**Update on the MRJ’s flight & ground test aircraft**

**<Flight Test Aircraft 1 - 5 (FTA#)>**

- FTA-1: Functional tests are now underway after completing feedback upgrades listed below. The flight tests are scheduled to resume in early February 2016, following taxiing tests.
  1. Airframe strengthening based on the results of the static strength tests
     - Analyses based on the results of the static strength tests carried out last May enabled us to forecast that some components such as those that join the wing and the fuselage as well as those of the fuselage frame would have insufficient strength if we applied the “ultimate load*,” which is greater than the “limit load*.” Additional plates were placed for reinforcement on the original parts. It was not necessary to implement the upgrades at the initial stage of the flight tests. But we decided to implement the upgrades during this round of feedback upgrades. These upgrades are required to obtain T/C (Type Certification).
     - *Obtaining T/C requires that the airframe has strength to withstand the ultimate load that is equal to 1.5 times the limit load, which refers to the maximum load applied during the flight.
  2. Software upgrade
     - Software used in avionics, flight control and engine control systems was upgraded.
     - FTA-2: The same upgrades are now being carried out as FTA-1
     - FTA-3, FTA-4 and FTA-5:
       - Functional tests are now underway for FTA-3.
       - Final system parts installation is now underway for FTA-4 and FTA-5. Cabin interior is being outfitted with these two aircraft, which are now being assembled and fine-tuned.

**<Fatigue Test Aircrafts>**

The assembly of major structures has been completed and it stands on its landing gear. Measurement instruments are being installed.

**First customer inspection by launch customer (ANA)**

Wing framework assembly for first delivery aircraft

The first customer inspection was performed on January 13 by All Nippon Airways (ANA) on the wing framework assembly of the MRJ’s first delivery aircraft at Tobishima Plant of MHI’s Nagoya Aerospace Systems Works. Inspectors from launch customer ANA visited the plant and inspected the aircraft and granted their approval. One of the inspectors remarked that, “It is an extremely clean airframe, and I’ve confirmed how carefully it is being constructed.”

The customer inspection sets several points within the manufacturing process for customers to conduct on-site inspections of the MRJ that they will take delivery. The inspections include the structural state of fuselage, wing, tail assembly and other components, as well as the state of integration of each component, and the status of system parts installation. After accomplishing the final ground-based and in-flight inspections of the completed aircraft, the MRJ is delivered to the customers.

**“Hot Topic”**

Mitsubishi Aircraft Corporation hosted “MRJ Finance Conference 2016” on January 18, in Dublin, Ireland, where large-scale international conferences are held during this period every year. The conference brought together approximately 110 participants, including financial institutions, leasing companies, aircraft appraisal firms and airlines, and featured briefings on the MRJ’s characteristics and its program update. Four guest speakers also joined the event, including executives from two partners, who talked about the major systems parts they provide for the MRJ. Additionally, Mr. Stuart Hatcher from IBA (International Bureau of Aviation) presented the MRJ appraisal work, while Mr. Boet Kreiken, President of ERA and President & CEO of KLM Cityhopper briefed on the regional jet market in Europe and the financial assets of regional jets in general.

The reception held after the conference was a great opportunity for networking with many industry participants. The event clearly showed the position of the MRJ in the industry.