



EMBRAER E-JETS OPERATORS HOLD SECOND MAINTENANCE FORUM

Event hosted by Flybe takes place in Exeter, Devon, England

São José dos Campos, April 28, 2009 – Embraer participates in the second E-Jets Operators Maintenance Forum (OMF), April 28 and 29, in Exeter, Devon, England. Hosted by Flybe Airlines and organized by E-Jets family operators, in conjunction with Embraer, this event is a good opportunity for sharing experiences and best practices regarding maintenance, in pursuit of means to reduce costs.

“We appreciate every opportunity to support, interact with, and learn from our customers in such a stimulating atmosphere,” said Maurício Aveiro, Embraer Vice President, Customer Support – Airline Market. *“This type of meeting helps us better perceive customer needs, and guides the constant improvement of our maintenance support and services, in light of customer satisfaction.”*

Embraer representatives join 17 airlines – Aeroméxico Connect (Mexico), Air Canada, Air Dolomiti (Italy), Augsburg Airways (Germany), Azul Linhas Aéreas Brasileiras, Baboo (Switzerland), BA CityFlyer (U.K.), Compass Airlines (a subsidiary of the U.S.’s Northwest Airlines), Finnair (Finland), Flybe (U.K.), NIKI (Austria), Japan Airlines (JAL), CityLine (a subsidiary of Germany’s Lufthansa), Regional (a subsidiary of Air France), Republic Airways (U.S.), Saudi Arabian Airlines, and Virgin Nigeria, as well as three suppliers: GE, Hamilton Sundstrand, and Honeywell Aerospace, all from the United States.

Embraer’s role during this event is to update the community on all internal initiatives focused on cost reduction, to collect operator feedback from workshop sessions, and to manage the action items raised, as well as to issue a quarterly report to the operators and the Embraer team involved in the actions.



Embraer’s E-Jets family is composed of four aircraft, seating from 70 to 122 passengers, which began deliveries in 2004. They have achieved outstanding success, with nearly 900 firm orders logged and more than 520 aircraft already delivered, worldwide. This is a proven family of jet aircraft that is helping airlines to rightsize low load factor narrow body routes, by substituting 50-seat regional jets and replacing older and inefficient airplanes. They are being operated to develop new markets at lower costs and with higher efficiency. For more information, visit www.EmbraerCommercialJets.com.

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Embraer Image Gallery

Visit the Embraer Image Gallery at www.embraer.com.



Note to Editors

Embraer (Empresa Brasileira de Aeronáutica S.A. - NYSE: ERJ; Bovespa: EMBR3) is the world's largest manufacturer of commercial jets up to 120 seats, and one of Brazil's leading exporters. Embraer's headquarters are located in São José dos Campos, São Paulo, and it has offices, industrial operations and customer service facilities in Brazil, the United States, France, Portugal, China and Singapore. Founded in 1969, the Company designs, develops, manufactures and sells aircraft for the Commercial Aviation, Executive Aviation, and Defense and Government segments. The Company also provides after sales support and services to customers worldwide. On March 31, 2009, Embraer had a workforce of 17,375 employees – not counting the employees of its subsidiaries OGMA and HEAI – and its firm order backlog totaled US\$ 19.7 billion.

This document may contain projections, statements and estimates regarding circumstances or events yet to take place. Those projections and estimates are based largely on current expectations, forecasts on future events and financial tendencies that affect Embraer's businesses. Those estimates are subject to risks, uncertainties and suppositions that include, among others: general economic, political and trade conditions in Brazil and in those markets where Embraer does business; expectations on industry trends; the Company's investment plans; its capacity to develop and deliver products on the dates previously agreed upon, and existing and future governmental regulations. The words "believe", "may", "is able", "will be able", "intend", "continue", "anticipate", "expect" and other similar terms are supposed to identify potentialities. Embraer does not feel compelled to publish updates nor to revise any estimates due to new information, future events or any other facts. In view of the inherent risks and uncertainties, such estimates, events and circumstances may not take place. The actual results can therefore differ substantially from those previously published as Embraer expectations.

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