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EVE AIR MOBILITY ACHIEVES FIRST TRANSITION FLIGHT MILESTONE, ADVANCING EVTOL PROGRAM TOWARD WING-BORNE FLIGHT

The flight is the first time that the aircraft's pusher propulsion system is activated while in the air and it confirms the key features of Eve's eVTOL design.

MELBOURNE, Fla., Aug. 3, 2026 /PRNewswire/ -- **Eve Air Mobility (NYSE: EVEX, EVEXW; B3: EVEB31)**, a leader in advanced air mobility, announced that its engineering prototype has completed its first partial transition flight, marking an important milestone in the development and testing of the company's electric vertical takeoff and landing (eVTOL) aircraft.



The flight involved the activation of the aircraft's rear pusher propeller and thus signified the start of the transition phase from vertical to wing-borne flight. During the test, the aircraft attained a stabilized speed of 27 knots and a maximum ground speed of 30 knots whilst the pusher was activated up to 1,200 RPM.

The flight took 3 minutes and 9 seconds, travelled approximately 0.84 nautical miles and attained a maximum height of 90 feet above ground level.

"This first partial transition flight is an important milestone in Eve's development journey," said Johann Bordais, chief executive officer of Eve Air Mobility. "Successfully activating the pusher propulsion system in flight validates a key aspect of our aircraft design and brings us one step closer to delivering safe, efficient and scalable air mobility solutions."

The transition phase is one of the most critical aspects of eVTOL flight, as it involves the aircraft moving from vertical lift to forward flight. The successful completion of this initial partial transition test further advances Eve's efforts to expand the aircraft's flight envelope and validate system performance.

"This flight successfully demonstrated pusher activation in flight and validated key performance targets at the start of the transition phase," said Marcelo Basile, head of engineering at Eve Air Mobility. "The data collected will support continued envelope expansion as we advance toward higher speeds and more complex transition flight testing."

Eve's flight test engineering team is continuing ongoing loads and structural analyses to support future envelope expansion. Following the aircraft's flight-testing program, the company plans to conduct datalink testing to validate radio link performance and support operations at speeds up to 50 knots.

Over the coming weeks, Eve expects to progressively expand the aircraft's airspeed envelope, including additional flights with pusher activation as part of the broader transition flight-test campaign.

About Eve Air Mobility

Eve Air Mobility is dedicated to accelerating the Urban Air Mobility (UAM) ecosystem. Benefitting from a start-up mindset, backed by Embraer's 56-year history of aerospace expertise, and with a singular focus, Eve is taking a holistic approach to progressing the UAM ecosystem, with an advanced eVTOL project, comprehensive global services and support network and a unique air traffic management solution. Eve is listed on the New York Stock Exchange (EVEX; EVEXW) and the São Paulo Stock Exchange (EVEB31), where its shares of common stock, public warrants and Brazilian Depositary Receipts are traded. For more information, please visit www.eveairmobility.com.

Images: [Eve 100 Partial Transition Flight](#)

Forward-Looking Statement Disclosure

Certain statements contained in this release are forward-looking statements within the meaning of the U.S. Private Securities Litigation Reform Act of 1995. These forward-looking statements may be identified by words such as "may," "will," "expect," "intend," "anticipate," "believe," "estimate," "plan," "project," "could," "should," "would," "continue," "seek," "target," "guidance," "outlook," "if current trends continue," "optimistic," "forecast" and other similar words or expressions. All statements, other than statements of historical facts, are forward-looking statements, including, but not limited to, statements about the company's plans, objectives, expectations, outlooks, projections, intentions, estimates, and other statements of future events or conditions, including with respect to all companies or entities named within. These forward-looking statements are based on the company's current objectives, beliefs and expectations, and they are subject to significant risks and uncertainties that may cause actual results and financial position and timing of certain events to differ materially from the information in the forward-looking statements. These risks and uncertainties include, but are not limited to, those set forth herein as well as in Part I, Item 1A. Risk Factors and Part II, Item 7. Management's Discussion and Analysis of Financial Condition and Results of Operations of the company's most recent Annual Report on Form 10-K, Part I, Item 2. Management's Discussion and Analysis of Financial Condition and Results of Operations and Part II, Item 1A. Risk Factors of the company's most recent Quarterly Report on Form 10-Q, and other risks and uncertainties listed from time to time in the company's other filings with the Securities and Exchange Commission. Additionally, there may be other factors of which the company is not currently aware that may affect matters discussed in the forward-

looking statements and may also cause actual results to differ materially from those discussed. The company does not assume any obligation to publicly update or supplement any forward-looking statement to reflect actual results, changes in assumptions or changes in other factors affecting these forward-looking statements, other than as required by law. Any forward-looking statements speak only as of the date hereof or as of the dates indicated in the statement.

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