



EQUITY STORY MAY/25



EMBRAER



SAFETY FIRST, QUALITY ALWAYS!



OUR TEAM

- **Antonio Garcia, CFO**
- **Gui Paiva, EAH CFO, Head IR and M&A**
- **Patrícia Mc Knight, IR manager**
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IR Alerts



1Q25 Backlog
& Deliveries



1Q25 Earnings
Release



EMBRAER AT-A-GLANCE



World Leading Manufacturer

of jets up to 150-seats

1,900+ Executive Jets

delivered in more than 70 countries

170+ Airlines Customers

in more than 90 countries

60+ Armed Forces

as clients in Defense & Security

20,000+ Employees

across the globe

Ratings

STANDARD & POOR'S
BBB-

Fitch Ratings
BBB-

MOODY'S
Baa3



Source: Company | Note: (1) 1Q25 LTM – does not include BU Others;
(2) 1Q25 LTM – does not include BU Others and Non-Segmented; (3) 1Q25

Embraer's Business Segments



Executive
Aviation



Defense &
Security



Commercial
Aviation

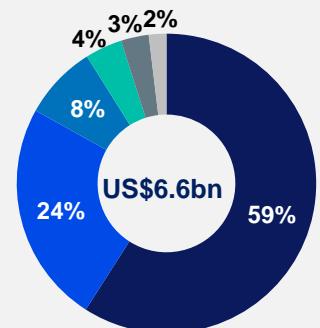


Services &
Support



EVE

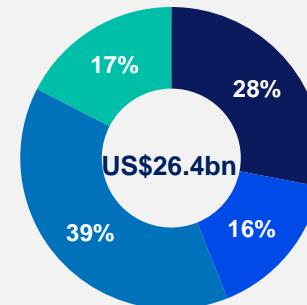
Revenue by Region¹



EBIT by Segment²



Firm Backlog by Segment³



■ North America
■ Europe
■ Brazil
■ Asia Pacific
■ Latin America
■ Others



■ Executive
■ D&S
■ Commercial
■ S&S



FROM HARVEST SEASON TO SUSTAINABLE GROWTH

Financial turnaround
completed & enterprise
efficiency

+

Modern and competitive
portfolio of products

=

Revenue and profitability
growth



WORLD-CLASS ENGINEERING



Best in class products developed in the last decade



E-Jets



Phenom 300E



E-Jets E2



KC-390
Millennium

2005

2017

2018

2019

2019

2023

2027



eVTOL



Phenom 100EX

Praetor Jets



Next
generation
UAM

MANAGEMENT BY VALUE STREAMS



IPANEMA



~65%
REDUCTION IN
LEAD TIME

Baseline: 2021

PRAETOR



~40%
REDUCTION IN
LEAD TIME

Baseline: 2019

KC-390



~35%
REDUCTION IN
LEAD TIME

Baseline: 2019

E1



~25%
REDUCTION IN
LEAD TIME

Baseline: 2020

PHENOM



~20%
REDUCTION IN
LEAD TIME

Baseline: 2020

E2



~10%
REDUCTION IN
LEAD TIME

Baseline: 2020

* The gains indicated are based on the evolution in 2024 compared to the baseline of each program.

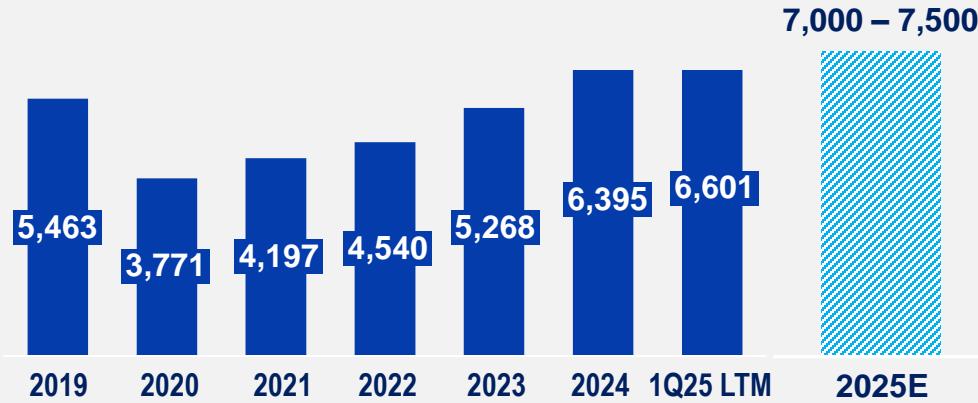
** KC390 result based on the last exported aircraft in June 2024 and E2 didn't have AFA in 2025.

TURNAROUND COMPLETED



US\$m

Net Revenue



Adjusted EBITDA*



Adjusted EBIT*



Adjusted Free Cash Flow



Note: Revenue, adjusted EBITDA, adjusted EBIT and FCF do not consider EVE

*Adj. EBITDA & EBIT (margin) ex BA and extraordinary items for 2024 US\$704m (+11.0%) and US\$490m (+7.6%) and 2025 US\$776m (+11.6%) and US\$545m (+8.3%), respectively.

INVESTMENT ON SUSTAINABLE GROWTH



3 main projects



Executive Aviation (2024-27)

US\$m

90

- Increase in production capacity by 2027;
- Gavião Peixoto SP, Brazil & Melbourne FL, USA;
- In-line with backlog growth.

Capex

Services – OGMA (2021-26)

US\$m

90

- Brand new P&W engines induction line;
- Operation started in April 2024;
- Full ramp (US\$500m revenues) in 2028.

Capex

Services – MRO (2025-26)

US\$m

70

- Fort Worth TX, USA;
- +50% increase in North America Commercial Aviation clients in 2027.

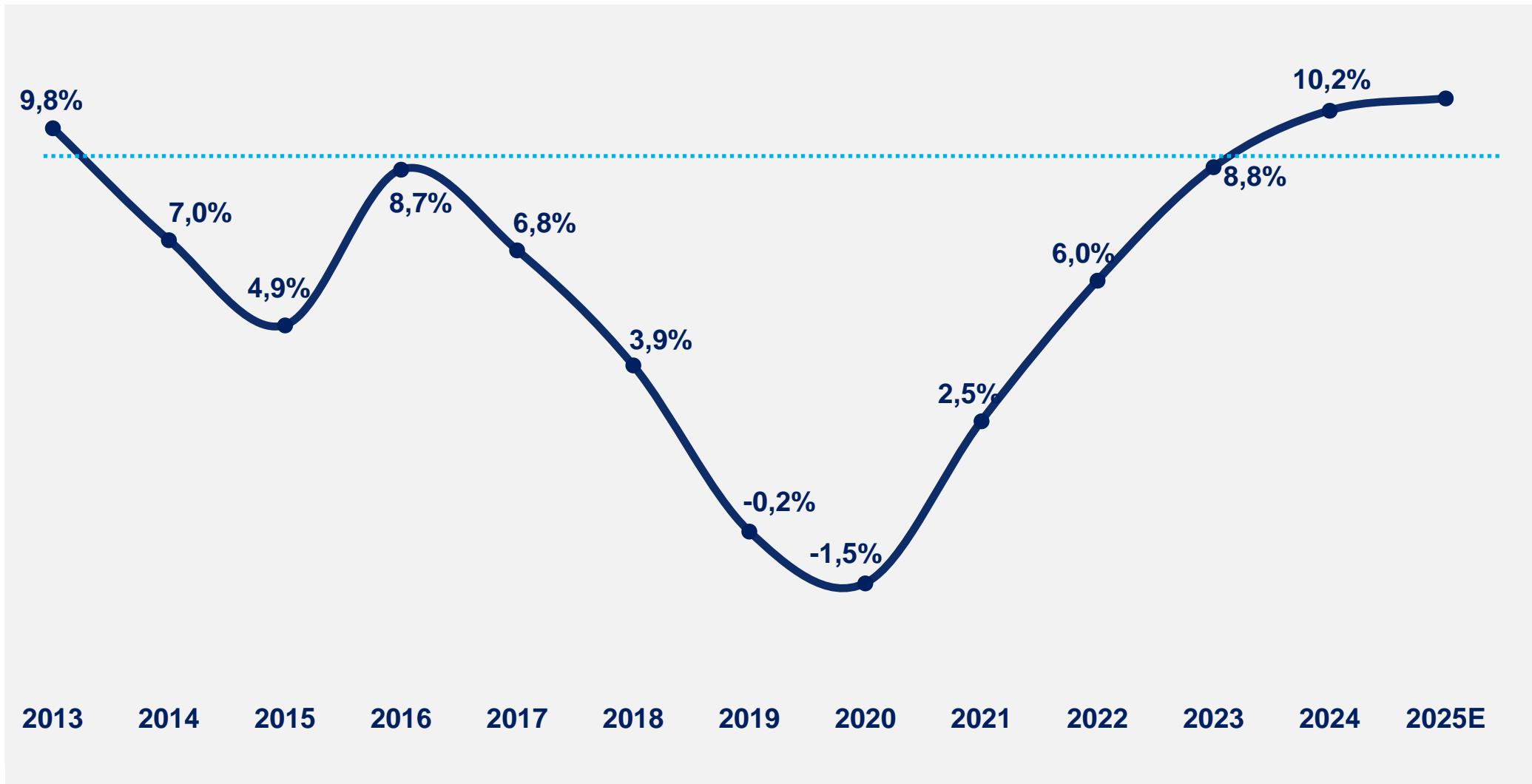
Capex

RETURN ON INVESTED CAPITAL

ROIC above WACC supported by improved operational and financial metrics



*Embraer avg.
cost of capital*

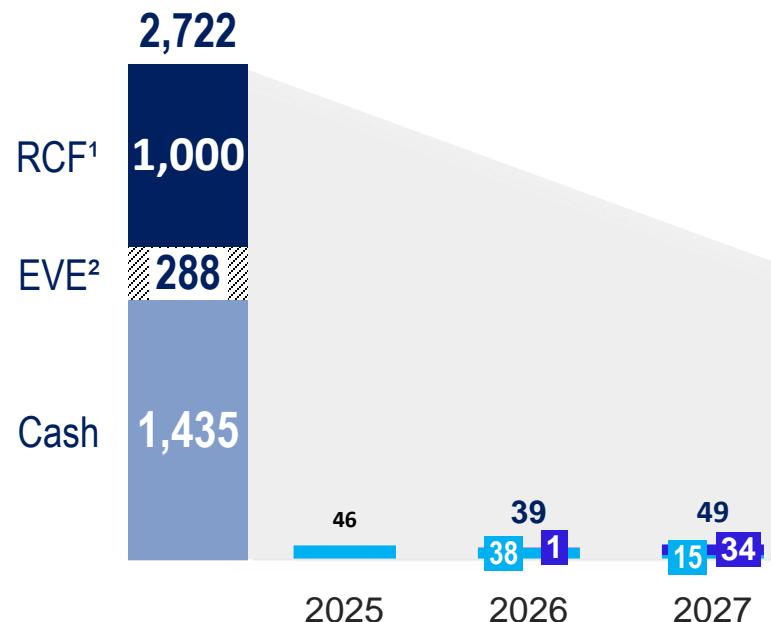




LIQUIDITY

Strong liquidity and long-term maturities

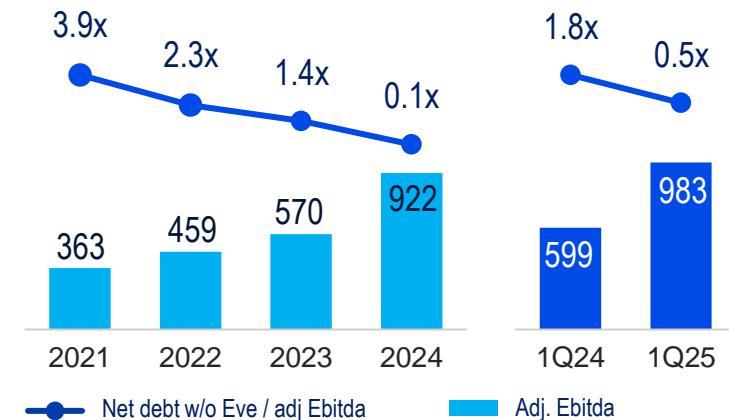
MATURITIES US\$ million



¹Revolving Credit Facility; ²Eve's Cash = Cash and cash equivalents plus financial investments | ³Maturities = Do not consider accrued interest and deferred costs | *All numbers from Eve are IFRS.

DELEVERAGING

US\$ million





EXECUTIVE AVIATION



EXECUTIVE AVIATION | PRODUCT PORTFOLIO



Phenom 100EX

Entry

Up to 7 passengers

Range 2,182 km / 1,178 nm

MIA – JFK; LHR – FCO;

PEK – HND; GRU – EZE



Phenom 300E

Light

Up to 10 passengers

Range 3,722 km / 2,010 nm

JFK – JAC; LHR – TLV;

PER – BNE; DBX – DEL



Praetor 500

Midsize

7 to 9 passengers

Range 6,186 km / 3,340 nm

JFK – SFO; JFK – BOG

DEL – HND; DBX – NCE



Praetor 600

Super midsize

8 to 12 passengers

Range 7,441 km / 4,018 nm

CDG – JFK; SIN – DBX;

SCL – MIA; GRU – CPT

1,900+

Jets delivered

70+

Countries

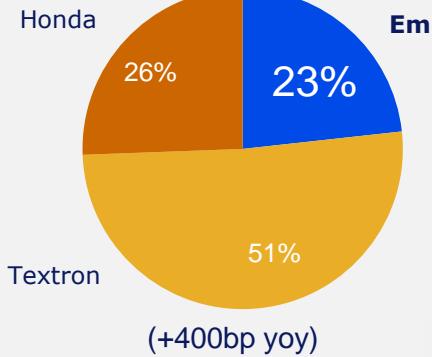
us\$7.6 bn

Backlog

PENETRATING PRODUCT SEGMENTS

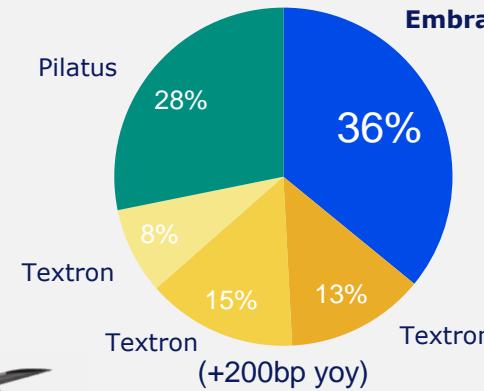


PHENOM® 100EV/EX



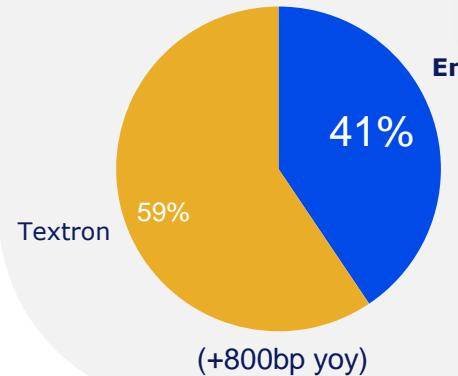
- Phenom 100 (10 units)
- Citation M2 (22 units)
- HondaJet (11 units)

PHENOM® 300E



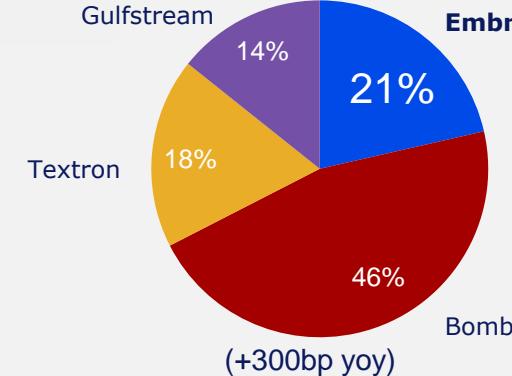
- Phenom 300 (65 units)
- Citation CJ3+ (24 units)
- Citation CJ4 Gen2 (26 units)
- Citation XLS Gen2 (15 units)
- PC-24 (51 units)

PRAETOR 500



- Praetor 500 (28 units)
- Citation Latitude (41 units)

PRAETOR 600

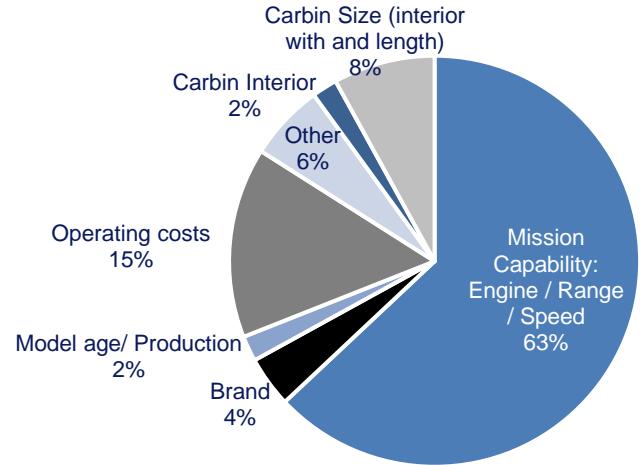


- Praetor 600 (27 units)
- Challenger 3500 (58 units)
- Citation Longitude (23 units)
- G280 (18 units)

SOLID PRODUCT POSITIONING



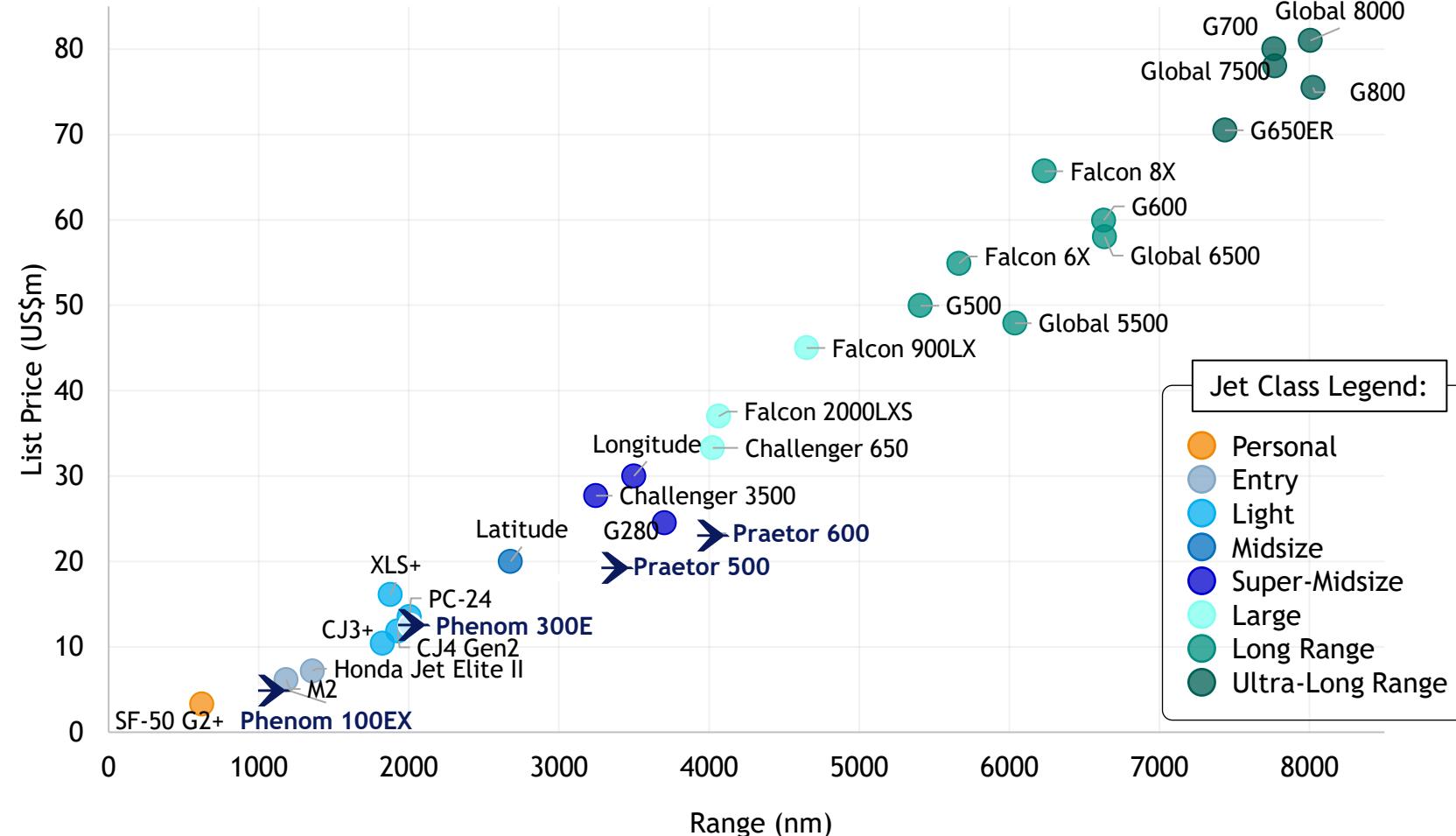
Most Important Features for Buyers



Embraer Value Proposition

- Unmatched performance
- Disruptive technology
- Superior comfort
- Top-ranked support

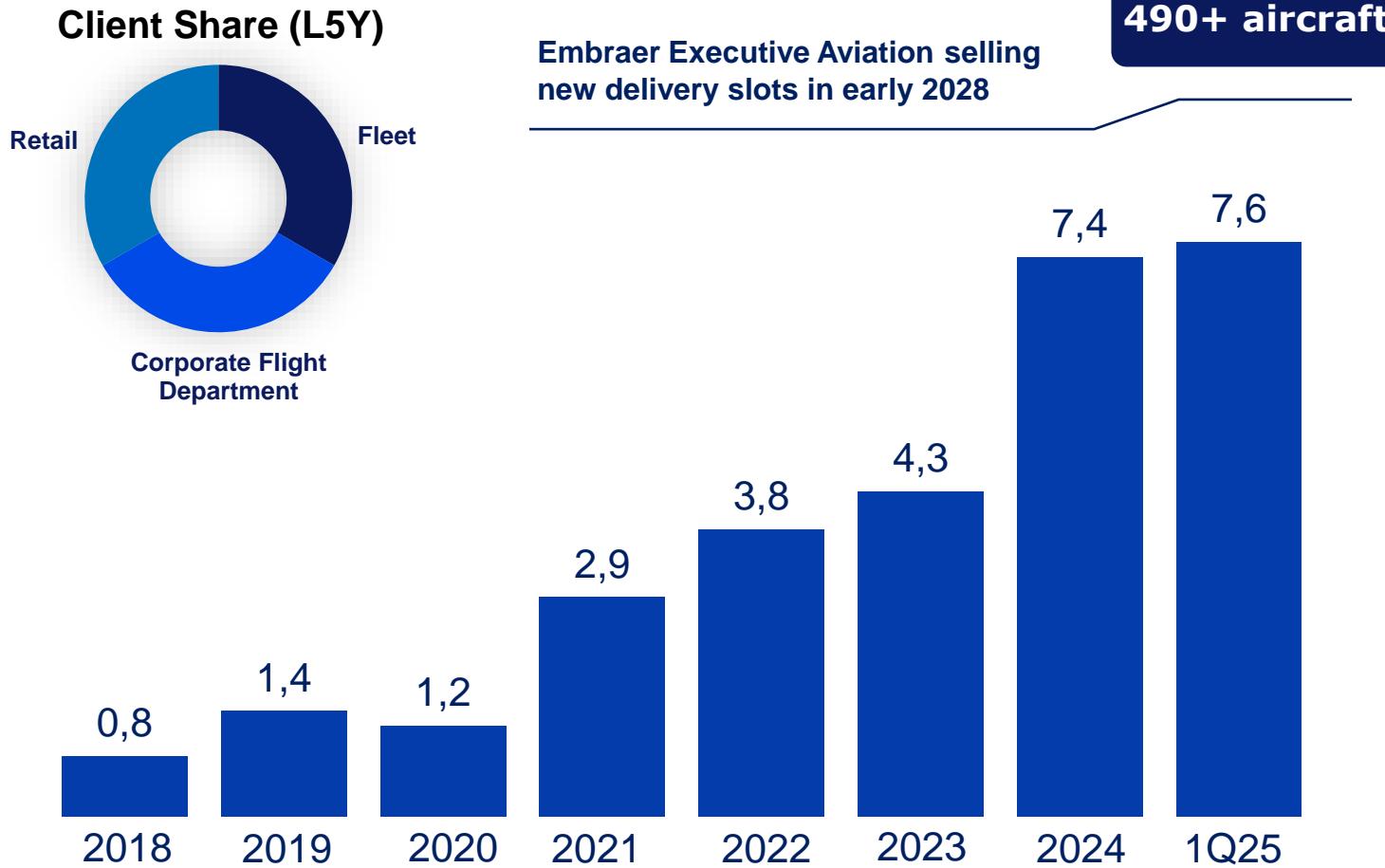
Range v. List Price



STRONG CUSTOMER BACKLOG



Executive Aviation Order Backlog (US\$bn)



Customer demand is strong for Embraer aircraft (130 units delivered in 2024; +13% yoy)

Best-selling products, combined with sustained global demand and ageing fleet are driving new sales for Embraer

Seizing market momentum, NetJets continues to firm orders out of a total of 250

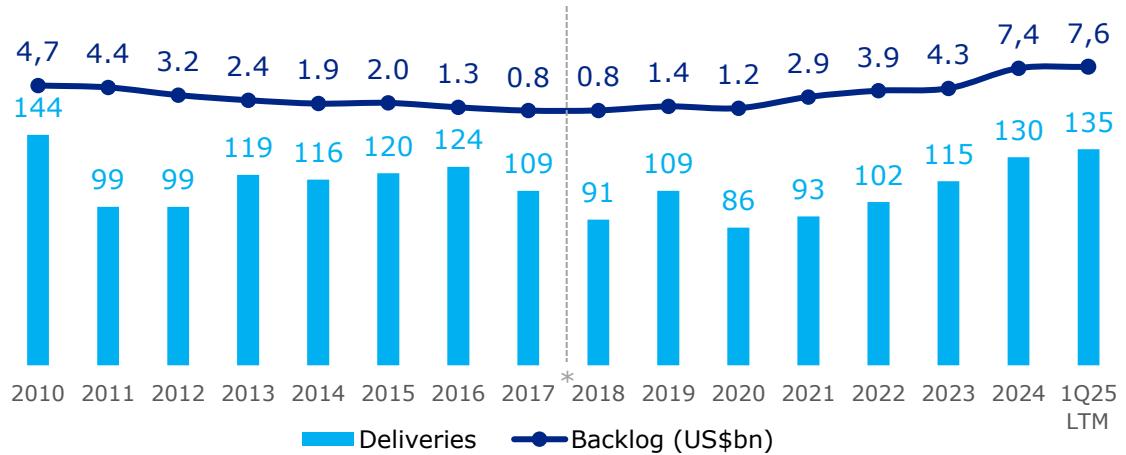
Marquee deal with Flexjet for 182 aircraft and 30 options to be delivered during 2026-2030

De-risked production profile until the end of the decade

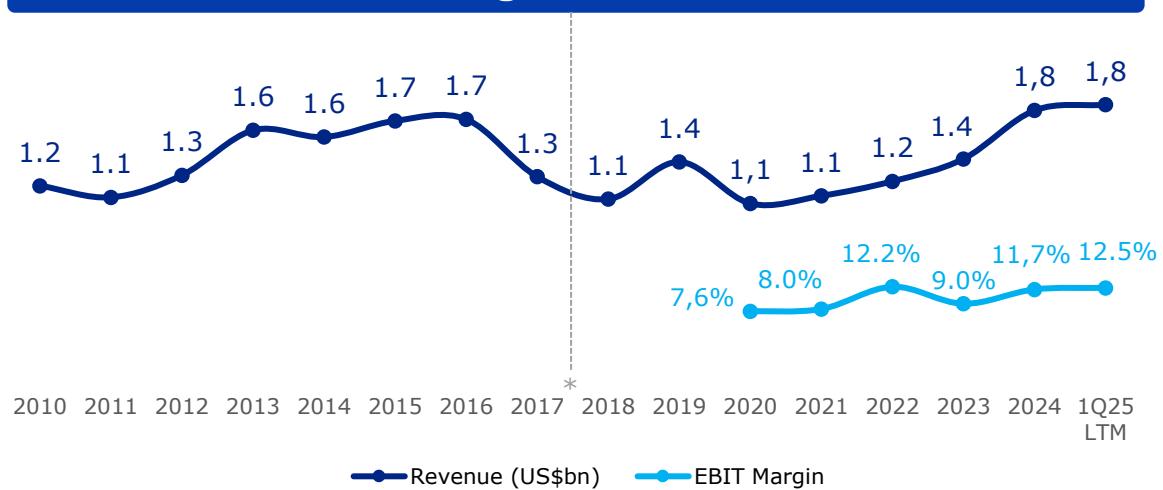
EXECUTIVE BACKLOG



Backlog and Deliveries

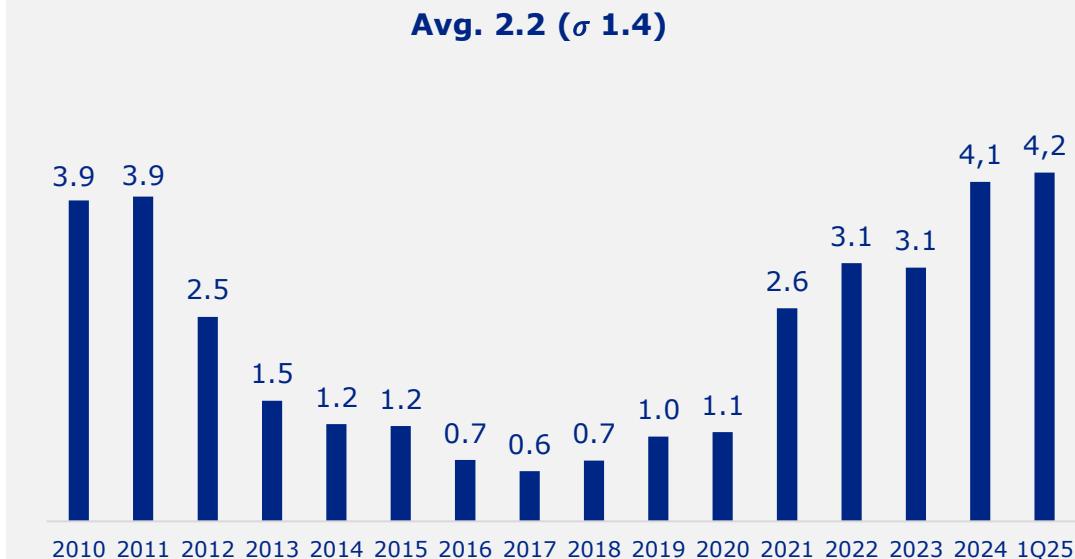


Revenue and EBIT Margin



Note: * In 2018 Services & Support reported as a separated business unit.

Backlog / Revenue Ratio



DEFENSE &
SECURITY



KC-390 MILLENNIUM

TRUE MULTI-MISSION PLATFORM

AERIAL
RESUPPLY



AERIAL
ASSAULT



SPECIAL
OPERATIONS



AERIAL
FIREFIGHTING



MEDICAL
EVACUATION



HUMANITARIAN
AID



SEARCH AND
RESCUE



AIR-TO-AIR
REFUELING



17,000+

FLIGHT HOURS THROUGH APRIL 2025

93.6%

FLEET MISSION CAPABLE RATE⁽¹⁾

99.3%

FLEET COMPLETION RATE⁽²⁾

10
AIRCRAFT
IN SERVICE

7
Brazil
1ST DELIVERY IN 2019

2
Portugal
1ST DELIVERY IN 2023
NATO CONFIGURATION

1
Hungary
1ST DELIVERY IN 2024
NATO CONFIGURATION

(1) Considers only unscheduled maintenance

18

(2) Considers rate of successful missions

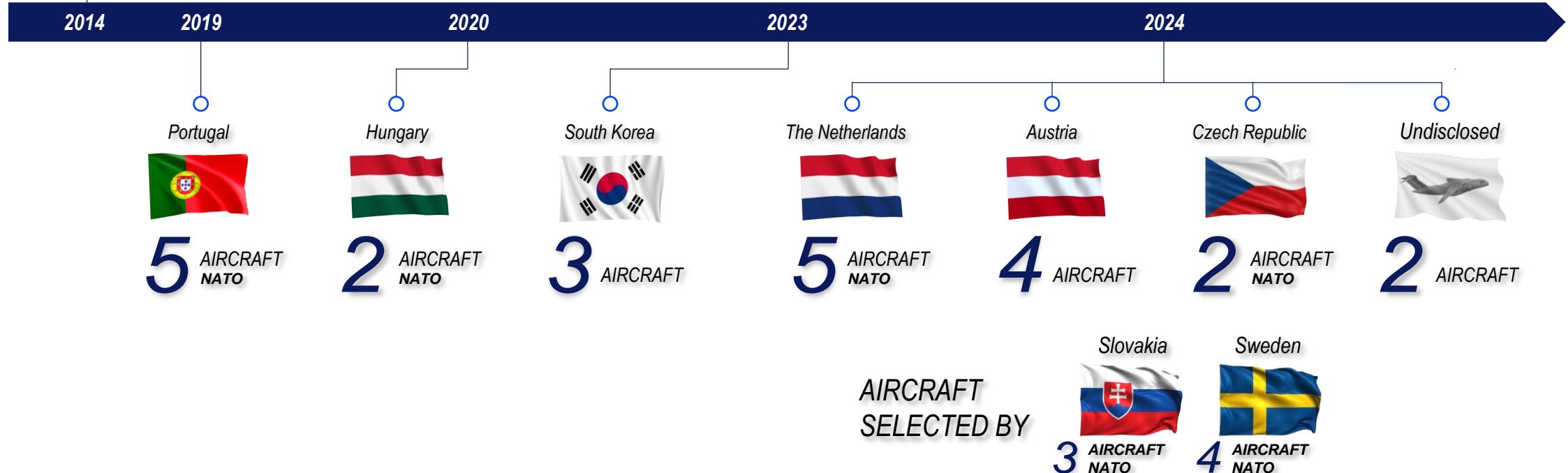
KC-390 MILLENNIUM | MARKET MOMENTUM

RIGHT PRODUCT, RIGHT TIMING



19 AIRCRAFT
LAUNCH CUSTOMER

KC-390 FIRM SALES CONTRACTS



KC-390 MILLENNIUM | ADDRESSABLE MARKET

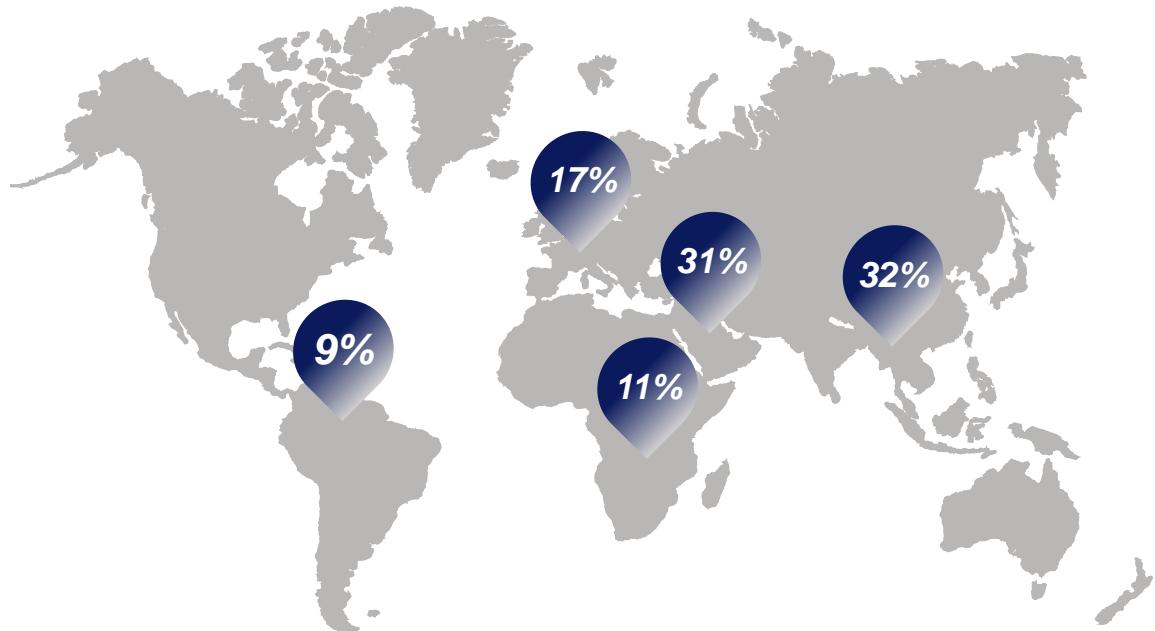
RIGHT PRODUCT, RIGHT TIMING

ADDRESSABLE
MARKET

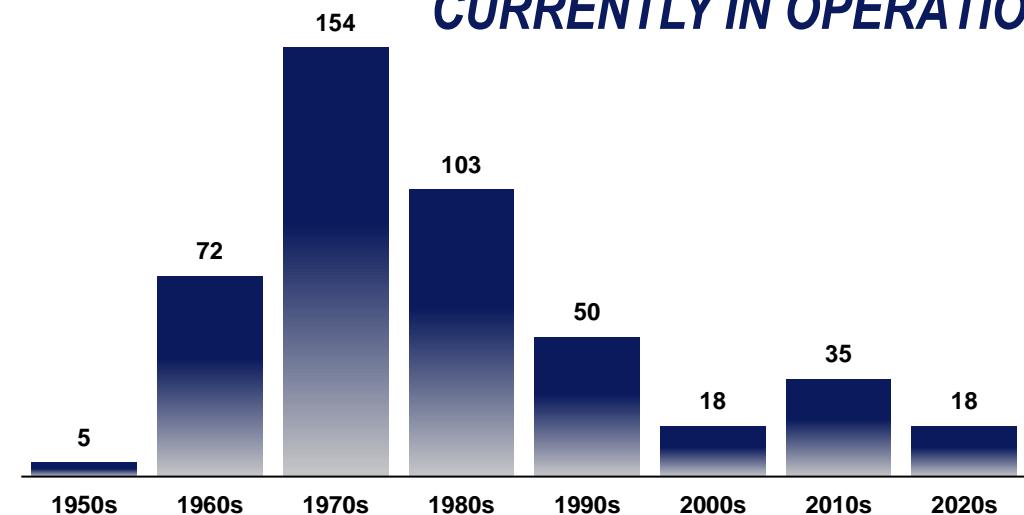
20 years

~460 AIRCRAFT

~60 US\$ Bn



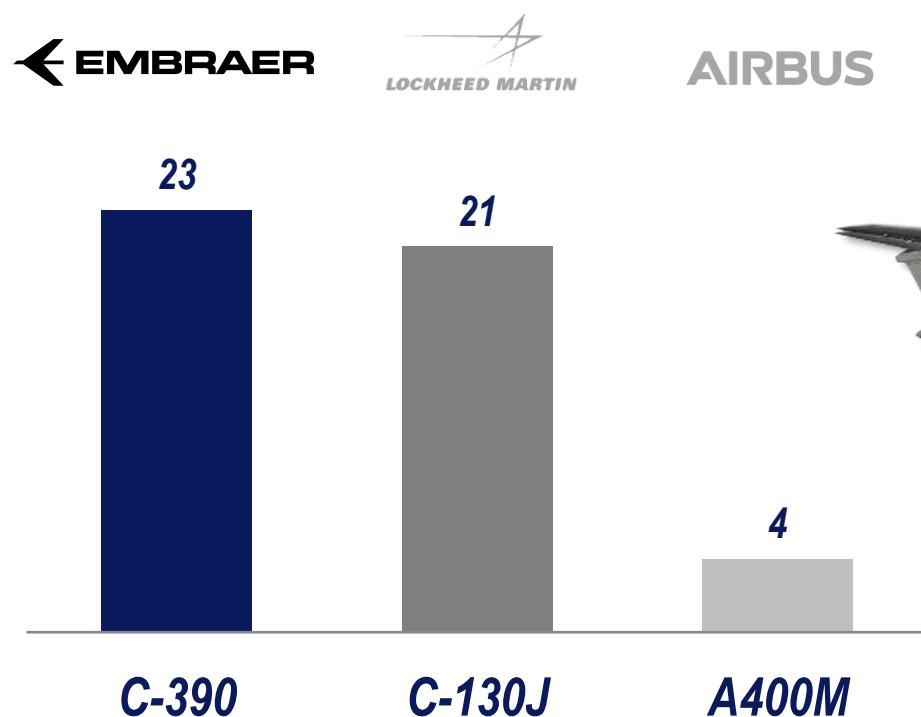
*DELIVERY YEAR OF 455
TACTICAL AIRLIFTERS
CURRENTLY IN OPERATION*



~230 AIRCRAFT
OVER 45 YEARS OLD
DUE TO RETIRE

KC-390 MILLENNIUM | SALES SINCE 2019

INTERNATIONAL SALES

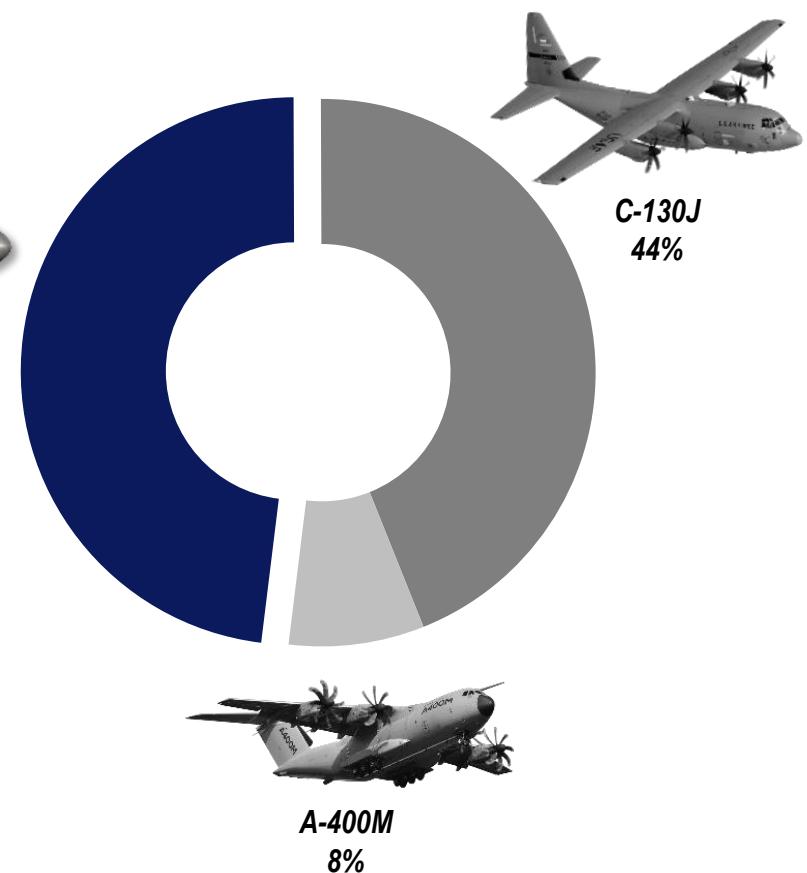


AIRBUS



KC-390
48%

NEW MARKET LEADER



KC-390 MILLENNIUM | COMPETITION OVERVIEW



A-29 SUPER TUCANO

WORLDWIDE PRESENCE

20
AIR FORCES

290+
AIRCRAFT ORDERED

+580,000
FLIGHT HOURS

+60,000
COMBAT HOURS



A-29 SUPER TUCANO | STANDING LEADERSHIP

STANDING LEADERSHIP IN ITS SEGMENT



34

NEW ORDERS IN LESS THAN
12 MONTHS

TWO DECADES LEADING THE
LIGHT ATTACK AIRCRAFT
MARKET SEGMENT



Doesn't include: USA, Russia, China, Ukraine, North Korea, Cuba and Japan.

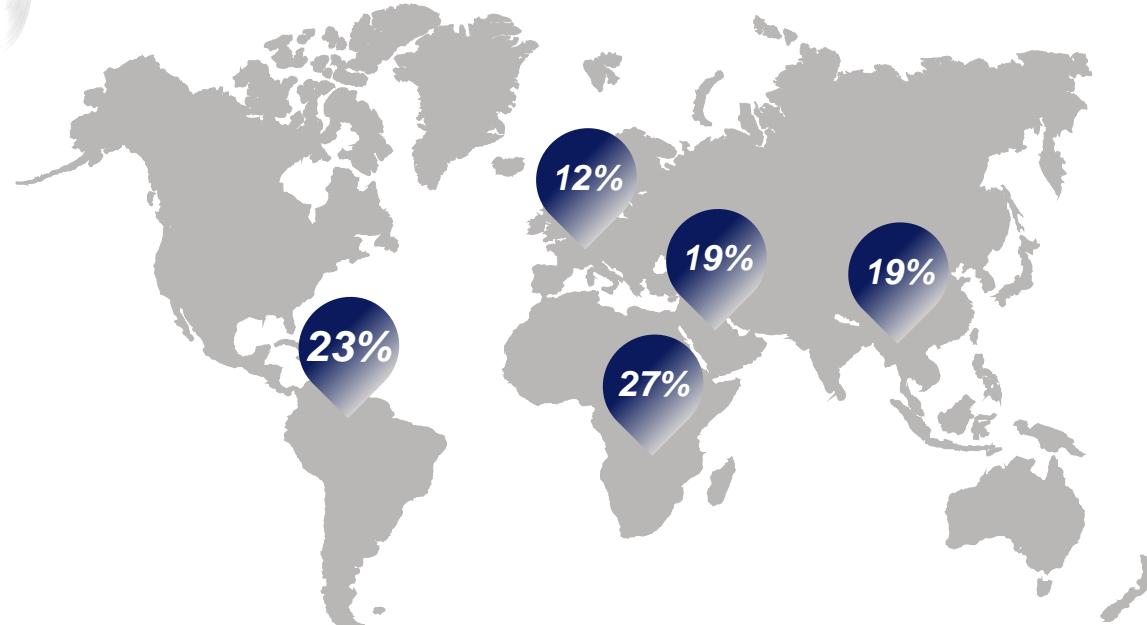
A-29 SUPER TUCANO | ADDRESSABLE MARKET

RELEVANT MISSION SET, VALUE TO OPERATORS



ADDRESSABLE
MARKET
20 years

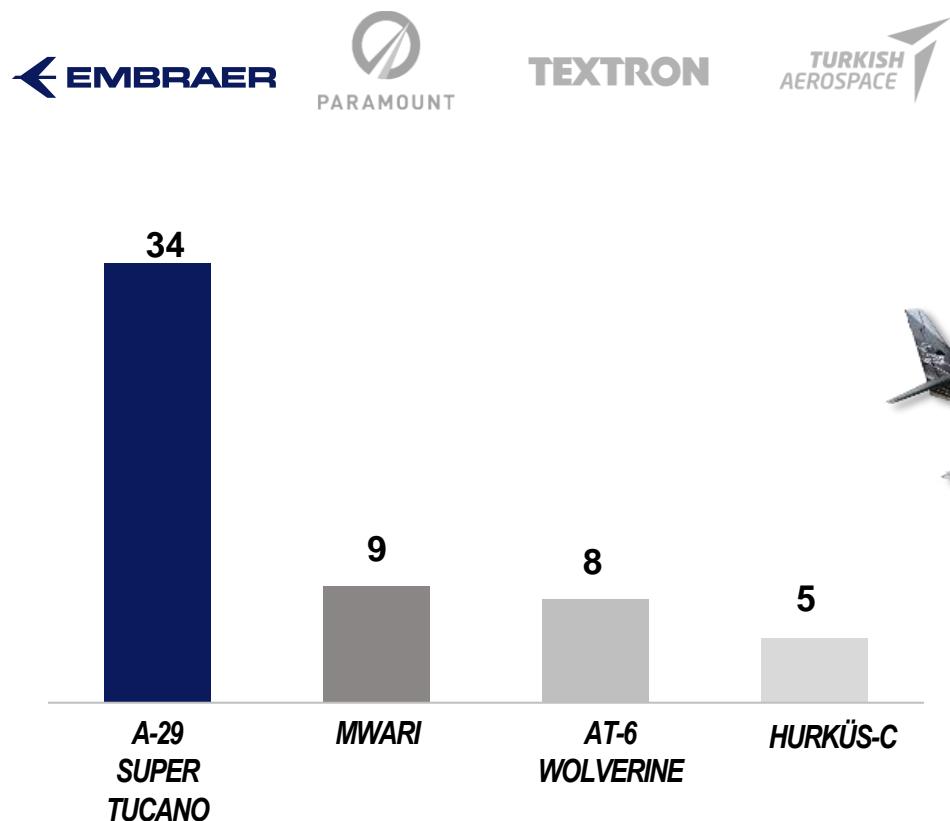
~540 AIRCRAFT
~ US\$ 8 Bi



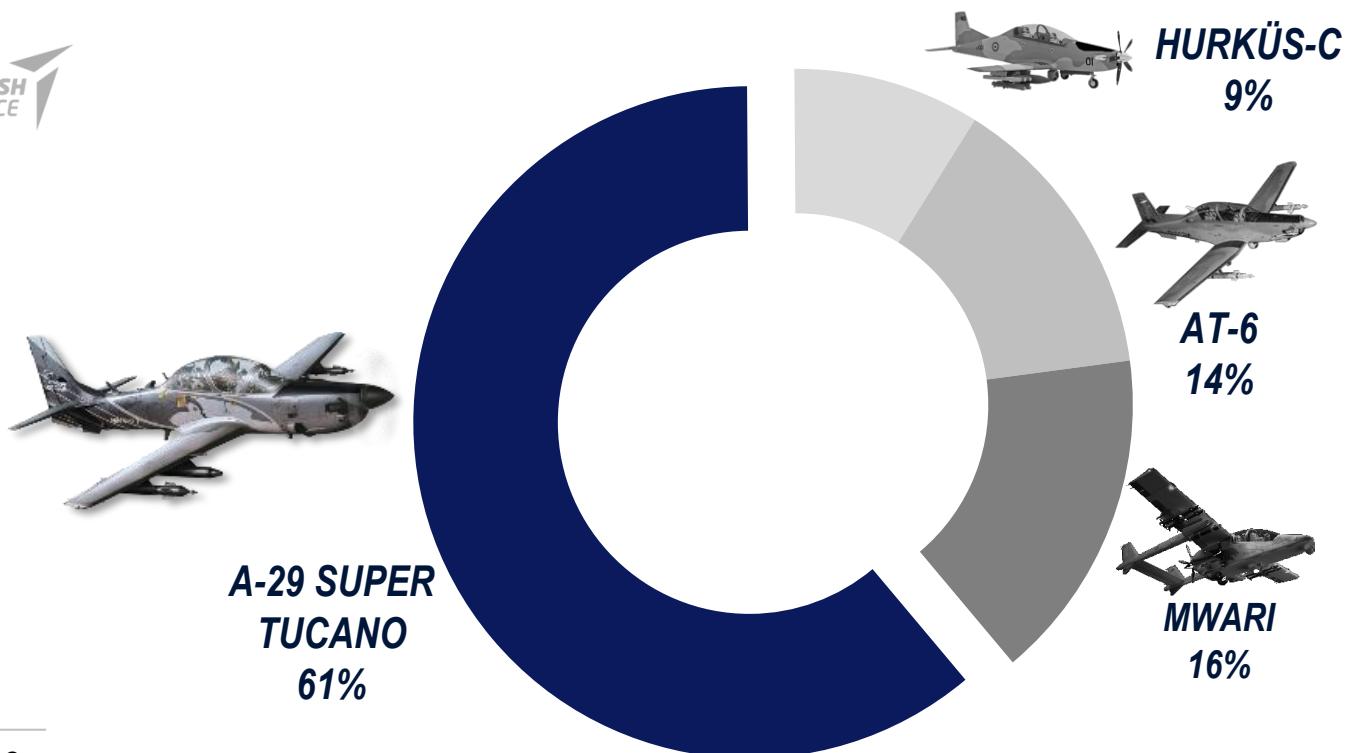
Doesn't include: USA, Russia, China, Ukraine, North Korea, Cuba and Japan.

A-29 SUPER TUCANO | SALES SINCE 2019

INTERNATIONAL SALES



CONTINUOUS LEADERSHIP



Note: Domestic sales not included

A-29 SUPER TUCANO | COMPETITION OVERVIEW

		AT-6	HURKÜS-C	SKY WARDEN	MWARI
Manufacturer	 EMBRAER	 TEXTRON	 TURKISH AEROSPACE	 L3HARRIS™	 PARAMOUNT
Units Ordered	298 (+4 Selected)	11	5	25 (Potential +37)	9
Number of Operators	20 (+1 selected)	2	2	1	2
Platform Design	Clean Sheet Design	Modified Basic Trainer	Modified Basic Trainer	Modified Crop Duster	Clean Sheet Design
Combat Maturity Level	Very High	None	Very Low	None	Very Low

Market Leader!

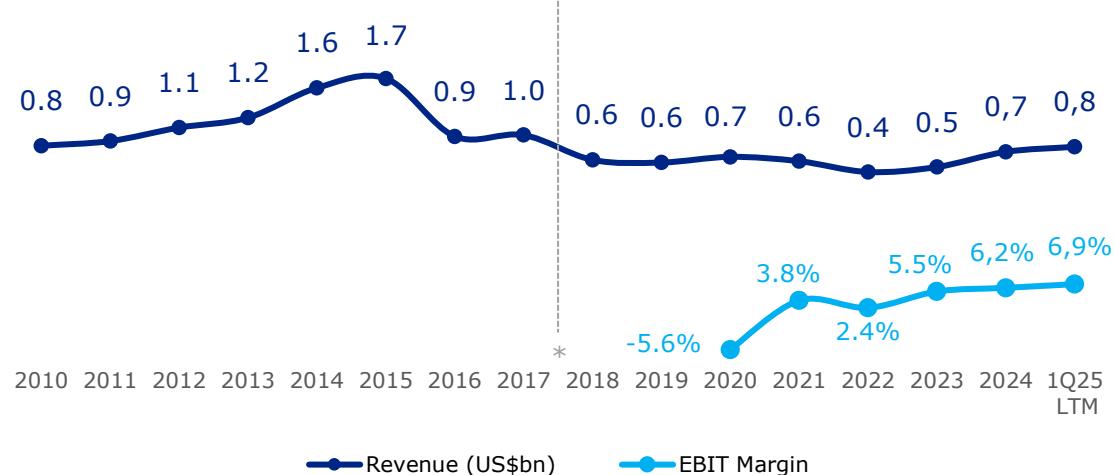
DEFENSE & SECURITY BACKLOG



Backlog and Deliveries



Revenue and EBIT Margin



Backlog / Revenue Ratio



Note: * In 2018 Services & Support reported as a separated business unit. BU financials mainly by POC accounting method. ¹Others, includes Modernization Programs and Special Mission.



COMMERCIAL
AVIATION

E-JETS FAMILY: A GLOBAL MARKET SUCCESS

The E2s are the most efficient in the world in the single-aisle segment, shaping the market with their sustainable technologies, superior comfort, excellent economy and the ideal range



E2 NUMBERS & FACTS



FLYING



Wideroe NORWAY 3x E190-E2	Air Astana KAZAKHSTAN 5x E190-E2	Azul BRAZIL 51x E195-E2	Helvetic SWITZERLAND 8x E190-E2	Binter SPAIN 16x E195-E2	Air Kiribati KIRIBATI 1x E190-E2	Air Peace NIGERIA 13x E195-E2	KLM NETHERLANDS 25x E195-E2	Porter CANADA 75x E195-E2	TUI fly BELGIUM 3x E195-E2	Placar BRAZIL 1x E190-E2	Royal Jordanian JORDAN 4x E190-E2 4x E195-E2	Scoot SINGAPORE 9x E190-E2	LOT POLAND 3x E195-E2	Hunnu Air MONGOLIA 2x E195-E2
--	---	--------------------------------------	--	---------------------------------------	---	--	--	--	---	---------------------------------------	--	---	------------------------------------	--

TO BE DELIVERED



Salam Air OMAN 6x E195-E2	SKS MALAYSIA 10x E195-E2	Luxair LUXEMBOURG 6x E195-E2	Mexicana MEXICO 10x E190-E2 10x E195-E2	Virgin Australia AUSTRALIA 8x E190-E2	ANA JAPAN 15x E190-E2
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21 operators

158 delivered aircraft

334 total firm orders



CHINA
10x E195-E2



UNITED STATES
22x E195-E2
13x E190-E2



IRELAND
45x E195-E2
5x E190-E2



UNITED STATES
23x E195-E2
2x E190-E2



E2 IS THE PREFERRED CHOICE TO COMPLEMENT NB

Selected to complement both Airbus and Boeing larger NB



Azul  **SalamAir**  **ROYAL JORDANIAN** 

KLM

air astana

scoot

LOT

Virgin

ANA 

93 x E2s
53 x A320neo

6 x E2s

12 x A320neo

10 x E2s

20 x A320neo

25 x E2s

38 x 737s

5 x E2s

19 x 737s

9 x E2s

39 x A320neo

3 x E2s

19 x 737s

8 x E2s

92 x 737s
7 x A320

15 x E2s

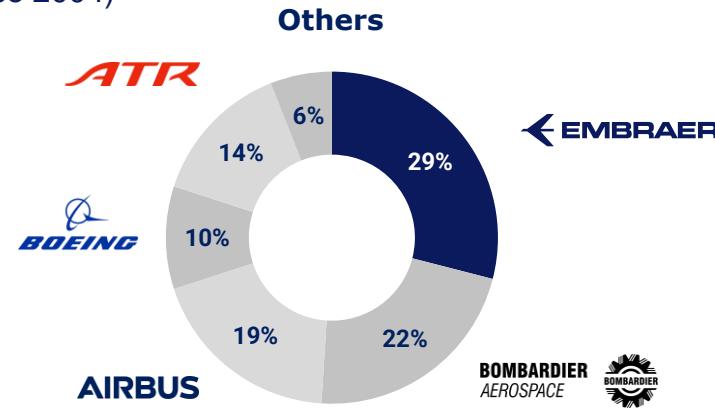
39 x 737s
17 x A320

Accelerate **Connectivity** Opportunity

MARKET SHARE & PRODUCT POSITIONING

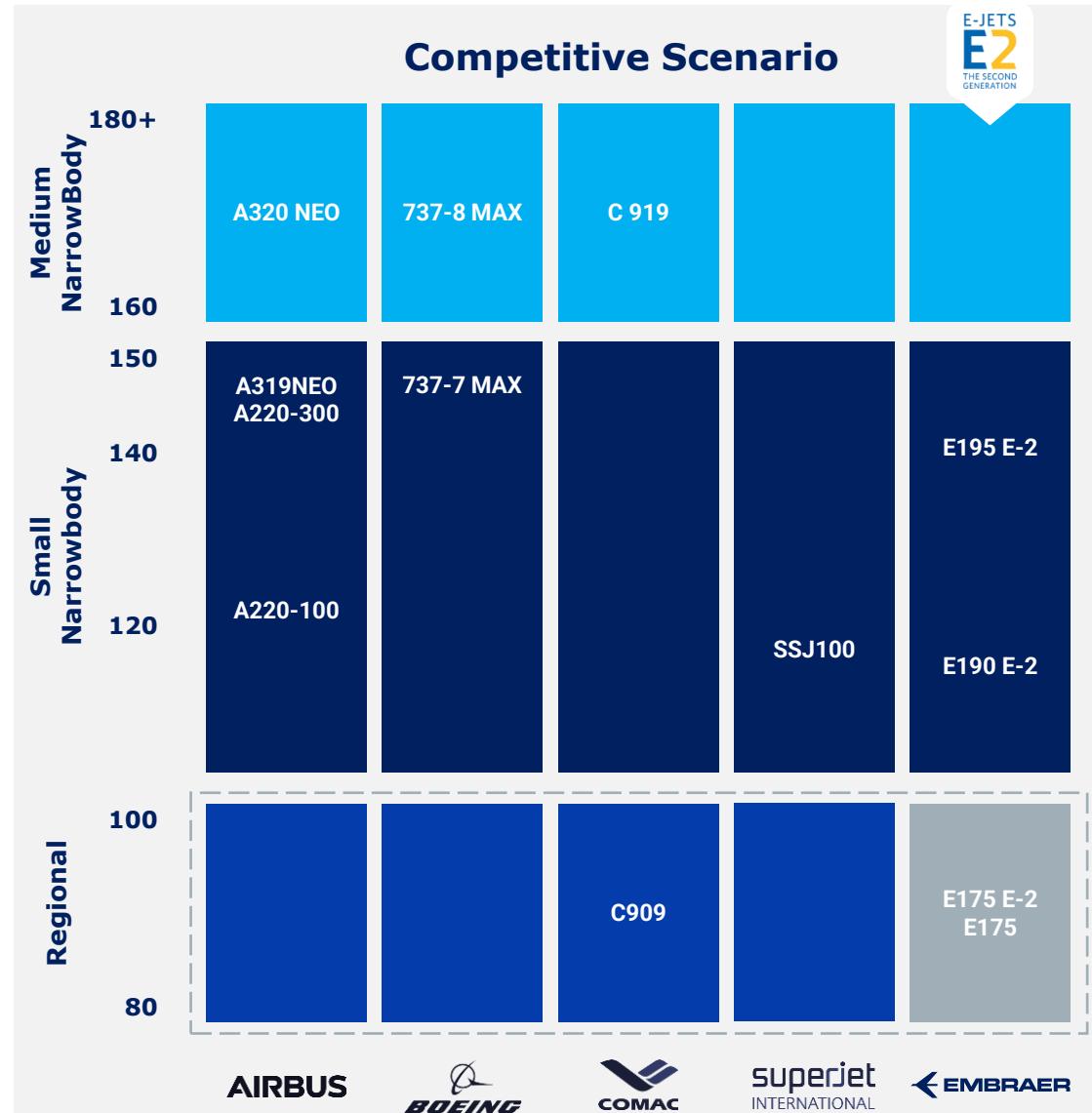
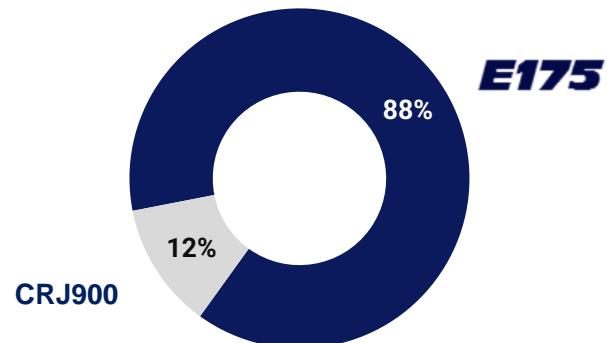
Up To 150-seat Global Market Share

(Deliveries since 2004)



North America 70-90-seat Jets Market Share¹

(Orders since 2013)



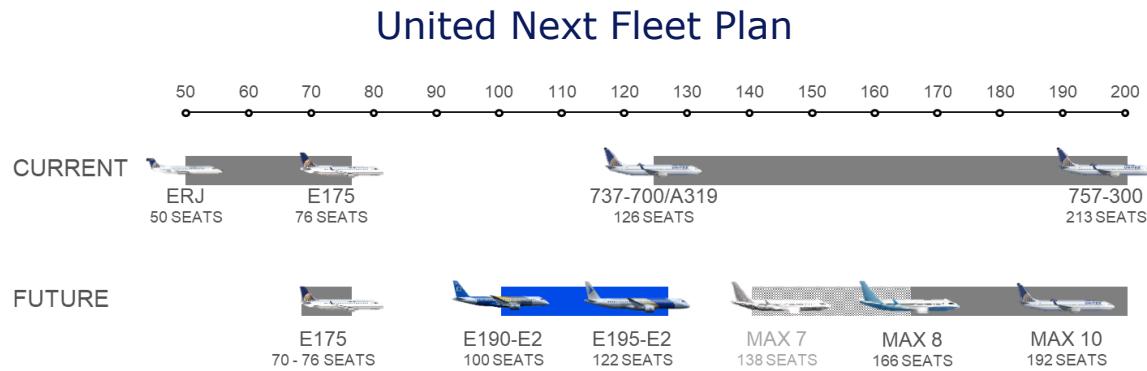
THE E2 IS THE SOLUTION FOR THE US MARKET

E2 value proposition for different business models



Mainline

- Focusing capacity on larger NBs
- Losing connectivity and dropping cities off the map
- Threatened by more competition and higher costs

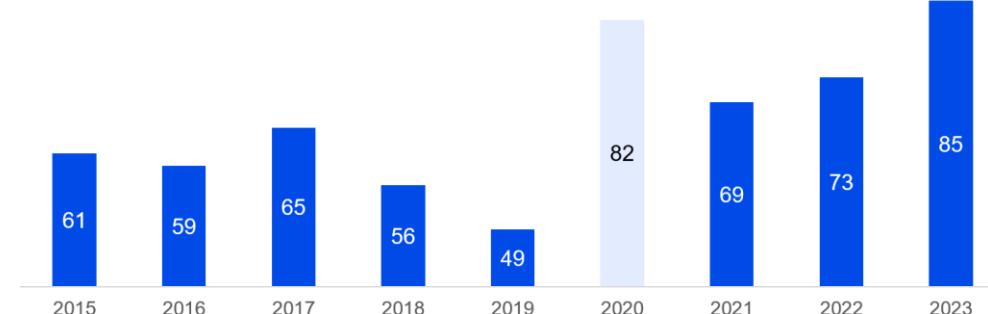


E-Jets E2 family is the perfect complement between the E175 and Max 8

Low Cost Carriers

- Growing pocket of opportunities in thinner markets
- Lack an adequate aircraft to explore it
- E2 economics ideal for secondary cities expansion

Number of Cities w/o Service or Served Less than Daily

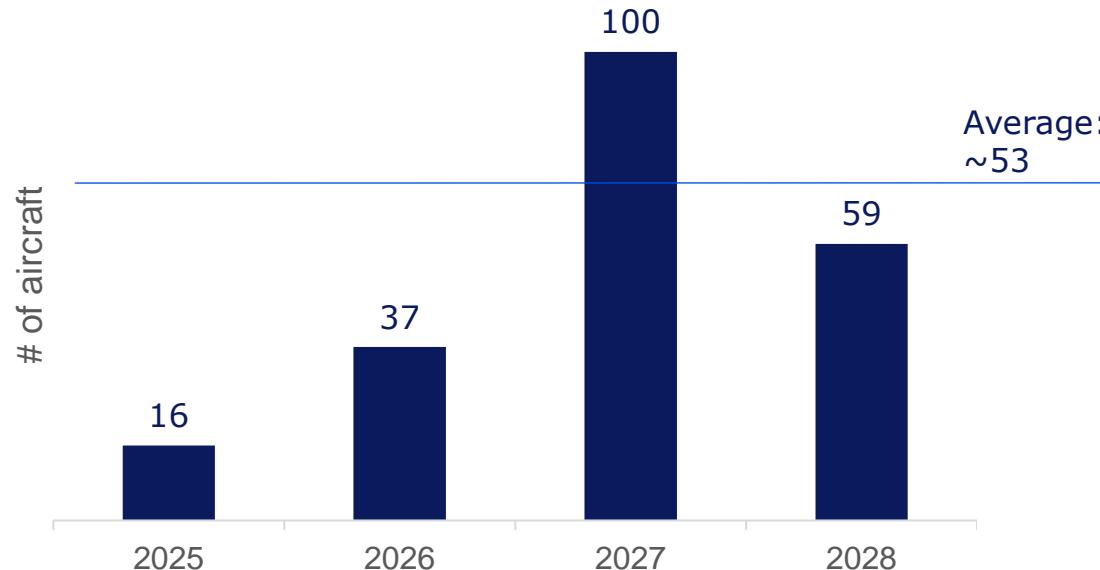


REPLACEMENT OPPORTUNITIES AHEAD FOR E1



Regional Aircraft Replacement Calendar (E175)

70-76 seats regional aircraft reaching 20 years old | US market | per year



Low competition environment in the next decade

Demand addressable in any scope scenario by either E175 or E175-E2

First Gen, E-Jets Replacement Calendar (E190/E195)

E190 & E195 15 years old | A319 & 737-700 20 years old | Global | per year



E1 replacement opportunities getting traction this decade – E2 as the most suitable option

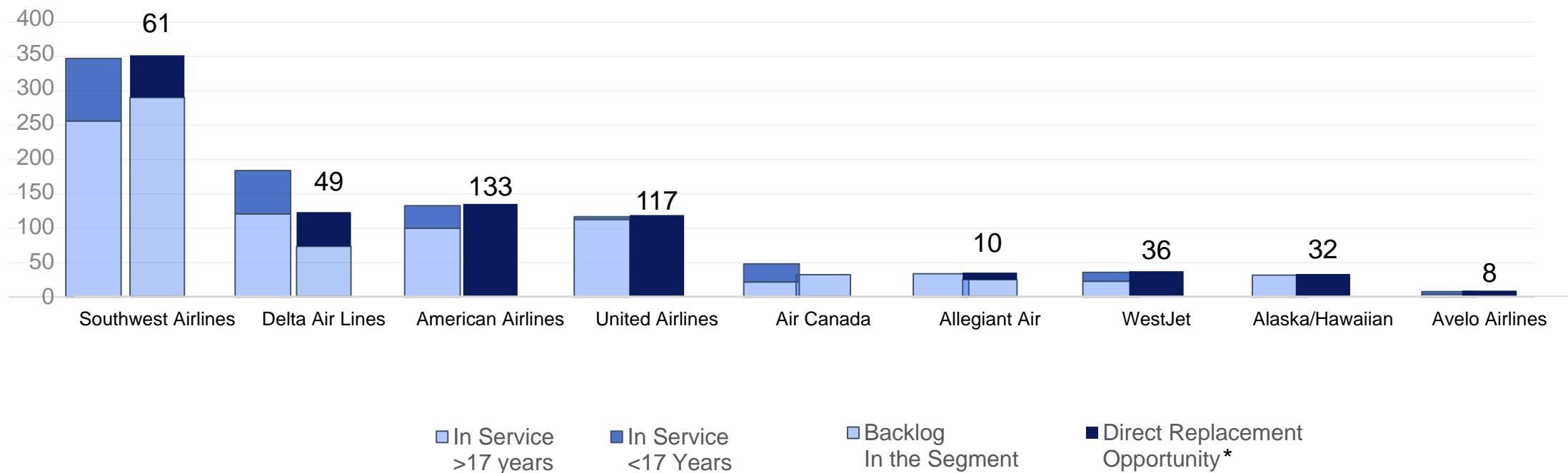
Additional 737-700 and A319 replacement opportunities also addressable

C. 700 SMALL NBS WILL BE >20 YEARS OLD BY 2028

Of which ~450 are direct replacement opportunities



Top 10 2023 North America Narrow Body Fleet <150 Seats



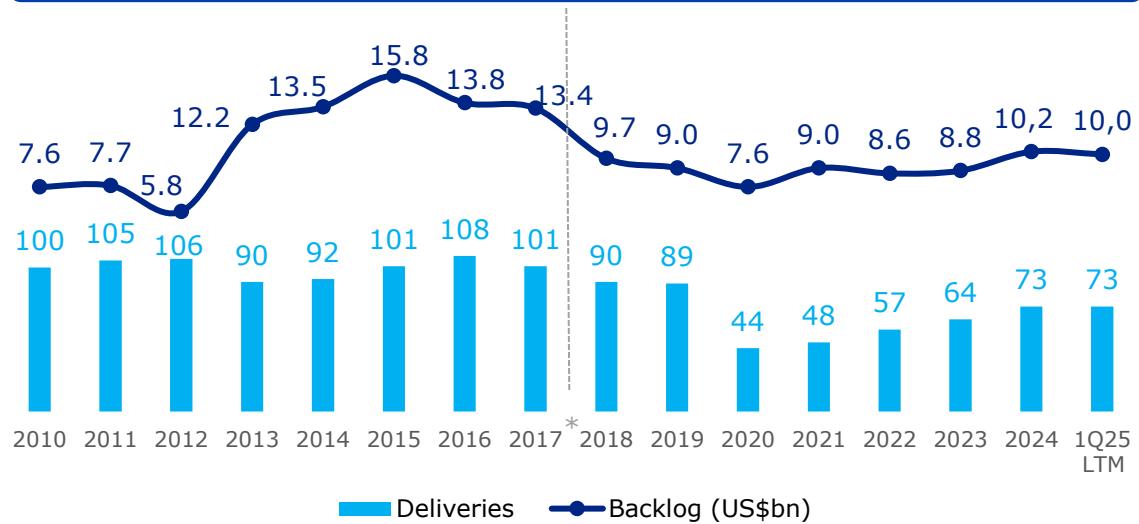
* Direct replacement opportunity does not take into consideration the A220 fleet in service

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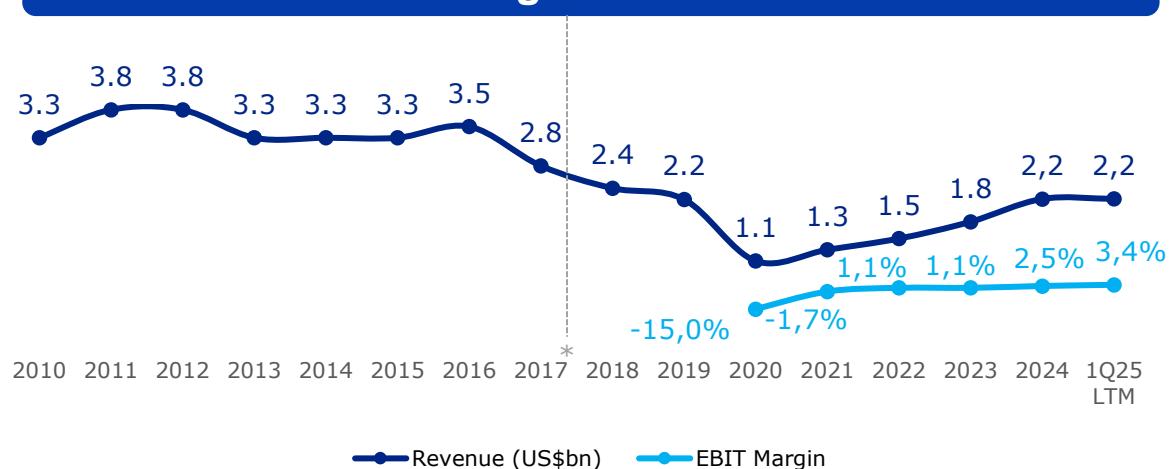
COMMERCIAL BACKLOG



Backlog and Deliveries¹



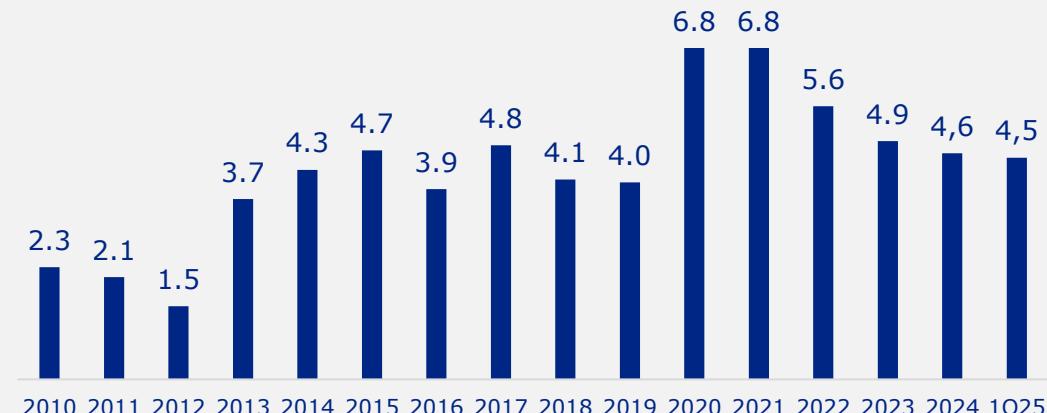
Revenue and EBIT Margin



Note: *In 2018 Services & Support reported as a separated business unit.

Backlog / Revenue Ratio

Avg. 4.3 (σ 1.5)





SERVICES & SUPPORT



SERVICES & SUPPORT AT A *Glance*



WE ARE *Global*

More than **4,000** people serving
4,750+ products from **2,000+**
customers in **100+** countries.



07
Global Distribution
Centers



14
Owned MROs



80+
Authorized
Service Center

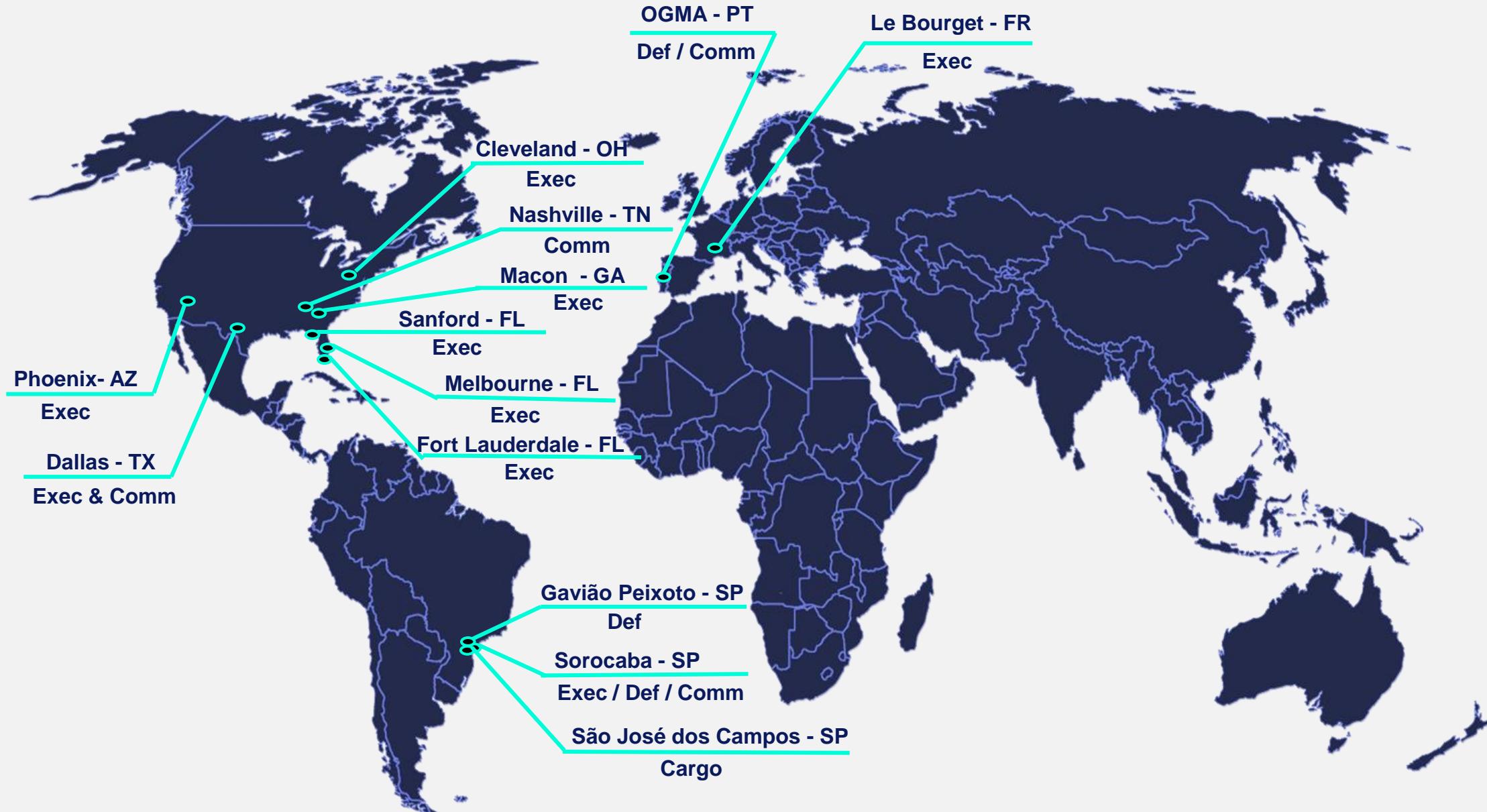


200+
Field Support
Representatives



92+
Flight
Simulators

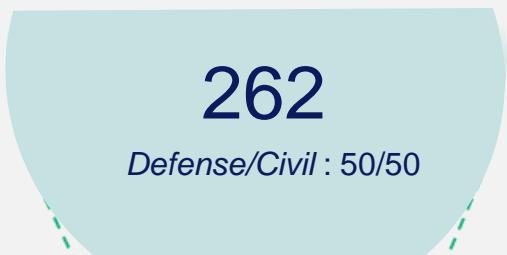
EMBRAER OWNED MRO NETWORK



2024 AEROSPACE & DEFENSE AFTERMARKET SERVICES



Total Services & Support Market Size (US\$bn)



3.6

EmbraerS&S
Total Market
1.4% of total
aviation after-
market size

1.8

EmbraerS&S
Addressable Market

1.4

EmbraerS&S
Actual Revenue (w/o OGMA*)
77% of Embraer's
addressable market

Line Maintenance

22

Airframe

36

Tech. Services + Training

40

Component

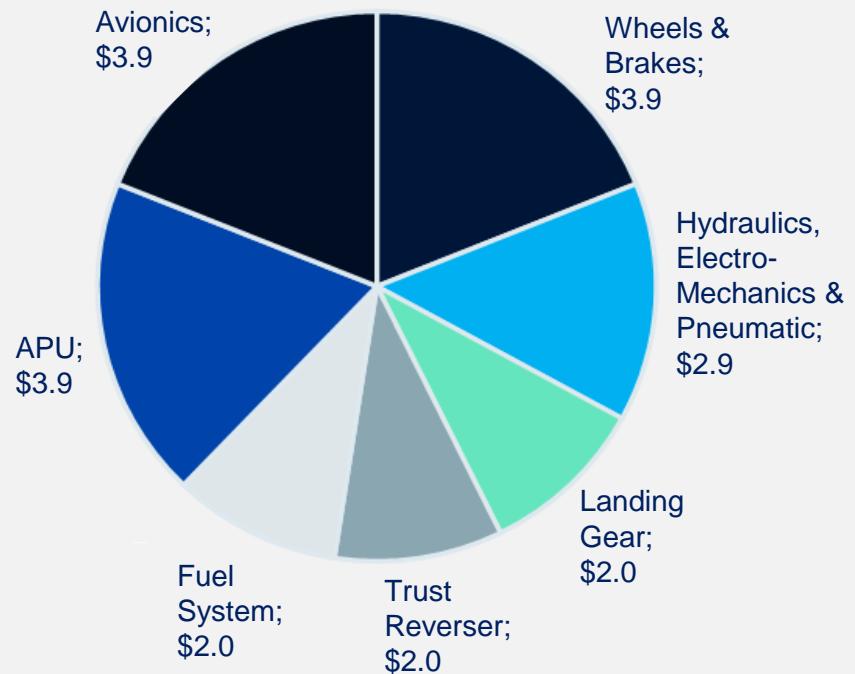
50

Civil
30
Military

Engine

110

Civil A&D Component Repair Market (USD20 bn)



SERVICES & SUPPORT

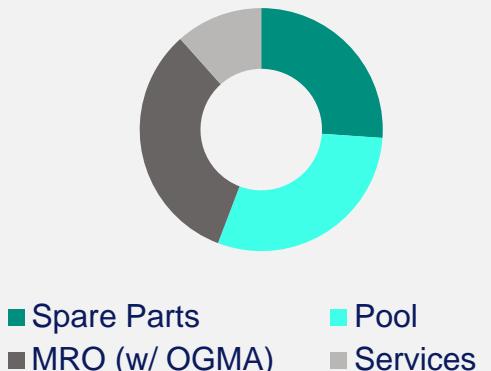
Business Growth

- New Embraer MRO facilities in Cleveland, OH and in Sanford, FL fully operating
- US\$70m investment in new Fort Worth Texas MRO (2025-2026)
- ANAC certification for the 190F E-Freighter (passenger-to-full-cargo conversion)
- Backlog with profitable mix (c. +16% 2018-2024 CAGR)
- Induction of the first Pratt & Whitney GTF™ engine at OGMA in 2Q24

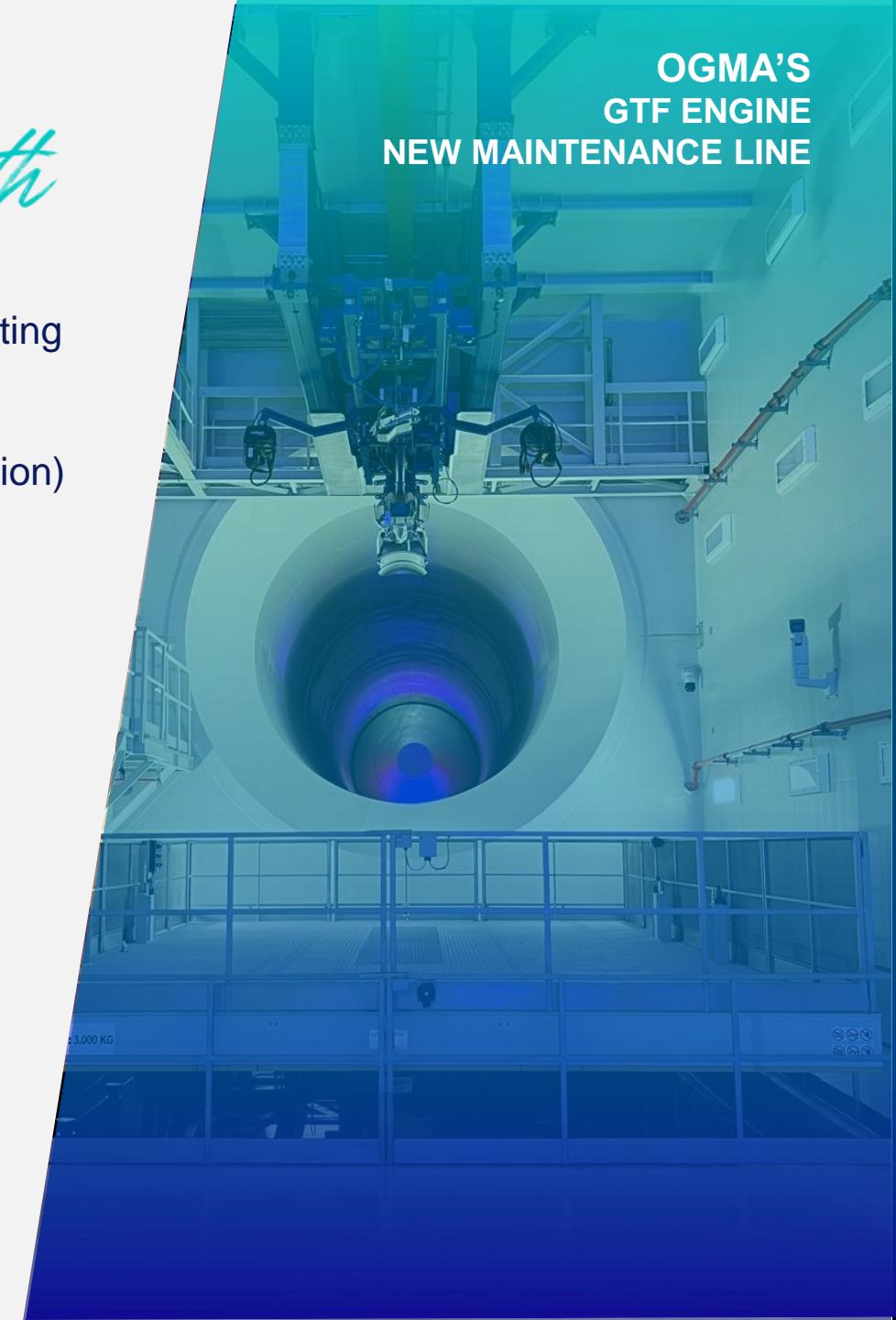
Backlog S&S / 3 BUS¹



Revenue Breakdown



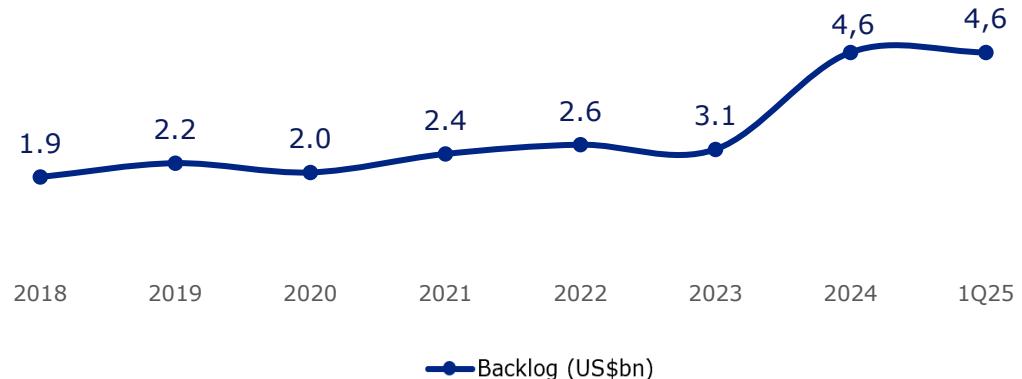
OGMA'S
GTF ENGINE
NEW MAINTENANCE LINE



SERVICES & SUPPORT BACKLOG



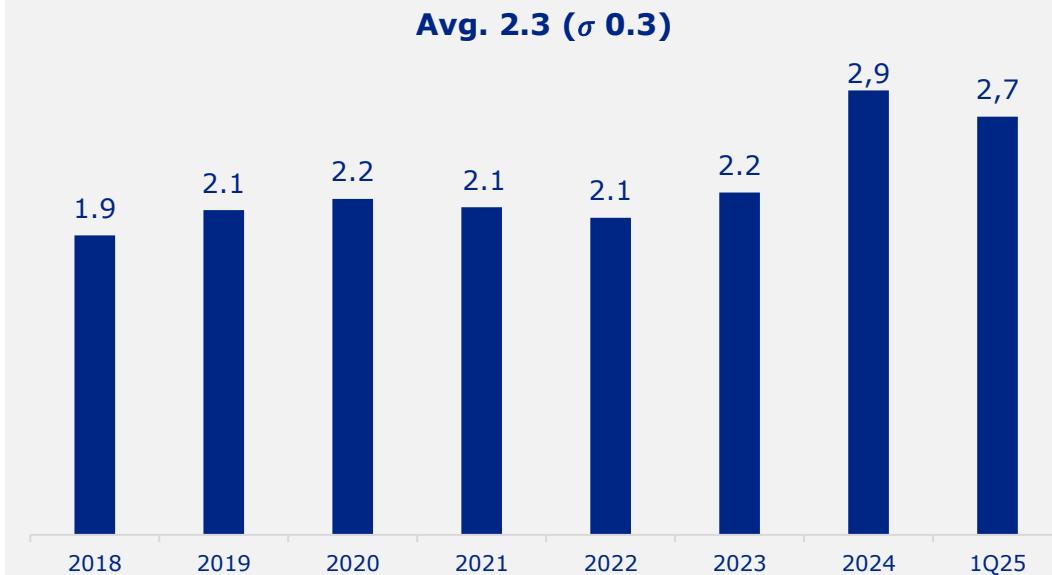
Backlog



Revenue and EBIT Margins



Backlog / Revenue Ratio



Note: In 2018 Services & Support started reporting as a stand-alone business unit.

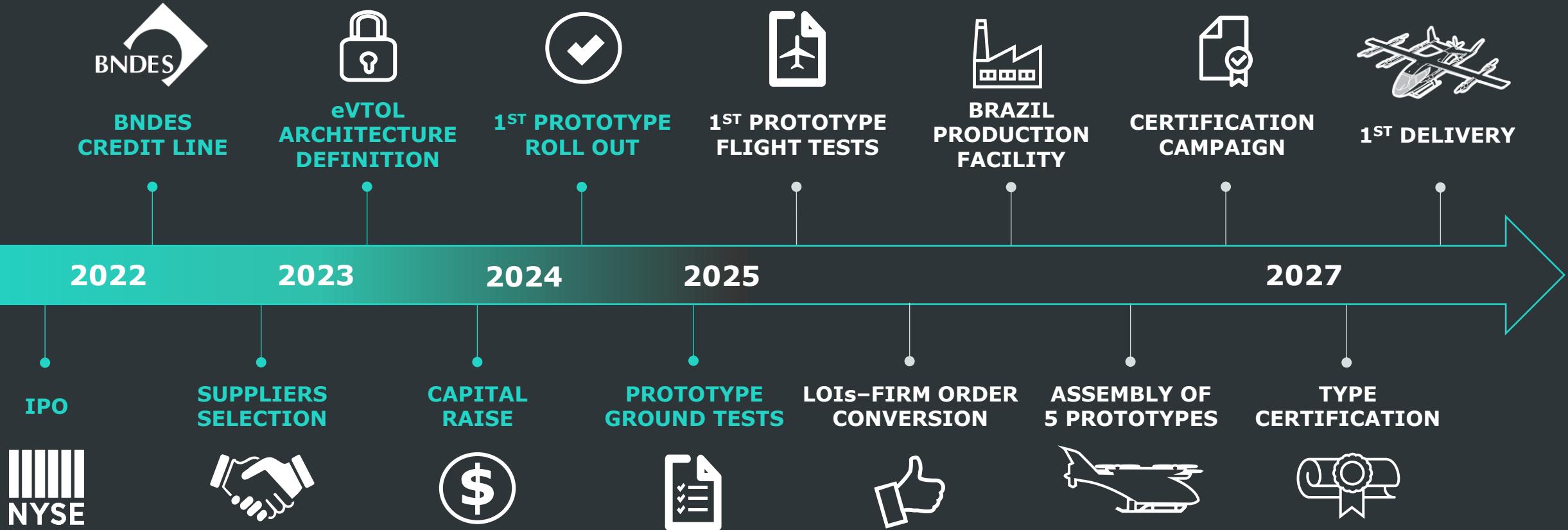
EVE



EMBRAER

EVE
MOBILITY REINVENTED

PATH TO REVENUE & PROFITABILITY

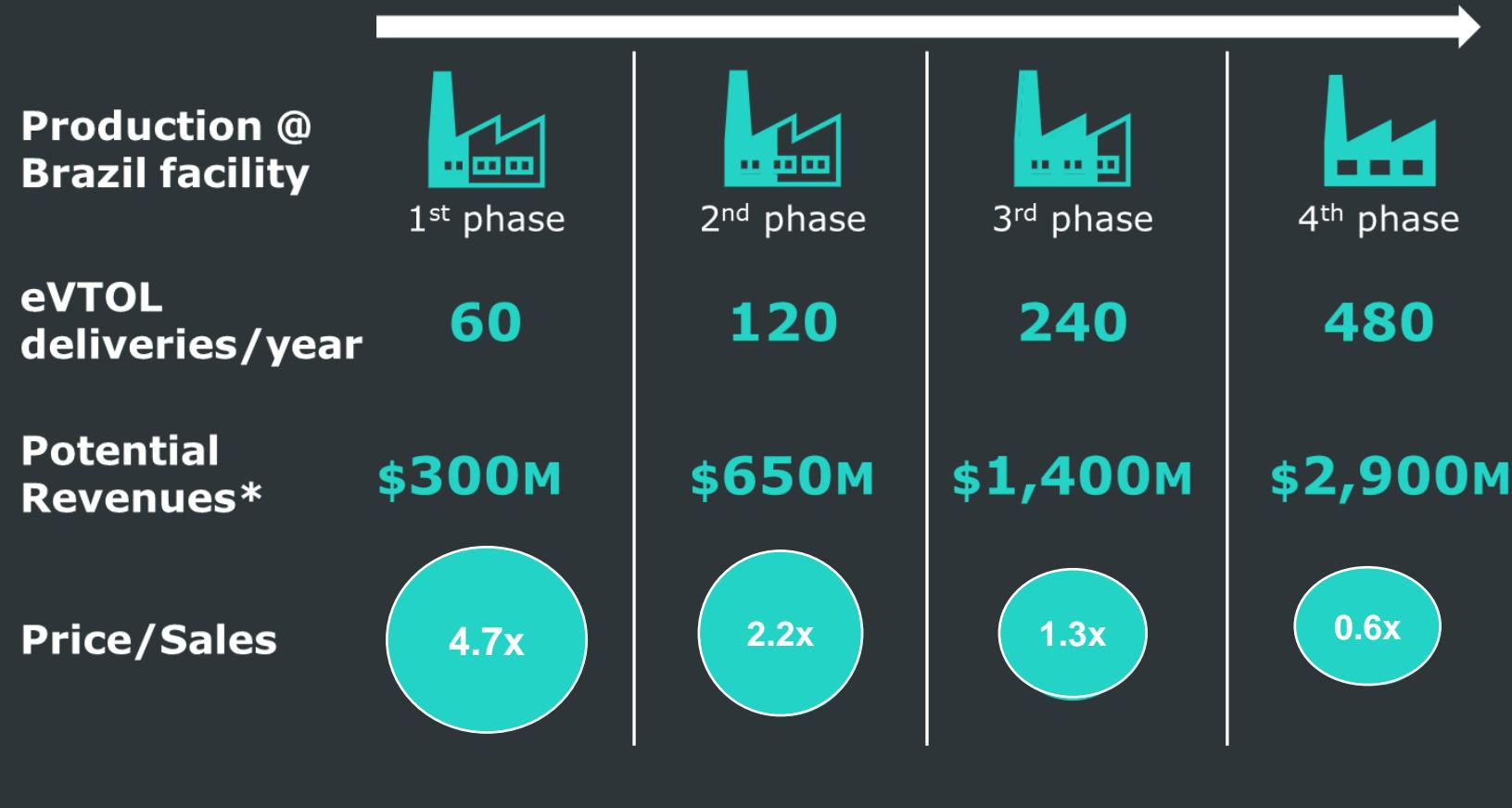


Timeline in graph not to scale

PATH TO REVENUE & PROFITABILITY



Eve - Revenue Potential



*Includes eVTOL and Customer Services

Market cap ~\$1,753 million

Market prices as of January 6, 2025



ENVIRONMENTAL
SOCIAL
GOVERNANCE

ESG COMMITMENTS – PROGRESS IN 2024



Environmental

Product Use (Scope 3)

- Net-zero Aviation by 2050:
 - Approval of “Fuel of Future” Law in Brazil

Operations (Scope 1+2)

- Carbon neutrality by 2040:
 - Increased SAF use at MLB
 - 100% of electricity from renewable sources in Brazil and Portugal (starting in 2024)
 - Starting of biomethane use at GPX
 - Agreement to install a solar array at MLB

Social

- 53% of diverse hires in all entry level programs (target 50% by 2025)
- 17% of women in senior leadership positions (target 20% by 2025)
- 1,735 students qualified on “Social Tech” Program. 4th edition started on September dedicated to 165 senior professionals
- 27% of women participation in Engineering Specialization Program (target 25% by 2025)

Governance

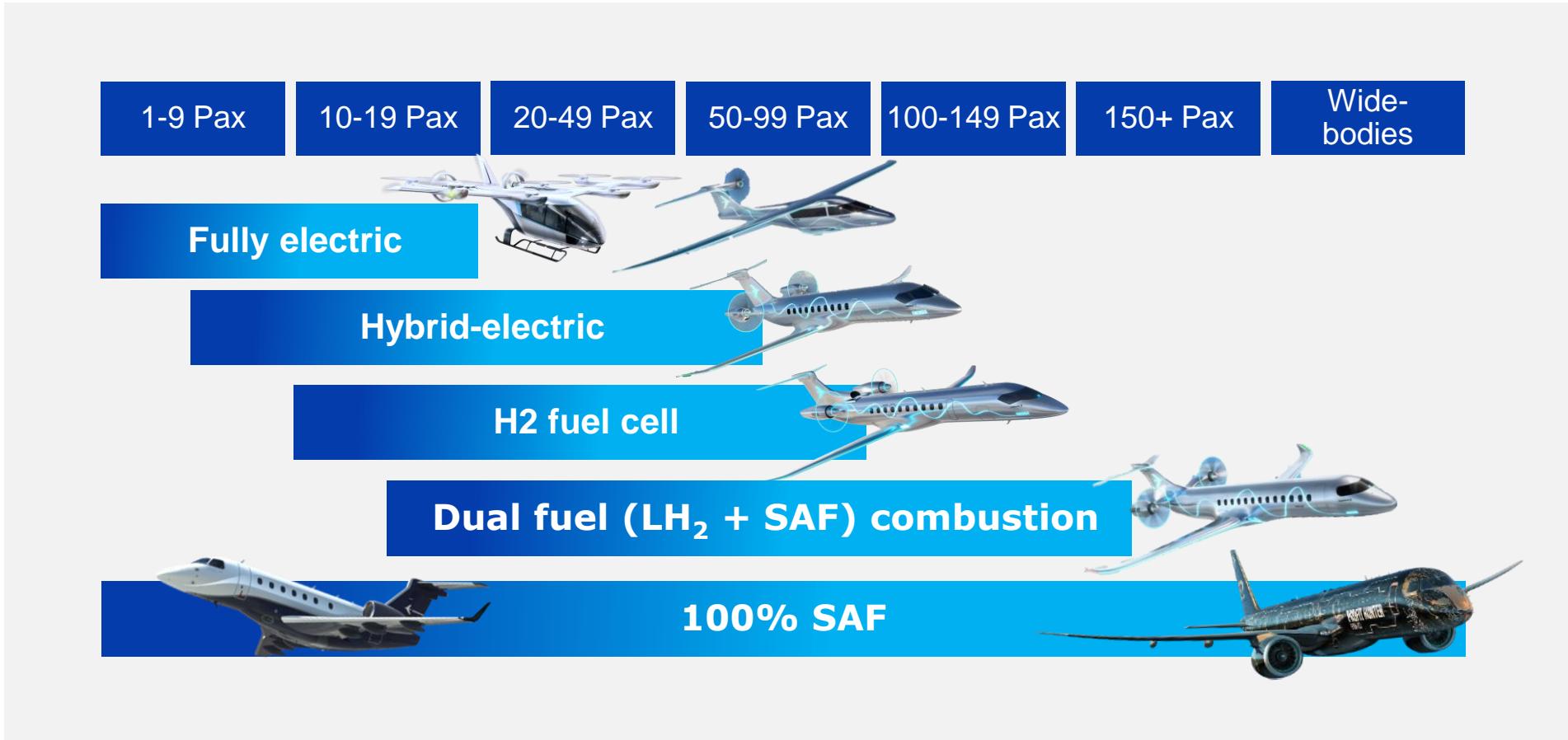
- Maintain the highest international standards of governance
- ANEFAC 2024 Transparency Award



SUSTAINABILITY – TECHNOLOGY APPLICABILITY



The mission defines the architecture





720

Students in São José
dos Campos and
Botucatu

+5,000

Students graduated
since 2002

+86%

Approval at public
universities



GPTW 2024

Embraer has once again been recognized by **Great Place to Work** as one of the best companies to work for, reflecting our commitment to a work environment of excellence, safety first, quality always in everything we do and motivated teams.

FORBES 2024

Embraer was also included by **Forbes** in the World's Best Employers 2024 ranking, which annually recognizes companies considered to be the best employers in the world.



Forbes



APPENDIX 1

HISTORICAL FINANCIAL INFORMATION



INCOME STATEMENT



(In millions of U.S. dollars, except weighted shares and earnings per share)

CONSOLIDATED STATEMENTS OF INCOME	2021	2022	2023	2024	1Q25 LTM
REVENUE	4,197.2	4,540.4	5,268.5	6,394.7	6,601.1
Costs of sales and services	(3,537.6)	(3,628.2)	(4,358.9)	(5,241.6)	(5,427.6)
GROSS PROFIT	659.6	912.2	909.6	1,153.1	1,173.5
OPERATING INCOME (EXPENSE)					
Administrative	(153.2)	(184.9)	(204.9)	(198.9)	(198.3)
Selling	(226.4)	(274.4)	(314.7)	(309.7)	(303.8)
Expected credit losses over financial assets and contract assets	13.0	(17.4)	10.2	(21.1)	(14.6)
Research	(43.0)	(110.0)	(90.3)	(55.0)	(57.1)
Other operating income	-	-	-	266.1	277.9
Other operating expense	(49.8)	(444.5)	(5.6)	(162.7)	(148.5)
Equity in income (losses) of associates	1.1	8.5	10.2	(4.3)	(6.5)
EBIT	201.3	(110.5)	314.5	667.5	722.6
Financial income (expense), net	(199.4)	(123.5)	(193.3)	(104.4)	(194.5)
Foreign exchange gain (loss), net	25.5	28.2	(0.5)	(6.0)	(28.2)
PROFIT BEFORE TAX ON INCOME	27.4	(205.8)	120.7	557.1	499.9
Income tax (expense) income	(70.9)	2.3	43.6	(202.4)	(97.9)
NET INCOME	(43.5)	(203.5)	164.3	354.7	402.0
Depreciation and Amortization	195.5	188.7	211.9	213.4	219.6
EBITDA	396.8	78.2	526.4	880.9	942.2

CASH FLOW



(In millions of U.S. dollars)

CONSOLIDATED STATEMENTS OF CASH FLOWS	2021	2022	2023	2024	1Q25 LTM
OPERATING ACTIVITIES					
Net income	(44)	(204)	164	355	402
<i>Items not affecting cash and cash equivalents</i>	-	-	-	-	-
Depreciation and amortization expenses	209	210	242	244	250
EVEX Transaction	-	239	-	-	-
Accrued interest	20	201	190	175	163
Others	(117)	(54)	(125)	281	178
<i>Changes in assets:</i>	-	-	-	-	-
Financial investments	(42)	181	23	(118)	8
Derivative financial instruments	5	(6)	21	(42)	(9)
Accounts receivable	14	(1)	(5)	(159)	(89)
Others	469	183	106	136	93
NET CASH GENERATED BY (USED IN) OPERATING ACTIVIES	515	751	617	871	995
INVESTING ACTIVITIES					
Acquisition of property, plant and equipment	(102)	(136)	(239)	(200)	(236)
Additions to intangible assets	(167)	(120)	(192)	(266)	(260)
Others	137	147	(17)	(134)	(49)
NET CASH GENERATED BY (USED IN) INVESTING ACTIVITIES	(132)	(110)	(448)	(600)	(545)
FINANCING ACTIVITIES					
Proceeds from borrowings	60	145	2,001	775	1,403
Repayment of borrowings	(478)	(962)	(2,332)	(1,155)	(1,979)
Payments of capital lease obligations	-	-	-	-	-
Others	(13)	147	(18)	44	28
NET CASH GENERATED BY (USED IN) FINANCING ACTIVITIES	(431)	(669)	(349)	(336)	(548)
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE PERIOD					
	1,883	1,839	1,816	1,626	4,017
Increase (decrease) in cash and cash equivalents (1+2+3)	(47)	(27)	(179)	(64)	(99)
Effects of exchange rate changes on cash and cash equivalents	2	4	(10)	1	(1)
CASH AND CASH EQUIVALENTS AT THE END OF THE PERIOD	1,839	1,816	1,626	1,563	3,918

BALANCE SHEET



(In millions of U.S. dollars)

ASSETS	2021	2022	2023	2024	1Q25
CURRENT					
Cash and cash equivalents	1,818.3	1,816.9	1,629.2	1,563.0	813.0
Financial investments	750.8	494.4	521.7	639.7	544.8
Trade accounts receivable	189.0	202.9	217.6	320.8	252.3
Derivative financial instruments	0.1	5.4	17.5	13.2	17.0
Customer and commercial financing	9.6	50.8	8.4	12.2	13.1
Contract assets	582.3	505.4	509.1	622.7	676.4
Collateralized accounts receivable	-	-	-	-	-
Inventories	1,986.0	2,329.0	2,636.0	2,936.1	3,487.3
Income tax and Social Contribution	114.5	105.5	203.0	142.0	175.2
Other assets	425.2	246.3	312.9	262.7	283.2
	5,875.8	5,756.6	6,055.4	6,512.4	6,262.3
NON-CURRENT					
Financial investments	65.6	170.0	170.0	348.3	364.4
Contract assets	-	0.7	2.4	1.4	3.0
Held to maturity investments	-	-	-	-	-
Trade accounts receivable	-	2.3	3.4	2.0	2.2
Derivative financial instruments	-	5.7	-	-	-
Customer and commercial financing	22.4	50.4	54.4	20.2	22.0
Collateralized accounts receivable	-	-	-	-	-
Guarantee deposits	2.4	-	-	-	-
Deferred income tax and social contribution	97.6	48.1	137.7	174.0	172.6
Other assets	125.6	135.2	141.3	173.4	179.6
Investments	4.4	12.3	28.2	43.7	44.4
Property, plant and equipment	1,687.6	1,649.2	1,770.7	1,941.3	1,987.4
Intangible assets	2,213.4	2,246.5	2,331.0	2,502.9	2,548.2
Right of use assets	60.2	65.1	88.0	104.7	110.5
	4,279.2	4,385.5	4,727.1	5,311.9	5,434.3
TOTAL ASSETS	10,155.0	10,142.1	10,782.5	11,824.3	11,696.6

(In millions of U.S. dollars)

LIABILITIES & SHAREHOLDERS' EQUITY	2021	2022	2023	2024	1Q25
CURRENT					
Trade accounts payable	495.2	739.5	787.0	966.3	1,147.1
Trade accounts payable - Supplier finance	14.8	27.5	37.6	43.3	43.9
Loans and financing	574.2	308.5	127.1	113.8	91.5
Lease liabilities	11.5	12.0	13.8	19.2	21.2
Non-recourse and recourse debt	-	-	-	-	-
Other payables	241.3	319.9	332.3	359.8	413.8
Contract Liabilities	1,204.6	1,469.0	1,919.0	2,563.4	2,681.1
Derivative financial instruments	2.9	57.4	85.7	71.9	34.2
Taxes and payroll charges payable	40.4	47.2	42.6	45.8	46.7
Income tax and social contribution	71.6	107.2	195.6	124.7	146.9
Provision	108.9	126.4	114.7	90.1	94.0
Others	63.4	2.6	10.2	18.0	20.3
	2,828.8	3,217.2	3,665.6	4,416.3	4,740.7
NON-CURRENT					
Loans and financing	3,452.7	2894.7	2,759.3	2,377.3	1,954.5
Lease liability	52.3	59.0	82.2	92.6	97.9
Other payables	57.6	51.1	55.4	161.2	222.5
Contract Liabilities	308.7	495.0	621.9	721.2	632.7
Derivative financial instruments	3.0	40.1	39.5	31.9	21.1
Taxes and payroll charges payable	10.0	13.2	18.3	9.2	10.3
Income tax and social contribution	-	4.0	5.1	3.2	3.5
Deferred income tax and social contribution	505.8	370.6	304.7	450.3	327.2
Provisions	120.5	150.2	173.5	203.7	206.7
Others	40.6	22.6	17.7	12.8	12.1
	4,551.2	4,100.5	4,077.6	4,063.4	3,488.5
SHAREHOLDERS' EQUITY					
Capital	1,551.6	1551.6	1,551.6	1,551.6	1,551.6
Treasury shares	(28.2)	(28.2)	(28.2)	(28.2)	(42.7)
Revenue reserves	1,301.5	1116.1	1,280.1	1,624.2	1,624.2
Share-based remuneration	37.4	40.3	44.8	49.3	50.7
Retained earnings	-	-	-	-	73.4
Other comprehensive loss	(167.7)	(189.6)	(152.7)	(257.1)	(203.6)
Result in transactions with non controlling interest	(26.7)	77.4	90.9	135.8	135.8
	2,667.9	2,567.6	2,786.5	3,075.6	3,189.4
Non-controlling interests	107.1	256.8	252.8	269.0	278.0
	2,775.0	2,824.4	3,039.3	3,344.6	3,467.4
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	10,155.0	10,142.1	10,782.5	11,824.3	11,696.6

APPENDIX 2

MARKET ESTIMATES, VALUATION & BOND YIELDS



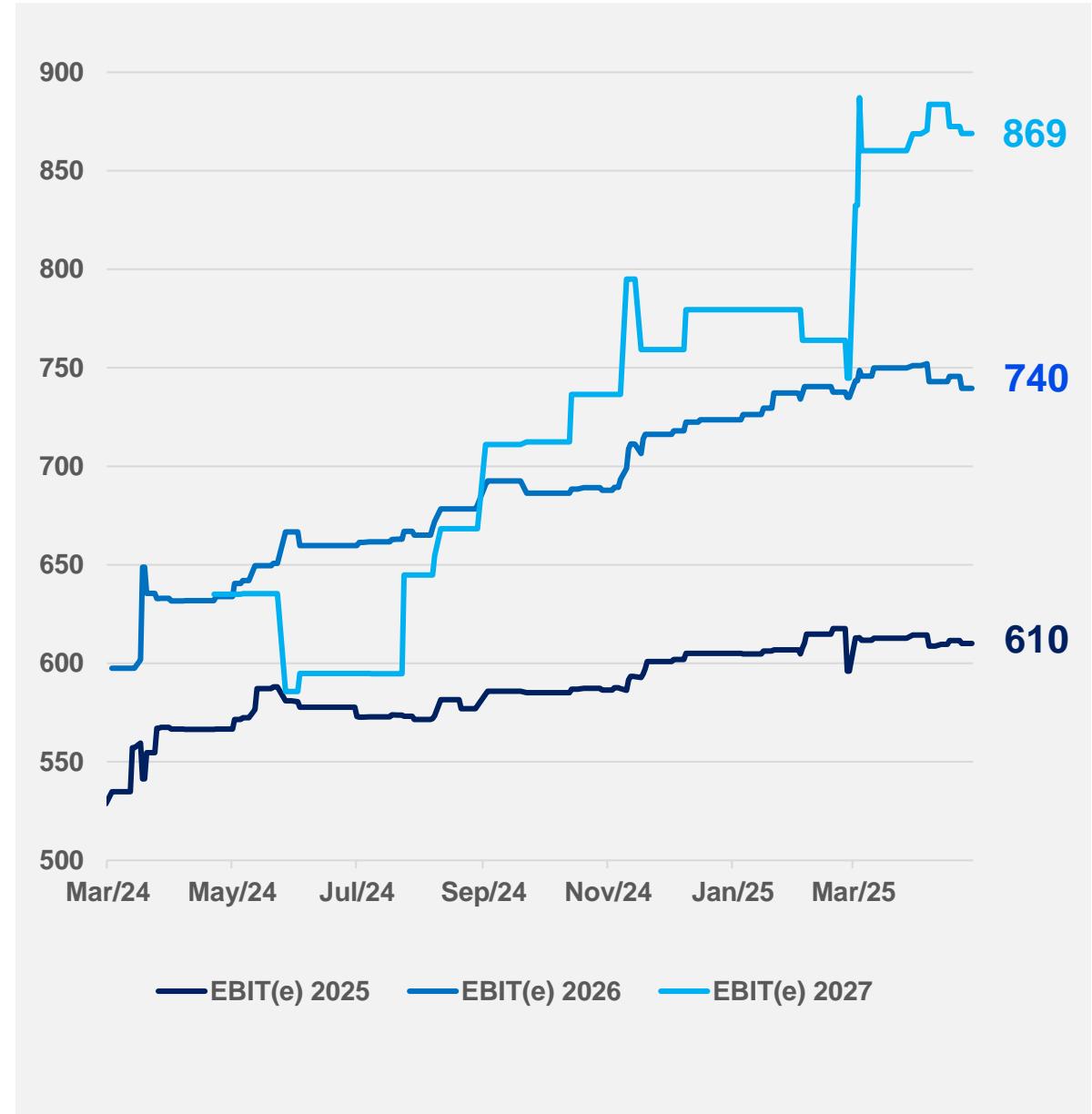
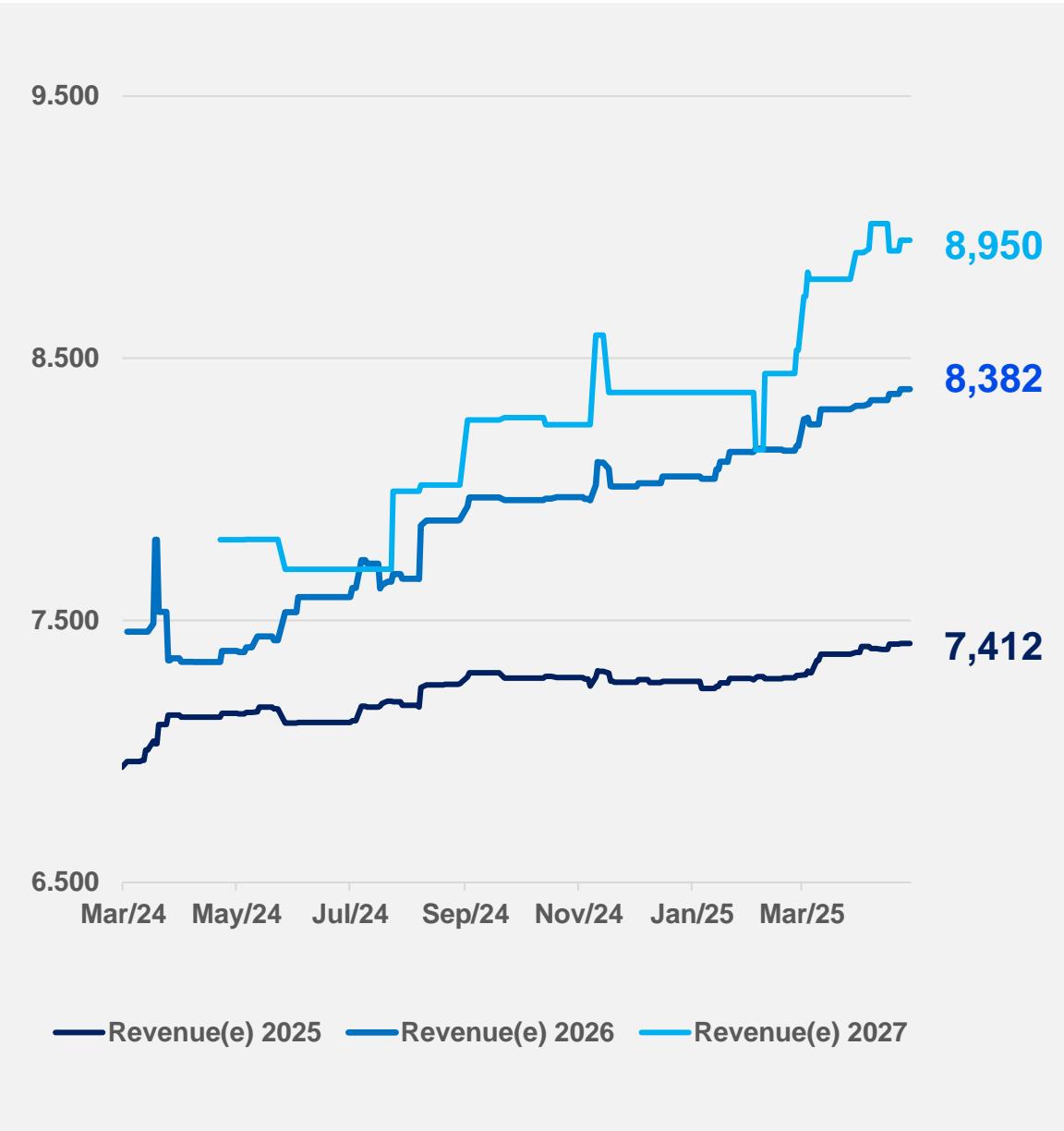


CONSENSUS ESTIMATES (USDm)

29-Apr									
ERJ	2024FY	△	2025FY (e)	△	2026FY (e)	△	2027FY (e)	△	‘25 Guidance
Revenue	6,395	16%	7,412	13%	8,382	7%	8,950	△	7,250
EBITDA	922	-7%	856	18%	1,007	13%	1,135	△	-
EBIT	708	-14%	610	21%	740	17%	869	△	573
Net Income	353	6%	373	25%	468	20%	563	△	-
Free Cash Flow	676	-58%	282	48%	416	15%	477	△	>200

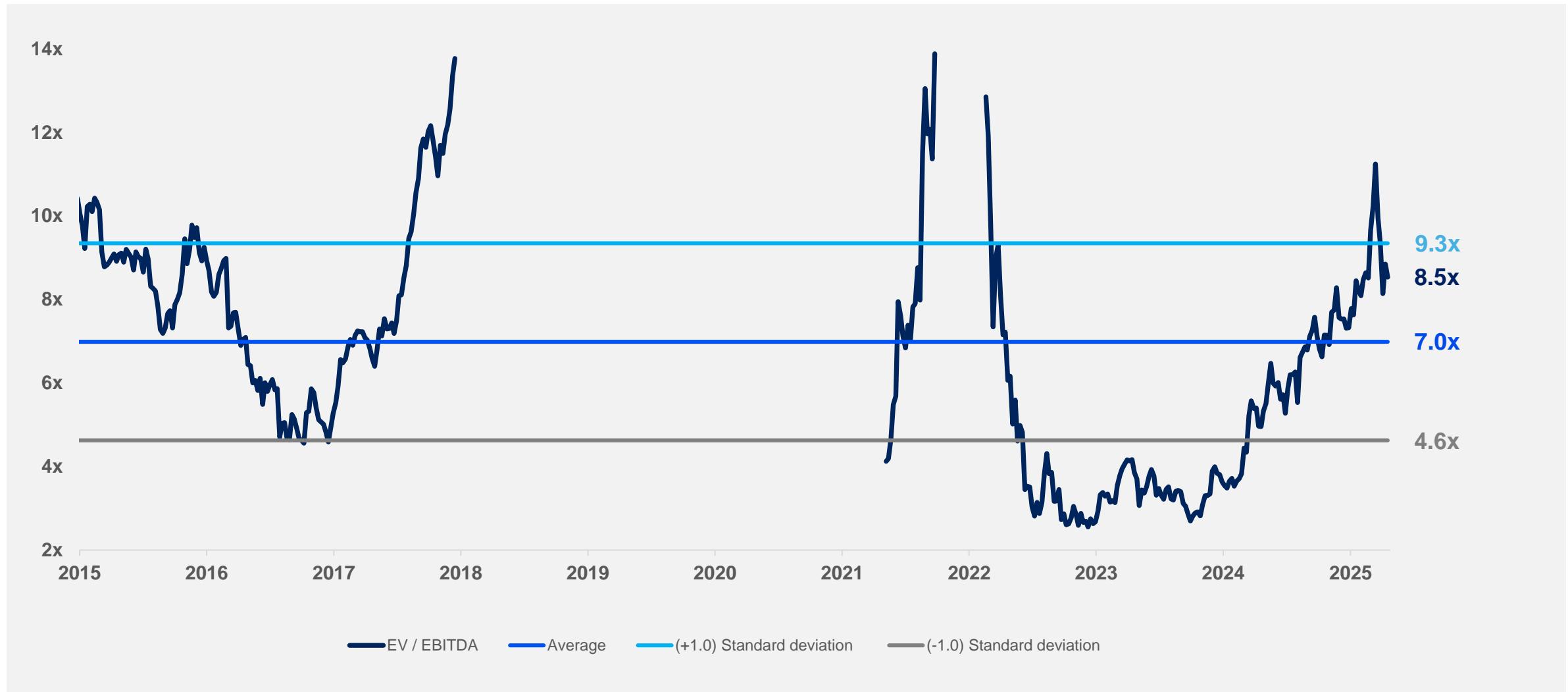
REVENUE & EBIT CONSENSUS

(USDm) →



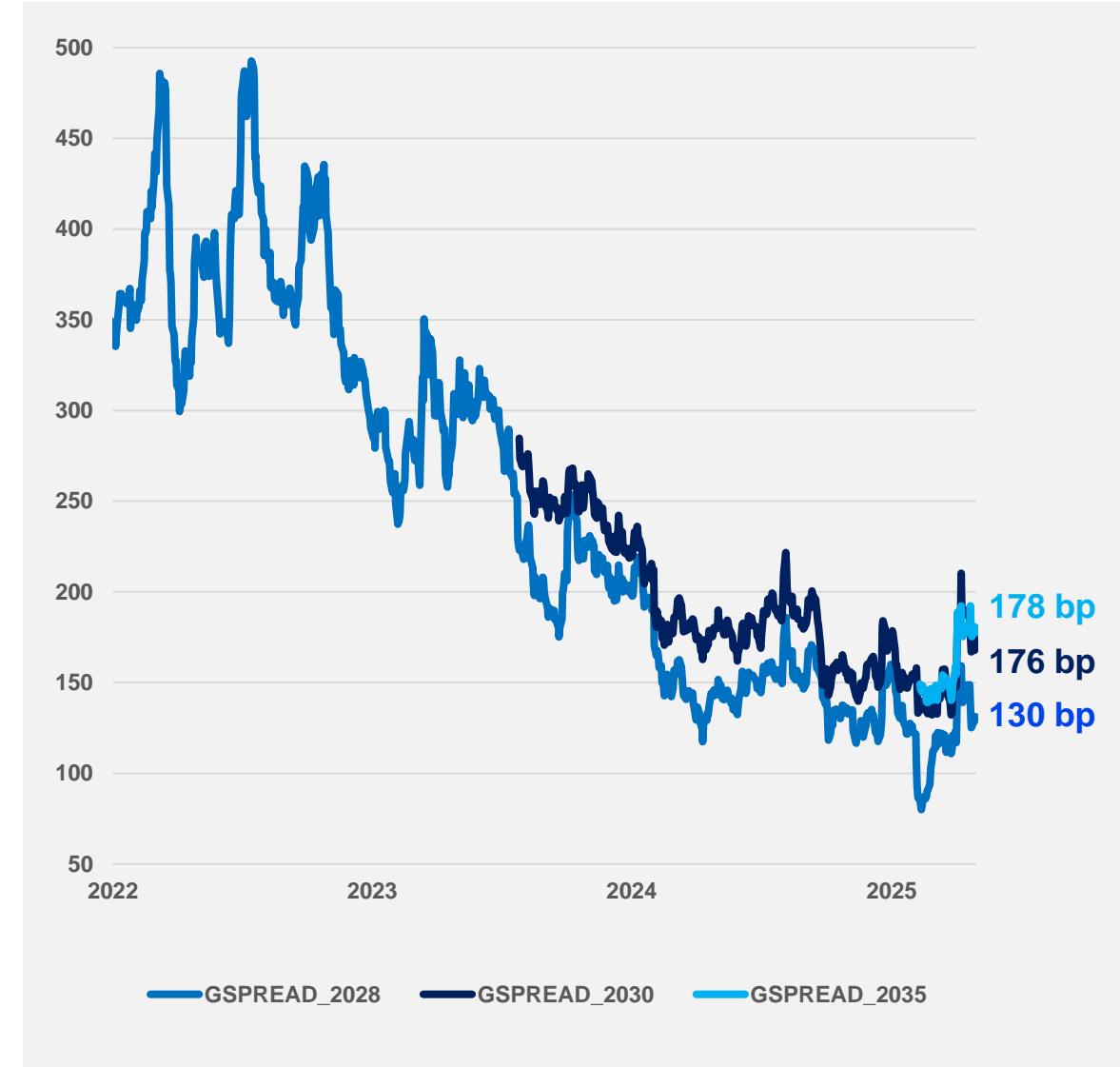
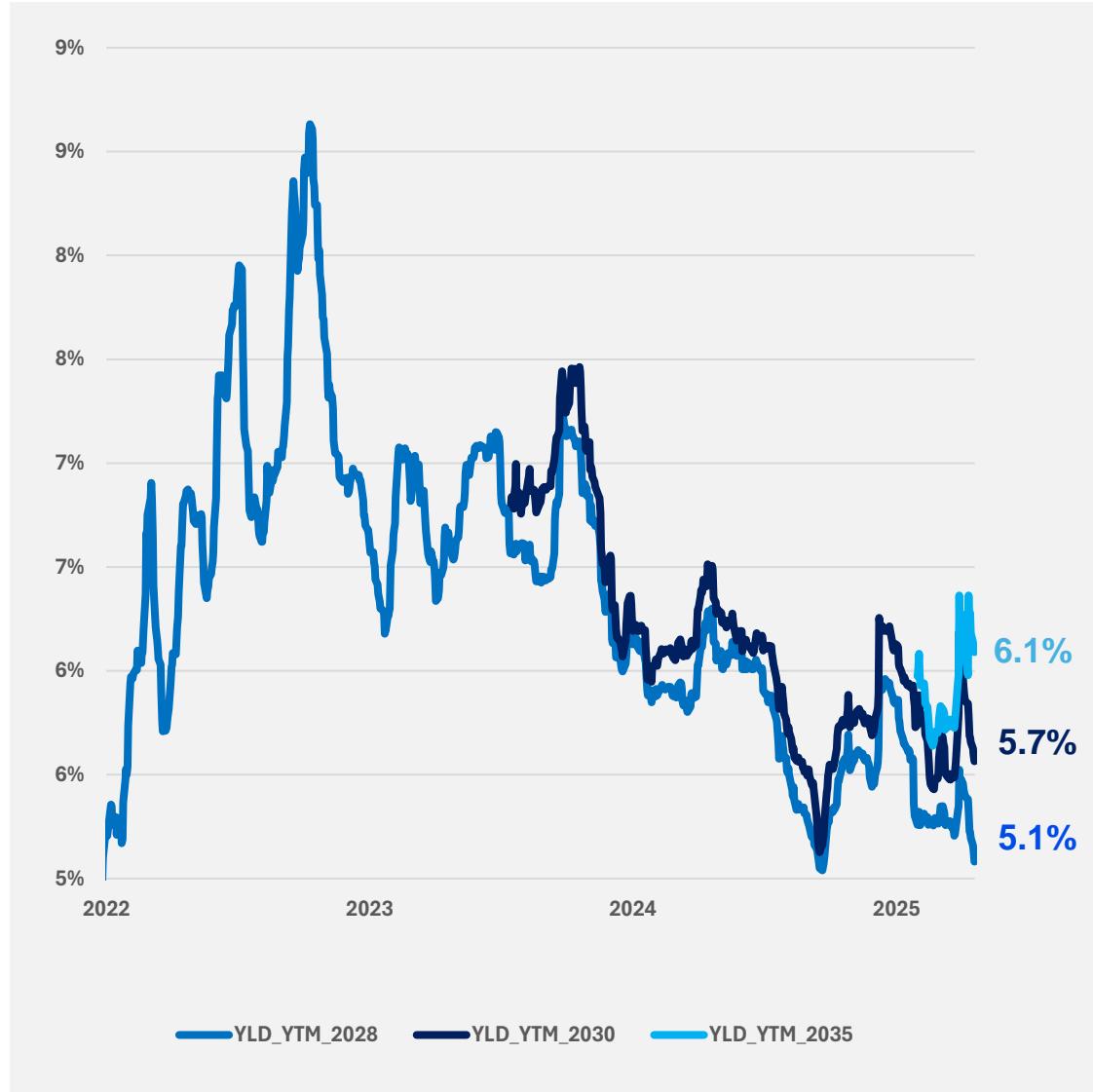


VALUATION - FORWARD EV/EBITDA



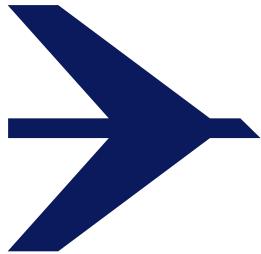


BONDS YIELD TO MATURITY & SPREAD OVER UST



APPENDIX 3

COMPANY INFORMATION



EMBRAER'S HISTORY



60's



Embraer is Founded
Production of Bandeirante

70's



Development of EMB 312 Tucano
Start of Exports

80's



Great Technological Leap

1994



Privatization
ERJ Family Launch

1999



E-Jet Family

2000



Beginning of Executive Aviation

2009



KC-390 MILLENNIUM

2013



E-Jet E2 Family

2017



Services & Support Unit Creation

2018



Praetors' Launch

2018



Beginning of the eVTOL Project

2021



ESG Targets

2021



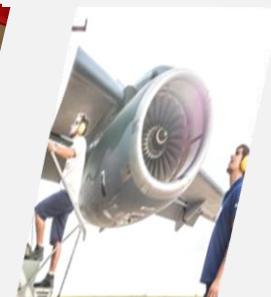
Energia Family

2022



EVE'S IPO

2024



OGMA P&W Engine Overhaul

WHERE WE ARE



1
Brazil
São José dos Campos
Gavião Peixoto
Botucatu
Taubaté
Brasília
Belo Horizonte
São Paulo
Rio de Janeiro
Sorocaba
Campinas

Subsidiaries:

Atech
Visiona
Tempest

2
United States
Mesa
Nashville
Melbourne
Irwindale
Fort Lauderdale
Davies
Jacksonville
Memphis
Dallas

Subsidiaries:
Eve
Embraer Cae
Training Services

3
Mexico
Chihuahua

Subsidiary:
EzAir
Interior

4
Portugal
Alverca

Subsidiary:
OGMA

5
United Kingdom
Farnborough

Subsidiary:
Embraer Cae
Training Services

6
Ireland
Dublin

7
France
Le Bourget

8
Netherlands
Amsterdam

9
Arab Emirates
Dubai

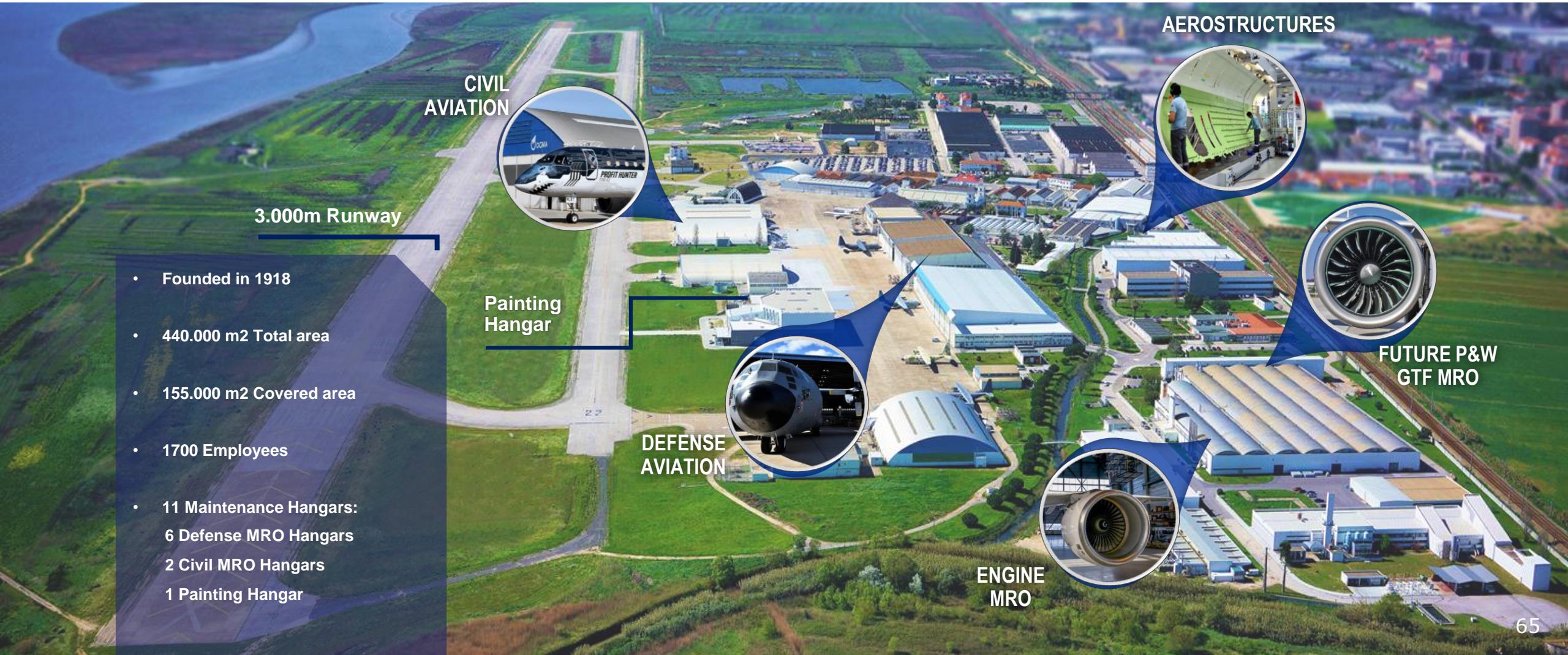
10
Singapore
Singapore

11
China
Beijing



ONE SITE, A WORLD OF CAPABILITIES

Over 105 years of experience and located in a strategic location in Alverca – 15 km North of Lisbon, Portugal – OGMA has a diversified maintenance and production plant focused on 3 Business Units: Aviation MRO, Engine MRO and Aerostructures:



ECTS - EMBRAER-CAE TRAINING SERVICES FOR PHENOM 100/300 & E-JETS E2

50+

National aviation
authorities'
certifications

1,500+

Pilots trained
every year

27,000

Hours of
simulator training
per year

9

Simulators in 5 different
locations
(Dallas, Las Vegas,
São Paulo, Burgess Hill,
and Singapore)

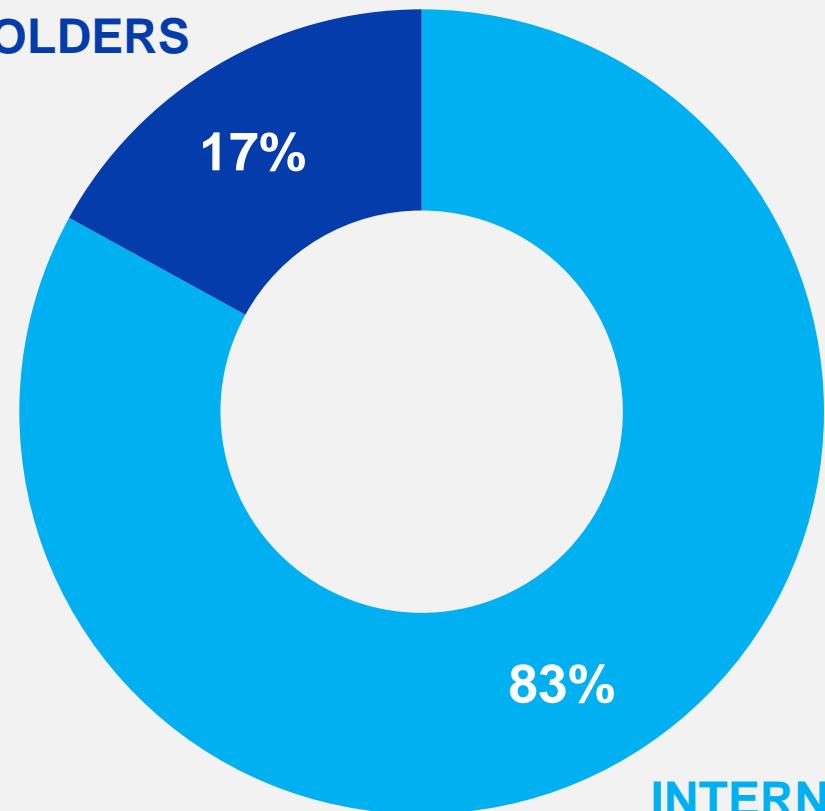
 **EMBRAER** | **CAE**

Embraer-CAE Training Services

OWNERSHIP STRUCTURE AND TRADING



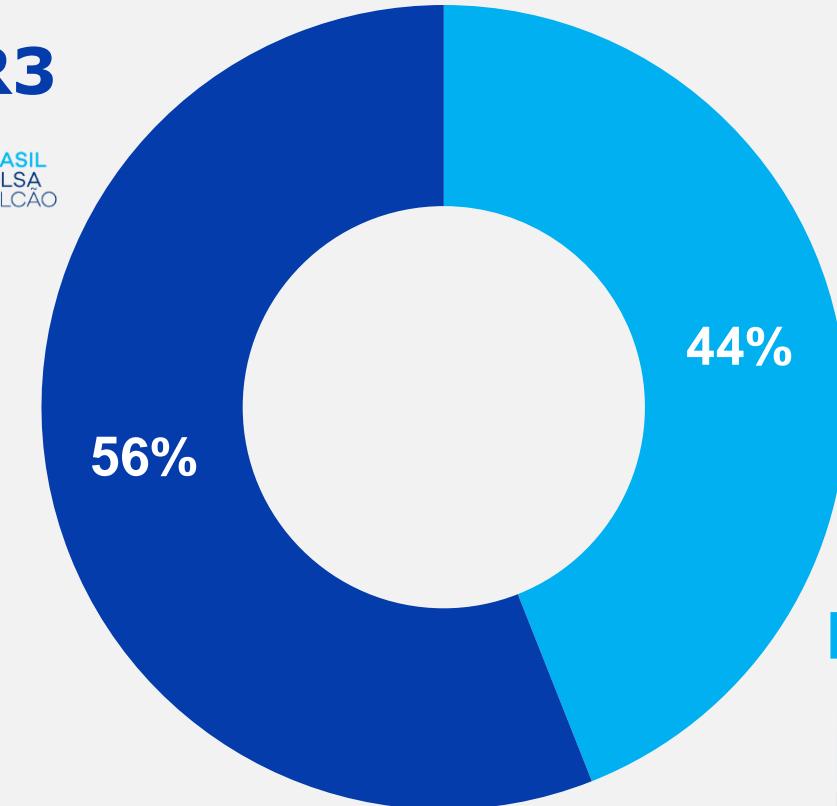
LOCAL
SHAREHOLDERS



INTERNACIONAL
SHAREHOLDERS

EMBR3

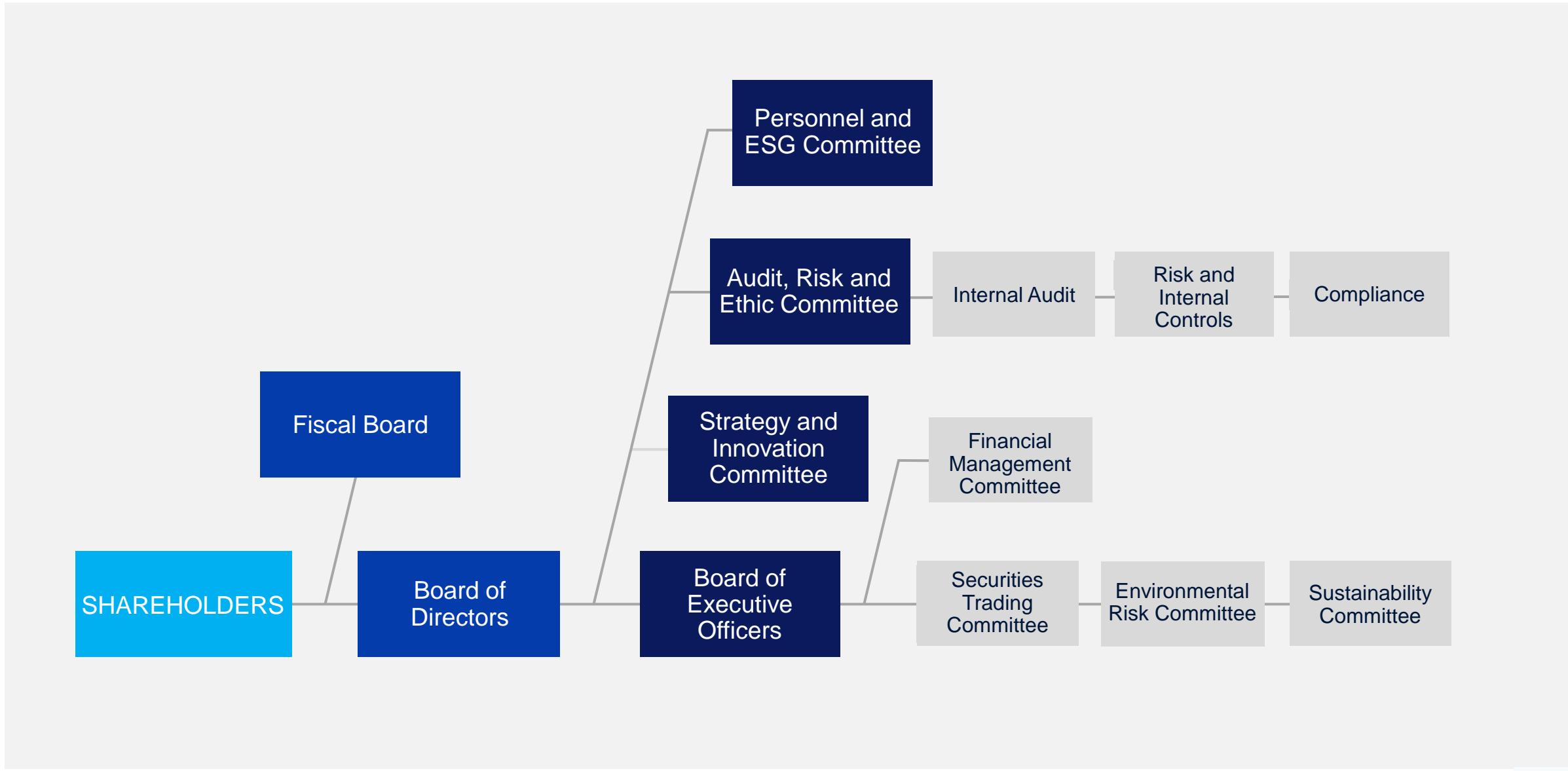
[B]³
BRASIL
BOLSA
BALCÃO



ERJ
NYSE

3-month ADTV (US\$m)
ERJ: 80
EMBR3: 90
Total: 170

CORPORATE GOVERNANCE STRUCTURE





EMBRAER

THANK YOU!

DISCLAIMER

This presentation includes forward-looking statements or statements about events or circumstances which have not occurred. We have based these forward-looking statements largely on our current expectations and projections about future events and financial trends affecting our business and our future financial performance. These forward-looking statements are subject to risks, uncertainties and assumptions, including, among other things: general economic, political and business conditions, both in Brazil and in our market. The words "believes," "may," "will," "estimates," "continues," "anticipates," "intends," "expects" and similar words are intended to identify forward-looking statements. We undertake no obligations to update publicly or revise any forward-looking statements because of new information, future events or other factors. In light of these risks and uncertainties, the forward-looking events and circumstances discussed in this presentation might not occur. Our actual results could differ substantially from those anticipated in our forward-looking statements.