MOBILITY REIMAGINED

SEPTEMBER 2025

EVE AIR MOBILITY OVERVIEW

Independent company dedicated to the development of an electric aircraft (eVTOL) and UAM ecosystem through strategic partnerships

2.8k eVTOL orders[1]

Resulting in pre-order book value of **~US$14 bn**

~US$1.0 billion

Raised since 2022 in debt and equity

Practical design for Urban Air Mobility (UAM)

Reliable, lower operating cost, straightforward to certify, simple maintenance

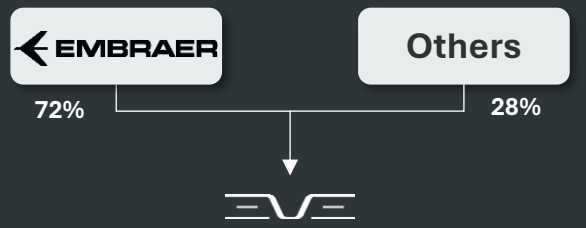
Flexible seating capacity

4 passengers and up to 6 passengers in autonomous configurations, plus 490 liters of storage capacity

Benefits for the environment and society

Quieter than Helicopters with zero carbon emissions

Shareholders' structure and Market cap



~US$1.4 bi
market cap[2]

NYSE | [B]3
Public company listed on **NYSE** & **B3** (Brazil)

Eve's main investors

BNDES · bradesco Private Equity · Nidec · AZORRA · BAE SYSTEMS · acciona · SkyWest · FALKO · Republic Airways · Space Florida · UNITED · THALES

2017
Eve emerges as a disruptive innovation inside Embraer-X, Embraer's business accelerator

2020
Eve becomes a standalone company, independent from Embraer (spin-off)

2022
IPO on NYSE under the tickers "EVEX" and "EVEXW"

2024 / 2025
US$326 mm equity raised with strategic / financial investors
Prototype flight tests aiming certification in 2027
Listing in the São Paulo Stock Exchange "EVEB31"

Note: (1) Eve's order pipeline based on non-binding agreements; (2) As of 20-August-2025.

eVTOL, SERVICES & VETOR CUSTOMERS

Eve eVTOL

Designed to ensure safety, accessibility, and comfort

28 Customers in 9 countries

Eve TechCare

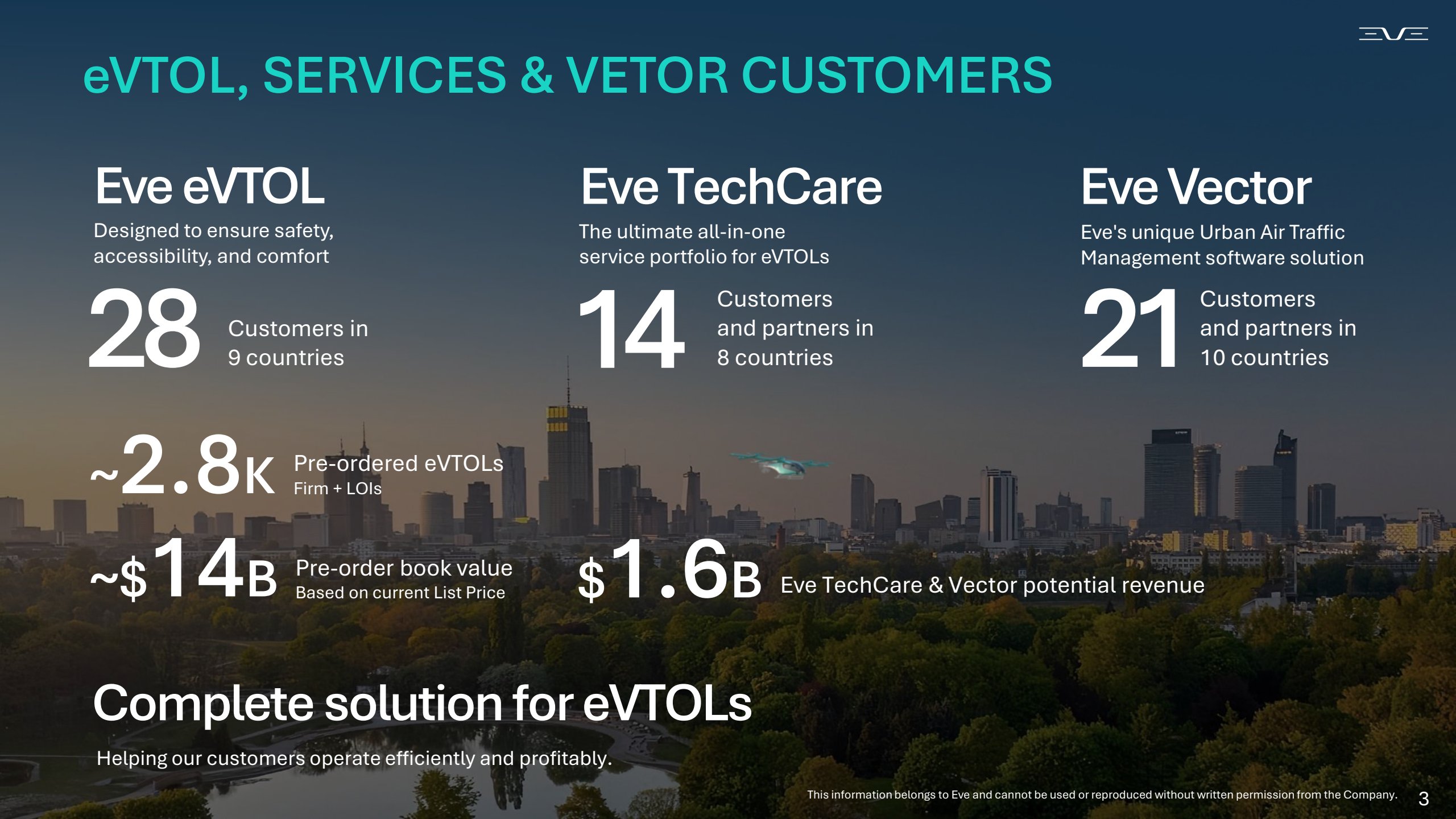
The ultimate all-in-one service portfolio for eVTOLs

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



~2.8K Pre-ordered eVTOLs
Firm + LOIs

~$14B Pre-order book value
Based on current List Price

$1.6B Eve TechCare & Vector potential revenue

Complete solution for eVTOLs

Helping our customers operate efficiently and profitably.

EVE IS A LEADER IN URBAN AIR MOBILITY

- Aerospace expertise with full access to Embraer's Intellectual Property (IP)
- Specialized manufacturing & engineering capabilities at attractive costs
- Embraer's proven track record to design, certify, deliver and service aircraft
- Parallel certifications in Brazil and the United States
- Full suite of Products & Services for UAM (eVTOL, TechCare & Vector)

- Robust design (Lift + Cruise): lower operating cost, higher dispatchability, and clearer path to certification
- Experienced suppliers with long-term contracts
- Largest and most diversified backlog in the industry
- Strong liquidity position (2-3x annual cash consumption)

Embraer – Global Aviation Leader

Urbain Air Mobility is a major growth opportunity for Embraer

Strategic Support

Leveraging 55 years of aviation experience

Access to World-Class Capabilities

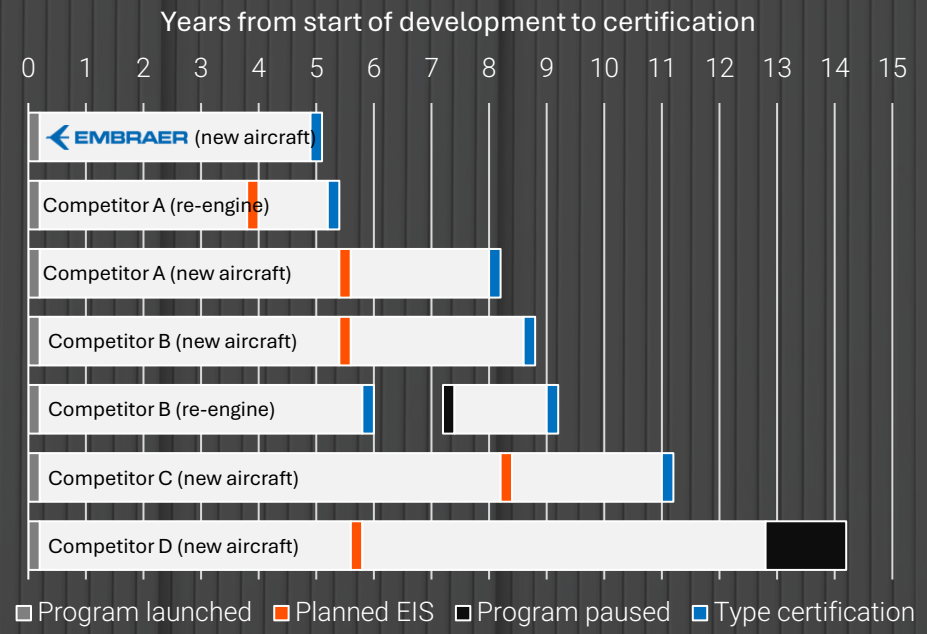
Royalty-Free IP; ~1,600 engineers; infrastructure and cost-competitive production capabilities; competitive labor costs are all provided under a 15-year agreement at transfer costs

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

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

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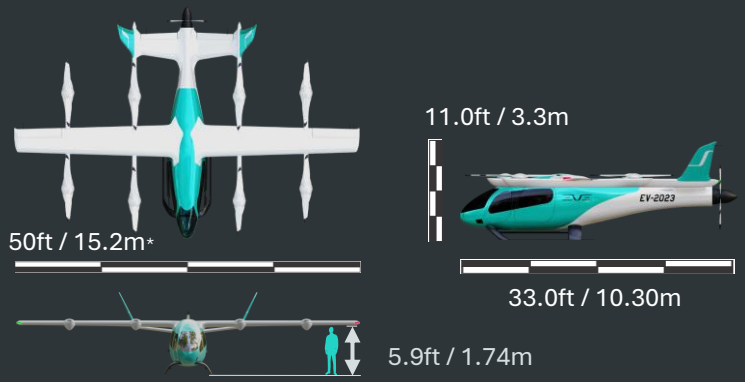
Simplicity for ease of training and operation

- 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

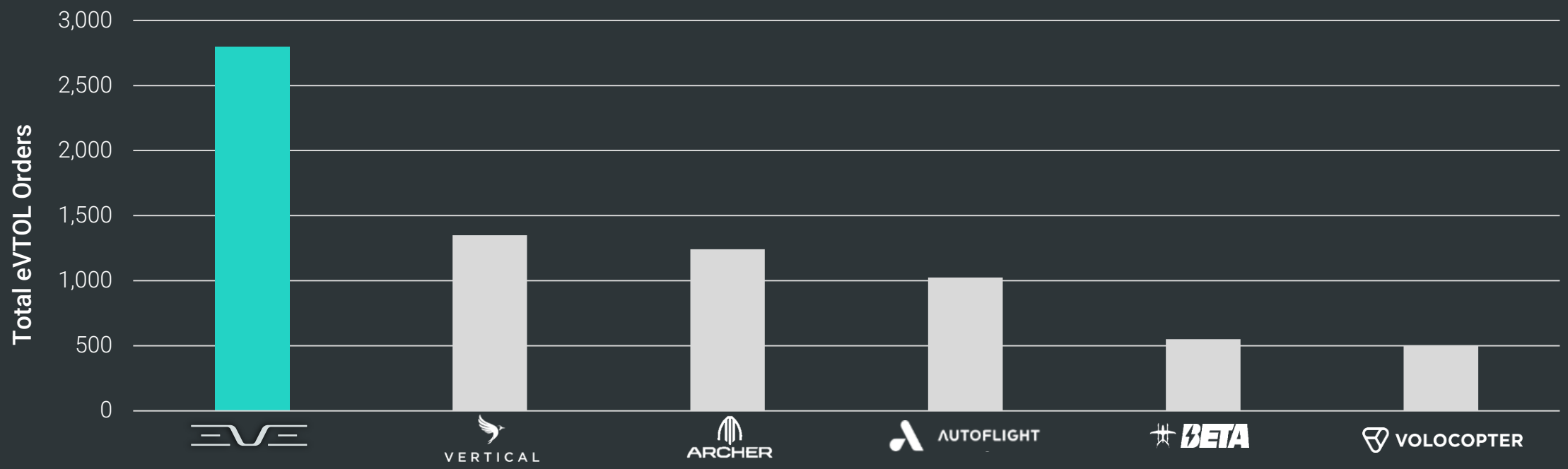
Source: Assessment by Eve management and market analysis as per “Market for Urban Air Mobility” from KPMG dated June 2021

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

LARGEST BACKLOG



Eve global footprint

28 customers in 9 countries

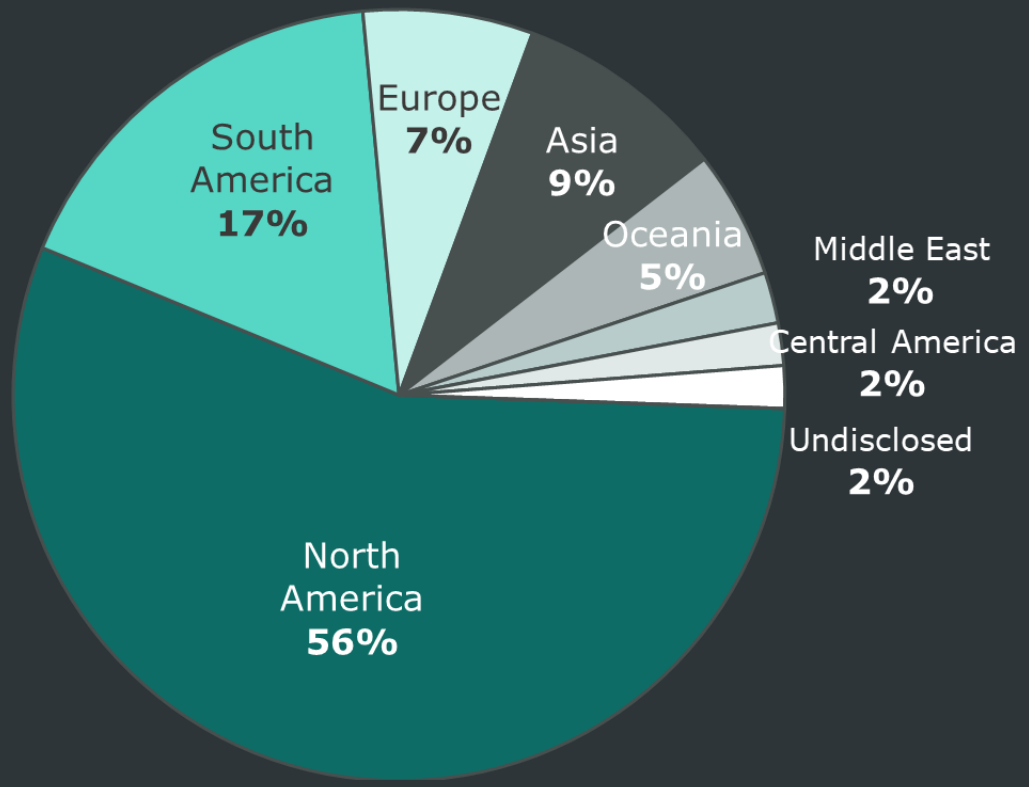
Diversified customer types

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

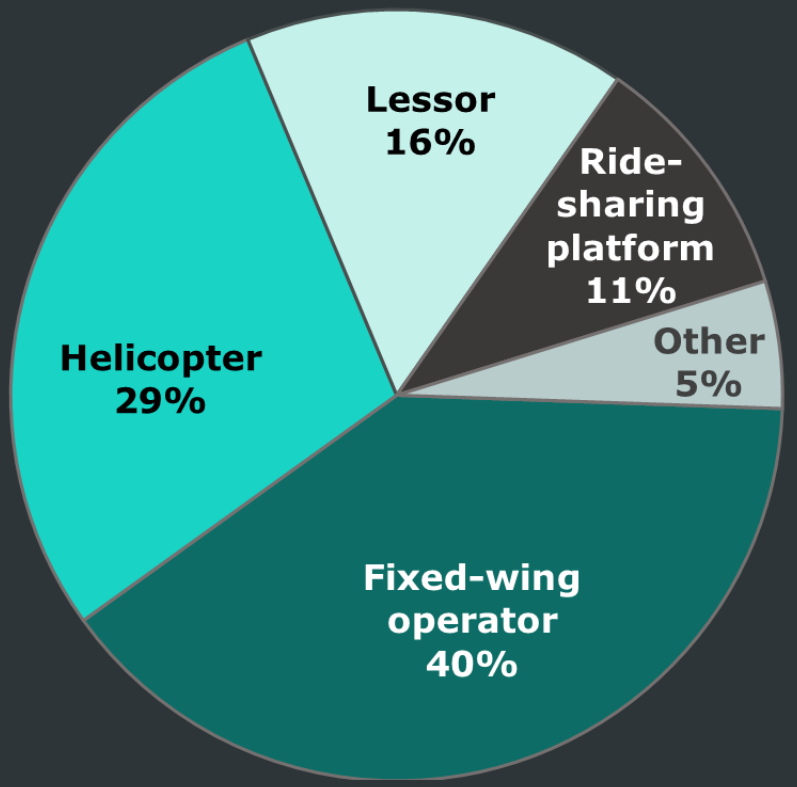
Source: Company; SMG Consulting (1Q25)

MOST DIVERSIFIED BACKLOG

9 Countries



28 Customers



REVO SIGNED FIRST BINDING eVTOL ORDER - $250 M

Commercial Agreement Highlights

10 vehicles - binding

40 vehicles - options

TechCare
Service Agreement

2027
Target Entry Into Service

Campinas
(Test Operations)

São Paulo
(Target Market)

Brazil → Worldwide
(Expansion)

Primary use case

Airport shuttle in São Paulo

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.

Engineering Prototype

- Full-scale
- Uncrewed: pilot & flight engineers stationed in the Remote Pilot Station (RPS)
- No interior (seats, panels, doors, limited systems, etc.)
- Main objective: Validate expected flight characteristics of aircraft
- First flight scheduled for late ’25 / early ‘26

Conforming Prototype

- Full-scale
- Crewed – pilot onboard
- Commercially-representative aircraft (passenger seats, systems, sub-systems, redundancies, panels, doors, etc.)
- Main objective: Fleet of certification-compliant aircraft to be used for certification campaign
- Fleet to initiate flight campaign in late ‘26

Prototype

- Validate and improve accuracy of models created based on data from sub-scale flight models, labs, rigs and numerical simulations
- Ground and flight tests to be performed at Gavião Peixoto Embraer Facility (GPX) in Brazil

Upcoming Steps

- Multiple integrated ground tests to validate thrust, energy consumption, systems functionalities, sound and vibration
- Hover flights, for in-ground effect (IGE) and out-of-ground (OGE) characterization and assessments
- Partial transition (with rotors operating)
- Full transition

LATEST PRODUCT DEVELOPMENT ACHIEVEMENTS

Full-Scale Prototype Getting Ready for 1st Flight

- Full-scale prototype ground tests
- Pusher motors successfully tested and installed
- Lifters continuously being tested
- Beta Technologies as new electric motor partner

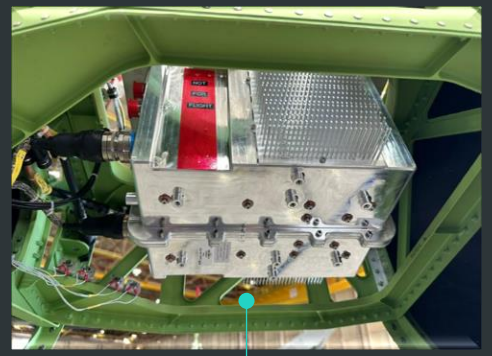
New rotor configuration with 4 blades

- Fixed pitch
- Reduced vibration
- Lower noise profile
- Blades fold to reduce drag for cruise flight

ENGINEERING PROTOTYPE MAIN PROGRESS STATUS

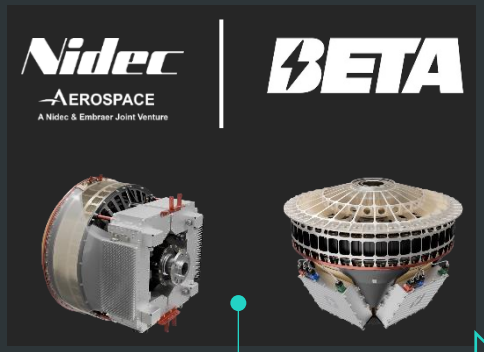
Motor test at Nidec Lab

Driver integration with vehicle



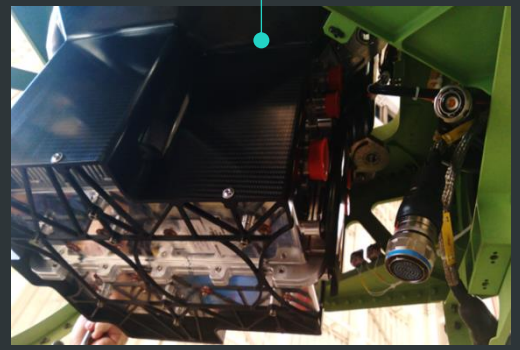
Motor installation

Electric Motors



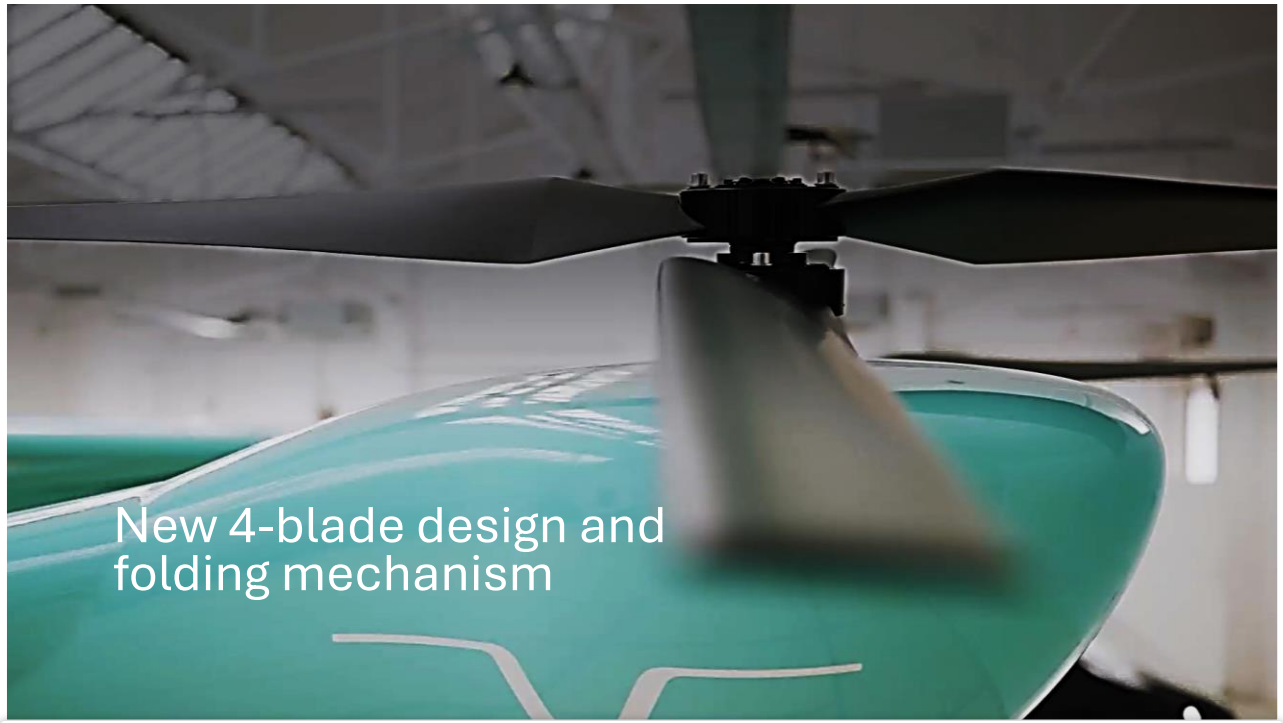
Ongoing development

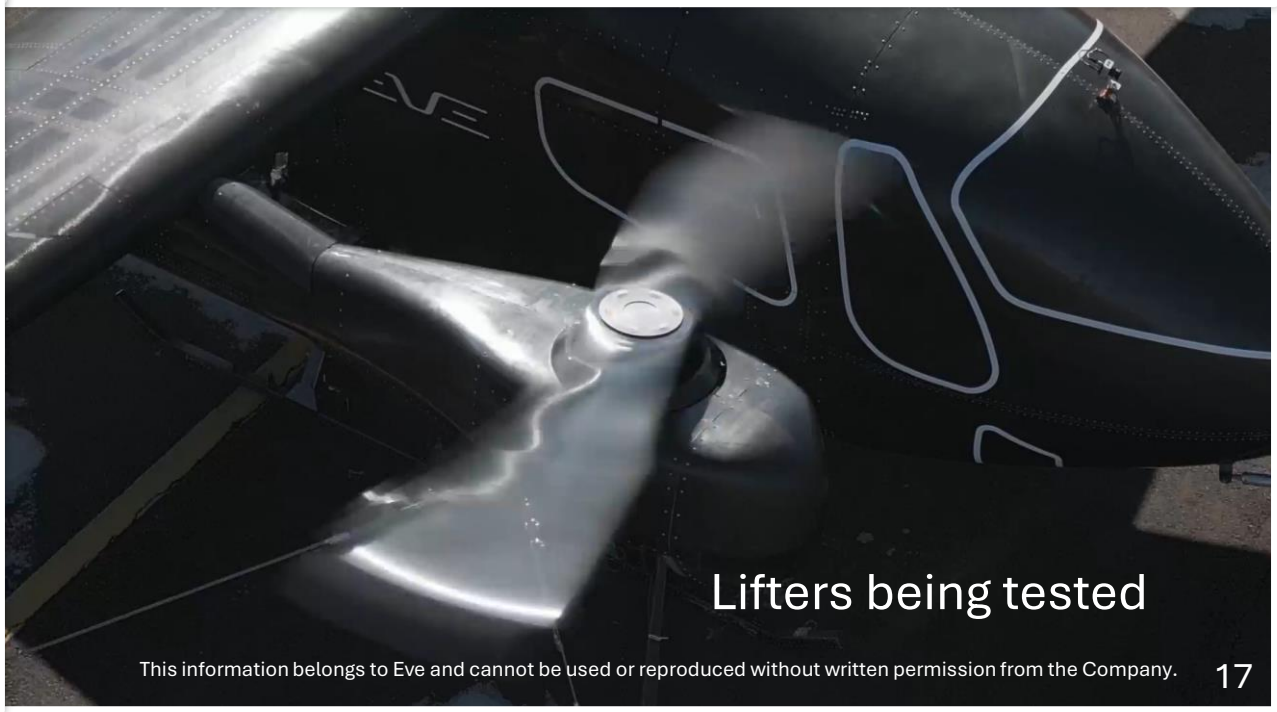
Driver integration test



Driver / Motor integration with vehicle

Motors running





CONTINUOUS GROUND TESTS

IRON BIRD

RIG THERMAL MANAGEMENT SYSTEM

RIG MOTOR

RIG BATERY

FLIGHT SIMULATOR FOR ENGINEERING DEVELOPMENT

- Test the development of control laws
- Simulate the integrated behavior of systems during operation

- Evaluate the development of flight controls
- Evaluate pilot ergonomics to define best piloting arrangement

PRIMARY SYSTEMS & COMPONENT PARTNERS

MOTORS

Nidec AEROSPACE
A Nidec & Embraer Joint Venture

BETA

HV BATTERY

BAE SYSTEMS

WING PARTS

ACITURRI TECH

ACTUATORS

LIEBHERR

DOORS

LATÉCOÈRE

SEATS

RECARO

ROTORS&PROPELLER

DUC hélices Propellers

FLIGHT CONTROL COMPUTERS

EMBRAER

EMPENNAGE & CONTROL SURFACES

FACC

THERMAL MANAGEMENT

INTERGALACTIC

AVIONICS, ELECTRICAL CONTROLLER & RECORDERS

GARMIN

FUSELAGE COMPONENTS

RALLC usinagem & composto

ALLTEC

WINDOWS

KASIGLAS® Sicherheit mit Durchblick

AIR DATA SENSORS

THALES

EXTERNAL LIGHTS, ALTITUDE & INERTIAL SENSORS

Honeywell

PILOT CONTROL

CROUZET

INTERIOR

DIEHL Aviation

POWER DISTRIBUTION SYSTEM

ASE AEROSPACE ELECTRICAL SYSTEMS

PYLONS

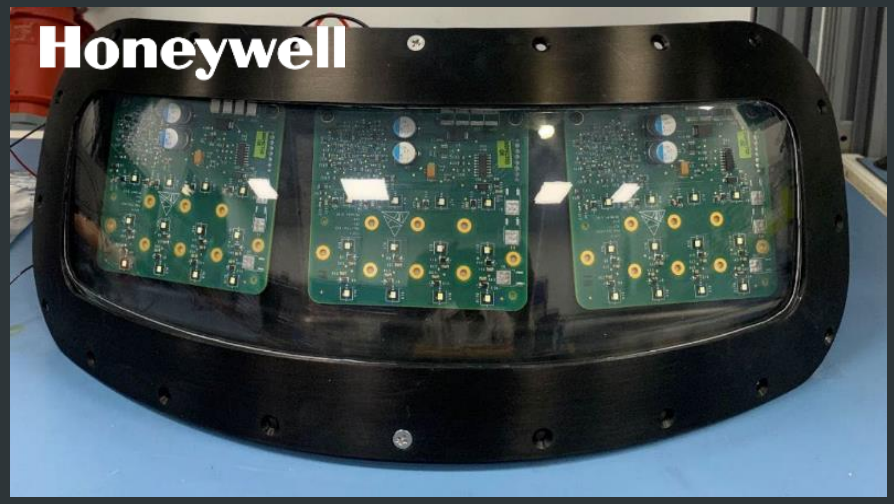
KAI

SUPPLIERS ENGAGED FOR CONFORMING VEHICLE

SEAT BY RECARO

ACTUATOR BY LIEBHERR

EXTERIOR LIGHTING BY HONEYWELL



STRUCTURAL COMPOSITE PARTS BY ALLTEC

WINDSHIELD BY KASIGLAS

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.*

MODULAR MANUFACTURING STRATEGY

Capital-efficient strategy to deploy manufacturing resources

Growth in modules helps reduce risk and keep pace with market growth

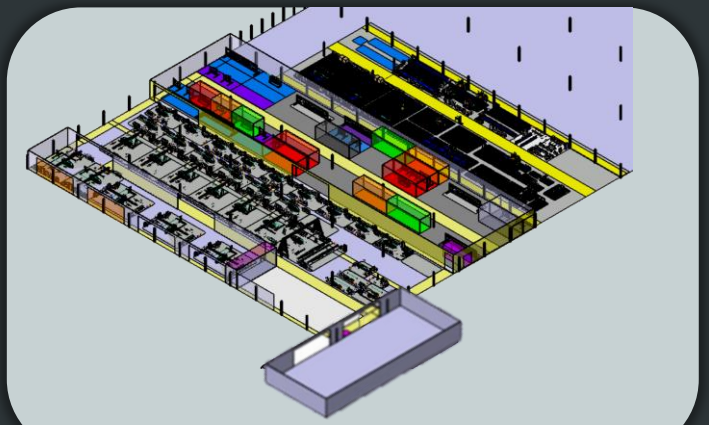
½ Module

120 units / year

1 Module

240 units / year

2 Modules



480 units / year

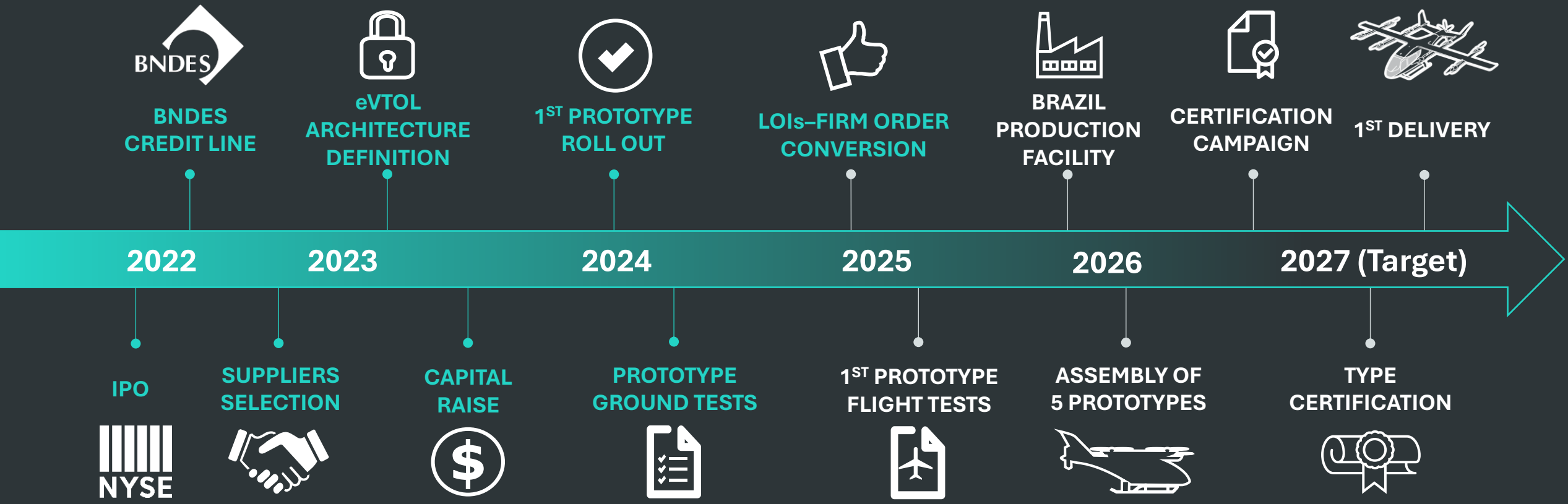
* Total planned manufacturing capacity of 480 units / year

2025 MILESTONES TO BE ACHIEVED

FULL-SCALE PROTOTYPE FIRST FLIGHT AND START OF FLIGHT TESTS	Late ’25 / Early ‘26
ALIGNMENT OF DETAILED CERTIFICATION PLAN WITH ANAC (BRAZIL) AND FAA (US)	On track
INITIAL PRODUCTION OF CERTIFICATION PROTOTYPE	On track
PREPARATION OF eVTOL MANUFACTURING AND TESTING FACILITIES	On track
2025 TOTAL CASH CONSUMPTION BETWEEN US$200-250 MILLION[1]	On track

Note: (1) 2025 cash consumption calculated with an average exchange rate of 5.75 USDBRL.

PATH TO REVENUE & PROFITABILITY



Note: Timeline in graph not to scale.

~US$ 1 BILLION RAISED SINCE 2022

De-SPAC Combination with PIPE Investments

NYSE | 2022

EMBRAER, UNITED, acciona, BAE SYSTEMS, SkyWest Incorporated, bradesco, THALES, ROLLS ROYCE, Republic Airways, FALKO, AZORRA

~$400 million

DEBT | 2023

BNDES

R&D standby facility | 12-year maturity
3–4-year grace period | 5.5% interest rate
disbursement 2023-2025

~$95 million

NEW EQUITY | 2024

EMBRAER, SPACE FLORIDA, Nidec Aerospace (A Nidec & Embraer Joint Venture)

+ FINANCIAL INVESTORS

~$96 million

NEW DEBT | 2024-2025

BNDES ~$125 million
+
citi ~$50 million
+
Finep (Inovação e Pesquisa) ~$16 million

~$190 million

NEW EQUITY | 2025

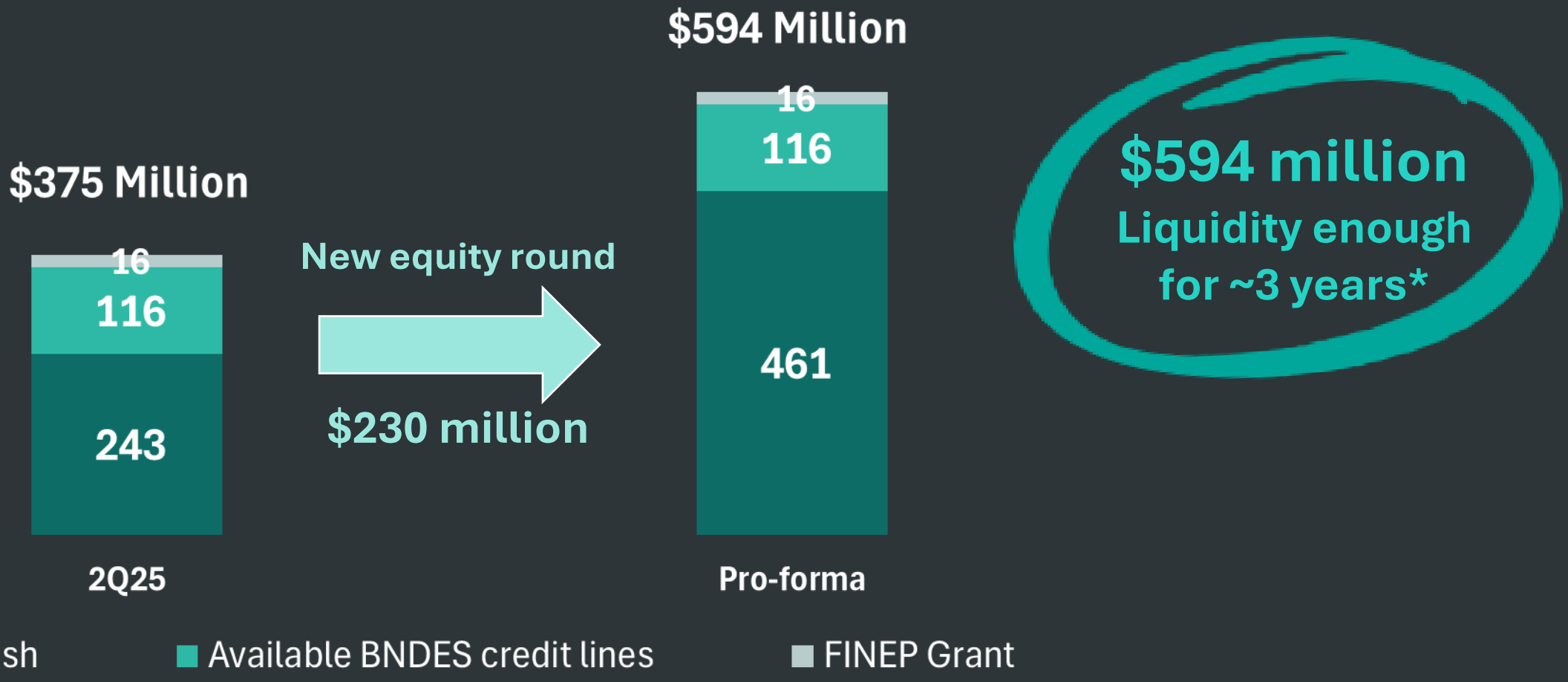
EMBRAER, BNDES

+ FINANCIAL INVESTORS

~$230 million

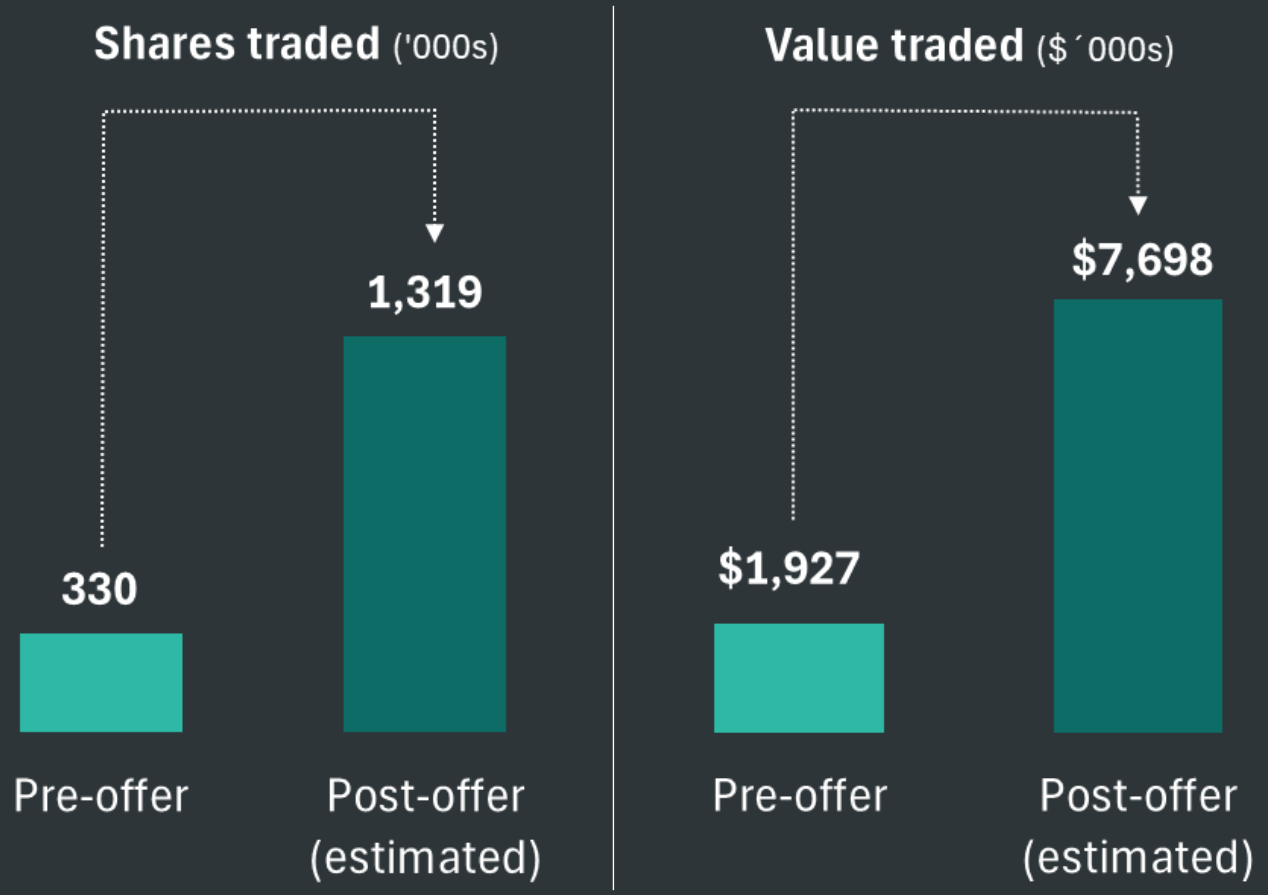
~$1 billion
raised in total

CASH POSITION FOLLOWING THE OFFER



* Assuming cash burn of $200mn / year

GREATER SHARE-TRADING LIQUIDITY



$230 million raised with issuance of ~47 million new shares

- **Free-float ~15%** (vs. ~6% before)
- **~60%** of 2025 equity offer subscribed by **financial investors** (Brazil and U.S.)
- Share liquidity to increase to **~$8 mn/day**
- Embraer diluted to **71.9%** of Eve's equity (81.9% before)

FINANCIAL PERFORMANCE

USD millions	2Q25	2Q24	1H25	1H24
INCOME STATEMENT				
Research & Development (R&D)	(45.7)	(36.3)	(90.4)	(63.8)
Selling, General & Administrative (SG&A)	(8.2)	(5.4)	(16.1)	(11.9)
Change in fair value of derivative liabilities	(9.5)	2.1	(6.2)	8.4
Interest Income / Other Non-Operating Expenses, net	(0.9)	3.7	(1.0)	6.6
Net Earnings / (Loss)	(64.7)	(36.4)	(113.5)	(61.7)
CASH FLOW				
Net Cash Used in Operating Activities	(55.6)	(30.8)	(80.5)	(66.6)
Net Additions to PP&E	(1.3)	(0.7)	(1.7)	(0.8)
Free Cash Flow*	(56.9)	(31.4)	(82.2)	(67.3)
Net Cash Provided by Financing Activities	11.2	14.2	20.5	29.0
BALANCE SHEET				
Other Assets			18.3	8.1
Total Payables			79.9	51.3
Cash, Cash Equivalents, Fin. Investments and Rel. Party Loan Receivable (Beg. of period)			303.4	241.1
Cash, Cash Equivalents, Fin. Investments and Rel. Party Loan Receivable (End of period)			242.7	206.5
Total Debt			154.6	52.6
Total liquidity including BNDES Standby Facility and grant**			375.5	244.5

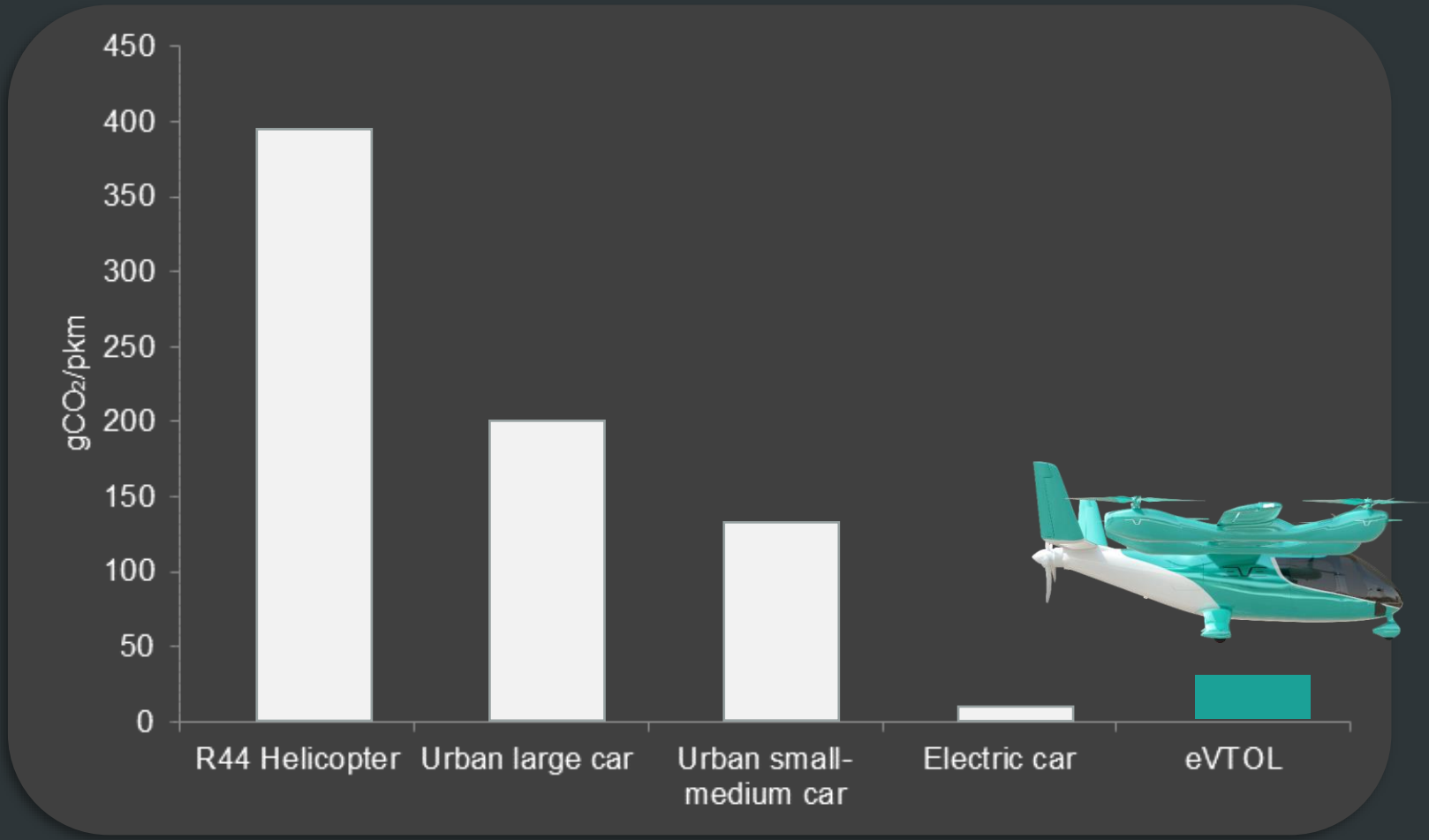
Notes

* Free Cash Flow is a non-GAAP measure and includes Net Cash Used in Operating Activities, Net Additions to PP&E

** Total Liquidity is a non-GAAP measure and includes Cash, Cash Equivalents, Financial Investments, Related Party Loan Receivable and undrawn BNDES standby facility

EVE'S LOWER OPERATING EMISSIONS

Operating emissions comparison vs. other urban mobility options



Sources: IEA Urban car Intensity | Global EV average intensity
Helicopter assumptions: 3.16 $kgCO_2$ per Jet A1 Liter for a R44 consuming 56l/h at a 209 km/h speed.

CRUISE SOUND - HELICOPTER | eVTOL

Cruise@ 1000ft Noise Benchmarking

Cruise phase encompasses most of the mission

Helicopter - 75 dB(A)[2]

Densely populated area

eVTOL wing-borne cruise <60 dB(A)[1]

eVTOL cruise blend into the 75 dB(A) average urban soundscape, which doesn´t happen with helicopters

1. Expected cruise noise levels at the observer on ground.
2. Helicopter reference AS350
3. Audios absolute noise levels depend on the adjusted volume on sound device, but have relative difference as specified. Use headphones and adjust your sound volume based on your experience hearing a helicopter flying over at 1000 ft.

RECHARGES ENHANCE OPERATING POTENTIAL

Battery charge (as % of total) **throughout a typical day**

- Design with current battery technology for **100km range**
- Take-off, landing with disproportionately higher energy consumption; **efficient in cruise**
- Typical mission estimated at **~30km** (20 miles), or **~15min.**
- Fast charge in-between missions **extend operating range**, while respecting reserve requirements; slow charge extends battery life

EVE INVESTOR RELATIONS

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Forward-Looking Statements. 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.

Use of Non-GAAP Metrics. This Presentation includes certain non-GAAP financial measures, such as free cash flow and total liquidity including BNDES standby facility. These measures are an addition, and not a substitute for or superior to, measures of financial performance prepared in accordance with U.S. GAAP and should not be considered as an alternative to net cash used in operating activities, total assets or any other performance measures derived in accordance with U.S. GAAP. The Company's management does not consider these non-GAAP measures in isolation or as an alternative to financial measures determined in accordance with U.S. GAAP.

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No Reliance. Prospective investors should not construe this Presentation as legal, investment, tax or other advice. Each prospective investor must rely upon his or her own representatives, including his or her own legal counsel and accountants, as to legal, economic, tax and related aspects of the investment described herein and as to its suitability for such investor.

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