

LEGACY[®] 500

BY E M B R A E R



LEGACY 500 – TEN REASONS TO BUY

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PREPARED BY SALES ENGINEERING





TEN REASONS TO BUY A LEGACY 500

1. Early life cycle: the only medium-cabin jet fully designed in the 21st century
2. The only medium jet with Full Digital Flight Controls (Full Fly-by-Wire), as opposed to conventional, mechanical controls
3. A combination not found in any other medium cabin: flat floor, wet galley, vacuum toilet
4. More air in the cabin: lowest cabin altitude than any jet below \$50 million – 5,800ft
5. Excellent runway performance. Legacy 500 goes to places where others cannot go & enhances safety
6. Design for lowest downtime and maintenance labor
7. Unprecedented Technologies offered in a medium jet
8. Best in-flight bedding among medium cabins - patented design
9. Autobrake
10. Latest sound proofing technologies and architecture for a very quiet cabin



TEN REASONS TO BUY A LEGACY 500

1. Early life cycle: The only medium-cabin jet fully designed in the 21st century

Launched in 2008 and certified in 2014, the Legacy 500 was developed entirely from scratch using the latest aeronautical technology available

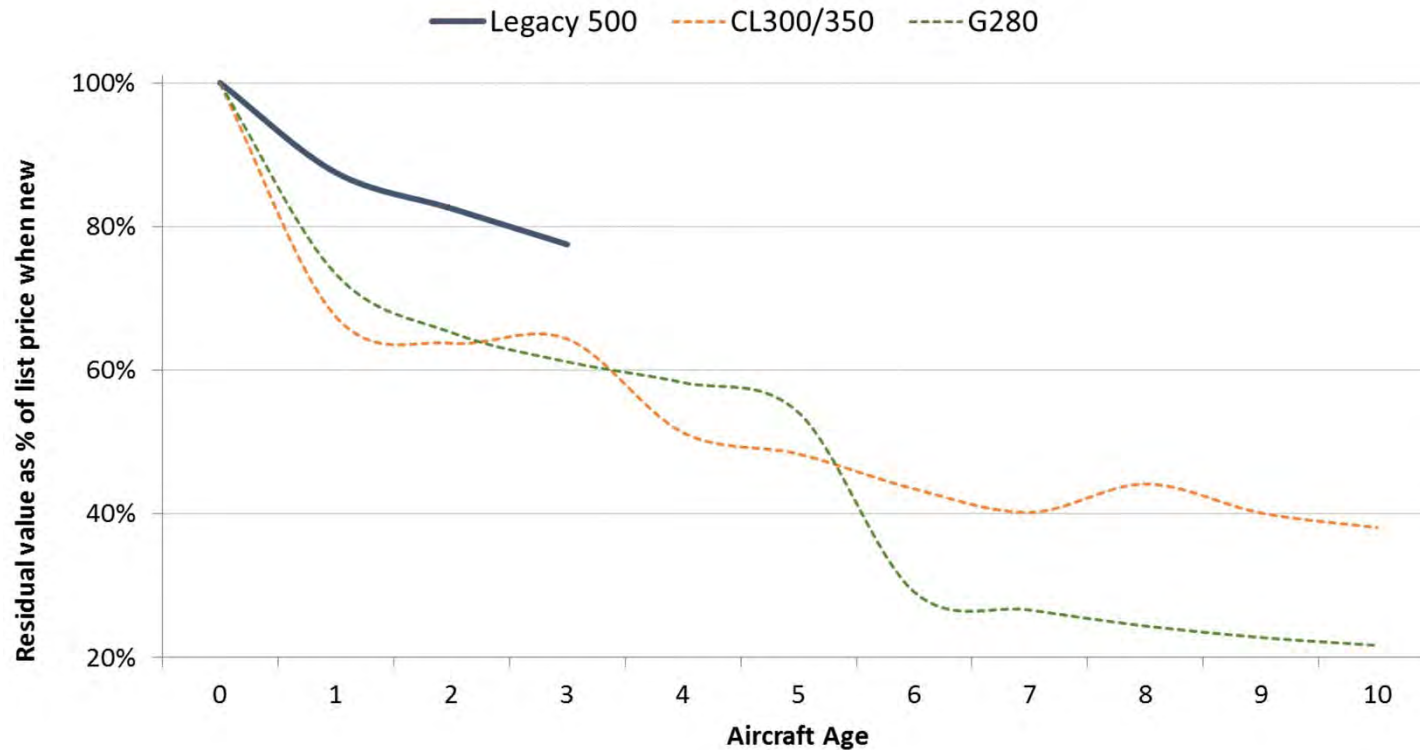




TEN REASONS TO BUY A LEGACY 500

1. Early life cycle: The only medium-cabin jet fully designed in the 21st century

Coherent with the maturity phase, the competition is offered at high discounts to keep volume, hurting its resale values.



* AIRCRAFT BLUEBOOK, JANUARY 2018

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TEN REASONS TO BUY A LEGACY 500

2. The only medium jet with Full Digital Flight Controls (Full Fly-by-Wire), as opposed to conventional, mechanical controls

Full Fly-by-Wire prevents loss of control in flight, the most frequent cause of accidents in general aviation. In addition, allows a smoother flight, compensating turbulence effects. Very few civilian aircraft have Full Fly-by-Wire (see table).



Full FBW Aircraft in production

Boeing 777/787

Airbus A340/ A380

Gulfstream G650

Global 7000/8000

Dassault Falcon 7X

Legacy 450 / 500



TEN REASONS TO BUY A LEGACY 500

3. A combination not found in any other medium cabin: flat floor, wet galley, vacuum toilet



Flat floor, ideal for passenger movement and cabin ergonomics



Only Legacy offer a wet galley as standard, which is an expensive and heavy option in other medium jets



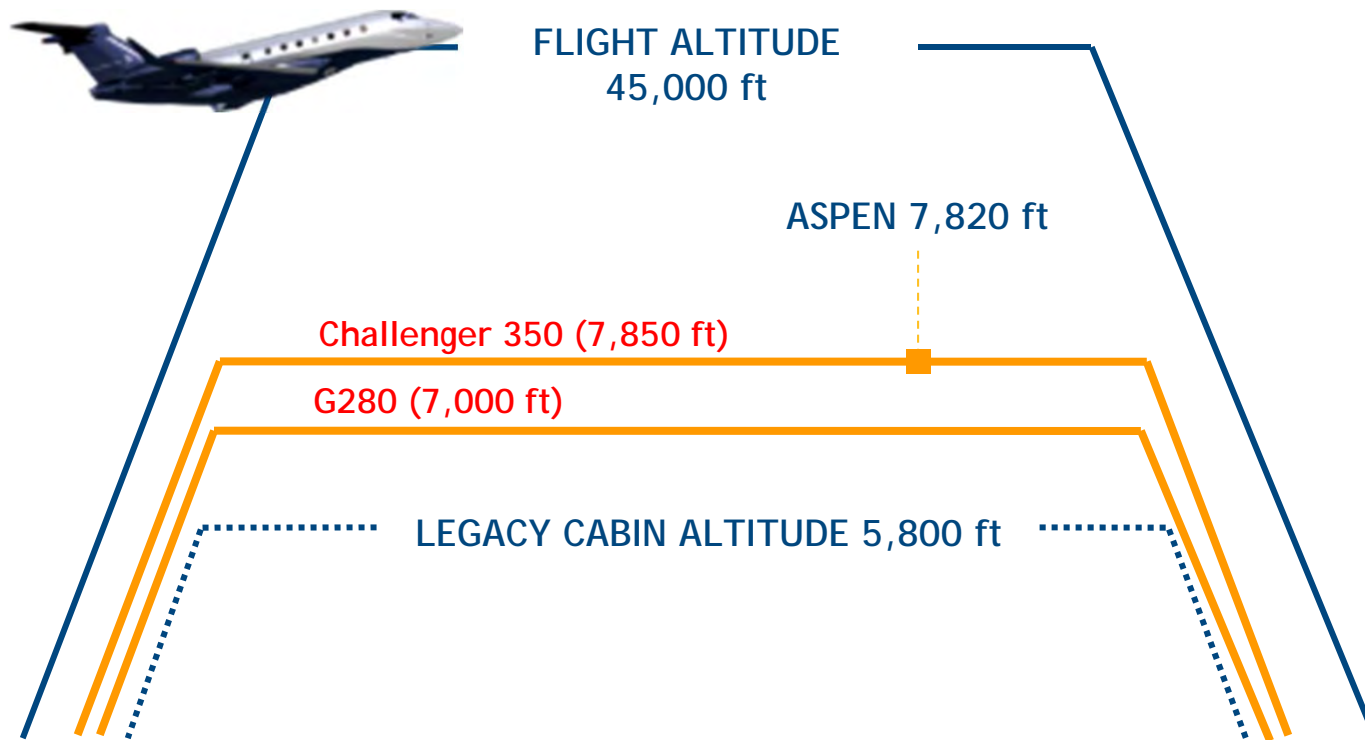
Only Legacy offers an odorless, vacuum toilet in its category. Feature available only on large-cabin business jets or airliners



TEN REASONS TO BUY A LEGACY 500

4. More air in the cabin: lowest cabin altitude than any jet below \$50 million – 5,800ft

According to a research conducted by Boeing and University of Oklahoma, prolonged exposition to an environment above 6,500 ft may induce altitude sickness and fatigue. Legacy maximum cabin altitude 5,800 ft, a cabin altitude just found in Ultra-Long Range jets.





TEN REASONS TO BUY A LEGACY 500

5. Excellent runway performance. Legacy 500 goes to places where others cannot go & enhances safety

Fly-by-wire system enables superior runway performance. E²VS allow landing in airports that do not have instruments even under low visibility (up to 100ft), while other airplanes have to divert. **Only Legacy combines superior runway performance with HUD/EVS**

Superb Runway Performance

(Example: Hot&High scenario, 5,000 ft altitude, 25C)

LEGACY[®] 500
BY EMBRAER



1,800 lb



2,900 nm

5,523 ft

CHALLENGER 350



~900 nm

Range advantage



1,800 lb



2,000 nm

5,523 ft



TEN REASONS TO BUY A LEGACY 500

6. Design for lowest downtime and maintenance labor

Legacy 500 benefits from Embraer Airline DNA is designing low-maintenance platforms. The benefit is less time in the hangar and more time in the air, on top of the lowest maintenance labor requirements in the segment.

Legacy Maintenance Drivers:

- 750 FH / 12 month
- MSG-3 methodology

Unique Design features:

- Windshield removable from outside
- Avionics inside pressurized areas
- Antennas externally replaceable
- Cartridge-type fuel pumps
- No tail cone removal for APU LRU's
- Grease type standardization
- Engine replacement in 8 hours
- No GSE for aircraft leveling

- **Legacy 500 has 25% longer maintenance intervals**
 - By 1,200 FH, CL350 will have required one additional stop

	Legacy 500	Challenger 350
Scheduled maintenance intervals	750 FH / 12 MO	600 FH / 12 MO

- **Plus, Legacy 500 is on average 15% less maintenance intensive**
 - At 400 FH/year, CL350 will take additional 50 MH, or 3 days a year*

	Legacy 500	Challenger 350
Avg. MH/FH	0.85	0.98
Total MH per year @ 400 FH/yr	340	392

Avg. 10-yr according to Conklin ACE 2016
*Considers 2 technicians, 8-hr shift per day



TEN REASONS TO BUY A LEGACY 500

7. Unprecedented Premium technologies offered in a medium jet

Competition saves high-added value technologies to its more expensive airplanes. Their medium cabins are positioned as medium-tier products

	Challenger 350	Global 7000 & Legacy 500
Flight deck	ProLine 21 Advanced (older)	ProLine Fusion (newest)
Flight controls	Conventional	Full Fly-by-Wire
Lower cabin altitude <small>(below 6,000 ft @ FL450)</small>	No – same as light jets	Yes
Vacuum toilet	No	Yes
Autothrottle	No	Yes

TEN REASONS TO BUY A LEGACY 500

8. Best in-flight bedding among medium cabins – 84-inch long - Patented design

Every two club seats can be turned into a bed in a seamless way. The seats were designed for this purpose, and this solution is exclusive to Embraer. Other jets require the use of inflatable or conventional mattresses.



TEN REASONS TO BUY A LEGACY 500

9. Autobrake : safety and reduced crew workload

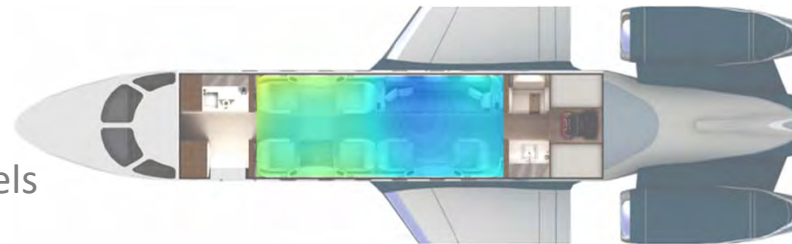
Automatic brake application upon landing, promoting a comfortable and predictable landing stop. System offers three levels of braking upon landing and a RTO (Rejected Takeoff) mode. **Autobrake is a feature common in larger business jets**



TEN REASONS TO BUY A LEGACY 500

10. Latest sound proofing technologies and architecture for a very quiet cabin

- 1. Aerodynamics**
 - Smooth cockpit shape
 - Full fairing covering the main wheels
 - Fewer antennas in the main cabin area
- 2. Propulsion system**
 - Soft-mounted engines
 - High performance APU isolators
- 3. Environmental control system**
 - Low speed air flow distribution
 - Low noise fans
 - Pressurized main door seal
 - Pack installed far from the cabin
 - Outflow far from the cabin and with noise barrier
- 4. Thermal acoustic insulation system**
 - High performance skin damping material
 - Sound barrier layer attached to interior panels
 - Optimized carpet pad
- 5. Hydraulic system**
 - Segregated from the cabin
 - Pumps with integrated ripple attenuators
 - Soft mounted components
- 6. Electric system**
 - Rack located far from cabin and with low noise fans
- 7. Interior**
 - Optimized interior panel isolators
 - Absence of gaps between panels
 - Mufflers in the ventilation lines
 - Thermal acoustic curtain





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