EQUITY STORY AUG/25

EMBRAER INVESTOR RELATIONS

OUR TEAM

- Antonio Garcia, CFO
- Gui Paiva, EAH CFO, Head IR, M&A and CVC
- Patrícia Mc Knight, IR manager
- Viviane Pinheiro, IR senior associate
- Alessandra Rangel, IR senior associate
- Marilia Saback, IR senior associate
- Rodrigo Diniz, IR analyst
- investor.relations@embraer.com.br

STAY IN THE KNOW

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Youtube

IR Alerts

2Q25 Backlog & Deliveries

2Q25 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

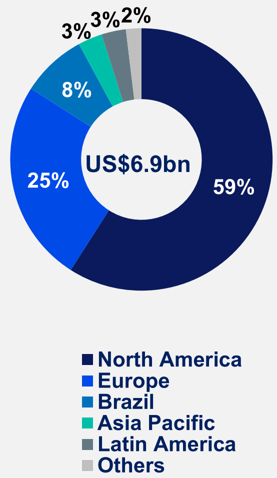
20,000+ Employees
across the globe

Ratings

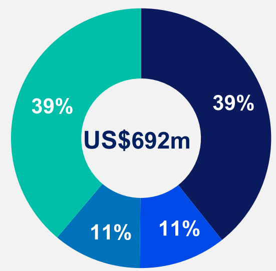
Standard & Poor's	Fitch Ratings	Moody's
BBB-	BBB-	Baa3

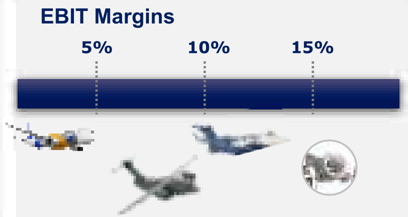
Embraer's Business Segments

Revenue by Region[1]

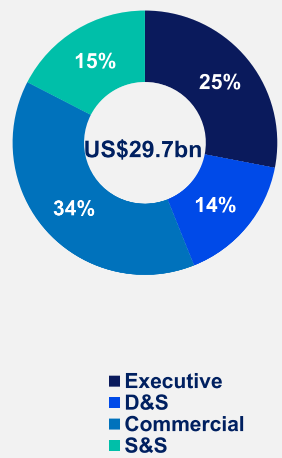


EBIT by Segment[2]





Firm Backlog by Segment[3]



EMBRAER

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

FROM HARVEST SEASON TO SUSTAINABLE GROWTH

Financial turnaround completed & enterprise efficiency

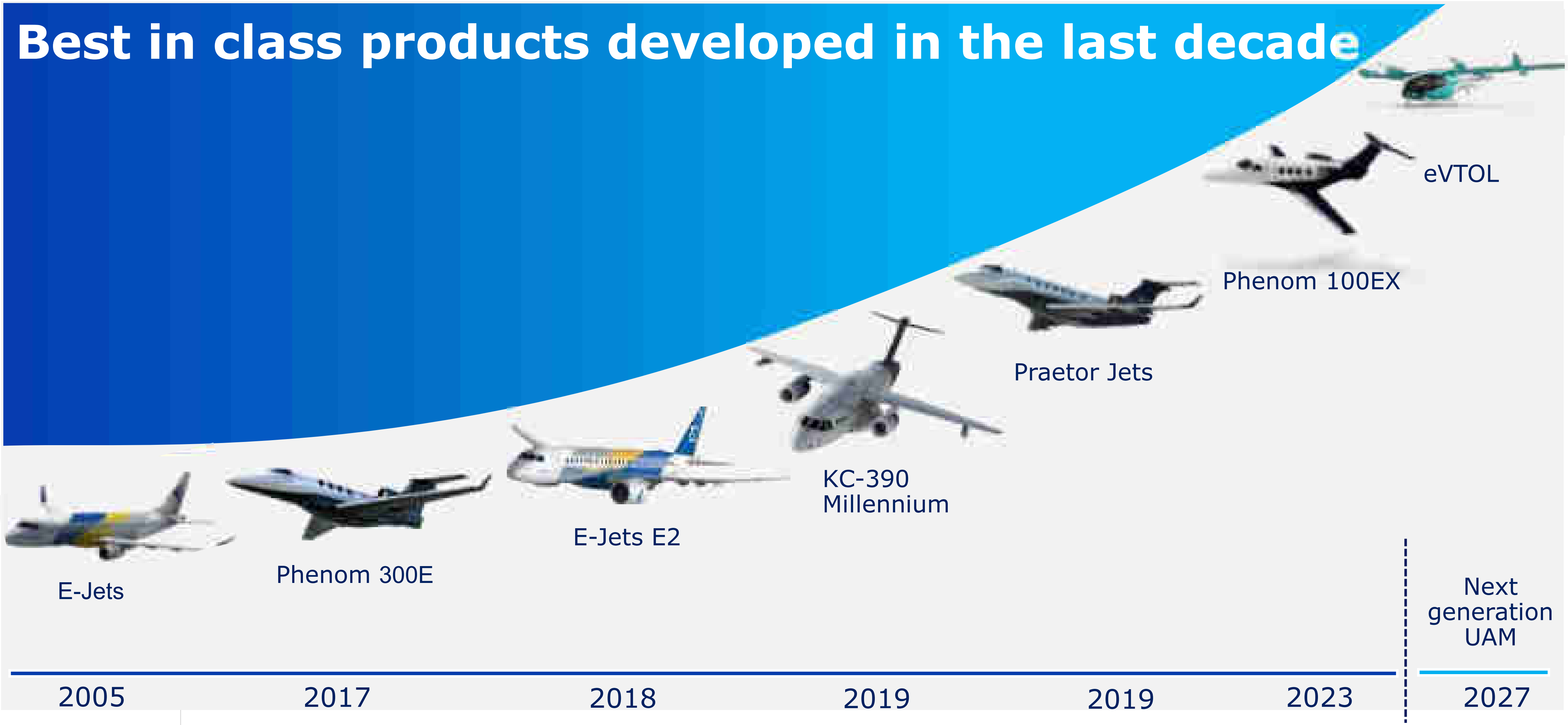
+

Modern and competitive portfolio of products

=

Revenue and profitability growth

WORLD-CLASS ENGINEERING



MANAGEMENT BY VALUE STREAMS

IPANEMA

~55%
REDUCTION IN LEAD TIME

Baseline: 2021

PRAETOR

~40%
REDUCTION IN LEAD TIME

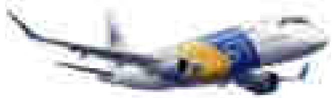
Baseline: 2019

KC-390

~35%
REDUCTION IN LEAD TIME

Baseline: 2019

E1



~25%
REDUCTION IN LEAD TIME

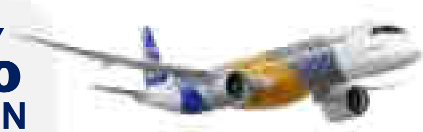
Baseline: 2020

PHENOM

~20%
REDUCTION IN LEAD TIME

Baseline: 2020

E2



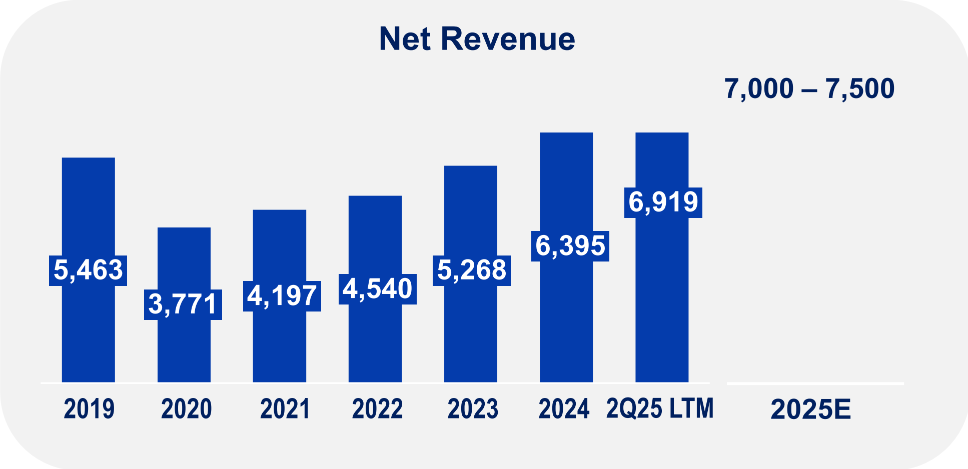
~15%
REDUCTION IN LEAD TIME

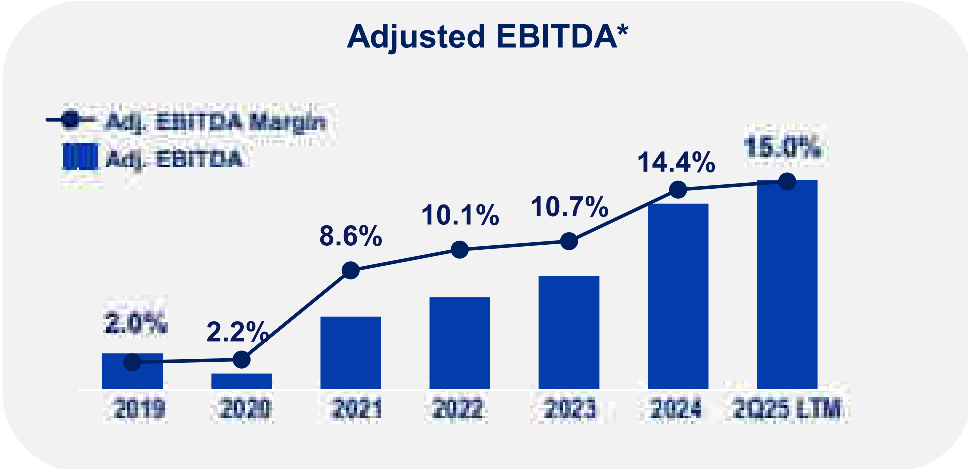
Baseline: 2020

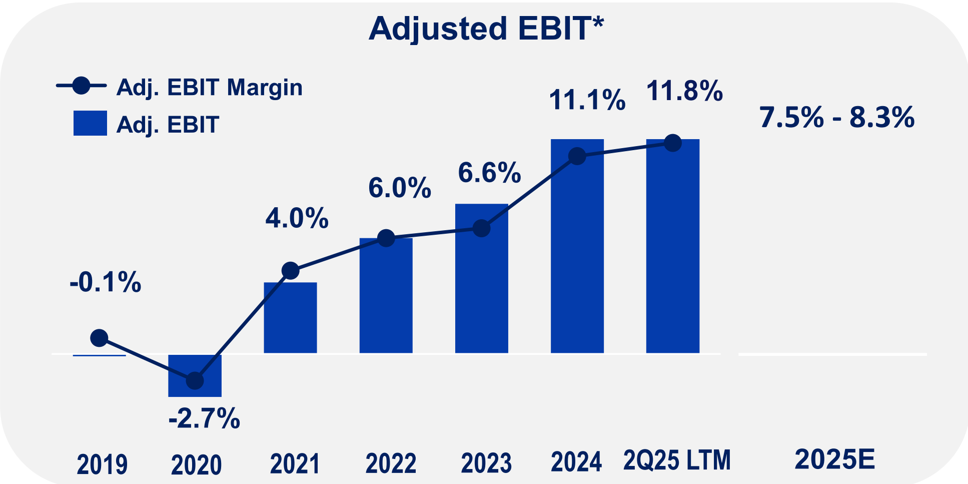
** The gains indicated are based on the evolution in 2024 compared to the baseline of each program.*
*** KC390 result based on the last exported aircraft in June 2024 and E2 didn’t have AFA in 2025.*
****Super Tucano had 4 AFA in June (Paraguai Air Force), lead time since contracted of 10 months (white tails).*

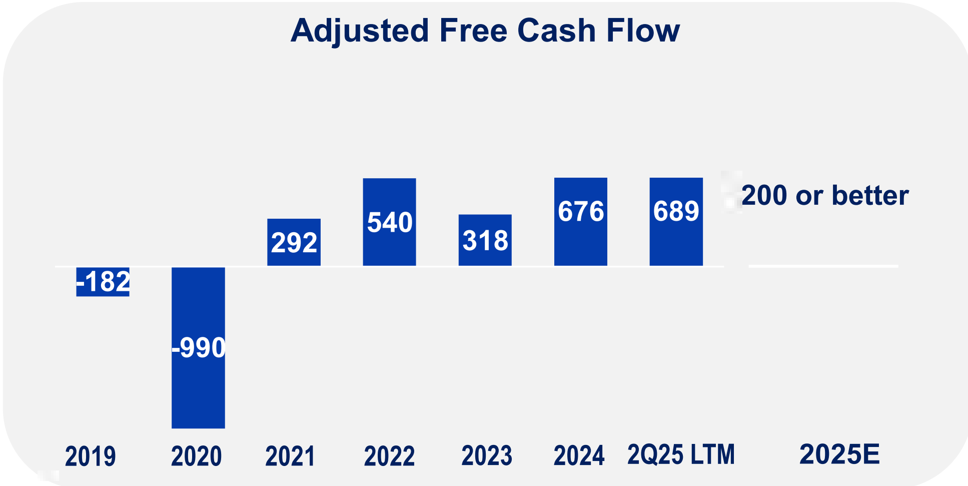
TURNAROUND COMPLETED

US$m





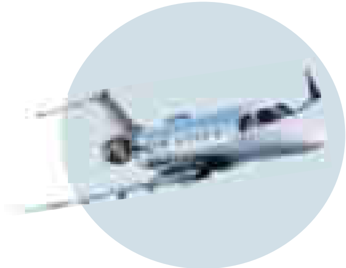




Note: Revenue, adjusted EBITDA, adjusted EBIT and FCF do not consider EVE.
*Adj. EBITDA & EBIT (margin) ex BA and extraordinary items for 2024 US$704m (+11.0%) and US$490m (+7.6%); 2025 LTM ex BA and extraordinary items US$831m (+12.0%) and US$596m (+8.6%), respectively.

INVESTMENT ON SUSTAINBLE GROWTH

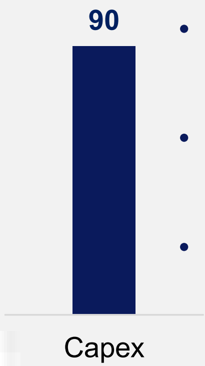
3 main projects



OGMA
GRUPO EMBRAER

Executive Aviation (2024-27)

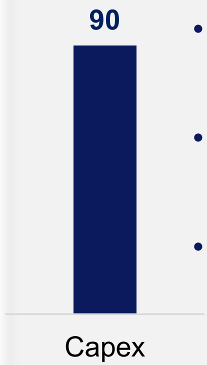
US$m



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

Services – OGMA (2021-26)

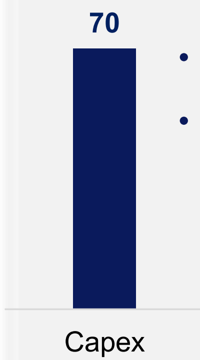
US$m



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

Services – MRO (2025-26)

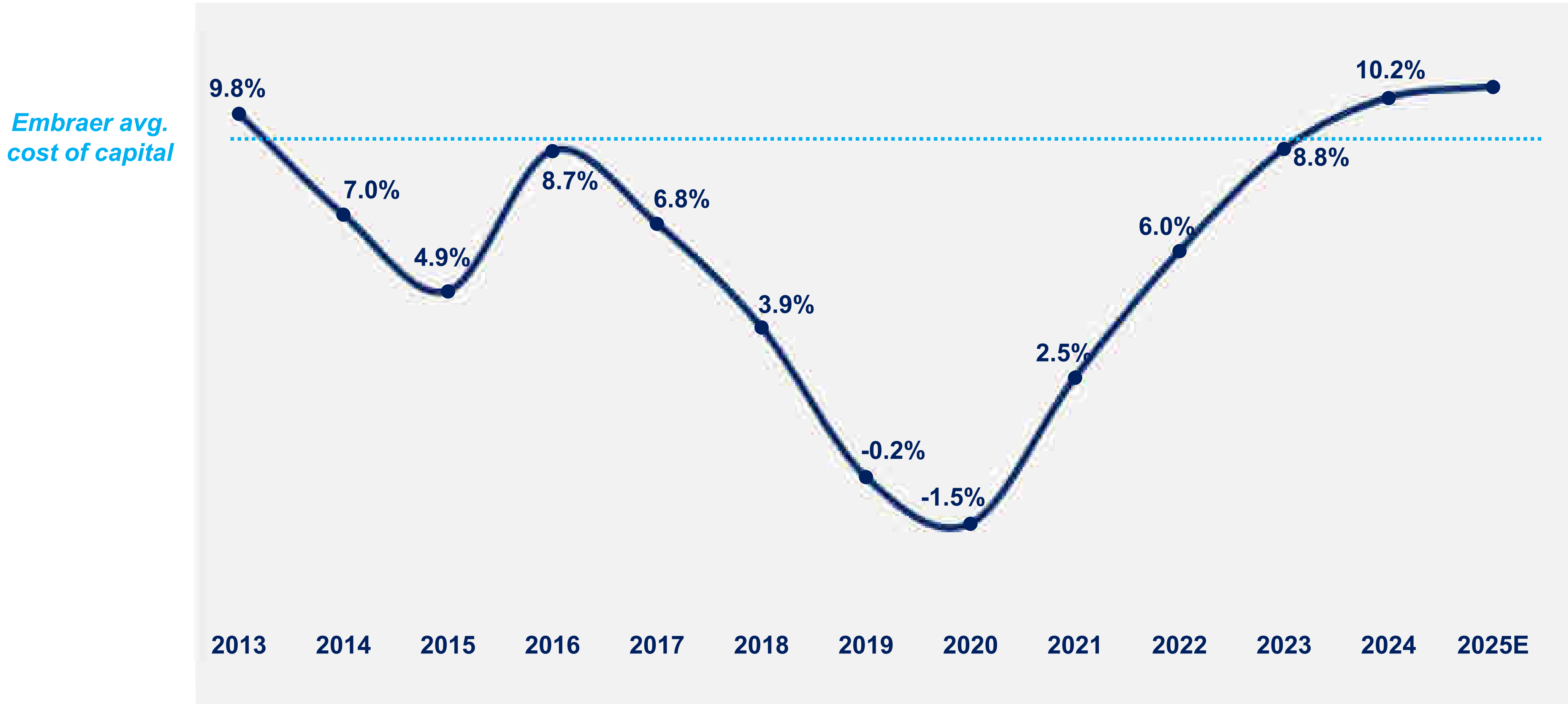
US$m



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

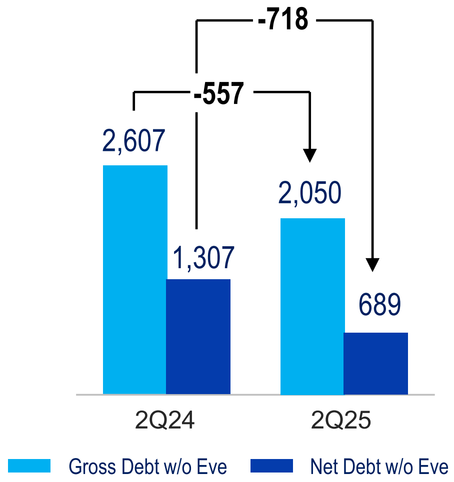
RETURN ON INVESTED CAPITAL

ROIC above WACC supported by improved operational and financial metrics



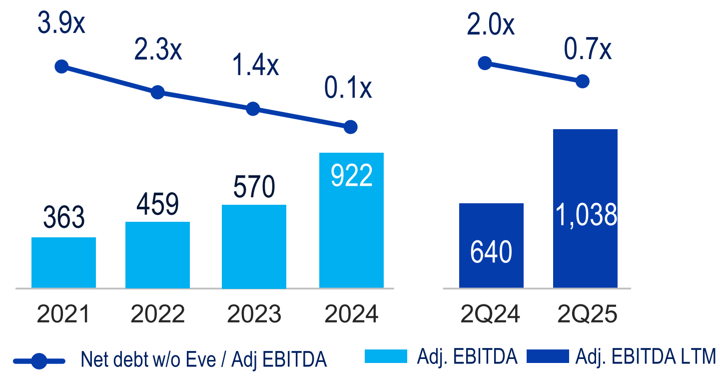
LIQUIDITY

Strong liquidity and long-term maturities



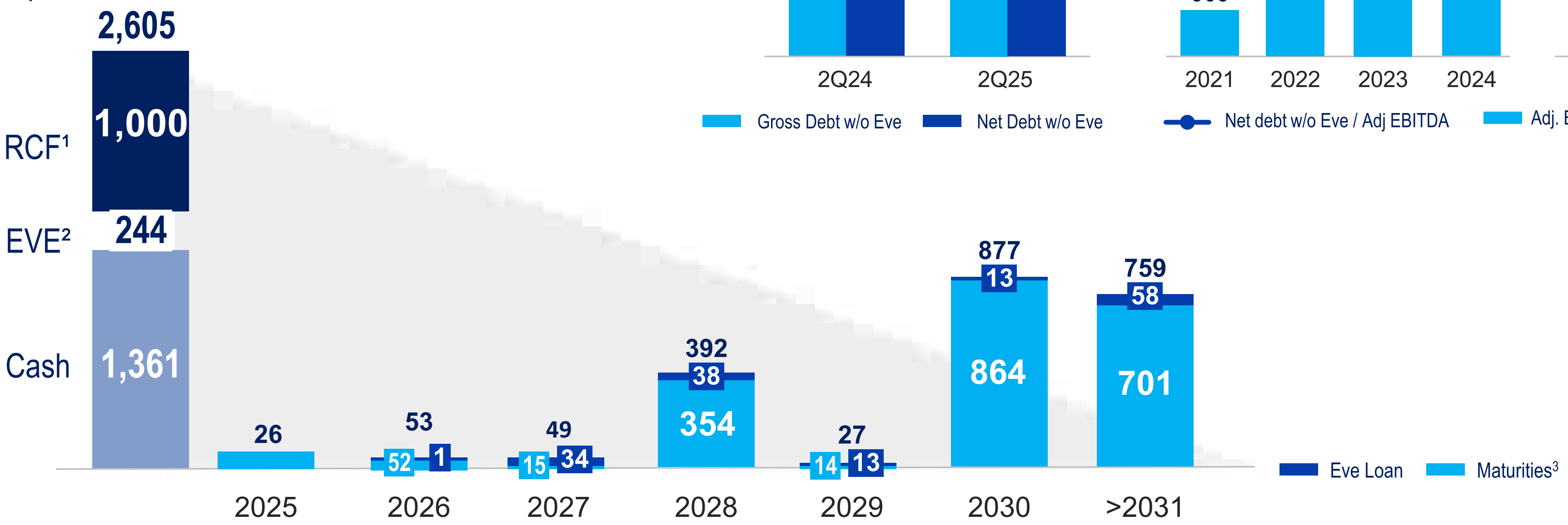
DELEVERAGING

US$ million



MATURITIES

US$ million



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

EXECUTIVE AVIATION

EXECUTIVE AVIATION | PRODUCT PORTFOLIO

Phenom 100EX
Entry
Up to 7 passengers
Range 2,182 km / 1,178 nm
MCO – JFK; GRU – EZE; LHR – FCO; SIN – BKK

*For specs click **here***

Phenom 300E
Light
Up to 10 passengers
Range 3,722 km / 2,010 nm
JFK – ASE; GRU – MAO LHR –TFN; DXB – DEL

*For specs click **here***

Praetor 500
Midsize
7 to 9 passengers
Range 6,186 km / 3,340 nm
JFK – SFO; JFK – CDG DXB – NCE; DEL – NRT

*For specs click **here***

Praetor 600
Super midsize
8 to 12 passengers
Range 7,441 km / 4,018 nm
LHR – JFK; GRU – MIA CDG – DEL; SIN – DXB

*For specs click **here***

1,900+
Jets delivered

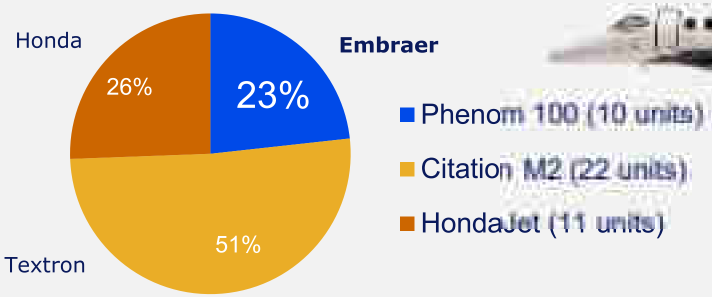
70+
Countries

US$7.4bn
Backlog

Source: Company; routes made under specific conditions of winds, temperatures and payloads.

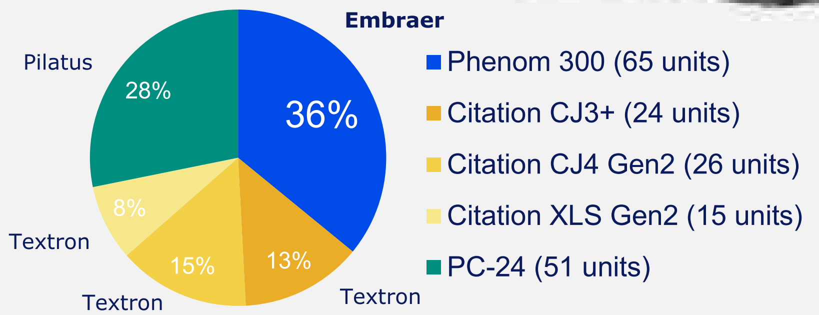
PENETRATING PRODUCT SEGMENTS

PHENOM 100EV/FX
BY EMBRAER



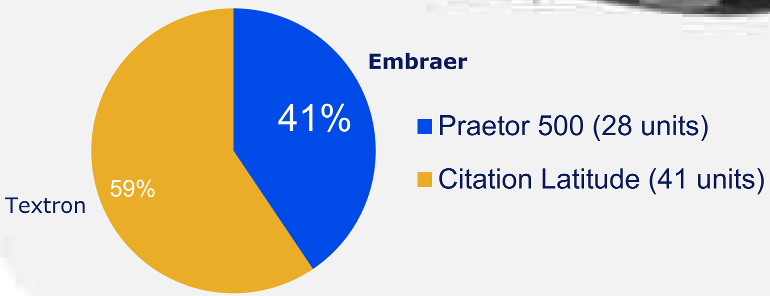
(+400bp yoy)

PHENOM 300E
BY EMBRAER



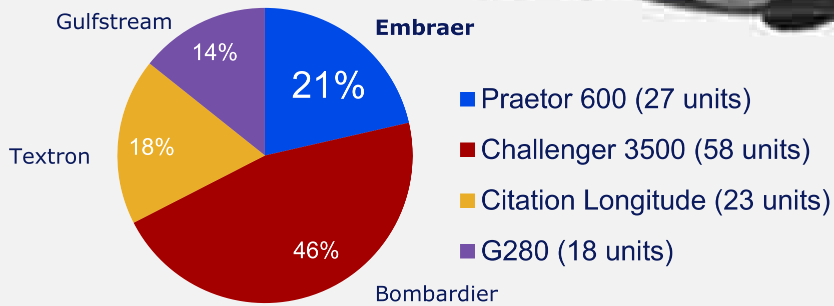
(+200bp yoy)

PRAETOR 500
BY EMBRAER



(+800bp yoy)

PRAETOR 600
BY EMBRAER



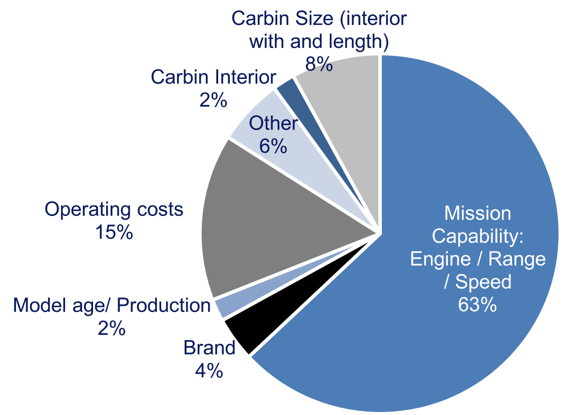
(+300bp yoy)

EMBRAER

Source: GAMA 2024 and company assessment.

SOLID PRODUCT POSITIONING

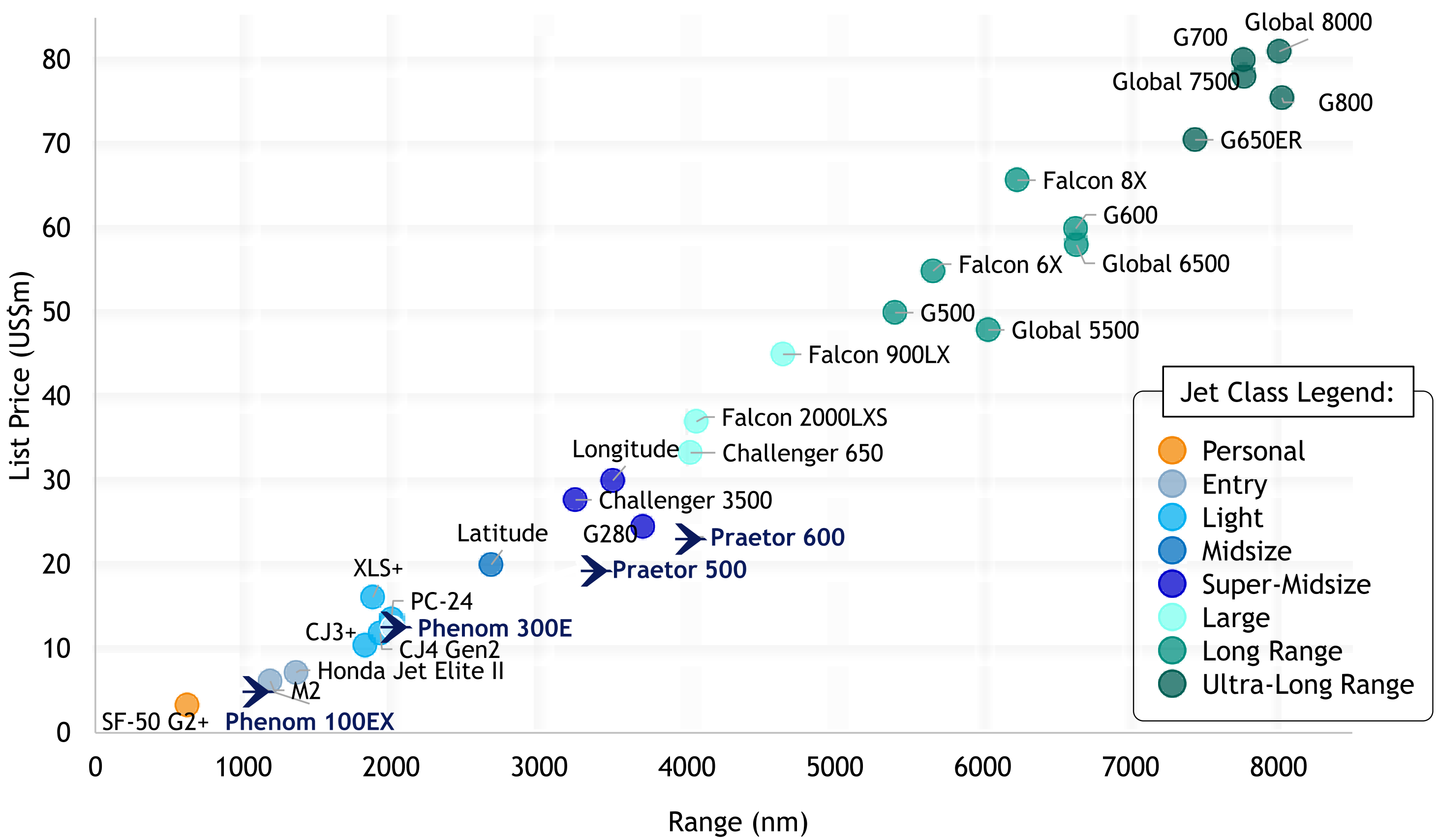
Most Important Features for Buyers



Embraer Value Proposition

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

Range v. List Price

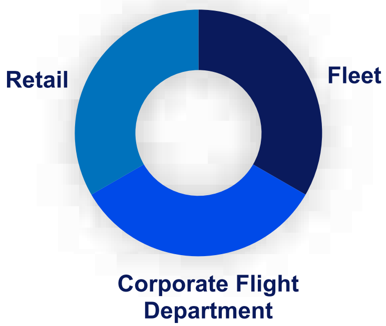


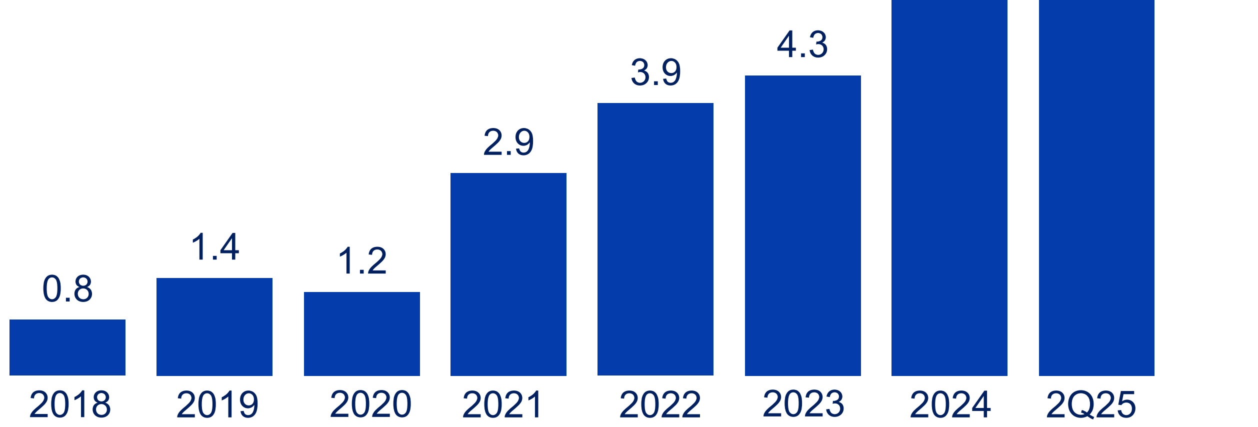
Source: B&CA 2024 Publication of in-production aircraft*. Range at 4 or 8 passengers according to each jet aircraft class.
*Global 8000 and G800 soon to enter service.

STRONG CUSTOMER BACKLOG

Executive Aviation Order Backlog (US$bn)

Client Share (L5Y)





Source: Company.

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

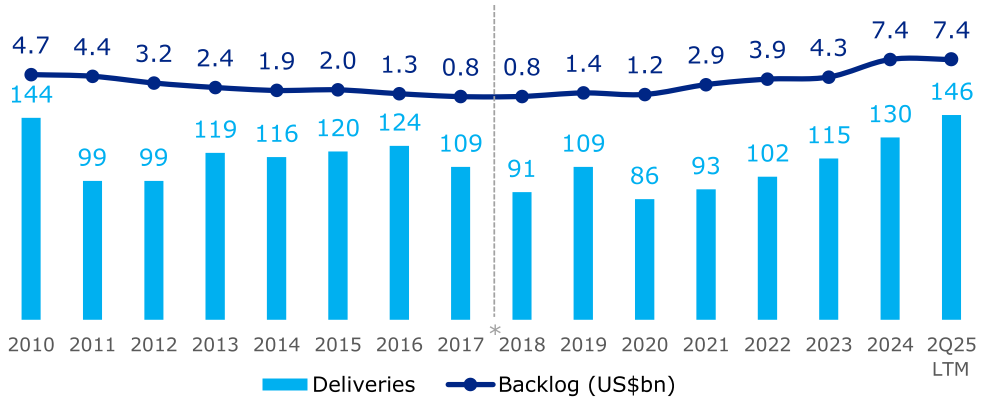
Seizing market momentum, NetJets continues to firm orders out of a total of 250

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

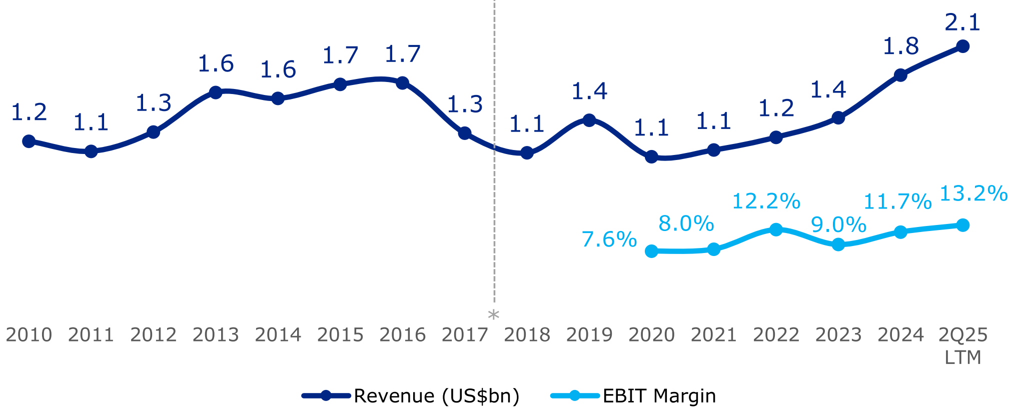
De-risked production profile until the end of the decade

EXECUTIVE BACKLOG

Backlog and Deliveries

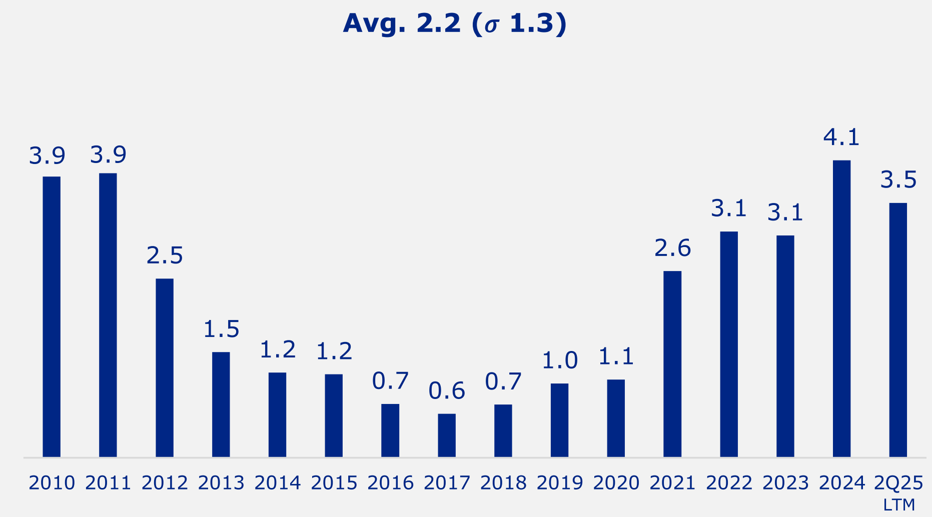


Revenue and EBIT Margin



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

Backlog / Revenue Ratio




DEFENSE &
SECURITY

KC-390 MILLENNIUM

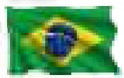
TRUE MULTI-MISSION PLATFORM

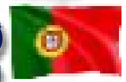
18,300+
FLIGHT HOURS THROUGH JUNE 2025

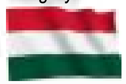
93.3%
FLEET MISSION CAPABLE RATE(1)

99.6%
FLEET COMPLETION RATE(2)

11 *AIRCRAFT IN SERVICE*

Brazil

7 *1ST DELIVERY IN 2019*

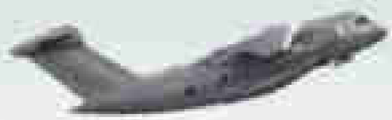
Portugal

3 *1ST DELIVERY IN 2023*
NATO CONFIGURATION

Hungary

1 *1ST DELIVERY IN 2024*
NATO CONFIGURATION

(1) Availability when scheduled maintenance is removed from the equation.
(2) Rate of successful missions, once launched.

KC-390 MILLENNIUM | MARKET MOMENTUM

RIGHT PRODUCT, RIGHT TIMING



42 KC-390 FIRM SALES CONTRACTS

		Aircraft	
2014	Brazil	19	LAUNCH CUSTOMER
2019	Portugal	5	NATO
2020	Hungary	2	NATO
2023	South Korea	3	
2023	The Netherlands	5	NATO
2024	Austria	4	
2024	Czech Republic	2	NATO
2024	Undisclosed	2	

+11 SELECTED AIRCRAFT
7 NATO OPERATORS

AIRCRAFT SELECTED BY

	Aircraft	
Slovakia	3	NATO
Sweden	4	NATO
Portugal	+1*	NATO
Lithuania	3	NATO

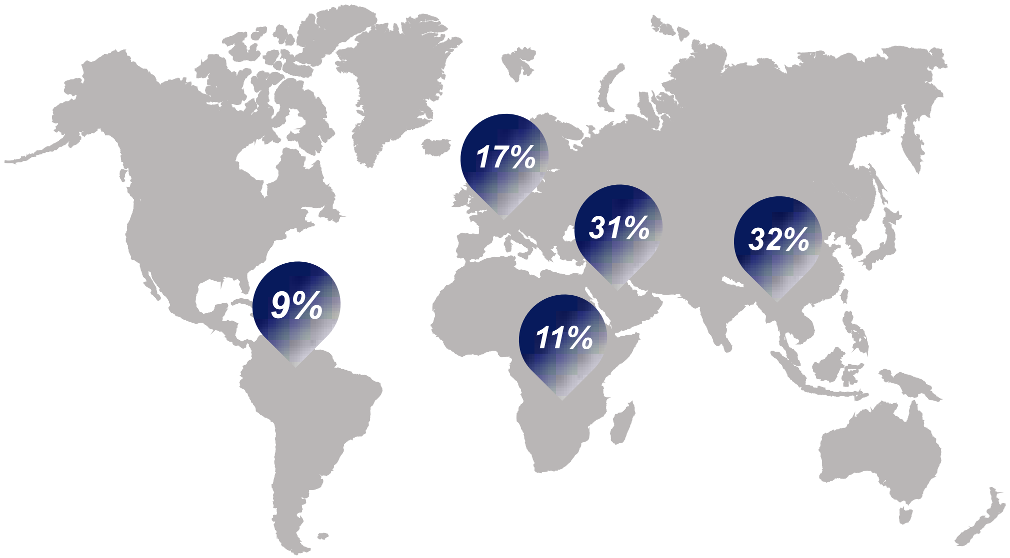
(*) 6th aircraft for Portugal and 10 new purchase options.

KC-390 MILLENNIUM | ADDRESSABLE MARKET

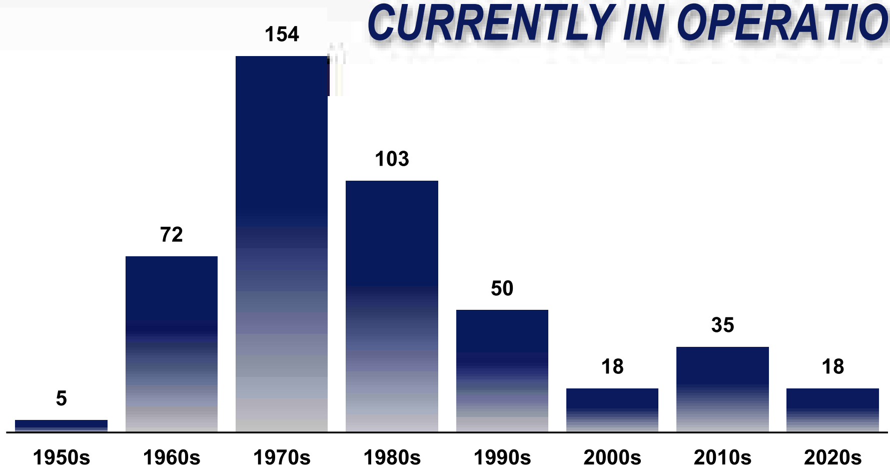
RIGHT PRODUCT, RIGHT TIMING

ADDRESSABLE
MARKET
20 years

~460 AIRCRAFT
~60 US$ Bn



DELIVERY YEAR OF 455 TACTICAL AIRLIFTERS CURRENTLY IN OPERATION



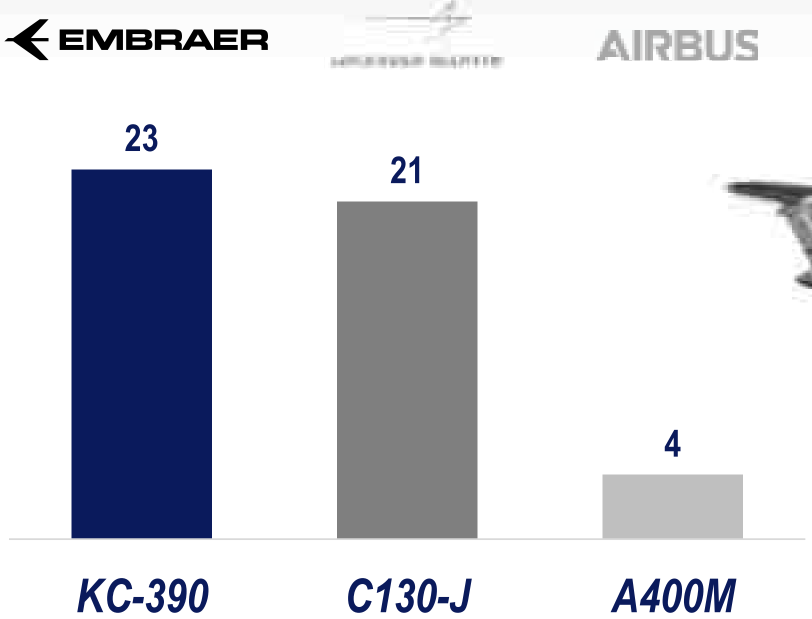
~230 AIRCRAFT

OVER 45 YEARS OLD DUE TO RETIRE

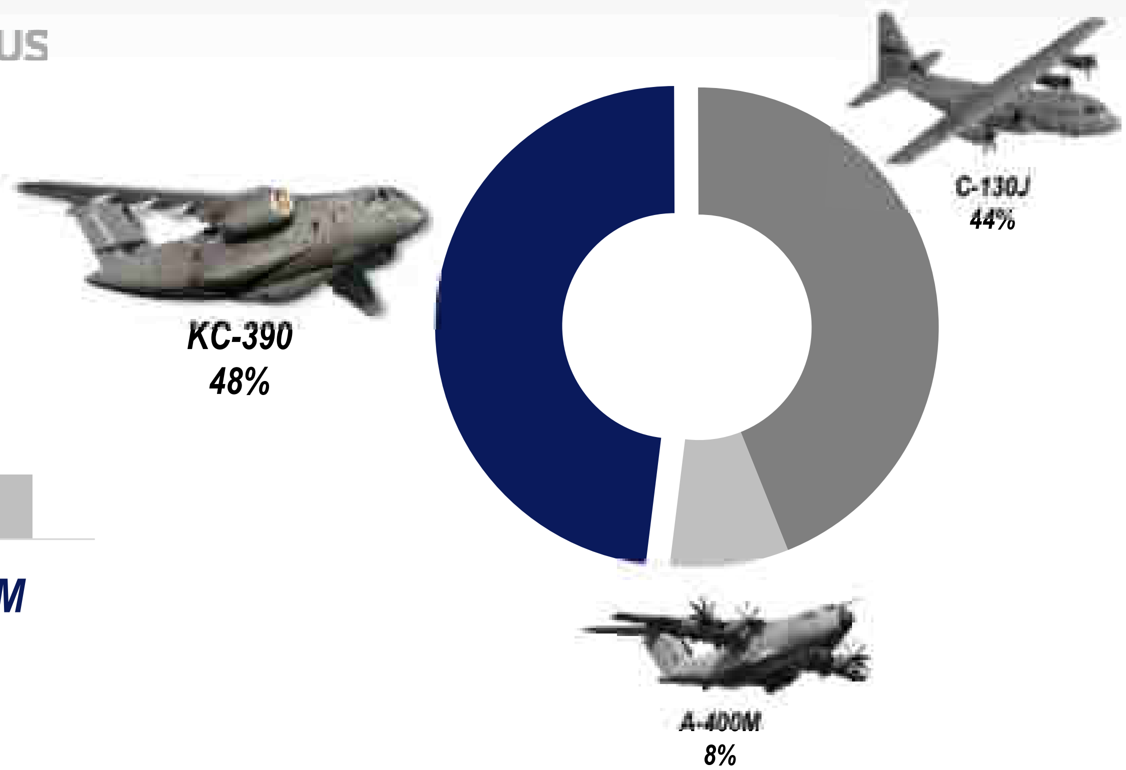
Doesn't include: U.S.A., Russia, China, Ukraine, North Korea, Cuba and Japan.

KC-390 MILLENNIUM | SALES SINCE 2019

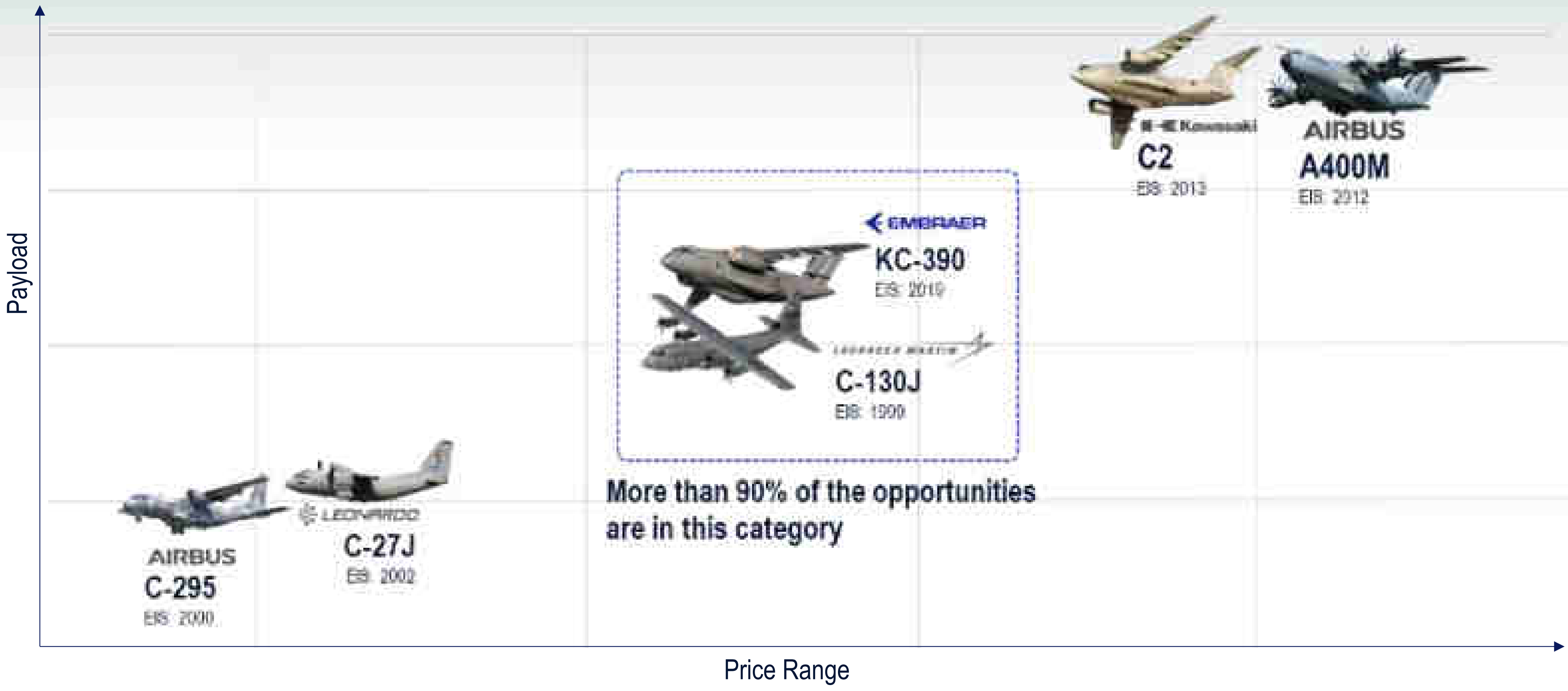
INTERNATIONAL SALES



NEW MARKET LEADER



KC-390 MILLENNIUM | COMPETITION OVERVIEW



A-29 SUPER TUCANO

WORLDWIDE PRESENCE

21
AIR FORCES

290+
AIRCRAFT ORDERED

+600,000
FLIGHT HOURS

+60,000
COMBAT HOURS

AFGHANISTAN | ANGOLA | BRAZIL | BURKINA FASO | CHILE | COLOMBIA | DOMINICAN REPUBLIC | ECUADOR | INDONESIA | LEBANON | MALI | MAURITANIA | NIGERIA | PARAGUAY | PHILIPPINES | PORTUGAL | UNDISCLOSED | UNDISCLOSED | UNDISCLOSED | URUGUAY | USA

A-29 SUPER TUCANO | STANDING LEADERSHIP

STANDING LEADERSHIP IN ITS SEGMENT

34

NEW FIRM ORDERS OVER THE PAST 12 MONTHS

TWO DECADES LEADING THE LIGHT ATTACK AIRCRAFT MARKET SEGMENT

2024

Paraguay – 6 AIRCRAFT

Undisclosed – 4 AIRCRAFT

Portugal – 12 AIRCRAFT NATO

Uruguay – 1 AIRCRAFT

Undisclosed – 6 AIRCRAFT

2025

Uruguay – +5 AIRCRAFT

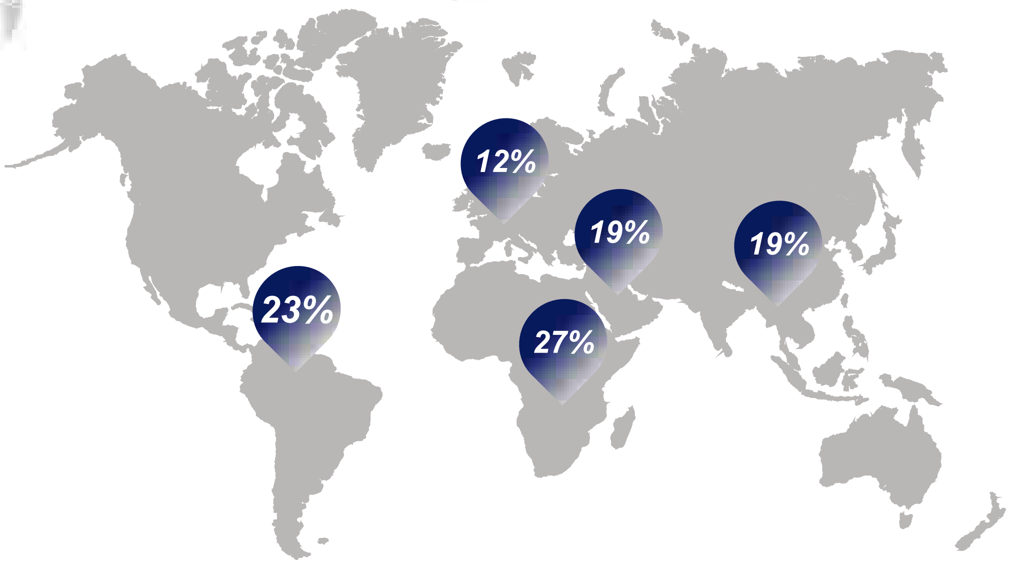
AIRCRAFT SELECTED BY Panama – 4 AIRCRAFT

A-29 SUPER TUCANO | ADDRESSABLE MARKET

RELEVANT MISSION SET, VALUE TO OPERATORS

ADDRESSABLE
MARKET
20 years

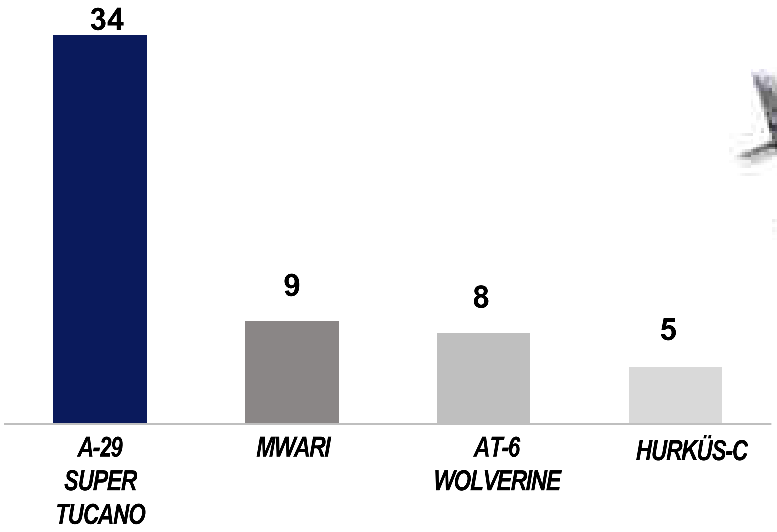
~540 AIRCRAFT
~ US$ 8 Bi



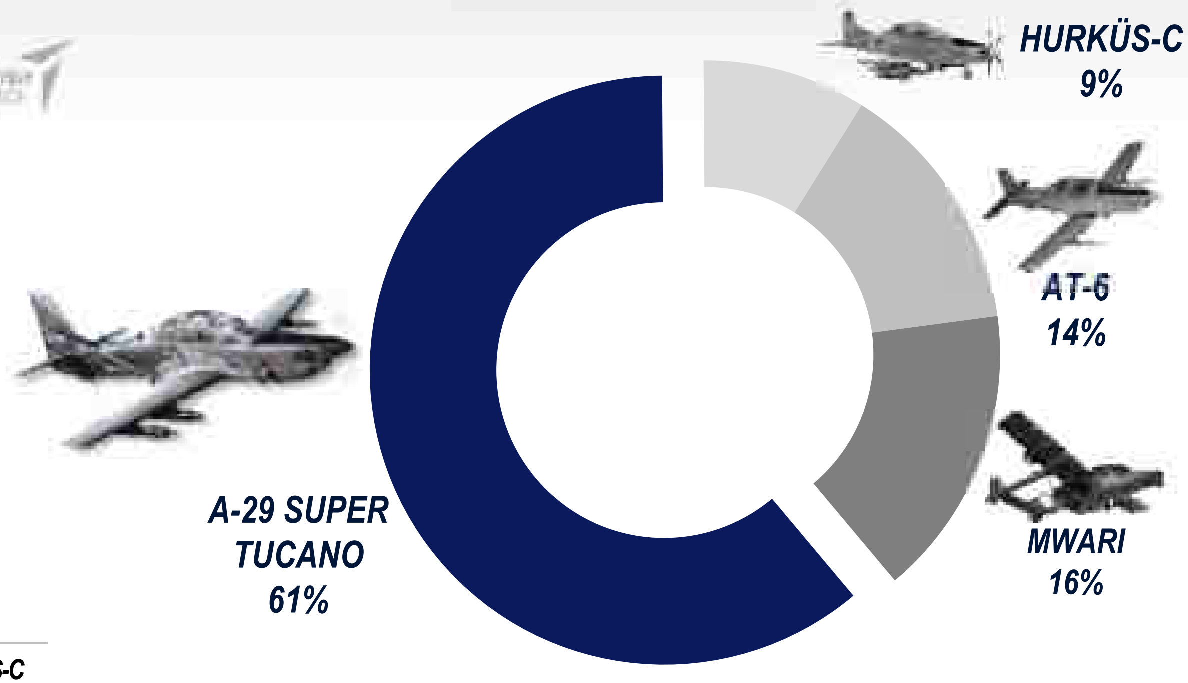
Doesn't include: USA, Russia, China, Ukraine, North Korea, Cuba and Japan.

A-29 SUPER TUCANO | SALES SINCE 2019

INTERNATIONAL SALES



CONTINUOUS LEADERSHIP



Note: Domestic sales not included

A-29 SUPER TUCANO | COMPETITION OVERVIEW

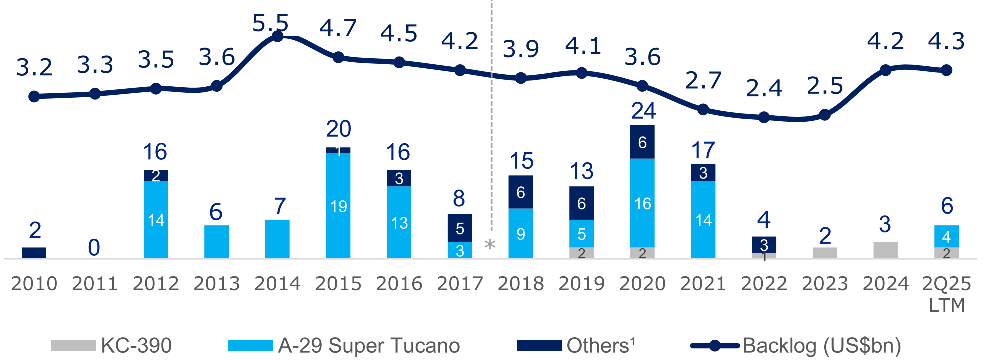
	A-29	AT-6	HURKÜS-C	SKY WARDEN	MWARI
Manufacturer	EMBRAER	TEXTRON	TURKISH AEROSPACE	L3HARRIS	PARAMOUNT
Units Ordered	298 (+4 Selected)	11	5	25 (Potential +37)	9
Number of Operators	21 (+1 selected)	2	2	1	2
Platform Design	Clean Sheet Design	Modified Basic Trainer	Modified Basic Trainer	Modified Crop Duster	Clean Sheet Design
Combat Maturity Level	Very High	None	Very Low	None	Very Low

Market Leader!

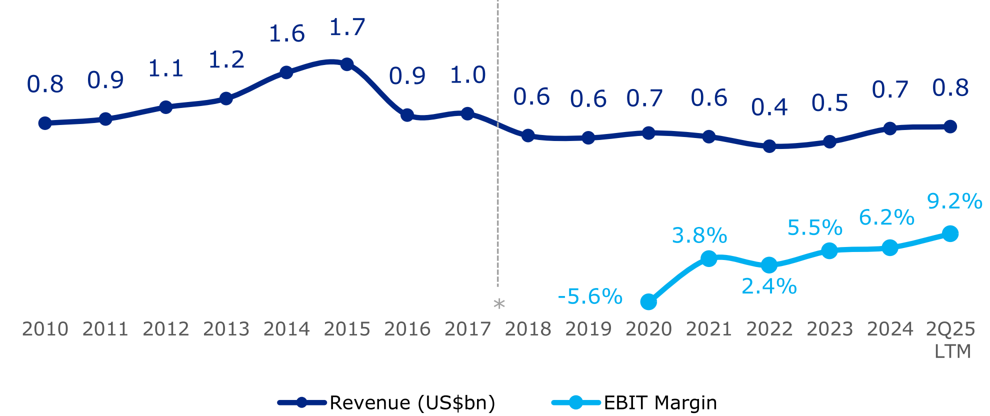
Analysis: Embraer Defense and Security Market Intelligence. Source for orders / operators: Cirium database.

DEFENSE & SECURITY BACKLOG

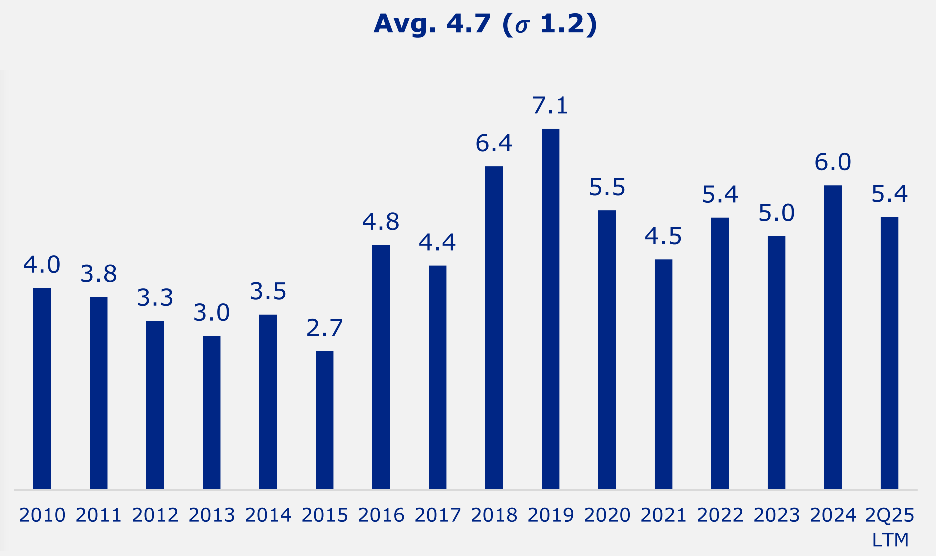
Backlog and Deliveries



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.

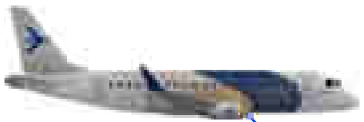

COMMERCIAL
AVIATION

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

E195-E2

Seats: 120 to 146
Range: 4,815 km / 2,600 nm
YYZ – LAX; REC – MVD
For specs click ***here***

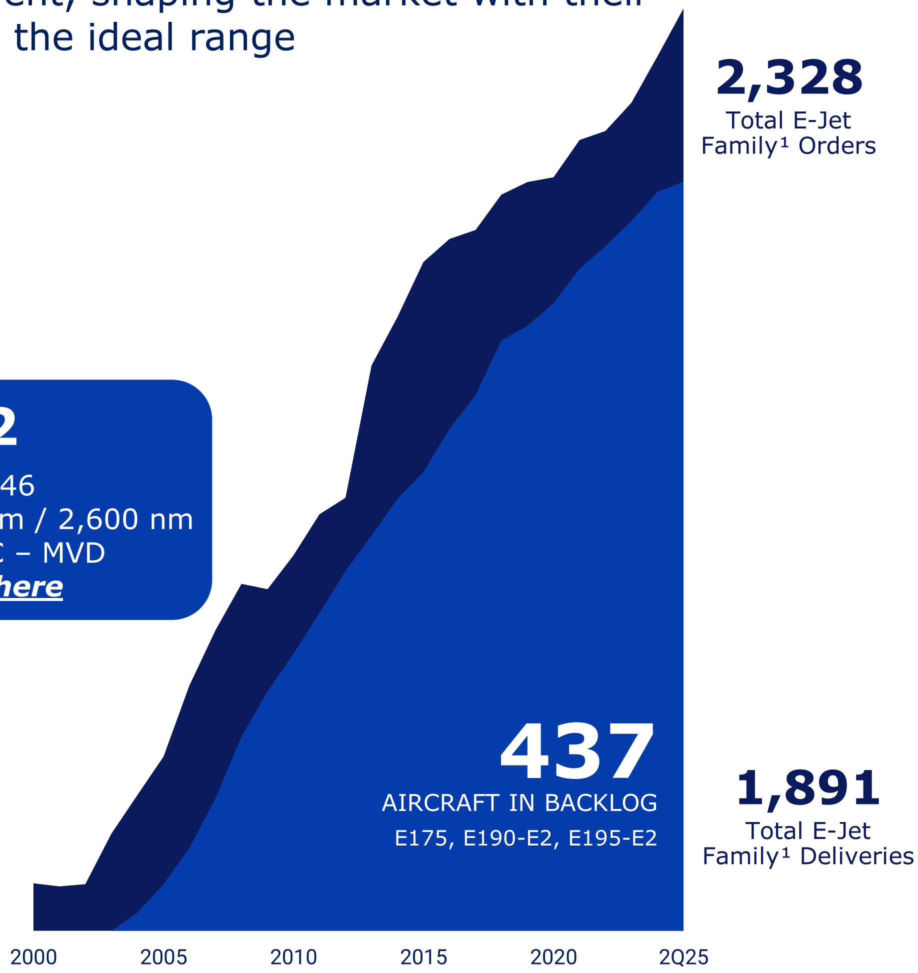


E175

Seats: 76 to 88
Range: 4,074 km / 2,200 nm
JFK – IAH; MCO – DEN
For specs click ***here***

E190-E2

Seats: 97 to 114
Range: 5,280 km / 2,850 nm
ATH – LHR; SVO – MAD
For specs click ***here***



EMBRAER

Source: Company; routes made under specific conditions of winds, temperatures and payloads.
[1]Total E-Jets Family includes E170, E175, E190-E1, E190-E2, E195-E1, E195-E2.

E2 NUMBERS & FACTS

1st AIRCRAFT DELIVERED

Wideroe
NORWAY
3x E190-E2

Air Astana
KAZAKHSTAN
5x E190-E2

Azul
BRAZIL
51x E195-E2

Helvetic
SWITZERLAND
8x E190-E2
4x E195-E2

Binter
SPAIN
16x E195-E2

Air Kiribati
KIRIBATI
1x E190-E2

Air Peace
NIGERIA
16x 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

Mexicana
MEXICO
10x E190-E2
10x E195-E2

1st AIRCRAFT TO BE DELIVERED

Salam Air
OMAN
6x E195-E2

SKS
MALAYSIA
10x E195-E2

Luxair
LUXEMBOURG
6x E195-E2

Virgin Australia
AUSTRALIA
8x E190-E2

ANA
JAPAN
15x E190-E2

SAS
SCANDINAVIA
45x E195-E2

168 Delivered aircraft

22 Operators

229 To be delivered

397 Total Firm Orders

QUALIFIED LESSORS

ICBC
CHINA
10x E195-E2

AZORRA
UNITED STATES
23x E195-E2
16x E190-E2

ELEVATE CAPITAL PARTNERS

AERCAP
IRELAND
43x E195-E2
5x E190-E2

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

MERX AVIATION

AVOLON

FALKO

TrueNoord
Regional Aircraft Leasing

EMBRAER

Source: Embraer.
These figures refer to the total number of aircraft ordered by customers.

E2 IS THE PREFERRED CHOICE TO COMPLEMENT NB

Selected to complement both Airbus and Boeing larger narrowbody (NB)

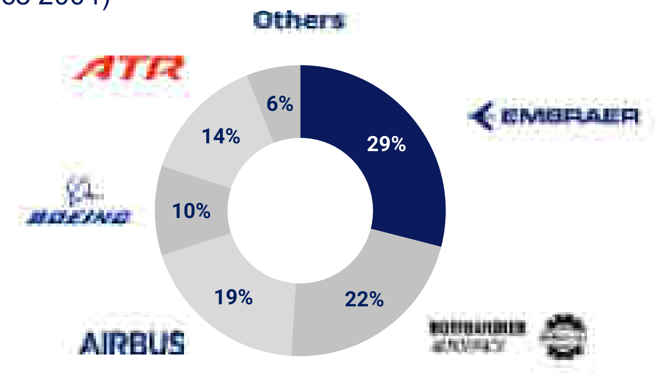
Azul	SalamAir		KLM	air astana	scoot	LOT	Virgin	ANA	SAS	mexicana
93 x E2s 53 x A320neo	**6 x E2s** 12 x A320neo	**10 x E2s** 20 x A320neo	**25 x E2s** 38 x 737s	**5 x E2s** 19 x 737s	**9 x E2s** 39 x A320neo	**3 x E2s** 19 x 737s	**8 x E2s** 92 x 737s 7 x A320	**15 x E2s** 39 x 737s 17 x A320	**45 x E2s** 80 x A320	**20 x E2s** 3 x 737s
51x Owned 42x Lessors	6x Owned	2x Owned 8x Lessors	25x Lessors	5x Lessors	9x Lessors	3x Lessors	4x Owned 4x Lessors	15x Owned	45x Owned	20x Owned

Accelerate [Connectivity] Opportunity

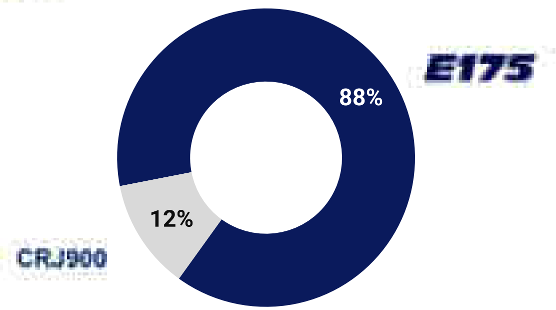
Source: Embraer.
These figures refer to the total number of aircraft ordered by customers.

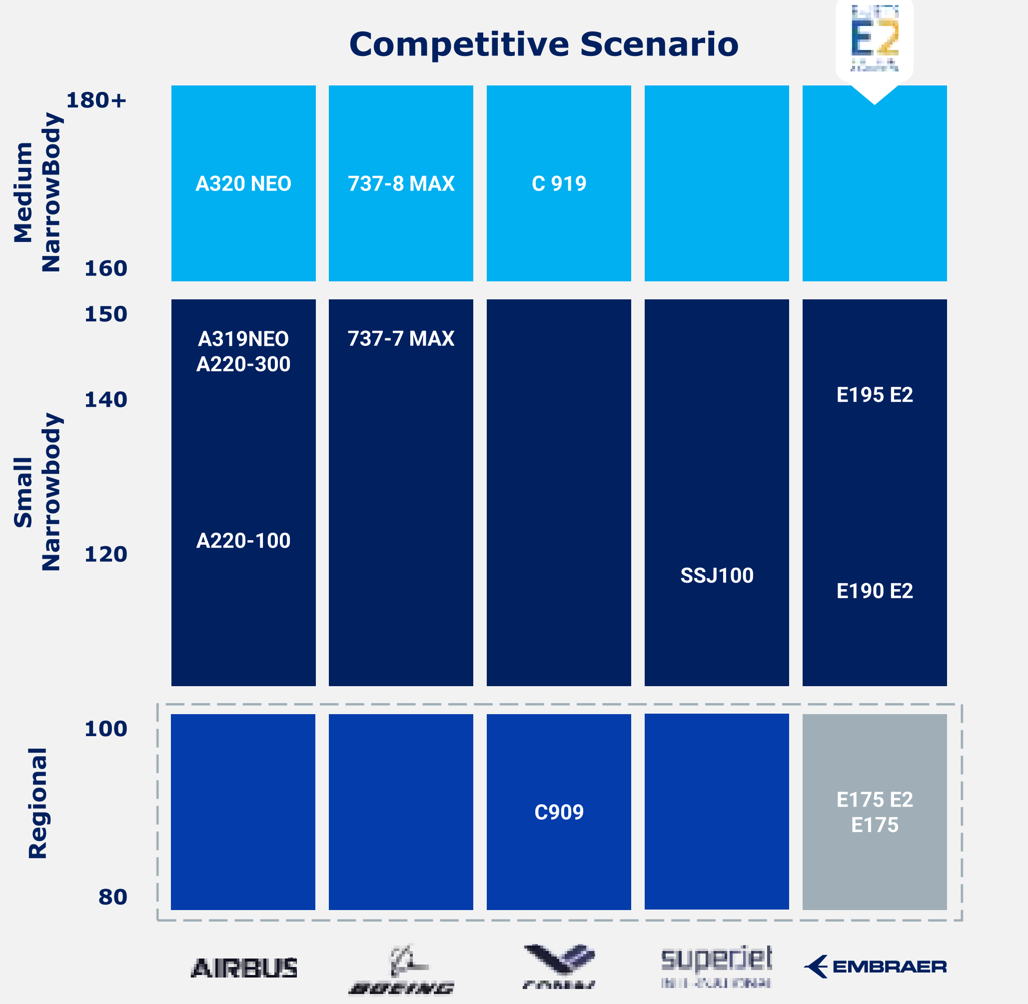
MARKET SHARE & PRODUCT POSITIONING

Up To 150-seat Global Market Share
(Deliveries since 2004)



North America 70 to 90-seat Jets Market Share
(Orders since 2013)





EMBRAER

Source: Embraer.

THE E2 IS THE SOLUTION FOR THE US MARKET

E2 value proposition for different business models

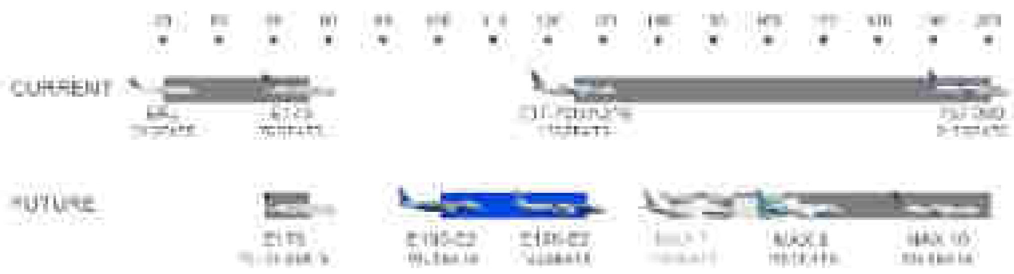
Mainline

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

Low Cost Carriers

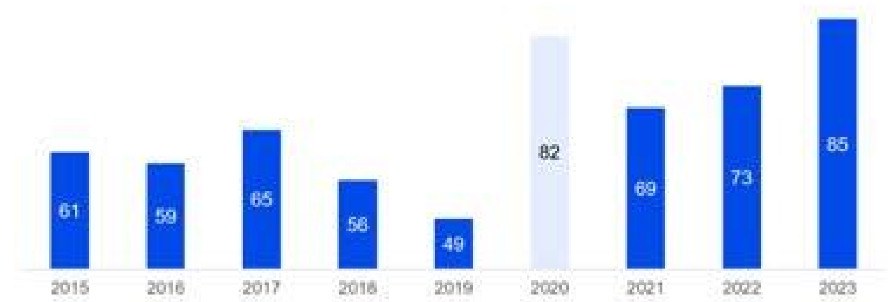
- Growing pocket of opportunities in thinner markets
- Lack an adequate aircraft to explore it
- E2 economics ideal for secondary cities expansion

United Next Fleet Plan



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

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

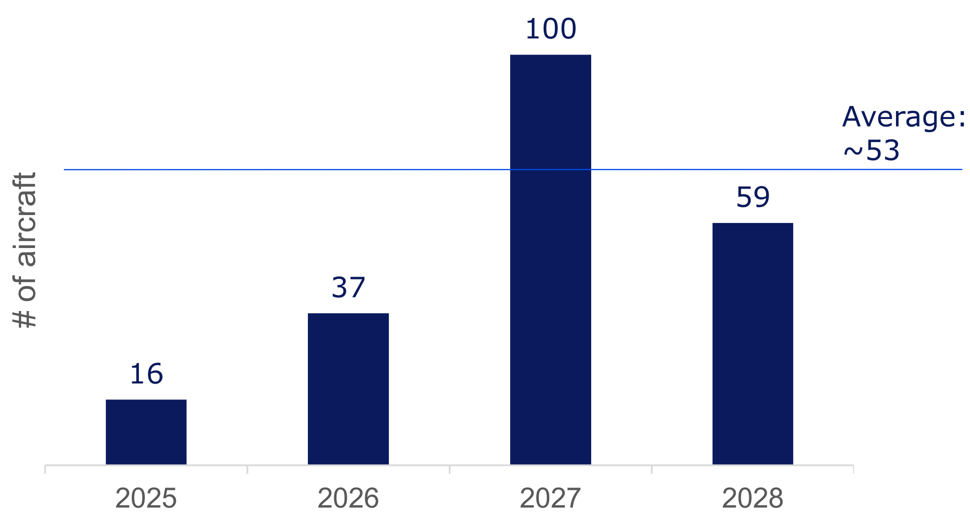


EMBRAER

REPLACEMENT OPPORTUNITIES AHEAD FOR E1

Regional Aircraft Replacement Calendar (E175)

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

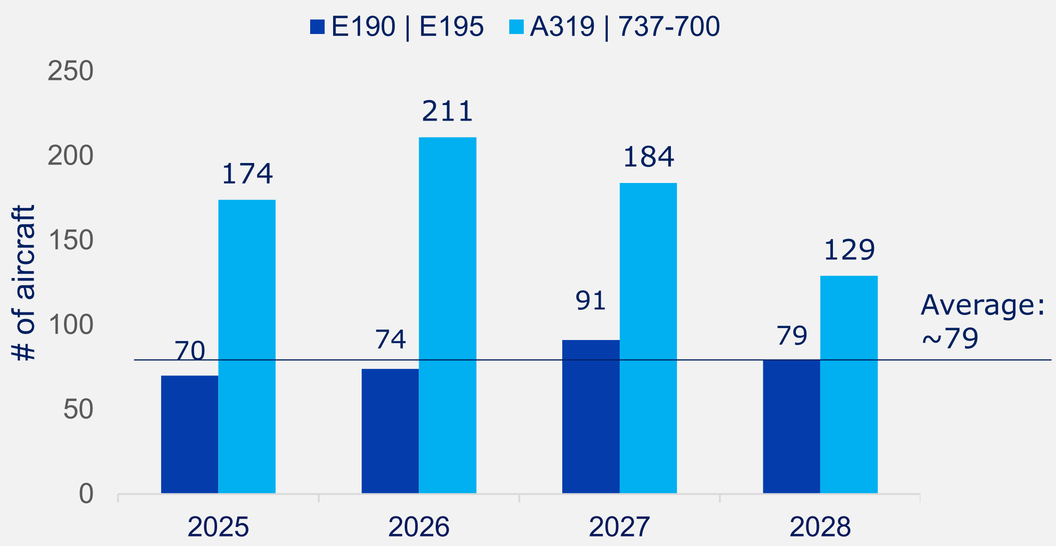


Low competition environment in the next decade

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

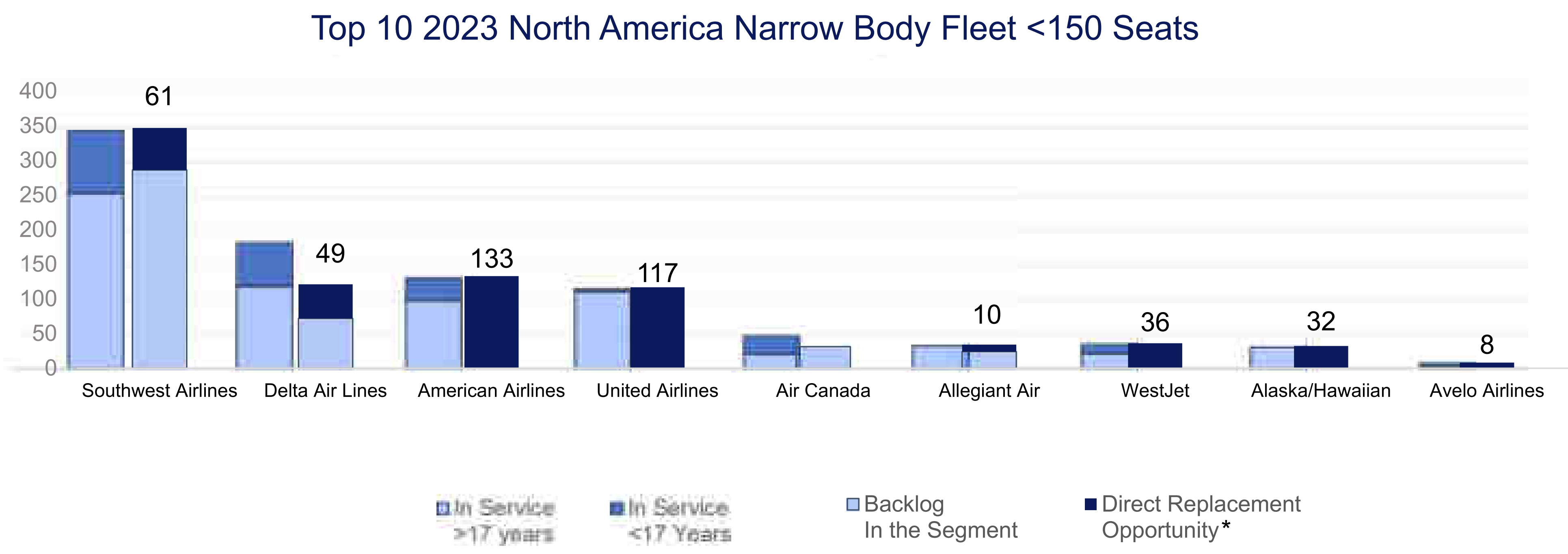
Additional 737-700 and A319 replacement opportunities also addressable

EMBRAER

Source: Cirium; Embraer analysis.

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

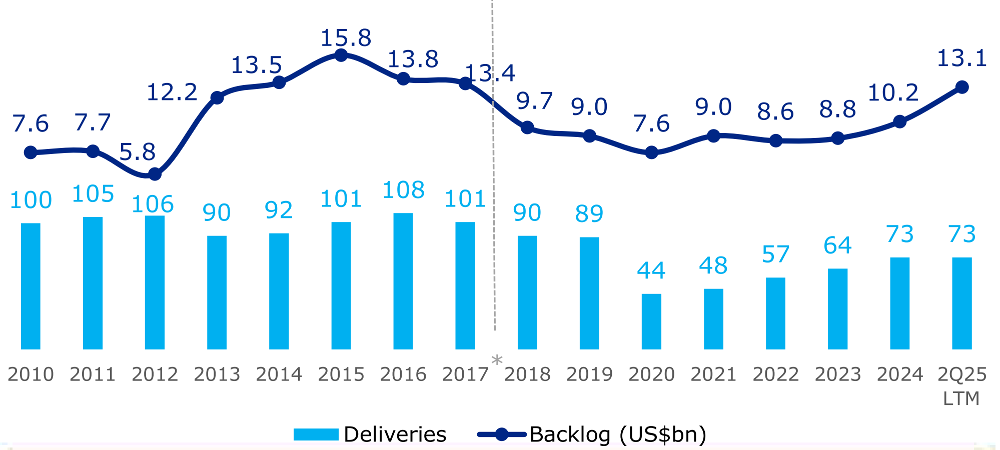
Of which ~450 are direct replacement opportunities



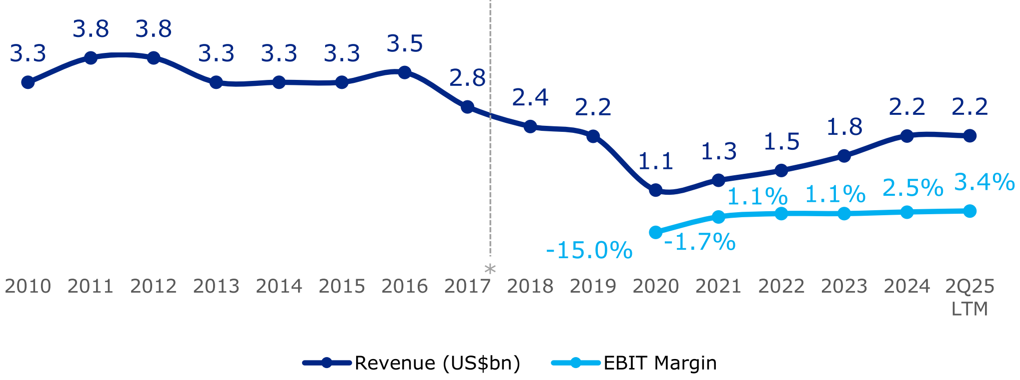
* *Direct replacement opportunity does not take into consideration the A220 fleet in service.*

COMMERCIAL BACKLOG

Backlog and Deliveries

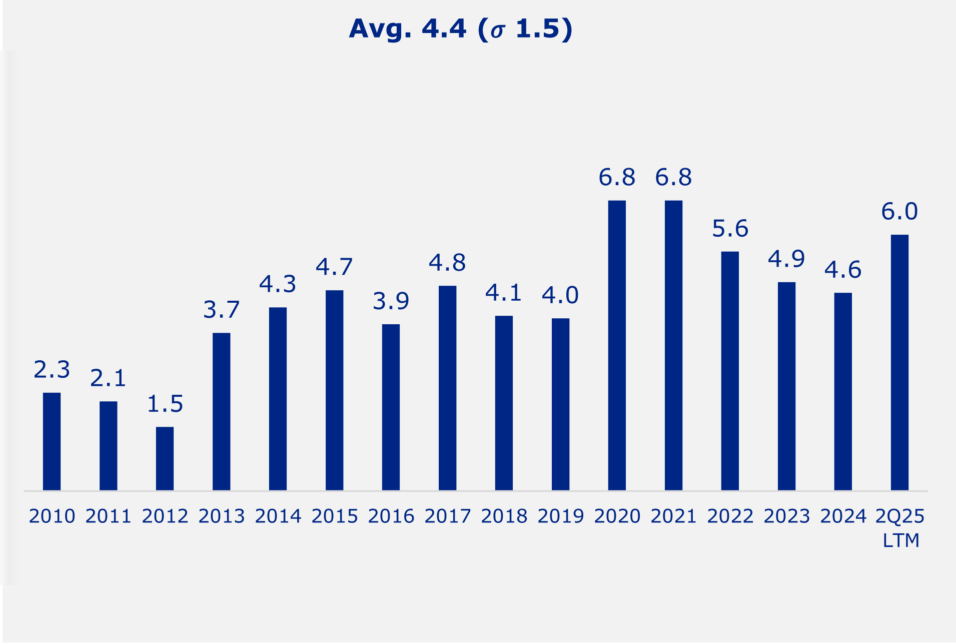


Revenue and EBIT Margin



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

Backlog / Revenue Ratio



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.

14
Owned MROs

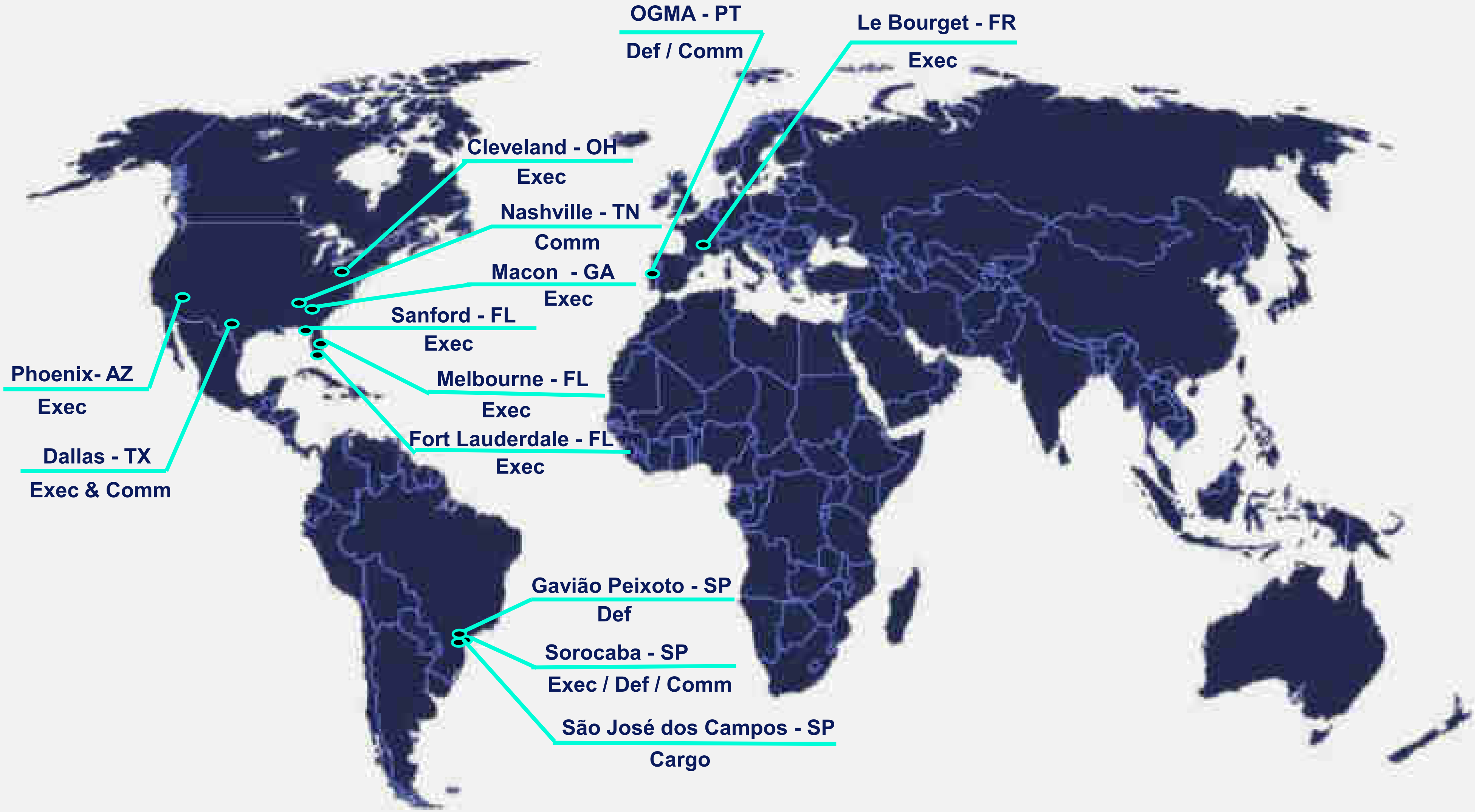
80+
Authorized Service Center

200+
Field Support Representatives

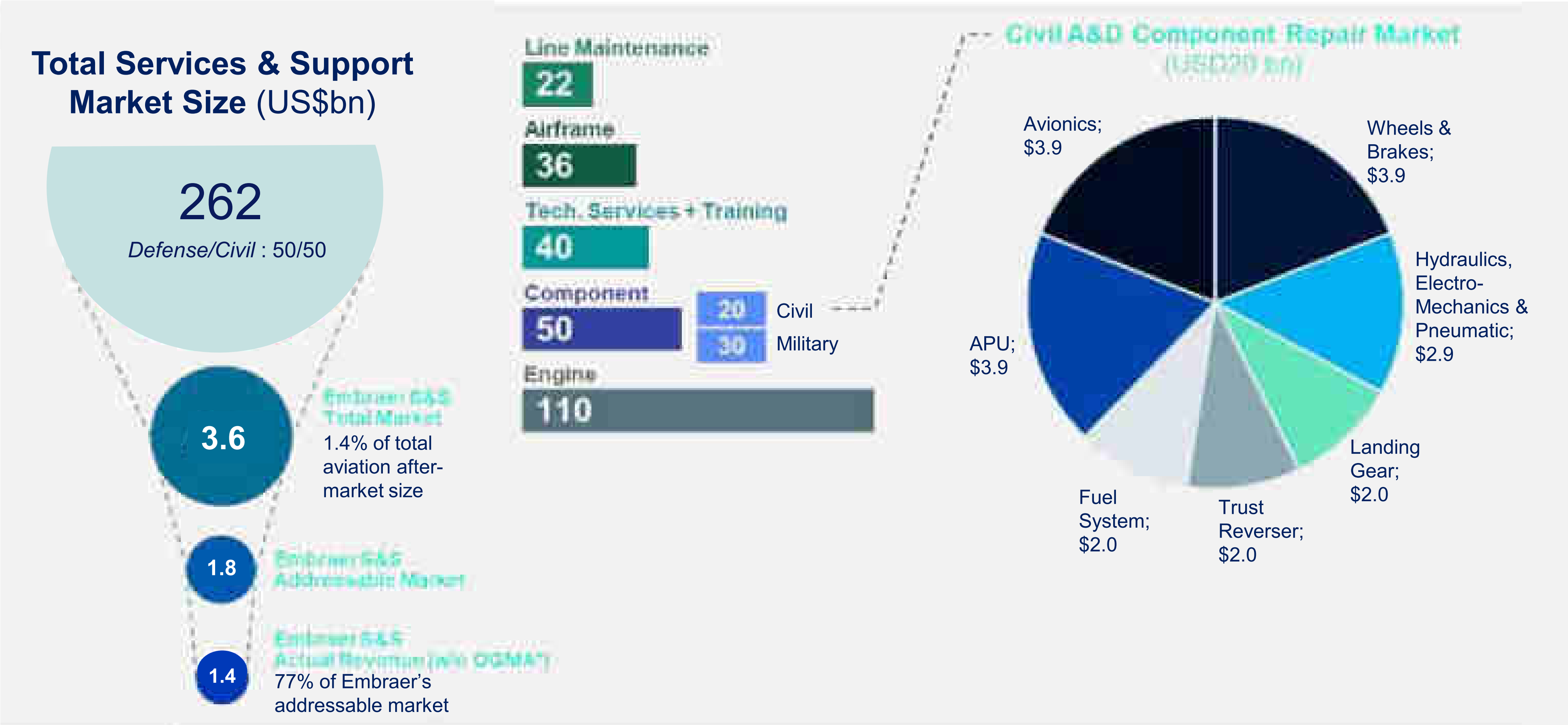
07
Global Distribution Centers

92+
Flight Simulators

EMBRAER OWNED MRO NETWORK



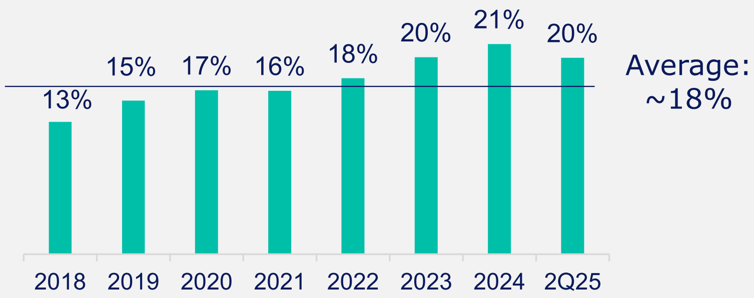
2024 AEROSPACE & DEFENSE AFTERMARKET SERVICES



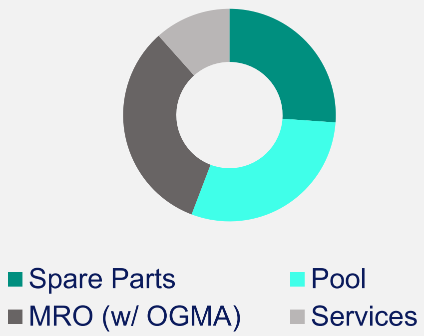
SERVICES & SUPPORT *Business Growth*

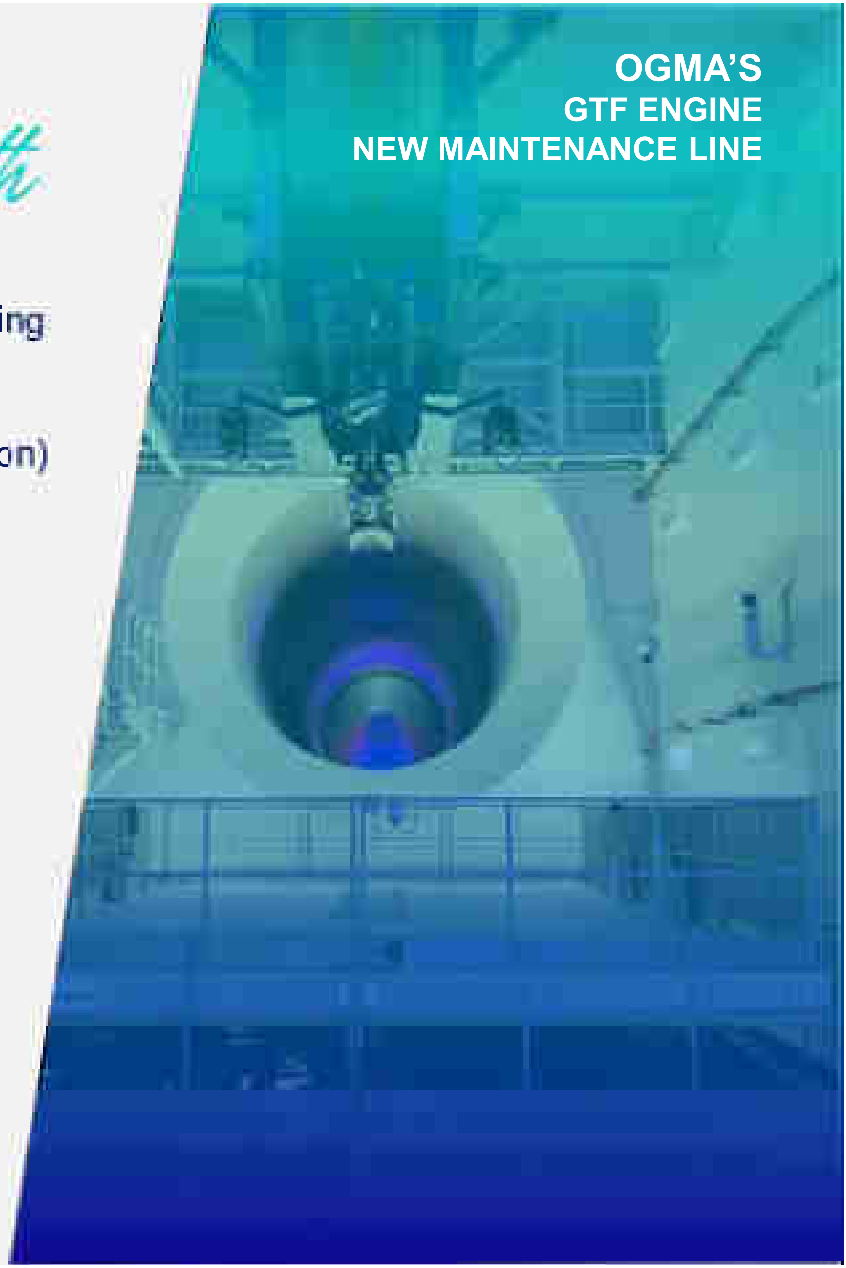
- New Embraer MRO facilities in Cleveland, OH and in Sanford, FL fully operating
- US$70m investment in new Fort Worth Texas MRO (2025-2026)
- ANAC certification for the 190F E-Freighter (passenger-to-full-cargo conversion)
- Backlog with profitable mix (*c. +16% 2018-2024 CAGR*)
- Induction of the first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

Backlog S&S / 3 BUs[1]



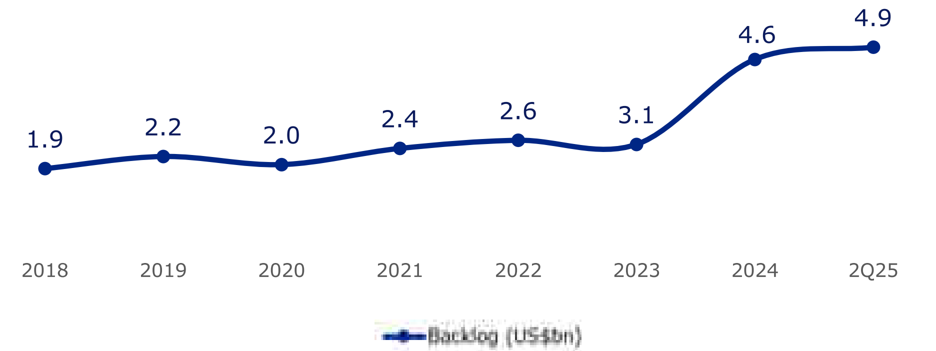
Revenue Breakdown



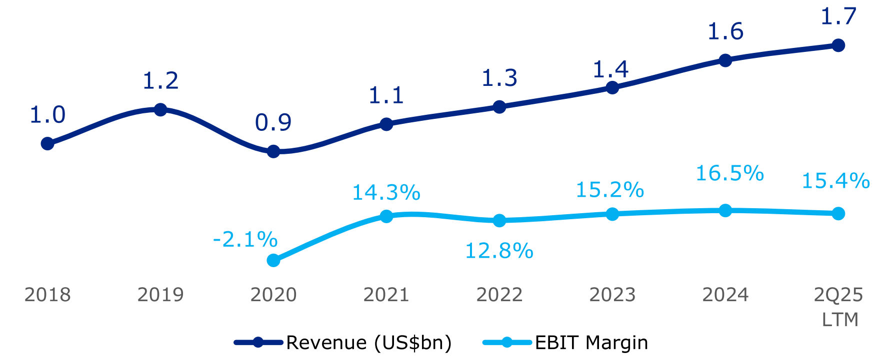


SERVICES & SUPPORT BACKLOG

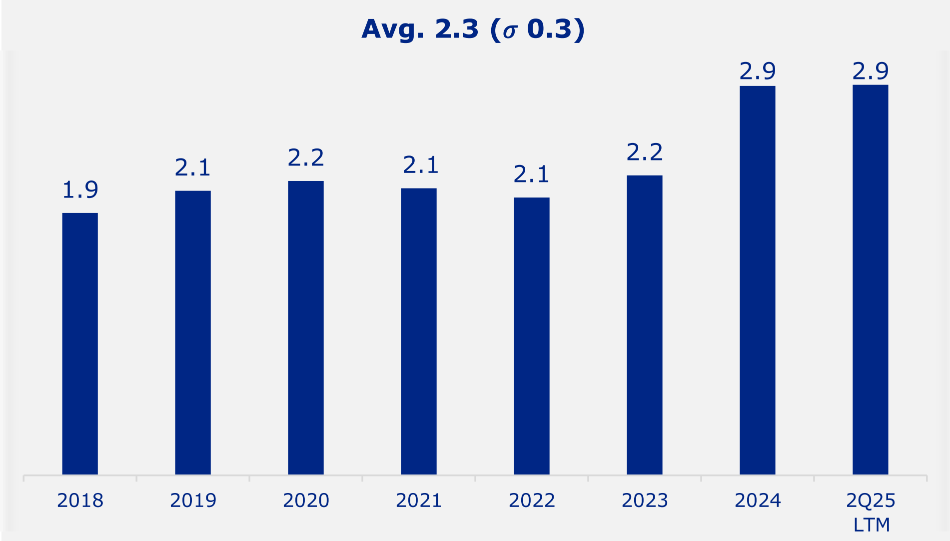
Backlog



Revenue and EBIT Margins



Backlog / Revenue Ratio



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


EMBRAER

PATH TO REVENUE & PROFITABILITY

BNDES CREDIT LINE

eVTOL ARCHITECTURE DEFINITION

1ST PROTOTYPE ROLL OUT

LOIs–FIRM ORDER CONVERSION

BRAZIL PRODUCTION FACILITY

CERTIFICATION CAMPAIGN

1ST DELIVERY

2022

2023

2024

2025

2027

IPO

SUPPLIERS SELECTION

CAPITAL RAISE

PROTOTYPE GROUND TESTS

1ST PROTOTYPE FLIGHT TESTS

ASSEMBLY OF 5 PROTOTYPES

TYPE CERTIFICATION

Timeline in graph not to scale

PATH TO REVENUE & PROFITABILITY

Eve - Revenue Potential

Production @ Brazil facility	1st phase	2nd phase	3rd phase	4th phase
eVTOL deliveries/year	60	120	240	480
Potential Revenues*	$300M	$650M	$1,400M	$2,900M
Price/Sales	4.7x	2.2x	1.3x	0.6x

*Includes eVTOL and Customer Services
Market cap ~$1,935 million
Market prices as of July 31, 2025

ENVIROMENTAL 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)

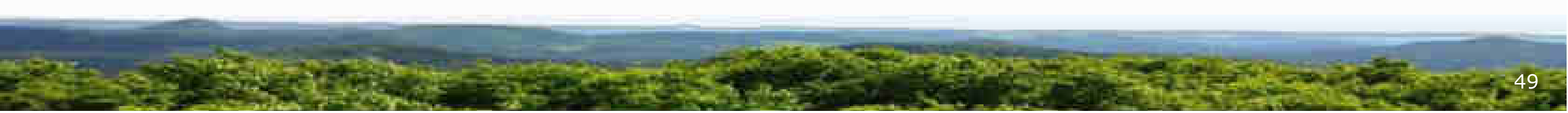
- Carbon neutrality by 2040:
  - Increased SAF use at MLB
  - 100% of electricity from renewable sources in Brazil and Portugal (starting in 2024)
  - Starting of biomethane use at GPX
  - Agreement to install a solar array at MLB

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)

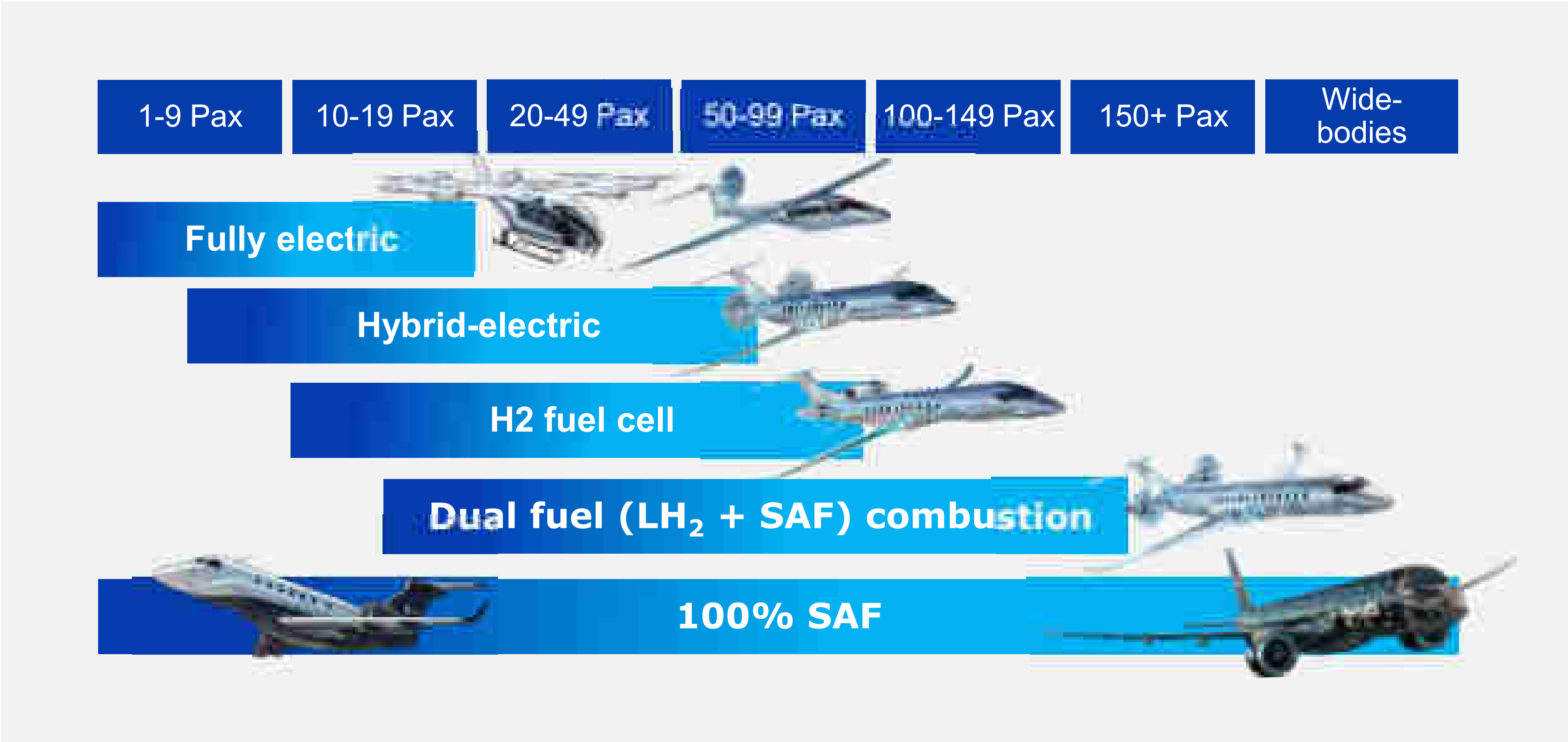
Governance

- 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

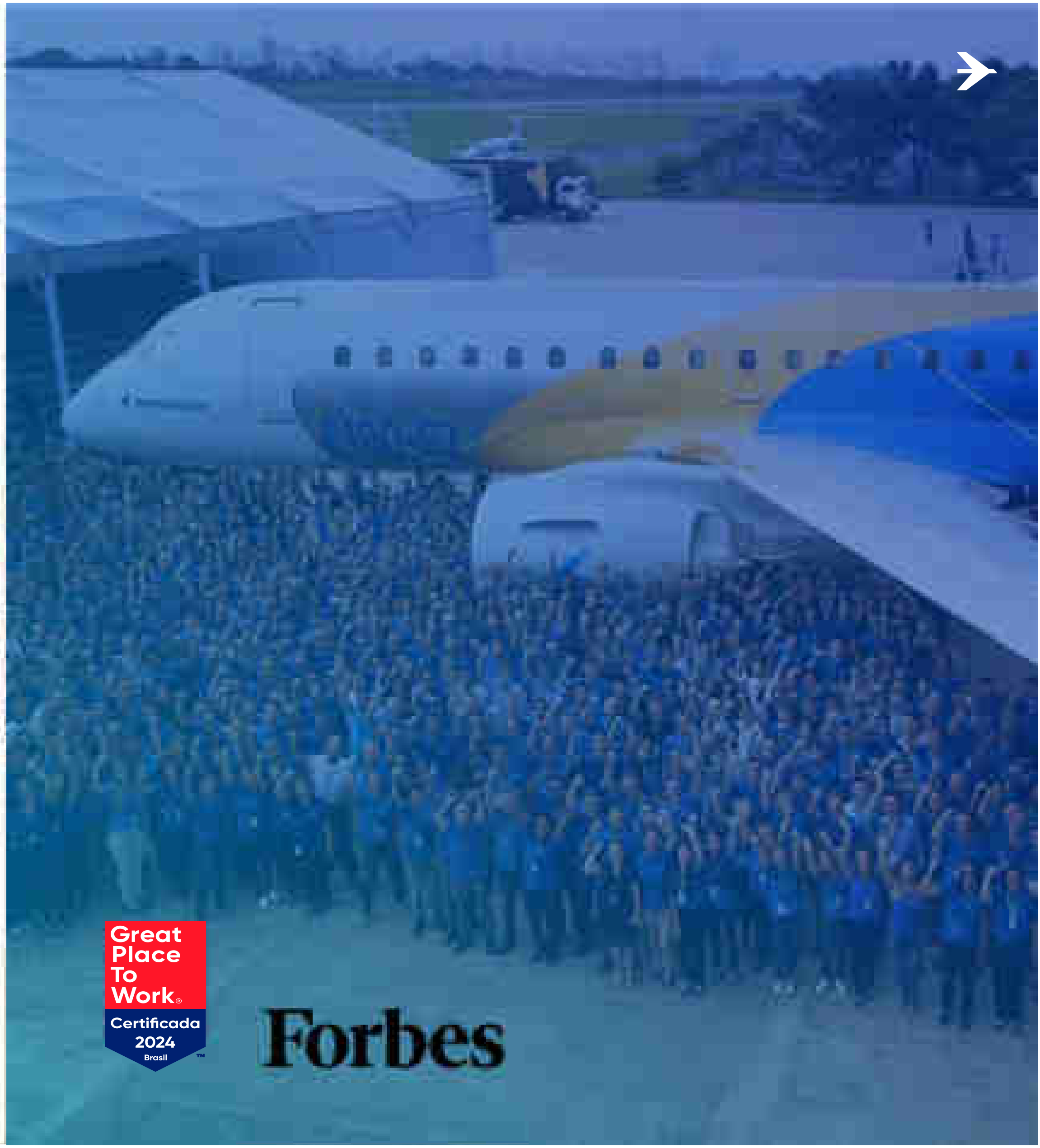
EMBRAER HIGH SCHOOL

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.



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	2Q25 LTM
REVENUE	4,197.2	4,540.4	5,268.5	6,394.7	6,926.1
Costs of sales and services	-3537.6	-3628.2	-4358.9	-5241.6	-5639.7
GROSS PROFIT	**659.6**	**912.2**	**909.6**	**1,153.1**	**1,286.4**
OPERATING INCOME (EXPENSE)					
Administrative	-153.2	-184.9	-204.9	-198.9	-203.7
Selling	(226.4)	(274.4)	(314.7)	(309.7)	(316.7)
Expected credit losses over financial assets and contract assets	13	-17.4	10.2	-21.1	-23.6
Research	-43	-110	-90.3	-55	-53.9
Other operating income	0	0	0	266.1	244.5
Other operating expense	-49.8	-444.5	-5.6	-162.7	-151.9
Equity in income (losses) of associates	1.1	8.5	10.2	-4.3	-6.9
EBIT	**201.3**	**(110.5)**	**314.5**	**667.5**	**774.2**
Financial income (expense), net	-199.4	-123.5	-193.3	-104.4	-307.2
Foreign exchange gain (loss), net	25.5	28.2	-0.5	-6	-31.3
PROFIT BEFORE TAX ON INCOME	27.4	-205.8	120.7	557.1	435.7
Income tax (expense) income	-70.9	2.3	43.6	-202.4	-66.9
NET INCOME	**-43.5**	**-203.5**	**164.3**	**354.7**	**368.8**
Depreciation and Amortization	195.5	188.7	211.9	213.4	221.7
EBITDA	**396.8**	**78.2**	**526.4**	**880.9**	**995.9**

CASH FLOW

(In millions of U.S. dollars)

CONSOLIDATED STATEMENTS OF CASH FLOWS	2021	2022	2023	2024	2Q25 LTM
OPERATING ACTIVITIES					
Net income	(44)	(204)	164	355	369
Items not affecting cash and cash equivalents	-	-	-	-	-
Depreciation and amortization expenses	209	210	242	244	252
EVEX Transaction	-	239	-	-	-
Accrued interest	20	201	190	175	158
Others	(117)	(54)	(125)	281	157
Changes in assets:	-	-	-	-	-
Financial investments	(42)	181	23	(118)	(37)
Derivative financial instruments	5	(6)	21	(42)	48
Accounts receivable	14	(1)	(5)	(159)	(163)
Others	469	183	106	136	177
NET CASH GENERATED BY (USED IN) OPERATING ACTIVIES	**515**	**751**	**617**	**871**	**959**
INVESTING ACTIVITIES					
Acquisition of property, plant and equipment	(102)	(136)	(239)	(200)	(219)
Additions to intangible assets	-166.5	-119.8	-192.1	-265.8	-266.8
Others	137	147	(17)	(134)	(101)
NET CASH GENERATED BY (USED IN) INVESTING ACTIVIES	**(132)**	**(110)**	**(448)**	**(600)**	**(466)**
FINANCING ACTIVITIES					
Proceeds from borrowings	60	145	2,001	775	1,682
Repayment of borrowings	(478)	(962)	(2,332)	(1,155)	(2,137)
Payments of capital lease obligations	-	-	-	-	-
Others	(13)	147	(18)	44	17
NET CASH GENERATED BY (USED IN) FINANCING ACTIVITIES	**(431)**	**(669)**	**(349)**	**(336)**	**(438)**
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE PERIOD					
Increase (decrease) in cash and cash equivalents (1+2+3)	(47)	(27)	(179)	(64)	56
Effects of exchange rate changes on cash and cash equivalents	2	4	(10)	1	3
CASH AND CASH EQUIVALENTS AT THE END OF THE PERIOD	**1,839**	**1,816**	**1,626**	**1,563**	**654**

BALANCE SHEET

(In millions of U.S. dollars)

ASSETS	2021	2022	2023	2024	2Q25
CURRENT					
Cash and cash equivalents	1,818.3	1,816.9	1,629.2	1,563.0	654.0
Financial investments	750.8	494.4	521.7	639.7	603.6
Trade accounts receivable	189.0	202.9	217.6	320.8	356.9
Derivative financial instruments	0.1	5.4	17.5	13.2	46.1
Customer and commercial financing	9.6	50.8	8.4	12.2	5.7
Contract assets	582.3	505.4	509.1	622.7	786.9
Collateralized accounts receivable	-	-	-	-	-
Inventories	1,986.0	2,329.0	2,636.0	2,936.1	3,579.2
Income tax and Social Contribution	114.5	105.5	203.0	142.0	215.3
Other assets	425.2	246.3	312.9	262.7	269.9
	5,875.8	**5,756.6**	**6,055.4**	**6,512.4**	**6,517.6**
NON-CURRENT					
Financial investments	65.6	170.0	170.0	348.3	347.7
Contract assets	-	0.7	2.4	1.4	-
Held to maturity investments	-	-	-	-	-
Trade accounts receivable	-	2.3	3.4	2.0	1.5
Derivative financial instruments	-	5.7	-	-	-
Customer and commercial financing	22.4	50.4	54.4	20.2	18.3
Collateralized accounts receivable	-	-	-	-	-
Guarantee deposits	2.4	-	-	-	-
Deferred income tax and social contribution	97.6	48.1	137.7	174.0	168.8
Other assets	125.6	135.2	141.3	173.4	183.9
Investments	4.4	12.3	28.2	43.7	47.4
Property, plant and equipment	1,687.6	1,649.2	1,770.7	1,941.3	2,072.6
Intangible assets	2,213.4	2,246.5	2,331.0	2,502.9	2,606.8
Right of use assets	60.2	65.1	88	104.7	108.9
	4,279.2	**4,385.5**	**4,727.1**	**5,311.9**	**5,555.9**
TOTAL ASSETS	**10,155.0**	**10,142.1**	**10,782.5**	**11,824.3**	**12,073.5**

(In millions of U.S. dollars)

LIABILITIES & SHAREHOLDERS' EQUITY	2021	2022	2023	2024	2Q25
CURRENT					
Trade accounts payable	495.2	739.5	787.0	966.3	1,167.5
Trade accounts payable - Supplier finance	14.8	27.5	37.6	43.3	50.6
Loans and financing	574.2	308.5	127.1	113.8	121.8
Lease liabilities	11.5	12.0	13.8	19.2	21.0
Non-recourse and recourse debt	-	-	-	-	-
Other payables	241.3	319.9	332.3	359.8	413.3
Contract Liabilities	1,204.6	1469.0	1,919.0	2,563.4	2,733.6
Derivative financial instruments	2.9	57.4	85.7	71.9	82.1
Taxes and payroll charges payable	40.4	47.2	42.6	45.8	39.4
Income tax and social contribution	71.6	107.2	195.6	124.7	163.9
Provision	108.9	126.4	114.7	90.1	22.7
Others	63.4	2.6	10.2	18.0	94.3
	2,828.8	**3,217.2**	**3,665.6**	**4,416.3**	**4,910.2**
NON-CURRENT					
Loans and financing	3,452.7	2894.7	2,759.3	2,377.3	2,083.5
Lease liability	**52.3**	**59.0**	**82.2**	**92.6**	**98.0**
Other payables	57.6	51.1	55.4	161.2	248.5
Contract Liabilities	308.7	495.0	621.9	721.2	583.1
Derivative financial instruments	3.0	40.1	39.5	31.9	43.4
Taxes and payroll charges payable	10	13.2	18.3	9.2	11.1
Income tax and social contribution	-	4.0	5.1	3.2	3.7
Deferred income tax and social contribution	505.8	370.6	304.7	450.3	285
Provisions	120.5	150.2	173.5	203.7	187.2
Others	40.6	22.6	17.7	12.8	12
	4,551.2	**4,100.5**	**4,077.6**	**4,063.4**	**3,555.5**
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	52.3
Retained earnings	-	-	-	-	125.8
Other comprehensive loss	(167.7)	(189.6)	(152.7)	(257.1)	(113.2)
Result in transactions with non controlling interest	(26.7)	77.4	90.9	135.8	135.5
	2,667.9	**2,567.6**	**2,786.5**	**3,075.6**	**3,333.5**
Non-controlling interests	107.1	256.8	252.8	269.0	274.3
	2,775.0	**2,824.4**	**3,039.3**	**3,344.6**	**3,607.8**
TOTAL LIABILITIES AND SHAREHOLDRES' EQUITY	**10,155.0**	**10,142.1**	**10,782.5**	**11,824.3**	**12,073.5**

APPENDIX 2

MARKET ESTIMATES, VALUATION & BOND YIELDS

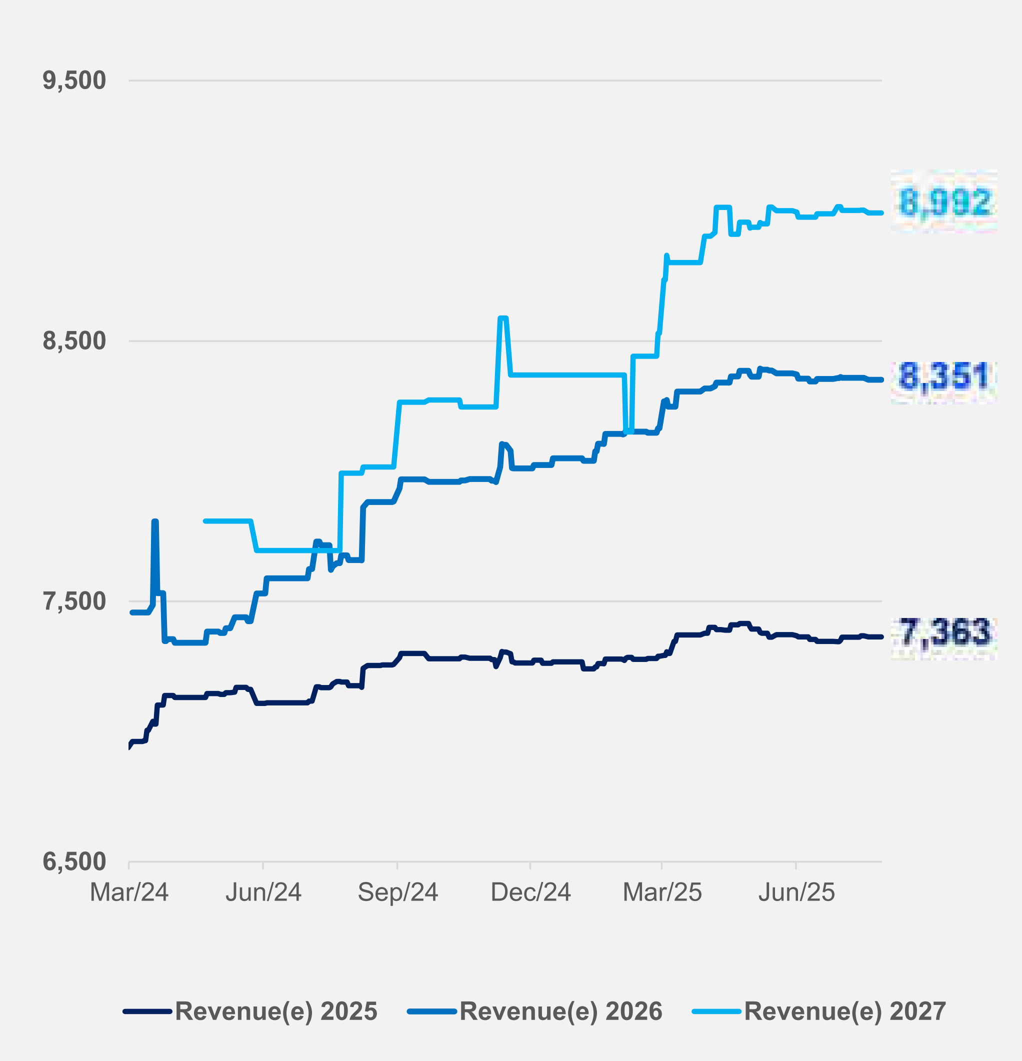
CONSENSUS ESTIMATES (USDm)

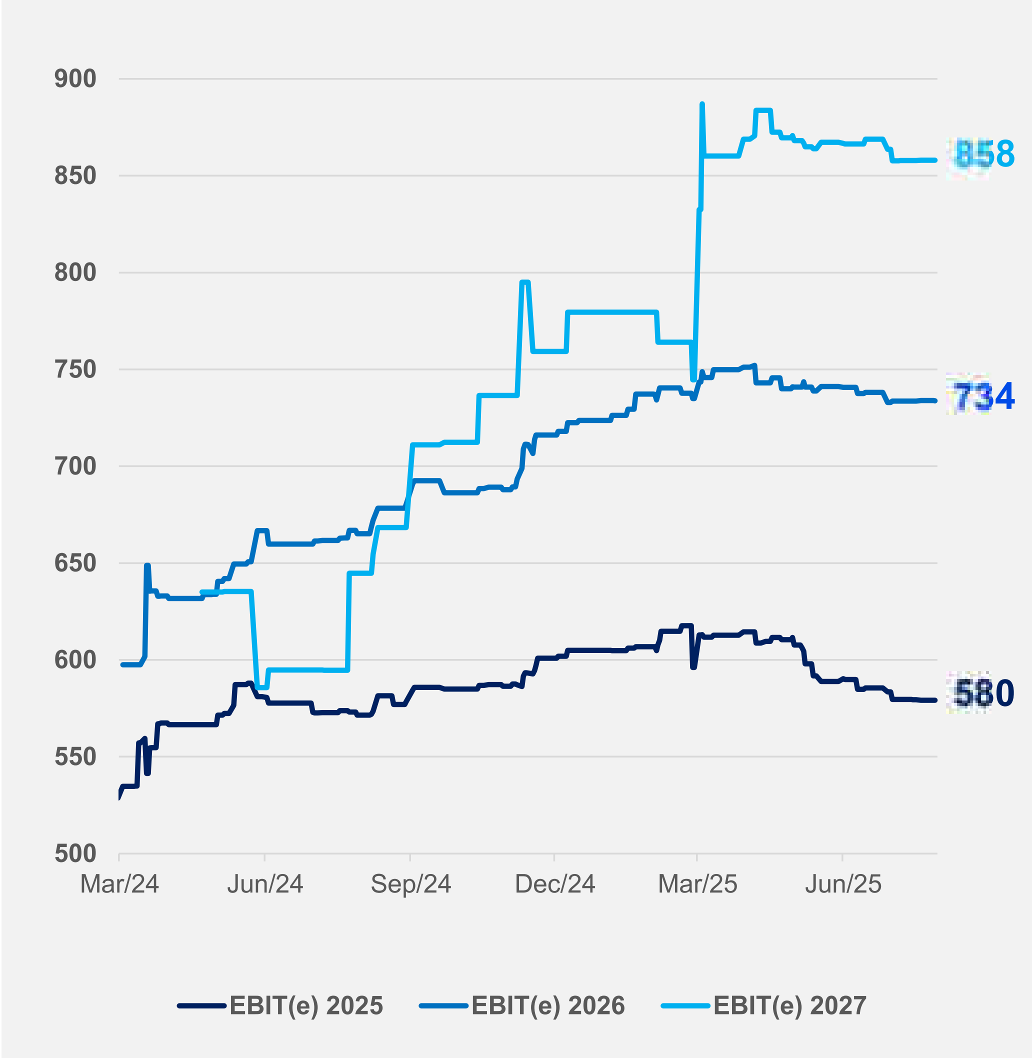
30-Jul								
ERJ	2024FY	△	2025FY (e)	△	2026FY (e)	△	2027FY (e)	`25 Guidance
Revenue	6,395	15%	**7,363**	**13%**	8,351	8%	8,992	7,250
EBITDA	922	-11%	**825**	**22%**	1,007	12%	1,129	-
EBIT	708	-18%	**579**	**27%**	734	17%	858	573
Net Income	353	3%	**364**	**35%**	490	21%	592	-
Free Cash Flow	676	-54%	**314**	**-3%**	306	56%	477	200

Source: Capital IQ.

REVENUE & EBIT CONSENSUS

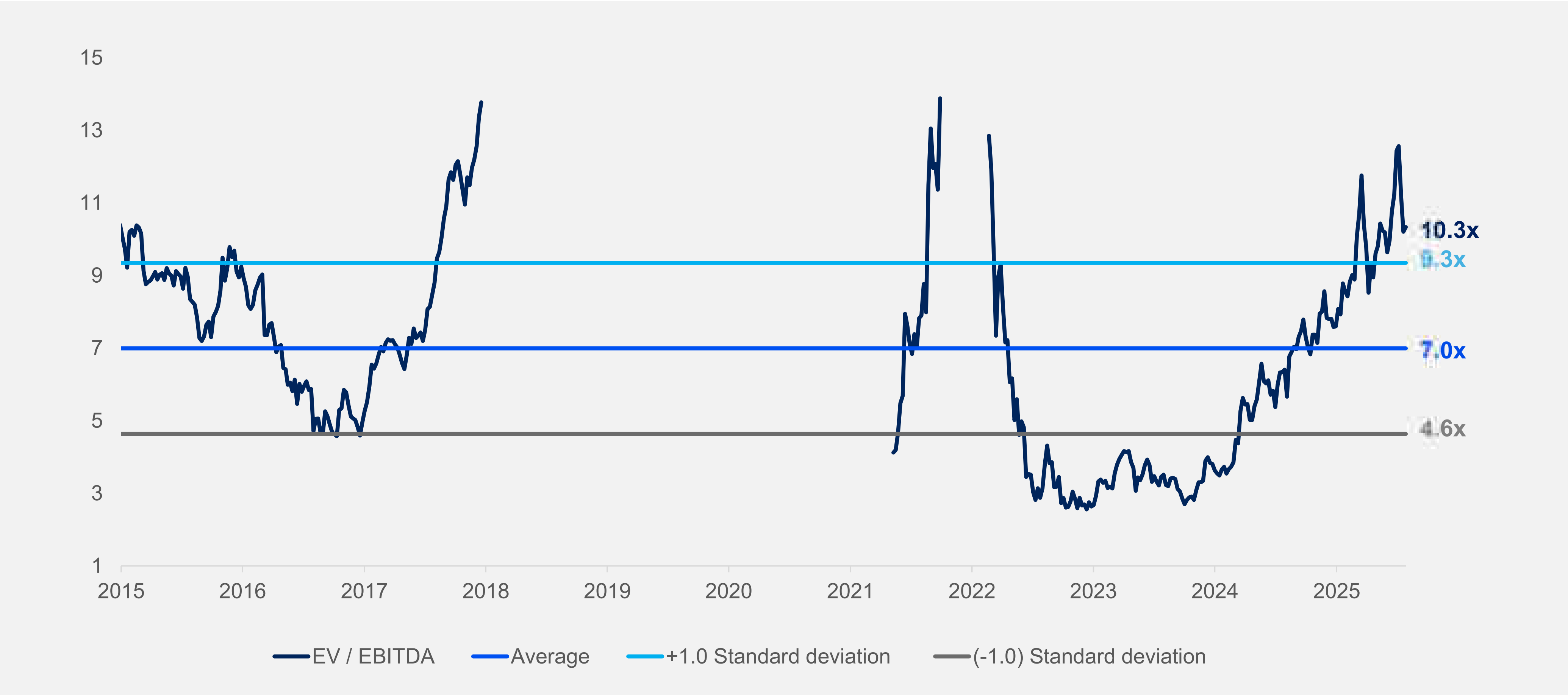
(USDm)





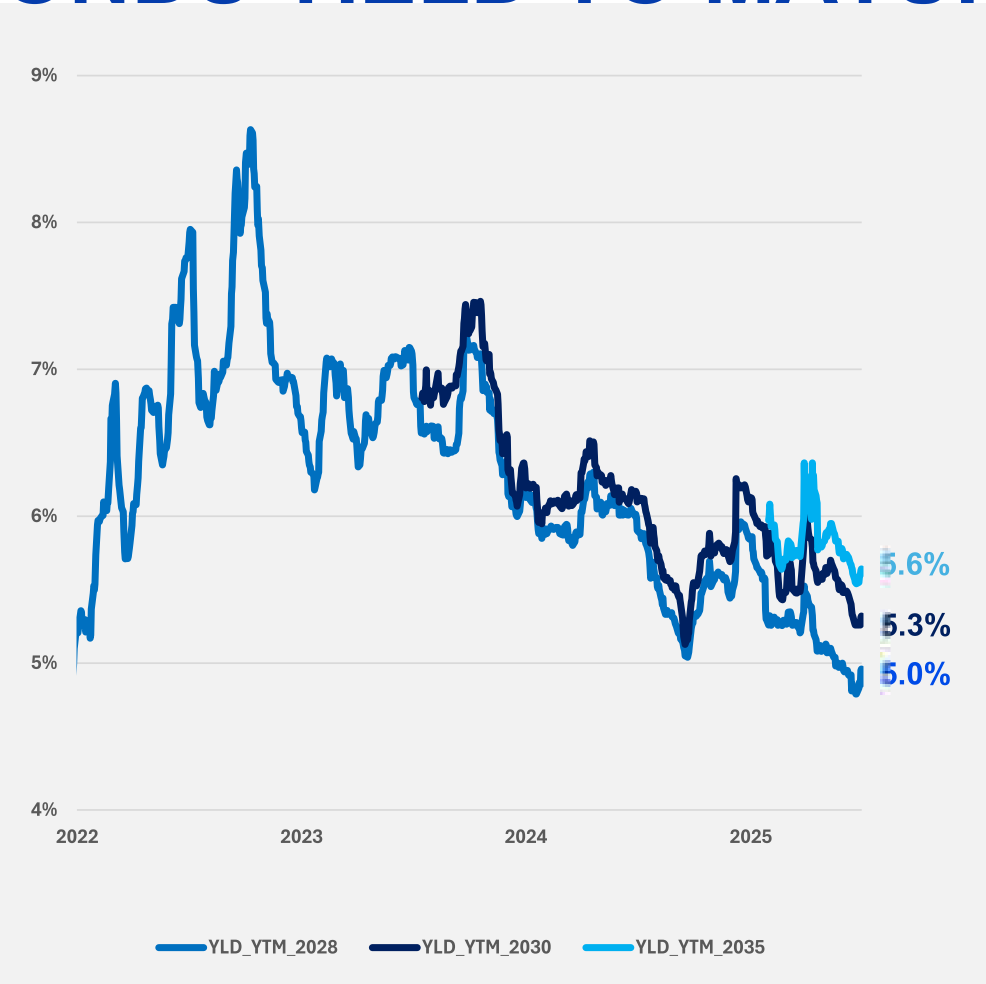
Source: Capital IQ; July 30, 2025.

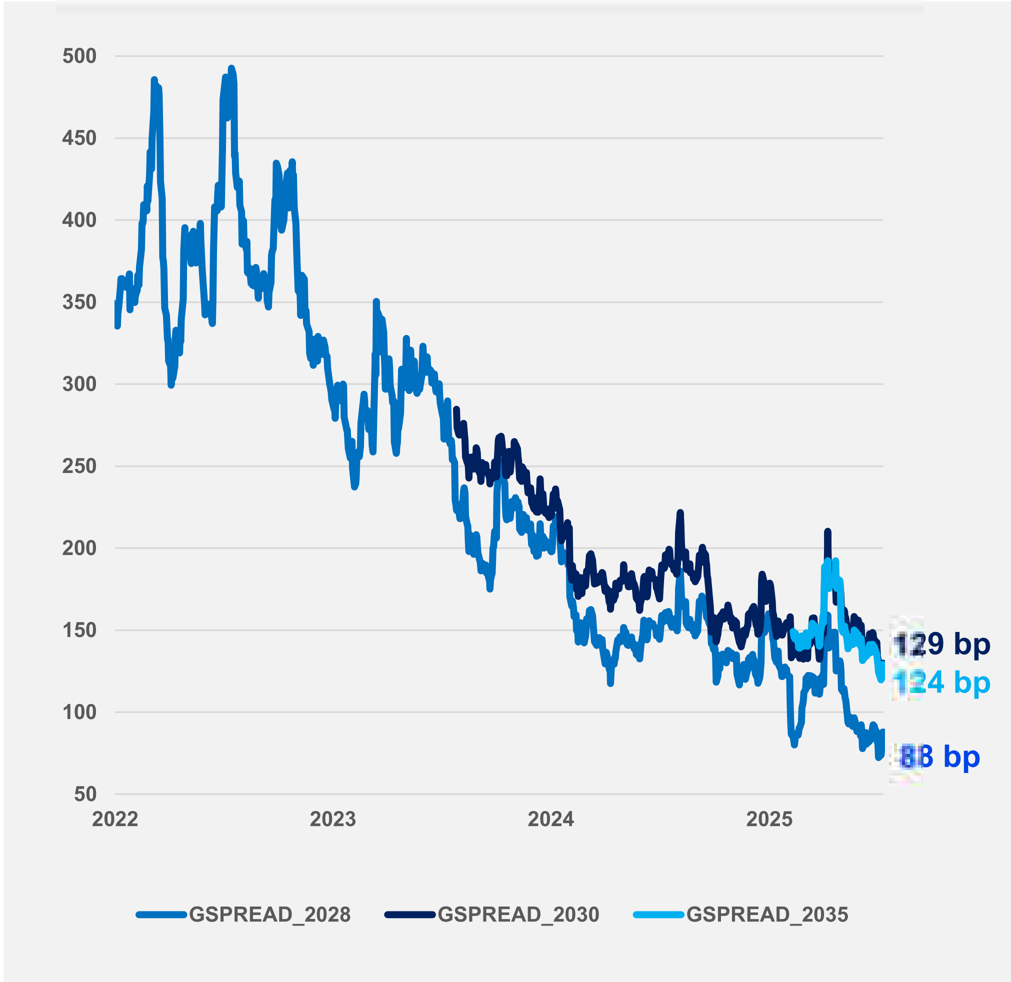
VALUATION - FORWARD EV/EBITDA



Source: Capital IQ; July 30, 2025.

BONDS YIELD TO MATURITY & SPREAD OVER UST





Source: Bloomberg; July 30, 2025.

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

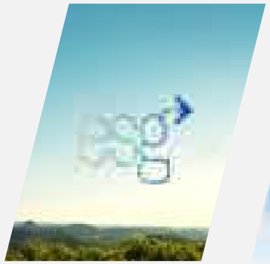
2018

Praetors' Launch

2018

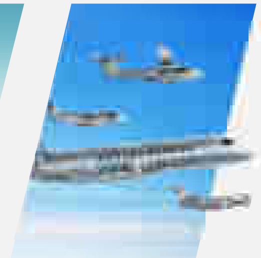
Beginning of the eVTOL Project

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:
Embraer Cae Training Services
Eve

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

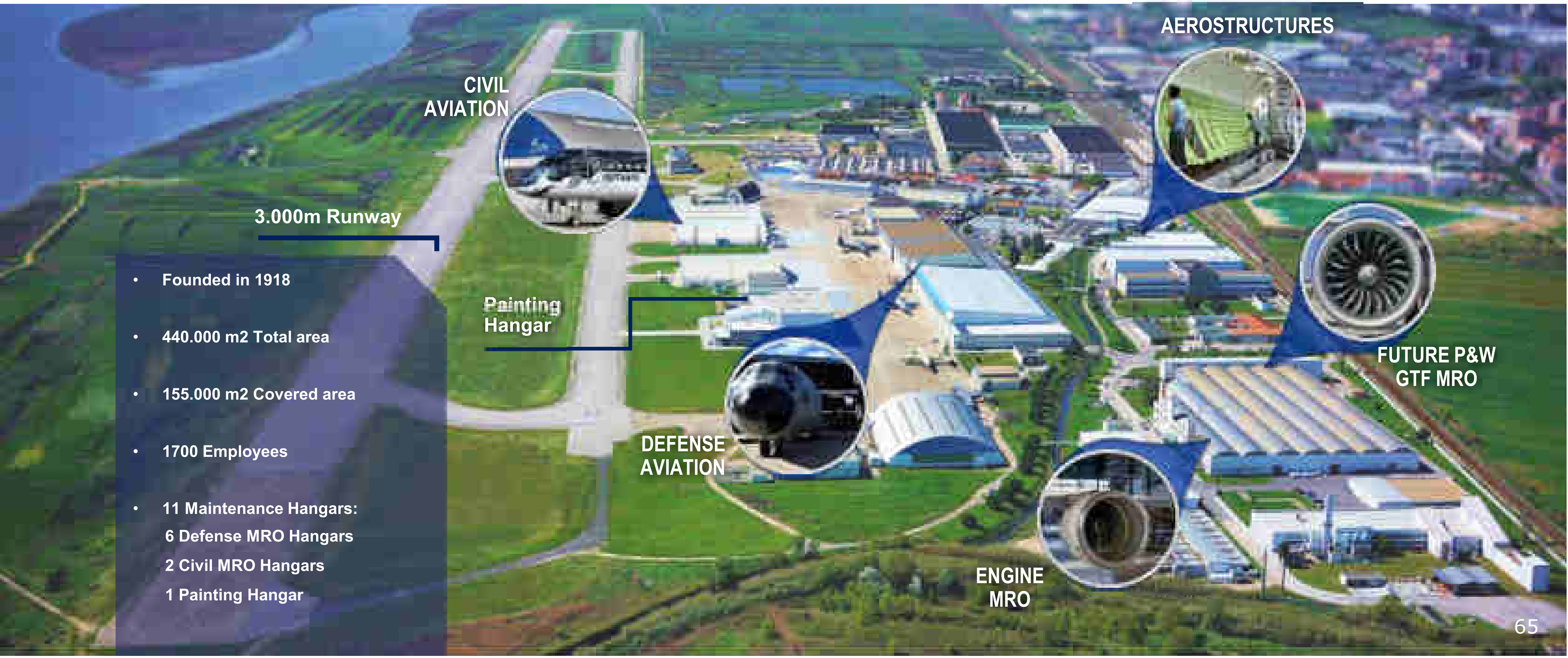
9. **Arab Emirates**
Dubai

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:



- Founded in 1918
- 440.000 m2 Total area
- 155.000 m2 Covered area
- 1700 Employees
- 11 Maintenance Hangars:
  6 Defense MRO Hangars
  2 Civil MRO Hangars
  1 Painting Hangar

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

50+

National aviation authorities' certifications

27,000

Hours of simulator training per year

1,500+

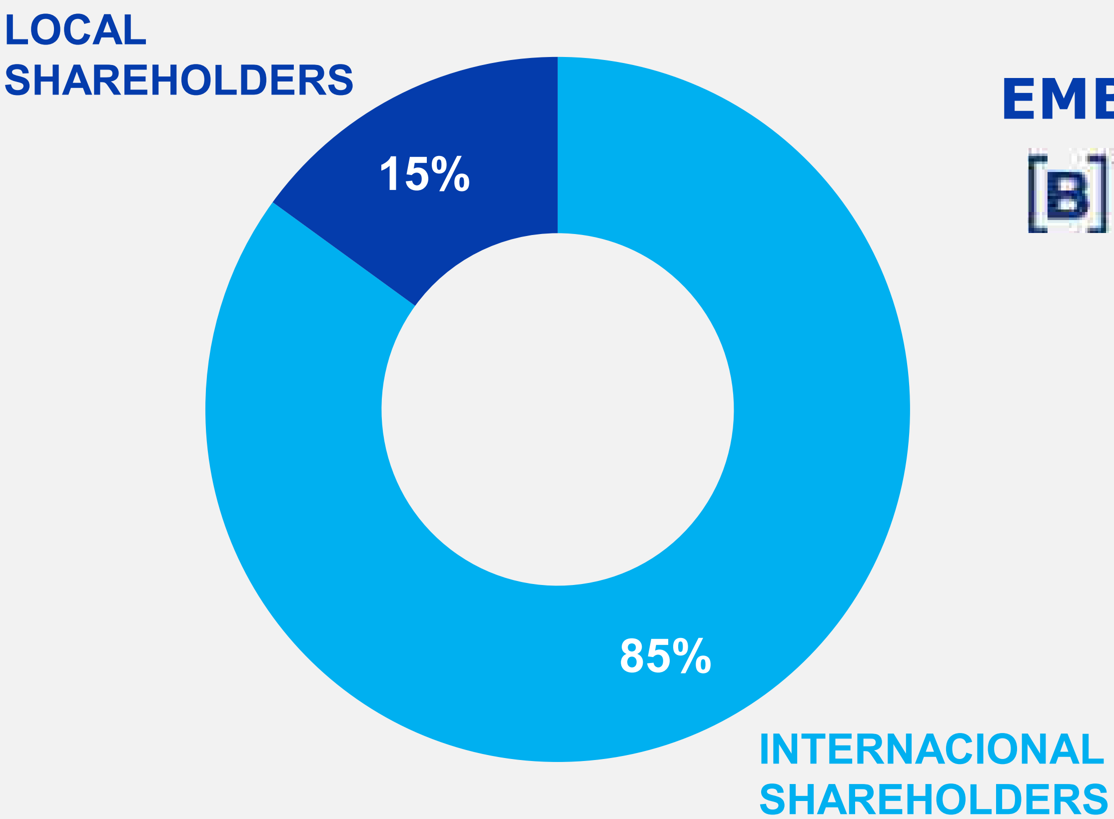
Pilots trained every year

11

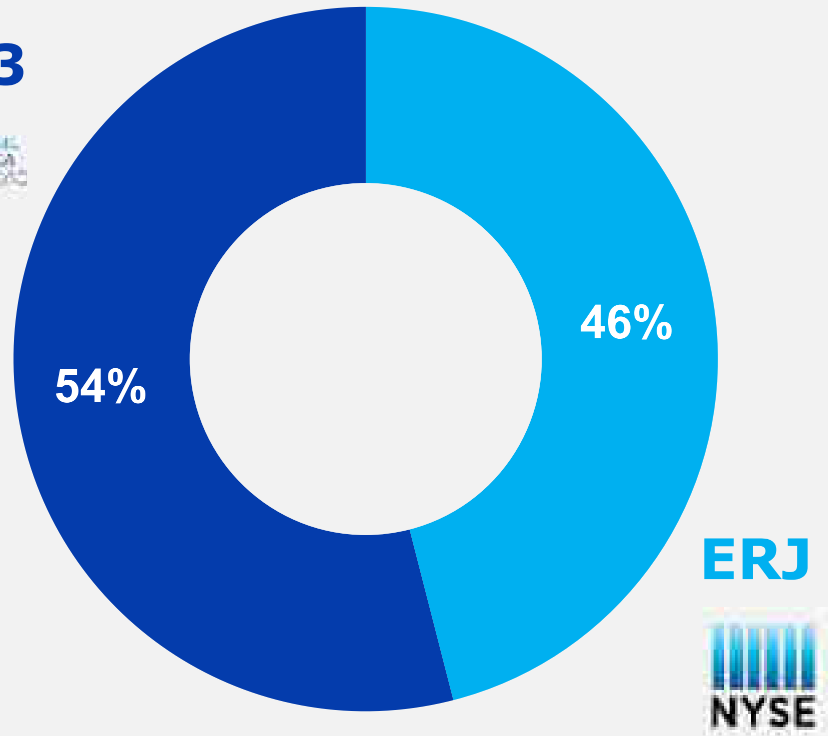
Simulators in 7 different locations
(Dallas, Las Vegas, Madrid, São Paulo, Burgess Hill, Viena and Singapore)

OWNERSHIP STRUCTURE AND TRADING

3-month ADTV (US$m)
ERJ: 60
EMBR3: 55
Total: 115

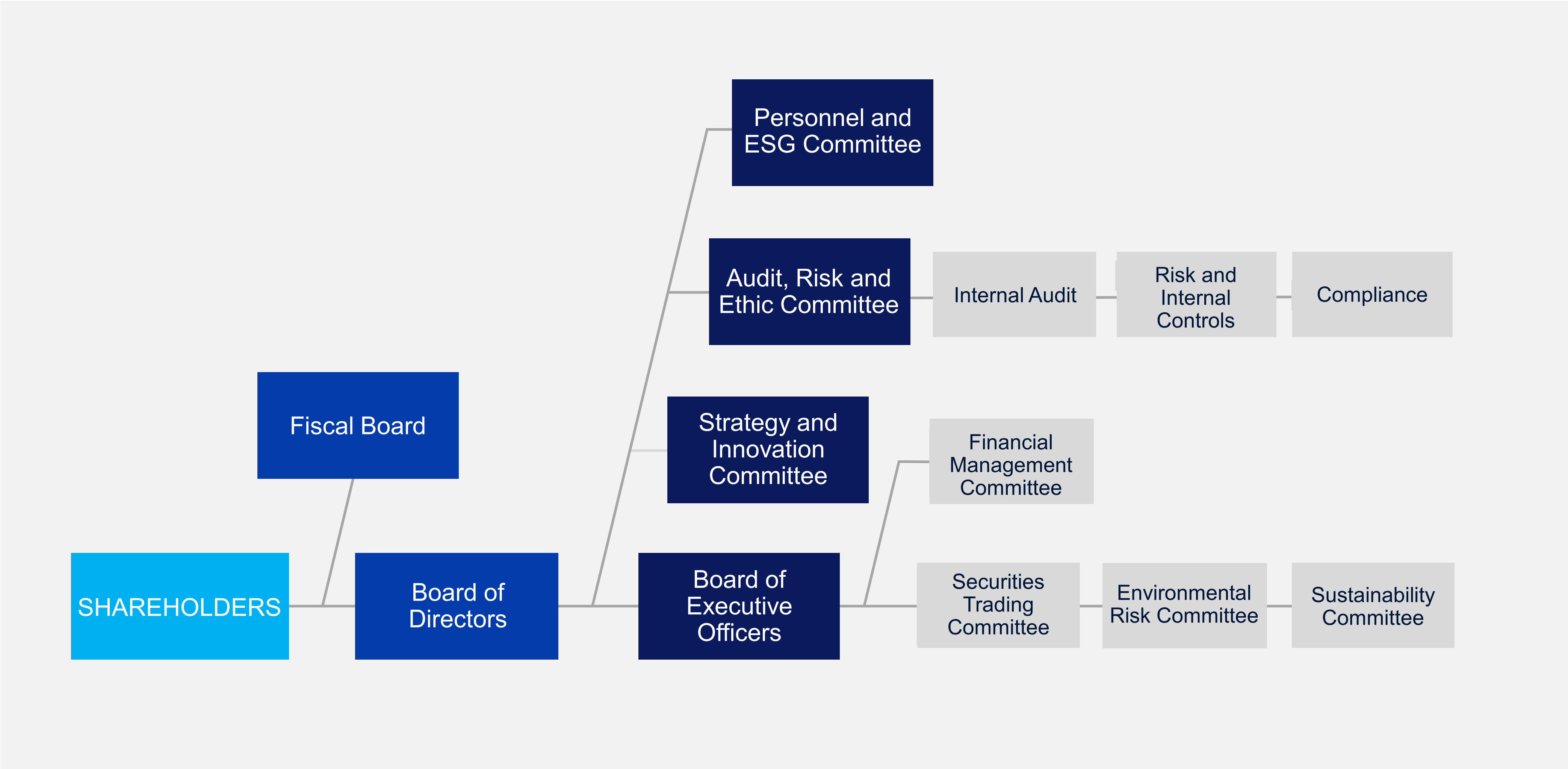


EMBR3



Note: 2Q25.

CORPORATE GOVERNANCE STRUCTURE



THANK YOU!

DISCLAIMER