Welcome to the ONE Aviation Project “Canada”
The challenge we put before the ONE Aviation Team:

• How can we improve the Eclipse 500 series aircraft?
• What could we do to take it to the next level?

...and what did we come up with?
An aircraft that is

• QUICKER
  • HIGHER
  • FASTER
  • FARTHER
Overview of Improvements:

- New Higher Thrust Engines
- Redesigned Wing
  1,400 nm Range
- Garmin G3000 Flight Deck
- Systems Improvements
- Enlarged Horizontal Tail
- Seat Improvements
  Interior Enhancements

*All Data Preliminary and is Subject to change
Top View Compare:

EA550 on left, “Canada” on Right

“Canada”

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*All Data Preliminary and is Subject to change
Garmin G3000 Flight Deck

- Three 12” high resolution displays
- Dual Auto-Pilot control panels
  
- State of the art, ergonomic panel layout and design

* Shown with options

- Aircraft systems pages retained
- IS&S option available

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Performance

As a result of increased power, more fuel on board and a larger wing, the performance improvements of the “Canada” project are significant:

• Dramatic Hot and High Performance Improvements
• Reduced Take-off Distance at Higher Altitude Airports
• Faster Climb
• Improved Cruise
• Extended Range

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Takeoff Performance

• Improved Safety Margin at Shorter Fields
• Summer takeoff distance at Aspen improves by 23%

Aspen alt=7,820 ft, assume ISA+15°C (58°F) 3,440 ft estimated

<table>
<thead>
<tr>
<th>Altitude</th>
<th>Temp</th>
<th>Thrust Incr.</th>
<th>Takeoff decr.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Level</td>
<td>ISA (59°F)</td>
<td>19%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>ISA + 20°C (95°F)</td>
<td>41%</td>
<td>-7%</td>
</tr>
<tr>
<td>5,000</td>
<td>ISA + 20°C (77°F)</td>
<td>51%</td>
<td>-19%</td>
</tr>
<tr>
<td>7,500</td>
<td>ISA + 10°C (50°F)</td>
<td>43%</td>
<td>-17%</td>
</tr>
</tbody>
</table>

Note: All figures computed with All Engines Operating (AEO)
# Takeoff Performance

**Note:**
- Aircraft at Gross Weight
- All Engines Operating (AEO)
- Distance to 50 ft AGL

<table>
<thead>
<tr>
<th>Elevation</th>
<th>Temp</th>
<th>EA550</th>
<th>“Canada”</th>
<th>Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Level</td>
<td>ISA (59°F)</td>
<td>2,400 ft</td>
<td>2,400 ft</td>
<td>0%</td>
</tr>
<tr>
<td>Sea Level</td>
<td>ISA + 5°C (68°F)</td>
<td>2,480 ft</td>
<td>2,480 ft</td>
<td>0%</td>
</tr>
<tr>
<td>Sea Level</td>
<td>ISA + 10°C (77°F)</td>
<td>2,690 ft</td>
<td>2,690 ft</td>
<td>0%</td>
</tr>
<tr>
<td>Sea Level</td>
<td>ISA + 15°C (86°F)</td>
<td>2,900 ft</td>
<td>2,830 ft</td>
<td>2%</td>
</tr>
<tr>
<td>Sea Level</td>
<td>ISA + 20°C (95°F)</td>
<td>3,230 ft</td>
<td>3,010 ft</td>
<td>7%</td>
</tr>
<tr>
<td>Sea Level</td>
<td>ISA + 25°C (104°F)</td>
<td>3,550 ft</td>
<td>2,700 ft</td>
<td>24%</td>
</tr>
<tr>
<td>4,000</td>
<td>ISA (45°F)</td>
<td>2,850 ft</td>
<td>2,800 ft</td>
<td>2%</td>
</tr>
<tr>
<td>4,000</td>
<td>ISA + 5°C (54°F)</td>
<td>3,030 ft</td>
<td>2,950 ft</td>
<td>3%</td>
</tr>
<tr>
<td>4,000</td>
<td>ISA + 10°C (63°F)</td>
<td>3,320 ft</td>
<td>2,900 ft</td>
<td>13%</td>
</tr>
<tr>
<td>4,000</td>
<td>ISA + 15°C (72°F)</td>
<td>3,650 ft</td>
<td>2,940 ft</td>
<td>19%</td>
</tr>
<tr>
<td>8,000</td>
<td>ISA (31°F)</td>
<td>3,620 ft</td>
<td>3,240 ft</td>
<td>10%</td>
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<tr>
<td>8,000</td>
<td>ISA + 5°C (40°F)</td>
<td>3,880 ft</td>
<td>3,300 ft</td>
<td>15%</td>
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<tr>
<td>8,000</td>
<td>ISA + 10°C (49°F)</td>
<td>4,180 ft</td>
<td>3,350 ft</td>
<td>20%</td>
</tr>
</tbody>
</table>
**Climb Performance**

**Highlights:**

- **24% better initial climb (cruise climb rate), Sea Level, ISA (59°F)** (3,284 ft/min vs 2,650 ft/min)
- **84% better enroute climb @ 5,000 ft, ISA+20°C (77°F)** (2,650 ft/min vs 1,440 ft/min)
- **98% better high altitude climb @ FL400, ISA (70°F)** (715 ft/min cruise climb)
- **Initial climb gradient speed increase (Vy 195 KEAS for “Canada” vs 169 KEAS for EA550)**

- **24% faster to FL350, ISA (-66°F @ FL350), 17 min**
- **30% faster to FL410, ISA (-70°F @ FL410), 23 min**
- **40% faster to FL350, ISA+10°C (-48°F @ FL350), 18 min**
- **47% faster to FL400, ISA+10°C (-52°F @ FL400), 26 min**

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Climb Performance

- Time to Climb from Sea Level
- Initial Climb Gradient at Sea Level is 17.3° (vs. 14.5° for EA550)

<table>
<thead>
<tr>
<th>SL to FL</th>
<th>Temp</th>
<th>EA550</th>
<th>“Canada”</th>
<th>Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>FL 280</td>
<td>ISA (-41°F)</td>
<td>15 min</td>
<td>12 min</td>
<td>24%</td>
</tr>
<tr>
<td>FL 280</td>
<td>ISA + 5°C (-32°F)</td>
<td>17 min</td>
<td>12 min</td>
<td>33%</td>
</tr>
<tr>
<td>FL 280</td>
<td>ISA + 10°C (-23°F)</td>
<td>20 min</td>
<td>12 min</td>
<td>41%</td>
</tr>
<tr>
<td>FL 280</td>
<td>ISA + 15°C (-14°F)</td>
<td>23 min</td>
<td>12 min</td>
<td>48%</td>
</tr>
<tr>
<td>FL 350</td>
<td>ISA (-66°F)</td>
<td>22 min</td>
<td>17 min</td>
<td>24%</td>
</tr>
<tr>
<td>FL 350</td>
<td>ISA + 5°C (-57°F)</td>
<td>25 min</td>
<td>17 min</td>
<td>33%</td>
</tr>
<tr>
<td>FL 350</td>
<td>ISA + 10°C (-48°F)</td>
<td>29 min</td>
<td>18 min</td>
<td>40%</td>
</tr>
<tr>
<td>FL 350</td>
<td>ISA + 15°C (-39°F)</td>
<td>36 min</td>
<td>18 min</td>
<td>50%</td>
</tr>
<tr>
<td>FL 410</td>
<td>ISA (-70°F)</td>
<td>34 min</td>
<td>23 min</td>
<td>30%</td>
</tr>
<tr>
<td>FL 410</td>
<td>ISA + 5°C (-61°F)</td>
<td>Unable</td>
<td>26 min</td>
<td>-</td>
</tr>
<tr>
<td>FL 410</td>
<td>ISA + 10°C (-52°F)</td>
<td>Unable</td>
<td>32 min</td>
<td>-</td>
</tr>
<tr>
<td>FL 410</td>
<td>ISA + 15°C (-43°F)</td>
<td>Unable</td>
<td>34 min</td>
<td>-</td>
</tr>
</tbody>
</table>

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Cruise Performance

• Max Speed Cruise

• Cruise Weights:
  EA550 – 5,500 lb
  “Canada” – 5,900 lb

• $V_{MO}/M_{MO}$
  EA550: 285 KEAS / 0.64 Mach
  “Canada”: 280 KEAS / 0.65 Mach

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Max Cruise Speed

- Payload weight shown does not include the weight of the pilot (200 lb)
- Range assumes NBAA IFR Reserves with 100 nm Alternate

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Range

Departing Los Angeles

Note: Max Cruise, NBAA IFR Range, pilot + 2 passengers.
Note: Max Cruise, NBAA IFR Range, pilot + 2 passengers.
Range
Departing London

Note:
Max Cruise, NBAA IFR Range, pilot + 2 passengers.
So what does “Canada” mean for you?

• **QUICKER:** Climb to FL410 in 23 minutes. That’s 30% quicker than the EA550
• **HIGHER:** Cruise over the weather and most other traffic at @ FL430
• **FASTER:** Estimated Max Cruise speed of 383 KTAS (441 mph) at FL300, and even 373 KTAS (429 mph) at FL430
• **FARTHER:** Go 1,400 nm at max cruise speed with 3 adults and NBAA IFR 100 reserves
• **MORE FUEL:** Carry 475 lb. (70 gal) more fuel than EA550
• **HEAD-TURNER:** Low-drag wing tips, more windows, exclusive paint schemes, high-end interior finishes, Garmin G3000 panel
• **MORE LOAD:** Carry more load over the same distance than the EA550
• **MORE AIRPORTS:** Takeoff shorter and climb out steeper in hot-and-high conditions
• **INCREASED THRUST:** Twin P&WC PW615F engines capable of 1,170 lb. of thrust each

And while these are “Big Improvements” they come from a collection of small, straight forward implementations of existing “Off the Shelf” components and ONE Aviation know-how.

“The future of personal & light business jet travel has just been redefined”