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PROGRESS REPORT

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From the desk of Luís Carlos Affonso



Luís Carlos Affonso, Embraer Executive Vice-President, Executive Jets

2007 has been a year of great accomplishments in the Phenom programs. There are now two jets performing flight tests and one more in final assembly.

The advance of the Phenom 300 program is notable. The jet has long left the drawing board and is rapidly taking on a formidable shape, at a steady pace, keeping to the original program schedule.

I have had the pleasure of sharing with you our progress throughout the year and I look forward to 2008, wishing you much success in all your achievements.

Enjoy!

Luís Carlos Affonso

The Phenom Programs

Announced in May 2005, the Phenom 100 performed its first flight in July 2007 and Phenom 300 is scheduled for first flight in mid-2008. The jets are expected to entry 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.



The second Phenom 100 first take-off

The Phenom 100 Program

The Second Phenom 100



The second Phenom 100 taking off

First Flight – The second Phenom 100 joined the Phenom Flight Test Campaign in September 21. The jet performed its maiden flight in São José dos Campos piloted by Captain Marcio Brisolla Jordão and Captain Antonio Bragança Silva – who also participated in the first Phenom 100 maiden flight. The flight test engineer aboard was Carlos Roberto Silveira Filho.

Test Campaign – The second Phenom 100 completed a series of ground vibration tests, prior to flight tests, mostly related to In-flight Thrust Determination (IFTD), which has been recently performed, and flutter tests.



The second Phenom 100 joined the flight test campaign



The first Phenom 100

First Phenom 100 tests

Tests - The first Phenom 100 has concluded initial envelope expansion operations and initial performance and flying qualities test. The water spray assessment, also recently accomplished, was very successful, confirming that engines are protected from water ingestion during take-offs and landings on wet runways.

The Phenom 100 Program – *continued*

First Phenom 100 tests



The water spray test: successful concluded.

Ongoing tests – The first jet is currently performing hydraulic, environmental and avionics tests, as well as evaluations upon contact with artificial ice at Embraer's facility in Gavião Peixoto.

Flight test campaign – The first two jets have already accumulated more than 150 flight hours and over 100 cycles.

Third Phenom 100 assembly



Third Phenom 100 fuselage arrives at Gavião Peixoto.



Wing-fuselage mating in Gavião Peixoto, Brazil.

The third Phenom 100 – The wing-fuselage mating of the third jet was smoothly performed in mid-October. The aircraft is undergoing systems installation, and will soon receive the brand paint scheme.

The Phenom 300 Program

Sub-assembly

Manufacturing – Following the Phenom 100's path, the light jet Phenom 300 progresses according to the program schedule. More than 7,500 drawings have been released to production planning.



The Phenom 300 fuselage recently concluded in Botucatu.

Sub-assembly – The Phenom 300 has made significant progress. Having begun on August 15th, sub-assembly process is concluded. Central, forward and rear fuselage sections were simultaneously built in Botucatu, Brazil, and their mating, already finished, began on November 26.

Final assembly – The Phenom 300 fuselage, once the wing is ready, will be transported to a new Phenom production hangar in Gavião Peixoto, where wing-fuselage mating and final assembly will take place.



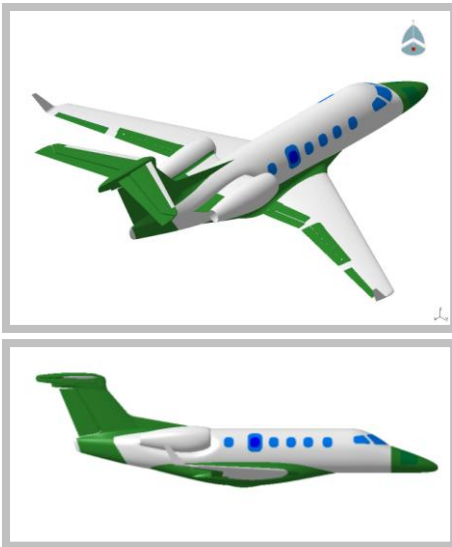
Above, the beginning of the central fuselage sub-assembly.

The Phenom 300 Program – *continued*

Engineering

Composite Material – The Phenom jets are Embraer's first product to have primary parts in composites, which provide weight reduction and greater resistance against corrosion and fatigue.

Structure – About 16 percent of Phenom 300's structural weight is comprised of composite material. See below an illustration of the Phenom 300 composite parts.



- Radome
- Nose baggage compartment
- Aft baggage compartment door
- Wing-to-fuselage Fairing
- Tail Cone
- Dorsal Fin
- Horizontal stabilizer
- Vertical stabilizer
- Vertical and horizontal stabilizer fairing
- Elevator
- Rudder
- Aileron