

Your partner in aircraft landing gear systems

- Fully integrated systems
- Capability across the spectrum from helicopters to ultra large transports
- Engineering solutions based on shared knowledge and skills of two world leading landing gear specialists
- Design and manufacture in North America and Europe
- Customer support centres in UK, France, USA and Singapore
- Broad programme experience with over 20 major aircraft manufacturers
- Strong parentage – TI Group of UK, SNECMA Group of France

How was Messier-Dowty created?

The creation of this 50:50 joint venture has been a carefully planned and researched exercise over almost two years.

It began with two world leading specialists in landing gear systems: Dowty Aerospace, a member of TI Group and Messier-Bugatti, a member of SNECMA Group.

Both saw the need of the aerospace market for pooled resources to provide the financial strength to support future aircraft development programmes, a strong technology base, improved products and a first class customer service.

The formation of Messier-Dowty will achieve this.

- *Early 1993*
TI Group and SNECMA Group begin exploratory talks.
- *June 1993*
Following successful talks, TI Group and SNECMA announce they have begun negotiations to merge their landing gear businesses on a 50:50 joint venture basis.
- *December 1993*
TI Group and SNECMA sign agreement to merge their landing gear businesses into the new joint venture, Messier-Dowty.
- *January 1994*
EC Commission clears proposed Messier-Dowty joint venture.
- *March 1994*
Regulatory and tax clearances received for Messier-Dowty.
- *July 1994*
Completion agreement is signed and Messier-Dowty is born. Messier-Dowty International immediately becomes responsible for marketing the joint venture's capabilities.
- *January 1995*
TI and SNECMA transfer their respective landing gear businesses in the UK, France and Canada into the joint venture, together with the Customer Support Centres. Messier-Dowty becomes fully operational.

**Now Messier-Dowty is at your service
– a truly global company ready to
support a global market.**

Some of Your Questions Answered

What's going to change as of the 1st January?

Quite simply the landing gear businesses of Messier and Dowty will be brought into the joint venture and their names will be changed to reflect this development.

How does the formation of Messier-Dowty affect existing business that we have with Dowty and Messier?

We will continue to work together with all our customers and suppliers in line with existing contracts, but now these partnerships will benefit as they are reinforced and enhanced by the powerful combination of our skills and resources.

What benefits can we expect?

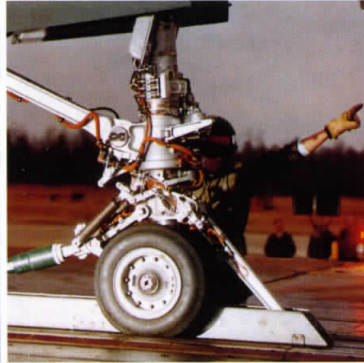
Messier and Dowty have both accumulated vast experience on a wide range of aircraft over a broad customer base since the early days of aviation. The combination of such experience will ensure that customers receive the best possible solutions in all aspects of their business. All civil aircraft operators will also have direct access to a global spares and technical support network via the Customer Support Centres.



LARGE CIVIL



REGIONAL



MILITARY



HELICOPTER

How will Messier-Dowty work?

Messier-Dowty will function as a business in its own right with a separate Board of Directors. The Board will be chaired by Tony Edwards, Chief Executive Officer of Messier-Dowty, with representatives from both of the shareholders including Sir Christopher Lewinton, Chairman of TI Group and M. Bernard Dufour, Chairman of SNECMA Group.

Who do we deal with in Messier-Dowty?

In general, your points of contact will be the same. However, in future, all civil aircraft operators will have access to the global Messier-Dowty customer support network via centres in France, UK, USA and Singapore.

What will happen to the Customer Support Centres?

The Customer Support Centres are an important part of the joint venture. The major advantage is that now, through them, civil aircraft operators will have access to all Messier-Dowty spares and engineering services worldwide. Military operators and aircraft constructors will continue to deal directly with the Messier-Dowty manufacturing location.

How does Repair and Overhaul fit into the Messier-Dowty set-up?

All customers will have access to the Messier-Bugatti and Dowty Aerospace repair and overhaul facilities in the normal way. Whilst these do not form part of the joint venture, they are working to ensure that you will continue to receive the best service worldwide.

What makes up Messier-Dowty?

Messier-Dowty has its International Head Office at Abingdon in the UK, with a centre in Vélizy, France which directs its operations and customer support centres world-wide.

THE CUSTOMER SUPPORT CENTRES

Gloucester, UK Sterling, USA
Vélizy, France Singapore

- Worldwide computerised spares network
- ATA Specification 2000 order processing
- Field service and technical support
- AOG service round the clock, round the world

Total Annual Sales approx.
US\$350m

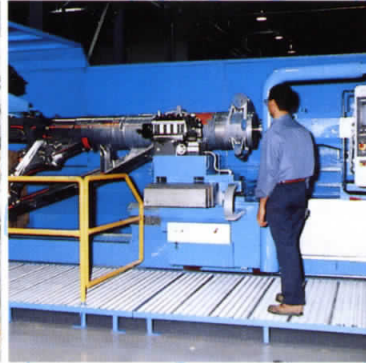
In service on over **14,000**
aircraft – making more than
20,000 landings per day



UK



FRANCE



CANADA



SINGAPORE

THE OPERATIONS

Gloucester, UK 750 employees,
44000m² of design, development, production and
test facilities

Vélizy, France 300 employees
5200m² of design, development and test facilities

Bidos, France 750 employees
40000m² of production facilities

Toronto, Canada 300 employees
19000m² of design, development, production and
test facilities

Montreal, Canada 100 employees
15000m² of production facilities

Peterborough, Canada 50 employees
1900m² Electronic control systems for landing gear

OUR PRODUCTS

Commercial Airbus A300, A310, A319, A320, A321,
A330, A340, Concorde, Boeing 777 (Cylinders and
brake rods)

Regional Fokker 50, 70 and 100, ATR 42 and 72,
Canadair RJ, Dash 8, CASA/IPTN CN-235, IPTN N-250,
Jetstream 61, Avro RJ, Dornier 328, Embraer EMB-120

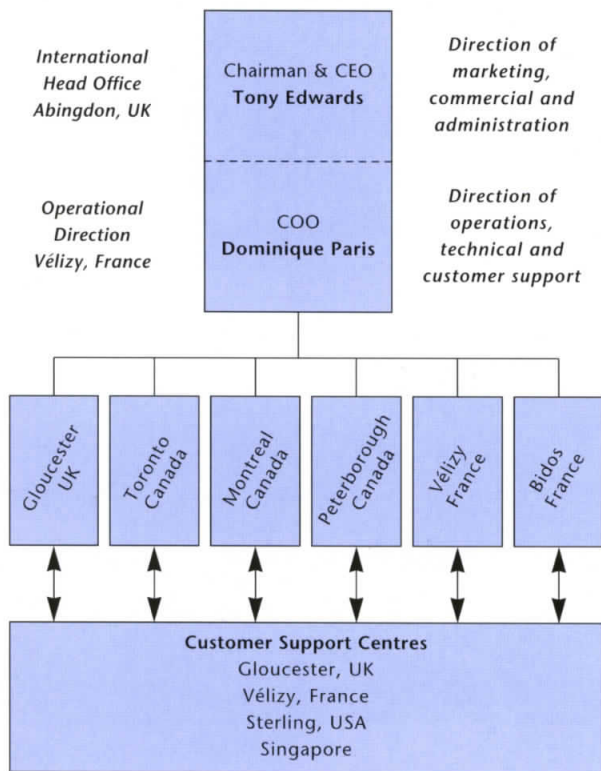
Military V22, Harrier/AV-8B, F/A-18E/F and C/D,
Tornado, Eurofighter 2000, Rafale B/C/M, Mirage
2000, AMX, S.211

Business Challenger, Global Express, Falcon 10, 50,
900, 2000

Transport Transall C-160, Atlantique 2, G222

Helicopter Puma, Super Puma, Alouette, Tigre,
Dauphin, Agusta A129

How is Messier-Dowty structured?



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CUSTOMER SUPPORT CENTRES

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MESSIER-DOWTY