



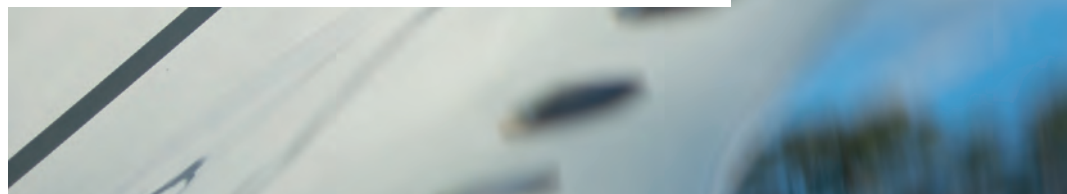
DASSAULT
AVIATION

WELCOME ABOARD
2016-2017

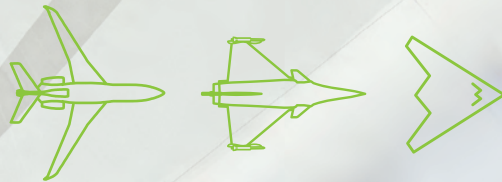


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COMPANY PROFILE



Dassault Aviation is a French aerospace company with proven dual expertise as a manufacturer of both military aircraft and business jets.

Designer and manufacturer of the Rafale, a twin-engine multirole fighter that performs all types of combat missions for both air forces and navies.

Designer of the nEUROn combat drone, a joint European program, and of the Future Combat Air System (FCAS) drone in a joint French-British endeavor.

Designer and manufacturer of the Falcon family, twinjet or trijet business aircraft that stand out thanks to their handling qualities, operational flexibility, low fuel consumption and a number of innovations derived from the military sector.

The hub of a strategic industrial network comprising hundreds of companies in France and internationally.

Core industrial shareholder in the Thales Group.

Expertise in a number of technologies that are key to national independence.

Pioneer in the use of CATIA™, the 3D CAD/CAM system that has become a global standard.

Creator of more than 100 prototypes in the last century, with over 10,000 aircraft delivered to 90 countries.

2,100
Falcon jets
in service

1,000
combat aircraft
in service

11,942
employees
78% in France

STRATEGY



Interview with Eric Trappier, Chairman and Chief Executive Officer of Dassault Aviation

What were the major highlights at Dassault Aviation in 2016?

To start, it's worth noting that the international context was, and still is marked by a number of political and economic uncertainties. Despite these difficult conditions, we managed to score several major successes.

First, India's purchase of 36 Rafales. This contract largely confirmed the business success of our aircraft. We have supplied aircraft to the Indian forces since 1953, and they still have a significant need for combat aircraft which means that we can hope for further orders.

Secondly, we delivered the first Falcon 8X, right on schedule. Thanks to an especially demanding test program, our new flagship bizjet has already shown remarkable operational maturity.

In 2016 we celebrated our 100th anniversary. Our centenary celebration allowed us to reiterate our Group's DNA, as defined by Marcel Dassault, confirmed by Serge Dassault, and shared by all of our employees over the last century. The main elements in our DNA are a passion for aeronautics, our dual civil-military expertise, a focus on technological innovation, teamwork, responsiveness and tenacity, not to mention a bit of luck, as symbolized by the four-leaf clover in our logo. Dassault's DNA has been synonymous with success for more than 100 years. It's definitely not by chance that Dassault Aviation won the 2016 Randstad Award as the favorite company in France, along with the Best Employer in France award from the business magazine *Capital*.

What are your upcoming objectives for the Rafale?

We want to sign new export contracts. For the moment, we're at different points in our negotiations with several countries in Europe, the Middle East and Asia.

We're also gearing up for future Rafale developments, notably the F4 standard which was announced by the government in March 2017. The French Ministry of Defense has also emphasized the need for pursuing Rafale procurement beyond the current production batch and that the objective of 225 combat aircraft set by the last White Paper for the French Air Force and Navy would only be met through a fifth production batch.

We are continuing our deliveries to Egypt, and beginning to organize the deliveries planned for Qatar, starting in 2018, and India, starting in 2019.

Where does your work on drones stand today?

The Rafale will stay in production and in service for many years to come. Along with the French government, we're thinking about how drones can complement manned aircraft. That's the aim of the French-British program FCAS (Future Combat Air System), which we are leading along with BAE Systems. The feasibility study phase, which kicked off in 2014, is proceeding very well and has been extended for a year. The development of an operational demonstrator should start towards the end of 2017.

Along with Airbus Defence and Space and Leonardo, we are also studying the design of a new-generation observation drone called MALE RPAS (medium-altitude, long-endurance remotely piloted aircraft system).

We are in favor of efficient and pragmatic partnerships, as recently proven by our successful management of the nEUROn program for a combat drone demonstrator, which included contributors from six European countries.

2016 was a rather difficult year for the Falcon family...

While we were pleased with the success of the Falcon 8X, the same cannot be said for the general downturn in Falcon sales. Between 2015 and 2016, we dropped from 25 to 21 net orders, and from 55 to 49 deliveries. This situation is due to a flat market for new business aircraft, the large number of pre-owned aircraft available, which put downward pressure on prices, delays in the Falcon 5X program because of Safran's problems with the Silvercrest engine, and the other manufacturers' advantages in terms of competitiveness and flexibility.

This situation has not discouraged us from investing in the future – quite to the contrary. After Safran Aircraft Engines' announcement of its recovery schedule for Silvercrest development (with delivery of the first complete engine slipping from late 2013 to early 2018), we drew up a new timetable for the Falcon 5X, leading to first customer deliveries being delayed from the end of 2017 to early 2020. Engine modifications are now being developed. The first modified Silvercrest will be tested by Safran in 2017, on the ground and in flight on a flying testbed, prior to aircraft integration in 2018.

We are also working on the Falcon 2000MSA (Maritime Surveillance Aircraft), a variant of the Falcon 2000MRA reconnaissance version. Derived from the Falcon 2000 LXS, it is converted to house a radar, an optronic (electro-optical) system and Search & Rescue (SAR) kits. The Japanese coast guard has purchased a small fleet of these planes. Other countries are interested as well, especially in Southeast Asia, because the Falcon 2000MRA provides a high-performance solution to the multiple challenges

of maritime surveillance, including the fight against pollution and trafficking, monitoring borders and exclusive economic zones, rescue at-sea, etc.

Last, but hardly least, we want to be in a position to launch a new Falcon jet at the end of 2017. Preliminary studies are focusing on enhanced comfort and a reduced environmental footprint, mainly by reducing fuel consumption and noise. That's all I can say for now.

How do you plan to meet these challenges?

On October 10, 2016 I announced a transformation plan called Leading our Future, designed to improve our competitiveness and increase sales, while continuing to build solid foundations for the future. Inspired by our DNA, as I described earlier, this is a short-, medium- and long-term plan that will cover four main areas:

- culture, skills and organization;
- digital tools, processes and innovation;
- our industrial facilities;
- program management.

I would also like to emphasize that, in line with our long tradition, our highly skilled people are at the heart of this transformation. The main driver will be digital technology, an area we helped pioneer.

We have a host of advantages to ensure the success of Leading our Future, starting with the support of the Dassault family, which founded our enterprise and is still the largest shareholder. This remarkable continuity gives corporate management the stability demanded by the aerospace industry, a sector in which product cycles are long and accumulated experience is vital. We even bolstered our stability in 2016, as Airbus Group continued to divest its shares, allowing GIMD to increase its capital stake from 56% to 62%.

We can obviously count on our engineers, technicians and skilled trade workers, who combine to form an impressive core of intelligence, professionalism, loyalty and team spirit. We are also counting on our close relationship with Dassault Systèmes, which has enabled us to assume a position of leadership in the digital revolution in industry. Lastly, along with Thales, in which we hold a 25% stake, we form a strategic partnership that strengthens synergies in state-of-the-art defense technologies.

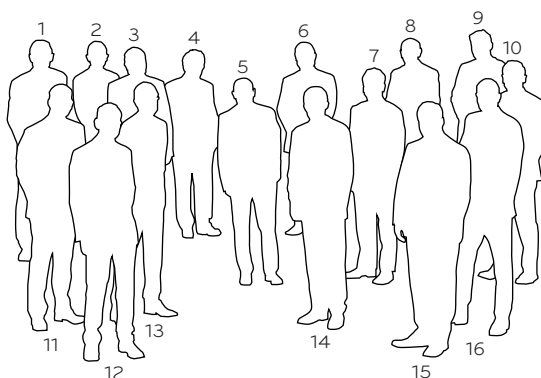
Lastly, along with Thales, in which we hold a 25% stake, we form a strategic partnership that strengthens synergies in state-of-the-art defense technologies and contributes to our income stream and contributes to our income stream.

In conclusion, we never stop innovating, whether in the civil or military sector, through the processes and skills deployed, in our organization and in the tools we use. Dassault Aviation is being transformed, but our vocation stays the same.

EXECUTIVE COMMITTEE



1. **Philippe Massot**
Senior Vice President,
Military Sales France
2. **Yves Petit**
Senior Vice President,
Human Resources
3. **Denis Dassé**
Chief Financial Officer
4. **Benoît Dussaughey**
Senior Executive Vice
President, International
5. **Éric Trappier**
Chairman and
Chief Executive Officer
6. **Olivier Villa**
Senior Executive Vice
President, Civil Aircraft
7. **Frédéric Petit**
Senior Vice President,
Falcon Programs
8. **Gérald Maria**
Senior Executive Vice
President, Total Quality



9. **Bruno Giorgianni**
Corporate Secretary,
Senior Vice President,
Public Affairs and Security
10. **Jean-Marc Gasparini**
Executive Vice President,
Military Programs
11. **Bruno Chevalier**
Senior Executive Vice President,
Military Customer Support
12. **Jean Sass**
Chief Digital Officer
13. **Loïc Segalen**
Chief Operating Officer
14. **Didier Gondoin**
Senior Executive Vice
President, Engineering
15. **Frédéric Lherm**
Senior Executive Vice
President, Industrial Operations
16. **Benoît Berger**
Senior Executive Vice President,
Procurement and Purchasing

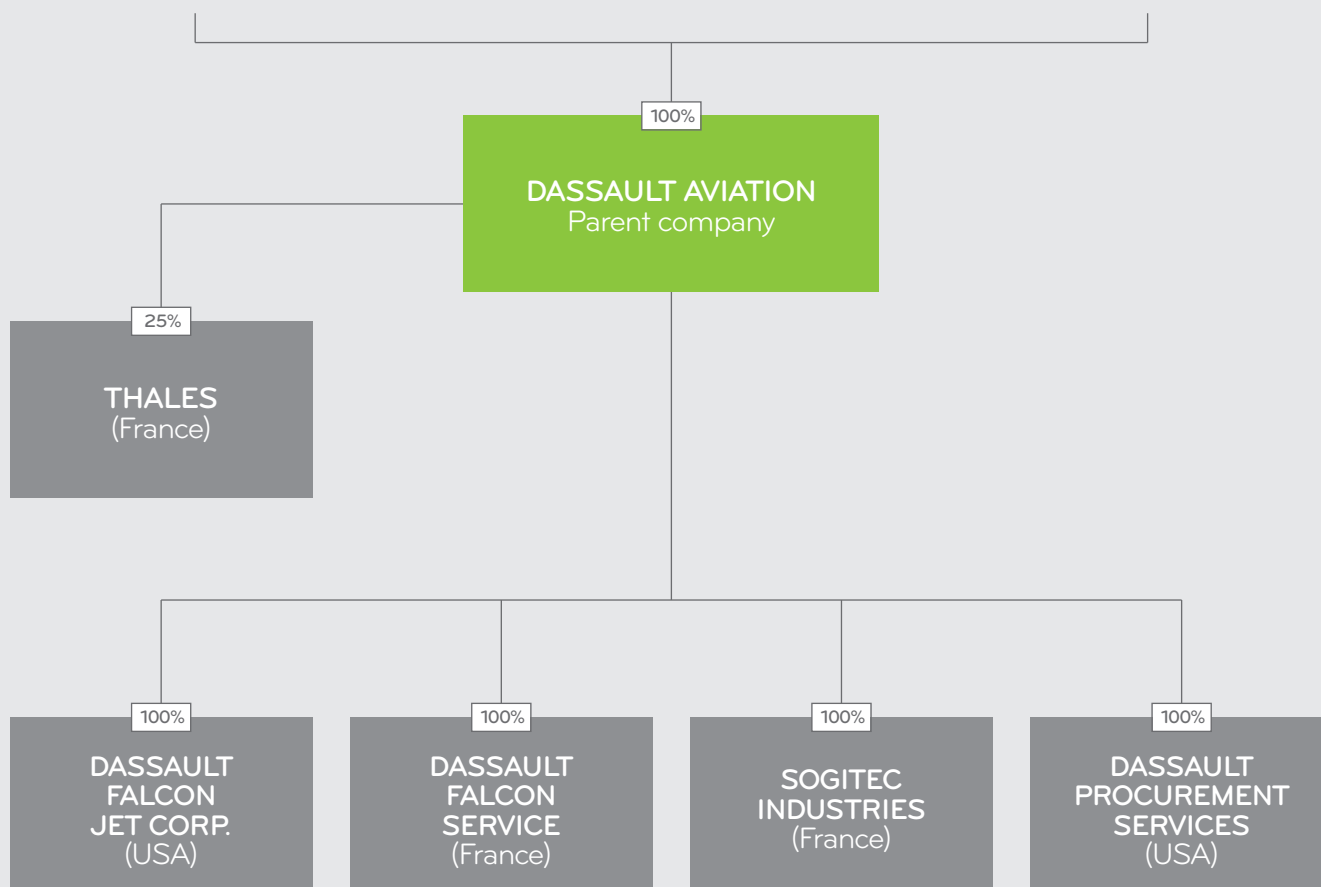
SHAREHOLDING STRUCTURE AND ORGANIZATION CHART

Airbus Group continued to divest its Dassault Aviation stake in June 2016 by selling part of its shares to institutional investors, as well as to Dassault Aviation. We then proceeded to cancel some of these shares as soon as this was possible (on December 23, 2016). The upshot was to strengthen our legacy family shareholder, GIMD, and increase the float.

Shareholding structure
(at December 31, 2016)

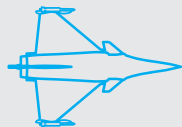


Voting rights
(at December 31, 2016)



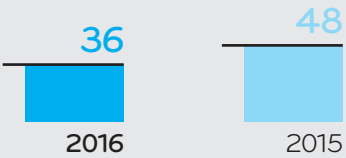
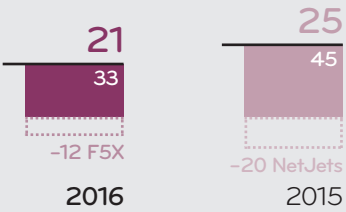


FALCON

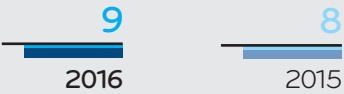
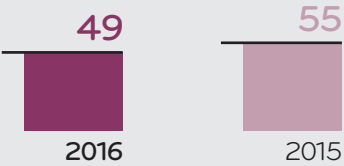


RAFALE exports
RAFALE France

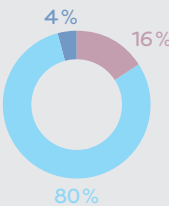
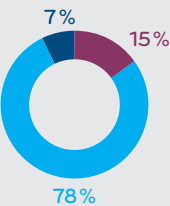
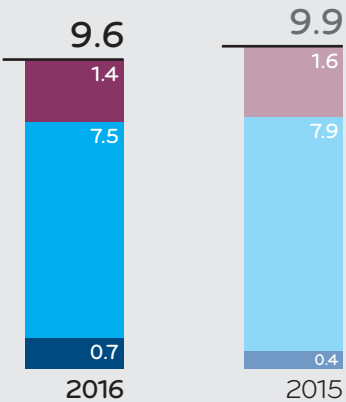
Orders
(number of aircraft)



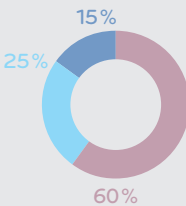
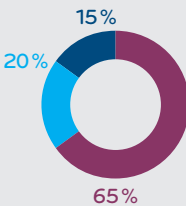
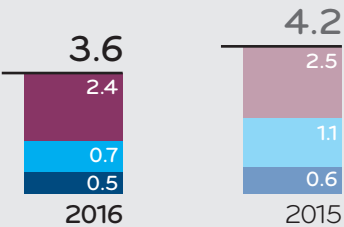
Deliveries
(number of aircraft)



Orders
(billions of euros)



Sales
(billions of euros)

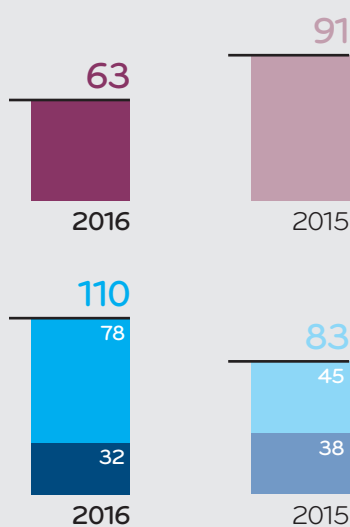


EXPORT defense
FRANCE defense

2016 CONSOLIDATED FINANCIAL AND OPERATING HIGHLIGHTS

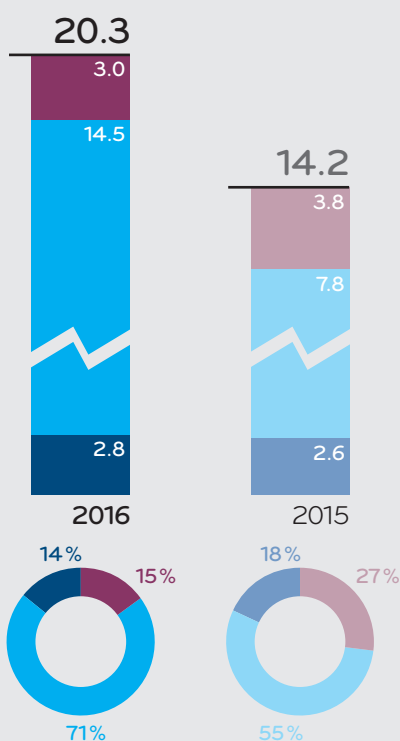
Backlog

(at December 31, number of aircraft)



Backlog

(at December 31, billions of euros)



Adjusted net income

€384 million, or €45.5/share

(€482 million in 2015, €54.6/share)

Adjusted net profitability

10.7%

(11.5% in 2015)

Cash and cash equivalents at December 31

€3.1 billion

(€2.9 billion at December 31, 2015)

Self-financed R&D expenditures

€293 million

(€431 million in 2015)

Dividends

€100 million, or €12.1/share

(€110 million in 2015, €12.1/share)

Reflecting the company's income distribution policy, Group employees will receive a payout of **€84 million in profit-sharing and incentive payments** (versus the minimum legally mandated payout of €2 million).

Employees at December 31

11,942

(12,177 at December 31, 2015)

Note: Dassault Aviation books the total amount of Rafale export contracts (including the shares of Thales and Safran Aircraft Engines), but only books its own share for French contracts.

SPOTLIGHT



Rafales for India
India's acquisition of 36 Rafale fighters reflects its strategic relationship and exemplary partnership with France, reaching back to 1953.



nEUROn drone and naval Rafale in formation over the *Charles-de-Gaulle* aircraft carrier
The nEUROn had to stand up to the stressful electromagnetic environment of an aircraft carrier.



French air force Rafale C at the Al Dhafra air base in the United Arab Emirates
With nearly 30,000 flight hours in combat, the Rafale has clearly proven its versatility and dispatch reliability.



Falcon 8X extreme cold tests
Flight tests showed that the Falcon 8X functioned smoothly even in the extreme cold. All systems operated perfectly during tests at temperatures that dropped down to -33°C.



Egyptian Rafale fighters

The Egyptian air force takes delivery of three more Rafales, bringing the total so far to six out of the 24 ordered.



Conquest of the Air, at the Grand Palais in Paris

An impressive "sound and light" show in April 2016 retraced the first 100 years of an exceptional manufacturer. Real Mirage III, Mystère 20 and Rafale aircraft were all on display in the Grand Palais, which hosted the first Paris air shows in the early 20th century.



FalconEye, for perfect vision day or night, under any weather conditions

Based on military technologies, this combined vision system offers pilots an unprecedented combination of computer-generated and infrared images.



First Falcon 8X delivered

The new flagship of the Falcon family was delivered right on schedule.



Marcel Dassault graduating class at the École de l'Air flight school

After Louis Blériot and Clément Ader, Marcel Dassault was the third civilian to receive the honor of having a graduating class named after him. This tribute perpetuates the ties between all those who have helped spread the influence of French "wings".



[1]



[2]

2016

JANUARY

Three Rafales delivered to Egypt⁽¹⁾

The Egyptian air force now deploys six of the 24 Rafales ordered in 2015.

MARCH

Combat drone: operational demonstrator program

On March 3, the French and British governments reaffirmed their commitment to developing an operational demonstrator, through the FCAS (Future Combat Air System) program.

Dassault Aviation, France's favorite company

On March 24, Dassault Aviation received the 2016 Randstad Award as France's favorite company.

APRIL

Falcon 8X cold weather testing

After a program of operational tests around the world, the Falcon 8X continues its test program with successful cold weather tests, demonstrating remarkable performance.

MAY

Upgraded Falcon 50 maritime surveillance aircraft

The French navy takes delivery of the last of four retrofitted Falcon 50 "Surmar" maritime surveillance aircraft.

JUNE

Falcon 2000MSA

The Japanese coast guard places an order for a third Falcon 2000MSA, the most cost-effective maritime surveillance aircraft on the market.

nEUROn, Rafale and Falcon 8X formation flight

On June 4, these three aircraft fly over an air show in close formation at low altitude and a speed of 350 km/h.

Airbus Group divests part of stake in Dassault Aviation

Move strengthens the Groupe Industriel Marcel Dassault (GIMD), our legacy family shareholder, and increases the float.

JULY

nEUROn flight tests over the Charles-de-Gaulle

The flight test program continues, checking out the combat drone's performance at low altitude in a maritime environment, near France's nuclear aircraft carrier.

HIGHLIGHTS



Marcel Dassault class at air force flight school

The French air force has named its latest class of officers at their flight school after our founder.

Mirage 2000D modernization

French defense procurement agency DGA chooses us to modernize the 55 Mirage 2000Ds deployed by the French air force.

SEPTEMBER

MALE RPAS

France, Germany and Italy start the design study for Europe's medium-altitude long-endurance remotely piloted aircraft system (MALE RPAS). This new-generation drone is intended for armed intelligence, surveillance, targeting and reconnaissance missions.

Rafales for India^[2]

On September 23, France and India sign the contract finalizing the Indian Air Force's acquisition of 36 Rafale multirole fighters. New Delhi was Dassault Aviation's first export customer, and we continue a relationship based on more than 60 years of loyal partnership.

OCTOBER

First Falcon 8X delivered^[3]

Amjet Executive takes delivery of the first Falcon 8X on October 5 at Dassault Aviation's Bordeaux-Mérignac plant.

NOVEMBER

Dassault Falcon Service opens new MRO center at Bordeaux-Mérignac^[4]

On November 10, our subsidiary inaugurates its new maintenance center, capable of handling up to six Falcon 7X/8X/5X type aircraft at a time.

2017

JANUARY

FOMEDEC training contract

On January 5, Dassault Aviation and Babcock France sign a partnership agreement for the FOMEDEC pilot training contract. A jointly-owned company will provide a training structure and associated services for the French air force.

Dassault Aviation, the best employer in France

Some 20,000 employees surveyed by the business magazine *Capital* rank Dassault Aviation as the top company in the Aerospace-Transport category, and No. 1 overall.

FEBRUARY

Dassault Reliance Aerospace

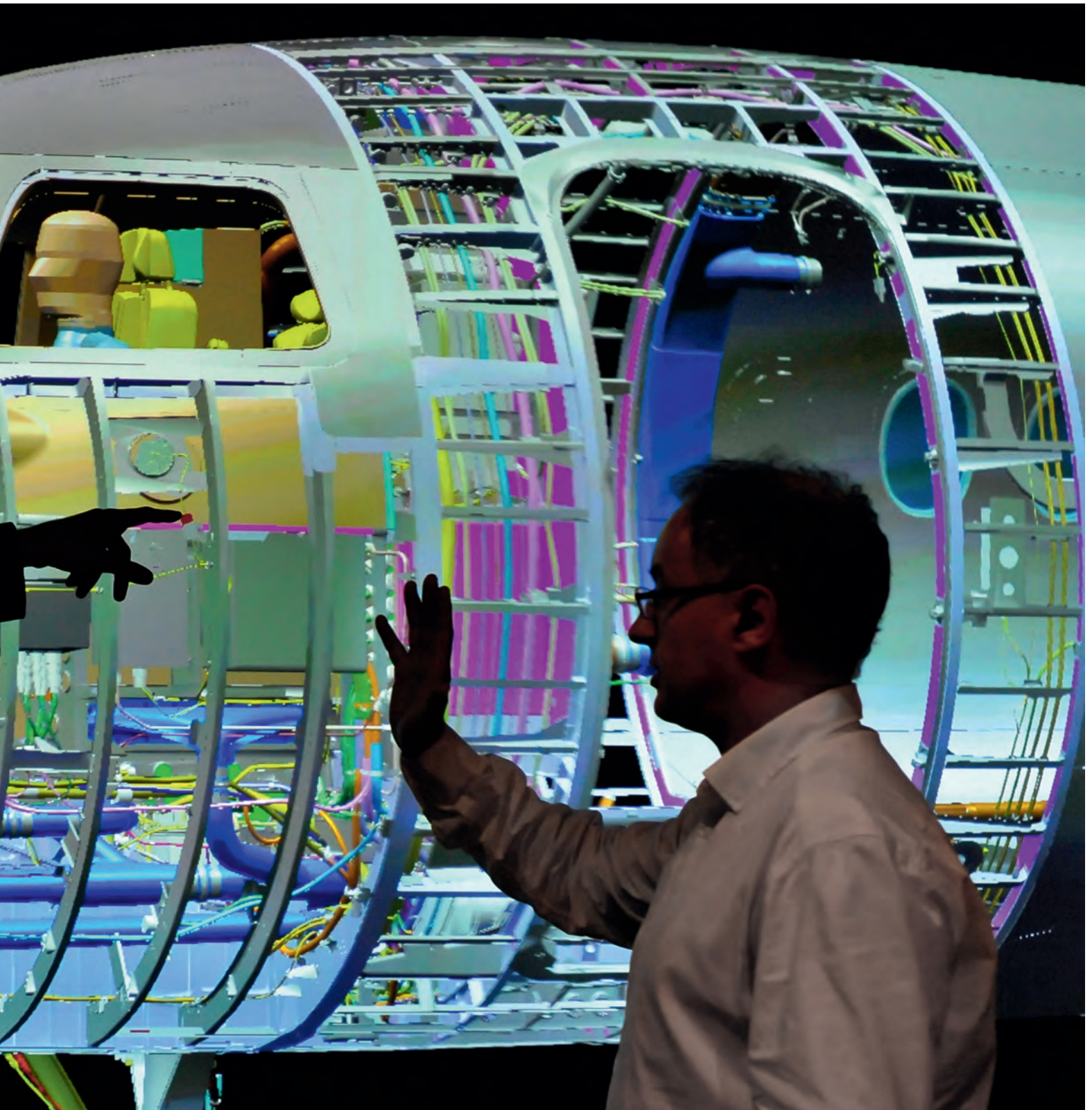
On February 10, Dassault Aviation and Reliance Group create a joint venture to handle offsets in the Indian Rafale contract.

DYNAMIC

An enterprise that shapes the future

*Dassault Aviation's strength is anchored
in our unique development model.
Our ability to imagine the future and
adapt to emerging challenges guarantees
Dassault's long-term viability.*





Employees team up on a digital Falcon model at the Immersive Reality Center

Our expertise in digital tools is one of the prime drivers in the company's transformation.

The advantages of our singular model

Dassault Aviation designs and integrates aircraft systems, and we design and build both civil and military aircraft in the same offices and plants. The advanced technologies developed for defense applications have always benefitted our civil aircraft, for instance by incorporating fly-by-wire controls, state-of-the-art aerodynamics, composite materials, data fusion and other innovations in the Falcon family. In turn, our civil aircraft have spurred the development of new production processes and fostered new skills in certification and safety applications.

Leading our Future plan guides organizational changes

Announced in October 2016, Leading our Future is our transformation plan. It will make the company more competitive, increase our market shares and position us to launch a new Falcon. The actors in this plan are the people in our company and the main driver is digital development.

This approach continues to be anchored in our skills, our ability to transfer knowledge and the Dassault Aviation spirit. Our human resources policy draws on the professionalism of our people and continues to oversee the organization's performance as a whole, while also fostering each person's development. At the same time, our HR policy nurtures individual responsibility and teamwork.

Each of our facilities has its own area of specialization, an approach that optimizes the production process and allows us to concentrate our investments in strategic areas.

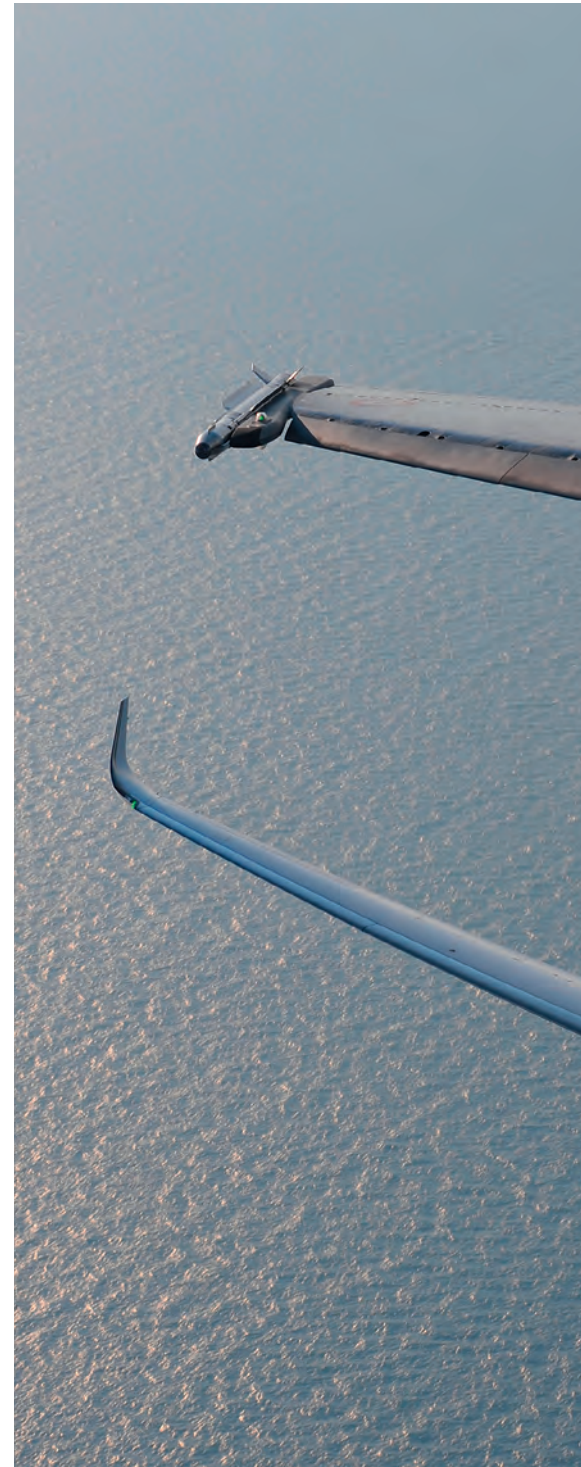
We will also develop an approach that allows greater reuse on Falcon jets. The design-production engineering link will be improved, while a shared information system will ensure digital continuity, data quality and real-time responsiveness for everyone involved. We constantly adjust the level of subcontracting to enhance flexibility and competitiveness.

An integrated team from Dassault Systèmes and Dassault Aviation is exploring new digital solutions, such as PLM (Product Lifecycle Management) for systems, or big data, and quickly incorporates them in our businesses. We are also accelerating our digital transformation, especially at the production level, to benefit all users.

Innovation and technological performance are two concepts underpinning our corporate culture. We have now appointed a Vice President for Innovation, tasked with unifying initiatives from different areas and reporting to corporate management.

Our purchasing policy has inspired new ways of teaming up with our partners to reduce costs.

Our program departments, at the heart of our operations, now have full responsibility for their projects, not only at the technical level, but also in terms of meeting quality, cost and lead time requirements. We will also be changing our Quality Assurance methods during the development process, so we can integrate all production and support requirements right from the outset.



Rafale and Falcon 8X over the Mediterranean

This formation flight by a fighter and bizjet reflects our dual civil/military expertise.

The strength of a dual model

Our civil and military businesses are complementary, giving us a competitive edge that is further bolstered by our transformation plan, Leading our Future.



Programs driven by innovation

Dassault Aviation is the hub of a global network of strategic partnerships, gearing up for future Rafale and Falcon developments, along with tomorrow's drones.



Constantly evolving aircraft

The Rafale continues to benefit from accumulated operating feedback, enabling us to better address the evolving needs of today's armed forces. The Rafale F3-R standard, now being finalized, will be delivered to French forces in 2019. Looking further ahead, the French Ministry of Defense plans to include the future Rafale F4 standard, as well as a fifth production batch, in the next five-year procurement program.

Our commitment to maritime patrol and surveillance aircraft came to fruition with the sale of the Falcon 2000MSA maritime surveillance aircraft to the Japanese coast guard. This aircraft will feature a multimode radar, an optronic (electro-optical) system and Search & Rescue (SAR) kits. In France, we're modernizing the Atlantique 2 (ATL2) and Falcon 50 aircraft for the country's navy, and building foundations for the future, based on the Patmar 2030 study for future multimodal maritime patrol systems.

Our business jets are designed to address emerging market requirements, as shown by the Falcon 5X, which reflects a trend towards larger cabins. The FalconEye combined vision system (CVS) offers pilots an unprecedented combination of computer-generated and infrared images. We are also offering in-flight diagnostic systems to limit the time our planes are grounded, by scheduling necessary maintenance operations even before landing.

We are now readying the launch of a new Falcon jet, which will offer characteristics determined by our market studies and technological capabilities.

Tomorrow's drones

We have successfully managed the first joint European unmanned combat air vehicle (UCAV) program, nEUROn, which will be undergoing a new test program in 2017-2018.

We are also continuing a design study with BAE Systems for the FCAS (Future Combat Air System), launched at the end of 2014. The study concerns operational concepts for a stealthy combat drone, and the development of innovative technologies. The end of 2017 should see the development kickoff for an operational demonstrator, as announced during the Franco-British summit in Amiens in March 2016.

In September 2016, we started working with Airbus Defence and Space and Leonardo on a preliminary design study for a European MALE RPAS (medium-altitude long-endurance remotely piloted aircraft system), which will last about two years.

Space business

Our long experience in the space sector contributed to the success of deep space missions such as Cassini and Rosetta.

We take part in the joint development of advanced space vehicles, such as the IXV (Intermediate eXperimental Vehicle) atmospheric reentry demonstrator, along with Thales Alenia Space, and its successor, Space Rider, with the European Space Agency (ESA) and the Italian aerospace research center, CIRA.

We are also studying projects for small airborne launchers carried aloft by a Rafale or Falcon, as well as the VEHR family of suborbital vehicles, with French space agency CNES. These semi-reusable systems are designed to launch small satellites.

Building on our long experience with pyrotechnics for rockets and satellites, we are also developing digital pyromechanisms.

nEUROn, a successful Dassault Aviation-led program

The first UCAV (unmanned combat air vehicle) demonstrator, nEUROn is a joint European program that continues to undergo testing.

Specialized plants

Splitting our production tasks into strategic streams is an approach designed to simplify the overall process and foster synergies between the different professions. It also aims to improve the efficiency and adaptability of our current plants and keep them state-of-the-art. At the same time, it will help develop our next-generation workshops, which offer automated and flexible lines, coupled with highly qualified staff, connected objects and quick-response control, thanks to real-time information systems. This approach will lead to higher-level integration between production engineering, design and quality assurance, by favoring robust production standards. It will also apply a make-or-buy policy in conjunction with subcontractors and partners to achieve the most competitive costs possible.

At the same time, we are strengthening our supply chain by deploying procurement centers for major component families.

New digital processes

A pioneer in the digital revolution, we leverage our expertise in digital systems to deploy solutions for our industry based on internet standards. The aim is to foster intuitive collaboration, simplify information access and facilitate its analysis, adapt more easily and manage more effectively. We have defined four main change drivers:

- a development and manufacturing process based on Dassault Systèmes' 3DEXperience platform, focused on manufacturability, procurability and reuse;
- unified production management that provides closer coordination of our own logistics, plus a standardized connection to the AirSupply platform;

- a new management system for our MES (Manufacturing Execution System) workshops, better adapted to our organization based on improved production responsiveness;
- a secure big data platform to enhance data sharing, while improving our analysis, forecasting and decision-making capabilities.

Design focused on industrial performance

The use of Product Lifecycle Management, or PLM, has decreased production costs and cycles by using digital instead of physical models, and also by optimizing the mechanical production processes, using CATIA System™ software.

For the Falcon 5X and modernized ATL2 programs, this approach has been expanded to include the development of electronic systems and embedded software. Our designers called on PLM Version 6 and CATIA System™ to improve avionics integration, by enabling our partners working on electronics to collaborate on a digital model of the systems involved.

We are calling on CATIA System™ and a new version of PLM, dubbed the 3DEXperience, to develop export versions of the Rafale. This platform is also deployed for the Future Combat Air System (FCAS), and is connected to the digital systems engineering platforms at our industrial partners and the French defense procurement agency DGA (*Direction générale de l'armement*) to facilitate development.

ARGENTEUIL

Forward fuselage sections for all aircraft
Rafale fuselage outfitting
Assembly of equipped panels
Complex piping
Stores

ARGONAY

Flight control systems

BIARRITZ

Composite parts
Fuselage sections (except for forward sections)
Fuselage mating

BRUZ

Sogitec

ISTRES

Flight testing
Integration and development test benches

MARTIGNAS

Wing and tail assembly
Moving parts (slats, flaps, elevons)
Pyrotechnics

MÉRIGNAC

Interior layouts, general assembly, painting
Runway, integration test benches
Customer delivery (complete military aircraft, green civil aircraft)
Aerostructures and materials test center
Exploratory study center
Functional and operational departments
Dassault Falcon Service

POITIERS

Transparencies

SAINT-CLOUD/LE BOURGET

Corporate departments
Functional and operational departments
Design
Dassault Falcon Service

SECLIN

Shaped and machined metallic parts

SURESNES

Sogitec

LITTLE ROCK, AR (Dassault Falcon Jet)

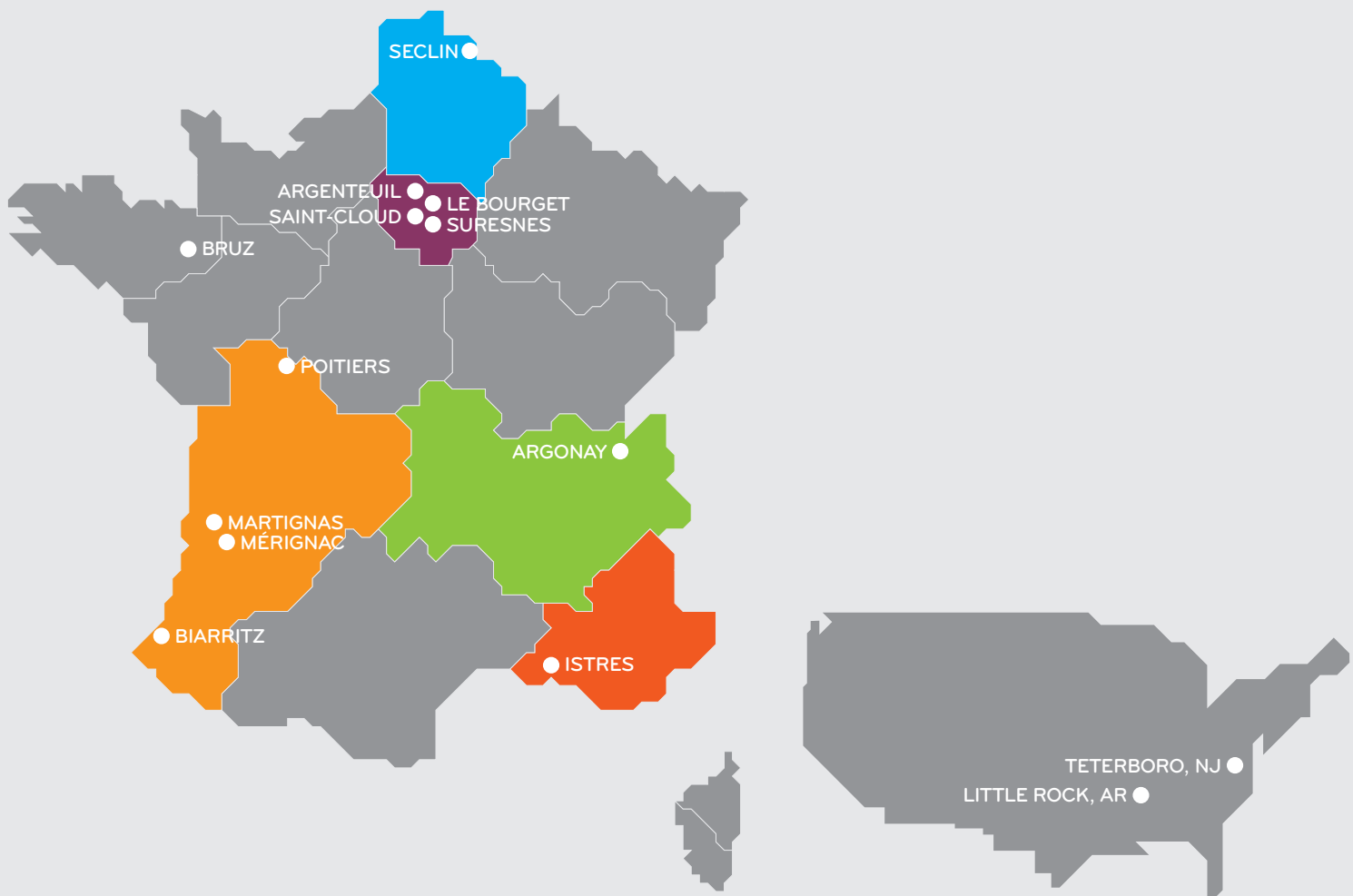
Falcon: cabin completion and painting, runway
Falcon customer delivery

TETERBORO, NJ (Dassault Falcon Jet)

Falcon sales
Customer services
Procurement

Optimized production

To enhance our competitiveness, the Leading our Future transformation plan should result in greater strategic specialization of our facilities, while also strengthening our methods, which combine outstanding people and expertise in digital technology.



CORPORATE SOCIAL
RESPONSIBILITY

Further,
together

*Our human resources and sustainable
development policies are anchored
in our corporate culture and a focus
on people’s future.*





Manager and employee talk things over in front of a Falcon 8X nose

The proven expertise of our craftsmen and two-way communications within and between teams foster the development and circulation of best practices.

Nurturing tomorrow's skills

We take an active role in the analyses carried out by secondary and higher education professionals to adapt curriculums to evolving industry needs. Our collaboration with the world of education calls on networks of “ambassadors” – employees from local managers to executives – assigned to work with schools and universities that provide training in our business sectors. Over 200 of our employees taught in these schools in 2016, sharing their professional skills and expertise with students.

Our facilities also team up with local vocational high schools and technical colleges. Through these programs, we welcomed nearly 500 young people, both interns and students in work-study programs, helping them better determine their career plans and enter the world of industry. Furthermore, through this program we can detect high potentials for later recruitment.

Hiring and training top talent

Recruitment, whether from outside or within the Group, has to take into account the projected skills requirements for both technical and management positions at Dassault Aviation. We also have to be capable of identifying top talent as early as possible. Our recruitment policy must meet two objectives: maintain our ability to innovate and ensure customer satisfaction. We are committed to hiring employees from many different horizons, people who are open-minded, innovative and able to thrive within a team. Furthermore, we take care to transmit our culture to new hires, and ensure that all employees embrace this culture.

Keeping pace with an evolving company

Companies in the Group deploy a number of support measures to help all employees maintain and develop their skills, including professional training, exercises and mobility.

As part of the transformation plan, Leading our Future, Dassault Aviation is revamping our in-house Conservatory to bolster technical training in each business line and job type (design, production, support). The Conservatory teaches new hires the specific qualities needed in our businesses, in terms of knowledge, skills and personal attributes, to help them quickly learn best practices and reduce the time needed for integration in a new environment.

Motivating compensation

In 2016, the average annual compensation for Dassault Aviation employees was 64,500 euros, including profit-sharing and incentive payments. The minimum annual compensation was 29,700 euros.



A digital production chart tracks real-time changes in workload

Strong team spirit and digital expertise keeps us focused on excellence.

Facilitating individual and team performance

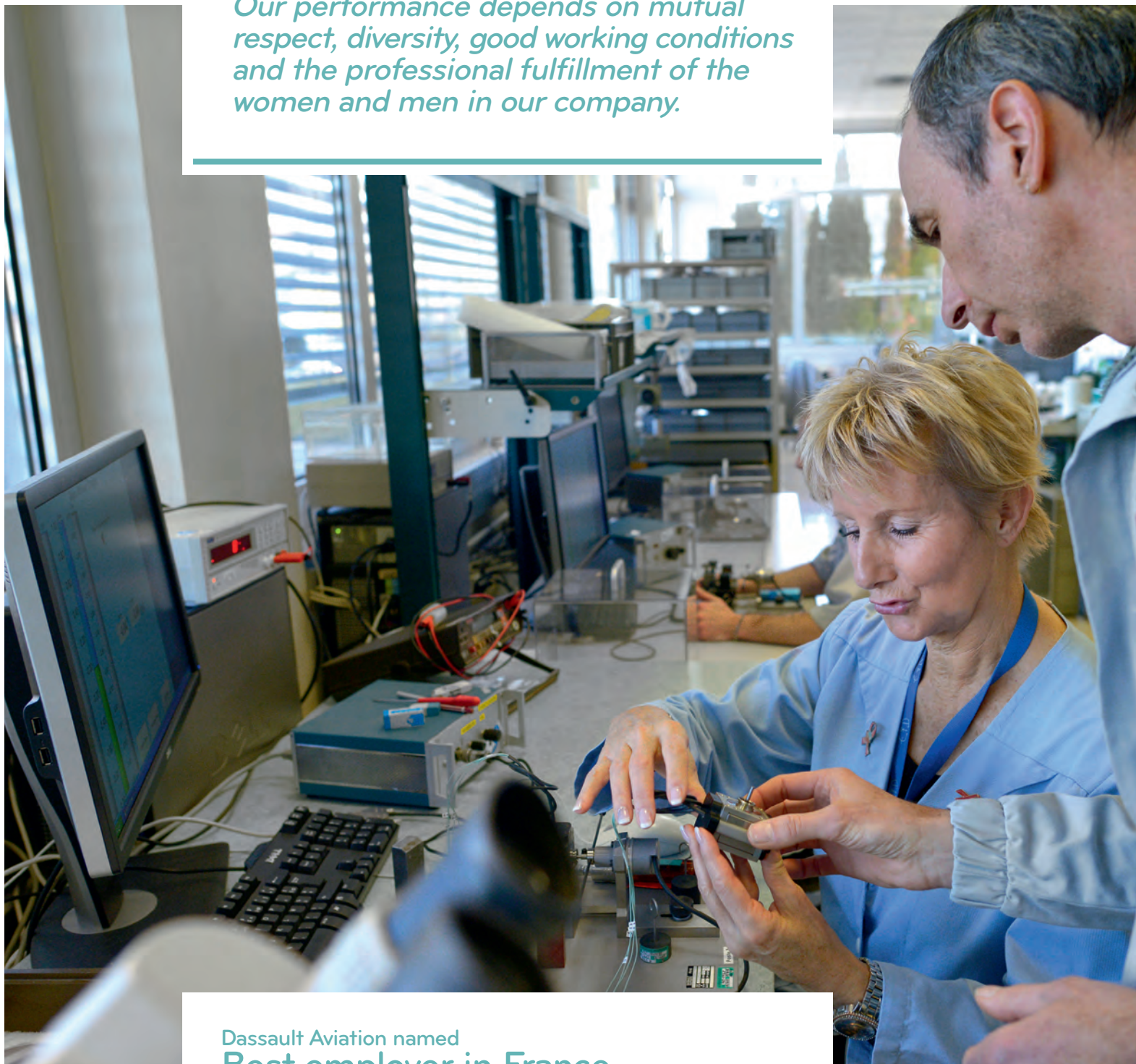
To hone our competitiveness, the Dassault Aviation Group applies a human resources policy that emphasizes skills and career development.



Dassault Aviation,
France's favorite company,
according to the 2016 Randstad Awards.

People, the core of our company

Our performance depends on mutual respect, diversity, good working conditions and the professional fulfillment of the women and men in our company.



Dassault Aviation named
Best employer in France
by 20,000 employees in a 2016
survey by business magazine *Capital*



A fitter tests and adjusts components

The diversity of our workforce drives performance at Dassault Aviation.

Constructive dialog

The Dassault Aviation Group applies a proactive policy of social engagement. Regular negotiations with labor representatives give rise to a dialog based on a commitment to collective agreements. In 2016, all French companies in the Group signed an agreement in favor of gender equality, concerning professional development and compensation.

Our long-standing culture of social engagement is the basis for the joint definition and deployment of the measures needed to keep pace with changes at Dassault Aviation companies.

Paying attention to individuals

The Dassault Aviation Group constantly affirms its commitment to fighting discrimination, since we are firmly convinced that this is a performance driver for our enterprise. We support equal opportunity through company-wide agreements and action plans in the following areas:

- gender equality;
- hiring disabled persons, and keeping them employed;
- hiring young people and seniors, and keeping them employed.

At Group company Sogitec, for instance, this commitment resulted in the signature of the first agreements on gender equality in 2016, along with accords on the employment of disabled persons.

At the end of the year, Dassault Aviation signed a new agreement to support the employment of young people and seniors, concerning employment management, career development and the “generations contract”. This contract is designed to foster technical excellence and develop a dynamic approach to jobs and skills planning, so we can better manage and anticipate changes in these areas and ensure that skills are sustained and transmitted. It allows all employees to develop their expertise in their profession, and to adapt their skills to changing technological and economic conditions.

Fostering wellbeing at work

The health of our employees has always been a top priority at the Dassault Aviation Group, along with improving working conditions and reducing occupational risks. Our companies are continuing their efforts in this direction, especially by integrating ergonomic factors from the initial design to the production of our machinery and equipment, as well as providing training courses.

We have set up a network of instructors specialized in risks related to physical activity at all of our facilities, as part of a general action to prevent musculoskeletal disorders. The aim of these training courses is to help employees detect situations that could endanger their health, and provide concrete solutions to improve each person's working conditions.

We also organize visits to facilities in charge of final assembly and initial aircraft testing to spotlight everybody's contribution to the overall production process, and to recognize individual contributions.

All Group companies are also implementing measures to ensure that all employees enjoy an optimum work-life balance.

Human qualities

People are the beating heart of Dassault Aviation.

We foster teamwork, sharing knowledge and skills, being creative and ethical. We also facilitate dialog at all levels, mutual respect, professional fulfillment and the feeling of belonging to a company that retains its human dimension.

Special attention is paid to compliance with human rights and fundamental labor rights, as well as applying basic principles such as:

- working in an atmosphere of trust;
- not discriminating because of origin, customs, gender, disabilities, political or religious opinions, or union membership;
- respect for individuals and their private lives;
- maintaining a safe and secure working environment;
- ongoing training and managing health, occupational and environmental risks.

Fair trade practices

The Dassault Aviation Group applies a policy of very strict business ethics.

We meet all contractual commitments, for costs, deadlines and performance, in relations with our customers, suppliers and partners.

We also comply with all laws governing export controls and the fight against corruption.

Our values of ethics and integrity are applied on a daily basis in our procedures, and through our behavior.

International commitments: the Global Compact

Dassault Aviation was one of the first companies to sign the Global Compact, in 2003. Launched by Kofi Annan, Secretary-General of the United Nations at the time, the Global Compact brings together companies, public organizations and civil society to apply principles that support a more open and viable economy. It asks signatories to adopt and apply, within their sphere of influence, ten fundamental principles concerning human rights, labor and environmental standards, and the fight against corruption. While ensuring compliance with these principles in its daily actions, Dassault Aviation also promotes these precepts in its corporate documents (annual report, contracts, etc.), and in relations with partners. The best practices related to this compact are described in annual publications.

Dassault Aviation has also signed other European and international agreements concerning international fair trade practices (CIS/Common Industry Standards, Global Principles).

Open to the world

Whether in France or abroad, we conduct coordinated scientific, technological and industrial actions based on partnerships.

We take an active role in national and international organizations dedicated to aerospace and defense.

And we apply a communications policy, both in-house and externally, based on openness and accuracy.



A logistics manager at the Immersive Reality Center

The Dassault Aviation Group spotlights team spirit, sharing knowledge, creativity and ethics.

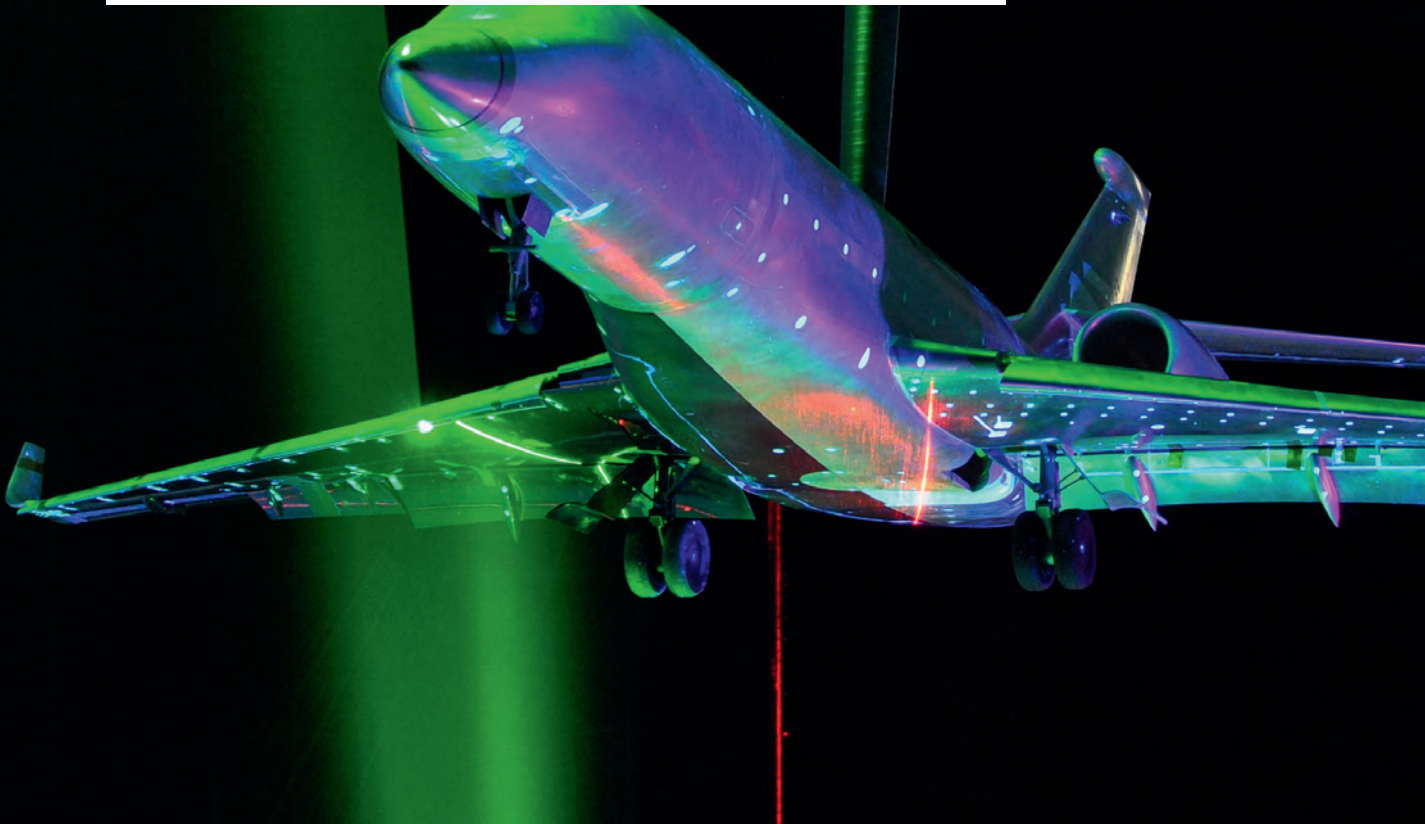
Ethics: shared values

The Dassault Aviation Group has built an affirmed identity, strong values and strict ethical principles, reflected in our ethics charter and code of conduct.



Écodémarche, Dassault’s environmental initiative

We formalized our approach to environment protection with the Écodémarche 2021 initiative to reduce the Group’s environmental footprint. The plan is based on eco-design and eco-production precepts.



44%

reduction in water
consumption
over the last ten years

45%

reduction in volatile
organic compound (VOC)
emissions since 2007

Developing eco-friendly aircraft

We are funding our own research into the development of innovative technologies intended for tomorrow's Falcon jets, including systems, composites, aerodynamics and more.

To meet this goal we are participating in major European research programs. For example, since 2008, we have coordinated operations in the Ecodesign Integrated Technology Demonstrator (ITD), part of Europe's vast Clean Sky research program, leading to the production and testing of various demonstrators. Along with 18 partners and the same number of major subcontractors from seven European countries, we are now developing BLADE (Breakthrough Laminar Aircraft Demonstrator in Europe). This program seeks to validate, under actual conditions, the performance of a laminar wing developed using technologies that are compatible with mass production. We are responsible for the aerofairing, a component that provides aerodynamic isolation and also houses part of the test instrumentation. We designed this key component and oversaw its manufacture. The production of this part called on Dassault Aviation's full range of skills, including design, computation, aerodynamics, flight testing, project management, quality assurance and industrial collaboration. In short, our company is playing an important role in a full-scale demonstration of the benefits of laminar flow.

With the follow-on Clean Sky 2 program, we are developing a second generation of materials and manufacturing, maintenance and recycling technologies that will further reduce environment impact.

Through the Hycarus project, we are participating in research on aviation applications for fuel cells. By the end of 2017, a demonstrator will be flight tested. This project opens the door to a number of new possibilities, especially for special-mission Falcons, since it will provide greater energy capacity on the aircraft.

This new energy source can be quickly and seamlessly added to the aircraft's existing systems, possibly leading to advantageous new applications.

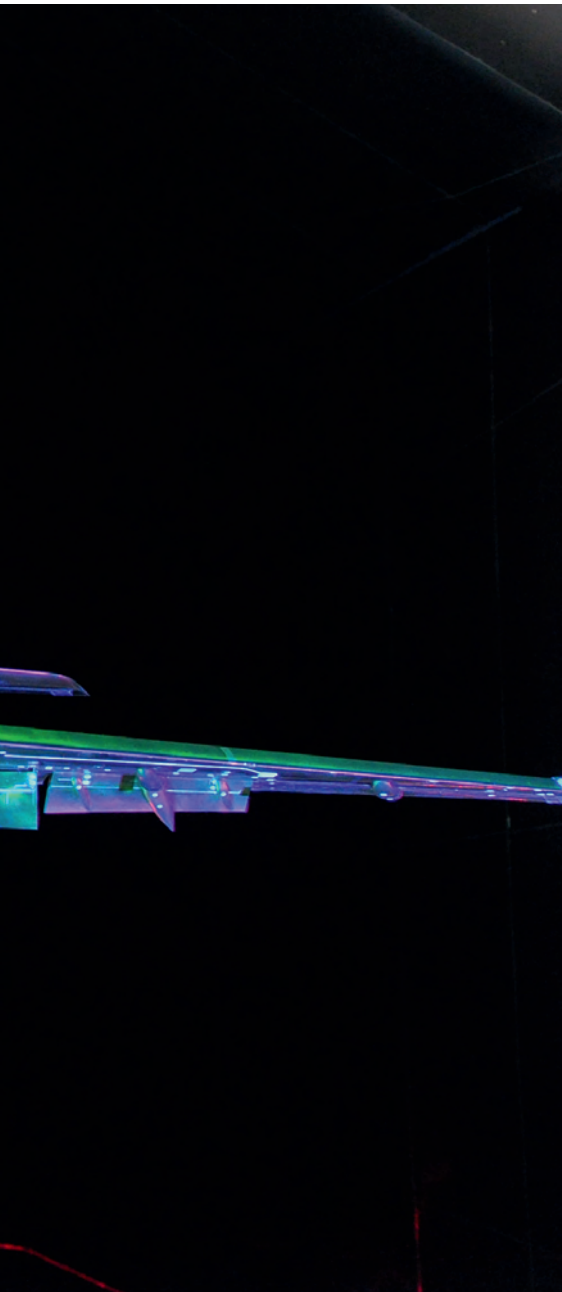
Greener production plants

All Dassault Aviation companies are certified to ISO 14001, the standard for environmental management systems.

In a drive to decrease our environmental footprint, we aim to make maximum use of our resources, reduce emissions and eliminate hazardous chemical substances. We have now cut energy consumption by 14% since 2012, while reducing volatile organic compound (VOC) emissions per hour of production by nearly 30%, and recycling over 80% of our scrap. At the same time, within the scope of the European directive REACH, and the Toxic Substances Control Act (TSCA) in the United States, we have replaced 307 different substances that may be cause for concern, including chromates, cadmium, etc.

Our industrial choices are guided by this eco-responsible approach. We analyze all potential impacts right from the outset of a new project, and make environmental criteria part of our decision-making process.

We are also developing cleaner manufacturing processes, for example by using new-generation mechanical milling instead of chemical milling – and we're the only aircraft manufacturer to have invested in this green technology. It also reduces our annual water consumption by 25% and greenhouse gas emissions by 10%. The only waste produced by this process is metal shavings, which are fully recycled. This new machining method paves the way for future productions and gives us an advantage over our competitors.



Acoustic tests in the Ruag wind tunnel

Excellent acoustics is one of the Falcon family's competitive advantages.

CIVIL AND MILITARY
AIRCRAFT

Delivering customer satisfaction

*For both civil and military aircraft,
customer satisfaction is the key to our
design, production and support
decisions.*





Formation flight of a Rafale and Falcon 8X
Dassault Aviation is the only aircraft manufacturer
in the world to build combat and business jets.

Falcon, an exceptional family of aircraft

Both our aircraft and their support services are changing to address our customers' expectations even more effectively.



Aircraft that combine comfort, agility and performance

The six Dassault Aviation business jet models, all in the premium segment of the market, meet the full range of travel needs, from short hops to very long haul.

Over the years we have upgraded our Falcon family by incorporating the latest standards developed for our new aircraft. For instance, the FalconEye combined vision system (CVS), available on the Falcon 8X, is now offered on the Falcon 900LX and Falcon 2000. This is the first head-up display (HUD) system that merges a computer-generated view of the exterior with real views. The technology behind FalconEye improves flight safety day or night, and under any weather conditions.

Our Falcon jets are also well known for their agility, enabling them to land at more airfields than their competitors. Other major advantages include low operating costs, eco-friendly performance and technologies that simplify our customers' lives.

We also pay special attention to cabin comfort. For instance, the Falcon 900 cabin was recently redesigned, to improve the feeling of spaciousness, user-friendliness and equipment functionality. Its new acoustic insulation system draws on that of the 8X, recognized as the quietest cabin on the market, while the LED lighting provides an exceptional ambiance, which can be tailored to customer taste.

The proven dispatch reliability of our aircraft is one of the keys to our excellent maintenance record. With Falcon Broadcast, ground support crews get the latest technical information in real time, so they can plan any servicing needed during stopovers.

Delivery of the first Falcon 8X, our new flagship

The Falcon 8X boasts the longest cabin in the family, coupled with an impressive range of 6,450 nautical miles. It also features a new-generation EASy flight deck.

Up to 30% more eco-efficient than its competitors, the 8X is capable of using airports that are inaccessible to other aircraft in its class, such as London City Airport. Its non-stop capabilities include city pairs such as New York-Beijing, Paris-Singapore and Sao Paulo-Moscow.

Certified in June 2016, the first Falcon 8X was delivered in October after a series of operational test flights worldwide. This program clearly demonstrated the maturity of the aircraft and its excellent performance, in particular its takeoff distance and the sound level in the cabin under any circumstances.

Falcon 5X, a new timetable

After Safran Aircraft Engines' announcement of its recovery schedule for Silvercrest development (with delivery of the first complete engine slipping from late 2013 to early 2018), we drew up a new timetable for the Falcon 5X, leading to first customer deliveries being delayed from the end of 2017 to early 2020. Engine modifications are now being developed.

The first modified Silvercrest will be tested by Safran in 2017, on the ground and in flight on a flying testbed, prior to aircraft integration in 2018.

Offering the largest cabin on the market, the Falcon 5X will provide unrivaled comfort during long flights. It incorporates our latest technologies to make flying more intuitive, more accurate and safer.



Falcon 8X during its global test flight program

Right from entry into service, the 8X is a mature aircraft offering remarkable performance.

Falcon Response, our global support service

Via our Falcon Response support service, we quickly dispatch whatever assistance is needed to ensure that passengers arrive in timely fashion. Two Falcon 900 jets, one based in Teterboro, New Jersey in the United States and the other in Paris, France, are dedicated to carrying the people and parts needed to get grounded Falcons back in the air as quickly as possible, while also giving our customers an alternative transport solution.

The overall system calls on three complementary support entities: Falcon Command Center, which dispatches and coordinates assistance missions 24/7; Falcon Spares, to provide the spare parts needed; and Falcon GoTeams, which are dispatched on site to provide local expertise.

This is the only service of its kind in business aviation, and has proven to be very popular with our customers. It also gives us a vital Falcon support asset.

Dassault Training Academy: supporting our users

We provide continuous user support, starting even before the delivery of their aircraft, and then all the way through its service life. Dassault Aviation was the first business aircraft manufacturer to earn Part 147 approval from the European Aviation Safety Agency (EASA) for its practical maintenance training courses. These courses are consolidated at the Dassault Training Academy, and given at the Bordeaux-Mérignac facility.

A new virtual reality facility for mechanics, Falcon Immersive Practical Training, complements their training on actual aircraft. Several students, along with their instructor, enjoy virtual and simultaneous access to even the tightest parts of the aircraft, where they can practice maintenance operations. Seventeen practical training sessions were provided in 2017, including one in Slovenia. The Falcon Immersive Practical Training program taught more than 100 students during the year.

Enhanced support capabilities

Our maintenance network continues to expand year after year, and now counts 51 facilities.

A new Dassault Falcon Service facility opened in September 2016 in Bordeaux-Mérignac. Its hangar can handle up to six aircraft in the Falcon 7X, 8X or 5X class. The first aircraft to be serviced there was delivered in October.

This maintenance center will handle the ramp-up in Falcon 7X C visits. The C visit is a major overhaul after eight years of operation. For the moment it concerns the first aircraft to enter service in 2007, but will eventually cover the entire fleet.

In addition to conventional maintenance operations, the facility is also capable of structural repairs, new interior layouts, avionics modifications and painting. It takes advantage of its proximity to the Dassault Aviation plant where Falcon jet are assembled, along with the proven skills of other aircraft equipment suppliers located in the region.



Falcon Immersive Practical Training

Using virtual reality, the instructor explains maintenance operations to students, just like on a real aircraft.

The user experience is central to our customer support programs

Our maintenance and training solutions are conceived and deployed in line with customer needs. We make the choices needed to foster customer loyalty.



51

maintenance centers
worldwide

Combat-proven military aircraft

Faced with today's constantly changing threat environment, top-tier air forces place their trust in our combat aircraft. And we're already working on the systems needed to meet tomorrow's challenges.



nEUROn on the test runway

The success of this European combat drone demonstrator confirms our ability to manage a joint program.



Falcon 2000MSA

This maritime surveillance aircraft offers the best combination of size, payload capacity, speed, range and cost of ownership.



Rafale, an omnirole fighter suited to all theaters of operation

India ordered 36 Rafales in 2016, a contract that led to the creation of a joint venture with Reliance Group to manage the offsets provided for by the country's "Make in India" initiative. This company will be a major asset, given the emerging needs of the Indian armed forces.

New Delhi's decision to acquire the Rafale shows both the loyalty and demanding requirements of our military customers, and spotlights the qualities of this aircraft, designed to handle all missions previously assigned to seven different types of aircraft.

The Rafale's versatility will be further bolstered by the continued development of the standard F3-R, slated for qualification in mid-2018 and service entry in early 2019. The modernization of the Rafale F1 carrier-borne versions reflects this same approach.

As of December 31, 2016, 148 Rafales had been delivered in France. They have logged over 200,000 flight-hours to date, including 30,000 in combat: in Afghanistan from 2007 to 2013, in Libya in 2011, Mali since 2013, Iraq since 2014 and Syria since 2015.

In 2015, Egypt, then Qatar had already each ordered 24 Rafales. Egypt took delivery of three more in 2016, bringing its fleet to six aircraft, right on schedule.

Drones, a key role in tomorrow's air combat environment

The success of the European combat drone nEUROn confirms our ability to manage a joint program, while keeping costs under control and staying on schedule. The French defense procurement agency DGA (*Direction générale de l'armement*)

requested two new series of demonstrations last year: low-altitude test flights near the *Charles-de-Gaulle* aircraft carrier, and an analysis of how aging affects stealth characteristics.

Towards 2030, the FCAS (Future Combat Air System), manned or unmanned, will be operating alongside other military aircraft. The French and British governments assigned the feasibility study to Dassault Aviation and BAE Systems. This study has now been extended by a year, leading to the first phase of development, set to start at the end of 2017.

Dassault Aviation, Airbus Defence and Space and Leonardo officially signed the contract for a design study of a European medium-altitude, long-endurance remotely piloted aircraft system (MALE RPAS) in September 2016. The end of this study will mark the kickoff of the development phase, planned for 2018.

Falcon, guarding the oceans

The Falcon 2000 maritime reconnaissance aircraft carries out a wide range of missions, including the fight against piracy, trafficking and pollution, monitoring fisheries, search & rescue, intelligence, etc. It offers the best combination of size, payload capacity, speed, endurance and total cost of ownership, and features an active electronically scanned array (AESA) radar.

The Japanese coast guard acquired a third aircraft of this type in 2016.

The French navy has taken delivery of the last of four newly retrofitted Falcon 50 maritime surveillance aircraft. Converted at the Dassault Aviation facility in Bordeaux-Mérignac, these aircraft are now fitted with a radar, an optronic system, a new cockpit and viewing ports.



Operation Chammal: Iraq and Syria
Since 2007, the Rafale has largely proven its dispatch reliability and operational versatility.

Local support

We are expanding our local technical assistance capabilities to fully meet our customers’ expectations. Technical experts can be seconded to our users and support operations by providing various services, including periodic checks, shop visits, etc.

Tailored services

We are in contact with our customers right from the aircraft design phase, enabling us to tailor our products and services to their exact requirements.

Several major upgrade projects are under way in France, including ATL2 maritime patrol aircraft for the French navy and Mirage 2000D fighters for the air force. These modifications clearly illustrate the upgradeability of our aircraft, to take into account operating feedback.

In addition, we meet our service commitments by providing spare parts to the specialized distribution units set up at the Saint-Dizier, Mont-de-Marsan and Landivisiau air bases, within the scope of the Rafale Care contract. We are also continuing the Mirage Care contract, while the ATL2 Care contract will run for a period of five years.

In export markets, we have adapted to fluctuations in operations by our Mirage 2000 customers. We are also supporting Egypt in the deployment of its Rafales, continuing to develop support services for Qatar’s Rafales, and have held the first meetings in India, following their order for 36 Rafales.

Developing our training capabilities

After having trained Egyptian pilots and mechanics on the Rafale, in close collaboration with the French armed forces, we have started initial training for technicians from Qatar. This training starts with a general aeronautical apprenticeship at the school in Rochefort or the Aerocampus-Latresne, and then continues at the Mont-de-Marsan base to earn Rafale type certificates.

The challenge is to provide top-flight training to Qatari technicians, so they will be ready to support the Qatar Emiri Air Force’s Rafale fleet starting in 2019.

In France, we continue to play a major role in the training of military pilots, within the scope of the FOMEDEC (*Formation modernisée et entraînement différencié des équipages de chasse*) fighter crew training program.



United Arab Emirates Mirage 2000-9
Users are fully satisfied with the Mirage 2000, supported by Dassault Aviation.

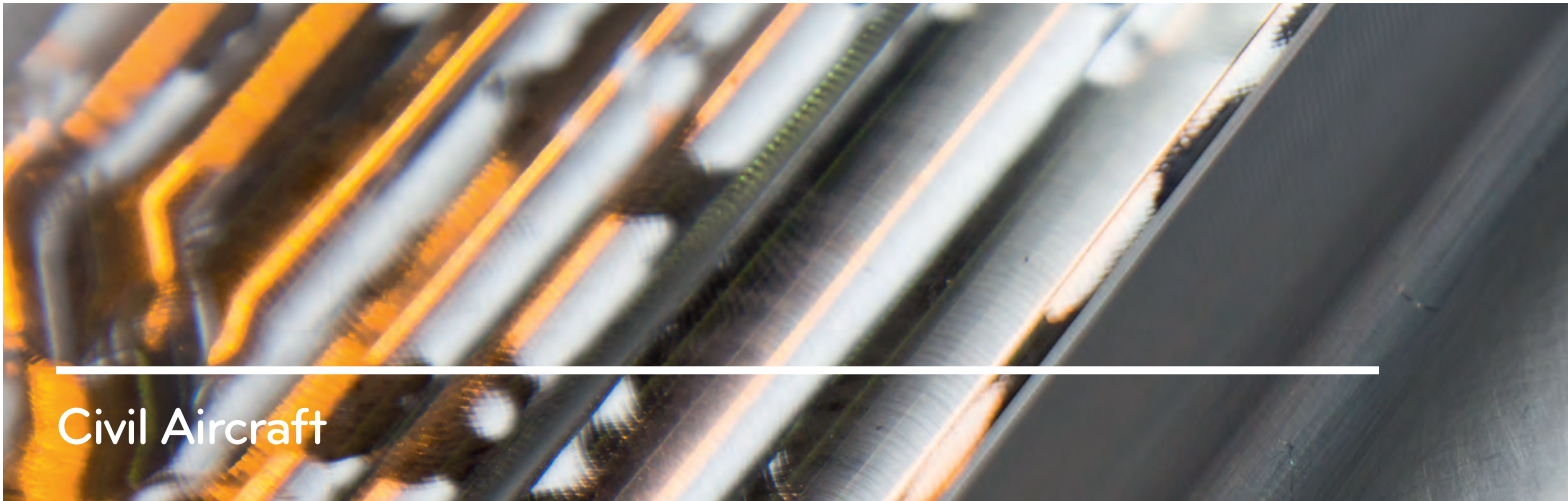


Close support for our military customers

*We provide full support services for
all Dassault Aviation military aircraft,
and we stay in close touch with all users.*



A French Rafale deployed in the Gulf region
Our aircraft are renowned for being easy to support.



Civil Aircraft



Falcon 8X

Wingspan: 86.3 ft (26.3 m)
Length: 80.4 ft (24.5 m)
Height: 26.0 ft (7.9 m)
Range*: 6,450 nm (11,945 km)
Beijing → New York
Paris → Singapore
São Paulo → Moscow



Falcon 7X

Wingspan: 86 ft (26.2 m)
Length: 76.1 ft (23.2 m)
Height: 25.6 ft (7.8 m)
Range*: 5,950 nm (11,020 km)
Zurich → San Francisco
Paris → Hong Kong
Beijing → Zurich



Falcon 5X

Wingspan: 85.0 ft (25.9 m)
Length: 82.7 ft (25.2 m)
Height: 24.6 ft (7.5 m)
Range*: 5,200 nm (9,630 km)
Geneva → Johannesburg
Moscow → New York
Beijing → Seattle



Falcon 900LX

Wingspan: 70.2 ft (21.4 m)
Length: 66.3 ft (20.2 m)
Height: 25.0 ft (7.6 m)
Range*: 4,750 nm (8,800 km)
Shanghai → Moscow
Mumbai → London City Airport
Chicago → Zurich



Falcon 2000LXS

Wingspan: 70.2 ft (21.4 m)
Length: 66.3 ft (20.2 m)
Height: 23.3 ft (7.1 m)
Range*: 4,000 nm (7,400 km)
Zurich → Mumbai
Dubai → London City Airport
New York → Rome



Falcon 2000S

Wingspan: 70.2 ft (21.4 m)
Length: 66.6 ft (20.3 m)
Height: 23.3 ft (7.1 m)
Range*: 3,350 nm (6,200 km)
New York → Zurich
Beijing → Singapore
Paris → Dubai

* Range at Mach 0.80 with eight passengers, three crew members, NBAA IFR reserves, ISA conditions, full fuel tank.

Military Aircraft



Rafale Air C (single-seat)

Wingspan: 35.8 ft (10.9 m)
 Length: 50.2 ft (15.3 m)
 Height: 17.4 ft (5.3 m)
 Empty weight: \approx 10 MT
 Maximum takeoff weight: 24.5 MT
 External stores capacity: 9.5 MT



Rafale Air B (twin-seat)

Wingspan: 35.8 ft (10.9 m)
 Length: 50.2 ft (15.3 m)
 Height: 17.4 ft (5.3 m)
 Empty weight: \approx 10 MT
 Maximum takeoff weight: 24.5 MT
 External stores capacity: 9.5 MT



Rafale Marine (single-seat)

Wingspan: 35.8 ft (10.9 m)
 Length: 50.2 ft (15.3 m)
 Height: 17.4 ft (5.3 m)
 Empty weight: \approx 10.5 MT
 Maximum takeoff weight: 24.5 MT
 External stores capacity: 9.5 MT



Mirage 2000-5 and 2000-9

Wingspan: 29.9 ft (9.1 m)
 Length: 47.0 ft (14.3 m)
 Height: 17.8 ft (5.4 m)
 Empty weight: 8 MT
 Maximum takeoff weight: 17.5 MT
 External stores capacity: 6.2 MT



Mirage 2000-D (two-seat)

Wingspan: 29.9 ft (9.1 m)
 Length: 47.0 ft (14.3 m)
 Height: 17.8 ft (5.4 m)
 Empty weight: 8 MT
 Maximum takeoff weight: 16.5 MT
 External stores capacity: 5.2 MT



Falcon 2000MRA/MSA

Wingspan: 70.2 ft (21.4 m)
 Length: 66.3 ft (20.2 m)
 Height: 23.2 ft (7.1 m)
 Empty weight: 11.3 MT
 Max. takeoff weight: 19.4 MT
 External stores capacity: 2.2 MT



nEUROn

Wingspan: 41.0 ft (12.5 m)
 Length: 32.8 ft (10 m)
 Height: 8.2 ft (2.5 m)
 Empty weight: 5 MT



FCAS

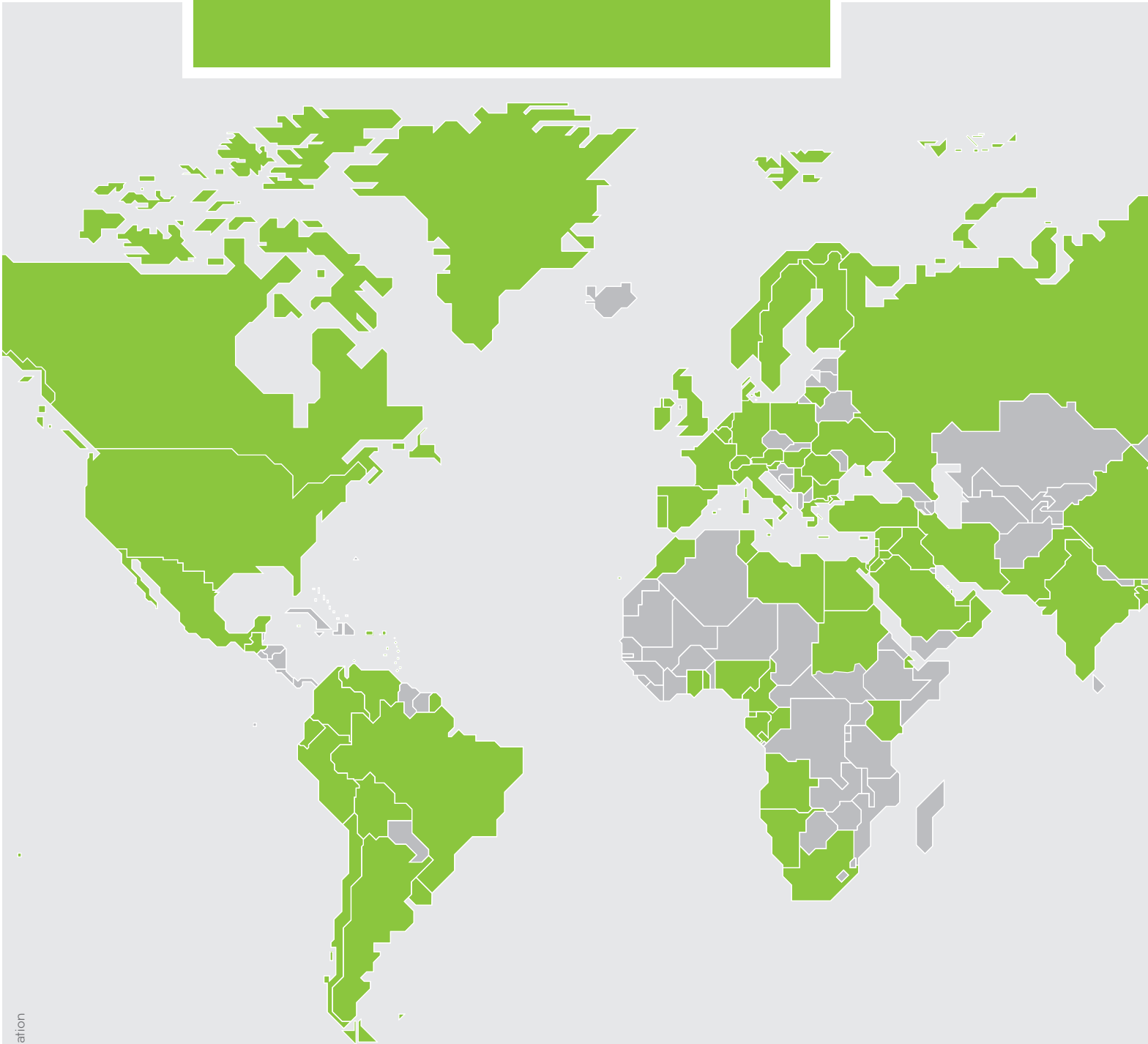
A joint French-British project
 for a combat drone



MALE RPAS

Joint European
 drone project

DASSAULT AVIATION
WORLDWIDE



Source Dassault Aviation

3,100
Dassault aircraft
in service in 83 countries

French and international subsidiaries, at December 31, 2016

AERO PRECISION REPAIR AND OVERHAUL, INC. Deerfield Beach, FL

Repair and overhaul of Falcon mechanical flight control equipment

DASSAULT AIRCRAFT SERVICES Wilmington, DE, Reno, NV

Sales & Marketing of aircraft
Maintenance services

DASSAULT FALCON BUSINESS SERVICES (BEIJING) CO. LTD Beijing

Sales & Marketing
Falcon technical assistance in China

DASSAULT FALCON JET DO BRASIL LTDA Sorocaba

Aircraft sales and customer support in Brazil

DASSAULT FALCON JET CORP.

Teterboro, NJ

Headquarters of Dassault Falcon Jet
Coordination of customer support and sales

Little Rock, AR

Falcon customization: cabin completion and painting
Aircraft maintenance and services

DASSAULT FALCON JET WILMINGTON Wilmington, DE

Aircraft support services

DASSAULT FALCON SERVICE

Le Bourget

Business aircraft leasing
MRO center

Bordeaux-Mérignac

Maintenance center

DASSAULT PROCUREMENT SERVICES Teterboro, NJ

Purchase of aircraft components and subassemblies from North American companies for Dassault Aviation

DASSAULT AIRCRAFT SERVICES INDIA PRIVATE LTD India

Sales promotion

MIDWAY AIRCRAFT INSTRUMENTS COMPANY Monroe, NC

MRO for instruments and accessories

SOGITEC INDUSTRIES Suresnes, Mérignac, Bruz

Simulation
Instruction and documentation

Countries with Dassault aircraft in service

Go to www.dassault-aviation.com,
Group, for all contact details

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Contacts

Vice President, External Relations
& Corporate Communications
Stéphane Fort
Tel.: + 33 (0)1 47 11 86 90
Investor Relations
Armelle Gary
Tel.: +33 (0)1 47 11 84 24



78, quai Marcel-Dassault – 92552 Saint-Cloud Cedex 300, France – Tel.: +33 (0)1 47 11 40 00
Head office: 9, rond-point des Champs-Élysées-Marcel Dassault – 75008 Paris, France – 712 042 456 RCS Paris

www.dassault-aviation.com