

November 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

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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

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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

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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

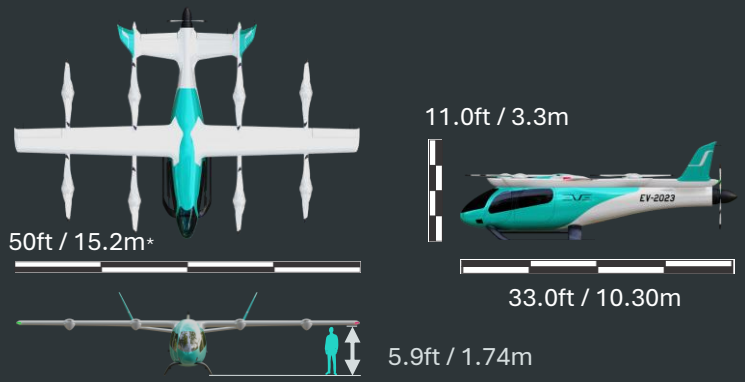
Substantial **reduction in noise** footprint compared to equivalent helicopters

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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.

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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

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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

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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



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ENGINEERING PROTOTYPE FLIGHT CAMPAIGN

ON-TRACK, RELIABLE AND HIGH-QUALITY

73
TOTAL FLIGHTS

3h 06min
TOTAL FLIGHT TIME

170
POINTS VALIDATED

91% OF FLIGHT CAMPAIGN



PARTIAL TRANSITION PHASE → FULL TRANSITION BY YEAR END

HOVER PHASE

Flights up to 45 knots

Dec-25 Jan-26 Feb-26 Mar-26 Apr-26 May-26 Jun-26 Jul-26 Aug-26 Sep-26

0 20 40 60 80 100 120 140 160 180 200

Total flights — Validated points — Denotes two flights / day

As of November 5, 2026, timeline not to scale

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PROTOTYPE EXPANDING FLIGHT ENVELOP TESTS



TEST POINTS 30

10 knots
HOVER FLIGHT
EARLY '26

140

18 knots
PUSHER
ENGAGED
JULY '26

150

30 knots
PARTIAL
TRANSITON
AUGUST '26

170

45 knots
PARTIAL
TRANSITION
OCTOBER '26

~80 knots
TRANSITION SPEED

185

UP TO
100 knots
FULL TRANSITION
BEFORE YEAR END 2026

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PROTOTYPE INITIATES TRANSITION FLIGHT TESTING







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WATCH THE VÍDEO HERE

PROTOTYPE FLIGHT CAMPAIGN



Initial Transition Flight

170+ Flight-test Points Executed

Autoland Demonstration

FLY-BY-WIRE

Fly-By-Wire Modes Testing

73 Flights / 3h06min Accumulated F**light Time**

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

Aircraft Reached 45 Knots Of Airspeed

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GROUND TESTS FOR EVTOL TRANSITION PHASE



Ground tests (May-July) for transition flights concluded

Upload of Software updates

Vibration & Dynamic Transmissibility Tests for structural integrity and loads

Pusher, flight-control actuators, avionics, intersystem and power tests

Structural coupling with all electric motors on

Final tests cleared transition flights

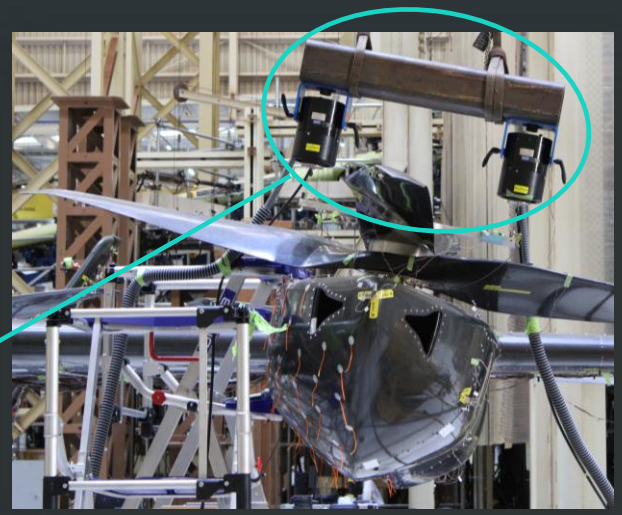
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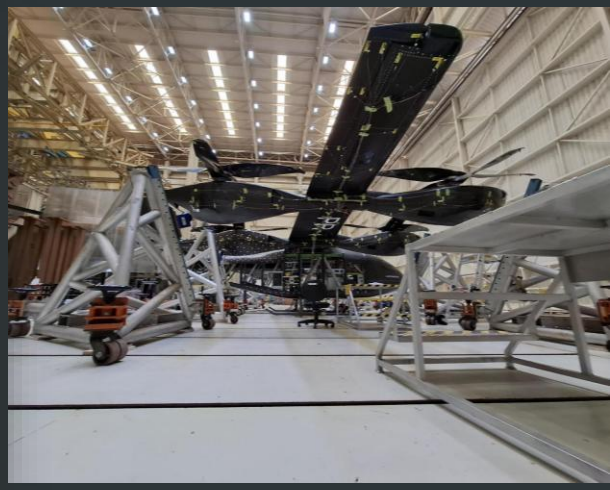
GROUND TESTS FOR EVTOL TRANSITION PHASE

DYNAMIC TRANSMISSIBILITY TESTS

Shaker device coupled to one lifter to provide excitation across the aircraft structure for oscillatory load measurements











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EVE 100 - RIG TESTS

Testing ecosystem accumulated ~15.000 hours

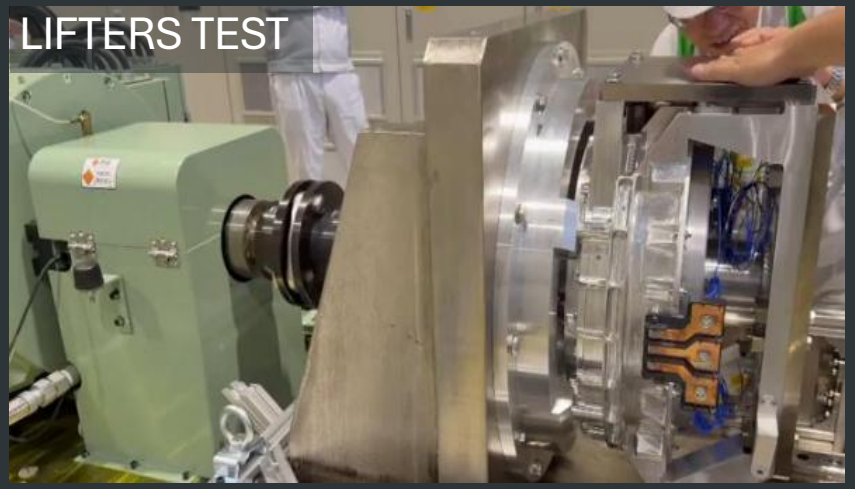






Comprehensive Testing Ecosystem

- Iron Bird 1 + 2
- Avionics
- Electrical systems
- Flight control
- Battery lab, including Thermal Management Systems
- Truck-Mounted lift-propeller





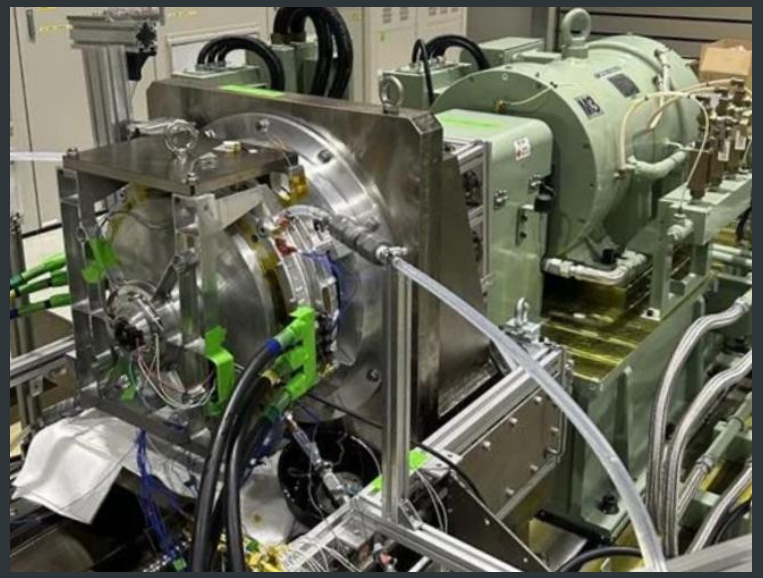
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EVE 100 - MOTOR AND BATTERY PROGRESS

LIFTER MOTOR

Nidec AEROSPACE
A Nidec & Embraer Joint Venture

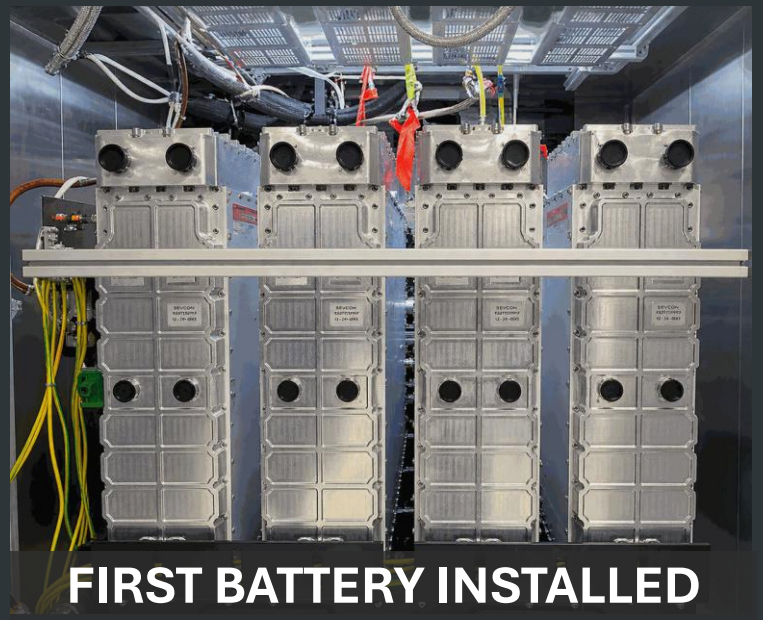
Final Lifter running at Nidec Japan
Multiple tests successfully completed
Lifters on track for 2027 conforming vehicle



BATTERY TESTING

BAE SYSTEMS

Thermal runaway tests showed positive results
Work continues toward configuration freeze



RIG INTEGRATION

Lab complete and first battery installed
Scope covers high-voltage operation, communication, self-protection and bench-guard validation

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EVE 100 - FUSELAGE MANUFACTURING PROGRESS

RALLC usinagem & composto



Nose produced for first piece qualification



Final mold of fuselage aft roof



Countermold of fuselage RH side

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EVE 100 - AIRFRAME MANUFACTURING PROGRESS



WING

Wing box and wingtip skins ready



PYLON

Tooling structure manufactured

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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

4Q2026

FINAL ASSESSMENT

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

2027

CONFORMING PROTOTYPES



2028

TYPE CERTIFICATION

Suppliers' Final Design Review of Conforming Prototype

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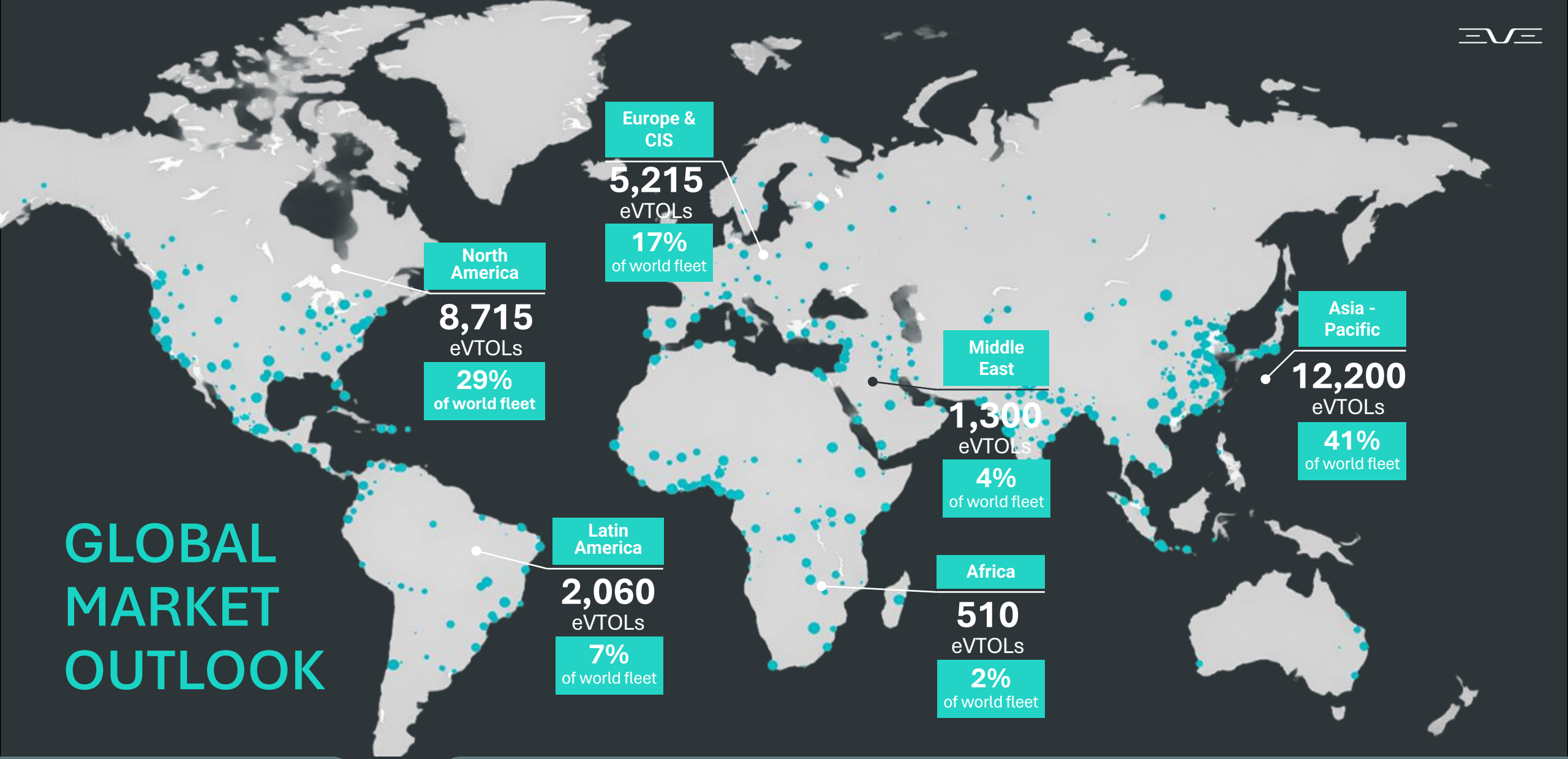
FULL SCALE MOCK-UP







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GLOBAL MARKET OUTLOOK

800 cities with **30,000** eVTOLs in operation by **2045**

Source: Eve Global Market Outlook - 2025

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EVE BACKLOG



~2.5K Pre-ordered eVTOLs (Firm + LOIs)

112 Under Binding Agreement

~1.1K eVTOLs with service contracts

~$12.6B Pre-order Book Value*

~$560M Under Binding Agreement*

~$1.5B TechCare contracts

* Based in list price

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~$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

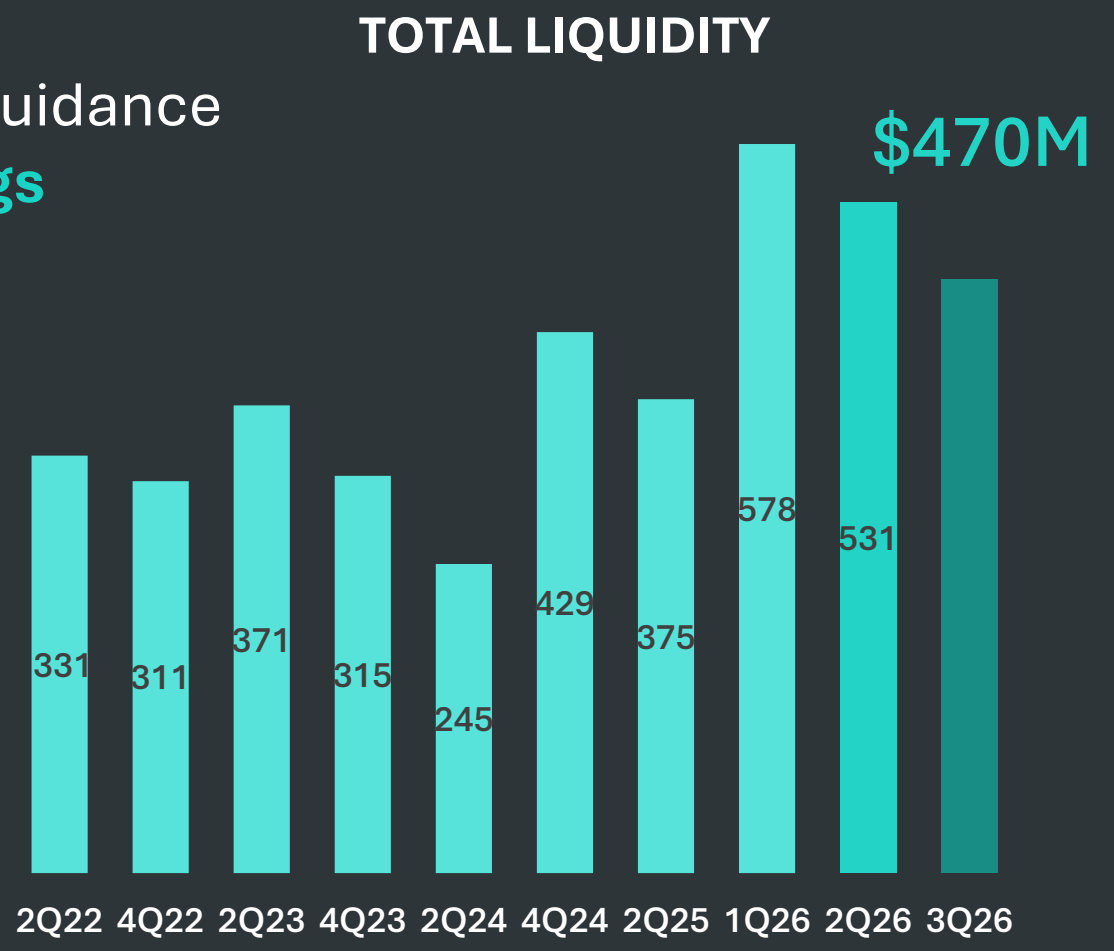
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CASH & LIQUIDITY

- 9M26 cash consumption of **$173 million**
- 2026 cash burn leaning towards low-end of guidance due to **Embraer synergies** & **Eve cost savings**
- Total liquidity of **$470 million** in 3Q26
- Eve funded through **2028**

2026 Expected Cash Consumption

~$225 to 275 million



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PR-EVE
EXPERIMENTAL

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