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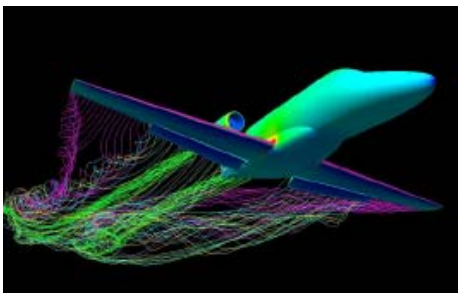
PROGRESS REPORT

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Luís Carlos Affonso, Executive Vice-President
Embraer Executive Jets



Phenom 100 Computational Fluid Dynamics



Phenom 100 Digital Mock-up (CATIA V5)

From the desk of Luís Carlos Affonso

I am delighted to present to you the first issue of our bi-monthly report on the progress of the Phenom programs.

In each issue we will give you visibility on the evolution of the programs and insight into the design, development, testing and certification of the Phenom 100 and Phenom 300.

I also want to share with you our passion for building and designing airplanes. Every issue will bring you interesting facts on Embraer's heritage of 37 years, which we celebrated in August.

Enjoy!

Luís Carlos Affonso

The Phenom Programs

Announced in May 2005, the Phenom 100 and Phenom 300 programs will receive investments of US\$ 235 million and enter into service in 2008 and 2009, respectively.

The Phenom jets are being designed for premium comfort, outstanding performance and low operating cost. To fulfill these key design drivers, Embraer has selected BMW Group Designworks USA for interior design, Pratt & Whitney Canada engines and Garmin avionics, among other renowned aviation suppliers.

Both Phenom programs have advanced significantly, making steady progress towards first flight, certification, production and entry into service.

Phenom 100 Program

Engineering

Drawings Release – The Phenom 100 has passed the mark of 50% of total drawings now released. The drawings are of parts such as spars, ribs, frames, skin and stiffeners, as well as systems installation.



Phenom 100 Assembly Rig



Pratt & Whitney Canada tests the PW617F



Pratt & Whitney Canada flies the PW617F

Phenom 100 Program – *continued*

Manufacturing

Assembly tools construction – Manufacturing of the Phenom 100 final assembly rigs, such as the rear fuselage and junction, has begun. This achievement supports the plan to commence assembly of the first prototype in early 2007.

Workforce training – The assembly line workforce is receiving initial production training, focused on aircraft familiarization. Training is being conducted at Embraer's state-of-the-art Virtual Reality Center, applying three-dimensional immersive technology.

Test Campaigns

First Engine Run - Pratt & Whitney Canada began PW617F turbine engine tests performing the first run of the Phenom 100's engine at Pratt & Whitney Canada Corp (P&WC) on June 29th. The engine run demonstrates overall system functionality and verifies engine performance and operability. The Phenom 100's PW617F turbine engine has now entered into an extensive qualification test program, from individual component rig testing to complete in-flight performance demonstrations leading to engine certification in the fourth quarter 2007.

First Engine Flight - Pratt & Whitney Canada flew the PW617F aboard its test-bed aircraft in early October. *"The four-hour maiden flight achieved 20,000 feet and included a number of tests to assess the engine capabilities. Subsequent flights characterized the engine up to 41,000 feet,"* said Dan Breitman, Vice-President – Turbofan Development, P&WC. *"The engine performed flawlessly and exceeded our expectations."*

Wind Tunnel Tests – Embraer has successfully completed the wind tunnel test campaign. The three-stage campaign began at the University of Washington Aeronautical Laboratory (UWAL), employing a 1:6 scale model of the Phenom 100 representative of all flight control configurations expected to be encountered in flight.

The second phase of the test campaign was held at Brazil's General Command for Aerospace Technology (Comando-Geral de Tecnologia Aeroespacial - CTA) with fuselage and wing models used for testing of the control surface forces and moments.



Phenom 100 in Wind Tunnel at University of Washington Aero Lab



Phenom 100 in Wind Tunnel at Brazilian General Command for Aerospace Technology (CTA)



Phenom 100 Wind Tunnel Test Team at TsAGI

Phenom 100 Program – *continued*

Test Campaigns – Wind Tunnel

Phenom 100 Wind Tunnel Tests (continued) – For the final phase, the Phenom 100 model underwent a test program at the Central Aerohydrodynamic Institute (TsAGI), in Zhukovsky, Russia. The 1:6 scale model was evaluated in one of more than 40 test tunnels at this facility to assess the aerodynamic characteristics of the aircraft.

The TsAGI wind tunnels have proven to be very precise for the EMBRAER 170 and EMBRAER 190 aircraft, where results have come within one percent of flight test numbers. The Phenom 100 wind tunnel results give Embraer a high degree of confidence that its projected range, maximum speed and field performance will be met.

Certification

Preliminary Type Board Meetings – Embraer has held initial discussions with airworthiness authorities to present the design of the Phenom 100, kicking off the certification process. Upcoming meetings will cover topics such as structures and loads, avionics and cabin safety.

ANAC – Brazil's airworthiness authority is the National Agency for Civil Aviation (ANAC), formerly CTA (General Command for Aerospace Technology). The Phenom 100's application for ANAC certification was filed in April 2005 and preliminary type board meetings were held in December 2005.

FAA – In October 2005, Embraer filed its application for certification of the Phenom 100 with the FAA and held preliminary type board meetings in April 2006.

EASA – The European Aviation Safety Agency received Embraer's application for certification of the Phenom 100 in November 2005. In June of this year, Embraer held preliminary type board meetings with EASA representatives.



Phenom 300 Digital Mock-up (CATIA V5)

Phenom 300 Program

Engineering

Joint Definition Phase (JDP) – During the JDP a multi-disciplinary team, including more than 300 Embraer engineers in collaboration with suppliers co-located at corporate headquarters, finalize the Phenom 300 product definition and meet with authorities to agree on methods for fulfilling certification requirements. The main achievements of the JDP are detailed below.

- Market requirements verified and incorporated in product design;
- Main structural design solutions and materials defined;
- Main aerodynamic configurations defined;
- Performance and flying quality aspects verified;
- Weight status on target and closely monitored;
- First set of loads calculated for beginning of detailed structural analysis;
- Systems architecture and installation defined.

Preliminary Design Review (PDR) – This step in the Joint Definition Phase ensures that the required maturity level of the aircraft definition has been reached before moving into the program phase review, which precedes the transition from the Joint Definition Phase (JDP) to the Detailed Design and Certification Phase (DDCP).

Man Machine Interface (MMI) – In early June, Embraer convened seasoned pilots and aircraft owners from various regions of the world. The advisory board met to evaluate the man-machine interface of the Phenom 300 Prodigy flight deck. Participants validated the design and functionality of the Phenom 300 cockpit and avionics suite, offering highly relevant input, which is being considered in the product development.



Phenom 300 in Wind Tunnel at TsAGI

Test Campaigns

Phenom 300 Wind Tunnel Tests – The Phenom 300 is undergoing wind tunnels tests at the TsAGI facilities and published test results are confirming the expected aircraft performance.

Phenom 300 Program – *continued*

Manufacturing

Quality and Manufacturing Preliminary Design Review (PDR) – This step in the Joint Definition Phase ensures the highest maturity in the design of the production process before entering the Detailed Design and Certification Phase.

Assembly Rigs – The conception of the main assembly rigs (long-lead items) has begun. These assembly rigs will be used for the manufacturing of the first prototype and of the production aircraft.

Certification

ANAC, FAA, EASA Authorities – Embraer has presented the Phenom 300 project to ANAC, FAA and EASA airworthiness authorities throughout meetings that have occurred since September 2005.

Customer Support



Dedicated Executive Jets hangar at OGMA

New Executive Jets Facility in Europe – OGMA, Embraer's Portugal-based maintenance services company completed a major renovation of a 16,600 square-foot (1,542 square-meter) hangar, one of its ten maintenance hangars. This facility will be totally dedicated to maintenance, repair and overhaul of Embraer executive jets, where two Legacy 600 aircraft, one Lineage 1000 or up to eight Phenom jets may be serviced concurrently.

Customer Support Steering Group – Embraer convened clients and service center representatives to discuss best practices with respect to product and customer support that will guide product development. Discussions included maintainability, maintenance, manuals, maintenance planning and the service center network.

The Embraer Heritage

To begin our tour of Embraer's Aviation Heritage, we invite you to follow the TimeLine by clicking on the image to the right. In our next edition we will begin to highlight key milestones of our history.

