INTRODUCING MITSUBISHI SPACEJET

REIMAGINING A BETTER PASSENGER EXPERIENCE

REINVENTING THE BUSINESS OF REGIONAL AIR TRAVEL
Regional aviation is vital. Millions around the world count on it. It gets people where they need to go. It fuels commerce and connections.

Today, the experience is defined by disappointment. Not just among passengers but also among the airlines that serve them. Simply put, their needs are not being met.

Why? Because established regional plane makers have lost focus on this segment. Lack of innovation results in lower margins for operators and a compromised passenger experience.

The status quo in regional aviation is unacceptable. We are committed to changing it for the better.

Mitsubishi Aircraft Corporation exists to bring legendary Japanese design, craftsmanship, and service to the global market. While other manufacturers neglect this market, we see a market full of opportunity and worthy of commitment.

Today, the only choice for airlines is compromise – you can either have a cost-efficient aircraft or offer a better passenger experience, but not both.

Introducing Mitsubishi SpaceJet, an aircraft that will transform the regional aviation market by ending airline compromise.
Mitsubishi SpaceJet is a paradigm shift for the regional market.

A comprehensive solution that establishes a new standard for passenger experience and aircraft performance.
MITSUBISHI SPACEJET

ENHANCED PASSENGER SATISFACTION AND MORE PROFIT POTENTIAL
ULTIMATE COMFORT
- More Personal Space
- Most Bin Capacity
- Latest Generation Passenger Amenities

UNMATCHED PERFORMANCE
- Most Fuel Efficient
- Best Operational Capability
- Lowest Noise Profile and Emissions

MORE PROFIT POTENTIAL
- Higher Yields
- Lowest Operating Costs
- Family Commonality
ENHANCED PASSENGER EXPERIENCE
MOST SPACIOUS CABIN

MORE PERSONAL SPACE, GREATER COMFORT

- Widest Economy Class Seat – 18.5” / 47 cm
- No Middle Seat
- Tallest Cabin
- Widest Cabin
- Most Bin Capacity
- Slim-Seat Space and Comfort

MAXIMUM SIZE ROLLER BAGS
23 x 14.5 x 10 in
58 x 37 x 25 cm

- 188 cm / 6 ft 2 in
- 202 cm / 6 ft 8 in
- 47 cm / 18.5 in
- 46 cm / 18 in
- 5 cm / 2 in
- 276 cm / 9 ft 1 in
OVERHEAD BINS

A WIDTH: 30 in / 76 cm
B OPENING: 13 in / 33 cm
C DEPTH: 23 in / 58 cm

EXTRA LARGE WHEELS-FIRST BIN DESIGN MEANS NO GATE CHECK

ROLLER BAGS

SIZE: 23 x 14.5 x 10 in
58 x 37 x 25 cm
ONE ROLLER BAG PER PASSENGER
ENHANCED PASSENGER EXPERIENCE TO GENERATE MORE REVENUE
Latest Technologies Enable:
- A better passenger flight experience.
- More opportunity for ancillary revenue generation.
- Personalized passenger / crew interactions.

Latest Cabin Technology Innovations Designed to Adapt

- Newest Type C USB Outlet
- Fastest Wireless IFE System
- Latest Generation Seatback IFE
- Ambiance-Enhancing Mood Lighting
- Outside Views on IFE Screens
- High-Speed Broadband Connectivity
- Live TV

Mitsubishi SpaceJet 11
GAME-CHANGING FUEL EFFICIENCY

1. **State-of-the-Art Gear System**
   Optimum Fan, Compressor, and Turbine Speeds

2. **Higher Bypass Ratio: 8.4:1**
   Provides Required Thrust with Less Fuel

3. **Fewer Engine Stages and Parts**
   Reduced Maintenance Costs

PRATT & WHITNEY GTF™
PW1200G

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Designing a jet from the ground up allowed Mitsubishi Aircraft Corporation’s designers and engineers to employ advanced aerodynamics. The Mitsubishi SpaceJet’s sleek design is a major contributor to its industry-leading fuel efficiency and noise reduction.

- Optimized Winglet
- High Aspect Ratio Wing
- Enhanced Optimized Wing & Engine Configuration
- Low-Drag Fuselage
- Streamlined Nose
- Low-Drag Tailcone
INCREASED USE OF LIGHTER AND STRONGER MATERIALS

SpaceJet delivers superior fuel efficiency and lower maintenance costs through the optimization of its design and an increased use of stronger, lighter materials like carbon fiber composite and new aluminum lithium.

As a result, SpaceJet offers the best economics in its class.
MOST ADVANCED FLIGHT DECK

A New View on the Horizon
The most advanced, fly-by-wire, flight deck available today is right at home aboard the SpaceJet. Featuring the Pro Line Fusion® system, the latest in avionics technology, the SpaceJet flight deck maximizes situational awareness with four 15-inch landscape LCDs that deliver unprecedented clarity and information. Other latest technologies include advanced navigation, visualization and connectivity systems.
DRIVEN TO MINIMIZE ENVIRONMENTAL IMPACT
The SpaceJet offers unmatched environmental performance. With the best fuel efficiency, noise and emissions of any comparable jet, the SpaceJet exceeds all the latest ICAO environmental standards.

**Lowest Noise Around Airports**
New engines and advanced aerodynamics help the SpaceJet achieve a significant reduction in noise area compared to similar regional jets. Its Effective Perceived Noise in Decibels (EPNdB) is already much lower than the future ICAO CAEP Chapter 14 noise standard.

**Across-the-Board Reductions**
With significant reductions in environmental emissions, the SpaceJet is the greenest jet in its class and years ahead of ICAO CAEP/8 standard.
THE LOWEST COST TO OPERATE OF ANY AIRCRAFT IN ITS CLASS

Highest Fuel Efficiency
The Mitsubishi SpaceJet's new engines, its advanced aerodynamics and high aspect ratio wing all equate to a jet that uses significantly less fuel than comparable commercial jets.

<table>
<thead>
<tr>
<th>FUEL CONSUMPTION PER TRIP</th>
<th>OPERATING COST PER TRIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Double digit fuel reduction</td>
<td>Double digit cost reduction</td>
</tr>
</tbody>
</table>

The Lowest Cost To Operate Of Any Aircraft In Its Class
With the Mitsubishi SpaceJet, game-changing efficiency now comes standard. Thanks to Pratt & Whitney GTF™ PW1200G engine technology and advanced aerodynamics, it costs less to fly. Since it was designed with optimized maintenance and high commonality in mind, it costs less to keep flying, too. Your bottom line is looking up.

ENHANCE NETWORK PROFITABILITY
- More Revenue Seats in Performance Limited Environments
- Offers Consistent Brand Experience Across Your Network

GLOBAL AIRLINE PROFITABILITY TREND
Between 2013 and 2018, the average Revenue per seat (RPS) has decreased by 3% annually. During the same period, the average cost per seat (CPS) has only decreased by 1% annually. Unless there is a change in this trend, the industry will continue to face shrinking margins.

Source IATA Industry statistics Fact sheet. Dec 2018
BEST CABIN IN CLASS TO DRIVE HIGHER YIELDS

- Most Passenger Appeal to Keep Your Customers Coming Back
- More Technology-Enabled Ancillary Revenue Opportunities

FAMILY COMMONALITY

- Same Pilot Type Rating
- Same Engine
- Same Maintenance Program
- Same Spare Parts

M90 / 76-92 SEATS

M100 / 70-88 SEATS

LARGER M200 UNDER STUDY / UP TO 100 SEATS
M100 AIRCRAFT DIMENSIONS

- A: 10.3 m / 33.9 ft
- B: 13.6 m / 44.5 ft
- C: 34.5 m / 113.2 ft
- D: 11.0 m / 36.2 ft
- E: 5.3 m / 17.5 ft
- F: 27.8 m / 91.3 ft
## SPACEJET PRINCIPAL CHARACTERISTICS

<table>
<thead>
<tr>
<th></th>
<th>M90</th>
<th>M100</th>
</tr>
</thead>
<tbody>
<tr>
<td>PASSENGERS</td>
<td>88 IN TYPICAL SINGLE-CLASS SEATING AT 31” PITCH</td>
<td>84 IN TYPICAL SINGLE-CLASS SEATING AT 31” PITCH</td>
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<tr>
<td></td>
<td>(76 IN NORTH AMERICA TRIPLE CLASS)</td>
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<tr>
<td>CARGO</td>
<td>18.2 M³</td>
<td>13.6 M³</td>
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<tr>
<td></td>
<td>644 FT³</td>
<td>481 FT³</td>
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<tr>
<td>ENGINE</td>
<td>PRATT &amp; WHITNEY GTF™ PW1200G</td>
<td></td>
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<tr>
<td>THRUST</td>
<td>78.2 KN X2</td>
<td>78.2 KN X2</td>
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<tr>
<td></td>
<td>17,600 LBF X 2</td>
<td>17,600 LBF X 2</td>
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<tr>
<td>BYPASS RATIO</td>
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<td>8.4 : 1</td>
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<tr>
<td>MAXIMUM TAKEOFF WEIGHT</td>
<td>42,800 KG</td>
<td>42,000 KG</td>
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<tr>
<td></td>
<td>94,358 LB</td>
<td>92,594 LB</td>
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<tr>
<td></td>
<td>(39,008 KG)</td>
<td>(86,000 LB)</td>
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<tr>
<td>MAXIMUM LANDING WEIGHT</td>
<td>38,000 KG</td>
<td>36,200 KG</td>
</tr>
<tr>
<td></td>
<td>83,776 LB</td>
<td>79,807 LB</td>
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<tr>
<td>FUEL CAPACITY*</td>
<td>12,100 L</td>
<td>12,100 L</td>
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<tr>
<td></td>
<td>3,200 USG</td>
<td>3,200 USG</td>
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<tr>
<td>RANGE** @ 102 KG (225 LB) PER PAX</td>
<td>3,770 KM</td>
<td>3,540 KM</td>
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<tr>
<td></td>
<td>2,040 NM</td>
<td>1,910 NM</td>
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<tr>
<td></td>
<td>(99.5% OF ROUTES AT FULL PAYLOAD)</td>
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<tr>
<td>MAXIMUM OPERATING MACH NUMBER</td>
<td>MANCH 0.78</td>
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<tr>
<td>MAXIMUM OPERATING ALTITUDE</td>
<td>11,900 M</td>
<td>11,900 M</td>
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<tr>
<td></td>
<td>39,000 FT</td>
<td>39,000 FT</td>
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<tr>
<td>TAKEOFF FIELD LENGTH (MTOW, SL, ISA)</td>
<td>1,740 M</td>
<td>1,760 M</td>
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<tr>
<td></td>
<td>5,710 FT</td>
<td>5,770 FT</td>
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<tr>
<td></td>
<td>(1,550 M)</td>
<td>(5,090 FT)</td>
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<tr>
<td>LANDING FIELD LENGTH (MLW, DRY)</td>
<td>1,480 M</td>
<td>1,550 M</td>
</tr>
<tr>
<td></td>
<td>4,860 FT</td>
<td>5,090 FT</td>
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*NOT including unusable fuel  **ISA, no wind, LRC, alternate 100 nm
FLEXIBLE INTERIOR ARRANGEMENT TO MEET A VARIETY OF AIRLINE NEEDS
MITSUBISHI SPACEJET RANGE CAPABILITY: WORLDWIDE REGIONAL NETWORK COVERAGE

ISA, 85% Annual Wind, LRC @ 37,000 ft, Alternate 100 nm, 5% Airways Allowance, Full Passenger Payload, Typical Single Class, 102 kg (225 lb) per Passenger
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