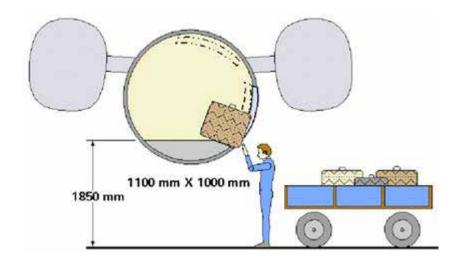


### BAGGAGE IS EASY TO LOAD, DISTRIBUTE AND ACCESS INSIDE THE COMPARTMENT.



- door dimensions
   1.0 m x 1.1 m
   3 ft 3 in x 3 ft 7 in
- ramp at door entrance to facilitate loading
- door at center of Compartment





#### **ERJ BAGGAGE VOLUME AND LOAD**

	<b>BAGGAGE CO</b> Volume -		BAGGAGE COMPARTMENT Load – Kg (lb)		
	TOTAL	PER SEAT	TOTAL	PER SEAT	
ERJ 135	<b>9.20</b> (324.9)	<b>0.25</b> (8.8)	<b>1,000</b> (2205)	<b>27</b> (60)	
ERJ 140	<b>9.20</b> (324.9)	<b>0.21</b> (7.4)	<b>1,200</b> (2646)	<b>27</b> (60)	
ERJ 145	<b>9.20</b> (324.9)	<b>0.18</b> (6.4)	<b>1,200</b> (2646)	<b>24</b> (53)	







# **ERJ PERFORMANCE CHARACTERISTICS**

		ERJ 135		ERJ 140		ERJ 145	
		ER A3	<b>LR</b> A 1/3	<b>ER</b> A 1/3	<b>LR</b> A 1/3	LR A1	XR A1E
MAX CRUISE SPEED	mach	0.78	0.78	0.78	0.78	0.78	0.80
TIME TO CLIMB TO FL350 TOW FOR 400 NM, FULL PAX	min	20	15	16	16	18	15
TAKE OFF FIELD LENGTH TOW FOR 400NM, FULL PAX, ISA, SL	m (ft)	1,320 4,331	<b>1,330</b> 4,364	1,270 4,167	<b>1,270</b> 4,167	1,380 4,528	<b>1,340</b> 4,396
TAKE OFF FIELD LENGTH MTOW, ISA, SL	m (ft)	1,640 5,381	<b>1,760</b> 5,774	1,580 5,184	1,850 6,070	2,270 7,448	<b>2,070</b> 6,791
LANDING FIELD LENGTH MTOW, ISA, SL	m (ft)	<b>1,360</b> 4,462	<b>1,360</b> 4,462	1,380 4,528	<b>1,380</b> 4,528	1,400 4,593	<b>1,430</b> 4,692
SERVICE CEILING	(ft)	37,000	37,000	37,000	37,000	37,000	37,000
RANGE MTOW, ISA, SL	nm (km)	1,300 2,409	<b>1,750</b> 3,243	1,250 2,317	<b>1,650</b> 3,058	1,550 2,873	<b>2,000</b> 3,706

Passenger Weight = 90.7 kg (200 lb)



#### **50 SEATS AT 31 INCH PITCH**



Cabin Attendant Seat

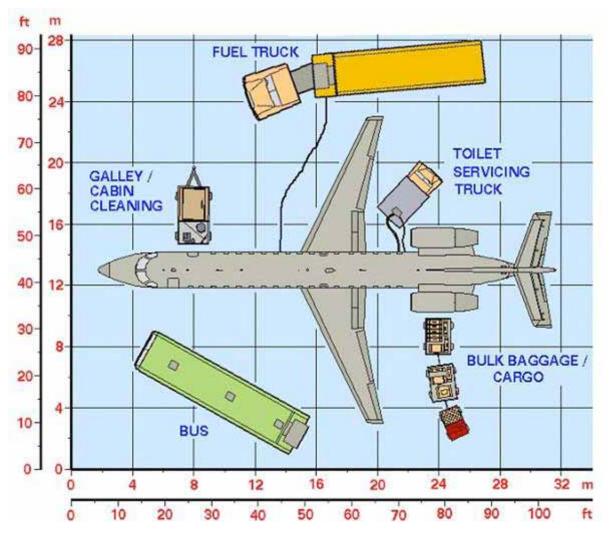
Wardrobe Lavatory

Galley

VOLUME - m³(ft³)	AIRCRAFT	PER PAX
OVERHEAD BIN	<b>1.90</b> (67.1)	0.038 (1.34)
UNDERSEAT	<b>2.16</b> (76.3)	0.043 (1.52)
WARDROBE	<b>0.93</b> (32.8)	<b>0.019</b> (0.67)
STOWAGE	<b>0.45</b> (15.9)	<b>0.009</b> (0.32)
BAGGAGE COMPARTMENT	<b>9.20</b> (324.9)	<b>0.184</b> (6.50)
TOTAL	<b>14.64</b> (517.0)	<b>0.293</b> (10.35)



#### DESIGNED FOR QUICK TURNAROUND AND EFFICIENT SERVICING.







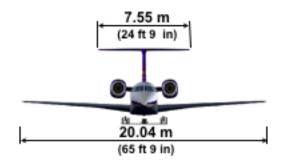
**←** EMBRAER

# **ERJ ENGINE TAKE OFF RATINGS**

#### THE AE3007 USES THE SAME ENGINE HARDWARE ON ALL ERJS AND OFFERS THE HIGHEST FLAT RATING ON THE MARKET.

	AE 3007	MAX TO THRUST (LBF)*	ENGINE FLAT RATING
ERJ 135 ER	A3	7,057	ISA + 15°C
	A 1/3	7,057	ISA + 30°C
		7,426 OEI RATING	ISA + 30°C
ERJ 135 LR	A 1/3	7,057	ISA + 30°C
		7,426 OEI RATING	ISA + 30°C
ERJ 140 ER / LR	A 1/3	7,057	ISA + 30°C
		7,426 OEI RATING	ISA + 30°C
ERJ 145 LR	A1	7,426	ISA + 30°C
	A1P	7,426	ISA + 30°C
		8,169 OEI RATING	ISA + 19°C
ERJ 145 XR	A1E	7,950	ISA + 22°C
		8,736 OEI RATING	ISA + 19°C

<sup>\*</sup> sea level, static installed thrust





## ERJ FAMILY — DESIGN WEIGHTS

### E-JETS COMBINE HIGH PAYLOAD CAPABILITY WITH LOW AIRCRAFT WEIGHT.

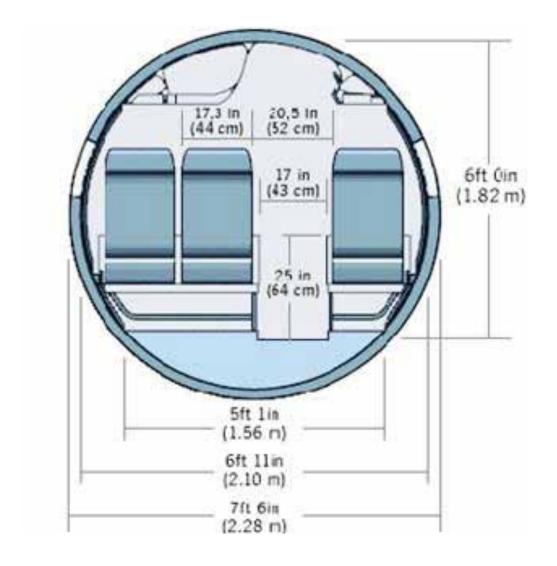
		ERJ 135		ERJ 140		ERJ 145	
		ER	LR	ER	LR	LR	XR
MTOW	kg (lb)	<b>19,000</b> 41,887	<b>20,000</b> 44,092	20,100 44,312	<b>21,100</b> 46,517	22,000 48,501	<b>24,100</b> 53,131
MLW	kg (lb)	<b>18,500</b> 40,785	<b>18,500</b> 40,785	18,700 41,226	<b>18,700</b> 41,226	19,300 42,549	<b>20,000</b> 44,092
BOW (std)	kg (lb)	11,402 25,137	<b>11,501</b> 25,355	11,816 26,049	<b>11,808</b> 26,032	12,114 26,706	<b>12,591</b> 27,758
MZFW	kg (lb)	15,600 34,392	<b>16,000</b> 35,273	17,100 37,699	17,100 37,699	17,900 39,462	<b>18,500</b> 40,785
MAX. PAYLOAD	kg (lb)	<b>4,198</b> 9,255	<b>4,499</b> 9,918	5,284 11,649	<b>5,292</b> 11,666	<b>5,786</b> 12,755	<b>5,909</b> 13,027
MAX. USABLE FUEL*	kg (lb)	<b>4,132</b> 9,109	<b>5,136</b> 11,322	<b>4,132</b> 9,109	<b>5,136</b> 11,322	5,136 11,322	<b>5,973</b> 13,168
MAX. USABLE FUEL	l (gal)	<b>5,146</b> 1,359	<b>6,396</b> 1,690	<b>5,146</b> 1,359	<b>6,396</b> 1,690	<b>6,396</b> 1,690	<b>7,438</b> 1,965

IN June 2009



<sup>\*</sup> Fuel density 0.803 kg/l (6.70 lb/gal)

### LARGE, EYE-LEVEL WINDOWS.





## **ERJ COMMONALITY**

#### **ERJS SHARE 98% PARTS, SYSTEMS AND TRAINING COMMONALITY.**





- · same fuselage, wing and tail structure
- same engine hardware
- same systems and components
- same landing gear, tires and brakes
- same ERJ crew type rating
- common maintenance and training procedures
- common ground support equipment