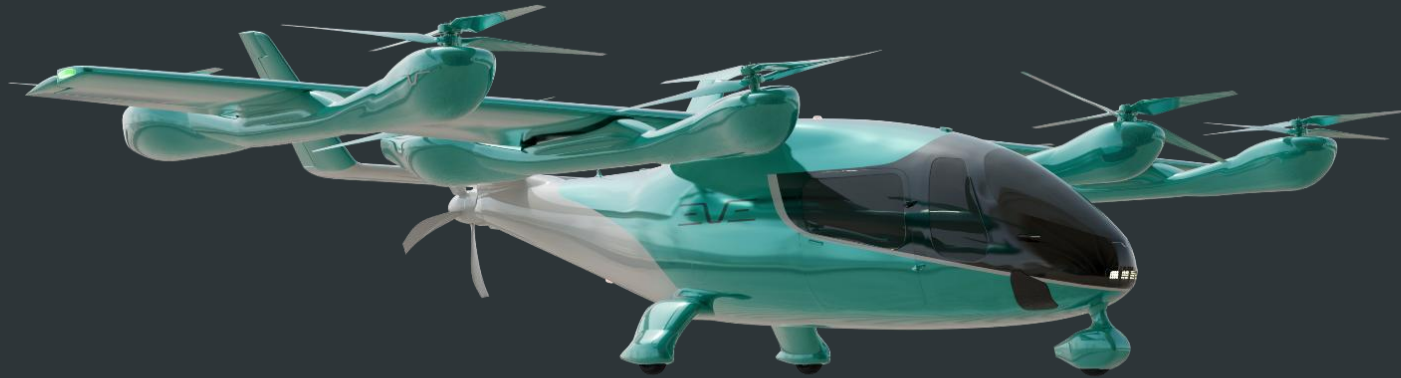


EVE



March 2026

VALUE PROPOSITION



High Safety

Commercial aviation
standards

↑ **New Routes** not
operated by single engine
helicopters

High Availability

↑ **Profitability**

Scale operations without
proportional fleet and
personnel growth

Low Noise Profile

Avoid Curfew

↑ Flight Frequency
↑ New Routes

Optimized for UAM

60-mile range

Vertical operations

Easier ground handling and
fast Turn Around Time

Simpler Flight Operations

↓ Training Costs

↓ Number of pilots

Zero Emissions

Long-term Viability

Future-proof against
emission restrictions

↑ Higher Utilization

🔓 Unlock new routes and
scalable operations

🚶 Higher Public Acceptance
and Passenger Experience

DESIGN OPTIMIZED FOR URBAN MOBILITY

Flexible seating capacity

4 passengers at EIS¹, up to 6 in autonomous configuration

Lift + Cruise Design

Highly practical design choice for certification and operational efficiency

High utilization rate

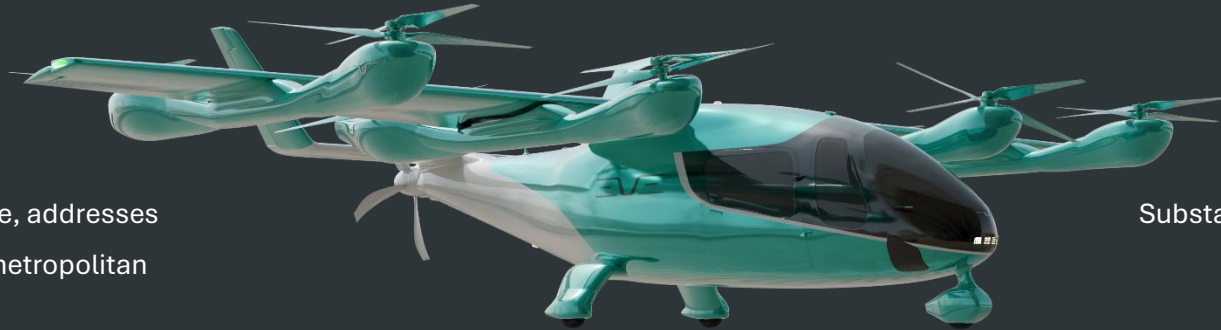
Designed for **thousands** flight cycles per year with industry-leading reliability

Tailored for urban mobility

Designed for **100 km** (60 mile) range, addresses **99%** of UAM missions in cities and metropolitan areas²

Community-friendly

Substantial **reduction in noise** footprint compared to equivalent helicopters



Simplicity for ease of training and operation



Embraer's proven Fly-by-Wire technology

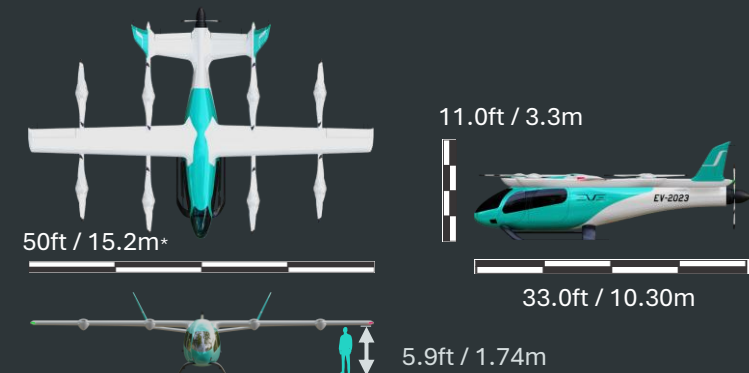


No pedals, single pilot



Proven Garmin avionics

Designed to fit current infrastructure



Note: (1) Entry Into Service; (2) Eve's estimate is based on a study of 1,500 markets worldwide, conducted collaboratively by Eve and the Massachusetts Institute of Technology.

HIGHLY EFFICIENT DESIGN FOR URBAN AIR MOBILITY

LIFT + CRUISE



- ✓ Simple design
- ✓ High reliability
- ✓ Straightforward to certify
- ✓ Lower operating cost
- ✓ Simple maintenance
- ✗ Reduced range/speed



TILT ROTOR



- ✓ Lighter
- ✓ Longer range
- ✓ Lower noise profile
- ✗ Less reliable
- ✗ Challenging to certify



VECTORED FAN



- ✓ Efficient cruising
- ✓ Long range
- ✗ Energy intensive hover
- ✗ Take-off noise level
- ✗ High battery drain



MULTI-ROTOR



- ✓ Efficient takeoff/landing
- ✓ Easiest to certify
- ✗ Less efficient cruising
- ✗ Slower speeds
- ✗ Very short range
- ✗ High battery drain



EVE TAILORED FOR URBAN MISSIONS



10mi

Balneário Camboriu, SC, Brazil | NVT Airport – Balneário Camboriu

12 mi

Orlando, FL, USA | MCO Airport – Int. Drive

19mi

New York, NY, USA | JFK – Manhattan

19 mi

Perth, WA, Australia | **PER Airport** – Fremantle

21 mi

Foz do Iguaçu, PR, Brazil | Scenic Flight Iguaçu Falls

22 mi

Guanacaste, Costa Rica | LIR Airport – Westin Reserva Conchal

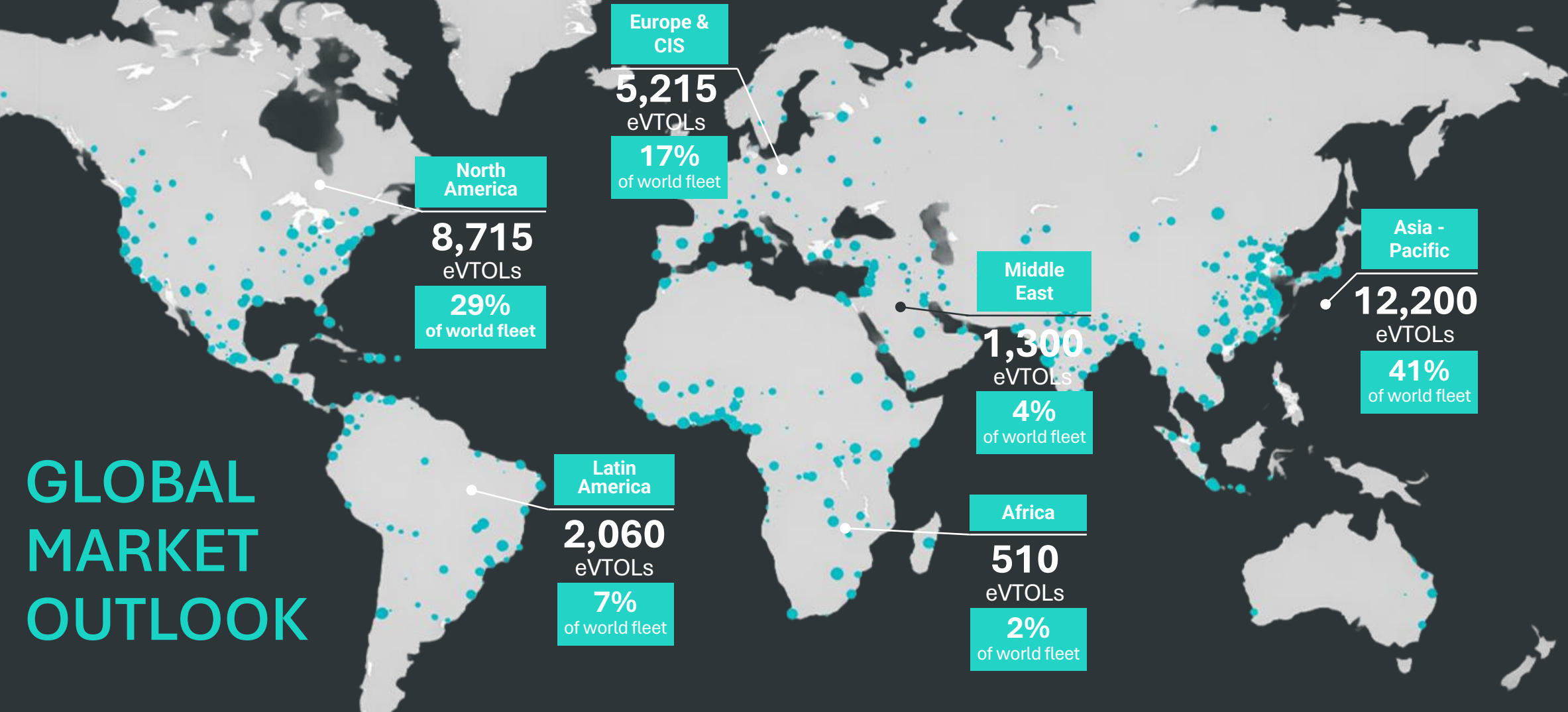
32mi

São Paulo, SP, Brazil | GRU Airport – Zona Sul

34 mi

Sydney, NSW, Australia | **WSI Airport** – Rose Bay

GLOBAL MARKET OUTLOOK



800 cities with 30,000 eVTOLs in operation by 2045



Embraer – Global Aviation Leader

Urban Air Mobility is a major growth opportunity for Embraer

Strategic Support

Leveraging 56 years of aviation experience

Access to World-Class Capabilities

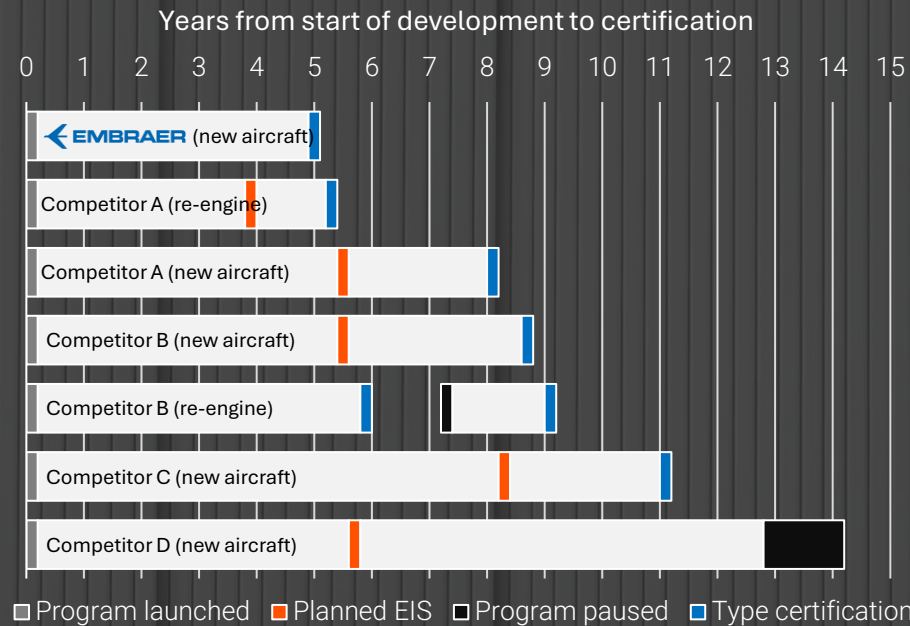
Royalty-Free IP; ~1,600 engineers; infrastructure and cost-competitive production capabilities; competitive labor costs are all provided under a 15-year agreement at transfer costs

Worldwide Support Network

Broad customer support infrastructure: 80+ countries; 10+ Embraer service centers; 60+ third-party service centers; 20+ warehouses; 70+ flight simulators; 5+ pilot training centers

Superior certification track record

Eve plans to leverage Embraer’s regulatory experience and relationships to accelerate type certification



30+

Models certified by Embraer over the last 25 years

 Experience with simultaneous certifications

Embraer has consistently achieved triple type certification in Brazil, US and Europe for both commercial and executive jets

COST EFFICIENT, EXPERIENCED DEVELOPMENT AND CERTIFICATION STRATEGY

PARIS AIR SHOW 2025 – VEHICLE MOCK-UP SHOWCASE



True representation of Eve's commercial aircraft allows customers, partners, government officials, and other stakeholders to experience the refined and elegant design of the Eve-100

FULL SCALE MOCK-UP



EVE'S POTENTIAL BACKLOG

Eve eVTOL

Designed to ensure safety, accessibility, and comfort

27 Customers in 9 countries

Eve TechCare

The ultimate all-in-one service portfolio for eVTOLs

14 Customers and partners in 8 countries

Eve Vector

Eve's unique Urban Air Traffic Management software solution

21 Customers and partners in 10 countries

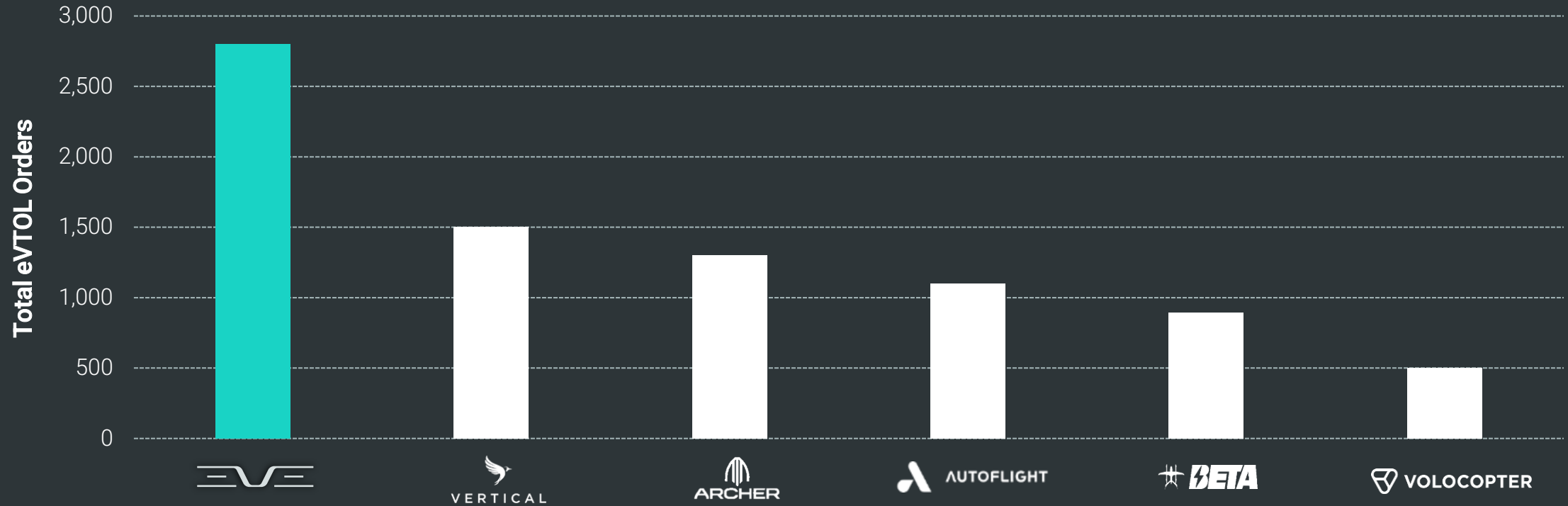
~2.7k Pre-ordered eVTOLs (Firm + LOIs)

100 Under Binding Agreement

~\$13.5B Pre-order book value*

~\$500M Under Binding Agreement*

LARGEST BACKLOG



Eve global footprint

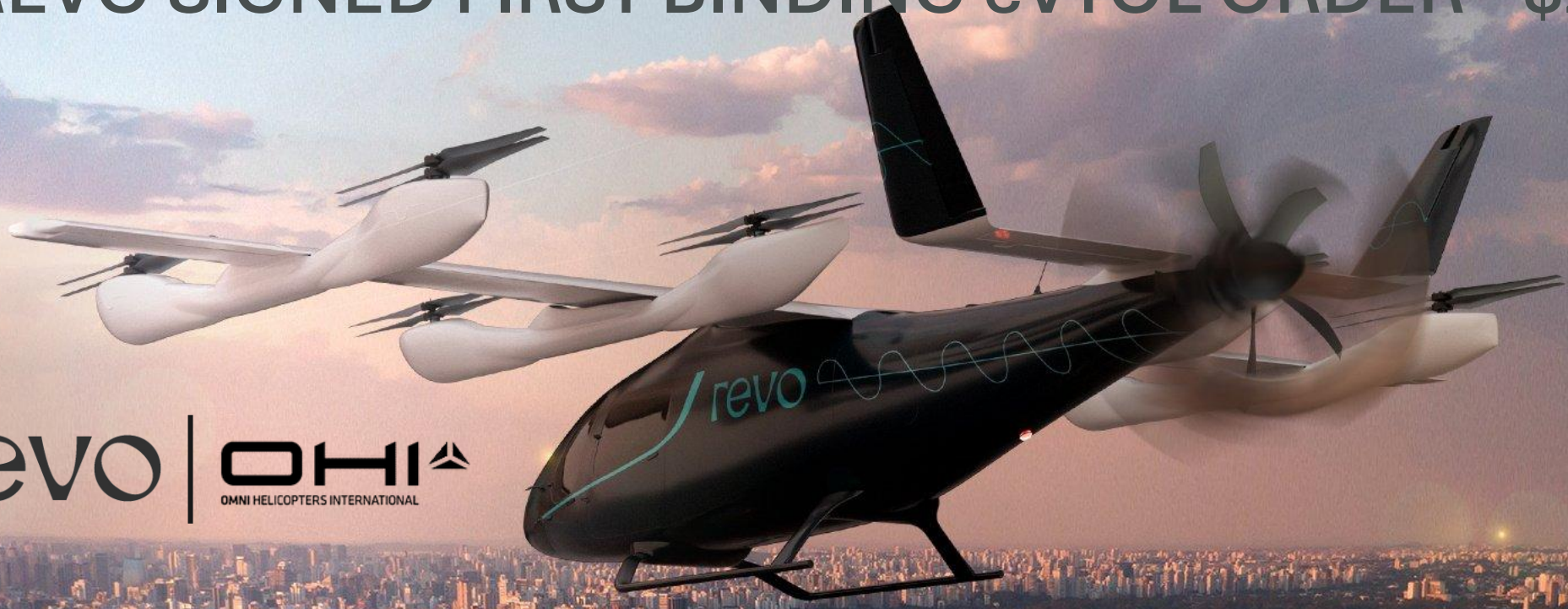
28 customers in 9 countries

Diversified customer types

- Airlines (United, Republic)
- Leasing Companies (Azorra, Falko)
- Helicopter Operators (Helisul, Bristow, OHI/Revo)

Source: Company; SMG Consulting (February 5, 2026)

REVO SIGNED FIRST BINDING eVTOL ORDER - \$250M



2027



Target Entry Into Service
in São Paulo, Brazil



Primary use case



Airport shuttle in São Paulo

Commercial Agreement Highlights

10 vehicles - binding

40 vehicles - options

TechCare
Service Agreement

AIR X SIGNS FIRM ORDER FOR TWO eVTOL

AirX OPERATIONS



2 binding
+ 48 options



+30K

Sightseeing
seats/Year



+10

Cities covered by
AirX's partner AOCs



15 min.

Average trip time



ENGINEERING PROTOTYPE



Representative of commercial aircraft (Eve-100)

Similar dimensions, components and suppliers
Same configuration (8 lifters, 1 pusher)
Same flight characteristics



1:1 Prototype

50 ft wingspan
33 ft long
6,200lbs



Uncrewed

Pilot & Flight engineers
in Remote Pilot Station



Knowledge gain

Building block strategy
tied to flight tests

Remote Piloting Station

Custom-built to command-and-control prototype flight, with minimal pilot-eVTOL latency.

Telemetry and video capabilities, with real-time data for real-time analysis by team onboard

Truck Boom Rig

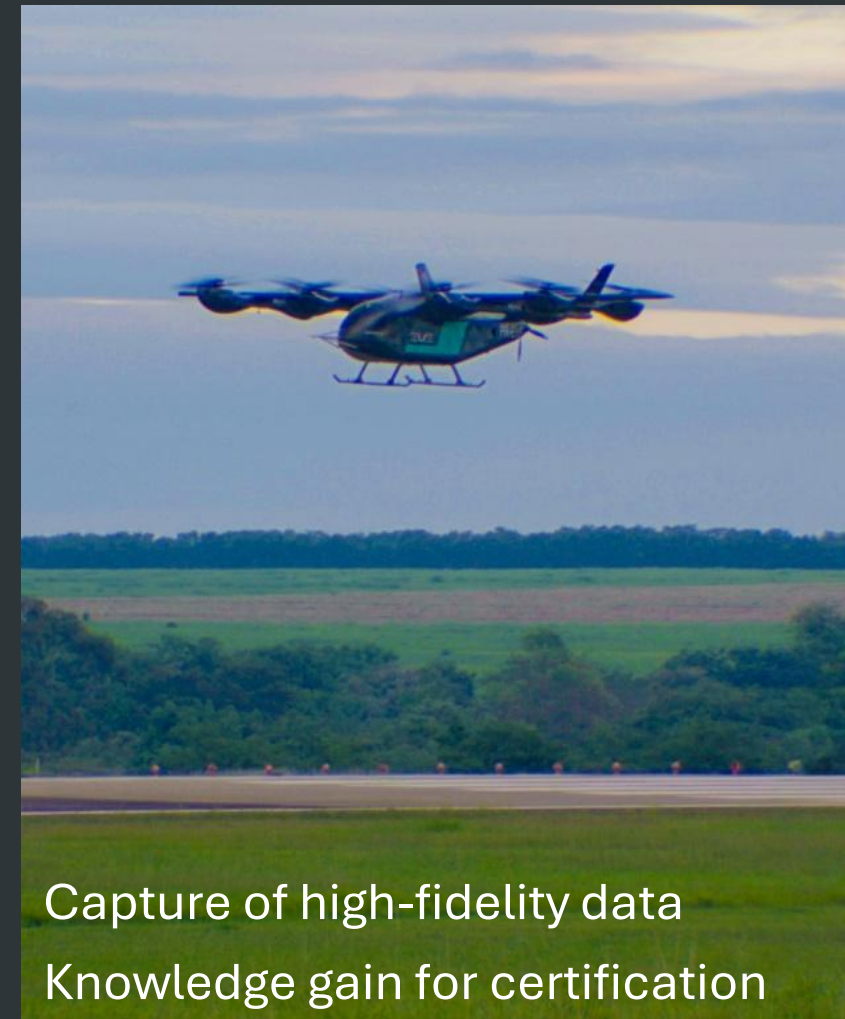
Simulate actual conditions to which rotors will be subjected in flight

UNPARALLELED TESTING CAPABILITIES



FULL-SCALE PROTOTYPE 1st FLIGHT

Dec. 19th, 2025



FLIGHT #6

Jan. 21, 2026

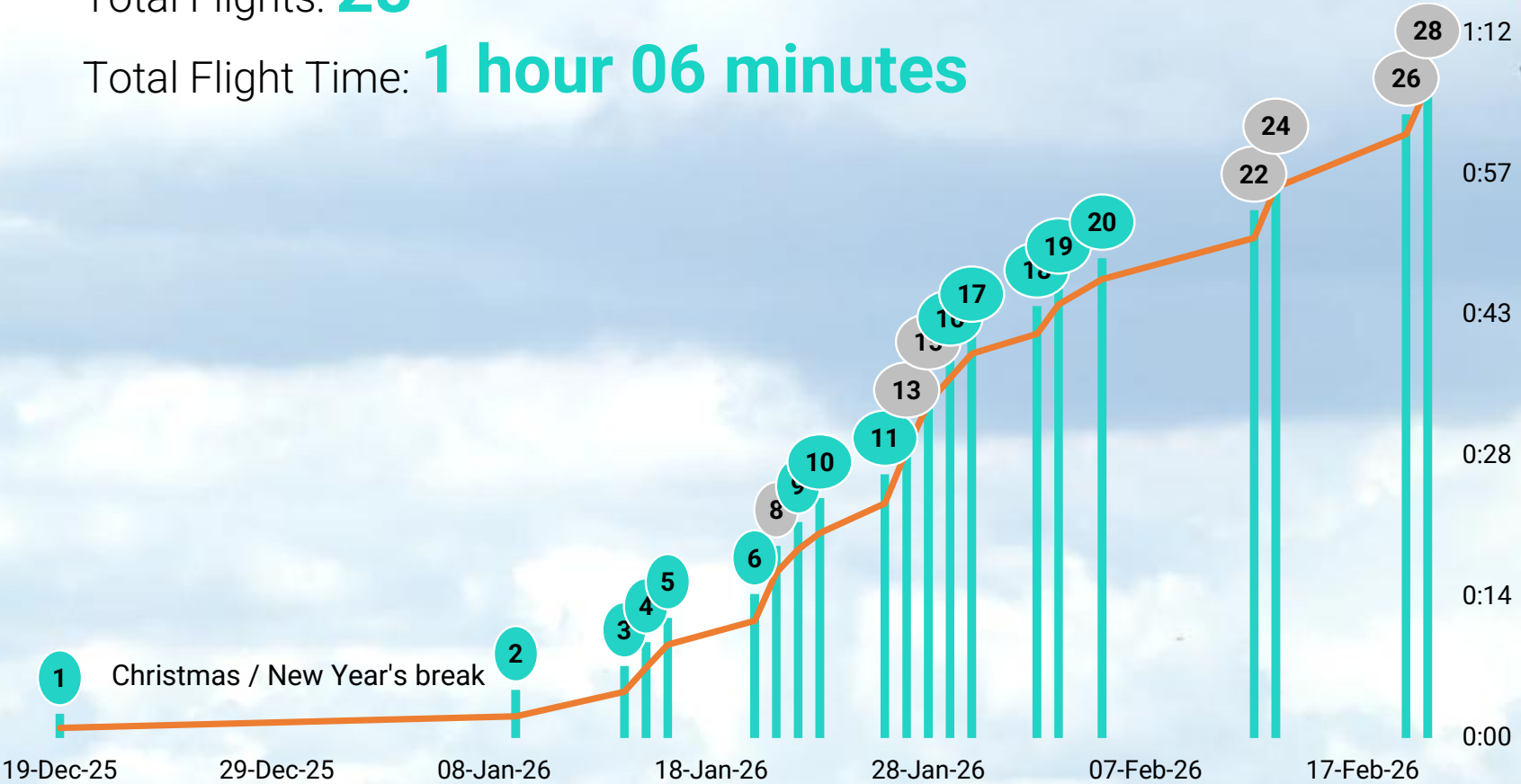


PROTOTYPE FLIGHT CAMPAIGN



Total Flights: **28**

Total Flight Time: **1 hour 06 minutes**



28
TOTAL FLIGHTS

FLIGHT #7
Jan. 22, 2026

■ Total flights, left axis — Total time (hour:minutes), right axis
As of February 20

● Denotes two flights per day

PROTOTYPE 2026 FLIGHT CAMPAIGN

300+ Flights Planned



1st Flight

Dec.
2025



Hover & Low Speed Flights

Lifters Only

- IGE - In ground effect
- OGE - Out of ground effect
- Flight Control Laws, Thermals, Propulsion model
- Downwash footprint
- Vibration & External Noise

Early
2026



Transition Flights

Lifters + Pusher

- Lifter & Pusher synchronization
- Aerodynamic during transition
- Vibration & External Noise
- 4-Blade vibration & loads
- Stability and Controllability

Mid
2026



Cruise Flights

Pusher Only

- Drag & Lift methods
- Vibration & External Noise
- Atmospheric disturbance
- Stability and Controllability
- Anemometric System Assessment

Late
2026



Consolidated Assessment

All Phases

- Failure characterization
- Aircraft response after failure
- Pilot in the loop procedures after failure
- De-risk and corrections

IRON BIRD OPERATIONAL (GROUND PROTOTYPE)

De-constructed eVTOL

- Flight simulator with all eVTOL hardware (motors, batteries, inverters, actuators, etc.) in the loop
- Built with exact specifications of actual aircraft
- Tests components individually and as part of an integrated system with fly-by-wire

Expedites certification campaign, reduces costs

Valuable information of aircraft/component behavior, with after-market applications



PRODUCTION SITE FOR COMMERCIAL eVTOL



Taubaté
São Paulo, Brazil



Anticipated Modular Ramp in Production Capacity*

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Annual eVTOL Capacity	60	120	240	480
Annual Capacity X List Price **	\$300mn	\$600mn	\$1.2bn	\$2.4bn

*Manufacturing capacity projections were developed in good faith by Eve's management based on the best available information, estimates and assumptions.

** Assumes an eVTOL list price of \$5 mm at entry into service.

~\$1.2 BILLION RAISED SINCE 2022

NYSE | 2022
De-SPAC Combination with PIPE Investments

~\$390 million

NEW DEBT | 2025, 2026

~\$165 million

DEBT | 2023, 2024

~\$290 million

EQUITY | 2024

+ FINANCIAL INVESTORS

~\$96 million

NEW EQUITY | 2025

+ FINANCIAL INVESTORS

~\$230 million

~\$1.2
Billion raised in total

\$395
Million in last six months

\$641 MILLION CURRENT LIQUIDITY

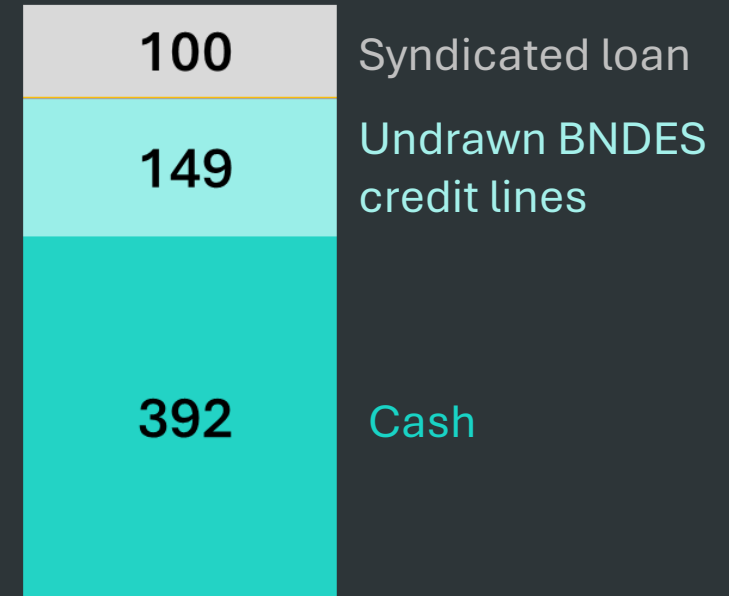
2025 Total Cash Consumption of **\$175mn***

4Q25 Pro-forma liquidity of **\$641mn**

Syndicated loan of **\$150mn**, Jan. '26
(\$100mn net loan, incl. \$50mn existing loan refinance)

Dual listing in the **US and Brazil**  | 

\$641 million



4Q25 Pro-forma

2026 TOTAL EXPECTED CASH CONSUMPTION

~\$225 - 275 million*

LIQUIDITY ENOUGH FOR

~2.5 years

Assuming cash burn of ~\$250mn / year



EVE



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