





EXCEPTIONAL DESIGN.

The Phenom 100® is the extraordinary result of clean-sheet design, Embraer's renowned engineering expertise and fine craftsmanship. Its masterfully designed interior by Embraer and BMW Group DesignworksUSA raises the bar for comfort. The dark, quiet cockpit and easy-read, highly integrated avionics make it a joy to control. And the selective use of composite materials makes this a very light — and very fast — jet indeed.

From its luxurious comfort and rich appointments to its low operating costs, low-intervention maintenance methodology of MSG-3, high performance and high-utilization design, the Phenom 100 makes a serious jet. The Phenom 100 flies like a pro — because that's how it's made.

STEADY PACE.

The ability to design, build and certify jets is really in the hands of very few. In many respects Embraer is uniquely qualified among the makers of very light jets in scale and ability. The Phenom 100 program has greatly benefited from the expertise gained in building such successful commercial aircraft as the EMBRAER 170/190 family.

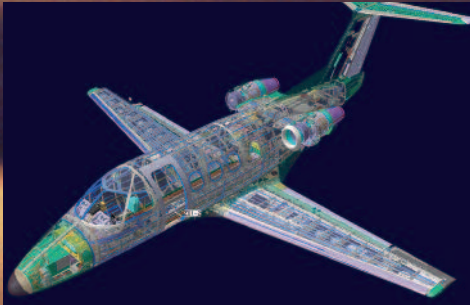
It should come as no surprise, then, that the Phenom 100 has proceeded steadily, arriving on schedule from program launch to certification in just 43 months.



MAY 2005
Program launch. Industry officials and press gather in Washington, D.C. to hear the announcement of the VLJ and LJ programs and learn details of the jets' specifications.



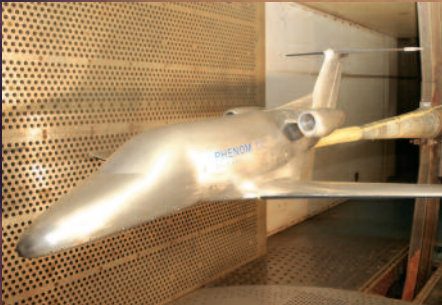
NOVEMBER 2005
NBAA introduction. The interior options and design philosophy for the Phenom's intelligent luxury developed by Embraer and BMW Group DesignworksUSA are presented at NBAA. Concepts emphasize light, space, serenity, simplicity, comfort.



JANUARY 2006
Drawings release. Advanced CATIA™ v.5 design software facilitates precise, elegant engineering solutions. Structural members and systems installation drawings are released.



FEBRUARY 2006
Man-machine interface. The Embraer design team and customer advisory board complete three MMI conferences, ensuring up-to-the-minute responses to evolving pilot demands and expectations.



MAY 2006
Wind tunnel tests. Tests at three facilities, proven for their precision, validate a high degree of confidence in projected range, maximum speed and field performance of the Phenom 100.



MARCH 2007
Wing-fuselage mating. The first Phenom 100 gets its wings with ease at Embraer's plant. Production simulations at Embraer's own Virtual Reality Center ensured the precise match and successful integration.



JULY 2007
First flight. Embraer aircraft #99801 took to the air at 10:55 a.m. July 26. Climbing to 15,000 ft., the first Phenom 100 maneuvered to check flight characteristics and systems operations.



DECEMBER 2008
Certification. ANAC and FAA Certification. All targets were achieved or exceeded.



INTERIOR MOTIVES.

The graceful convenience of the airstair door gives you a hint of what's to come. The intelligent luxury of the Phenom 100's cabin and cockpit is the result of Embraer's brilliant collaboration with BMW Group DesignworksUSA, a cooperative effort that also produced ergonomically designed seats, unparalleled in their sleek comfort. Boasting the largest cabin in its class and an Oval Lite® cross-section profile, the aircraft offers unprecedented spaciousness for up to eight occupants.

With the largest windows of its category, the Phenom 100's, light-filled cabin helps you arrive refreshed and ready to go. Your in-flight experience will also be enhanced by on-board entertainment systems as well as intelligent climate control, which allows two different temperature zones while ensuring that the air at every level is uniformly cool or cozy.

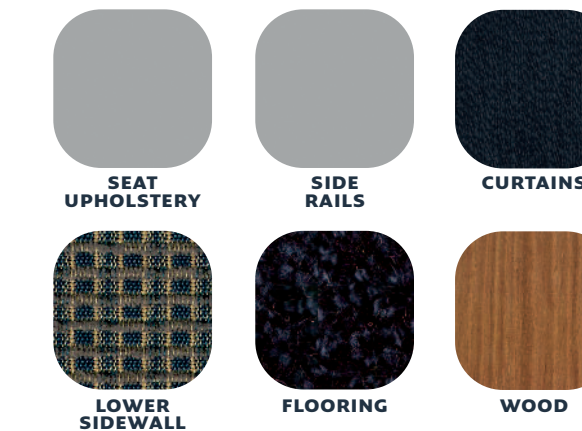


MULTIPLE MOTIFS.

Our surroundings can powerfully affect our emotions and our physical reactions. In the Phenom 100's richly appointed interior, calm, almost meditative colors, combine with the subtle and soothing textures of fine leather, wood and fabric for a serene, supremely satisfying environment.

To customize the aircraft to your unique preferences, you'll choose from a variety of splendid, sophisticated options for the Phenom 100's interior, including the flight deck, which matches the cabin in both comfort and style. Some collection examples are illustrated below.

THE OBSIDIAN COLLECTION



THE TOPAZ COLLECTION



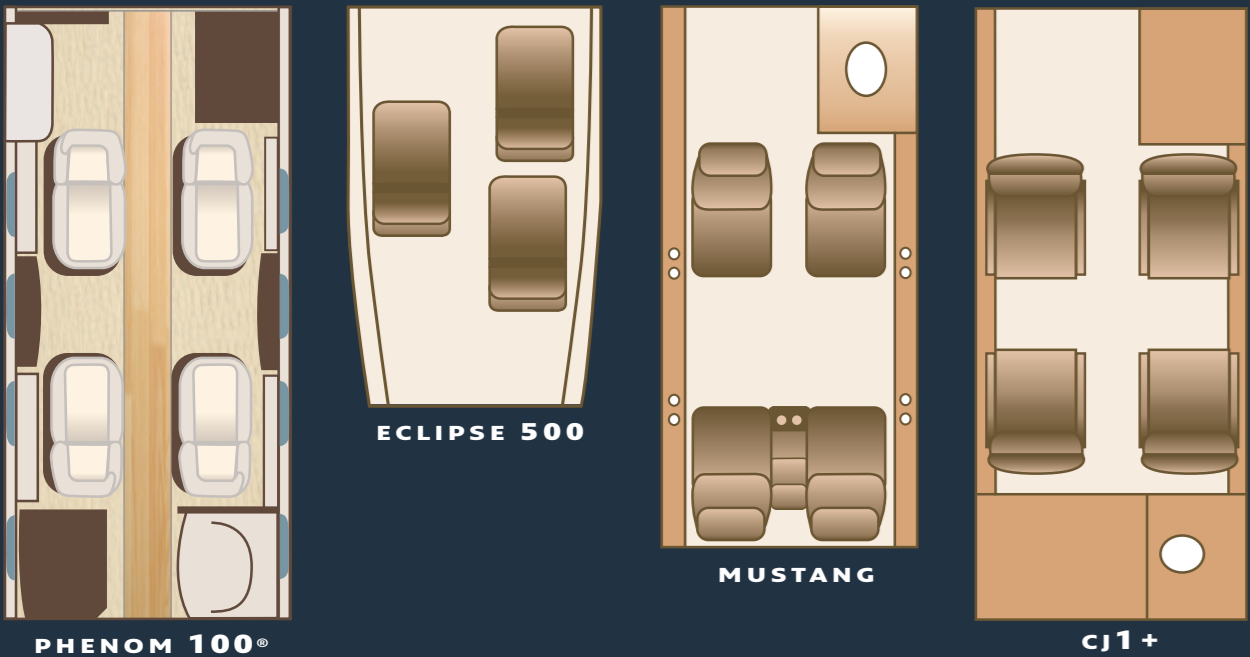
THE QUARTZ COLLECTION



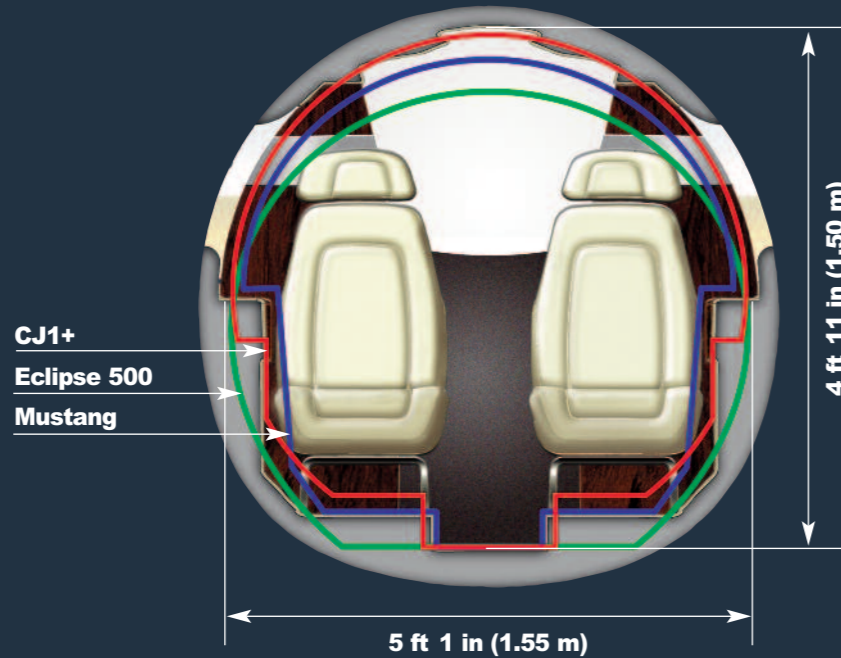
SPACIOUS FREEDOM.

The Phenom 100 did not stop with the largest passenger space of any jet in its class. Cabin design, appointments, seats, windows, lighting and pressurization are all best-in-class. The jet's spaciousness includes the baggage compartment, the largest in this category and roomy enough for both skis and golf bags, and a private rear lavatory with a hard partition door.

The Phenom 100 offers unsurpassed freedom of space, especially compared to its competition.



Source: Conklin & de Decker 2006 and Embraer's best estimates based on competitors' information.



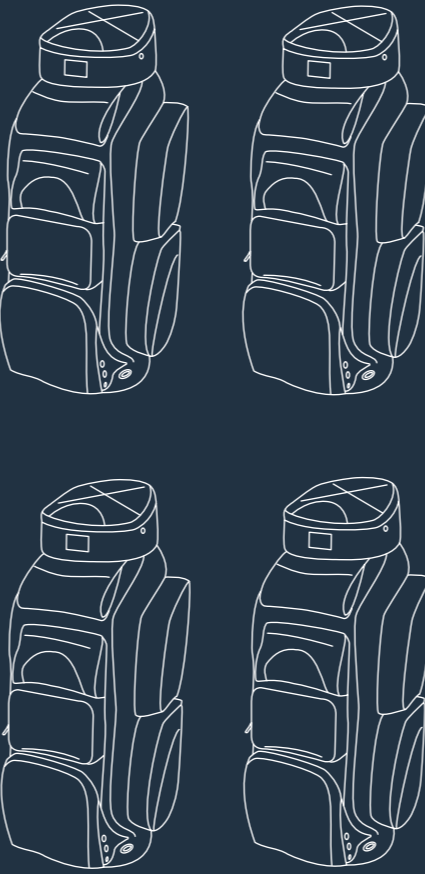
The Phenom 100's cabin is the tallest in its class, and the Oval Lite® profile adds extra width where it's needed most.

Enjoy the luxury of packing what you really need for your trip. The Phenom 100's baggage capability totals 71 cu. ft. (2 cu. m.). In the aft fuselage, the 55 cu. ft. (1.55 cu. m.) compartment is large enough to hold skis or golf clubs. Another 5-cu.-ft. (0.14-cu.-m.) compartment is available in the forward fuselage, and 11 cu. ft. (0.31 cu. m.) of internal pressurized storage area.

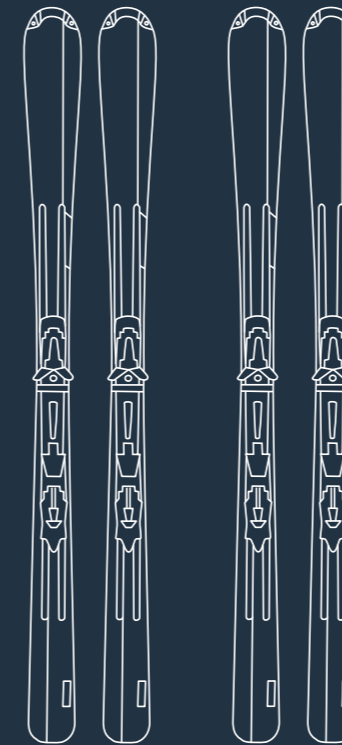
TAKE ALL OF THIS...



PLUS THIS...



OR THIS.



BEST-IN-CLASS PERFORMANCE.

The Phenom's performance is top in its class. With a range of 1,178 nm, short field length operation and speeds up to 390 ktas (722 km/h), the Phenom 100 will get you to more places 50 ktas faster than the closest competitor's jet — with more room.

The cost-efficient Phenom 100 even reduces costs compared to the leading turboprop. Measured by the mile, it saves nearly 14% on a 600 nm mission — and more than 20% over 1,000 nm. And of course, your flight will be quieter, smoother, more comfortable and safer — well over turbulence and commercial traffic at 41,000 ft. (12,497 m.).

MISSION ANALYSIS: 600nm

	Phenom 100	Leading Turboprop*
Maximum speed (ktas)	390	270
Flight time (hours)	1:51	2:22
D.O.C. (per mile)	-14%	Reference

* King Air C9GTi data from B&CA 2008

PERFORMANCE DATA

Range IFR*	1,178 nm	2,182 km
High Speed Cruise	390 ktas	722 km/h
MMO	M 0.70	
Max. Operating Altitude	41,000 ft	12,497 m
Takeoff Field Length	3,125 ft	953 m
Engine Thrust	1,695 lbf	7.5 kN

**NBAA IFR reserves (100 nm alternate, 35 min. holding @ 5000 ft); 4 occupants @ 200 lb each.*

DOC COMPARISON

	Phenom 100	Existing Jets*
Fuel	-15%	Reference
Maintenance	-71%	Reference
Variable Costs (Fuel + Maintenance) (US\$/h)	-26%	Reference

*CJ1+ data from B&CA 2008

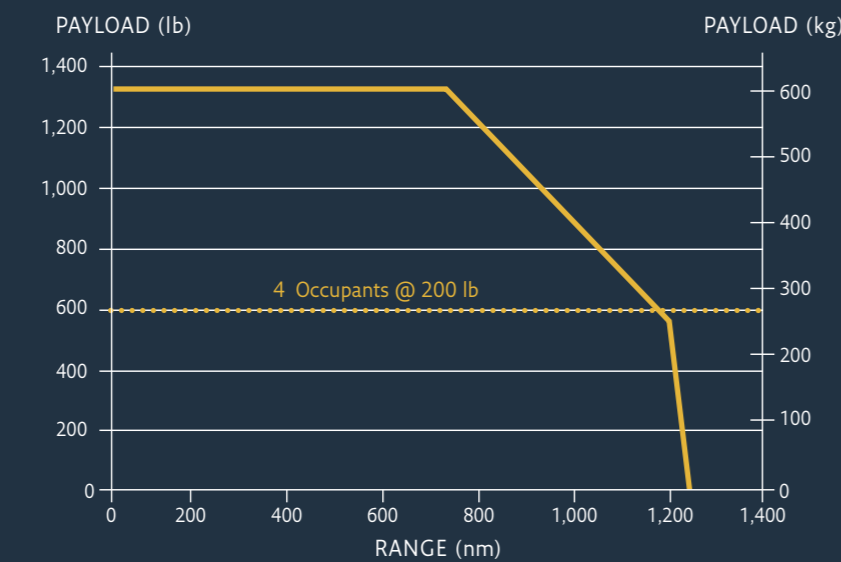




POWERFUL REPUTATION.

The PW617F high-bypass ratio turbofan, dual FADEC engines provide 1,695 lbf. (7.5 kN) of thrust each. They have a flat rating of ISA +10°C, provide time between overhaul (TBO) of 3,500 hours and are superbly fuel efficient. The engines were developed to Embraer's precise requirements for the Phenom 100 by Pratt & Whitney Canada, the world's leading producer of engines.

PAYLOAD VS. RANGE



ISA, Sea Level, NBAA IFR reserves, 1 pilot @ 200 lb, FAA baseline.



INTUITIVE OPERATION.

More than any other jet in its category, the Phenom 100 was designed to make flight more instinctive. The all-glass, dark and quiet cockpit continues the seamless intelligence of the interior design by BMW Group DesignworksUSA. The Prodigy® flight deck 100 was designed by pilots for pilots, and features easy-read, easy-reach G1000 avionics, enhanced by Embraer's technology, for the most highly intuitive, single-pilot-capable interface available.

The Prodigy features FMS with graphical flight planning capability, integrated EICAS and main-system synoptics. Alert messages are delivered on a need-to-know basis. Three 12-in. LCDs — the largest display area in this category — allow overlaying of information such as traffic and terrain for increased situational awareness.

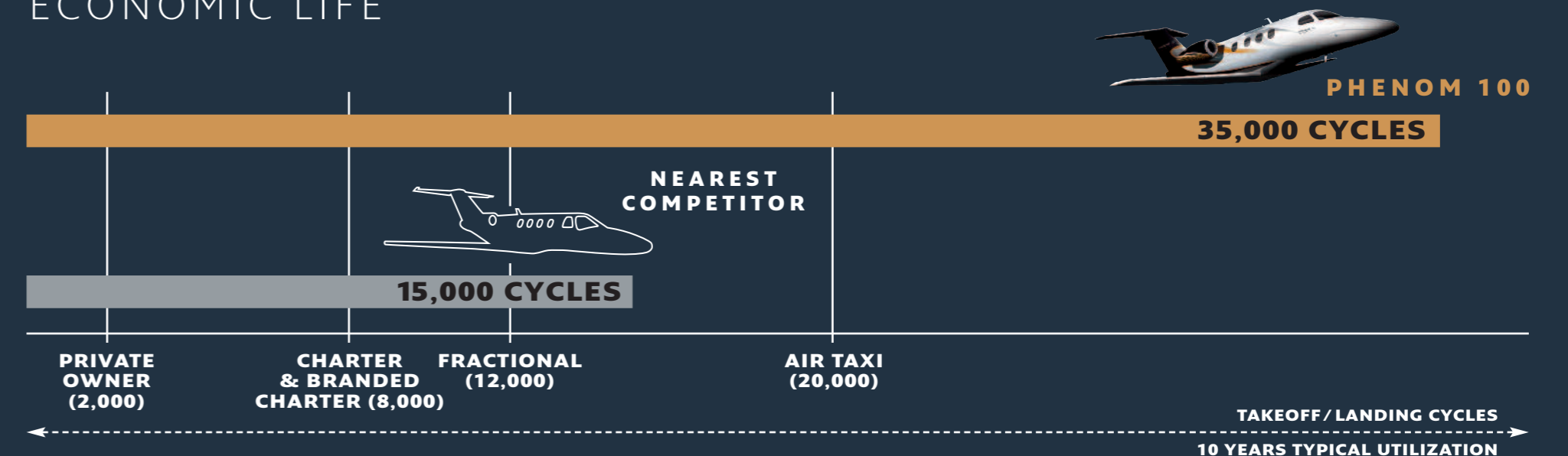


READY & RELIABLE.

Ready when you are, the Phenom 100 flaunts Embraer's elegant engineering and reflects the experience from building the EMBRAER 170/190 family of commercial jets. This aircraft offers unprecedented utilization, built on four vital principles: easy operation, simple maintenance, outstanding reliability and extended economic life.

The Phenom 100 is as easy to maintain as it is easy to operate. Simple maintenance and long intervals (600 flight hours or 12 months) between inspections are the result of the low-intervention maintenance methodology of MSG-3. As for availability, the Phenom 100 is designed for an economic life of 35,000 cycles, leaving its closest competitor trailing far behind at 15,000 cycles.

ECONOMIC LIFE





STRATEGIC SUPPORT.

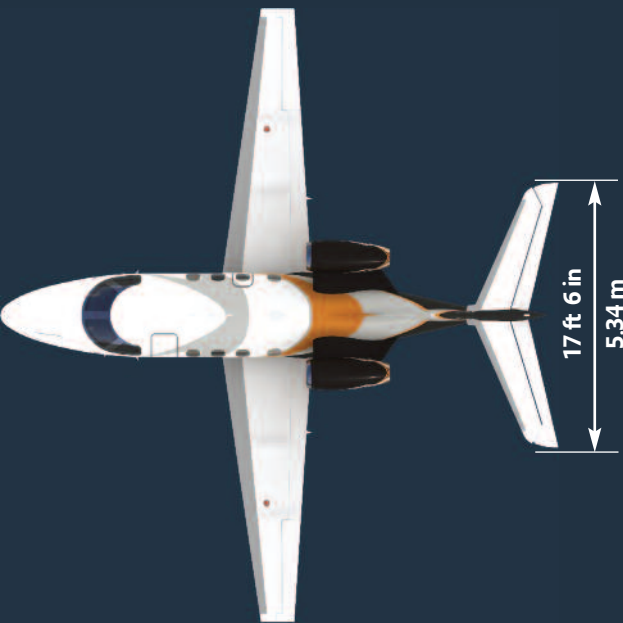
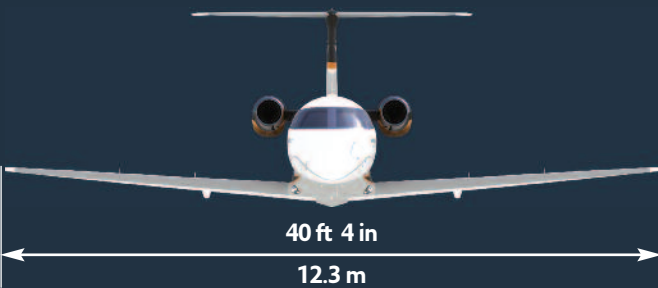
Embraer’s customer service philosophy for executive jets is another result of our experience in the most relentless service arena — commercial aviation. We provide complete, integrated executive jet support based on best practices — and strong relationships with our customers.

We’re expanding our dedicated executive jet support network worldwide, and have overlapped service areas to ensure you’ll almost always be within two hours of an Embraer-owned or authorized executive jet service center.

Our integrated, customized training for Phenom 100 pilots and ground crew includes online and computer-based instruction, classroom sessions, integrated procedures trainer (IPT), full-flight simulator (FFS), practical maintenance education and thorough testing. FFS and classroom support are provided by CAE, a leading training provider. Embraer’s Phenom training program exceeds standards set by government authorities or requested by insurers.

PHENOM 100 SPECIFICATIONS

Seating configuration (Crew + Standard pax/Max pax):	1+5/7
Type of certification:	PART 23; Single pilot, VFR, IFR, day/night, known icing conditions, RVSM
Propulsion:	Two P&WC PW617F, dual FADEC controlled, 1,695 lbf of thrust, flat rated at ISA +10
Avionics:	Prodigy® Flight Deck 100 based on G1000
External Dimensions:	Height 14 ft 3 in; Wing Span 40 ft 4 in; Length 42 ft 1 in
Cabin Dimensions:	Max. Height 4 ft 11 in Max. Width 5 ft 1 in Length 11 ft Floorline Width 3 ft 7 in
Cabin Door Dimensions:	Height 4 ft 10 in (1.48 m); Width 2 ft (0.62 m)
Cabin Volume:	282 cu ft
Baggage Capacity:	Rear 53 cu ft; Front 7 cu ft; Lavatory 7 cu ft; Total 67 cu ft
Range (4 occupants, NBAA reserves):	1,178 nm
Balanced Field Length (MTOW):	3,125 ft
Landing Distance (MLW):	2,699 ft
Maximum Cruise Speed:	390 ktas
MMO:	M 0.70
Maximum Operating Altitude:	41,000 ft
Maximum Takeoff and Landing Altitude:	10,000 ft
Systems Highlights:	Brake-by-wire with standard anti-skid Trailing link landing gear Lighting system based on LED (Light Emitting Diode) Vapor cycle machine air conditioner Oxygen bottle of 50 cu ft



EXCEPTIONAL COMMITMENT.



Embraer's 40 years of experience in commercial aviation supports our commitment to executive aviation — and to preserving the environment. We are deeply concerned about the effects of our business on our environment, and employ techniques in both our business operations and the design and manufacturing of our aircraft to minimize this impact. We have been ISO 14001-certified since 2002. We increase our recycling efforts each year and, in 2006, we recycled 80% of eligible materials. We are also currently investing in greener facility operations.

The Phenom 100 epitomizes Embraer's commitments. Our investments in commercial aviation technology enabled our creation of a jet

that is simply unparalleled in this category of aircraft. Designed with such technology as CATIA™ v.5 full digital mockup, CFD simulations and more, the Phenom family surpasses environmental requirements. The Phenom 100 exceeds ICAO Stage IV regulations and complies with the world's most noise-restrictive airports. It also produces an average of 33% less CO₂ than older aircraft and 10% less than previous generation jets.* These green factors — combined with its luxurious interior, unparalleled spaciousness, best-in-class performance and high-utilization design — are even more reasons why the Phenom 100 is the best jet you can buy.

*Source: *Business & Commercial Aviation* — April 1982, May 1991, May 2007

E M B R A E R

Embraer – Latin America
 Av. Brigadeiro Faria Lima, 2170
 12227-901 – São José dos Campos
 SP – Brazil
 Tel.: (+55 12) 3927 3399
 Fax: (+55 12) 3927 8468

Embraer – U.S., Canada,
 Mexico & Caribbean
 276 SW 34th Street
 Fort Lauderdale, FL 33315
 U.S.A.
 Tel.: (+1 954) 359 JETS
 Fax: (+1 954) 359 4724

E X E C U T I V E

Embraer – Europe, Middle East & Africa
 Bat. Eddington Paris Nord II
 33 Rue des Vanesses
 BP 57391 Villepinte
 95943 Roissy CDG Cedex
 France
 Tel.: (+33 1) 4938 4444
 Fax: (+33 1) 4938 4445

Embraer – Asia Pacific
 391B Orchard Road # 24-02
 Ngee Ann City – Tower B
 Singapore 238874
 Tel.: (+65) 6734 4321
 Fax: (+65) 6734 8255

Embraer – China
 Suite 1806, Tower 2
 China Central Place Office Building
 No. 79 Jianguo Road
 Chaoyang District – Beijing 100025
 People's Republic of China
 Tel.: (+86 10) 6598 9988
 Fax: (+86 10) 6598 9986

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www.EmbraerExecutiveJets.com

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