SPECIFICATIONS

WEIGHTS		STD & LR Versions		AR Version	
Maximum Takeoff Weight	STD	105,359 lb	47,790 kg	114,199 lb	51,800 kg
	LR	110,893 lb	50,300 kg		
Maximum Landing Weight		94,799 lb	43,000 kg	97,003 lb	44,000 kg
Maximum Zero Fuel Weight		89,949 lb	40,800 kg	90,169 lb	40,900 kg
Basic Operation Weight		61,112 lb	27,720 kg	61,333 lb	27,820 kg
Maximum Payload		28,836 lb	13,080 kg	28,836 lb	13,080 kg
Maximum Fuel*		28,596 lb	12,971 kg	28,596 lb	12,971 kg

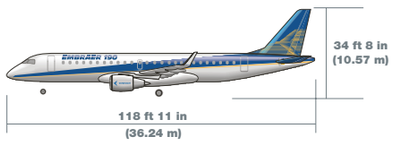
*Fuel Density: 0.803 kg/l (6.70lb/gal)

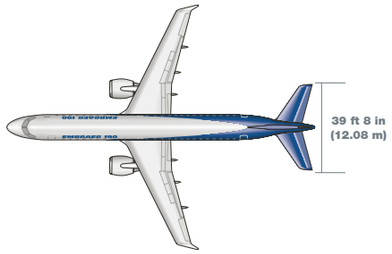
PERFORMANCE (AR Version)		
Maximum Operating Speed	M 0.82	M 0.82
Time to Climb to FL 350, TOW for 500 nm	16 min	16 min
Takeoff Field Length, ISA, SL MTOW	6,745 ft	2,056 m
Takeoff Field Length, ISA SL TOW to 500 nm	4,157 ft	1,267 m
Landing Field Length, ISA, SL MLW	4,341 ft	1,323 m
Range 98 PAX @ 220 lb (100 kg), LRC	2,400 nm	4,448 km

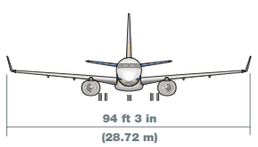
EXTERNAL DIMENSIONS		
Wingspan	94 ft 3 in	28.72 m
Length Overall	118 ft 11 in	36.24 m
Height Overall	34 ft 8 in	10.57 m
Horizontal Stabilizer Span	39 ft 8 in	12.08 m
Fuselage Width	9 ft 11 in	3.01 m
Fuselage Height	11 ft 0 in	3.35 m

INTERNAL DIMENSIONS		
Cabin Length (excluding cockpit)	84 ft 6 in	25.76 m
Cabin Width (at armrest)	9 ft 0 in	2.74 m
Cabin Height	6 ft 7 in	2.00 m
Aisle Width	19.75 in	0.50 m
Seat Width	18.25 in	0.46 m

VIEWS







EMBRAER

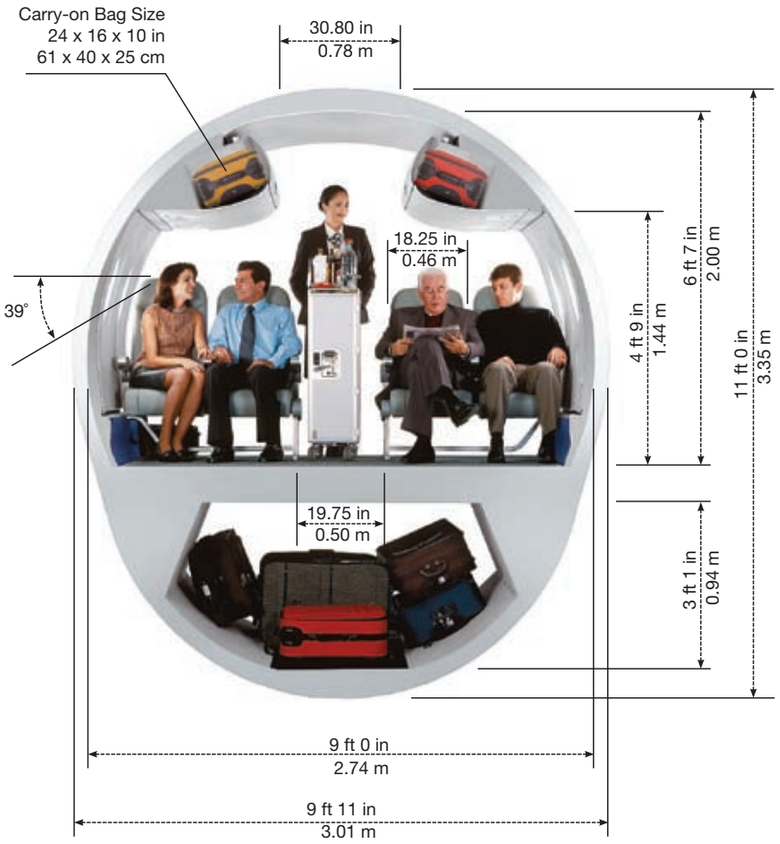
June 2007

EMBRAER 190

EMBRAER

A NEW CABIN CONCEPT

A double-bubble fuselage design means passengers enjoy an extraordinary amount of personal space. The widest seat and the widest aisle in the category add to passenger comfort. Four-abreast seating eliminates the undesirable middle seat, easing access and making boarding and deplaning smoother and faster.



EMBRAER 190 INTERIOR LAYOUTS

SINGLE CLASS
98 seats at 32” pitch

SINGLE CLASS
106 seats at 31” pitch

HIGH CAPACITY
114 seats @ 29”/30” pitch

DUAL CLASS
94 seats (8F/86Y) at 38”/31” pitch

FLY-BY-WIRE (FBW)

Pilot workload is reduced and aircraft performance is optimized with integrated flight control systems guided by fly-by-wire technology. FBW and 100% cockpit commonality minimize crew transition costs between any aircraft in the E-Jets family.

ENGINE

FADEC-controlled diagnostics, fully interchangeable right and left engines, environmental enhancements, and 30-minute LRU replacement efficiency make General Electric’s CF34-10E the most comprehensive, value-added propulsion system in the industry.

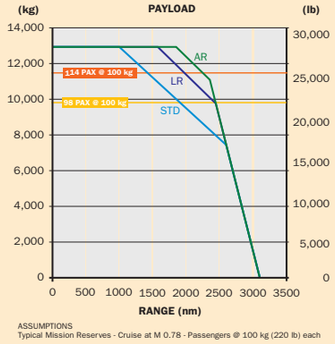
Engine Characteristics GE CF34-10E	
Sea Level Flat Rating	86F/30C
APR Thrust - Installed	20,000 lb
NTO Thrust - Installed	18,500 lb
Length	145.5 in / 369.6 cm
Weight - Dry Engine	3,700 lb / 1,678 kg
Maximum Diameter	57 in / 145 cm
Thrust-to-Weight Ratio	5.41
Fan Bypass Ratio	5.4:1
Noise	Stage III and IV Compliant

COCKPIT

01. Audio Control Panel
02. Speed Brake
03. Cursor Control Device (CCD)
04. EICAS
05. Integrated Electronic Standby System (IESS)
06. Lights Panel
07. Guidance Panel
08. Landing Gear
09. Primary Flight Display (PFD)
10. Multi-Function Display (MFD)
11. Multi-Function Control Display Unit (MCDU)
12. Engine Panel
13. Ram Air Turbine
14. Flap
15. Thrust Lever

PERFORMANCE

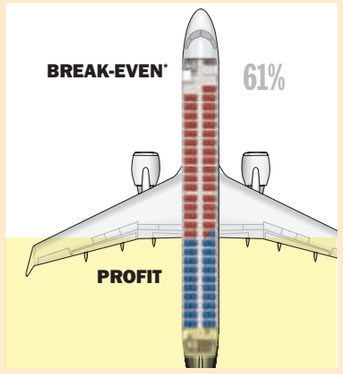
Short field capability, superior hot and high performance, and 2,400 nm range combine to deliver maximum operational versatility.



ASSUMPTIONS
Typical Mission Reserves - Cruise at M 0.78 - Passengers @ 100 kg (220 lb) each

ECONOMICS

The cost-effective use of the latest technologies makes the EMBRAER 190 the most efficient aircraft available in the 98 to 114 seat segment. The best structural efficiency, excellent fuel burn, and outstanding aircraft maintainability characteristics provide significant cost advantages to airlines.



* Based on Total Operation Costs; 600 sm sector

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