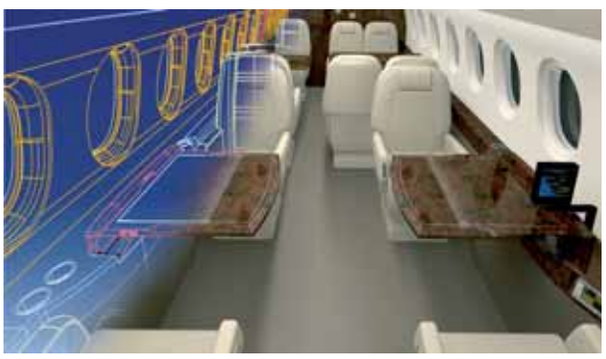
This is the case for our latest executive aircraft, the Falcon 7X, with in addition, due to the installation of Product Lifecyle Management (PLM) tools, the guaranteed optimal integration of the skills and expertise of all the industrial partners, reduced lead times and improved aircraft maintainability taken into account as from the initial design phase.

Dassault Aviation takes great care in listening to its customers, understanding their needs, being available to serve them and honoring its commitments. Accordingly, it organizes an internal "Business Class" training seminar, which is aimed at the Company's engineers and management and executive grades. They are encouraged to focus their attention on the knowledge of Dassault Aviation's markets and customers so as to "Put the customer first" and identify their individual contribution to this strategy.

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

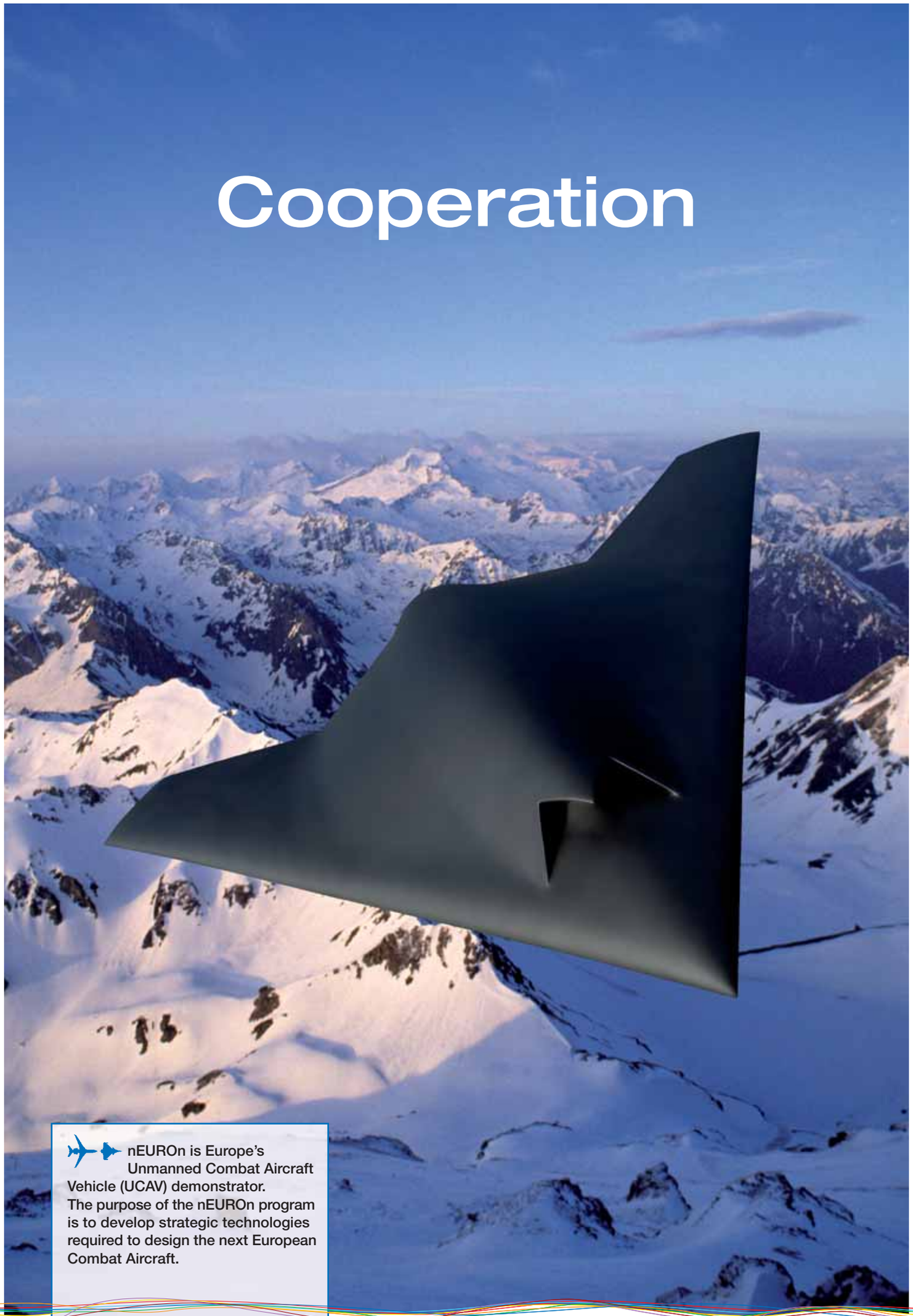
The main objectives are to:
- offer customers a range of products and services to facilitate aircraft operational use and maintenance in order to ensure successful missions;
- offer armed forces customized support based on their wishes;
- maintain the product's marketability, at a competitive price, 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, optimize the required personnel and resources.

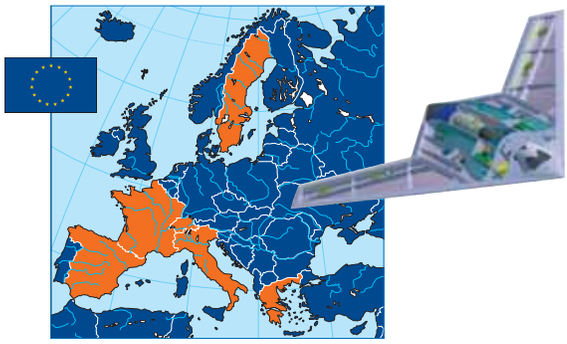


Dassault Aviation undertakes to "Put the customer first", offering excellent technical performance, confidentiality and customized follow-up, while optimizing the cost of business expenses and response times.

Cooperation



nEUROn is Europe's Unmanned Combat Aircraft Vehicle (UCAV) demonstrator.
The purpose of the nEUROn program is to develop strategic technologies required to design the next European Combat Aircraft.



Proposing an effective cooperation strategy

Dassault Aviation has always favored effective 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 effective, a cooperative program management needs a single point of decision, and a single point of implementation. It is the only way to drive unique instructions and to bear full responsibilities.
For that reason, nEUROn, Europe's UCAV technology demonstrator project, is organized as follows:

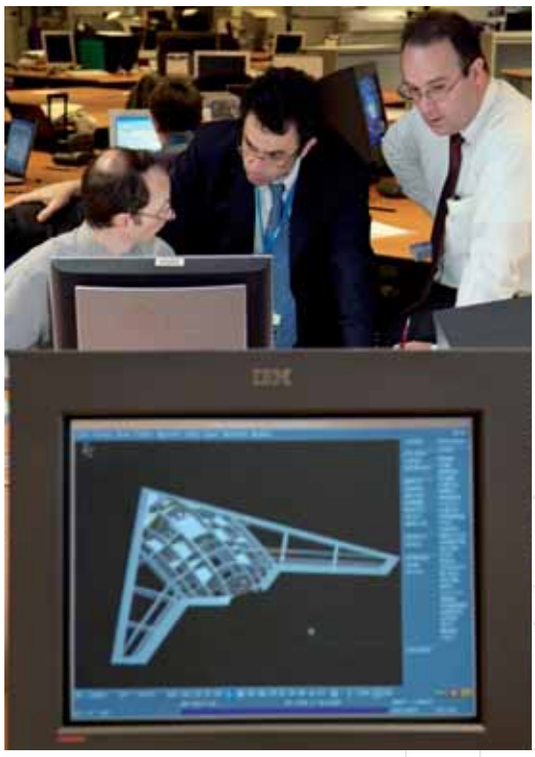
- A unique Executive Agency, the French DGA, awards a main contract;
- A unique prime contractor, Dassault Aviation, is in charge of the main contract implementation.

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

nEUROn, as a technological demonstrator, will allow development, integration and validation of the most advanced technological agenda existing today within the European aerospace industry.
For the first time in a military project, it is designed and developed within the frame of a completely integrated PLM (Product Lifecycle Management) environment, through a virtual development platform allowing Dassault Aviation and its five partners in five countries to simultaneously work together on the same design.

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

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.



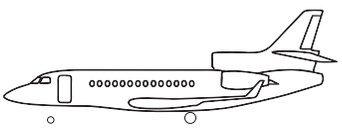
Falcon Business Jets

In addition to their handling qualities and exceptional comfort, the Falcon name is also synonymous with elegance, reliability and efficiency.

The Falcon Range

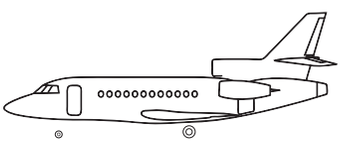
FALCON, represents more than forty years of success – more than 2,000 aircraft have been sold in over 65 countries. These aircraft are considered to be efficient tools for the growth and success for entrepreneurs, companies and governmental organizations.

FALCON 7X



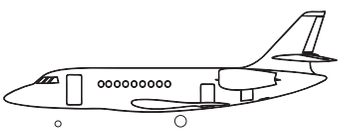
The Falcon 7X is a tri-jet aircraft (Pratt & Whitney Canada PW 307A with a 6,400 pound thrust) that has a substantial flight range. With the capacity to reach a maximum speed of Mach 0.9 and a range of 5,950 nm (11,000 km), the aircraft is equipped with a new wing design whose aerodynamic performance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

FALCON 900EX
FALCON 900DX



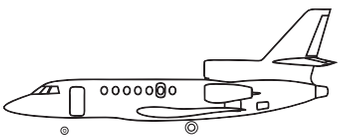
Due to its versatility, the Falcon 900EX, equipped with three Honeywell TFE731-60 5,000 pound thrust engines, can combine long (up to 4500 nm – 8,334 km) or short distances during the same mission.
The Falcon 900 range offers all the fittings for a wide fuselage, an additional fuel capacity and EASy, the most sophisticated cockpit in the world. The cockpit's revolutionary design redefines the man-machine interface, facilitates crew coordination, reduces the pilot workload, and improves safety.

FALCON 2000EX
FALCON 2000DX



Based on the success of the Falcon 2000, the Falcon 2000DX and 2000EX, equipped with two Pratt & Whitney PW 308C 7,000 pound thrust engines, offer substantially improved performance. The 2000DX can climb to 41,000 feet in 17 minutes and offers a reduced approach speed of 112 kts, ideal for short landings.
The Falcon 2000DX is equipped with the same spacious fuselage as the 2000EX. The 2000EX has an exceptional direct flight capacity of 3,800 nm (7,037 km). The 2000DX will be certified at the end of 2007 while the 2000EX was certified in June 2004.

FALCON 50EX



The Falcon 50EX is the only tri-jet aircraft in its market segment.
Its flexibility and ability to operate from short airstrips have very quickly made this aircraft a benchmark in its category.
An executive jet of reasonable size and considerable operating flexibility, it has a short take-off and can cross the Atlantic non-stop.
Its new-generation engines (Honeywell TFE731-40 with 3,700 pounds of thrust) provide the aircraft with excellent climb performance, while low consumption offers an extensive flight range (3,075 nm – 5,695 km).

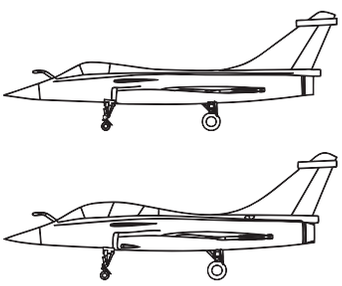
Combat aircraft

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

Rafale, Mirage and nEUROn

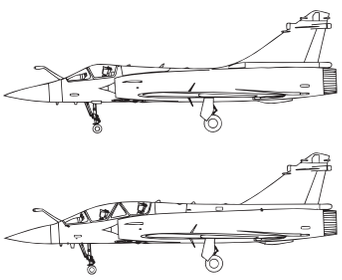
For many years, combat aircraft has been Dassault Aviation's main activity. These instruments of political independence are used for defense by thirty countries worldwide.

RAFALE



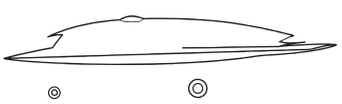
The Rafale is the first aircraft with a delta-canard configuration, designed for aircraft carrier landing, and can also simultaneously perform air superiority, defense, reconnaissance and surface attack missions during a single flight. Equipped with two Snecma M 88 jet engines, it can reach Mach 1.8 and an altitude of 55,000 feet. Because of its flight range, considerable storage capacities, firing accuracy and survivability, the Rafale perform its missions with an outstanding efficiency. In 1999, the Rafale's entry into service in the French Navy was a major success. The first Rafale squadron was commissioned in the French Air Force at the Saint-Dizier base in 2006.

MIRAGE 2000



Belonging to the Mirage 2000 range, the advanced and versatile Mirage 2000-5 Mk2 fighter, offers greater fire power. Its load stations can be used for various external weapon combinations of up to 6.3 tons, thus responding to a wide variety of operational constraints. Deployed 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. Since its launch, no attrition through loss of control has been reported due to its exceptional electric flight control system.

nEUROn



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

Dassault aircraft worldwide

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