



10X: 1st FLIGHT

DASSAULT EXCLUSIVE REPORT



A FALCON CUSTOMER SERVICE MAGAZINE

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PUBLISHER'S NOTE

A TIP OF THE HAT TO THE FALCON FAMILY

As you read through this magazine, there are many great achievements and updates to discover. Chief among them, of course, is our cover story on the first flight of the Falcon 10X. It was indeed a very special day for all of us at Dassault. We are a company with a rich history but are always forward-looking – and this offered a sneak peek at some exciting times to come.

The 10X is a spectacular aircraft and we are eager to share news of further developments. And while we rightly draw attention to the wonders of this airplane, the first flight represents an accomplishment for the Dassault team. For hundreds of brilliant, dedicated, passionate individuals so instrumental in all aspects from research to design to assembly to flight.

I've always appreciated and been inspired by the Dassault global workforce. Maybe now more than ever. In this era of automation and artificial intelligence – as much as we might draw on those tools to aid us where valuable – it's important to remember that there is a heartbeat to what we do. Aviation is all about bringing people together. And you'll find that a very special group of people are at the core of our success.

Reading on in this issue, you'll find a look back at our spring M&O seminars, well attended and well received in both Europe and North America. These gatherings are so valued precisely because such talented, passionate individuals – Dassault employees, Falcon operators and valued partners – work together to make a real difference and contribute to delivering the



best possible Falcon Customer Experience.

Perhaps no group within the Falcon Family is as influential in driving Customer Experience as our Operator Advisory Board, responsible for myriad improvements over the years. Read on to meet the newest members, who will join us for the upcoming annual meeting in Paris.

Elsewhere, on the subject of impressive personnel, you'll be introduced to new members of our Spares and Front Line teams and learn of some key promotions. Read their bios and see what excellent experience – both in and out of Dassault – they bring to their important customer-facing roles.

Another great representation of our emphasis on team can be found in an article on our Safety Management System. A critical element of that program is providing a "Just Culture" so that

team members are empowered to report errors or near misses without fear of reprisal.

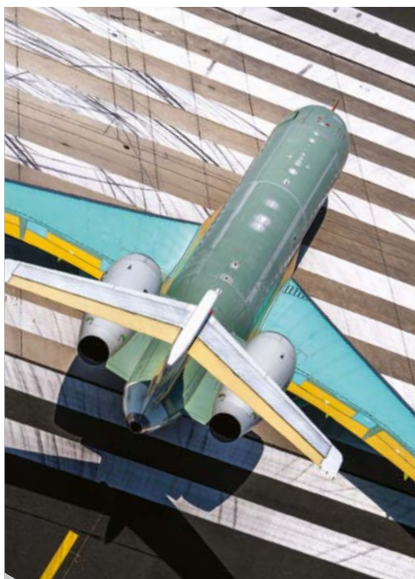
Indeed, culture is more than just a buzzword for us – it is baked into everything we do and fosters greater trust, collaboration and innovation, which greatly benefits our Falcon operators. I am proud to be a part of the Dassault global team and I know that we will have many more great achievements to share with you in the future.

Jean KAYANAKIS

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6X Training Options Double

CAE in New Jersey welcomes first 6X operators.



Witness the drama
of the day



**JUNE 19,
2026**

Dassault's Most Ambitious Jet Takes to the Air

Dassault has flown its largest and most advanced jet, the Falcon 10X. Not only does it eclipse competitors in cabin size, comfort and capability, it also introduces groundbreaking technical and safety advances, including a composite wing and new flight deck features.

The first flight from Runway 23 at Bordeaux-Mérignac was piloted by 10X Chief Test Pilot Sébastien Dupont De Dinechin (known throughout Dassault by his former military callsign "3D") and Mérignac Chief Pilot Fabrice Dougnac. The powerful plane was airborne in about 2,000 feet, making progressive stops at 10,000 feet and 15,000 feet for a series of systems and handling checks before climbing to 40,000 feet. There, the pilots accelerated to Mach 0.82 (well below Mmo of Mach 0.925) for initial checks of pressurization and engine readings, including fuel flow. The airplane then descended again to 10,000 feet where the pilots configured the aircraft for landing with flaps/slats 3 and landing gear down. They maneuvered at Vref +5, or 115 knots, to assure handling was as expected in preparation for landing. Then they cleaned the airplane up for cruise configuration and were vectored onto the ILS for Runway 23 for a smooth, on the numbers, landing.

Both pilots had nothing but praise for the new plane. After hugs and handshakes, Mérignac employees assembled in the Rafale assembly hall for a few words from a beaming CEO, Eric Trappier: "We launched one of the most ambitious programs the company has undertaken in a long time. It required financial strength. It required the right people. It required determination. This is only the first milestone. It marks a great beginning for the 10X." Serial number 1 will be joined in the certification campaign in a few weeks by a second and a third flight test aircraft.



The Falcon 10X experiences the best kind of first flight. Uneventful.



UPDATE: THE GO ANYWHERE 6X



More than two years after certification, the Falcon 6X continues to demonstrate its ability to land in challenging places, often those near popular destinations. In May 2026, the 6X made the winding approach through sometimes gusty terrain to land on the 3,514-foot runway at La Môle-Saint Tropez. This large-cabin jet, heralded mainly for its comfort factor, has proven itself a workhorse for both flight departments and charter companies. For example,

Albinati Aeronautics flew the first charter mission into Cannes Mandelieu last September. Dassault assisted in helping Albinati achieve the special approvals required due to geographic and noise abatement constraints at the airport. In May last year, the aircraft received EASA steep approach approval permitting precision approaches up to 5.5 degrees, which is essential to operate at London City Airport and other locations, including Sion and Lugano, Switzerland.

High-elevation prowess

For those needing access to very high places, the aircraft will soon be approved for airport operations up to 14,000 feet. The figure was set by extrapolation after demonstration flights in and out of La Paz, Bolivia, where the airport lies at 13,325 feet. This airport is so high even our very fit test team took a rest day just for acclimatization. After landing, they briefly experienced some shortness of breath and headaches. The aircraft's first-aid kit was equipped



1 - La Môle,
Saint-Tropez, France

2 - Cannes-Mandelieu
Airport, France



with medications for altitude sickness. Fortunately, these were not needed for the temporary symptoms. For reference, La Paz is 1,612 feet higher than Lhasa, Tibet. It's more than a kilometer above the 9,000-foot elevation Telluride, Colorado, airport, where the aircraft was tested during initial certification. For night and poor weather conditions, the 6X is certified for dual FalconEye operations, meaning properly trained and approved flight crews can fly precision approaches down to

100 feet. With CAE simulators now in Morristown, New Jersey, and Burgess Hill in the UK, training is easier to schedule and access. Several maintenance departments have also benefited from practical training in Mérignac through the Dassault Training Academy. As of the spring Falcon M&O in Paris, more than 30 6X aircraft were in service in 16 countries. More than \$100 million in spare parts are disbursed around the globe to support them. More than 20 service centers have been

trained on the model, including major facilities in Melbourne, Florida; Kuala Lumpur and Dubai. Smaller authorized facilities also support the aircraft, including in India, where a 6X has been delivered. The 6X was conceived as a big jet with exceptional comfort. It's also proving its ability to take passengers virtually anywhere they want to go in almost any conditions.



**Take a ride
to Saint-Tropez**

500+ FALCON OPERATORS TURN OUT FOR SPRING M&O SEMINARS

From the City of Light to deep in the heart of Texas, Falcon operators joined us at our annual M&O seminars for an enjoyable and educational time together. The world tour got underway in style with a capacity crowd of more than 250 operators in Paris for our flagship event. From there, it was on to the U.S. for stops in Charlotte and Dallas. Then we wrapped the season in mid-May in Toluca, Mexico. And though there was a flurry of spring seminars, we do have one more later in the year – in Kuala Lumpur, October 14-15. A highlight of our Paris and U.S.

shows is our evening event that bridges the two days of meetings. It's an opportunity to socialize and build relationships in a more relaxed setting. In Paris, that was a cocktail reception at Les Folies Gruss, a one-of-a-kind venue where artists and creativity come together. In Charlotte, guests enjoyed dinner, drinks and hands-on activities including racing simulators at the NASCAR Hall of Fame. And in Dallas, guests were treated to a marquis baseball matchup between the Texas Rangers and New York Yankees from the comfort of

a spacious private suite. Our thanks to all the Falcon operators who attended, as well as all of our partners and exhibitors, who are such an important component of these shows.

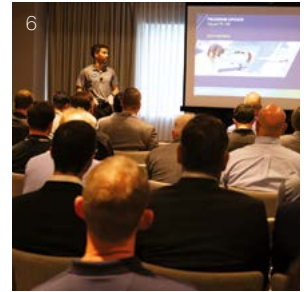
While we cannot duplicate the experience of attending an M&O, we have done the next best thing: posting slides from the shows on the Falcon Portal. And work is well underway for 2027. Stay tuned!



1 - Trying out Falcon Immersive Training in Paris

2 - Guests in Charlotte enjoy an evening at the NASCAR Hall of Fame

3 - A capacity crowd to kick off the season in Paris



- 4 - Attendees in Paris were treated to a special reception at Les Folies Gruss
- 5 - A well-deserved coffee break in Charlotte.
- 6 - A breakout session in Dallas
- 7 - The reception booth in Paris
- 8 - A panel of Dassault leaders and key partners addresses topics of interest to operators
- 9 - An exhibitor demonstration in Paris



FIRST “FLIGHT” IN THE FALCON 10X

We strap into a
full-motion simulator
brimming with new
safety features.





DASSAULT EXCLUSIVE

A FLIGHT

IN THE FALCON

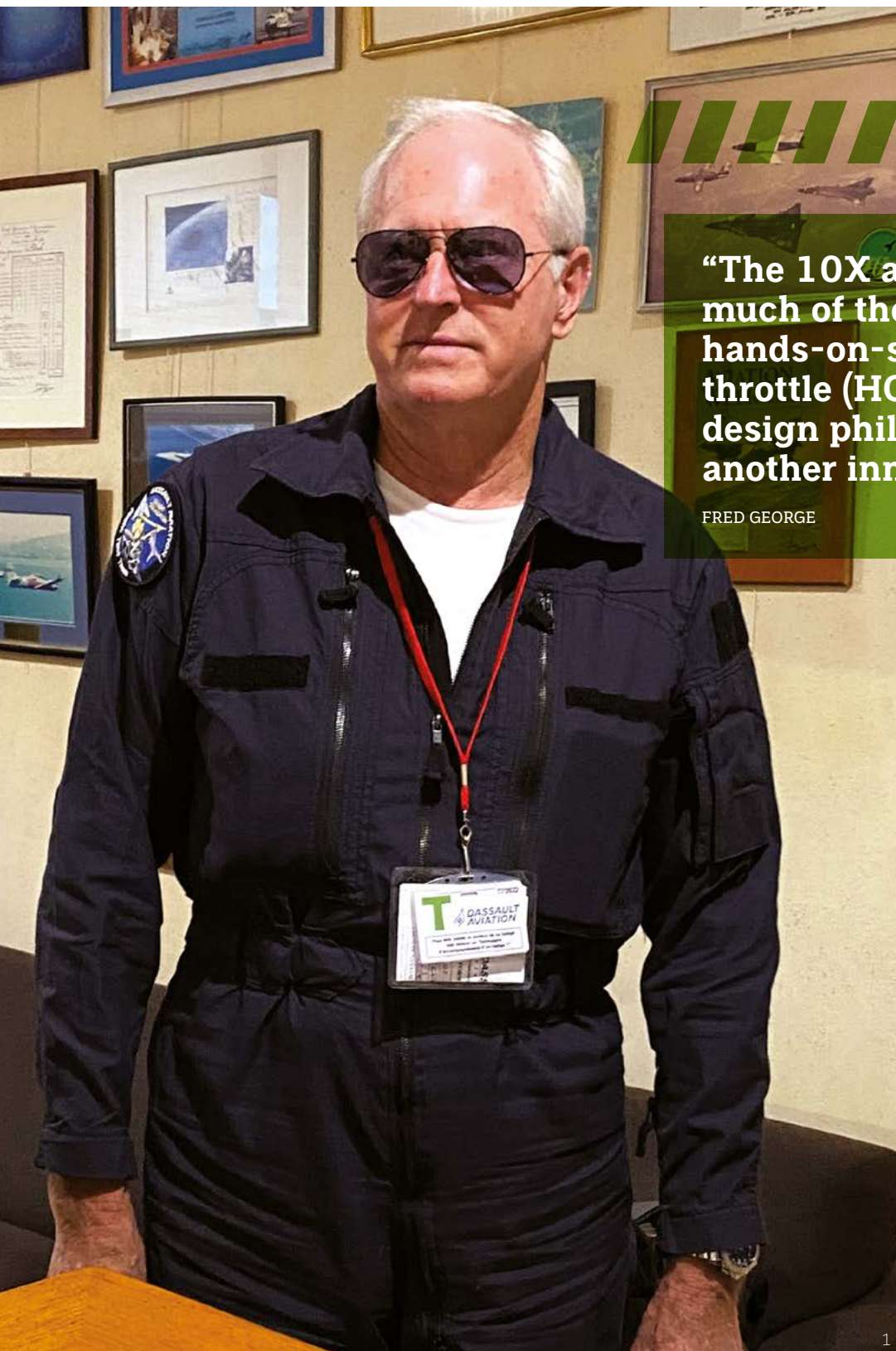
10X eSIM



To best describe all the advancements and safety features of the Falcon 10X's NeXus flight deck, there was truly only one person to call, Fred George. He began his career in the 1970s as a naval aviator, flying F4 Phantoms off the deck of the legendary Coral Sea, built during WWII and in service until 1990.

Fred became famous in the aviation community for his ability to crisply and clearly describe new aviation technology through publications including *Flying*, *Business & Commercial Aviation*, and *Aviation Week & Space Technology*. Including the 10X simulator, his count for models flown is now 248.

For this report, we asked Fred to write just as he would for an in-depth *Aviation Week* flight evaluation.



“The 10X adapts much of the Rafale’s hands-on-stick-and-throttle (HOTAS) cockpit design philosophy as another innovation.”

FRED GEORGE

NEXUS IN ACTION

BY FRED GEORGE

In February 2026, we were the first to fly the Falcon 10X Flight Test Vehicle Zero (FTV-0) simulator, outside of Dassault’s own flight test pilots and EASA certification pilots. The purpose of our virtual flight was to evaluate the 10X’s maneuverability, its dozens of new features, and the overall pilot workload compared to previous Falcon jets we’ve flown, as well as competitive aircraft.

The big takeaway: Dassault has created a new flight deck with new safety technology important to pilots, owners and passengers. As in almost every new Falcon,



2

We belted into the left seat of FTV-0, accompanied in the right seat by chief Falcon 10X test pilot Sébastien Dupont de Dinechin, known within Dassault by his fighter handle: 3D. Sylvain Courtois, Falcon program manager for Flight Test was at the instructor console. First impressions when seated? It's quite apparent that this is the roomiest and most comfortable flight deck yet offered in a purpose-built business jet and that it has by far the largest window area of any airplane in the 7,500-nm range class, with wraparound views allowing pilots to check for wing ice and wingtip clearance.

As on other Falcons, Honeywell avionics underpin the new NeXus flight deck, but the 10X's front office is a step change because of the many features borrowed from Rafale. It retains the current EASy system's familiar, four-screen T-configuration main display layout, enhanced with touchscreen capability. This T-configuration is flanked by two new outboard touchscreen controllers.

On the pedestal, an additional two, new touchscreen controllers replace the legacy mechanical multifunction keyboards and the audio panels. All are touchscreen capable, but left and right trackpads with sturdy palm supports and push-to-activate thumb buttons provide precision cursor control in rough air. Menu tabs and entry fields on the main touchscreen displays have been enlarged to reduce the chance of fat finger errors. Dassault elected not to put touchscreen controllers in the overhead panel because its



Dassault has added technology available in no other civil jet, including the very latest airliners. Dassault long has said that inside every Falcon beats the heart, soul and systems of a fighter. The 10X takes this concept to a considerably higher level than previous Falcons by incorporating more than 100 new safety, situational awareness, and workload reducing features, mostly adapted from Dassault's front-line Rafale multirole fighter. Having previously flown the Rafale B, we were in a favorable position to look at the Falcon 10X in that context.

FTV-0 was developed by Dassault with FlightSafety International for more than two years. It has full aircraft avionics and systems functionality, high-resolution VITAL 1100

visual imagery with worldwide terrain, obstacle and airport databases and realistic weather hazard simulation. It is situated at a new Dassault facility near the company's flight test center at Istres-le Tubé Air Base west of Marseille.

"Flying" on the ground saves time in the air

The full-motion simulator has two purposes. First, it plays a critical role in Dassault's accelerated two-year/1,600-hour flight test campaign. That's because almost every innovation can be reviewed by EASA pilots without having to fly physical airplanes. Also, high risk weather, such as microbursts and severe turbulence, can be injected into EASA scenarios, without putting pilots or aircraft in jeopardy.

human factors specialists judged them too difficult to use in heavy turbulence.

Human factors: simplicity and logical layouts

The overhead panel is smaller and simpler than in most previous Falcon jets, because several system control functions are now on tab-selected menu pages on the touchscreens. Yet it's more intuitive. Controls are grouped by function in sections clearly identified by illuminated, color-coded borders. In the event of a non-normal condition or emergency, an appropriately colored visual alert, triggered by the affected engine or system, pops up on the overhead panel and an audio alert sounds, prompting pilot action.

A new avionics-airframe interface computer makes possible Dassault's fully interactive mission management electronic checklist (MMECL). MMECL detects the position of virtually every switch, button, knob and sensor, providing step-by-step visual verification of required crew actions. It expedites completion of

1 - Fred George, award-winning aviation journalist and pilot

2 - The full-motion simulator at Istres flight test center near Marseille

FEATURES 10X

normal checklists. If an abnormal situation arises, it automatically displays the appropriate abnormal checklist and senses when the crew completes each action item. It guides pilots through failure management, ensuring each step is completed and guards against incorrect inputs.

Left and right head-up displays (HUDs) are standard equipment. As with the Rafale, the HUDs are designed to eventually be certified as sole-means attitude indicators, a well-overdue first for civil aviation, in our opinion. Falcon 10X pilots thus can spend as much time watching for weather, traffic and terrain hazards outside the aircraft as Rafale pilots. The HUD symbology has been upgraded with slats, flaps and airbrakes, plus landing gear position indicators, along with enunciations for auto-throttle and flight guidance modes.

A new HUD symbol, a “mini-chevron,” makes setting engine power quicker and simpler. It indicates the amount of thrust that will be available when the engines spool up to the commanded speed. Setting power while maneuvering becomes intuitive with no need to consult engine dials and specific percentages. Very fighter-like. With the HUDs as sole-means attitude indicators, the left and right head-down displays can be used as 2-D moving maps and horizontal situation indicators, among a half dozen other functions. The head-down displays automatically switch to 3-D airport surface displays

at touchdown to guide the crew on runways, taxiways and ramps. The HUDs also have FalconEye, Dassault’s combined synthetic and enhanced vision system for business aircraft. It’s tops in business aviation, again in our opinion, because of its high-resolution, multi-spectral, enhanced vision system camera and easy pilot selection of the best blend of synthetic and enhanced vision imagery for varying weather conditions.

The feel of a fighter

The 10X adapts much of the Rafale’s hands-on-stick-and-throttle (HOTAS) cockpit design philosophy as another innovation.

The sidestick retains the 6X’s visual declutter buttons when pilots want just the most essential cues. Borrowed directly from the Rafale, the new Smart Throttle introduces civil aviation to single-lever thrust control of both engines.

The Smart Throttle has left-side and right-side rocker-action switches for airbrake control in place of the left-side sliding airbrake lever, plus takeoff and go-around (TOGA) arming buttons and momentary-use speed hold buttons, useful for circling-to-land maneuvers from either flight deck seat. Separate knobs in the overhead panel provide individual adjustment of the left or right engines if a snag arises, plus individual engine shutdown and relight capability as needed. There is a large, slat/flap (SF) rocker-action position selector behind the Smart Throttle in



1-2 - Inside and outside the brand new Falcon 10X full-motion simulator in Istres, France; Dassault test pilot Sébastien Dupont de Dinechin at the controls.



“At this point, we elected to use the momentary touch ‘magic button’ on the Smart Throttle, aiding pilots hand flying the aircraft.”

FRED GEORGE

the center console that replaces the right-side sliding SF lever. Replacing the sliding airbrake and slat/flap levers with rocker-action switches enables new automated deployment functions linked to the digital flight control system.

Now, let's fly

Chocked on the virtual ramp at Dassault Mérignac, we switched on ground power, started the APU and completed an impressively short pre-start checklist. Right and left twists on the overhead engine start knob automatically activated all required systems for engine operation, and each engine started in sequence. Dupont de Dinechin and Courtois calculated takeoff V speeds and takeoff field length based on preliminary estimates for an 80,000-pound takeoff weight, Mérignac's 166-foot field elevation and standard day ambient conditions. Our estimated V1 decision speed, VR rotation and V2 one-engine-inoperative safety speeds were 104, 109 and 112, respectively. Takeoff field

length was 3,100 feet based on using slats/flaps 2 for departure. Our emergency return VREF landing speed was 127 KIAS. For improved passenger comfort and less engine wear, the 10X will be capable of assumed-outside air temperature, reduced-thrust takeoffs. For instance, if the assumed OAT manually is dialed up to summer levels in Saudi Arabia, the resulting reduced takeoff thrust will smoothly and softly take advantage of most of Mérignac's 10,171-foot Runway 05 / 23 length. Cleared for takeoff on Runway 23, we armed the auto-throttle, advanced the Smart Throttle enough to engage the smart auto-throttle and monitored our track down the centerline through the HUD. Dupont de Dinechin called out “80 knots” for a cross check, then “V1” at about 1,200 feet down the runway. It felt natural and normal to use the HUD to pull up to the proper pitch attitude at VR, then use it full time to hand fly the aircraft, taking advantage of the flight path vector, flight director, energy chevron

and speed deviation symbology, among other cues, projected on the screen – just as when flying the Rafale. Path-stable, set-and-forget DFCS path control law, used in both Dassault fighters and business aircraft, makes for care-free hand flying.

We retracted slats and flaps, and began a series of steep climbs to FL350, en route to Marseille via Montpellier. With passenger comfort in mind, the 10X's new normal climb mode is designed to use sufficient thrust to comply with ATC requirements – and no more. Alternatively, full or maximum performance climb may be selected as dictated by operational requirements. During the climb, Courtois introduced towering cumulus clouds directly ahead of our flight path. We attempted to deviate around the worst of the weather, but we still encountered robust turbulence. Courtois suggested that I attempt to use the touchscreens on the main displays to select changes in the flight plan. As predicted, my index finger lurched around the screen,

preventing me from touching the desired field.

No problem. Courtois then said to use the cursor control device with sturdy palm support and adjacent finger touchpad in the center console. Then with solid support for my hand, I could easily move the cursor to the correct field in rough air and activate the selection with a thumb button on the side of the palm support. Farther on, Dupont de Dinechin had me close my eyes while he positioned the sim in a series of high-angle pitch and bank unusual attitudes. “OK, open your eyes and recover.” Without having to recognize what position we were in and then respond appropriately, I just pushed the RCVY (automatic recovery) button on the instrument



panel, one finger away from the control stick. Immediately, crisply and precisely the digital flight control system returned the aircraft to level flight, using a combination of flight control, airbrake and throttle commands. If the aircraft is extremely nose low and accelerating, the DFCS will even split the upper and lower rudders for increased drag to augment the six-panel airbrakes. The aircraft will recover from a fully inverted position.

Single-engine flying simplified.

Our first approach was the ILS Runway 31L at Marseille/Provence Airport in VFR conditions. The HUD made easy work of hand flying the aircraft on a stable approach. As long as I

kept the flight path vector aligned with the runway threshold, we were confident that the aircraft would land in the touchdown zone when we flared. We pulled the smart throttle to idle at 50 ft AGL and immediately discovered that well-padded preliminary VREF speeds provided some excess float in ground effect before the jet is ready to touch down. Fine-tuned V speeds will be determined during the flight test campaign.

Courtois then repositioned the sim to Istres for a demonstration of one-engine-inoperative performance. Failing the left engine at V1, the aircraft mildly yawed to the right with very little slip-induced roll. There's enough yaw caused by the asymmetric thrust to provide unambiguous

visual and tactile cues as to which engine failed, but not so much that maintaining directional control is challenging.

We stepped moderately on the rudder to counter the slip, continued climbing to slat/flap retraction altitude and leveled off. The engine failure checklist automatically pops up on the lower main display screen, prompting the crew to action. Items automatically are checked off when appropriate actions are taken because of the MMECL's connectivity to aircraft systems. After the checklist was complete, the DFCS kept the aircraft in balanced flight with varying changes in asymmetric thrust. And, yes, the 10X has full one-engine-inoperative (OEI) auto-throttle functionality, greatly reducing pilot workload, unlike some direct competitors.

The HUD makes easy work of emergency divert OEI landings. If VFR, dial in a 3° glidepath reference line, drive the aircraft toward the runway in level flight until the 3° line appears on the threshold and push the nose over until the flight path vector stays on the threshold. Flare at 50 feet to touchdown on the stripes. After touchdown, the DFCS provides strong yaw control to counter the effects of asymmetric thrust reversing.

Circling with confidence.

Our next approach was the RNP Z Runway 18 at Chambéry Aix les Bains (LFLB), a procedure that has a 4.46° glidepath and relatively high 2,290-foot MSL 1,530-foot decision altitude. FalconEye was not yet functional in FTV-0, so we couldn't simulate the sporty weather conditions we witnessed when flying the 8X into Chambéry previously.

We flew the sim in VFR conditions once we descended below a cloud deck and planned a circle-to-land maneuver to align with Runway 36. Considering the terrain hazards, it's fortunate that

the airport has a published visual maneuver with prescribed track (VPT) to guide an aircraft around the east side of the airport to Runway 36.

We followed the VPT, but that required looking away from the HUD to keep the runway in sight on the right of the aircraft. At this point, we elected to use the momentary touch "magic button" on the smart throttle. Pressing the button causes the auto throttle to hold the indicated airspeed at that moment, thus aiding pilots when hand flying the aircraft and looking out the side windows. Alternatively, we could have used the auto-throttles and set maneuvering speed. Clever aids like "the magic button" increase safety in more challenging maneuvers, and circling approaches from a safety statistics standpoint, are the most challenging. In designing the NeXus flight deck, Dupont de Dinechin, Courtois and other engineers have given pilots a set of tools to minimize risk.

Approaching the right turn to Runway 36, we used the green track trend vector symbol (aka the "worm") graphic on the moving map to assure we stayed inside the ILS 3 DME radius, to keep clear of terrain, and used just enough bank to align with the 355° runway centerline. The green track vector quickly alerts pilots to the need to adjust course and is yet another simple, intuitive safety feature.

Chambéry has 6,627 feet of runway, but the displaced threshold shortens the landing distance available to 6,036 feet. With the runway in view through the HUD, we just put the flight path vector on the end of Runway 36's pavement, descended at VREF and flared at 50 feet to push out the glide to touchdown just after the displaced threshold. It was quite comfortable to slow the aircraft to a leisurely taxi speed well short of the runway end. Near the threshold, we



“With passenger comfort in mind, the 10X’s new normal climb mode is designed to use sufficient thrust to comply with ATC requirements – and no more..”

FRED GEORGE

turned 180° and departed on Runway 18 for a brief tour of Mount Blanc to the northeast, followed by a visual approach to Runway 22 at Geneva. Clear of the runway, we taxied to the west end general aviation ramp and shut down.

It flies like a Falcon

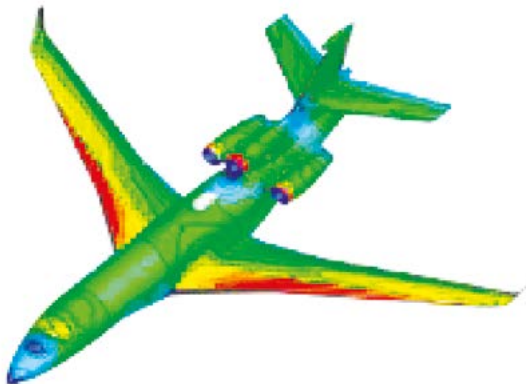
Conclusions? The largest, heaviest and longest-range Falcon jet still retains the ease of control, crisp response, and slow speed maneuverability for which the product line has been known for more than six decades. New functions, such as reduced thrust takeoff, gentle climb and soft go-around arguably give passengers the most comfortable ride of any purpose-built business jet. New features, including automatic terrain and traffic avoidance, provide a new level of protection. The many NeXus enhancements and greater DFCS integration raise the bar for safety innovations in business aviation – something pilots and passengers alike can appreciate.



1 - Dual HUDs will be standard on the 10X

2 - Sébastien Dupond de Dinechin, Falcon 10X Chief Test Pilot





Things in the world of onboard connectivity are moving fast – literally so, with higher connection speeds, more options from more types of ground-based and satellite systems, and more onboard capability.

You may want to talk with a Dassault customer service representative at some point about your options for new systems, especially as major inspection intervals approach. But let's review the new and existing systems you might want to be considering.

NEW OPTIONS TO KEEP YOU CONNECTED



FEATURES FALCON CONNECTIVITY



AIR-TO-GROUND

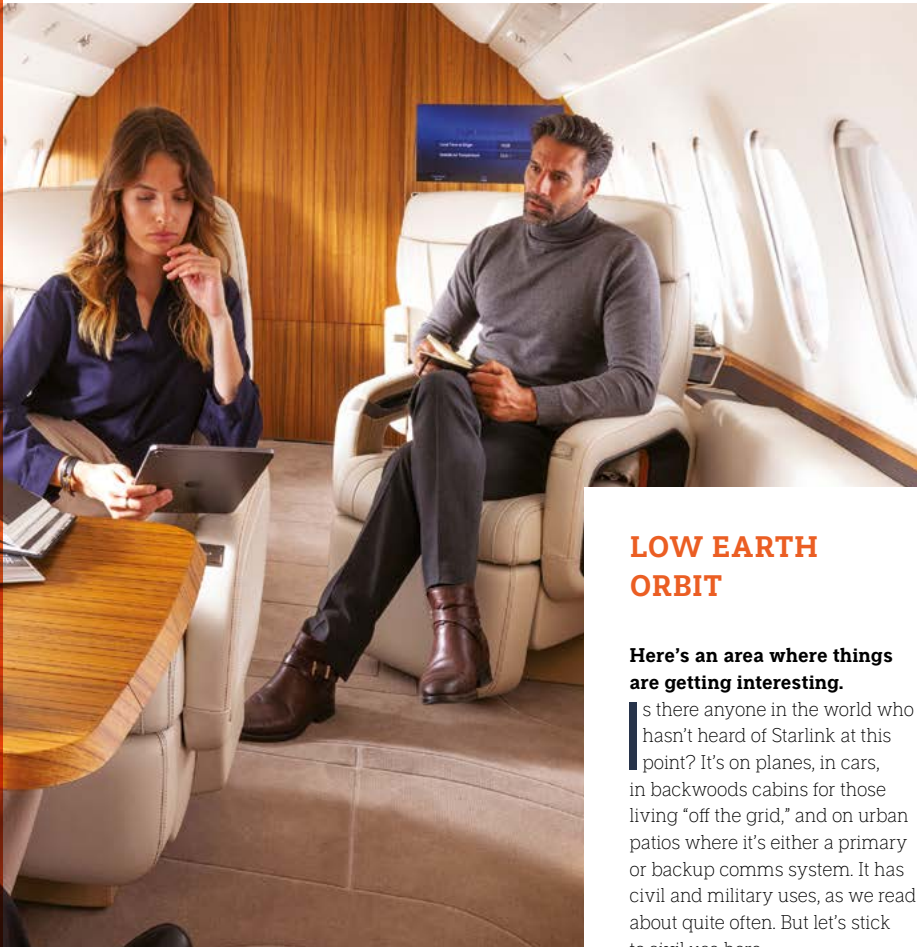
Dassault offers the Gogo Avance L5 system for relatively low-cost connectivity through ground stations. This might be a good solution for some operators who fly almost exclusively in North America. It offers reasonable speed for email and voice communications. So the benefit is that flight crews and passengers stay in touch while airborne. The limitation is in geographic coverage and the lack of blazing fast speeds many operators expect today.

- 1 - Connectivity Network Systems
- 2 - Starlink product on Falcon
- 3 - Starlink antenna structural provisions outside installation



	Gogo	Gogo	Honeywell	Honeywell	Honeywell	Gogo	Gogo	Viasat	SpaceX	Gogo	Gogo
	DLU	SDR-G	Aspire 350 Iridium	Jetwave 1	Jetwave X	PSKu	PSKa	Ka	Starlink	Galileo HDX	AVANCE L5
	Cockpit CPDLC	Cabin Voice	Cockpit : Voice & safety data	Cabin high Speed	Cabin high Speed	Cabin high Speed	Cabin high Speed	Cabin high Speed	Cabin high Speed	Cabin high Speed	Cabin high Speed
Falcon 900EX				✓				✓	✓		✓
Falcon 2000EX									✓		✓
Falcon 2000EX EASy	✓								✓	✓	✓
Falcon 2000LX/S/ LXS	✓		*	✓	*	✓			✓	✓	✓
Falcon 900EX EASy/LX	✓			✓		✓		✓	✓	✓	✓
Falcon 7X/8X	✓	✓	*	✓	*	✓	✓	✓	✓	✓	✓
Falcon 6X			✓	✓	*				*		✓

* Under development



LOW EARTH ORBIT

Here's an area where things are getting interesting.

Is there anyone in the world who hasn't heard of Starlink at this point? It's on planes, in cars, in backwoods cabins for those living "off the grid," and on urban patios where it's either a primary or backup comms system. It has civil and military uses, as we read about quite often. But let's stick to civil use here.

Already more than a dozen Starlink systems have been installed on Falcons (and these are the fastest "Revision 4" versions, faster than on competing jets). More than 100 Falcon operators have ordered Starlink, probably making it our most popular modification ever.

Starlink has several attractive features. The system provides global coverage with high speed: up to 250 Mb/s, plenty fast for videoconferences and streaming. Because the Starlink satellites are only about 500 km above the earth, latency (the delay in relaying a signal is only 20 to 40 microseconds) is basically unnoticeable in a conversation.



**Watch the
Starlink video**



1

GALILEO UPDATE SYSTEM NOW CERTIFIED ON FALCON 7X/8X

GALILEO

Dassault offers another low-earth-orbit/moderate-earth-orbit system worth considering. It's Gogo Galileo, which relies on a smaller constellation of slightly higher satellites flying at about 1,200 km. Latency is also quite low, and download speeds lower but certainly reasonable for streaming communications at about 60 Mb/s. Because it's based on the Avance platform, installation can be relatively low cost and simpler. Usage costs are also lower than other options. It's both highly useful for global communications and a good upgrade path for some operators to keep their aircraft modern and value retention high.

While the rest of the world may be fixated on the AI race, pilots and passengers are also likely paying attention to the cabin communications race. New options are proliferating, all offering something a bit different, with varying capabilities and different price points, but in general all offering much more capability for high-speed communications and in many cases almost complete global coverage.

Gogo Galileo is one such entrant. And it offers an interesting alternative for Falcon owners. Like the geostationary options, it places the antenna in the tail, which can simplify installation versus Starlink's large cabin-mount antenna. Its constellation has fewer satellites but offers latency and high-speed connection for streaming. The Galileo system is powered by the Eutelsat OneWeb low-earth-orbit satellite network.

On June 15, Gogo announced that Dassault Falcon Jet had received STCs from both the FAA and EASA for the Galileo HDX antenna. It is an electronically steered antenna and, according to Gogo "provides a compact, lightweight, low power and high-performance solution." The company reports reliable speeds of up to 60 Mbps. Gogo notes that users have access to the company's suite of value-added services, including advanced cybersecurity protections and training. "Cybersecurity and privacy have become increasingly important discussion topics with customers, especially with new PART-IS regulations in Europe, where many Falcons are based," according to Michael Skou Christensen, Chief Commercial Officer.

Operators of 7X and 8X aircraft interested in Gogo or other systems can ask their

representatives about how their data is protected and about other cybersecurity measures. They can be put in touch with representatives of all offered systems for a deeper level of understanding and support as needed.

Dassault MRO's job is to offer guidance in selecting systems, which takes into account what makes for an easy retrofit or initial installation, what fits your predominant flight patterns and cabin users' needs, and of course, what system can be offered at a comfortable price point for installation and long-term usage rates.

One thing we know for sure. Passengers love online connectivity, and we have many ways to provide it for them.



1 - Galileo HDX antenna

2 - Wiring installation

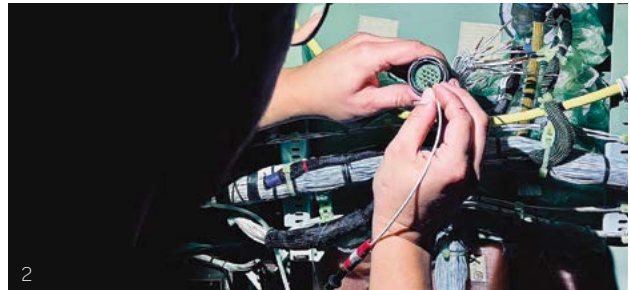


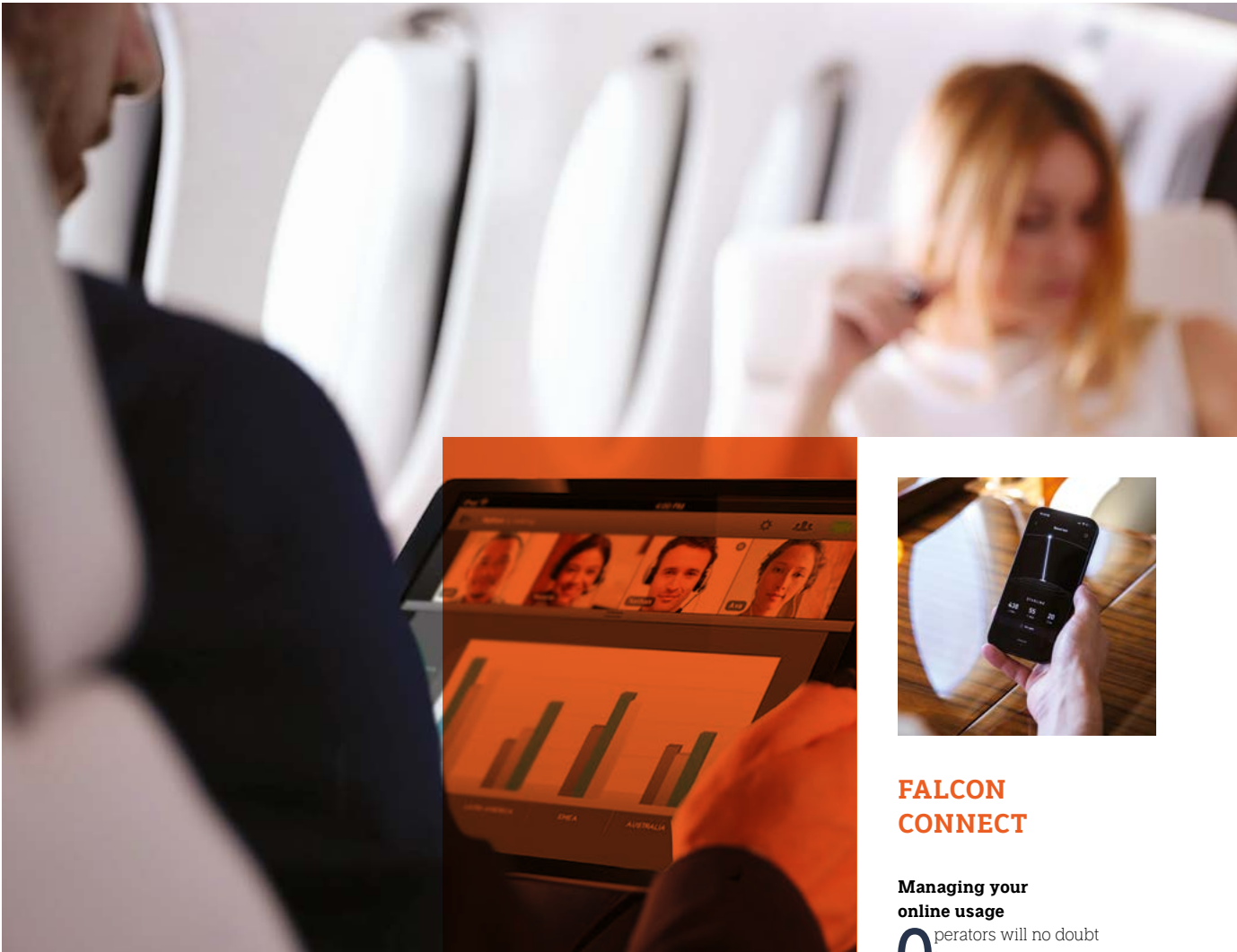
GEOSTATIONARY ORBIT

Systems such as Honeywell's JetWave, based on the use of geostationary satellites, have been mainstays for global communications over many years. The latest JetWave X system now coming online as an upgrade path for Falcons can be an excellent option, especially for current JetWave users.

The first thing to know about JetWave X is that it's much faster than the previous JetWave system. Download speeds are about 200 Mb/s, about 10 times faster and quite suitable for streaming communications. It's also not simply a geostationary system but a multi-orbit system, able to "skip" to medium earth networks with lower latency. If your aircraft already has the JetWave system, installation time, cost and complexity are vastly simplified.

JetWave X can coexist with Starlink, giving operators a lot of flexibility and backup capability when it comes to onboard communications.





Falcon Connectivity App



FALCON CONNECT

Managing your online usage

Operators will no doubt have important questions about how to manage these onboard communication systems, simply from a budgeting perspective. Charter operators, especially, need a way to easily track and allocate costs to customers.

Dassault has a solution for that. It's called FalconConnect, which aims to make systems management as simple and flexible as possible. It makes it easy for crew and passengers to access Wi-Fi and global connectivity systems. It offers a choice of subscription plans and makes it easy to change them, all managed through a single billing system. Worldwide Technical support and training from Honeywell is always available.





THE FUTURE

Dassault is always evaluating the best communications options and thus the experience for users. And more systems with varying features continue to come online. So stay tuned to this space. We can't promise quantum communications anytime soon. But who knows with the progress of technology. More likely in the near term are additional multi-system options and enhanced cybersecurity. Rest assured if it has to do with global connectivity, Dassault is on top of it.



Starlink
upgrade

REPRINTED HERE IS A BLOG POST FROM SVP JEAN KAYANAKIS AS PART OF THE 25TH ANNIVERSARY OF EXECUJET AND PREDECESSOR COMPANIES IN THE ASIA-PACIFIC/AUSTRALASIA REGION.

DASSAULT'S EXECUJET MRO AUSTRALIA AND ASIA: AN OVERNIGHT SENSATION AFTER 25 YEARS



Grant Ingall walked through the door at Sydney's Pacific Aviation at 18 years old. It was 1985. He didn't know much about aviation, but he proved himself on the shop floor through a four-year apprenticeship. Later, as a top technician for Australia Jet Charter, he traveled the world to repair just about every business jet model under the sun. He loved those wanderlust days but isn't unhappy at all to concentrate on just his home corner of the globe, running ExecuJet MRO Australasia with locations throughout Australia and New Zealand.



South Africa's ExecuJet bought Australia Jet Charter in 2000. Graeme Duckworth, president of ExecuJet MRO, thought he had a good model to take worldwide. He was right. After acquiring and growing the Sydney operation, the company methodically expanded to Melbourne, Brisbane, Wellington, Perth and Kuala Lumpur, where Ivan Lim is Grant's counterpart for the Asia-Pacific region. It's been pretty much constant growth through a quarter century of economic twists and turns, with an extra boost since Dassault acquired ExecuJet MRO in 2019. From the beginning, ExecuJet MRO has offered service to most business jet brands. The region is growing, but it requires multi-brand service to justify the investment in substantial MRO capability.

Grant notes how well integrated ExecuJet MRO has become with the global Dassault support organization, especially with constant access to the Falcon Command Center and with more parts in the region, as Singapore is an

important parts hub for Australasia (and where parts can often be obtained overnight). "For our first C-checks, we worked really closely with France to ensure smooth execution, and that helped build our confidence as a Falcon factory support organization," Grant says. He's also pleased to see a growing Falcon presence in the region and notes that his organization is trained and ready to provide line support for the 6X. "The 10X," he says, "will be a game changer for us, given range requirements from our part of the world."

Grant also says it's meaningful to him that Dassault is a family-owned business with stable leadership, very much like ExecuJet under the steady hand of Duckworth. Their management styles are compatible. "As close as we are with our Dassault counterparts, the Dassault team recognizes that we know our customers and our region and gives us latitude to run our business without micromanagement."

For history buffs, you might enjoy knowing about the long and close relationship between Dassault and Australia. The country was one of the first export customers for the Mirage III in the 1960s and operated the Falcon 20 for government VIP flights. Today, three 7X aircraft serve officials in Canberra.

The entire ExecuJet MRO network has played a central role in helping us become a global support organization and is staffed by truly the best in the industry, from Graeme, Grant and Ivan all the way to the folks you see on the shop floor.

I'd like to personally congratulate them all on 25 years of superb service.

Jean KAYANAKIS

SVP, WORLDWIDE CUSTOMER SERVICE
AND SERVICE CENTER NETWORK



DASSAULT AND SATYS TEAM UP

1 - At the new paint hangar
in Melbourne, Florida

2 - Satys, Paris-Le Bourget

FOR SILKY PAINT JOBS

1





You may not be familiar with the name Satys, but you surely have seen its work – if not on a Falcon, then on an airliner. They paint more than 1,200 aircraft a year at 50 locations. Because they focus solely on painting, they have led the industry in better environmental processes and quality control.



Dassault has teamed with Satys in three locations so that customers can benefit from their expertise and economy of scale. Satys has a facility that works in coordination with Dassault Falcon Service at Le Bourget. And it has two new facilities co-located with the new ExecuJet MRO base at Dubai South (DWC) and Dassault Falcon Jet in Melbourne, Florida. Dassault and Satys can provide a touch up, a change of tail number, or a complete strip and paint. Satys uses digital technologies for crisp and distinctive paint schemes. They employ more environmentally friendly chromate-free primers and improved sealing processes.

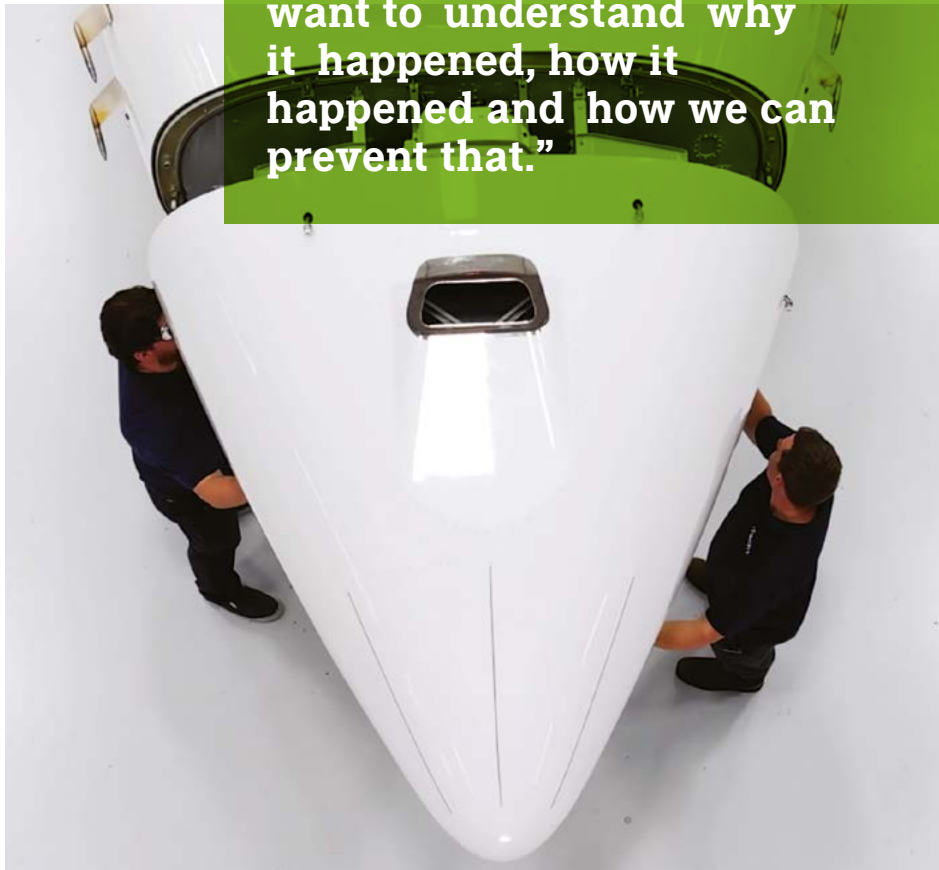
Their hangars have filtration systems to capture greenhouse gas emissions and paint particulates. Electrostatic spray technology applies paint evenly and smoothly, while reducing weight. The savings can amount to 10 to 15 percent, or perhaps 30 pounds. As part of a weight-control strategy this makes a difference in fuel efficiency and range. Because Satys is co-located with these Dassault facilities, customers save time, trouble, fuel and expense to fly to a paint shop elsewhere. And the end result is a gleaming Falcon that always attracts admiration on the ramp.

DASSAULT'S WORLDWIDE SAFETY MANAGEMENT SYSTEM

Some readers may be familiar with SMS concepts. It is not required in all phases of aviation or all parts of the world. But Dassault has elected to implement it everywhere in its global network of 60 factory and authorized service centers.

Dassault MRO service center employees from around the world

“Look, if you made a mistake, we’re not holding you responsible. We just want to understand why it happened, how it happened and how we can prevent that.”





The objectives include safer operations, fewer errors requiring rework, greater customer satisfaction, and more efficient operations. It even leads to better fit and finish for aircraft interiors. But above all else it is about establishing a deeply rooted safety culture. The core concept is to incentivize every employee to report errors or even possible errors (where did I leave that wrench?). Dassault asks employees to report errors even when they may be fairly minor – an interior scratch or scuff, for example. Result: the organization is constantly learning, improving and operating more efficiently. And, of course, with greater safety. Dassault's communications team traveled the world with a film crew to see how well employees understood the concepts and how eagerly they embraced the program. The answers were heartening. Employees from the executive suite to the shop floor embraced its precepts, even coming up with new ideas for better implementation. Here is some of what the film crew heard from employees in English and in French (but here translated into English where necessary):

Just Culture

"We have a voluntary confidential reporting system. Anybody in the organization can fill out a report and they can do it without fear of reprisal. They can report errors, they can report "near misses," including literal near misses as we move planes and equipment. The fact they can do it without fear of punishment is called Just Culture."

On making reporting effortless

"We wanted to ensure that anyone that enters our facility is able to report a hazard or an incident. We created a reporting system through a QR code. This way we extend reporting out even to our suppliers and our contracted maintenance providers."

On learning instead of blaming

"Look, if you made a mistake, we're not holding you responsible. We just want to understand why it happened, how it happened and how we can prevent that."

From one of our French service centers

"The goal of the Safety Management System is to continuously improve safety throughout the organization. This reporting is made possible by what we call a Just Culture—an environment where people do not fear being sanctioned when they report an event."

On continuous improvement

"Reporting is exceptionally important. We always report, even if it's something small, because our small might be something major to another facility."

This project to interview and record employees from around the world – from the U.S., France, South Africa, Malaysia, Australia and elsewhere – taught us something important. We heard the same things repeatedly – quotes like the ones above. Which is what we had hoped to hear. We were told with pride that employees at all levels had embraced this system and made it their own. They understood the program and its importance. They understood that they could report an error and be applauded for doing so. As the last quote indicates, a lesson learned on one continent may prevent errors on another. It may not be fashionable for OEMs to openly discuss errors. But we know they happen everywhere. Not just at Dassault and not just in aviation. The important thing is how you deal with them. SMS is an eminently sensible way that leads to constant improvement and boosts employee morale in the process.

As yet another employee noted: "Communication is the key to safety."

And so, we are communicating to our customers that all 2,500 of us in product support have taken this message to heart. We hope our customers see it reflected wherever they pull in for service and that it gives them confidence that Dassault always strives to do things better and, without fail, to do the right thing.



Watch the
SMS video

OAB COMES TO PARIS

YOUR INPUT REQUESTED

This October, the Falcon Operator Advisory Board, now expanded to 24 members from all parts of the world, will convene in Paris. Chairman Mike Higgins from California's BNT flight department will have the gavel, assisted by Vice Chairman Rolf Zeller from Switzerland's Air Transport Logistics. Attendance at the annual OAB meeting is typically high. There is always senior level participation from Dassault, even more so this year given that it is occurring in Paris. The OAB is all about dialogue and frank talk between OEM and operators, and it is always productive. Fleet upgrades and improvements are often the result. These recently included decisions to offer Starlink to in-service as well as new aircraft.

Such initiatives and many more often come from Falcon operator input to their regional representatives on the OAB. Have an idea, a concern, a complaint? These are all valid items to pass on to the OAB. Preparation for these meetings is extensive. Dassault takes down a lot of action items at each meeting and always reports back on them. You have many channels into Dassault, but the OAB is one of the best because it assimilates the interests and wishes of many operators from around the world. Your OAB member is waiting to hear from you.





1 - With the Manhattan skyline as a backdrop, the Falcon OAB poses for a group shot last October.

2 - Members bring their expertise and their passion to OAB meetings.

MEET THE NEWEST MEMBERS OF THE BOARD



Keith PICKETT



Keith is currently the Director of Maintenance of Pattison Airways, based in Richmond, British Columbia, Canada. He started his aviation career in 1984 while he was still in high school. His first Falcon experience was with the Falcon 50s while working for an maintenance facility in Vancouver. Pattison Airways has operated the Falcon 900B and Falcon 900EX EASy but currently operates two Falcons (Falcon 2000S and Falcon 7X), and they have continuously operated Falcons since 2004. Keith has been maintaining Falcons for more than 20 years.

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Srdjan KRAGOJEVIC



Srdjan, CEO of Prince Aviation, is the newest addition to the Falcon Operator Advisory Board. Based in Belgrade, Serbia, Srdjan has been with Prince for 19 years, during which he actively contributed to the development, certification and operation of all technical divisions of the company. Prince currently operates a Falcon 2000LXS that boasts the highest utilization rate in the EMEA for two years running.

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Brian CHRISTENSON



Brian has been the Vice President of Aviation for HCA Healthcare for nearly five years, overseeing the operation of three Falcon 2000LXS aircraft. Based in Nashville, Tennessee, Brian is a highly accomplished aviation executive with extensive experience in operations management and regulatory compliance. He has been in the industry for more than 30 years and says his focus has always been on maintaining the high level of customer service that business aviation provides to its users, coupled with a focus on safety and best practices.

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MEET THE NEW FACES ON OUR FRONT LINE

Meet the newest members
of the global team providing technical
support for you and your Falcon.

Alexandre ASSO



Alexandre is our new Customer Service Manager. After spending two years in Customer Support at Airbus, he joined Dassault Aviation 20 years ago as an Aircraft Operations Performance Manager and led the development of FalconPerfApp. He later contributed to the entry into service of the Falcon 8X as Program Operations Manager. He then joined the Falcon 6X program team within the Operational Support Directorate, where he was responsible for 6X Ops documentation/Pilot training development and the Falcon 6X best entry-into-service briefings for the first 25 Falcon 6X aircraft.

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Scott HEATH



Scott joined Dassault Falcon Jet as a Field Technical Representative early this year, based at our Dallas-Ft. Worth, Texas, office. Scott began his aviation career 35 years ago in the U.S. Navy, serving for more than six years. There he learned his skills as an avionics specialist while serving on the USS John C. Stennis. After the Navy, Scott continued his avionics career working for several companies, including 11 years with Duncan Aviation and eight with Gogo Business Aviation.

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Tyler WEST



Tyler is our newest Command Center Rep, based in Boise, Idaho. He brings more than 20 years of experience supporting Part 135 operations, including executive leadership roles and service management. Prior to joining DFJ, Tyler served as DOM for charter operations for Jackson Jet Charter in Boise and Boutique Air in Denver. He has previous Falcon experience from Western Aircraft, where his roles included Team Lead and Service Manager.

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Mark DILAURI



Mark was hired in May as a Command Center Rep in Teterboro. He came to us this spring from Short Hills Aviation in Morristown, New Jersey, where he worked line maintenance on many Falcon models for the past year. Prior to that, Mark spent 20 years as the DOM for a longtime Falcon operator in New Jersey – and before that he maintained a Teterboro-based Falcon for another operator.

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Steven WOODS



Steven is the newest Dassault Falcon Jet CSM, based in Colorado, and serving the Mountain West territory in the United States. He has extensive experience – including roles as Mechanic, Chief Inspector and Director of Maintenance – and worked many aircraft models. Steven has his A&P certificate and is a Master Tech on the Falcon 50 and Falcon 900. In fact, he was the very first Falcon 900 Master Tech. He also received his NBAA CAM in 2006.

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FALCONCARE

AT 20, MORE CHOICE

Speaking to operators recently, customer service director Aurélien Roffet positioned FalconCare as offering “predictability in an unpredictable world.”



1 - Aurélien Roffet, Director of Commercial Programs

2 - Dassault Falcon Service, Mérignac, France

3 - Dassault Falcon's new responsive private portal



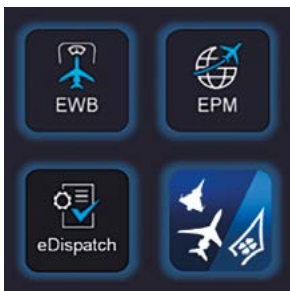
At the Paris Maintenance and Operations seminar this March, Director of Commercial Programs Aurélien Roffet reported on the program's expansion since its introduction 20 years ago. Three fixed (and therefore predictable) maintenance plans are now available.

FalconCare Elite covers parts & labor, so costs related to flight hours and cycles are fixed. About 75 percent of FalconCare users choose this plan.

But some flight departments are capable of performing much or all of their own maintenance and Dassault crafted the **FalconCare Essential** plan for them. It excludes labor.

For others, often those buying a pre-owned Falcon, a completely à la carte menu of covered services makes the most sense. This plan is called **FalconCare Select**. Customer service representatives will work with an owner to include or exclude various aspects of maintenance – a set of brakes, for example, or even a C-check. Aurélien reports 94 percent satisfaction with FalconCare and an 80 percent renewal rate.

Two-hundred and forty Falcons are currently enrolled. The expanded choices are a direct result of input from the Falcon Operator Advisory Board, which asked for more flexible options. And today they have a complete menu of FalconCare maintenance plans.



FALCON PORTAL

RIVALS POPULAR ECOMMERCE SITES



Aurélien Roffet, Director of Commercial Programs, looked to major online retailers when restructuring the technical publications area of the Falcon customer portal. “We’ve gone from Monoprix (the French corner store) to Amazon,” as he puts it.

Dassault is now on Version 3 of its popular self-service web platform. Gone are email exchanges for quotes, now enter in the new digital catalog. Click and an item is placed in your shopping cart. Submission of your order is now much easier and quicker as a result, and this is also true for annual subscription renewals. The same is true of part orders.

Still, people need a little help from time to time. Support can be requested digitally through the dedicated Tech pub pages. The new support module has been designed to become the primary channel to address and follow requests.

The switch to online ordering has accelerated since Covid challenged businesses everywhere to find faster, more automated ways of serving customers. The Falcon portal has evolved over the years to be more customer friendly. This new commercial service now has many of the features of favorite consumer sites and establishes the new standard.

SPARES LEADERS ON THE MOVE



Joelle PHUNG



Joelle made the move across the pond to Teterboro following 13 years spent at Dassault Aviation in Mérignac. Since 2020, she has been the Spares Marketing and Communication Manager. Since that time, Joelle has been responsible for all Spares programs and has played an integral role in the development and launch of Falcon Advantage and Spares Online. Working closely with Patty Van Zile, Joelle manages the Backorder Team dedicated to fulfilling customer orders. She also manages the Marketing team, which is responsible for Falcon Spares programs, Falcon Advantage, Spares Online and all spares communication to customers.

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+1 551 405 2659



Adam KOMET



A dedicated member of Falcon Spares for nearly 25 years, **Adam** has been promoted to Spares Customer Service Manager, succeeding the newly retired Mike Sweeney. Adam began his career as an Assistant Account Representative before moving into Spares Sales, eventually returning to Customer Service, where he continued to build strong relationships with both customers and colleagues. With his extensive Spares background, deep knowledge of our customers, and years of experience across multiple areas of the business, Adam is a tremendous asset to the team in his new role. He is responsible for the spares support of our MRO and ASC network and SPOC (Spares Point of Contact) and other administrative roles within the department.

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MEET THE NEWEST MEMBERS OF THE FALCON SPARES TEAM



Patricia COELLO



Patricia has joined Falcon Spares as a Customer Service Representative based in Teterboro. She has more than 25 years of experience in the financial services industry, including at American Express and UBS.

**Customer Service
Representative**

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+1 201 541 4587



Meaghan NADEAU



Meaghan has also joined Falcon Spares as a Customer Service Representative in Teterboro. She has a background in financial services, having worked at Tullett Prebon as a Billing Coordinator. Prior to that, she managed and marketed portfolio reporting systems at Pershing, LLC.

**Customer Service
Representative**

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+1 201 541 4596



Mariangela DE LOS SANTOS



Mariangela has likewise joined the Falcon Spares team as a Teterboro-based Customer Service Representative. Mariangela brings more than 15 years of experience in customer relations and sales, along with extensive expertise and knowledge that will serve her well in her new role.

Customer Service Representative

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Pauline GIRAUD



Pauline is one of the newest additions to our Falcon Spares team in Mérignac, taking on the role of Customer Account Representative. With several years of experience as an Export and Logistics Coordinator, she successfully managed international customer accounts and organized complex logistics operations. Her proven expertise in account management will be a major benefit in enhancing our team's efficiency and optimizing our quality of service.

Customer Account Representative

pauline.giraud@dassault-aviation.com
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Laura GASTON



Laura, who steps into her new role as a Customer Account Representative, previously spent five years as an Export Sales Assistant, where she successfully managed international client customer portfolios and coordinated major events within the wine industry. Her strong expertise in customer relations, combined with her excellent understanding of international markets, will be valuable assets in supporting and strengthening our customer service excellence.

Customer Account Representative

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Mélanie CHABANEIX



Mélanie has also joined our Falcon Spares team as a Customer Account Representative based in Mérignac. Before coming on board, she spent three years as a Sales Administration & Logistics Manager in the wine and spirits sector, where she managed daily customer relations and logistics flows. Backed by this significant experience and a previous rewarding background at Dassault Aviation as an apprentice, Mélanie's comprehensive knowledge of international customer relations will be a key asset to our team.

Customer Account Representative

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6X TRAINING OPTIONS CROSS THE ATLANTIC

First there was a CAE 7000XR top-of-the-line simulator for training at Burgess Hill in the UK. Now there is a fully qualified twin available for 6X training at CAE's training center in Morristown (New Jersey). First customer training courses have been completed.



The 6X fleet is growing: more than 30 aircraft in 16 countries as of this reporting. Having CAE training available on two continents makes it easier for customers to schedule and to find the most convenient location. The new simulators are known for the extreme realism of their CAE Tropos 6000XR visual displays. That level of fidelity makes CAE upset prevention recovery training seem quite realistic and all the more valuable.

CAE provides training for pilots and maintenance technicians, but for technicians it's classroom only. However, they can get their own dose of hands-on realism at the Dassault Training Academy in Bordeaux-Mérignac, where they can practice on a real 6X standing on the Dassault assembly line.

Cécile BABET



In December 2025, **Cécile** joined the Falcon Training Department as Quality Manager in charge of organizing the technical and quality cooperation between the Dassault Falcon Operational Support team and its training partners: FlightSafety International and CAE. She is deeply involved in the training quality surveillance by participating in the Falcon Training Policy Manual (FTPM) updates and annual quality audits.

As a side activity, she will also be involved as Compliance Monitoring Manager of the Dassault Aviation ATO (Approved Training Organization).

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Gauthier VERTE



Gauthier joined Dassault Aviation 10 years ago as a Material Engineer. His role focused on the technical qualification of materials for Falcon aircraft completions, where he also developed expertise in certification processes, particularly regarding flammability requirements. He contributed to the flammability certification of the Falcon 6X.

In January 2023, Gauthier relocated to Little Rock, Arkansas, for a three-year assignment at the completion facility. His mission was to support production operations for aircraft cabinets and assist in the qualification of new materials and processes, ensuring closer alignment with manufacturing needs.

Upon his return to France in January 2026, he joined the Operational Support Team as Operational Support Manager for Cabin Systems, working alongside Nathalie Raby.

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Lucas MAIRE TRIPET



Paris native and dual alumnus of the French Engineering schools Ecole Nationale de l'Aviation Civile and Arts et Métiers, **Lucas** started as a Cabin Engineer, then advanced to Avionics Systems Engineering, specializing in Flight Management Systems (FMS). Leveraging this expertise, he contributed to the development of FalconSphere 4.0 and the design of the new Flight Card.

He joined the Falcon Operational Support Department in February 2026 as a Falcon 10X Operations Manager. He drives with François Melin (Falcon 10X Operations Manager Leader) the operational readiness and entry-into-service activities for our upcoming flagship aircraft. Fueled by a passion for aviation, he also holds a Private Pilot License (PPL).

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#iFlyFalcon

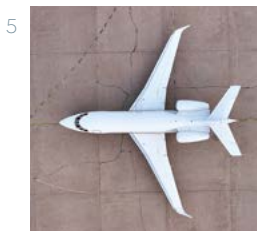
AN OPERATOR PHOTO-SHARING EXPERIENCE

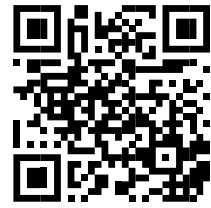


To honor the creative talent of the Falcon picture-taking community, a new section of *Above & Beyond* magazine is showcasing the latest operator photos, submitted via a webpage on our site. There, you'll discover more images and learn how to participate. And perhaps be part of a premium picture book.



- 1 - Zsolt Kardos
- 2 - Michael Correia
- 3 - Jurg Saxer
- 4 - Clement Jolliot
- 5 - Vladimir Jovanovic
- 6 - Michal Wamej
- 7 - Lennart Postma
- 8 - Tiao Rizzi
- 9 - Ferry Tjook
- 10 - Cedric Marty
- 11 - Nelson Ferreira





Submit your
photo here



10



11



KEEP MAINTENANCE COSTS FROM RISING EVERY MONTH.



Prevent sky-high cost surprises. FalconCare guarantees a fixed monthly maintenance rate for OEM parts and labor, plus a host of other industry-exclusive incentives. Your Falcon and your budget will be more dependable than ever. **And you'll be over the moon.**

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AVIATION**