EVE AIR MOBILITY

MARCH 2025

EVE AT A GLANCE

eVTOL

Design, develop and certify an eVTOL tailored for Urban Air Mobility

Low operating cost, high availability and clear path to certification

28 customers

Services & Support
(EVE TECHCARE)

Full portfolio of Services & Support solutions for Eve and other eVTOLs

Solutions and support for flight operations, infrastructure availability and efficiency

14 customers

Air Traffic Control
(VECTOR)

Next-generation Urban Air Traffic Management (UATM software)

Reliably and safely support higher density operations for urban air mobility

21 customers & partners

Optimized for Urban Mobility

High Utilization Rate

60-Mile Range

Simple & Efficient Design

Low Operating & Maintenance Costs

4 Passengers + 1 Pilot

EVE A LEADER IN URBAN AIR MOBILITY

Aerospace expertise with full access to Embraer's Intellectual Property (IP)

Specialized manufacturing & engineering capabilities at attractive costs

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
(3.0x expected annual cash consumption)

EVE & EMBRAER PARTNERSHIP

Embraer – Global Aviation Leader

Urban Air Mobility is a major growth opportunity for Embraer

Embraer holds 83% of Eve's equity

Strategic Support

Leveraging 55 years of aviation experience; 30+ models certified over the last 25 years

Access to World-Class Capabilities

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

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

COST EFFICIENT, EXPERIENCED DEVELOPMENT AND CERTIFICATION STRATEGY

DESIGN OPTIMIZED FOR URBAN MOBILITY

Flexible seating capacity

4 passengers at EIS, up to **6** in autonomous configuration

Tailored for urban mobility

Designed for **100 km** (60 mile) range, addresses **99%** of UAM missions

High utilization rate

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

Lift + Cruise Design

The **most practical** design choice for certification and operational efficiency

Community-friendly

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

4 PASSENGERS IN FLEXIBLE CABIN

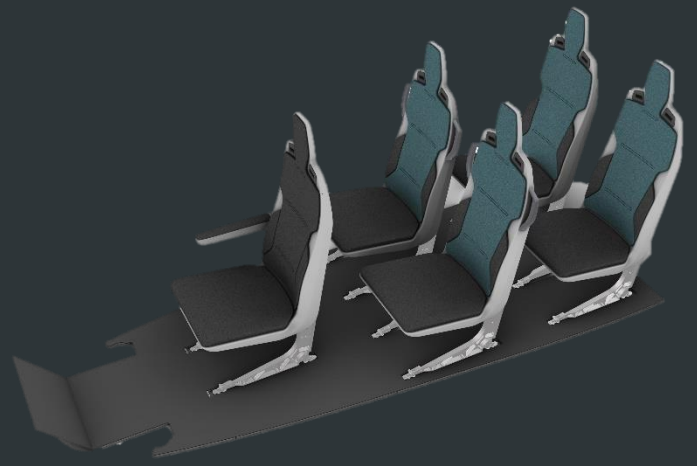
Cabin cross section

Height and seat width validated by customers at Advisory Boards

Layout of passenger accommodation

Forward-facing seats enhance privacy

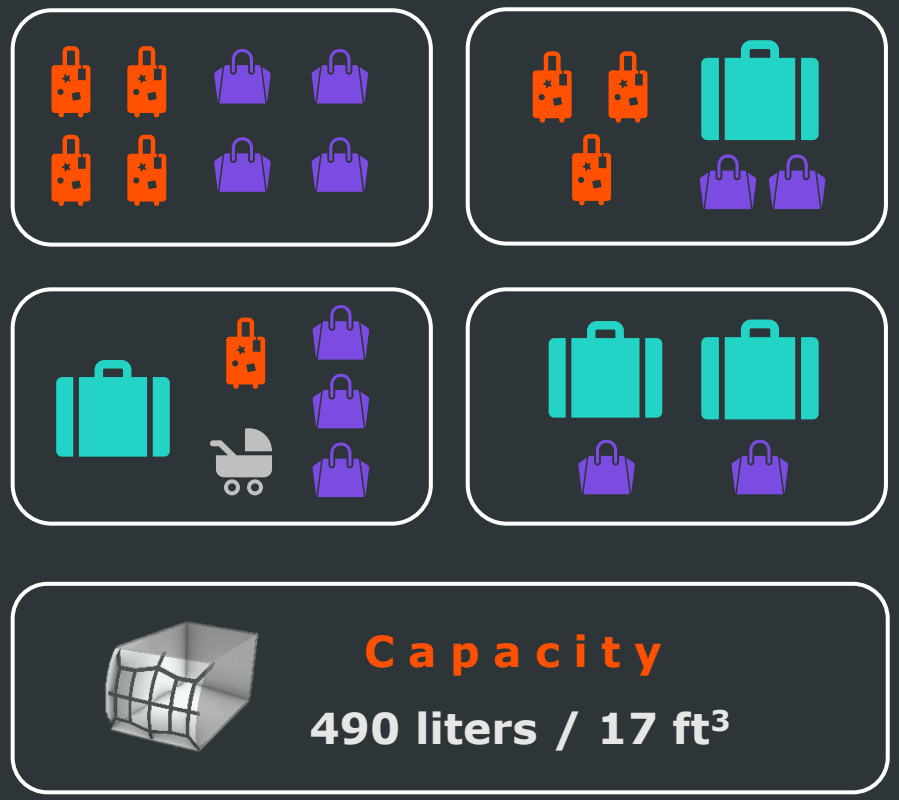
Forward seating configuration



Club seating configuration

4 CARRY-ONS OR 2 CHECKED-IN BAGS

Flexible luggage configuration



Capacity

490 liters / 17 ft³

SIMPLICITY FOR EASE OF TRAINING AND OPERATION

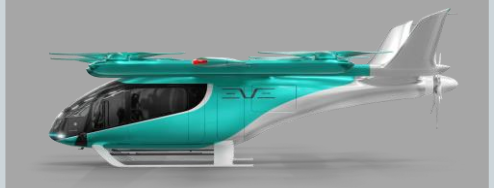
Embraer’s proven Fly-by-Wire technology

No pedals, single pilot

Proven Garmin avionics

MOST PRACTICAL DESIGN CHOICE FOR UAM

LIFT + CRUISE



+ Simple design
+ Most reliable
+ 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
+ Longer 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

WHEELED LANDING GEAR AS OPTION

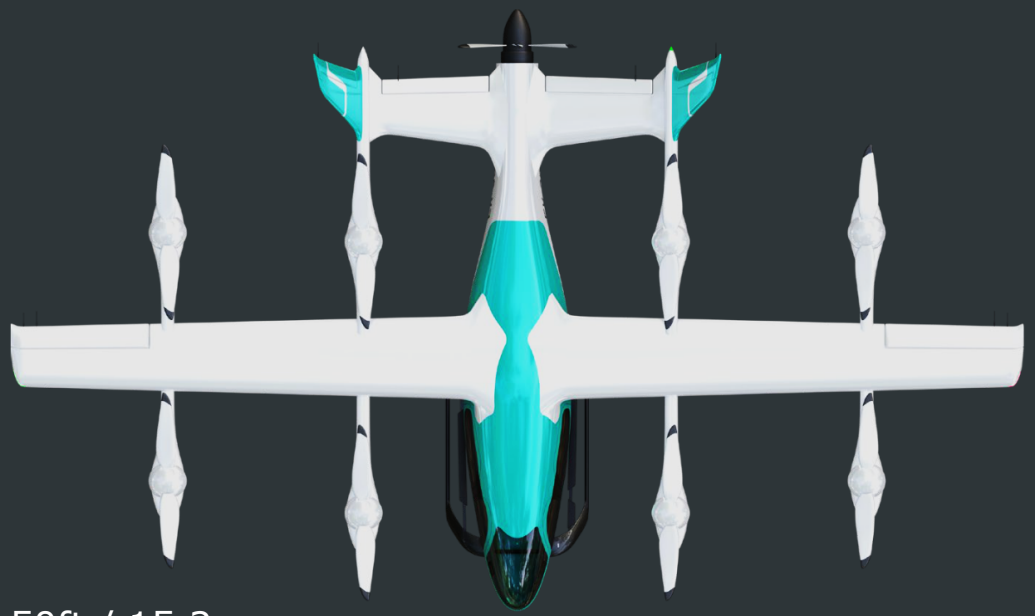
Added flexibility where Ground Support Equipment (GSE) & time are limited

Minimizes GSE requirements at outstations

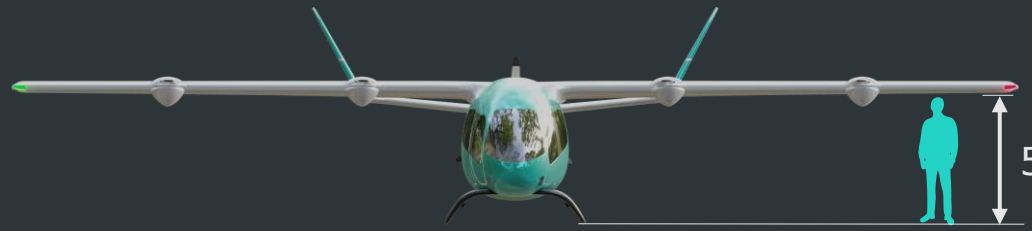
Reduces Turnaround Time (TAT) at slot-constrained, large vertiports

Available as follow-on item after Entry into Service (EIS)

DESIGNED TO FIT CURRENT INFRASTRUCTURE



50ft / 15.2m*



11.0ft / 3.3m

33.0ft / 10.30m

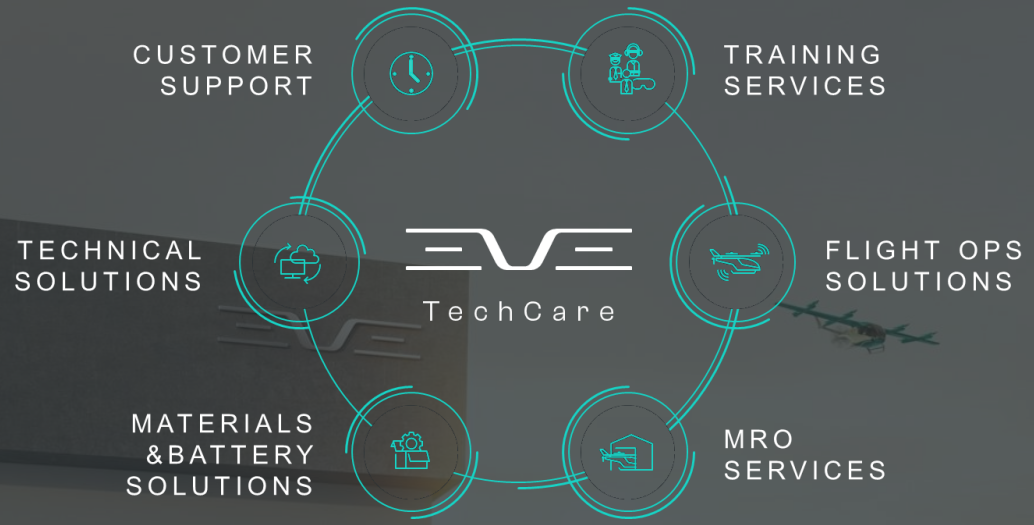
PRIMARY COMPONENT SUPPLIERS SELECTED

MOTORS	BATTERY	WING	ACTUATORS	DOORS	EXTERNAL LIGHTS	SEATS
Nidec Aerospace	BAE SYSTEMS	ACITURRI TECH	LIEBHERR	LATÉCOÈRE	Honeywell	RECARO

FLIGHT CONTROL COMPUTERS	CONTROL SURFACES	THERMAL MANAGEMENT	AVIONICS	PYLONS	FUSELAGE COMPONENTS	WINDOWS
EMBRAER	FACC	INTERGALACTIC	GARMIN	KAI	ALLTEC, RALLC	KASIGLAS

SENSORS	PILOT CONTROL	INTERIOR	POWER DISTRIBUTION SYSTEM	ROTORS&PROPELLER
THALES, Honeywell	CROUZET	DIEHL Aviation	ASE	DUC hélices Propellers

CUSTOMER SERVICES - TECHCARE



ALL-IN-ONE SERVICE PORTFOLIO PROVIDING HIGHER AIRCRAFT AVAILABILITY AND COSTS OPTIMIZATION

EMBRAER | CAE

TRAINING SERVICES

EMBRAER & CAE JOINT VENTURE SELECTED AS PILOT AND MAINTENANCE TRAINING PROVIDER

vector

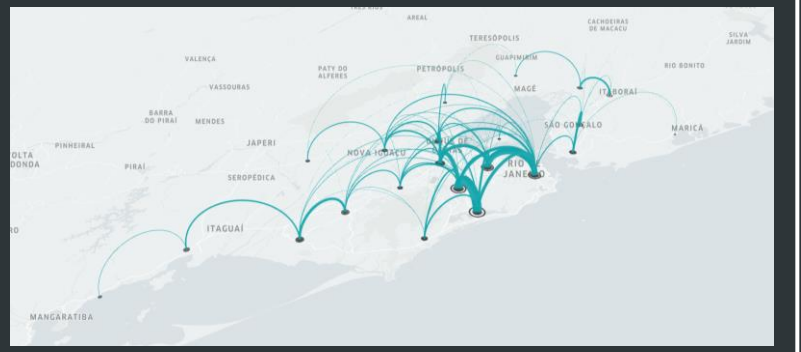
THE URBAN ATM SOFTWARE

- Agnostic software for Air Traffic Control and network management
- Focus on fleet / vertiport operators and Air Navigation Service Providers (ANSPs)
- Eve is advancing towards an operational version for customer test / trial to help scale UAM safely
- Vector will optimize the airspace and air traffic network for all users

DEMONSTRATION AT AIRSPACE WORLD – GENEVA (SWITZERLAND)

UAM POTENTIAL IN SELECTED URBAN AREAS

RIO DE JANEIRO



245 eVTOLS

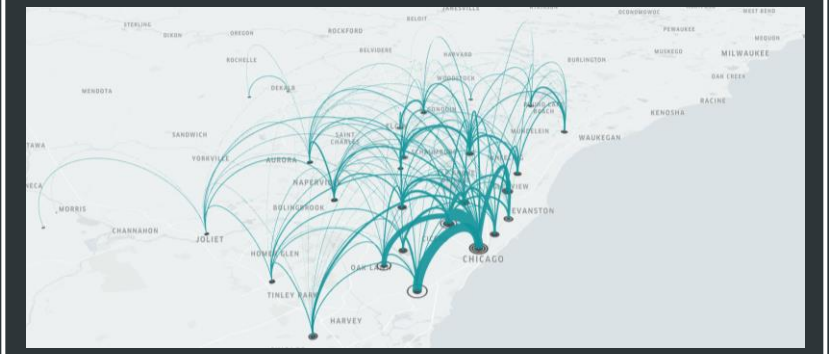
37 Vertiports

100+ Routes

4.5M Annual passengers

$220M Annual revenues

CHICAGO



240 eVTOLS

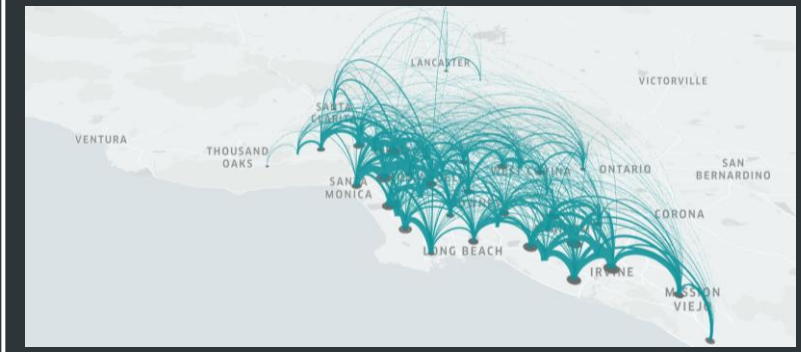
30 Vertiports

120+ Routes

4.5M Annual passengers

$225M Annual revenues

LOS ANGELES



390 eVTOLS

38 Vertiports

150+ Routes

7.1M Annual passengers

$350M Annual revenues

EVE'S LOWER OPERATING EMISSIONS

eVTOL reduces travel time and emissions

São Paulo Int. Airport – Fin. Center

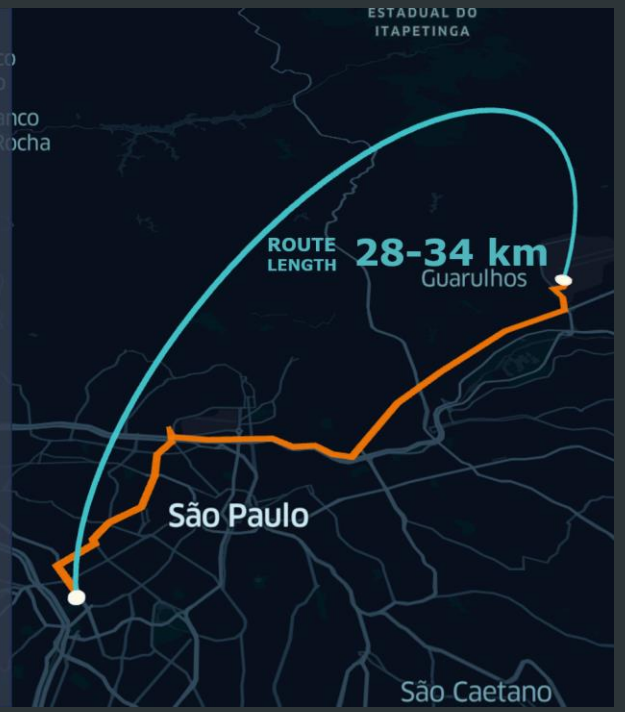
- Connects the busiest airport in Brazil to the busiest financial center in Latin America
- Largest helicopter operation market globally

13 min

2h30min

2h10min

TIME SAVING up to 2h



JFK – Pier 6 Heliport

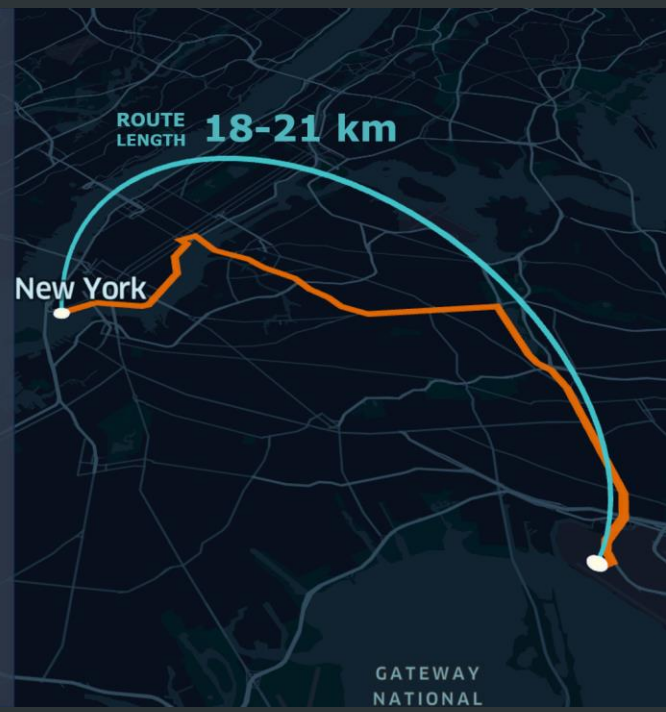
- Connects the busiest airport in NYC to the preeminent global financial center
- Route operated several times daily

8 min

1h25min

1h30min

TIME SAVING up to 1h15min



eVTOL ROLL-OUT ON JULY 3RD

Engineering 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 will be performed at Gavião Peixoto Embraer Facility (GPX) in Brazil

eVTOL TAILORED FOR URBAN AIR MOBILITY

Similar dimensions of 4-passenger helicopters – 50ft (15.2m) wingspan; 33ft (10.3m)

Design for **100km** (60 miles) **range** at EIS addresses 99% of UAM missions

eVTOL ROLL-OUT: OPTIMAL FOR URBAN MOBILITY

8 counter-rotating lifters (for controllability and high safety levels)

Simple Lift + Cruise design – 8 lifters, 1 pusher
Simplifies maintenance, lowers operating costs, increases dispatch rate, potentially clearer path to certification

5th generation fly by wire – inherited from Embraer, enhances aircraft safety, passenger comfort

eVTOL ROLL-OUT

Engineering prototype 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 DEVELOPMENTS

FULL-SCALE PROTOTYPE TESTING PHASE

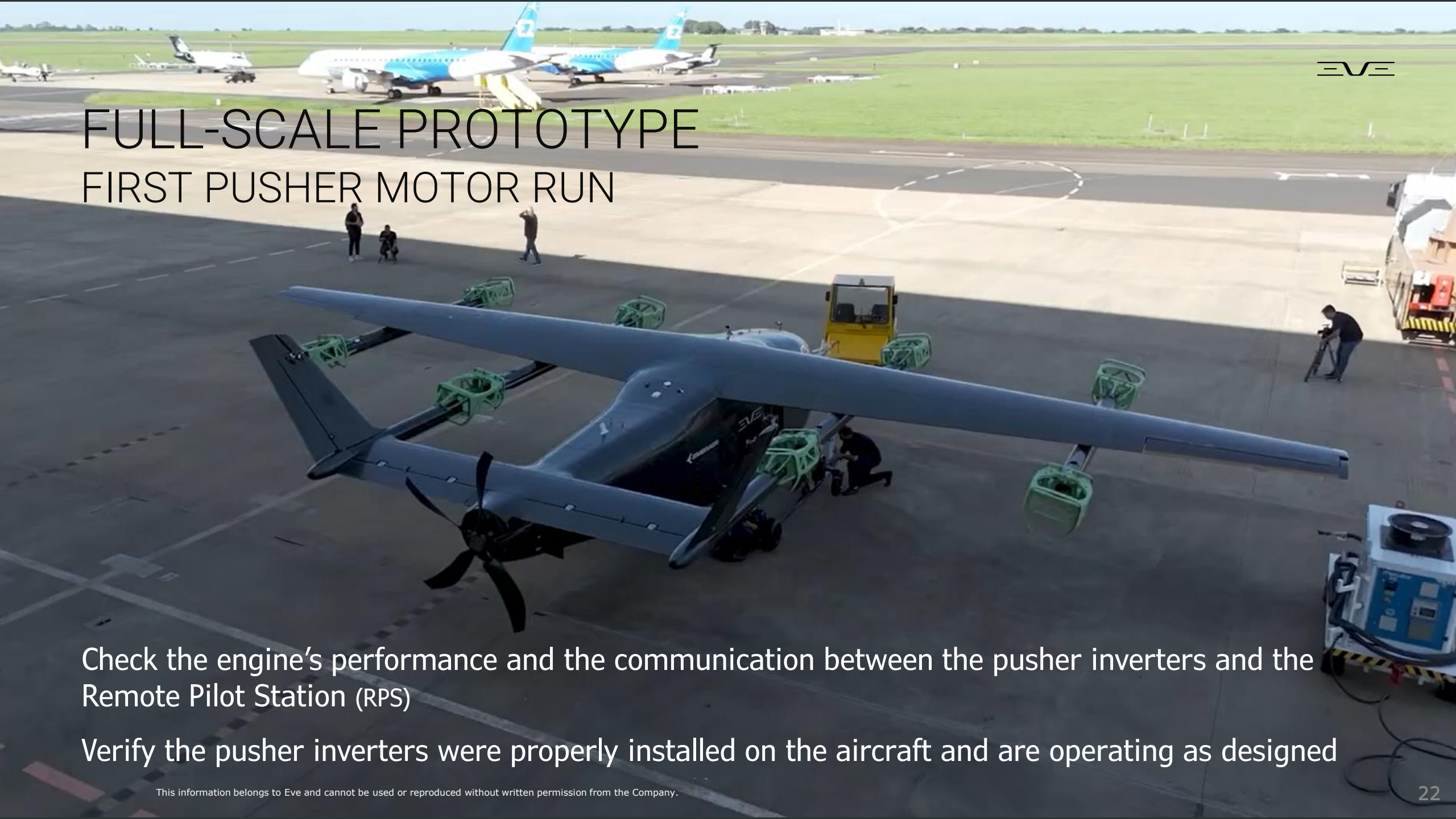
- Pusher motor turned on for thrust, vibration, sound, energy consumption (and other metrics)
- Lifter motors being produced and tested separately
- Wind-tunnel test with rotors on
- 1st flight expected by mid year 2025

REGULAR ENGAGEMENT WITH CERTIFICATION AUTHORITIES

- After certification basis, Eve hosted meetings with Brazil's ANAC to define certification plan
- FAA visit to Eve's office in Brazil starting to align FAA validation process
- Meeting with Japan Civil Aviation Bureau (JCAB) to discuss regulatory updates, Eve's aircraft development progress, and certification process

FULL-SCALE PROTOTYPE

FIRST PUSHER MOTOR RUN



Check the engine’s performance and the communication between the pusher inverters and the Remote Pilot Station (RPS)

Verify the pusher inverters were properly installed on the aircraft and are operating as designed

FULL-SCALE PROTOTYPE
FIRST PUSHER MOTOR RUN

UNPARALLELED INFRASTRUCTURE

GPX site in Brazil to host Eve's flight tests with state-of-the-art infrastructure

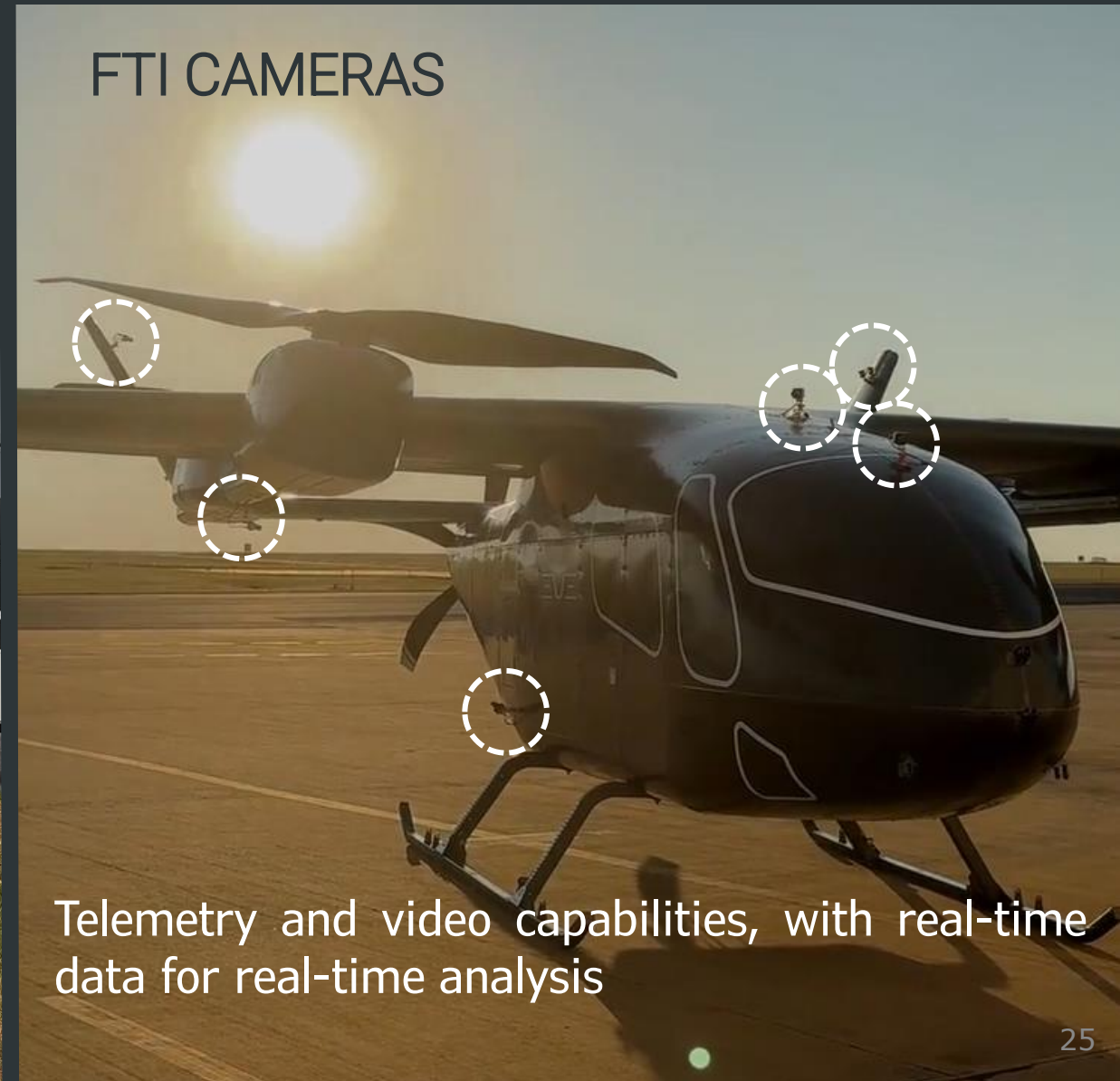
Simulate actual conditions to which rotors will be subjected in flight

FLIGHT TEST INSTRUMENTS (FTI) INTEGRATION

COMMAND & CONTROL TRUCK

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

FTI CAMERAS



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

eVTOL DEVELOPMENT PHASES

We are here

PRELIMINARY DESIGN
2022

INITIAL DESIGN
2023

JOINT DEFINITION
9M 2024

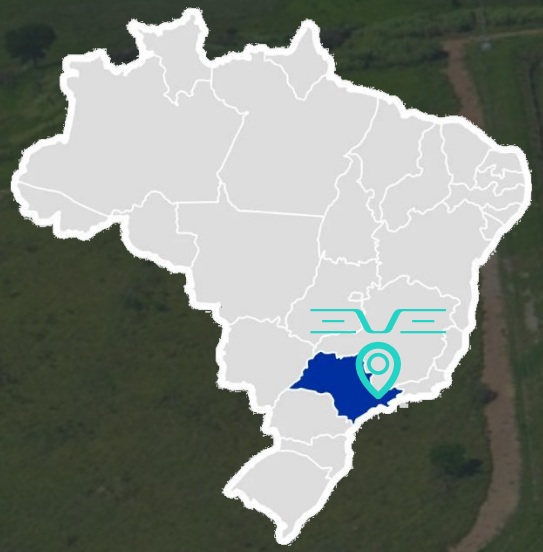
- DEFINITION OF INTERFACES
- DEFINITION OF MANUFACTURING SYSTEMS
- PRELIMINARY PROJECT REVIEW
- SUPPLIER ENGAGEMENT

DETAILED DESIGN
1H2025

VERIFICATION
2025/2026

TC | EIS
TYPE CERTIFICATION & ENTRY INTO SERVICE
2027

FIRST eVTOL PRODUCTION SITE SELECTED



TAUBATÉ - SÃO PAULO, BRAZIL

- Production facility situated within Embraer’s existing unit that will be expanded
- Strategic logistical location, proximity to Embraer’s headquarters in São José dos Campos and Eve’s engineering and business team

MODULAR MANUFACTURING STRATEGY

Capital-efficient strategy to deploy manufacturing resources

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

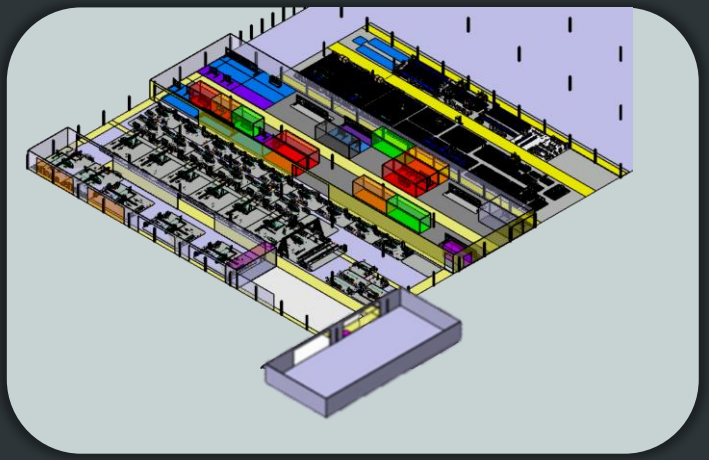
½ Module

120 units / year

1 Module

240 units / year

2 Modules



480 units / year

* Total planned manufacturing capacity of 480 units / year

eVTOL, SERVICES & VECTOR CUSTOMERS*

eVTOL

28 customers in
9 countries

~2.8K
Aircraft

~$14B
Pre-order Book Value
Based on current List Price

SERVICES & SUPPORT
(EVE TECHCARE)

14 customers in
8 countries

$1.6B
Potential Revenue

AIR TRAFFIC CONTROL
(VECTOR)

21 customers in
10 countries

*LOIs

EVE'S 2024 RECAP

2024

- **AIRX LoI 50 eVTOL, TECHCARE & VECTOR**
- **$96M CAPITAL RAISE**
- **START OF PROTOTYPE GROUND TESTS**
- **TECHCARE LAUNCH**
- **$50M CITIBANK LOAN**
- **FINAL eVTOL AIRWORTHINESS CRITERIA PUBLISHED**
- **HELIINC LoI 50 eVTOL, TECHCARE & VECTOR**
- **VECTOR LAUNCH**
- **100% SUPPLIERS SELECTED**
- **1ST PROTOTYPE ROLL OUT**
- **$90M BNDES CREDIT LINE**
- **EMBRAER/CAE AS TRAINING PROVIDER**
- **ATM SIMULATION IN BRAZIL**
- **$35M BNDES CREDIT LINE**

FINANCIAL PERFORMANCE

USD millions	4Q24	4Q23	FY24	FY23
INCOME STATEMENT				
Research & Development (R&D)	(33.7)	(33.6)	(129.8)	(105.6)
Selling, General & Administrative (SG&A)	(6.2)	(5.3)	(26.5)	(23.1)
Change in fair value of derivative liabilities	(5.4)	(0.6)	7.0	(10.4)
Interest Income / Other Non-Operating Expenses, net	3.7	2.0	11.7	14.9
Net Earnings / (Loss)	(40.7)	(39.3)	(138.2)	(127.7)
CASH FLOW				
Net Cash Used in Operating Activities	(38.7)	(24.5)	(136.0)	(94.5)
Net Additions to PP&E	(1.2)	0.0	(5.2)	(0.2)
Free Cash Flow*	(39.9)	(24.5)	(141.2)	(94.7)
Net Cash Provided by Financing Activities**	65.2	14.2	203.0	24.9
			2024	2023
BALANCE SHEET				
Other Assets			14.9	4.2
Total Payables			55.3	40.6
Cash, Cash Equivalents, Fin. Investments and Rel. Party Loan Receivable (Beg. of period)			241.1	310.6
Cash, Cash Equivalents, Fin. Investments and Rel. Party Loan Receivable (End of period)			303.4	241.1
Total Debt			132.0	25.8
Total liquidity including BNDES Standby Facility			428.6	316.3

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

~$770M RAISED SINCE 2022

IPO NYSE - 2022

EMBRAER · UNITED · acciona · BAE SYSTEMS · ROLLS ROYCE · SKYWEST INCORPORATED · bradesco · THALES · Republic Airways · falko · AZORRA

$ $400 million

DEBT - 2023

BNDES

R&D standby facility | 12-year maturity
3–4-year grace period | 5-6% interest rate
disbursement 2023-2025

$ $100 million

NEW EQUITY - 2024

EMBRAER · SPACE FLORIDA · Nidec AEROSPACE (A Nidec & Embraer Joint Venture)

+ FINANCIAL INVESTORS

$ $96 million

NEW DEBT - 2024

BNDES $125 million

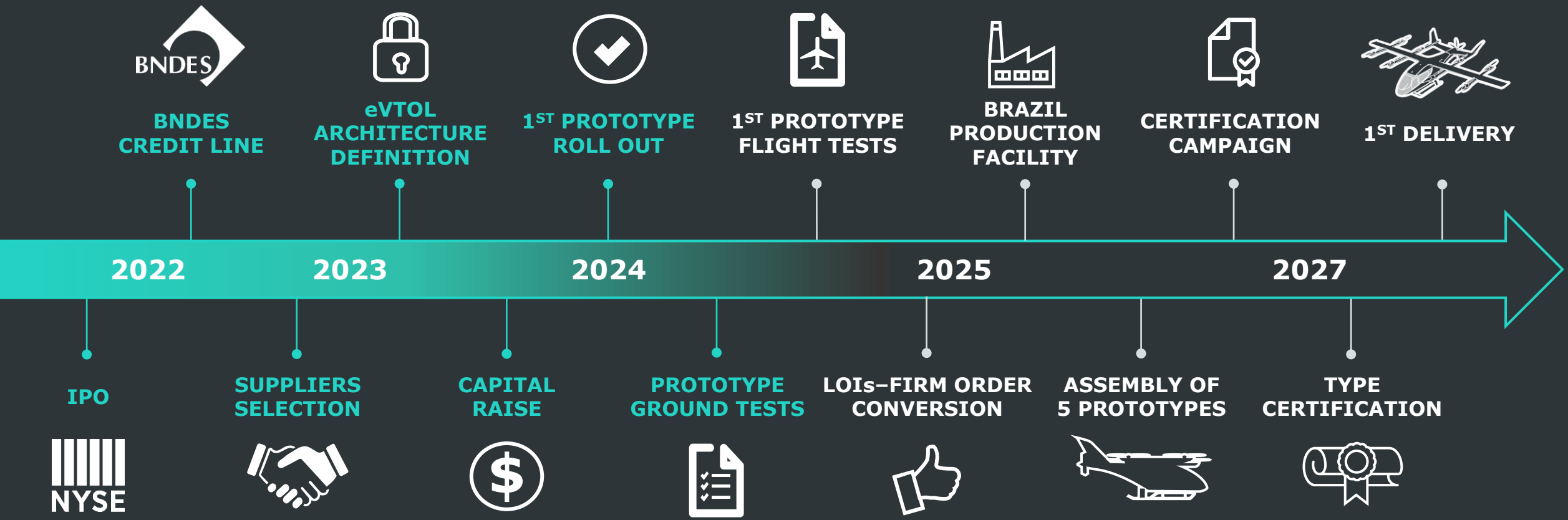
+

citi $50 million

$ $175 million

~$770 million in funding

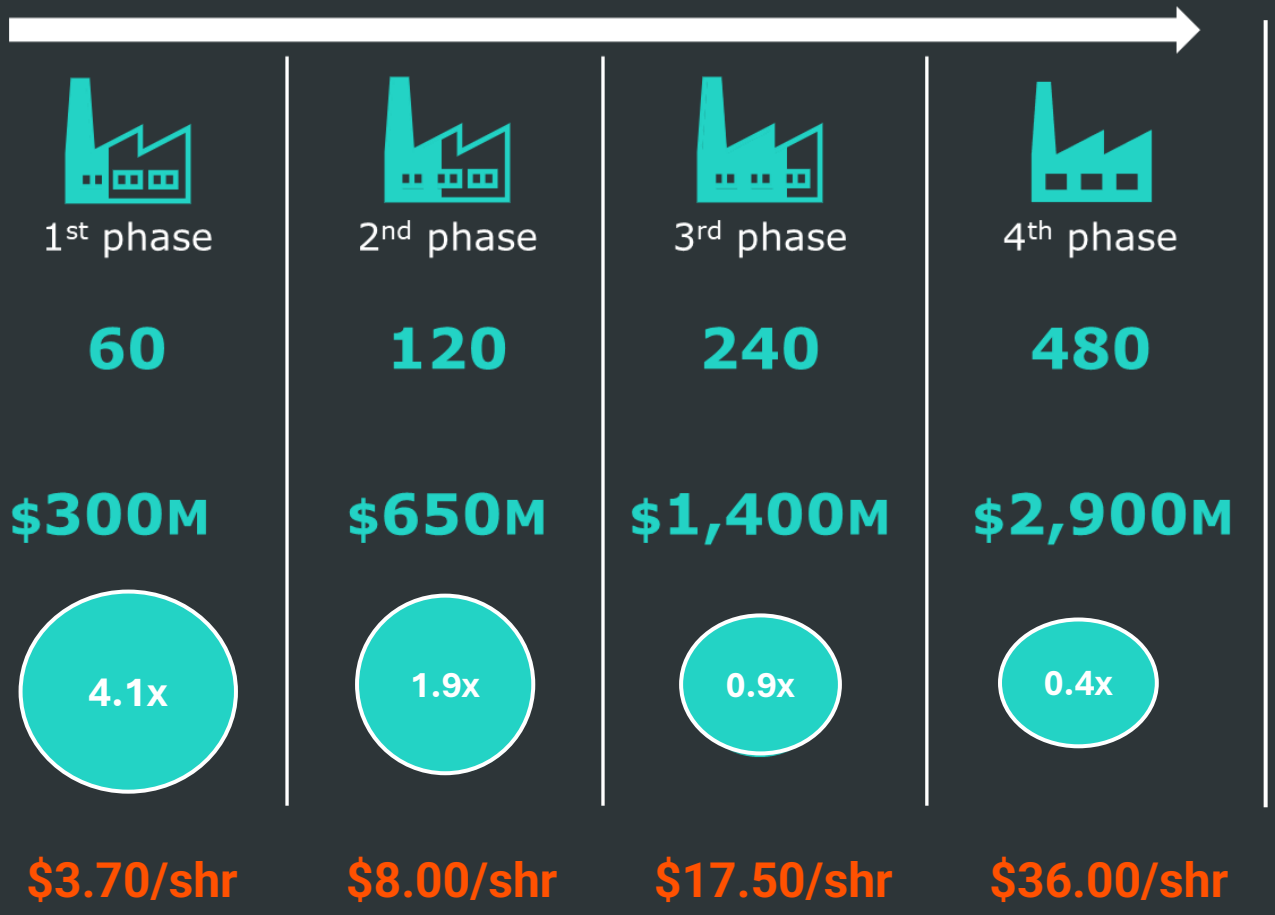
PATH TO REVENUE & PROFITABILITY



Timeline in graph not to scale

SIGNIFICANT LONG-TERM UPSIDE

Eve - Revenue Potential

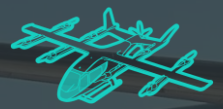


Peer Valuation

	P/Sales
Airbus	1.9x
Boeing	1.8x
Embraer	1.3x
Aviation average	**1.7x**
Tesla	9.6x
Rivian	2.8x
Lucid	9.4x
Polestar	1.1x
Electric Vehicles	**5.7x**
Average	**3.7x**

*Includes eVTOL and Customer Services
Market cap ~$1,232 million
Market prices as of February 24, 2025

2025 MILESTONES



FULL-SCALE PROTOTYPE FIRST FLIGHT AND START OF FLIGHT TESTS

ALIGNMENT OF DETAILED CERTIFICATION PLAN WITH ANAC (BRAZIL) AND FAA (US)

INITIAL PRODUCTION OF CERTIFICATION PROTOTYPE

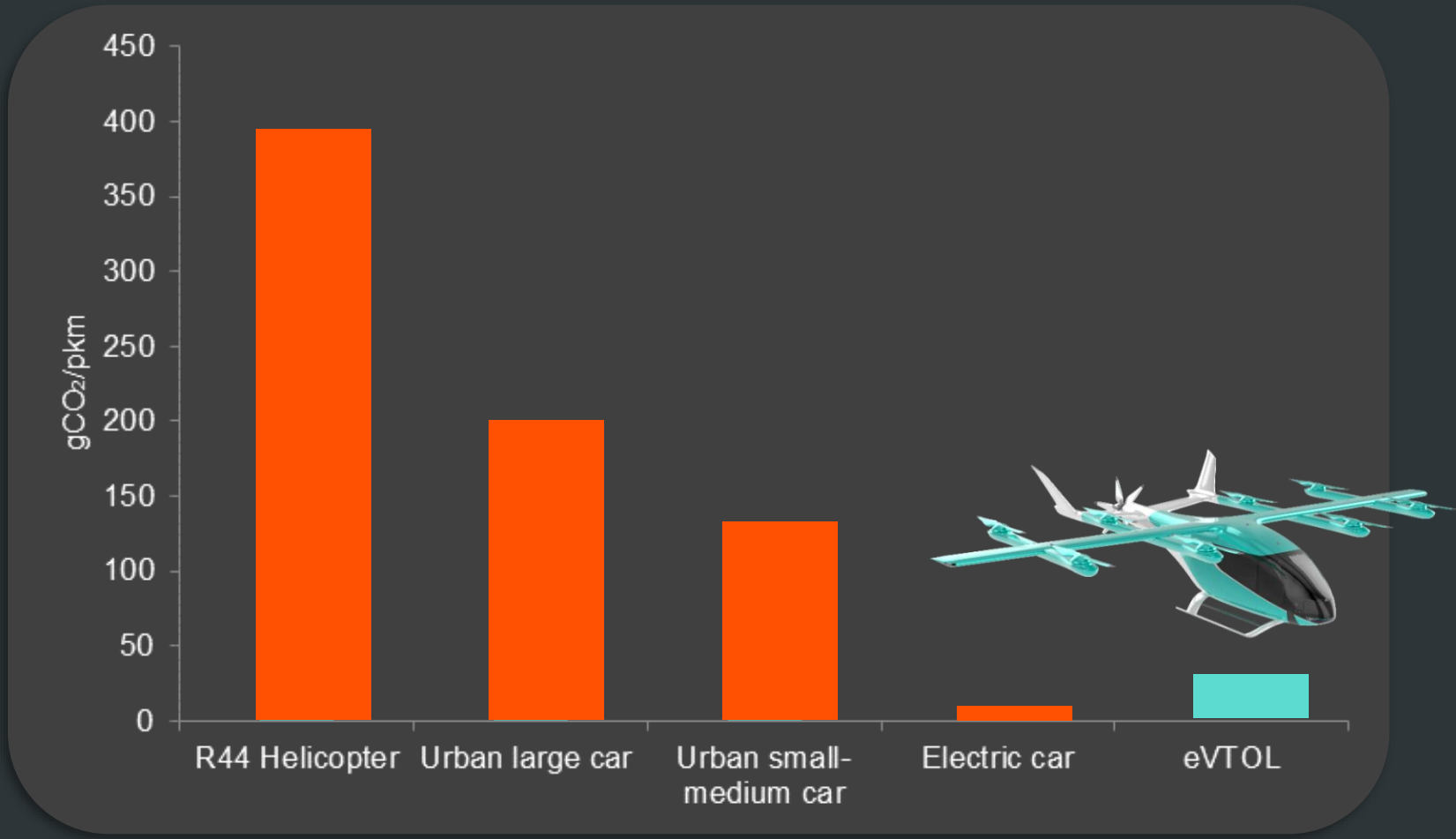
PREPARATION OF eVTOL MANUFACTURING AND TESTING FACILITIES

2025 TOTAL CASH CONSUMPTION BETWEEN $200 AND $250 MILLION*

*2025 cash consumption calculated with an average exchange rate of R$5,75/US$

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

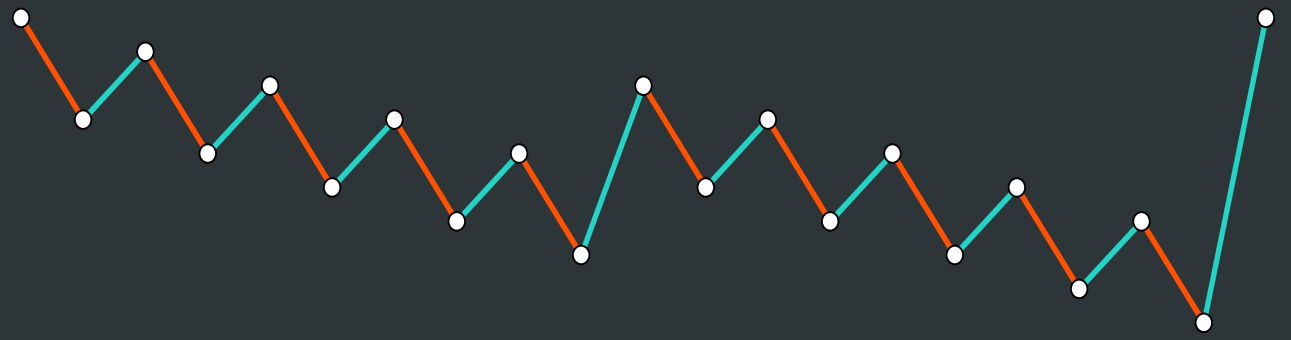
eVTOL wing-borne cruise <60 dB(A)[1]

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**



Energy discharge during flight operations
TAT energy charge

Start of day
Mission 1
Fast recharge
Mission 2
Fast recharge
Mission 3
Fast recharge
Mission 4
Fast recharge
Mission 5
Mid-day recharge
Mission 6
Fast recharge
Mission 7
Fast recharge
Mission 8
Fast recharge
Mission 9
Fast recharge
Mission 10
Slow night recharge

- 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

SUSTAINABILITY BEYOND CLIMATE CHANGE

EMBRAER | Decarbonizing Aviation Commitments

- Developing zero-carbon aviation products by 2050
- Carbon neutrality in operations by 2040
- 100% renewable electricity consumption in all operations by 2030
- Carbon neutral growth starting in 2022
- 50% diversity in hiring across all entry-level programs by 2025
- 20% of women in senior leadership positions by 2025

Eve's sustainability is consistent with Embraer's and draws on its extensive expertise in the aviation sector

EVE'S END OF LIFE BATTERY LIFECYLE

- Suppliers' transparency: environmental compliance, product composition, reverse logistics, appropriate destination procedures
- BAE Systems and Eve collaborating on end-of-life battery capabilities
- Eve to offer battery swap, second life options and end-of-life solutions, standardized charging stations

EVE INVESTOR RELATIONS

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UP AND FORWARD!

Forward Looking Statements

Certain statements contained in this release are forward-looking statements within the meaning of the 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.