

PHENOM[®]
BY EMBRAER

EMBRAER
Executive Jets



PHENOM 100[®]
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PHENOM 300[®]
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PROGRESS REPORT

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From the desk of Luís Carlos Affonso

We are excited with the great progress that the Phenom jets made in 2007. Three Phenom 100 are flying and a fourth is on the final assembly line.

The Phenom 300 fuselage is complete and its engines have arrived for its first flight, which is scheduled to occur still in the first semester of this year.

We have inaugurated the Phenom production hangar and it already houses the jets' assembly line. We look forward to seeing both the Phenom 100 and Phenom 300 flying together.

Enjoy!

Luís Carlos Affonso

The Phenom Programs

Announced in May 2005, the Phenom 100 performed its first flight in July 2007 and three aircraft are currently in the Flight Test campaign. The Phenom 300 is scheduled for first flight in mid-2008. The jets are expected to enter into service in the second half of 2008 and in the second half of 2009, respectively.

The Phenom jets are clean-slate designs, envisioned to offer premium comfort, outstanding performance and low operating cost. Embraer has partnered with renowned aviation industry leaders to manufacture and support the Phenom 100 and Phenom 300.



Third Phenom 100 at Gavião Peixoto facility.

The Phenom Programs



External side view of the hangar

Phenom production hangar – Embraer inaugurated a hangar on December 21 specifically for the production of the Phenom 100 and Phenom 300 jets, at the Gavião Peixoto plant, in outstate São Paulo, Brazil. Plans are to perform the final assembly of 120 to 150 jets per year at the facility, by 2009.

Structure – With a total area of 201,285 square feet (18,700 square meters), the new building handles the final assembly line and interior completion of the Phenom jets, and has a support area and supply center. There are also three rolling overhead cranes, each with a 5,512-pound (2.5-ton) capacity, one of which has a rotating cab.



Final assembly area at new hangar in Gavião Peixoto



The third Phenom 100 moments before its maiden flight

The Phenom 300 Program



From left to right: The Phenom 100 and the Phenom 300 engines.



Phenom 300 engines being prepared for installation.

Final assembly - The final assembly of the Phenom 300 takes place in the new Phenom production hangar at the Gavião Peixoto facility. The fuselage is currently being equipped with electrical, hydraulic, fuel, oxygen, insulation, and flight control systems.



Final assembly of the Phenom 300: already in the new hangar

P&WC engines – The first pair of Pratt & Whitney Canada PW535E engines has arrived at Embraer for installation on the jet, which will occur after the wing-fuselage mating. The engines are currently being prepared for installation and power-on tests to be performed soon.



The Phenom 300 wing in production at Botucatu facility.

The Phenom 100 Program



Third Phenom 100 taxiing for first take-off.

The third Phenom 100 - The third Phenom 100 jet took its first flight on December 21 from the test runway at the Embraer's Gavião Peixoto facility, outstate São Paulo, Brazil. The jet will join the aircraft flight test campaign, performing interior function and reliability tests. This jet, the first to be completed in the newly inaugurated hangar at the same site, will be outfitted with the interior designed in partnership with BMW DesignworksUSA.



Third Phenom 100's Maiden Flight – December 21, 2007.

Test campaign – Through January 31, the flight test campaign had accumulated more than 380 hours on 400 flights, on all three jets.

The fourth Phenom 100 – The fourth aircraft is on the final assembly line and will be used in the Phenom 100 maturity campaign, flying 600 hours. The jet, which will also have the interior installed, was painted early this month.

The Phenom 100 Program - *continued*



Third Phenom 100 in final assembly line.



Phenom 100 assembly line: the third jet in front of the fourth.

Aerodynamic configuration – The Phenom 100 final aerodynamic configuration has been defined and the design goals of docile flying qualities and low stall speeds have been met. Configuration refinements include: ventral fin, rudder leading edge stall strip, wing fences and a dorsal fin expansion.



Phenom 100 in final aerodynamic configuration.