

We spent the better part of Tuesday morning going over touch up items on SN 28 and preparing for the acceptance flight. Sydney Rodrigues, our pilot for the morning gave a detailed briefing of the acceptance profile and what we could expect in the Embraer operating area just off the coast. Our operating block altitude was from FL 080 to FL 410. (Brazil has a transition flight level at 5000ft MSL.)

On the ground we were hooked up to a power cart and Sydney suggested that since our cockpit was in the sun, we should turn on the air conditioning. We selected low. In a matter of minutes the entire airplane cooled to a comfortable temperature and we accomplished our preflight items in comfort. We departed runway 15 and were held down by air traffic until we crossed the coastline where we commenced a climb. While this is not a report on performance specifics, I will say that we had four souls on board and full fuel and climbed straight to FL 410.

Meanwhile in the back, Mark Stear was working with Marco Trindade, Contracts Engineer to test the features incorporated into the cabin. They tested systems including lighting, seats and tables, climate control, potty operations and fit and finish. They also tested the passenger/cockpit interphone and call system as well as each seat's MP3 operation. Mark moved about in the cabin checking the recline feature of each seat and occasionally strapping in when appropriate for the flight test profile.

I flew the Phenom simulator at CAE Simuflite and was pleased that the actual airplane replicated the flight characteristics of the sim. It is a docile airplane and performed well under all flight regimes. We performed slow flight and high speed tests. At FL 410 I pulled both throttles to idle to check the ability to hold pressurization schedule followed by a high speed descent which saw vertical speeds in excess of 5000 FPM.

Back at Sao Jose we performed a coupled GPS approach to a missed approach and circled to land after which (with the brakes heated) I performed a max effort braking test followed by a test of the emergency braking system. All performed exceptionally well. We came back with one discrepancy; the ground equipment cooling fan monitored off. Post flight analysis traced the problem to a transient spike while connected to ground power.

Our return to the chocks ended one of the most successful acceptance flights of my career with all of us feeling that our confidence in Embraer was well placed.