

## First Type Ratings for Embraer Phenom 100 go to Jim and Betsy Frost

Across most of the U.S., the first sign of “Jack Frost” means winter is not far behind. But, when it comes to Embraer’s new entry level jets, the first Frost — specifically, Jim Frost of Houston, Texas — signaled that the Phenom 100’s entry into service would not be far behind. Scheduled to be the first Customer to take delivery of a Phenom 100, Frost and his wife, Betsy, both began training toward their type ratings in the new airplane. Jim became the first pilot to be approved to fly the Phenom 100 by the Federal Aviation Administration when he passed his check ride on October 22, 2008. His success earned him a “letter of authorization” from the FAA since the Phenom 100 was not fully certified at that time. Betsy Frost followed soon after with the third type rating granted.

The Frosts, who recently sold a twin turboprop they’d been flying for 10 years, did their training in one of four Phenom 100s designated for the certification program. They received instruction from Embraer pilots Mauricio Miranda and Marcelo Passos at Alliance Airport in Fort Worth, Texas during the month of October. Jim Frost went first, flying with Captain Miranda. An Air Transport Pilot who has logged 2,500 hours, Frost took approximately



*Phenom 100*

20 hours to complete the type rating. It was his first experience flying a jet. The executive of a real estate and mineral business, he and his wife plan to use the airplane extensively for business and to visit their children, both of who will be in college soon.

Betsy Frost has made a habit of being “certified”. When she’s not flying, she is a Certified Public Accountant. When it comes to aviation, she’s a Certified Flight Instructor (CFI) for both multi-engine and instruments. Her type rating in the Phenom 100 is just the latest certification she’s received since taking up flying more than a decade ago. She has logged more than 2,250 hours. She

flew with Captain Passos and found the instruction “Very organized and disciplined. We were very well briefed before each flight, usually with a presentation and a handout regarding what we would be doing each time,” she explained. “I really enjoyed it,” she added.

“Earning the first ‘type rating’ in a Phenom 100 is very exciting,” Jim Frost said. “I’ve been flying for 35 years, since I was 16 years old. The Phenom 100 is my third airplane. Being an electrical engineer by trade, I was attracted to it by its high level of automation and the ‘clean sheet’ design that incorporates so many great features. We’re extremely pleased with the performance and the size of the airplane. It’s a great airplane to fly,” he stated.

Betsy echoed her husband’s enthusiasm and added that, “The Phenom is an exceptionally well-built airplane to fly. It really is responsive and a pleasure to operate. The Embraer pilots and the maintenance crew were all so wonderful to work with and be around. They were very professional yet interested and concerned with tailoring a program to my specific learning style and keeping the plane ready for every flight,” she noted.



*Jim Frost and Embraer's Instructor Captain Miranda*



*Betsy Frost - the first woman Phenom 100 pilot*

# Embraer and CAE Launch Technical and Pilot Training for Phenom 100

Pilots aren't the only ones receiving training on the new Phenom 100. Even though the first Phenom 100 has just entered service, there are already a number of technicians who have experience working on the Phenom 100 thanks to Embraer's and CAE's joint training venture, officially known as Embraer CAE Training Services (ECTS), which began offering technical instruction to support the Phenom 100 at CAE's facility at the Dallas Fort Worth International Airport. Like the pilot training recently completed by Jim and Betsy Frost, owners of the first Phenom 100 delivered, the first course for service technicians began well before the airplane actually joined the active fleet. In fact, the first technical training course was launched in August and additional courses are continuing on a regular basis at the CAE DFW site. Training can also be scheduled on-site at Customer facilities.

"We've collaborated with CAE to create 'best in class' advanced training programs for pilots and technical staff," said Simon Newitt, Embraer's Director of Customer Training. "These courses are the results of months of groundwork and they're designed to ensure that Phenom 100 Customers operate their aircraft to the very highest of

standards in terms of proficiency and safety," he added. "The quality, services and technology of CAE and the state of the art, industry leadership of Embraer are a perfect match. We've paired the power of the leading aircraft manufacturer with the industry's leading training provider to produce an unparalleled training program with a true global reach," added Damon Cram, General Manager, ECTS.

A full Phenom 100 Technical Training program has been developed and technicians from nearly all of Embraer's Authorized Service Centers in North America have already received training. In addition to Embraer and Authorized Service Center employees, ECTS has also provided training to personnel from Pratt & Whitney Canada, Garmin and a number of Phenom 100 operators. The Phenom 100 Technical Training program includes a variety of courses: Phenom 100 Maintenance Initial Training, Phenom 100 Avionics Training, Phenom 100 Recurrent Maintenance Training and ECTS's new "engine interface" course. Each course uses state of the art instructional tools such as avionics simulators and CAE's schematic viewer. In addition to classroom training, ECTS

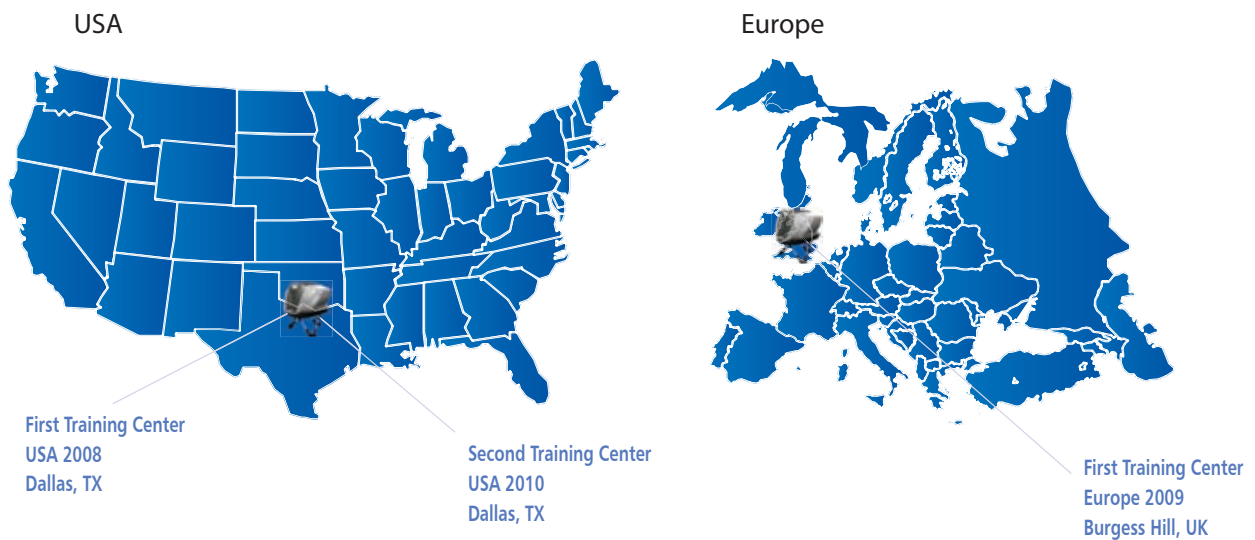


will offer Engine Run and Taxi training in a new CAE Full Flight Simulator beginning in early 2009. EASA certification of the ECTS Technical training program is expected shortly.

The world's first Phenom 100 full-flight simulator, built by CAE, is being readied for use at CAE DFW and another Phenom 100 and Phenom 300 simulator is scheduled to be deployed at the company's Burgess Hill training center in the United Kingdom in early 2009. A third simulator will also be added in North America in the near future, as well.

The pilot training course includes up to 23 hours of computer-based instruction, followed by 40 hours of instructor-led ground school including training in a CAE built Phenom 100 Integrated Procedures Trainer and approximately 32 hours of simulator-based experience, based on a two-person crew. For further information, please contact your Embraer representative.

## ECTS – Embraer CAE Training Services



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