

Anglet,
June 15th 2011

DGEN 380 : A 150 Hr Test Block successfully achieved

The company **Price Induction SA** announces the successful achievement of a particularly severe endurance test, undergone by its **DGEN 380** turbofan engine, which has been developed for several years, in its current integrated version **A7-A** .

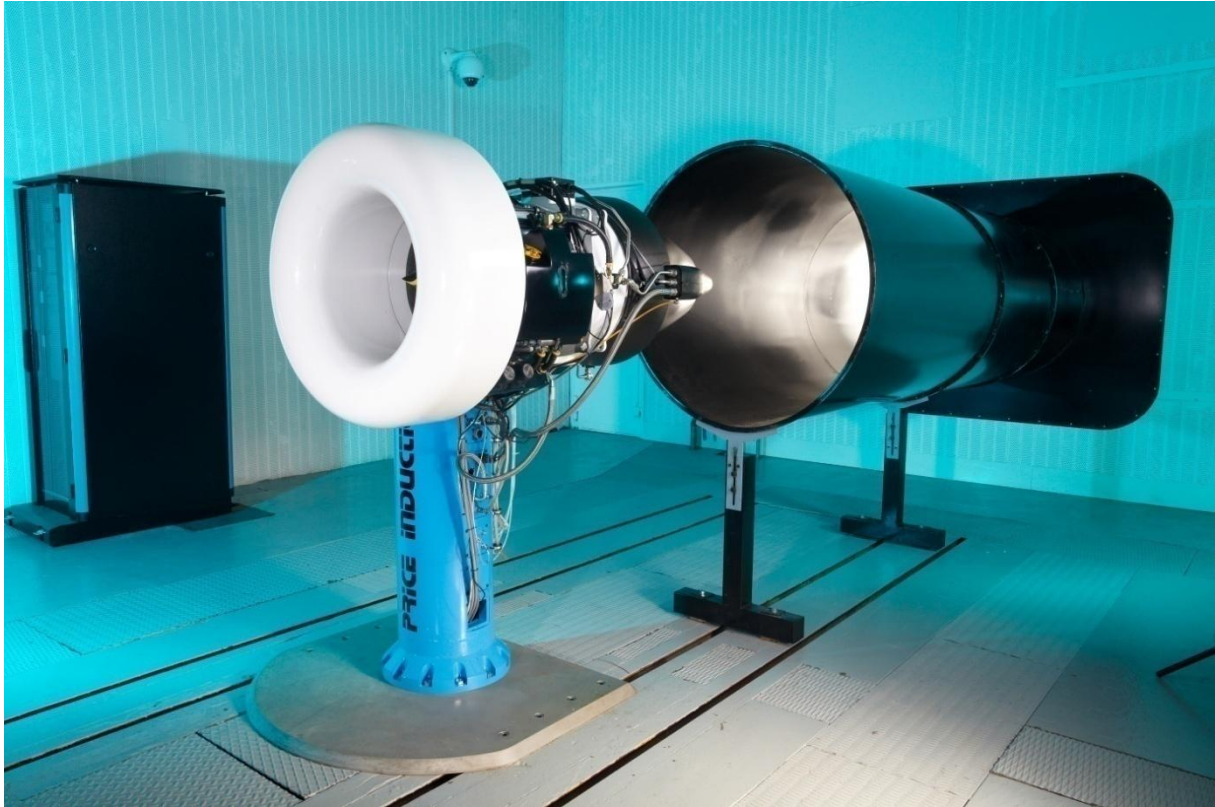
This test was achieved on the new **B 64** test bench set up in Tarnos (40) in accordance with the CS-E requirement rules and lasted 150 hours.

This performance is all the more remarkable as it was achieved with an engine set to maximum thrust, more than 5 % greater than the specification.

This success rewards more than 10 years of efforts from our entire technical team, constituted of young engineers, actively supported by senior experts who have been patiently giving sound advice from their past strong experience.

This milestone reveals the bright technical future of this engine and should lead to the launch of its type certification.

Until then, **Price Induction** will pursue its marketing efforts to trigger the launch of PLJ type aircraft programs by aircraft manufacturers as well as the production of a flying demonstrator.



DGEN A7-A Test Bench **B64**

About the DGEN Program

Over the past ten years, **Price Induction** has been developing the **DGENs**, turbofans designed to motorize personal flight aircrafts, more commonly known as **PLJs (Personal Light Jets)**.

The **DGEN 380** constitute the core of a family of high bypass ratio engines with thrust ranging from 2.5 kN to 4kN, specially designed for the general aviation flight domain (under 25 000ft, ISA +/- 30, < Mn 0.4). The **DGEN 390**, with a 3.3 kN thrust (flat rating ISA +10), is the natural evolution of the DGEN 380 and will be developed concurrently.

The DGENs have been designed with inherent robustness, easy integration and maintainability, low fuel consumption and noise level (**55dBA**). Their development potential is significant.

About PLJ (Personal Light Jet)

PLJ are travel planes (4/6 seats) motorized by Turbofan and using the flight domain traditionally dedicated to general aviation (under 25,000 ft) unlike **Business Jets** and others **VLJs** (**V**ery **L**ight **J**et) designed to be regularly used in a higher flight domain (above 38 000 ft). Their speed performances are significantly better than traditional propeller aircrafts (230/260 kts meaning around 500 to 550 km/h against traditional 160/190 kts) but not as good as Business Jets which usually cruise at more than 360/400 kts. These planes will be marketed at a price ranging from \$1.2 to 1.5 M, significantly cheaper than Business Jets, a **VLJ** class with entry price ranging from \$2.5/2.8M up to several tens of M\$, and slightly more expensive than traditional propeller planes of the same capacity (4/6 seats) which range from 550 to 800 K\$.

The **DGEN 380** was designed and optimized to answer the **PLJ** class requirements.

This yields efficient planes, easily piloted by private individuals, with great safety of use, great comfort, low pollution (exhaust gas or noise signature), low maintenance and a sensible exploitation cost, and greatly smaller than **Business Jets** or other **VLJs**.



PLJ Type Aircraft in « club » display

About Price Induction

Price Induction SA is based in the Aquitaine region, France, in Anglet (offices) and Tarnos (test bench). Today, the company employs over forty persons, more than thirty of which are engineers.

The company recently opened two subsidiaries, one in **Atlanta**, Georgia, USA and one in **Sao José dos Campos** SP Brazil.

Price Induction SA is an investment of the financing company **ACE Management** through its own funds as well as funds from **Financière de Brienne**, **Aérofund I** and **Aérofund II**.

Price Induction SA is actively supported by the **Aquitaine Region**, the **FEDER** and the **OSEO**.



Price Induction is also a member of **Aerospace Valley**, a technological pole initiated by the **Aquitaine** and **Midi Pyrénées Regions**.

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