



EMBRAER PHENOM 300 JET RECEIVES U.S. FAA TYPE CERTIFICATE

First deliveries of the executive aircraft will begin in the coming weeks

São José dos Campos, December 14, 2009 – Embraer’s Phenom 300 light executive jet was certified, today, by the U.S. Federal Aviation Administration (FAA), which granted its Type Certificate following the same action by Brazil’s National Civil Aviation Agency (Agência Nacional de Aviação Civil – ANAC) on December 3. All design goals were met or surpassed, and first deliveries should begin in the coming weeks.



“We are pleased to announce the certification of the Phenom 300 by the FAA,” said Luís Carlos Affonso, Embraer Executive Vice President, Executive Jets. *“With unique and innovative features for the light jet segment, the competitiveness of the Phenom 300 is further enhanced by the recently announced improvements in runway length, range, speed, and fuel consumption.”*



The Phenom 300’s maximum range, originally designed to be 1,800 nautical miles (3,334 kilometers), has been extended to 1,971 nautical miles (3,650 kilometers) with six occupants and NBAA IFR reserves. Runway performance also improved significantly over the initial targets. Takeoff field length, at maximum takeoff weight (MTOW), is now 3,138 feet, considerably better than the original 3,700 feet, while landing distance at maximum

landing weight (MLW) improved to 2,621 feet, or 329 feet shorter than the targeted 2,950 feet.

For flights into and out of airports with restrictions due to high temperatures or high elevations, the Phenom 300 exceeded its range targets. For example, the airplane can take off at its maximum takeoff weight and achieve its maximum range capability out of Aspen, Colorado, U.S. Climb performance also surpassed expectations, allowing the aircraft to depart from sea level at MTOW and reach its operational ceiling of 45,000 feet in only 26 minutes. Powered by two fuel-efficient Pratt & Whitney Canada PW535-E engines, the Phenom 300’s fuel consumption is as much as 6% better than originally estimated.

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The jet's top speed of 453 knots (True Air Speed – TAS) was validated during the flight test campaign. Certified without restrictions, the Phenom 300 is able to fly according to Visual and Instrument Flight Rules, day or night, and into known or forecasted icing conditions. The aircraft also operates well within Stage IV external noise requirements, having been certified with a cumulative margin of 24 EPNdB.

The Prodigy® flight deck, based on the acclaimed Garmin G1000 avionics suite, provides a highly intuitive man-machine interface and outstanding ergonomic features. Based on a “quiet and dark” cockpit philosophy, the Phenom 300 carries Embraer's accumulated experience in human factors design, offering enhanced situational awareness and automation for a low workload, enabling single-pilot operation.

The modern and resourceful interior of the Phenom 300 was designed to offer unprecedented space and comfort in the light jet category. Its windows, cabin volume, entrance door, and baggage compartment are the largest among light jets. Its innovative Oval Lite cross-section benefits passengers with greater leg and headroom for a premium travel experience.



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In addition to its impressive comfort and performance, the Phenom 300 also raises the bar in terms of robustness, ease of maintenance, and dispatch reliability. Featuring a design life of 35,000 flight hours, the airplane offers unique characteristics that place the Phenom 300 at the top of light jet standards: Smartprobe™, increasing reliability and reducing maintenance tasks; carbon brakes, permitting 60% less replacements; brake-by-wire system; hot bleed anti-icing on the horizontal stabilizers and wings; single-point refueling; and externally serviced lavatory.

Embraer's Executive Jets Customer Support and Services structure is ready for the Phenom 300 to go into operation. The network currently consists of six factory-owned and more than 30 authorized service centers, worldwide.

For parts distribution, U.S. customers can count on Embraer's distribution centers in Louisville, Kentucky, operated by UPS Supply Chain Solutions, and in Fort Lauderdale, Florida. Furthermore, Embraer has centers in Brazil, France, Singapore, and the United Arab Emirates. Embraer CAE Training Services joint venture provides Phenom 100 and Phenom 300 pilot and maintenance training.

The Company's support structure covers flight operations, technical, maintenance, and material aid, as well as the Customer Support Contact Center, that minimizes downtime by quickly and efficiently applying the appropriate resources to critical situations.

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Effective February 1, 2010, the list price of the Phenom 300 will be US\$ 8.14 million, under 2010 economic conditions, for FAA certified aircraft.

The following tables summarize the aircraft's performance data and basic structural and operational weights.

Phenom 300 Performance Data

	Design Goals	Final Results
Range (***)	1,800 nm	1,971 nm
High-Speed Cruise (TAS)	450 knots	453 knots
MMO	Mach 0.78	Mach 0.78
Takeoff field length (*)	3,700 feet	3,138 feet
Landing distance (**)	2,950 feet	2,621 feet
Time to climb to FL450 (*)	35 minutes	26 minutes
Operational ceiling (direct climb)	45,000 feet	45,000 feet

(*) Maximum Takeoff Weight (MTOW), Sea Level (SL), Ideal Standard Atmosphere (ISA)

(**) Maximum Landing Weight (MLW), SL, ISA

(***) NBAA IFR reserves (35 minutes) with 100 nm alternate; six occupants (200 lb. or 91 kg., each)

Basic Structural and Operational Weights for the Phenom 300 standard configuration

Weights

Maximum Ramp	18,078 lb.	8,200 kg.
Maximum Take-Off	17,968 lb.	8,150 kg.
Maximum Landing	16,865 lb.	7,650 kg.
Maximum Zero Fuel	13,999 lb.	6,350 kg.
Basic Operating (*) (**)	11,583 lb.	5,254 kg.
Maximum Payload (**)	2,416 lb.	1,096 kg.
Maximum Usable Fuel (***)	5,353 lb.	2,428 kg.

(*) Considering one crew member (200 lb. or 91 kg.)

(**) Weights may vary according to optional equipment installed or interior layouts

(***) Adopted fuel density is 6.70 lb./U.S. gal. (0.803 kg./liter)

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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; BM&FBovespa: 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, China, France, Portugal, Singapore, and the United States. Founded in 1969, the Company designs, develops, manufactures and sells aircraft for the commercial aviation, executive aviation, and defense segments. The Company also provides after sales support and services to customers worldwide. On September 30, 2009, Embraer had a workforce of 16,986 employees – not counting the employees of its partly owned subsidiaries – and its firm order backlog totaled US\$ 18.6 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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