



EMBRAER DELIVERS 100th SUPER TUCANO AIRCRAFT

Brazilian Air Force receives this advanced training and light attack airplane

São José dos Campos, May 26, 2009 – Embraer delivered the 100th Super Tucano aircraft, today, at the Company's headquarters in São José dos Campos, State of São Paulo, Brazil. The Brazilian Air Force (Força Aérea Brasileira – FAB) established the technical-operational requisites for this advanced turboprop, designated as the A-29 by the FAB, which has ordered 99 aircraft, and now receives this commemorative unit.



“We are proud to deliver the 100th aircraft specifically to the FAB, which was the first to operate the Super Tucano,” said Orlando José Ferreira Neto, Embraer Executive Vice President, Defense Market. *“The FAB’s ability to establish challenging requisites that reflect real operating conditions was of paramount importance to our development of such a successful airplane. As a result, the Super Tucano offers the market’s best solution for more efficient tactical training, and the best operational adaptation, by incorporating leading edge technologies.”*

Out of a total of 169 units sold, so far, Embraer has orders from the Air Forces of Chile, the Dominican Republic, and Ecuador. The Super Tucano currently operates successfully with the Brazilian and Colombian Air Forces on air space surveillance and operational missions.

The Super Tucano, in its single- and two-seat versions, entered service with the FAB in December 2003, to be used both to train pilots and to fly operational missions. This flexibility makes the Super Tucano the only aircraft in production, in the world, that is capable of handling advanced pilot training, surveillance, and counter-insurgency missions, including at night, with the aid of night-vision goggles, and electro-optical and infra-red sensors. It also operates on rustic airfields and with a wide variety of qualified external load configurations.

About the Super Tucano

The Super Tucano is an innovative evolution of the world-renowned basic training Tucano aircraft, of which around 650 are in service with 15 air forces, worldwide.

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The Super Tucano was designed to operate in the most complex combat settings, including night-vision capability, smart weaponry, and data link technology. Besides a reinforced structure for operations on rustic landing fields, the airplane has an advanced navigation and weapon aiming system that ensures high mission precision and reliability, even under extreme conditions and with minimal logistical support.

The turboprop is in full production on a very active and flexible assembly line, in keeping with Embraer's ability to meet its customers' needs and deliver aircraft within short time spans.

Besides the airplane, Embraer also supplies an advanced training and support system for the operations of the Super Tucano. TOSS (Training and Operation Support System) consists of four systems: CBT (Computer-Based Training) that improves pilot learning; FS (Flight Simulator); MPS (Mission Planning Stations); and MDS (Mission Debriefing Station) to analyze mission data and results.

Embraer Image Gallery

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KC-390

Legacy 600 Interior

EMBRAER 195

Phenom 100

Super Tucano

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

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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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