May 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 EIS[1], 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 areas[2]

Community-friendly

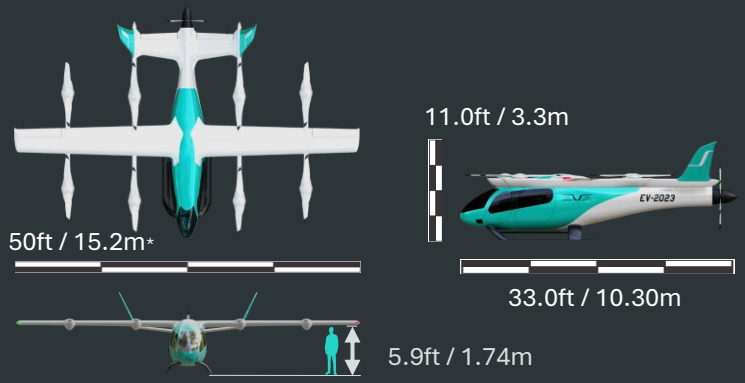
Substantial **reduction in noise** footprint compared to equivalent helicopters

---

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

Eve, BETA, AUTOFLIGHT

TILT ROTOR

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

JOBY AVIATION, ARCHER, wisk, VERTICAL

VECTORED FAN

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

LILIUM

MULTI-ROTOR

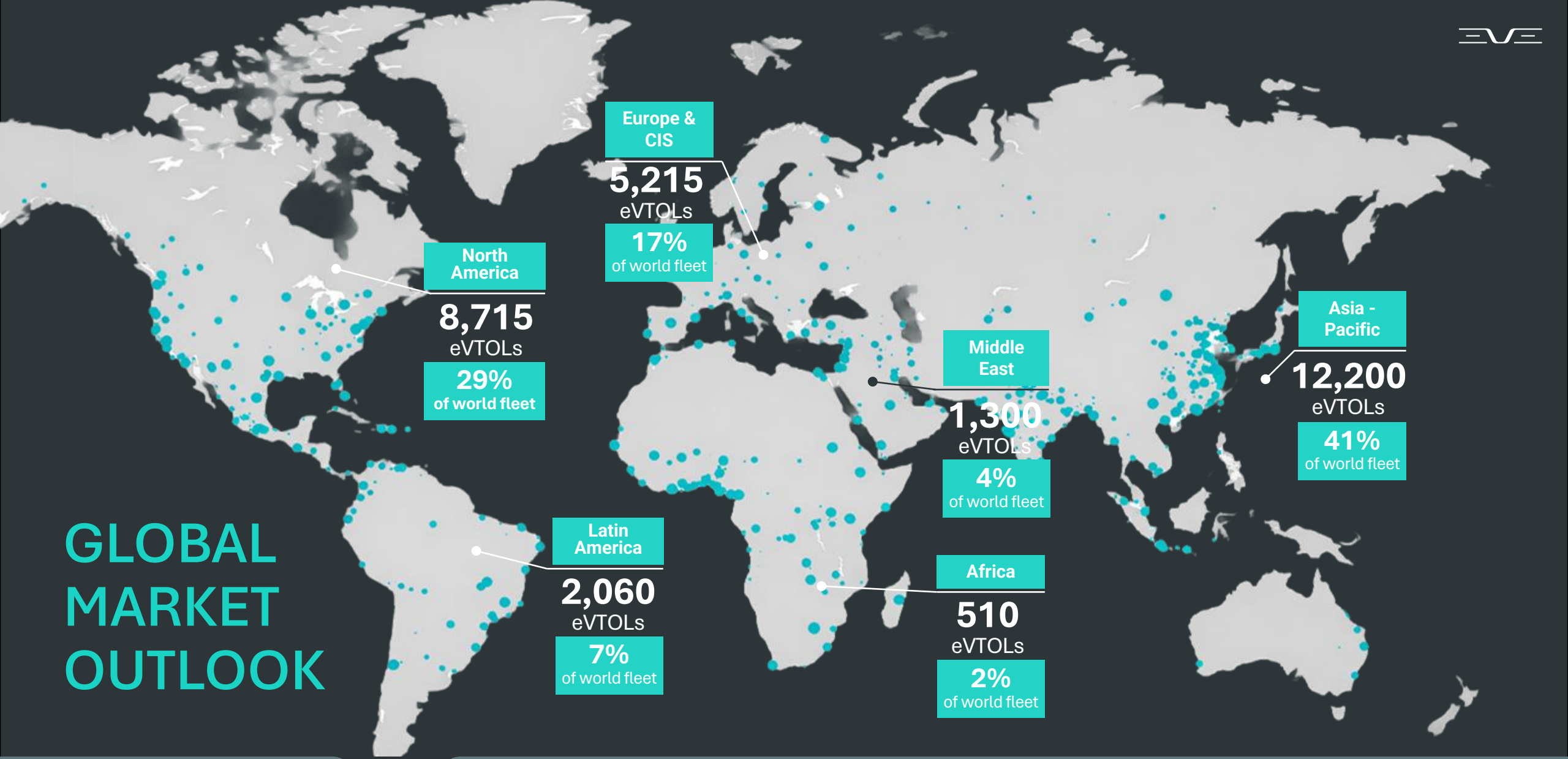
- ✓ Efficient takeoff/landing
- ✓ Easiest to certify
- × Less efficient cruising
- × Slower speeds
- × Very short range
- × High battery drain

VOLOCOPTER, AIRBUS

Source: Assessment by Eve management and market analysis as per “Market for Urban Air Mobility” from KPMG dated June 2021

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**

Source: Eve Global Market Outlook - 2025

Embraer – Global Aviation Leader

Urbain Air Mobility is a major growth opportunity for Embraer

Strategic Support

Leveraging 56 years of aviation experience

Access to World-Class Capabilities

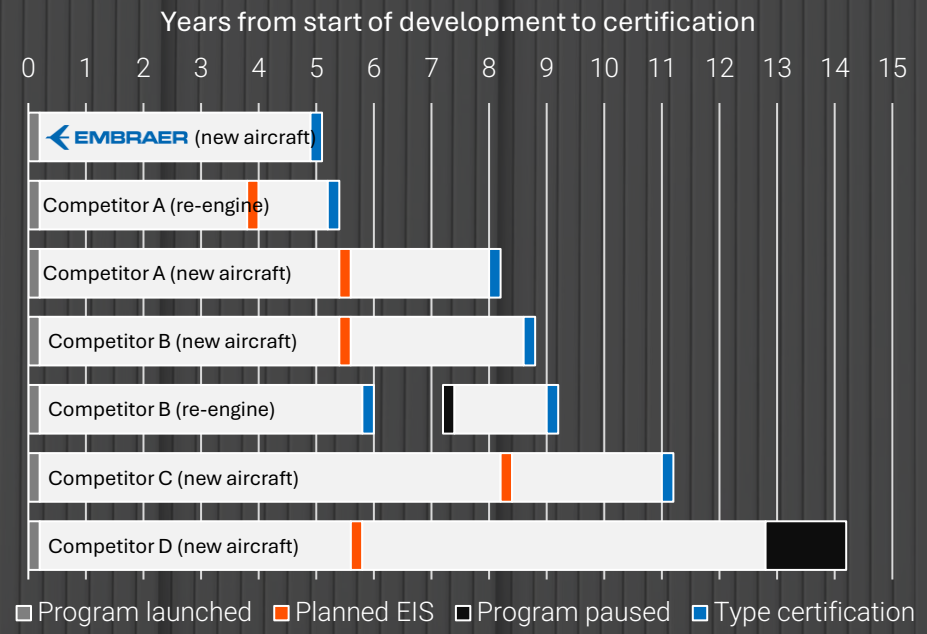
Royalty-Free IP; ~1,600 engineers; infrastructure and cost-competitive production capabilities; competitive labor costs are all provided under a 15-year agreement at transfer costs

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)

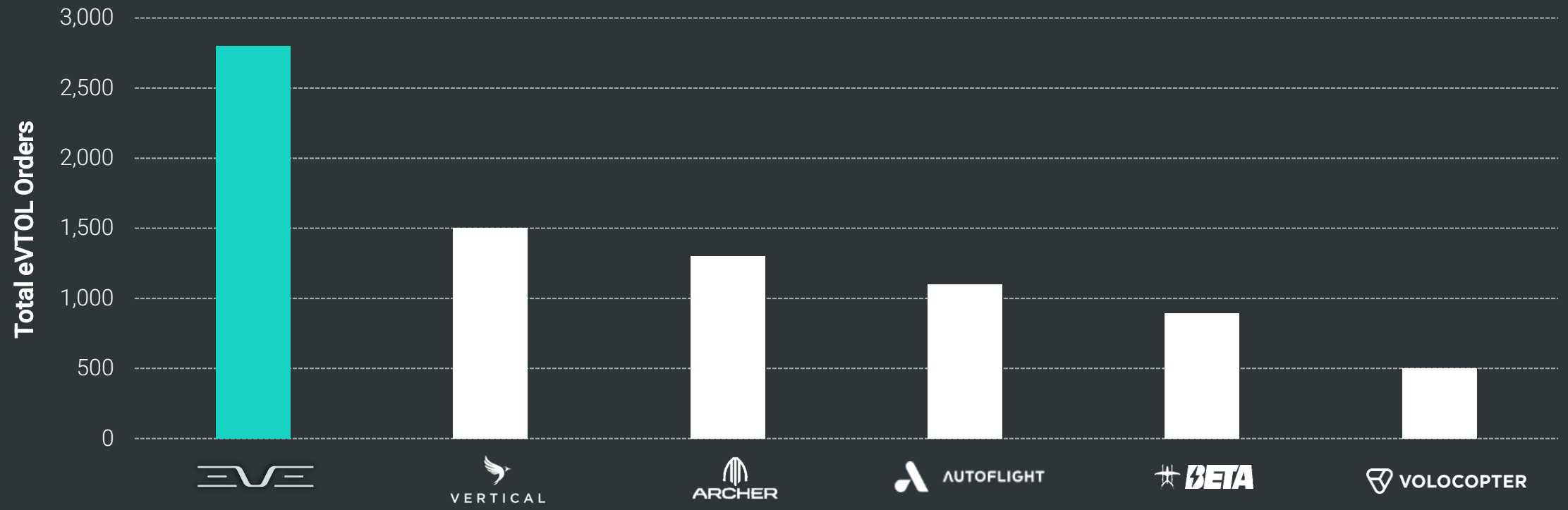
~$13.5B Pre-order book value*

100 Under Binding Agreement

~$500M Under Binding Agreement*

* Based on current List Price

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

Note: Revo is the UAM subsidiary of OHI Group, a Portuguese holding company with over 20 years of experience in helicopter operations and LATAM's largest helicopter operator.

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

FULL-SCALE PROTOTYPE 1st FLIGHT

Dec. 19th, 2025

Uncrewed, full-scale aircraft

Similar configuration & systems of Eve-100

Validate architecture, fly-by-wire and propulsion

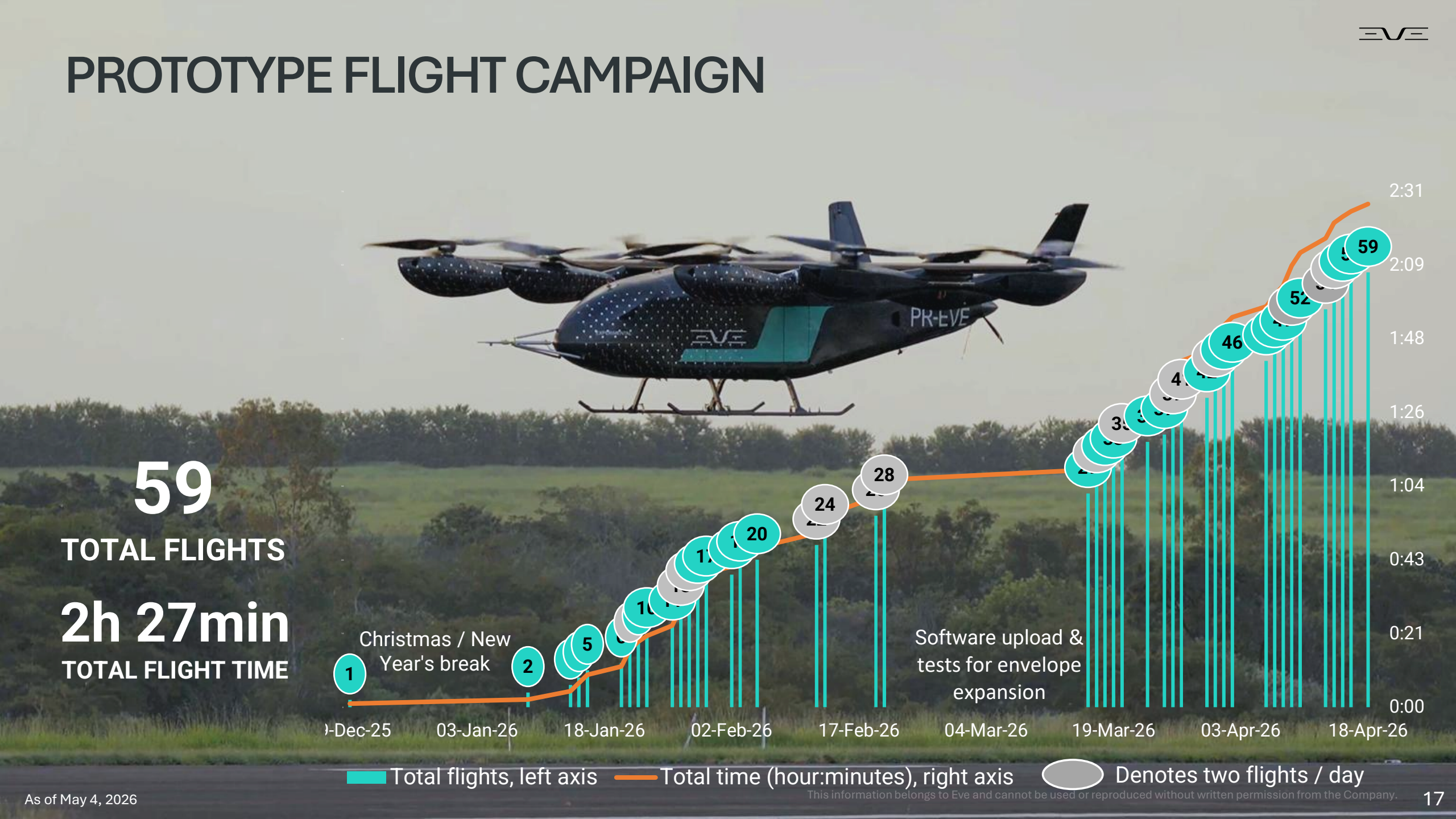
Initiated flight tests; Lifters only

Capture of high-fidelity data

Knowledge gain for certification

April 2026

PROTOTYPE FLIGHT CAMPAIGN



As of May 4, 2026

PROTOTYPE FLIGHT CAMPAIGN

130+ Flight-test Points Executed

First **Autoland Demonstration**

FLY-BY-WIRE

Fly-By-Wire Modes Testing

215ft Above Ground Level, a New Campaign Record

2h25min Accumulated **Flight Time**

Consistent Behavior During Maneuvers with Simultaneous **Four-axis Inputs**

Aircraft Reached 30 Knots Of Airspeed

KNOWLEDGE GAINS FROM HOVER FLIGHTS

- Greater vehicle maturity as real data feeds predictive models
- Significant learnings & improvements in ground effect modelling
- Structural loads aligned with expectations, performance prediction tools refined with actual flight data
- Better-than-expected thrust & battery performance
- Well-understood noise/vibration behavior, fully consistent with engineering models
- On track for envelope expansion and initiate transition

EVE FLIGHT CAMPAIGN

Ongoing and next steps

1st Flight

Dec. 2025 – 2Q2026

HOVER FLIGHTS

- Hover Flights Completed (~60 flights)
- Campaign in-line with Schedule
- Pusher & Actuators Final Ground Tests for Transition
- Load of Flight Control Computer Software Update for Transition

3Q2026

TRANSITION FLIGHTS

- Flights Above 30 knots
- Pusher, Actuators & Lifters Engaged
- Initial Transition Flights
- Full Transition Flights

4Q2026

FINAL ASSESSMENT

- Failure Simulation
- Response & Procedures
- Pilot in the Loop to Test Protocols

2027

CONFORMING PROTOTYPES

Suppliers' Final Design Review of Conforming Prototype

UNPARALLELED TESTING CAPABILITIES

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

IRON BIRD OPERATIONAL
(GROUND PROTOTYPE)

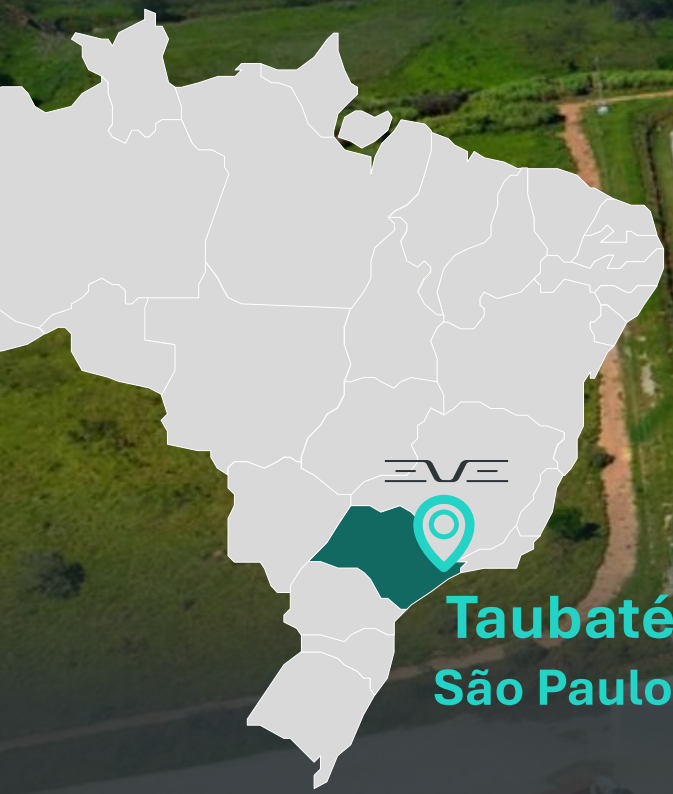
De-constructed eVTOL

- 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*

	Phase 1	Phase 2	Phase 3	Phase 4
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

EMBRAER, UNITED, acciona, BAE SYSTEMS, SKYWEST INCORPORATED, bradesco, THALES, ROLLS ROYCE, Republic Airways, FALKO, AZORRA

~$390 million

DEBT | 2023, 2024

BNDES, citi, Finep INOVAÇÃO E PESQUISA

~$290 million

EQUITY | 2024

EMBRAER, Nidec AEROSPACE, SPACE FLORIDA

+ FINANCIAL INVESTORS

~$96 million

NEW DEBT | 2025, 2026

BNDES, citi, BANCO DO BRASIL, EXIM EXPORT-IMPORT BANK OF THE UNITED STATES, itaú, MUFG

~$165 million

NEW EQUITY | 2025

EMBRAER, BNDES

+ FINANCIAL INVESTORS

~$230 million

~$1.2
Billion raised in total

$395
Million since 2Q25

RECORD CASH & LIQUIDITY

- Record cash position of **$441 million at 1Q26**
- **$150mn** new syndicated loan completed in Jan. ‘26
- **New synergies** with Embraer identified to **reduce cash burn** and **extend cash runway**
- 1Q26 cash consumption in line with guidance

2026 Expected Cash Consumption

~$225 to 275 million

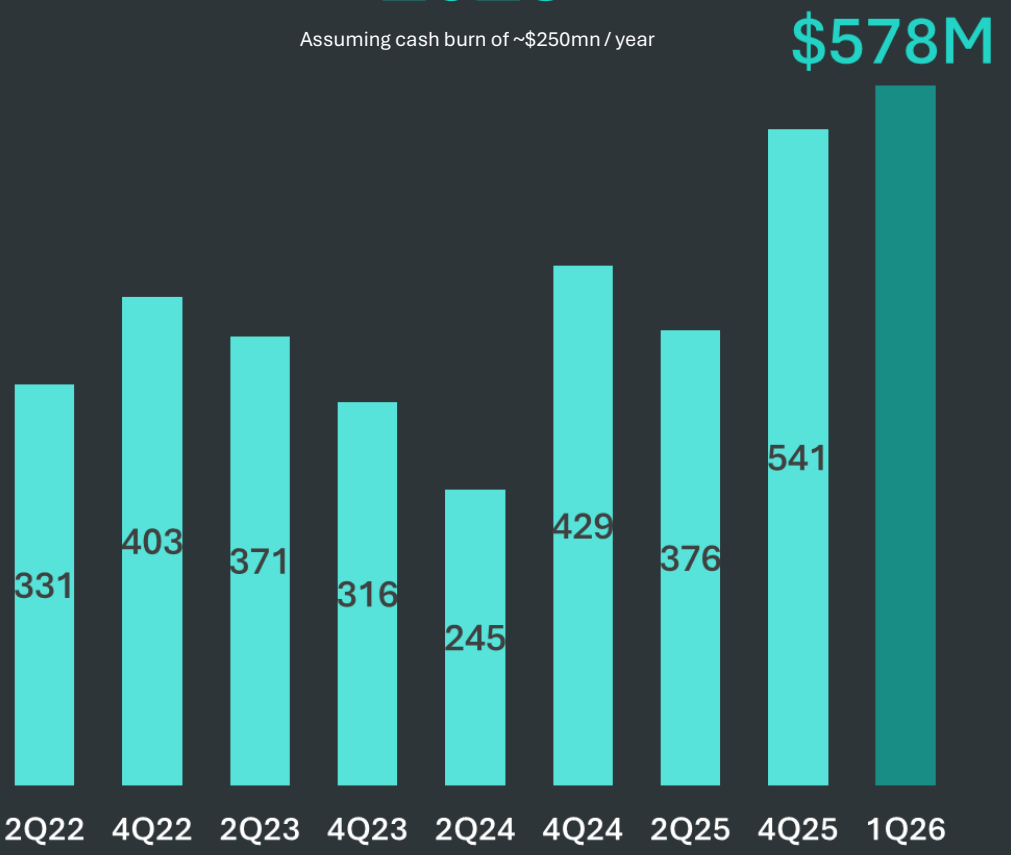
HIGHEST TOTAL LIQUIDITY SINCE IPO

$578M

SUPPORTING OPERATIONS UNTIL

2028

Assuming cash burn of ~$250mn / year



EVE INVESTOR RELATIONS

Lucio Aldworth

lucio@eveairmobility.com
+55.11.98717.1025

Caio Pinez

caio.pinez@eveairmobility.com
+55.11.3841.6033

Eve Air Mobility

1400 General Aviation Drive
Melbourne, FL - 32935

NOTES

Disclaimer

The information contained herein has been prepared by Eve Holding, Inc. (the "Company") for informational purposes only. No representation or warranty, express or implied, is made regarding the accuracy or completeness of the information contained herein.

This disclaimer applies to this document and the verbal or written comments of any person presenting it. This document, taken together with any such verbal or written comments, is referred to herein as the "Presentation."

This Presentation contains certain forward-looking statements about the Company's plans, expectations, forecasts and future performance. Forward-looking statements may be identified by the use of the words such as " estimate," "plan," "project," "forecast," "intend," "expect," "anticipate," "believe," "seek," "strategy," "future," "opportunity," "may," "could," "target," "should," "will," "would," "will be," "will continue," "will likely result," or similar expressions that predict or indicate future events or trends or that are not statements of historical matters, although not all forward-looking statements contain such identifying words. 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. For example, statements concerning the following include forward-looking statements: the expected timeline for receipt of type certification from certification authorities, including ANAC and FAA, and beginning aircraft production; the expected number of eVTOL deliveries; the potential revenues from eVTOL and customer services; the expected future market share and number of customers; the number of vehicles in the Company's pipeline and its pipeline value; the eVTOL list price at entry into service; any indications of interest in the proposed investment. Any forward-looking statements speak only as of the date hereof or as of the dates indicated in the statement. These statements reflect management's current beliefs of the date of this Presentation and are based on information currently available to management. Forward-looking statements are necessarily based upon a number of estimates and assumptions, whether or not identified in this Presentation, that, while considered reasonable by management, are inherently subject to known and unknown risks and uncertainties and other factors that could cause actual results to differ materially from historical results or those anticipated. These risks and uncertainties include, but are not limited to, those set forth in the Company's most recent Annual Report on Form 10-K and 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. The Company does not undertake any obligation to update such forward-looking statements to reflect new events or circumstances or otherwise.