



EQUITY STORY FEB/25



SAFETY FIRST, QUALITY ALWAYS!

EMBRAER INVESTOR RELATIONS



OUR TEAM

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STAY IN THE KNOW



LinkedIn



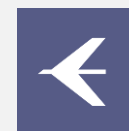
X



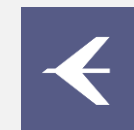
Instagram



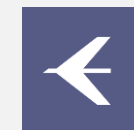
Youtube



IR Alerts



4Q24 Backlog
& Deliveries



3Q24 Earnings
Release



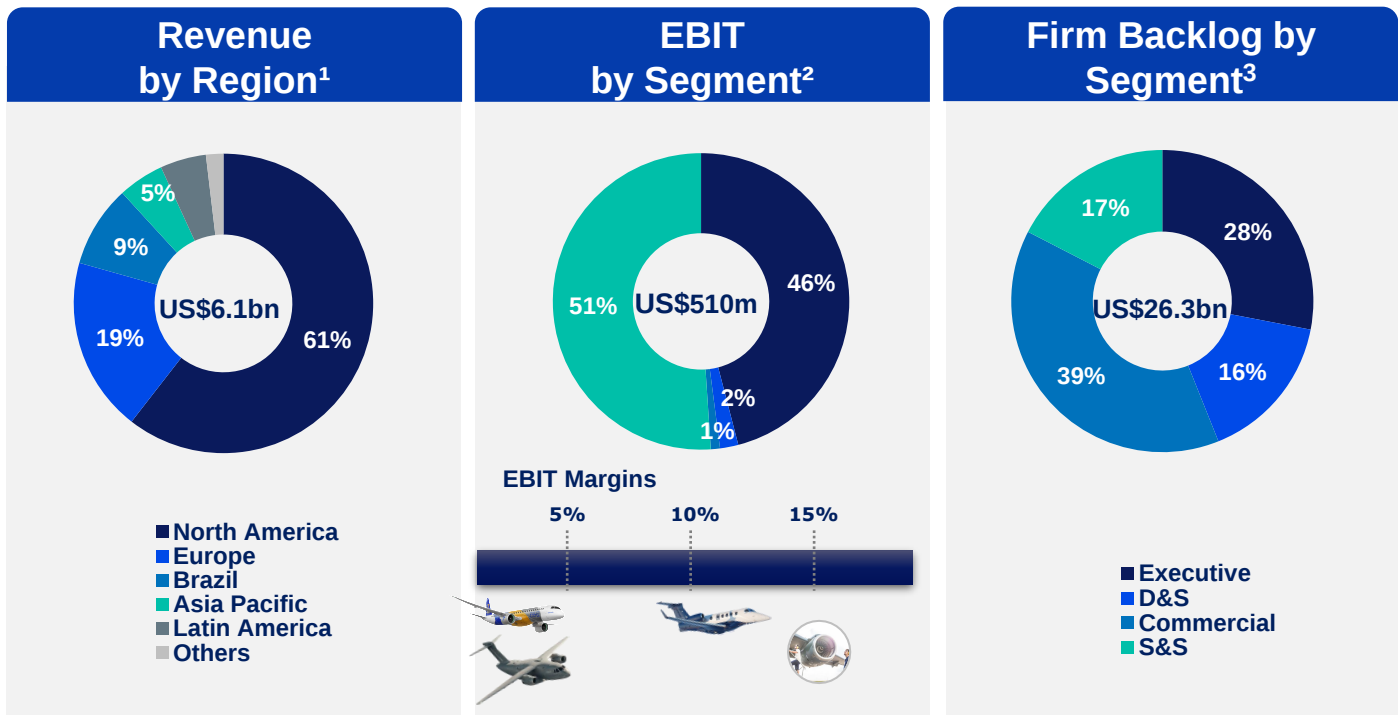
EMBRAER AT-A-GLANCE

- **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



Embraer's Business Segments



FROM HARVEST SEASON TO SUSTAINABLE GROWTH

Financial turnaround
completed & enterprise
efficiency

+

Modern and competitive
portfolio of products

=

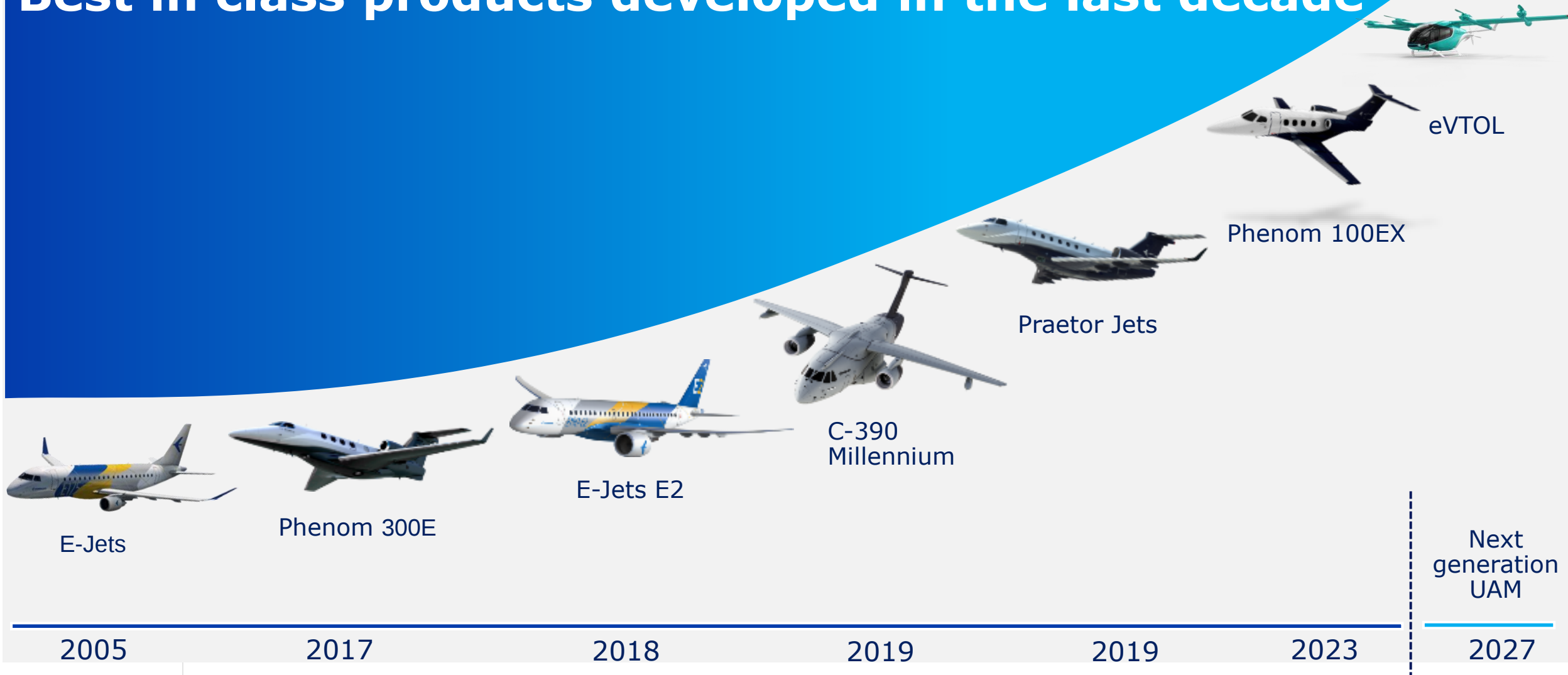
Revenue and profitability
growth



WORLD-CLASS ENGINEERING



Best in class products developed in the last decade



MANAGEMENT BY VALUE STREAMS



IPANEMA



45%
REDUCTION IN
LEAD TIME

Baseline: 2021

PRAETOR



33%
REDUCTION IN
LEAD TIME

Baseline: 2019

PHENOM



30%
REDUCTION IN
LEAD TIME

Baseline: 2020

E1



~30%
REDUCTION IN
LEAD TIME

Baseline: 2020

E2



~10%
REDUCTION IN
LEAD TIME

Baseline: 2020

* The gains indicated are based on the evolution in 2023 compared to the baseline of each program.

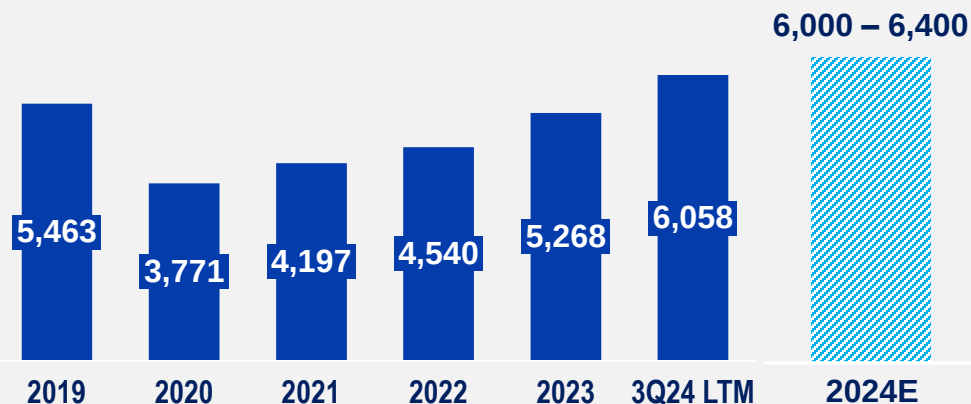
** The C-390 and Super Tucano had no AFA in 2023. Therefore, it was not possible to measure evolution but the scenario for 2025 is already quite different.

TURNAROUND COMPLETED

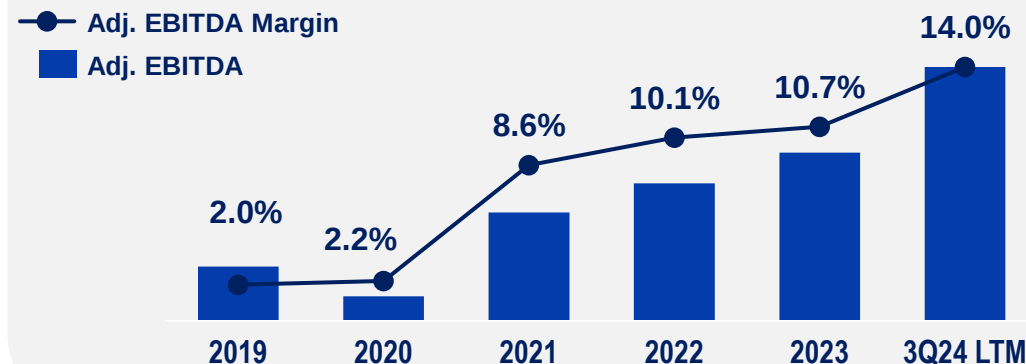


US\$m

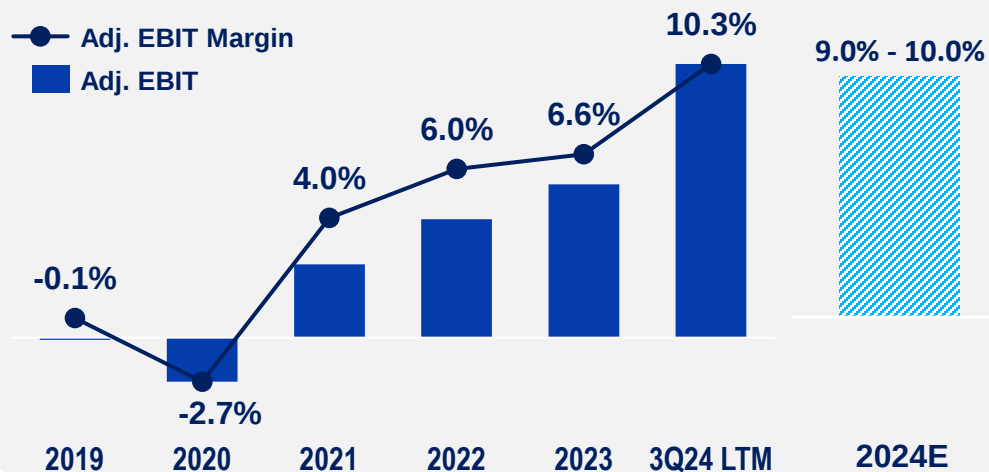
Net Revenue



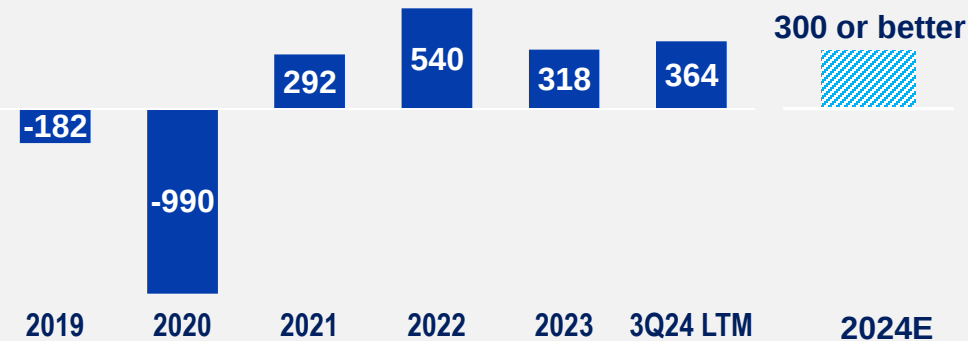
Adjusted EBITDA*



Adjusted EBIT*



Adjusted Free Cash Flow



Note: Revenue, adjusted EBITDA, adjusted EBIT and FCF do not consider EVE
 *3Q24 Adj. EBITDA & EBIT (Margin) LTM ex BA US\$697m (11.5%) and US\$474m (7.8%)

INVESTMENT ON SUSTAINBLE 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 (2021-25)

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.

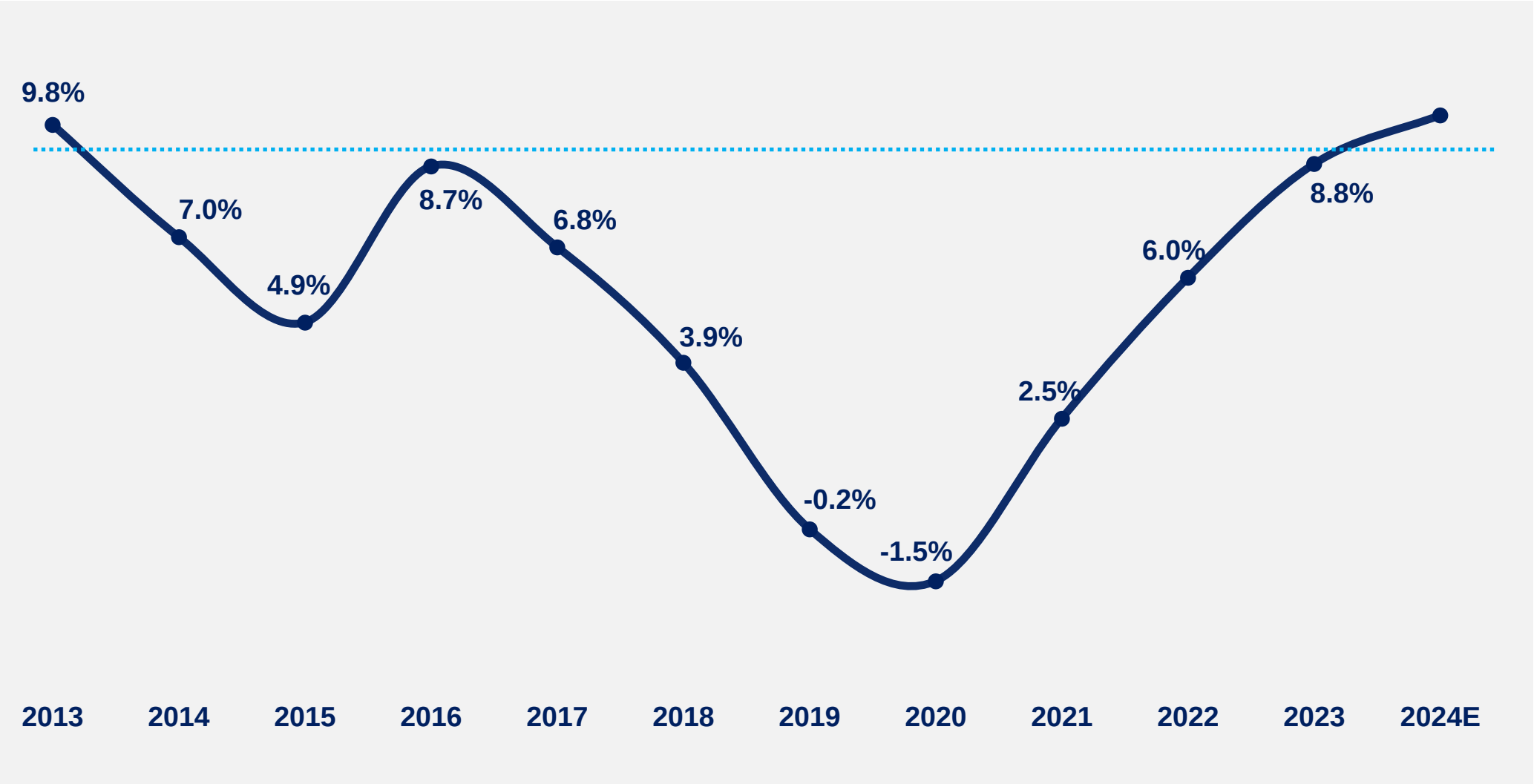
Capex

RETURN ON INVESTED CAPITAL

ROIC above WACC supported by improved operational and financial metrics



*Embraer avg.
cost of capital*

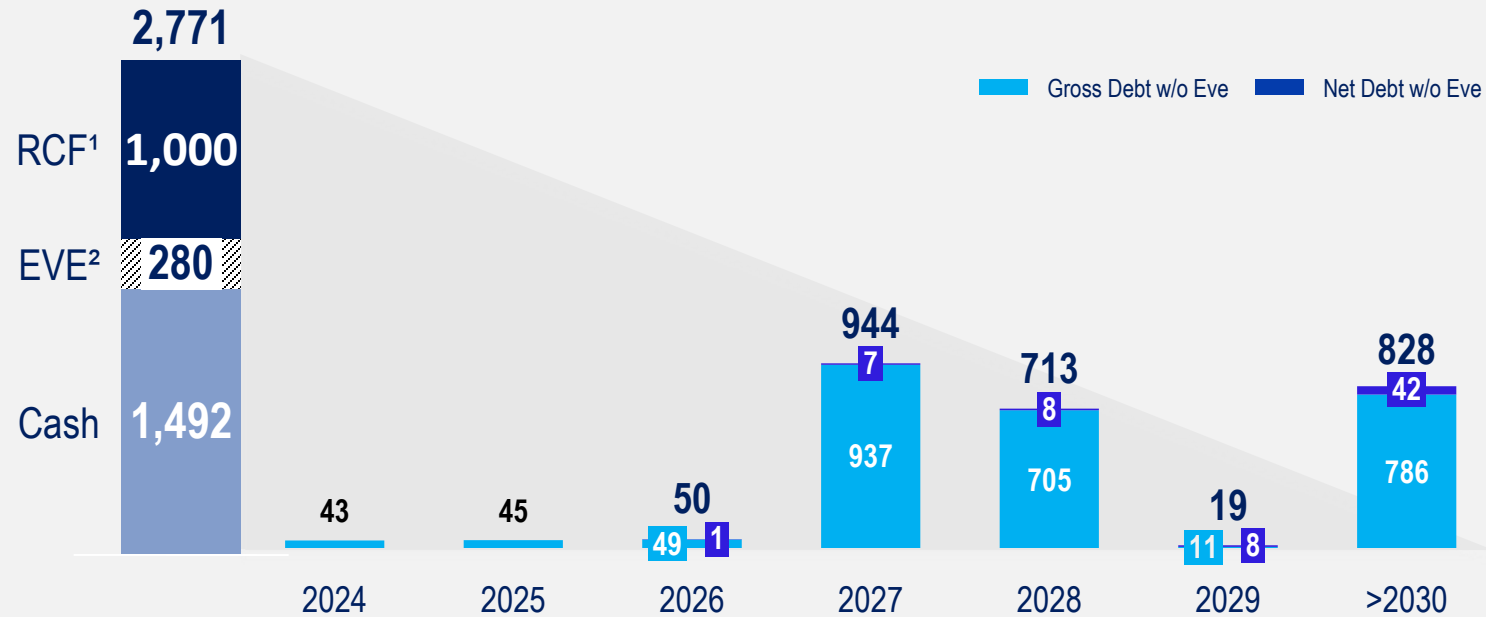




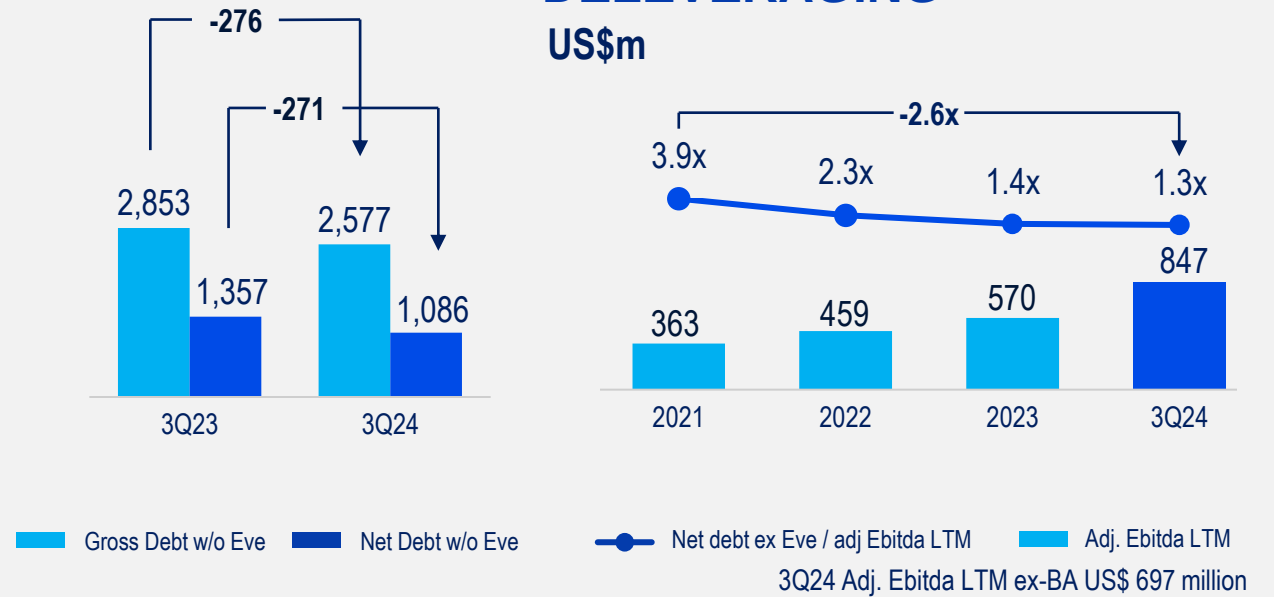
LIQUIDITY

Strong liquidity and long-term maturities

MATURITIES US\$m



DELEVERAGING US\$m



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.



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

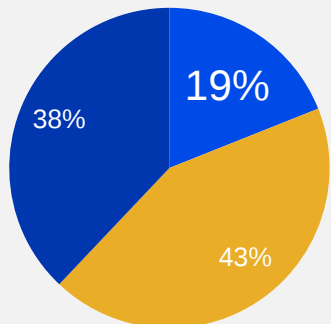
us\$7.4bn

Backlog

PENETRATING PRODUCT SEGMENTS



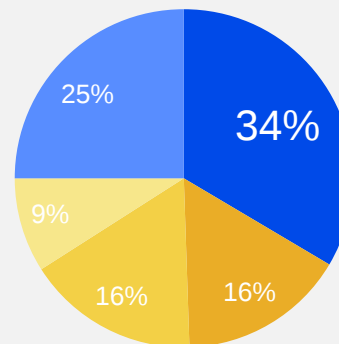
PHENOM® 100 EV/EX BY EMBRAER



- Phenom 100 (11 units)
- Citation M2 (25 units)
- HondaJet (22 units)



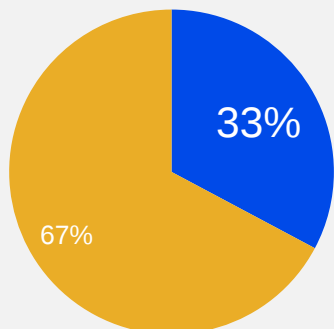
PHENOM® 300E BY EMBRAER



- Phenom 300 (63 units)
- Citation CJ3+ (30 units)
- Citation CJ4 Gen2 (31 units)
- Citation XLS Gen2 (17 units)
- PC-24 (47 units)



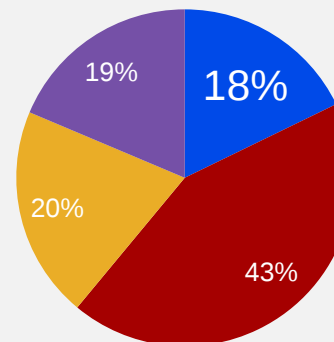
PRAETOR 500 BY EMBRAER



- Praetor 500 (20 units)
- Citation Latitude (41 units)



PRAETOR 600 BY EMBRAER



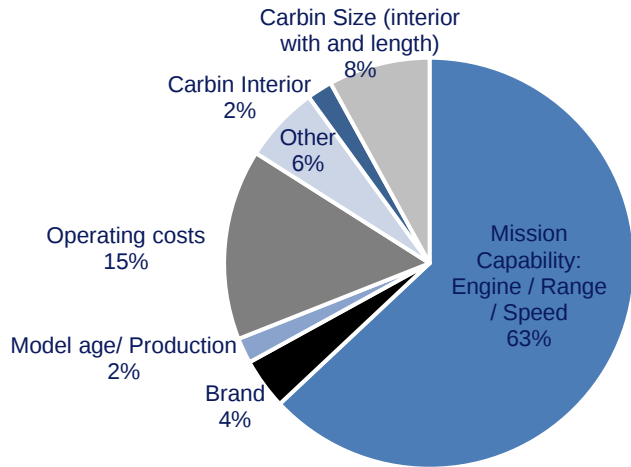
- Praetor 600 (21 units)
- Challenger 3500 (51 units)
- Citation Longitude (24 units)
- G280 (22 units)



SOLID PRODUCT POSITIONING



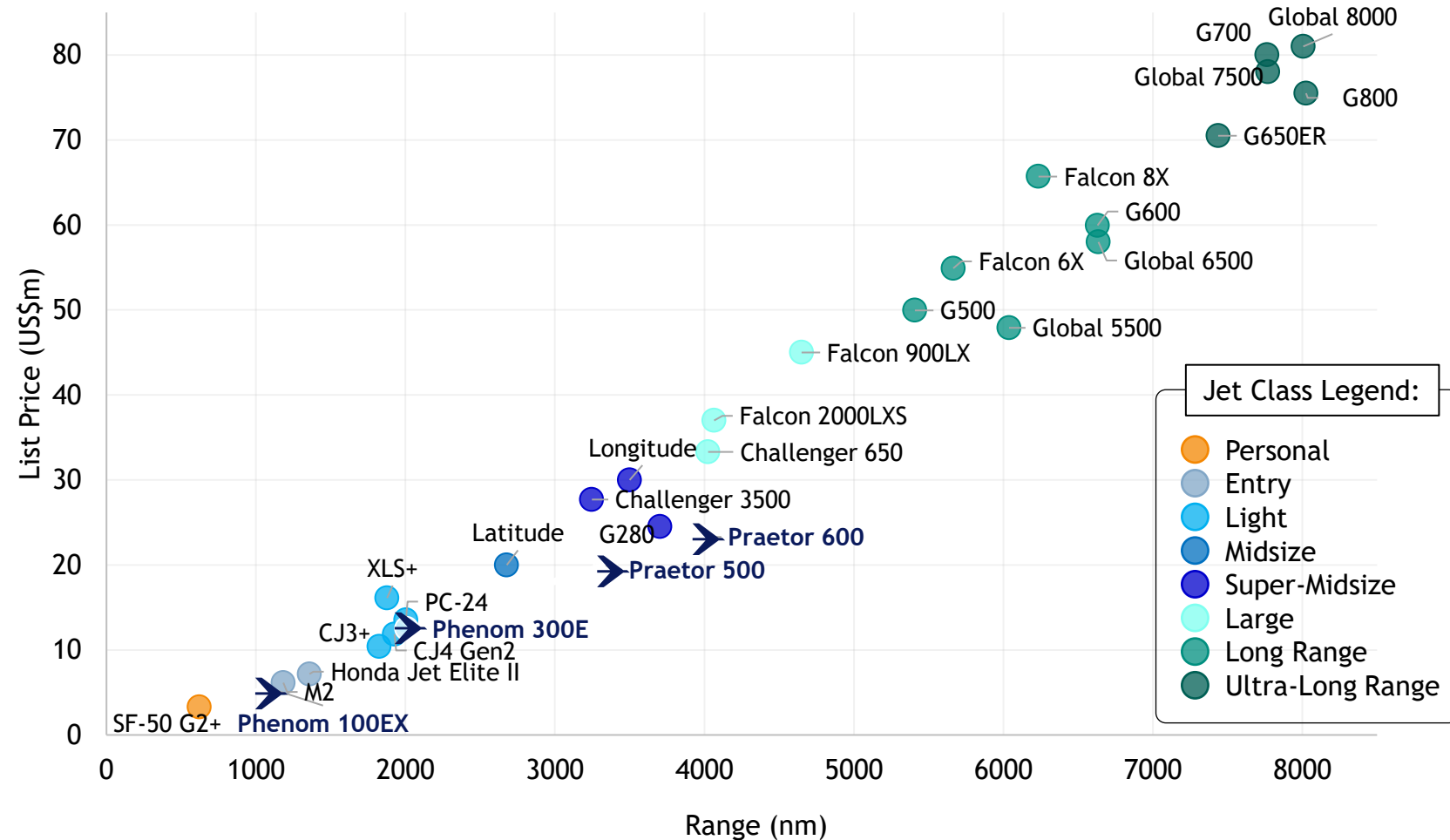
Most Important Features for Buyers



Embraer Value Proposition

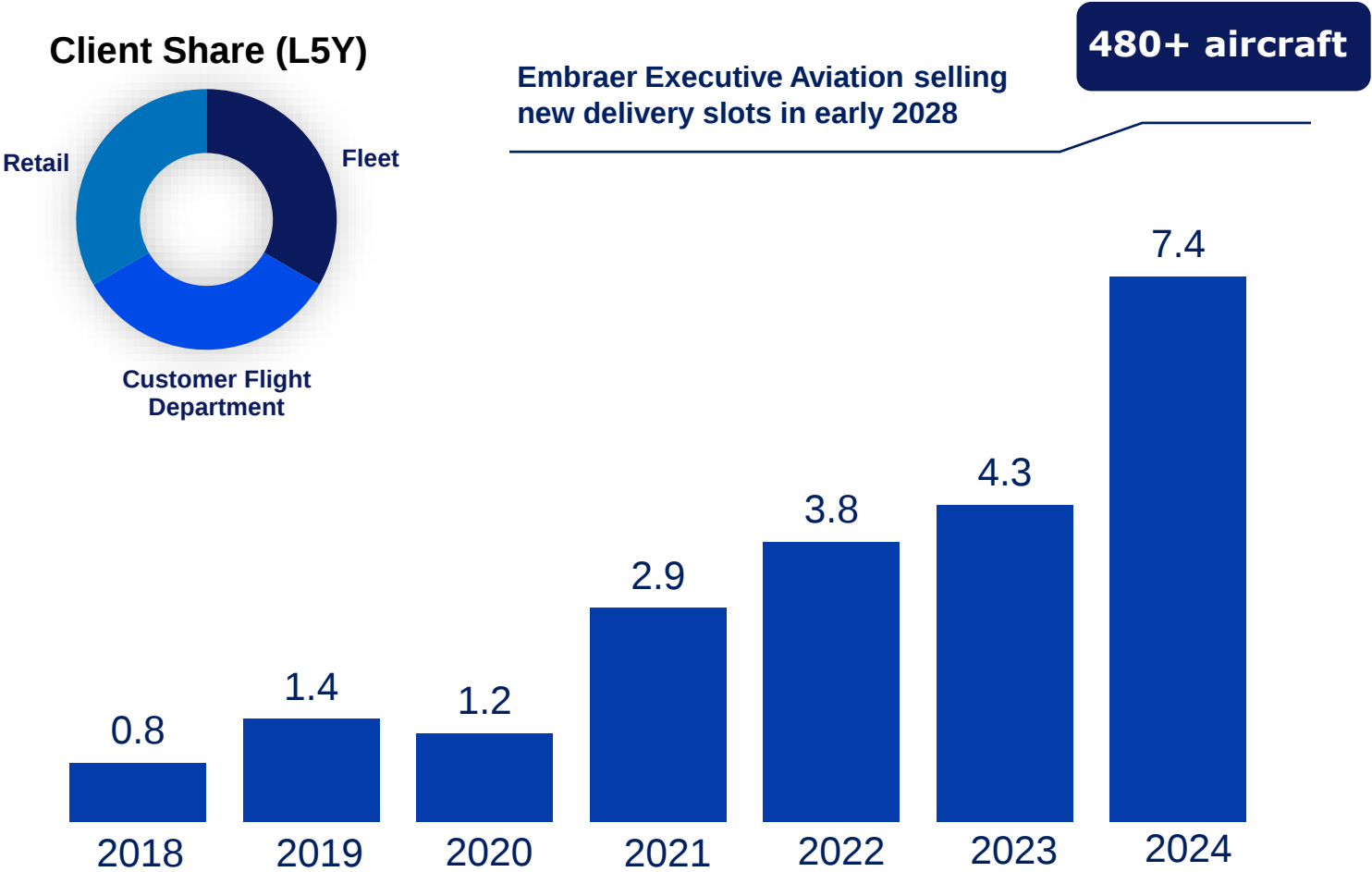
- Unmatched performance
- Disruptive technology
- Superior comfort
- Top-ranked support

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

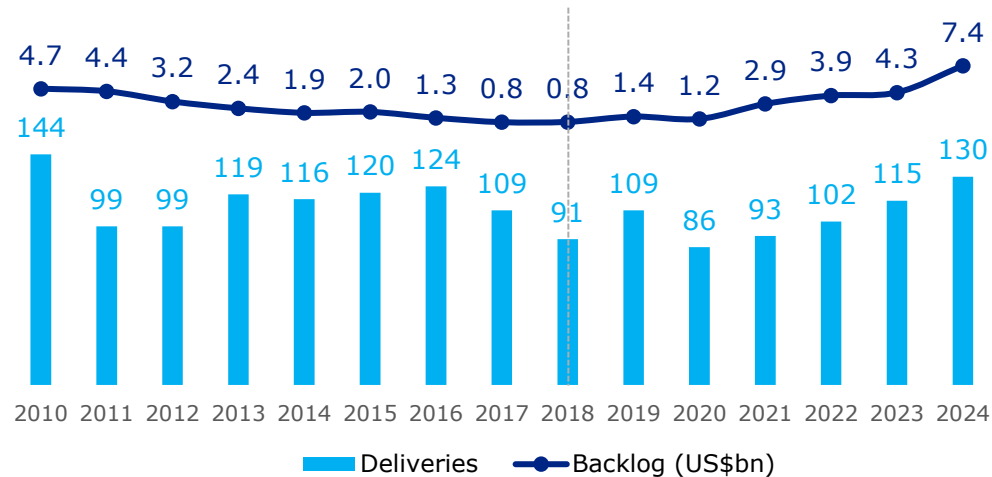
Marquee deal with Flexjet for 182 aircraft and 30 options to be delivered during 2026-2030

De-risked production profile until the end of the decade

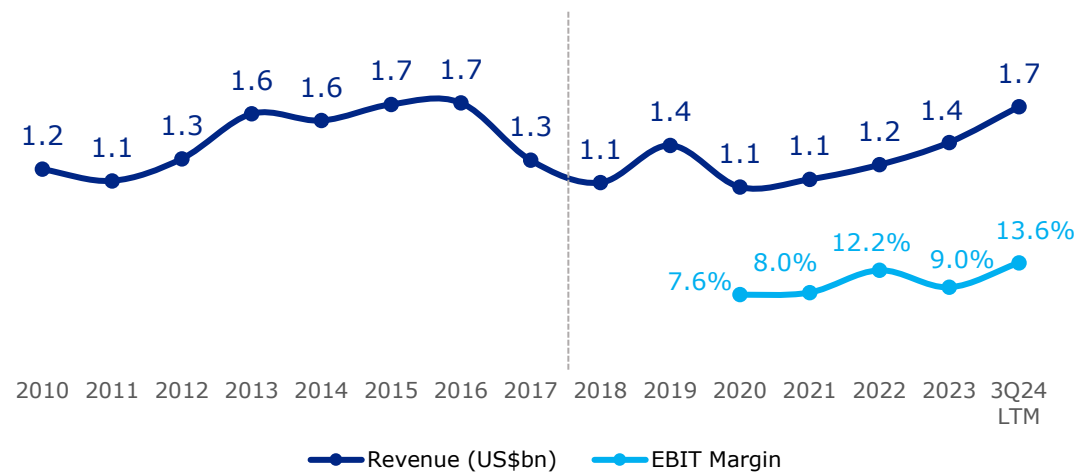
EXECUTIVE BACKLOG



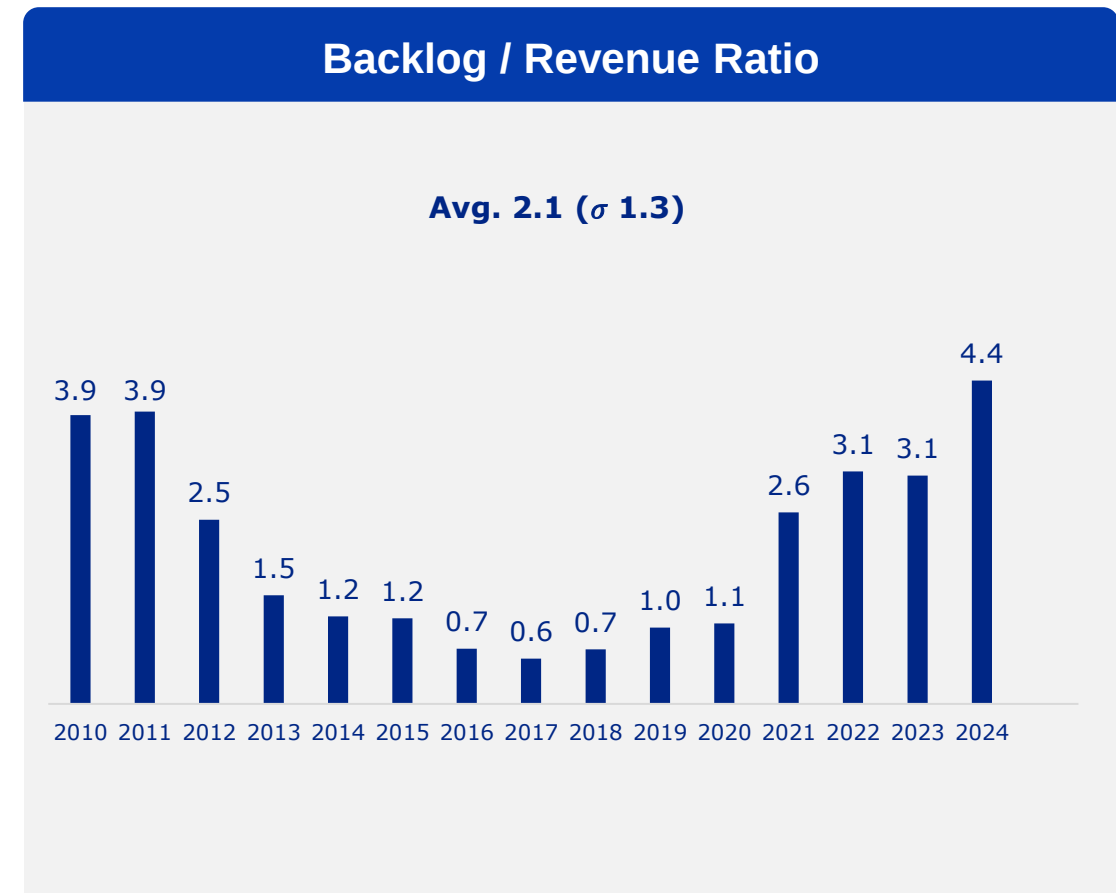
Backlog and Deliveries



Revenue and EBIT Margin



Note: *After 2018 Services & Support reported as a separated business unit;



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DEFENSE & SECURITY



C-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



16,000+

FLIGHT HOURS THROUGH JANUARY 2025

93.1%

FLEET MISSION CAPABLE RATE⁽¹⁾

99.2%

FLEET COMPLETION RATE⁽²⁾

45+

FIRM ORDERS
& SELECTED
AIRCRAFT

10

AIRCRAFT
IN SERVICE



Brazil

1ST DELIVERY IN 2019



Portugal

1ST DELIVERY IN 2023
NATO CONFIGURATION



Hungary

1ST DELIVERY IN 2024
NATO CONFIGURATION

(1) Considers only unscheduled maintenance
(2) Considers rate of successful missions

C-390 MILLENNIUM | MARKET MOMENTUM

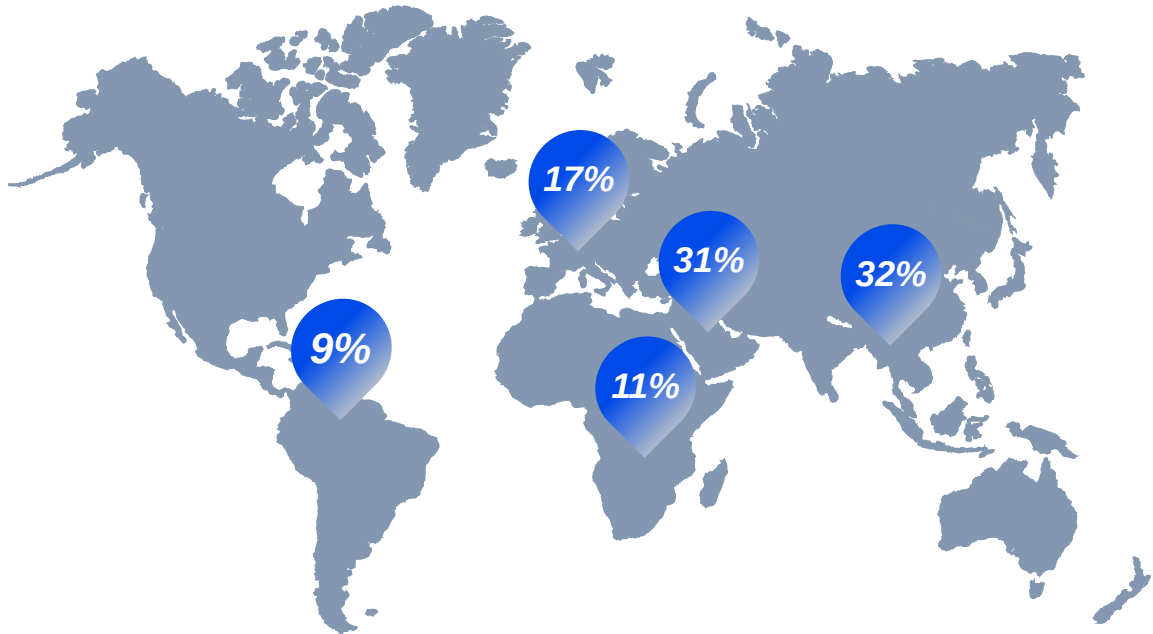
RIGHT PRODUCT, RIGHT TIMING



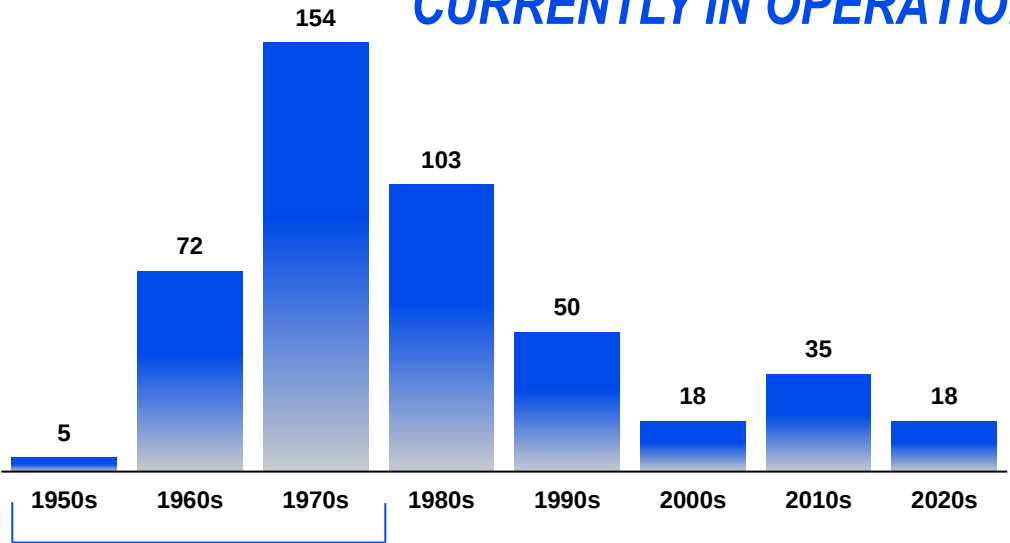
C-390 MILLENNIUM | ADDRESSABLE MARKET

RIGHT PRODUCT, RIGHT TIMING

ADDRESSABLE
MARKET
20 years
~460 AIRCRAFT
~US\$ 55bn



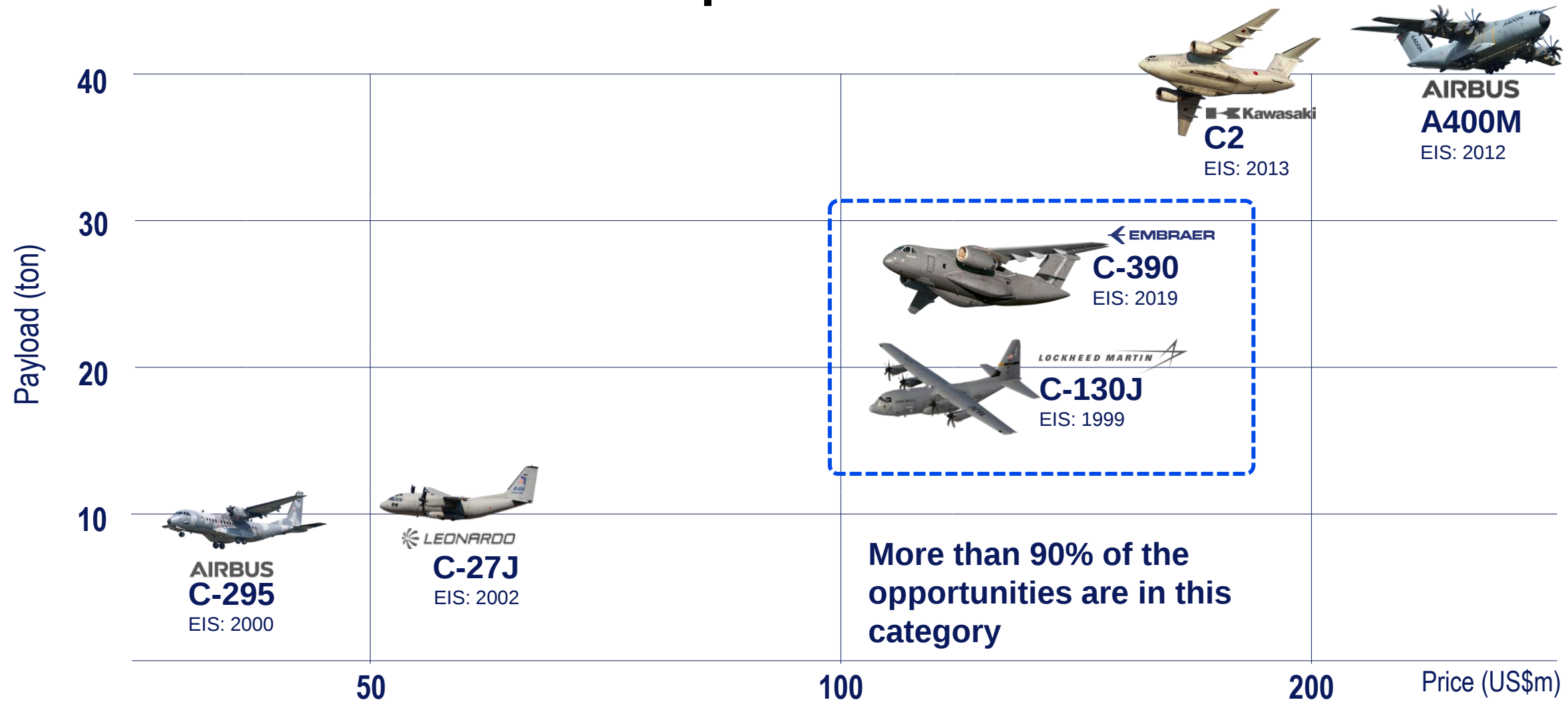
DELIVERY YEAR OF **455**
TACTICAL AIRLIFTERS
CURRENTLY IN OPERATION



~230 AIRCRAFT
OVER 45 YEARS OLD
DUE TO RETIRE

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

C-390 MILLENNIUM | COMPETITION OVERVIEW



A-29 SUPER TUCANO | STANDING LEADERSHIP

WORLDWIDE PRESENCE

RECORD INTERNATIONAL SALES:
34 AIRCRAFT (2024 & 2025 YTD)



ADDRESSABLE
MARKET
20 years

~550 AIRCRAFT
~US\$ 7bn



Paraguay
6 Aircraft



Uruguay
6 Aircraft



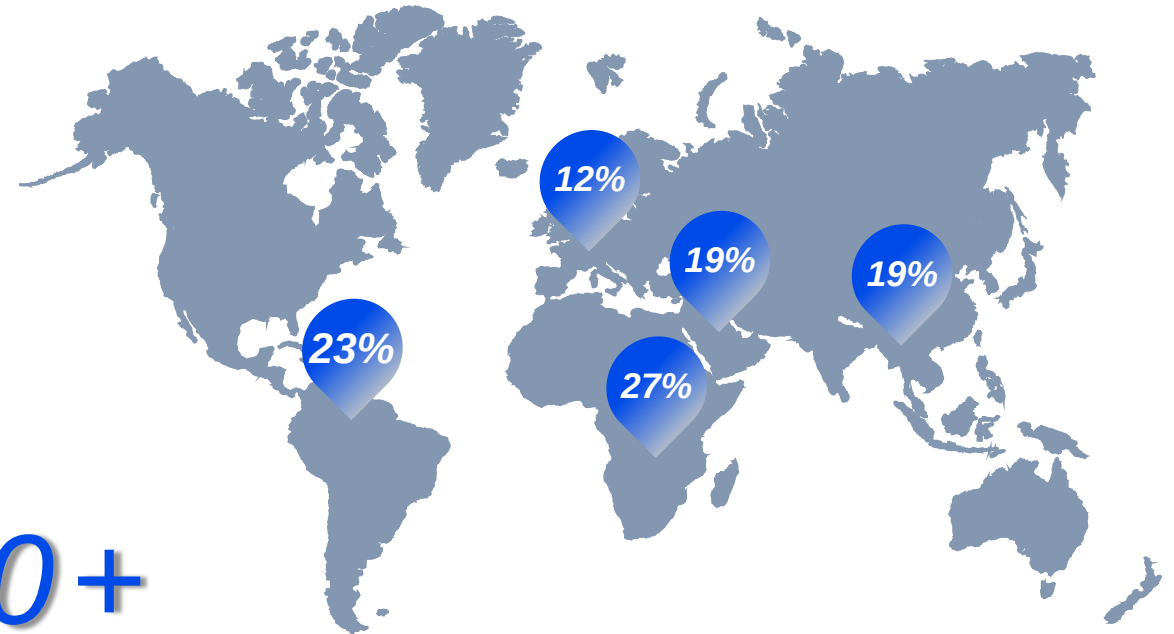
Portugal
12 Aircraft
(A-29N – NATO version)



Undisclosed
6 Aircraft



Undisclosed in Africa
4 Aircraft



20

AIR FORCES

290 +

AIRCRAFT ORDERED

580,000 +

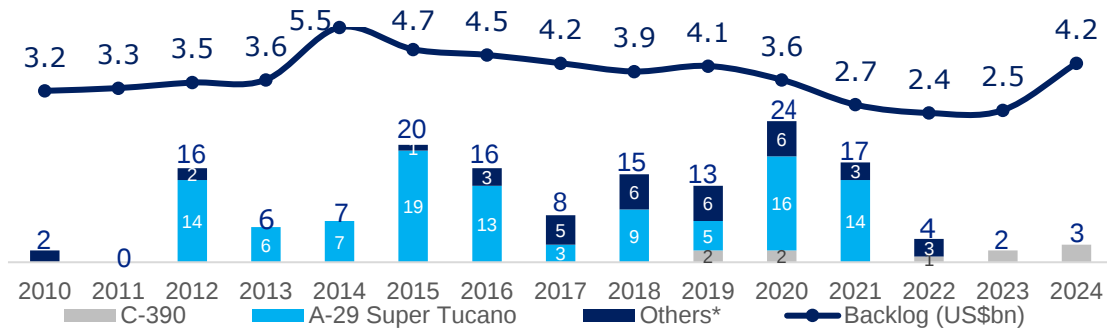
FLIGHT HOURS

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

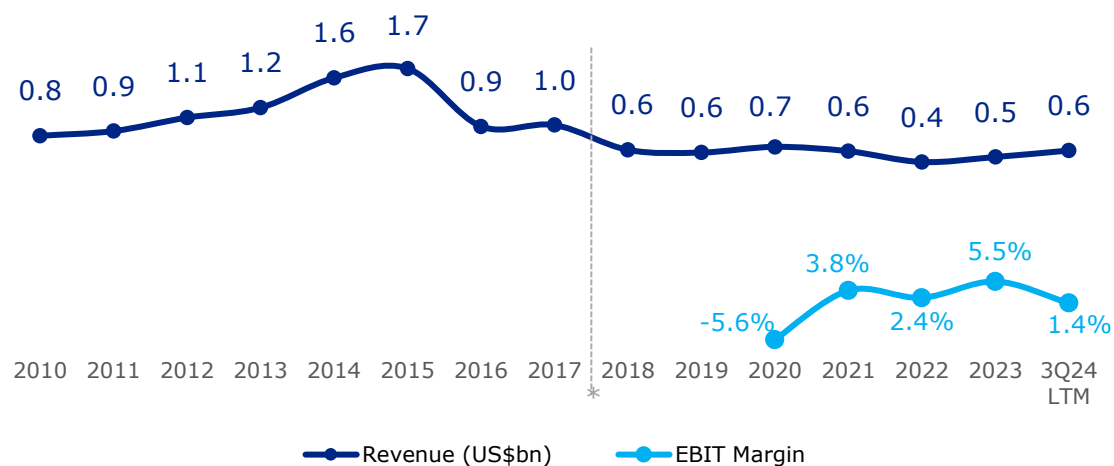
DEFENSE & SECURITY BACKLOG



Backlog and Deliveries

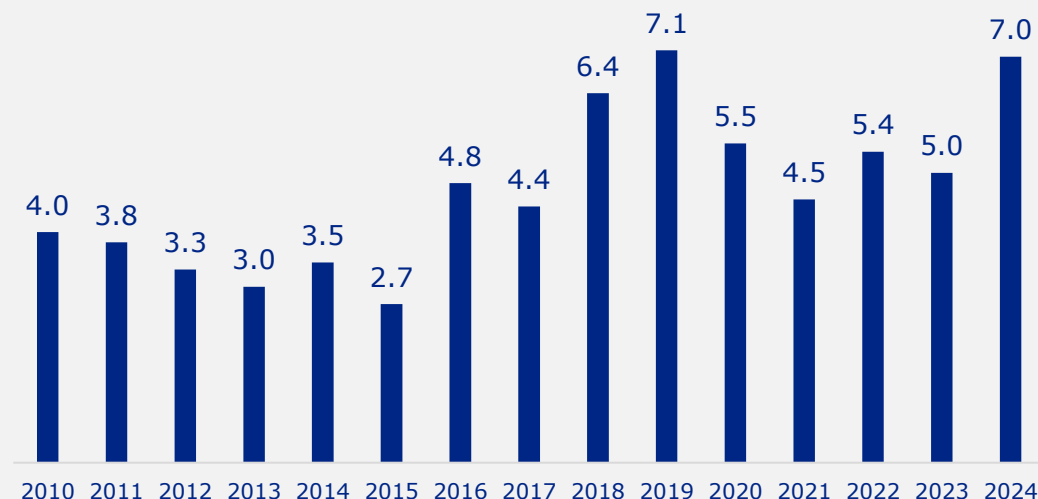


Revenue and EBIT Margin



Backlog / Revenue Ratio

Avg. 4.7 (σ 1.4)





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



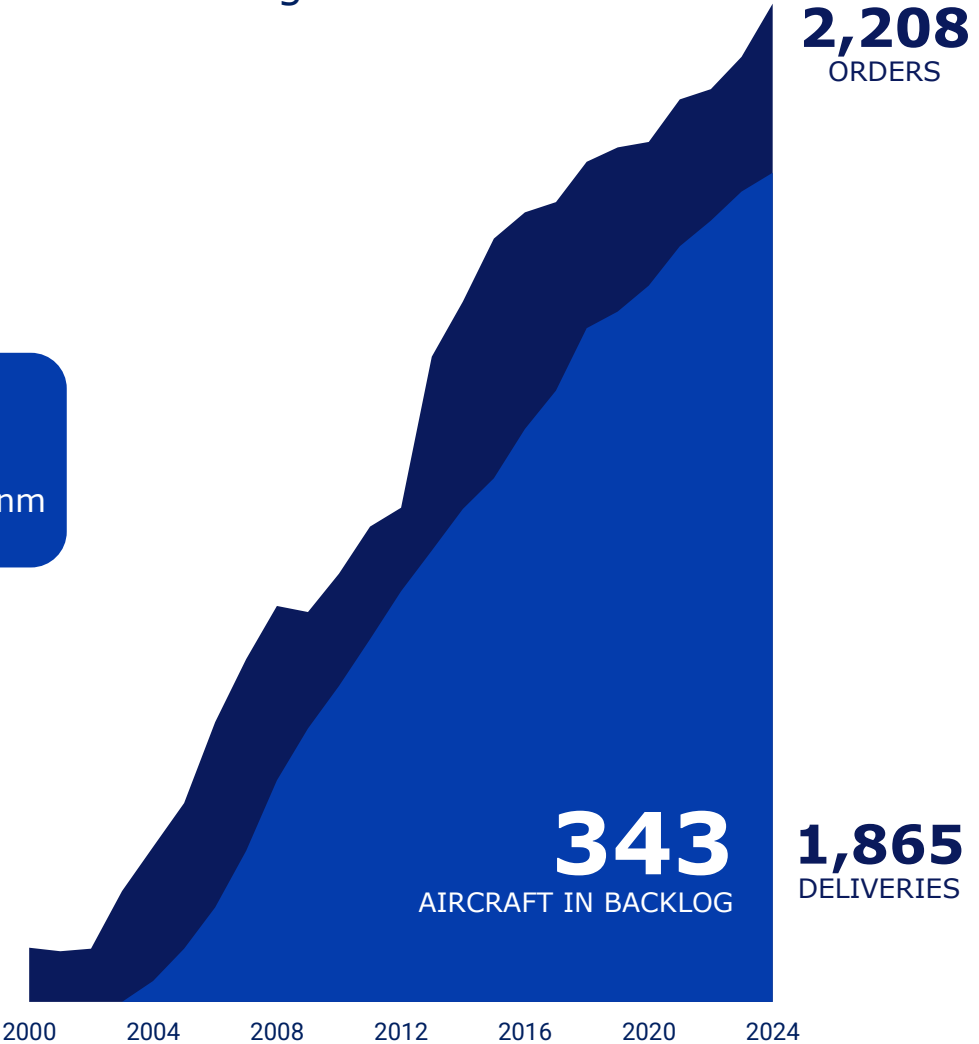
E195-E2
Seats: 120 to 146
Range: 4,815 km / 2,600 nm
YYZ – LAX; REC – MVD



E175-E1+
Seats: 76 to 88
Range: 4,074 km / 2,200 nm
JFK – IAH; MCO – DEN



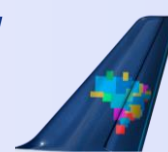
E190-E2
Seats: 97 to 114
Range: 5,280 km / 2,850 nm
ATH – LHR; SVO – MAD



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 4x E195-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

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



19 operators

155 delivered aircraft

334 total firm orders

ICBC 
CHINA
10x E195-E2

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

ELEVATE
CAPITAL PARTNERS

AERCAP
IRELAND
45x E195-E2
5x E190-E2

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

MERY AVIATION

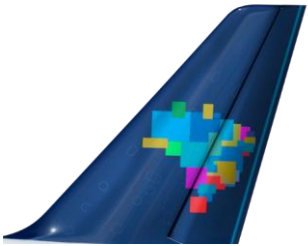
AVOLON 

FALCO 


TrueNoord
Regional Aircraft Leasing

E2 IS THE PREFERRED CHOICE TO COMPLEMENT NB

Selected to complement both Airbus and Boeing larger NB

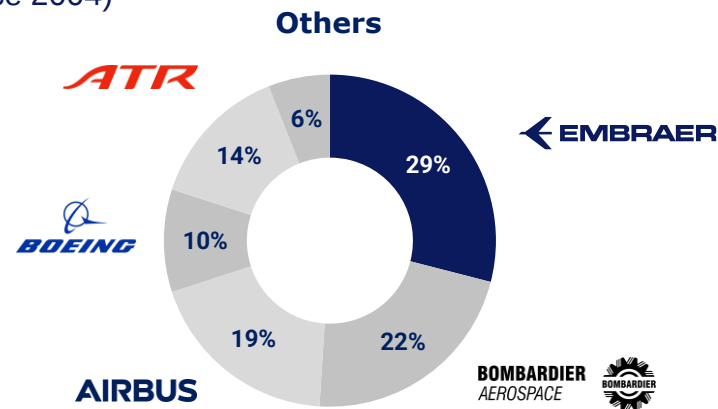
							
							
93 x E2s 53 x A320neo	6 x E2s 12 x A320neo	10 x E2s 20 x A320neo	25 x E2s 38 x 737s	5 x E2s 19 x 737s	9 x E2s 39 x A320neo	3 x E2s 19 x 737s	8 x E2s 92 x 737s 7 x A320

Accelerate [Connectivity] Opportunity

MARKET SHARE & PRODUCT POSITIONING

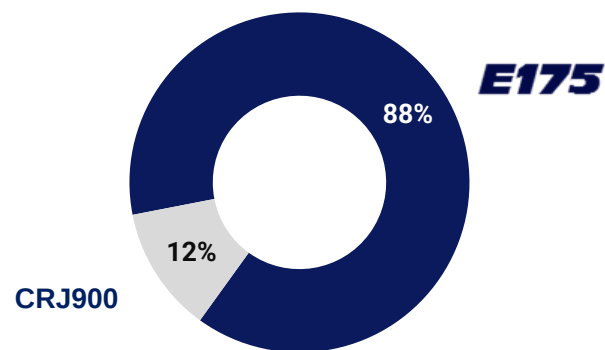
Up To 150-seat Global Market Share

(Deliveries since 2004)

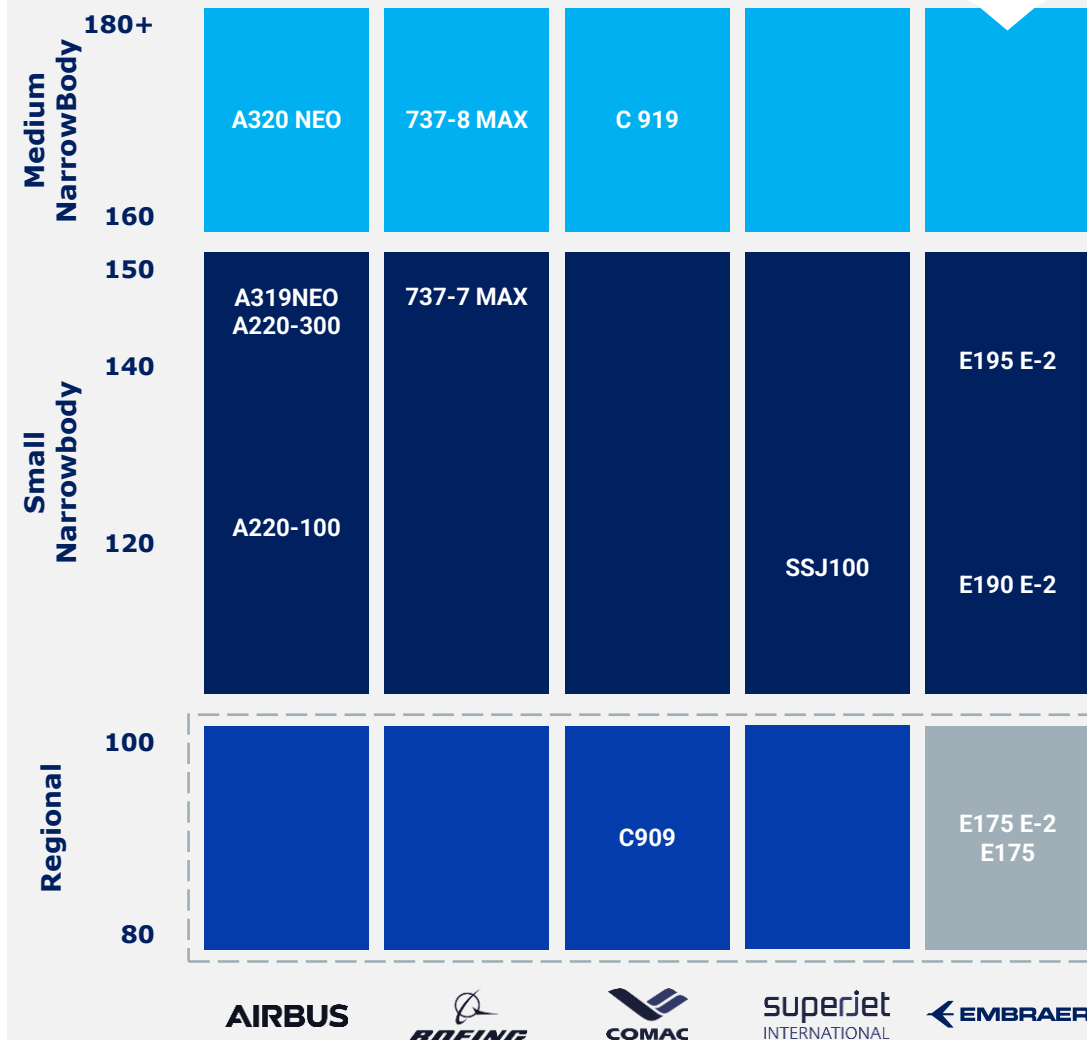


North America 70-90-seat Jets Market Share¹

(Orders since 2013)



Competitive Scenario



THE E2 IS THE SOLUTION FOR THE US MARKET

E2 value proposition for different business models



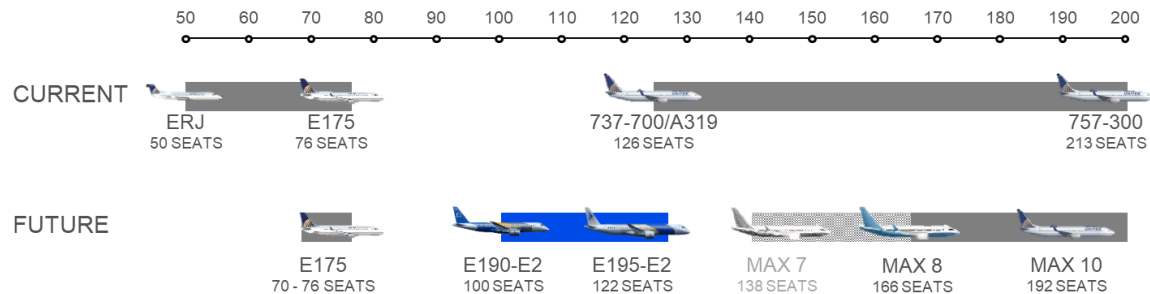
Mainline

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

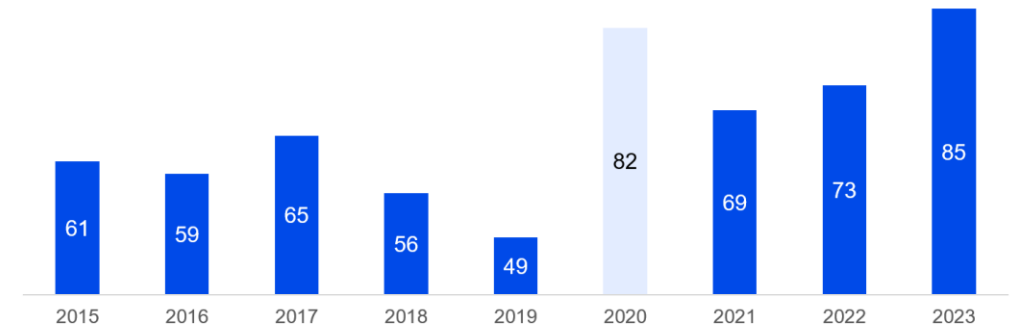
Low Cost Carriers

- 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



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



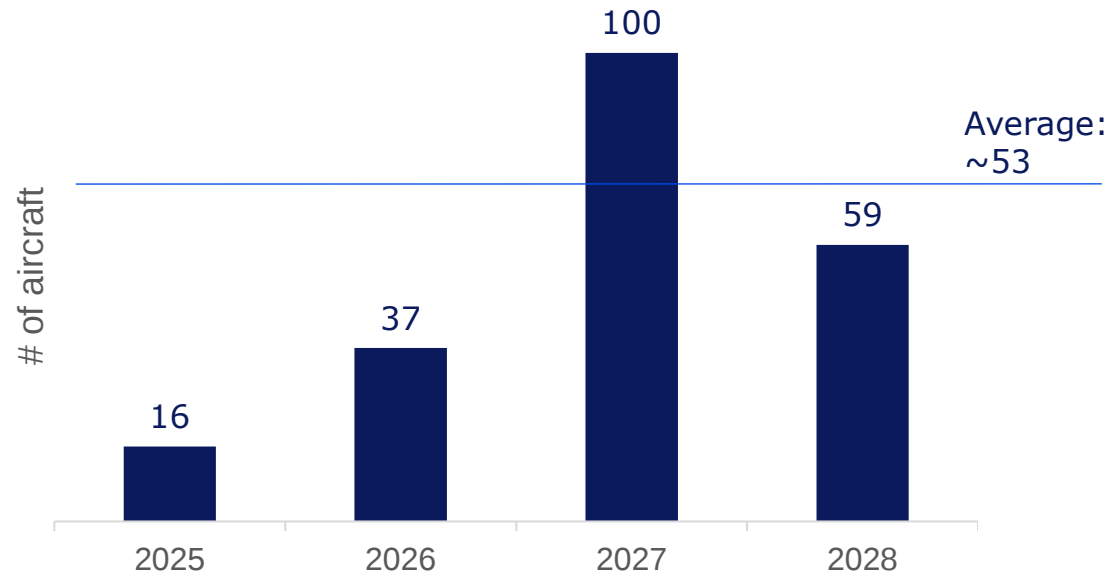
E-Jets E2 family is the perfect complement between the E175 and Max 8

REPLACEMENT OPPORTUNITIES AHEAD FOR E1



Regional Aircraft Replacement Calendar (E175)

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

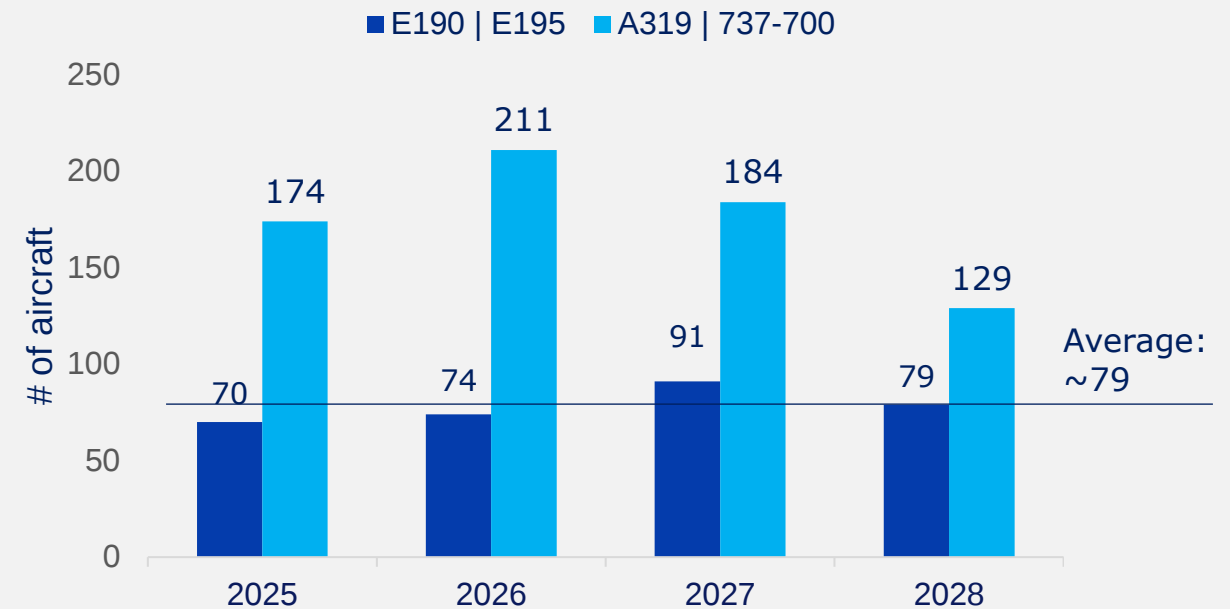


Low competition environment in the next decade

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



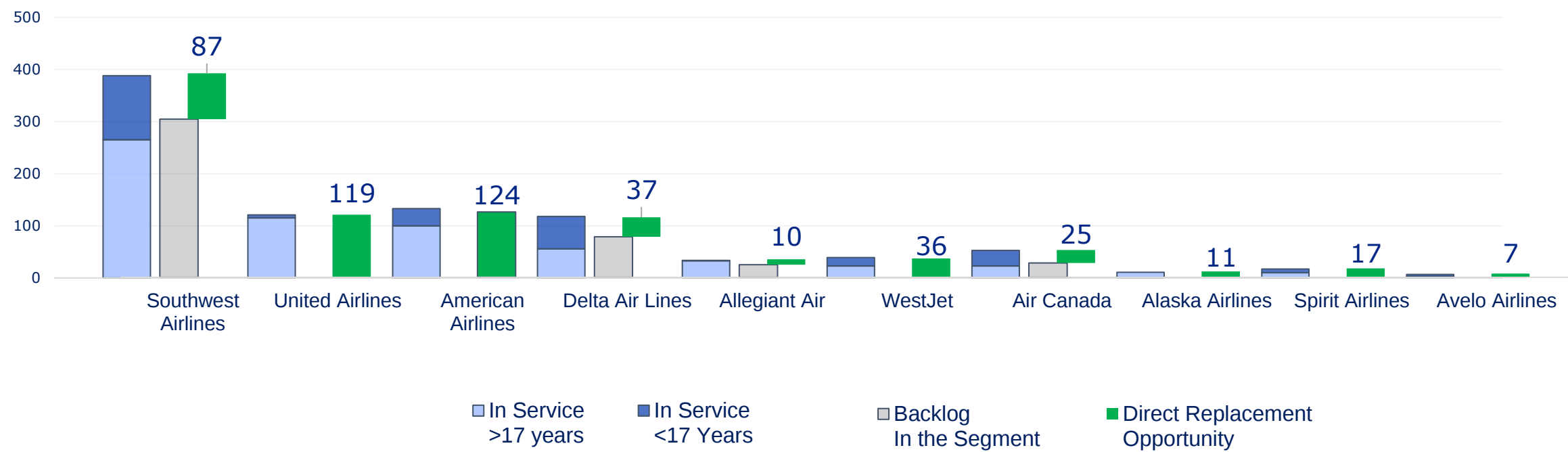
E1 replacement opportunities getting traction this decade – E2 as the most suitable option

Additional 737-700 and A319 replacement opportunities also addressable

C. 650 SMALL NBS WILL BE >20 YEARS OLD BY 2028 ➔

Of which ~500 are direct replacement opportunities

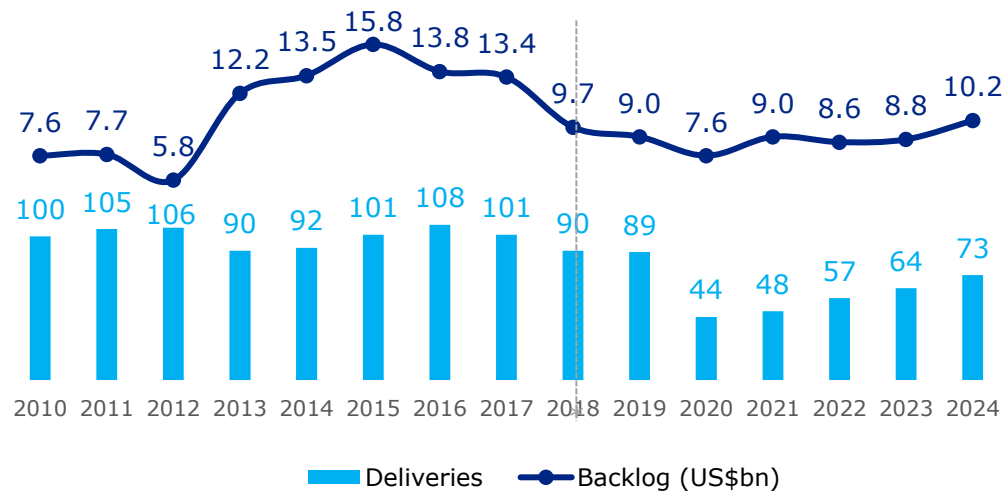
Top 10 2023 North America Narrow Body Fleet <150 Seats



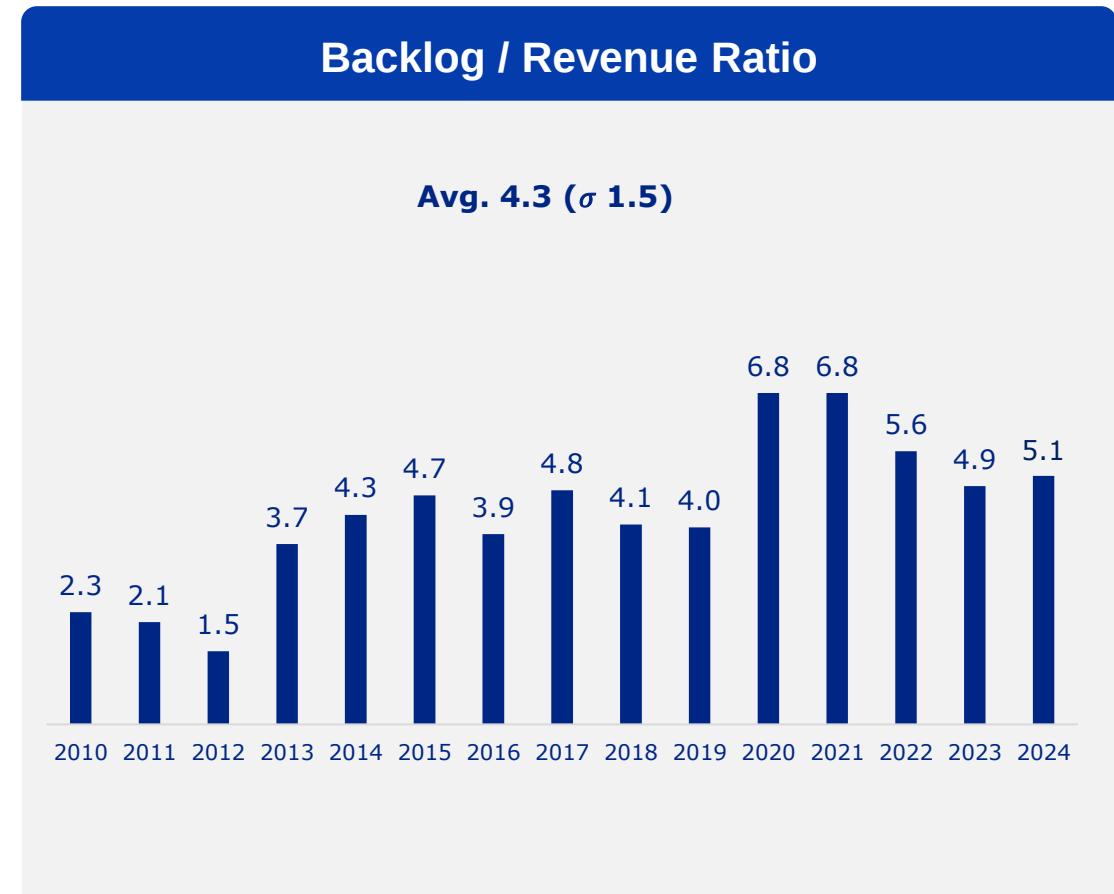
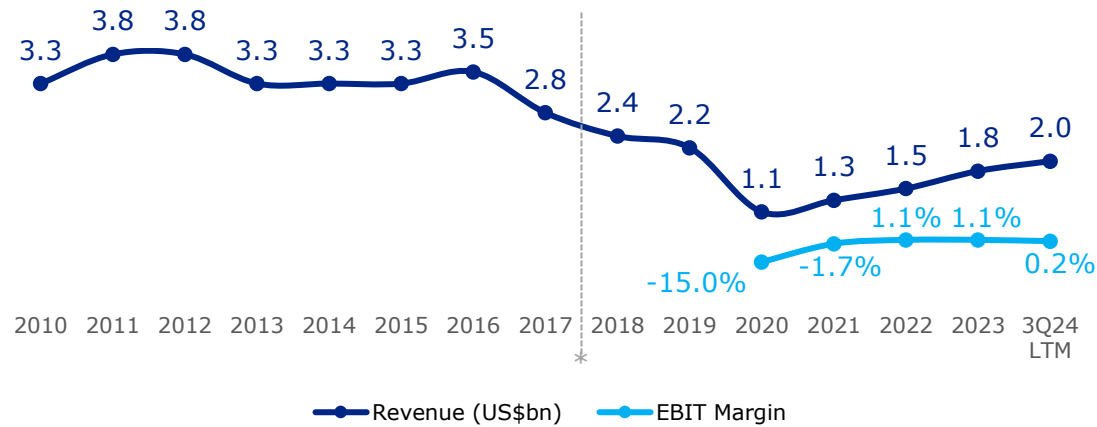
COMMERCIAL BACKLOG



Backlog and Deliveries¹



Revenue and EBIT Margin



Note: *After 2018 Services & Support reported as a separated business unit; (1) 2024 deliveries = 73 units



SERVICES & SUPPORT



SERVICES & SUPPORT AT A *Glance*



Agricultural

800+ Customers
1200+ In Service
3 Countries



SISFRON

27% Brazil's
Frontier's
Protection
Brazilian
Army Project



OGMA

60+ Customers
30+ Countries



Commercial Aviation

200+ Customers
2,580+ In Service
75 Countries



Executive Jets

1,070+ Customers
1,750+ In Service
70 Countries



Defense & Security

50+ Customers
475+ In Service
30 Countries



Sensors & Radar

4 Customers
100+ In Service
2 Countries



Frigates

1 Customer
4 Under development

WE ARE *Global*

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



11

Owned MROs



75+

Authorized
Service Center



200+

Field Support
Representatives



07

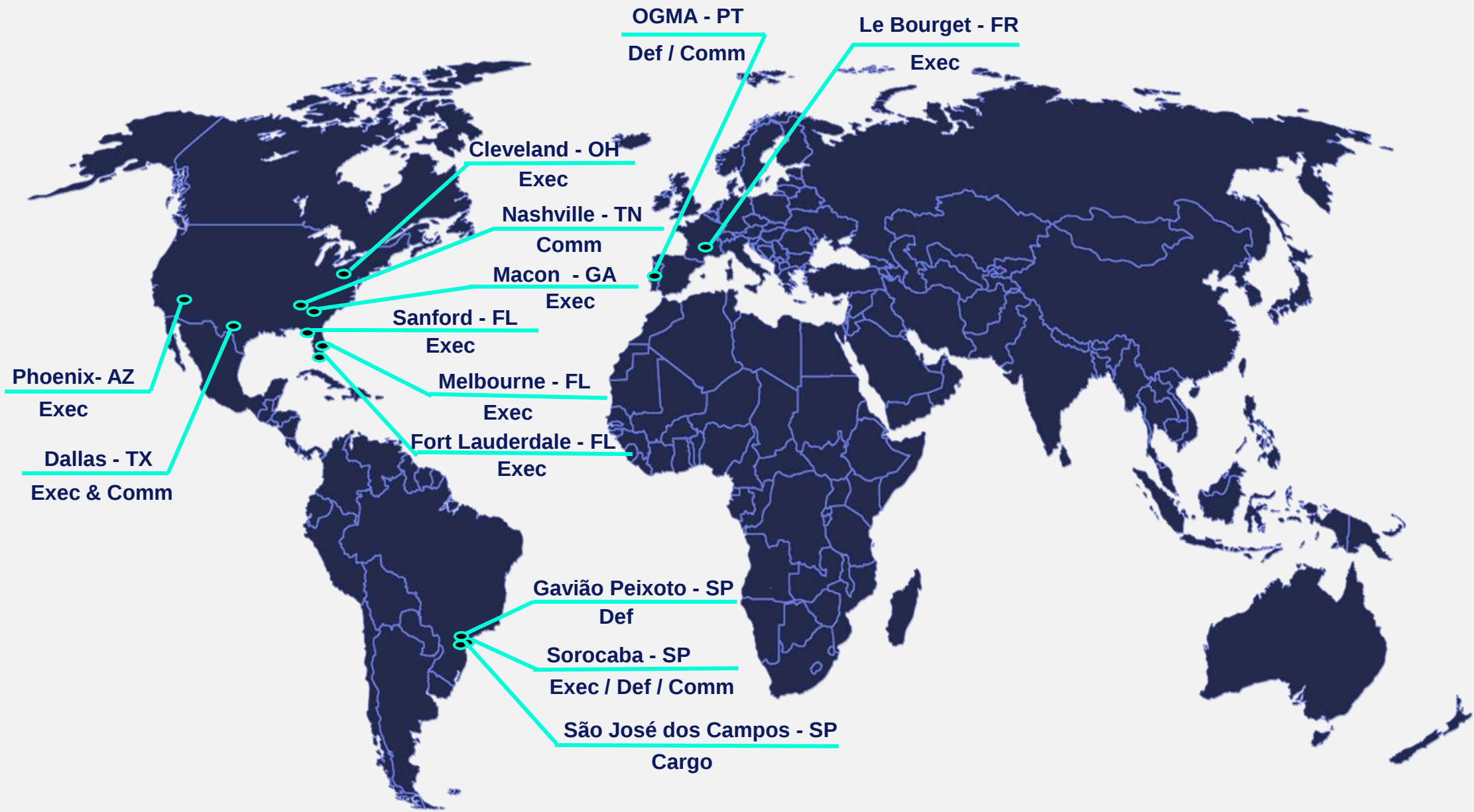
Global Distribution
Centers



92+

Flight
Simulators

EMBRAER OWNED MRO NETWORK



2023 AEROSPACE & DEFENSE AFTERMARKET SERVICES



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



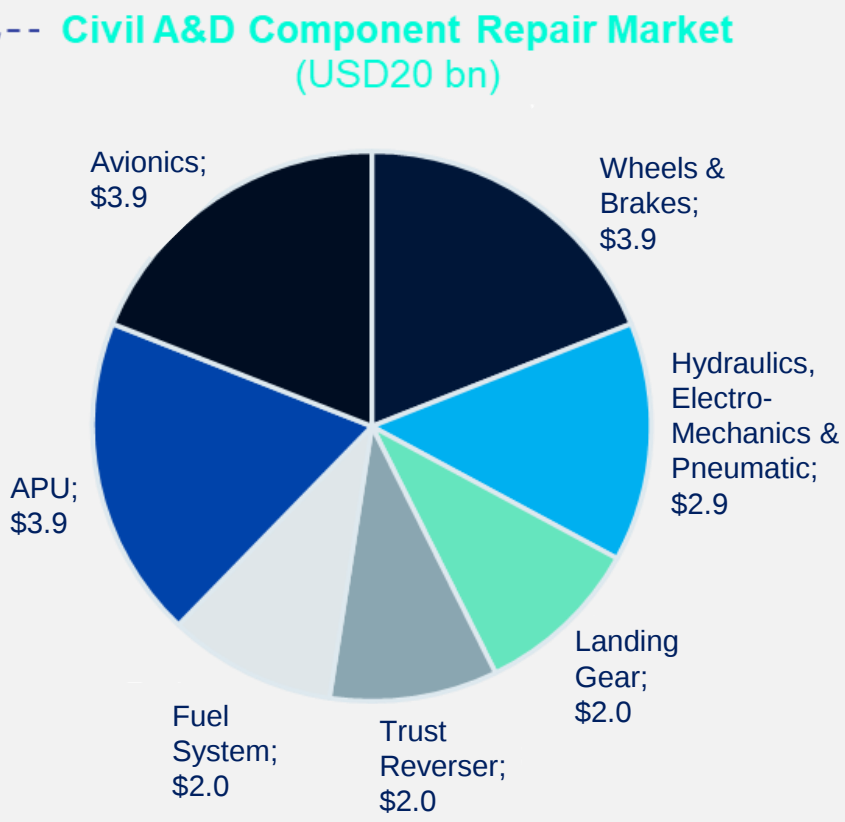
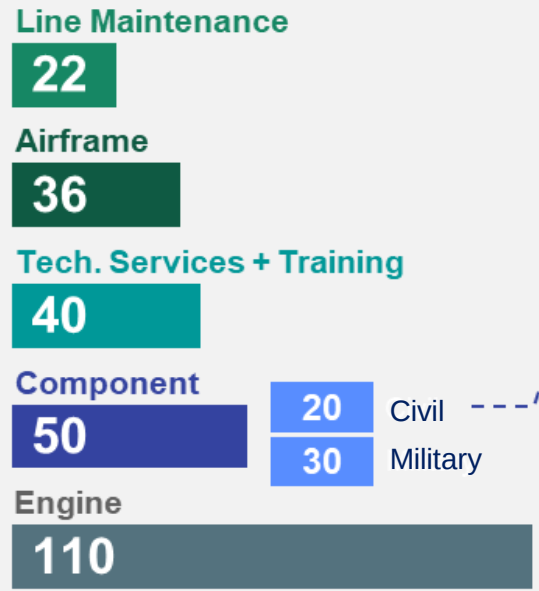
Embraer S&S
Total Market
1.3% of total
aviation after-
market size



Embraer S&S
Addressable Market



Embraer S&S
Actual Revenue (w/o OGMA*)
75% of Embraer's
addressable market

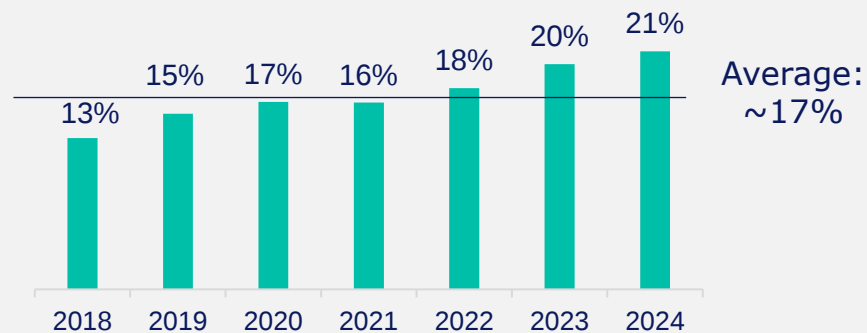


SERVICES & SUPPORT

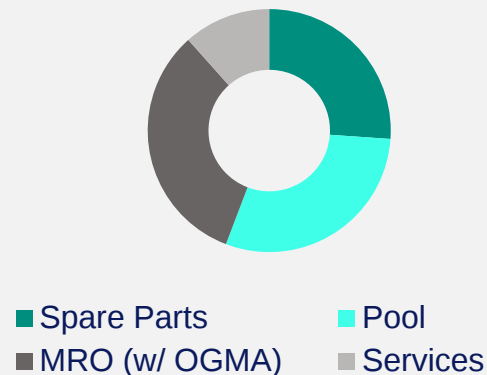
Business Growth

- 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

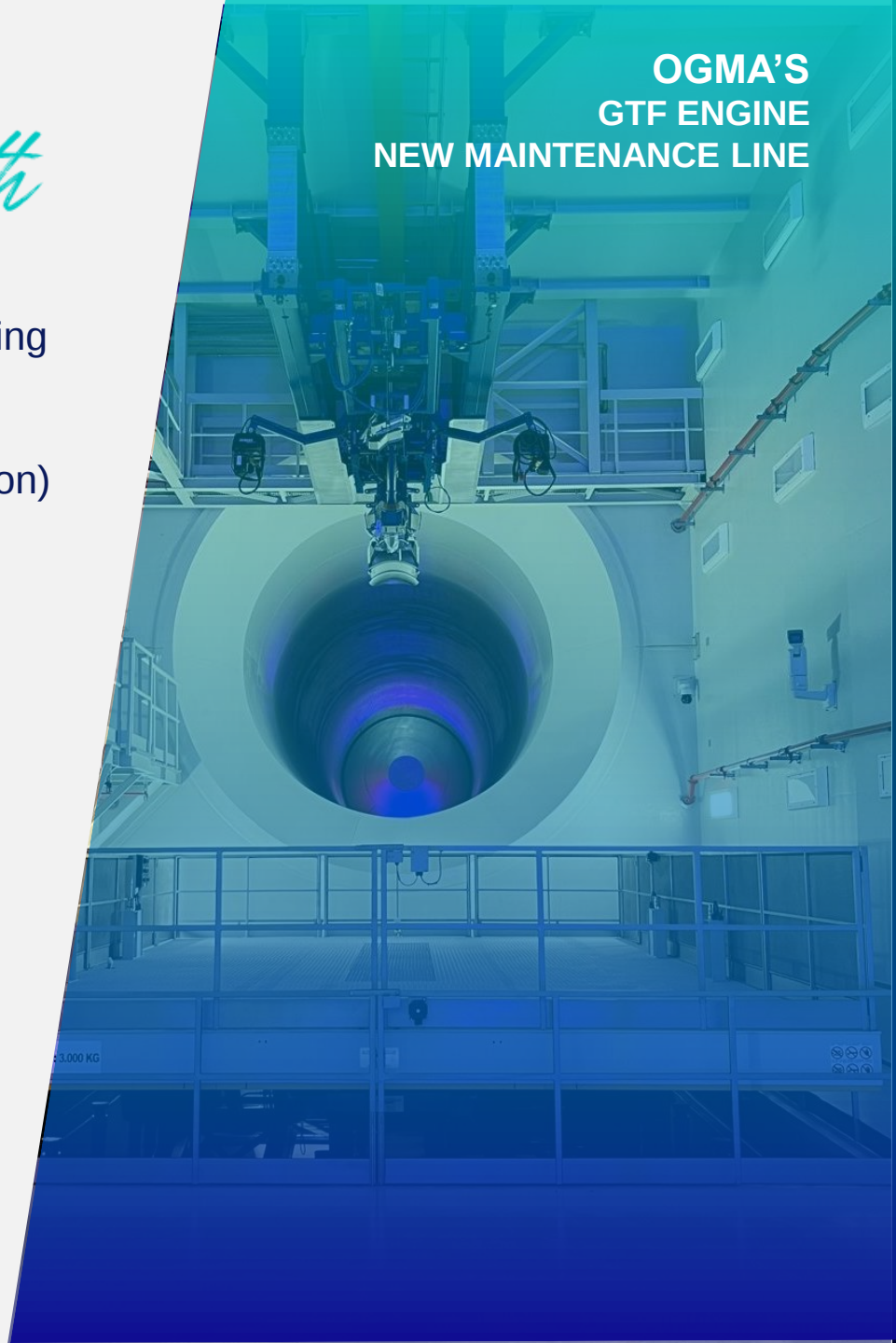
Backlog S&S / 3 BUs¹



Revenue Breakdown



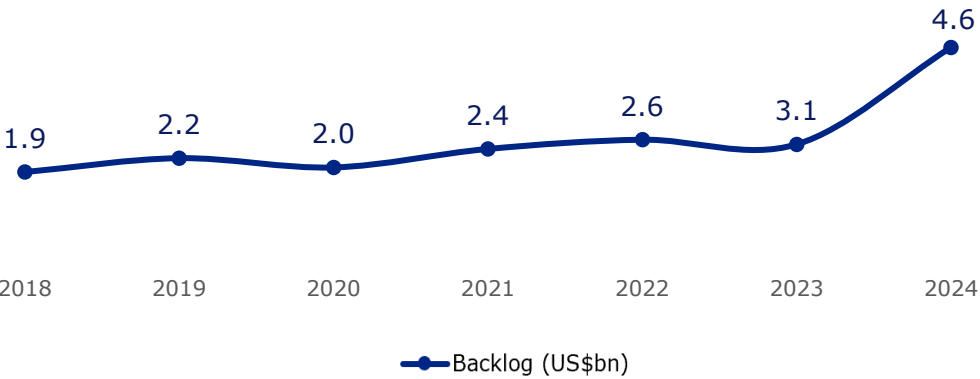
OGMA'S
GTF ENGINE
NEW MAINTENANCE LINE



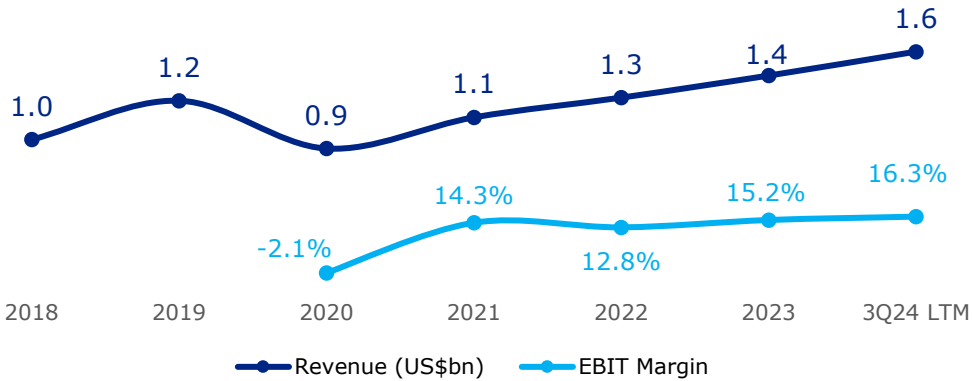
SERVICES & SUPPORT BACKLOG



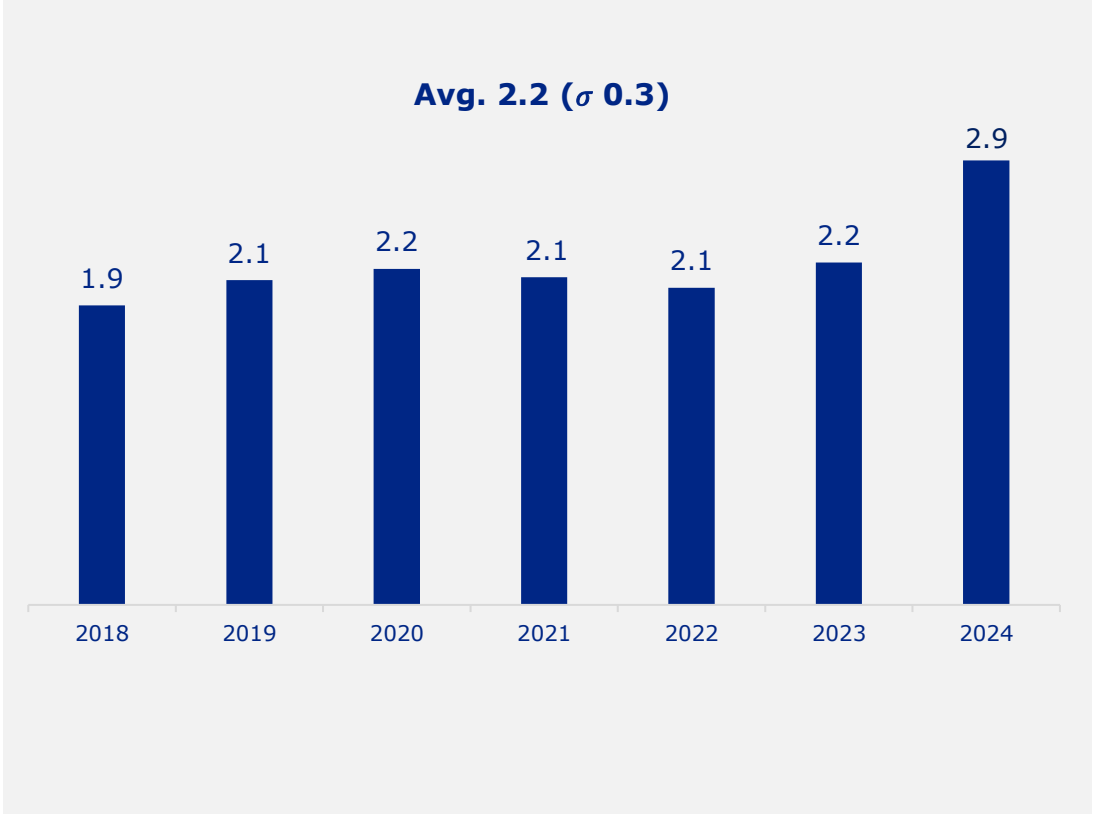
Backlog



Revenue and EBIT Margins



Backlog / Revenue Ratio



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

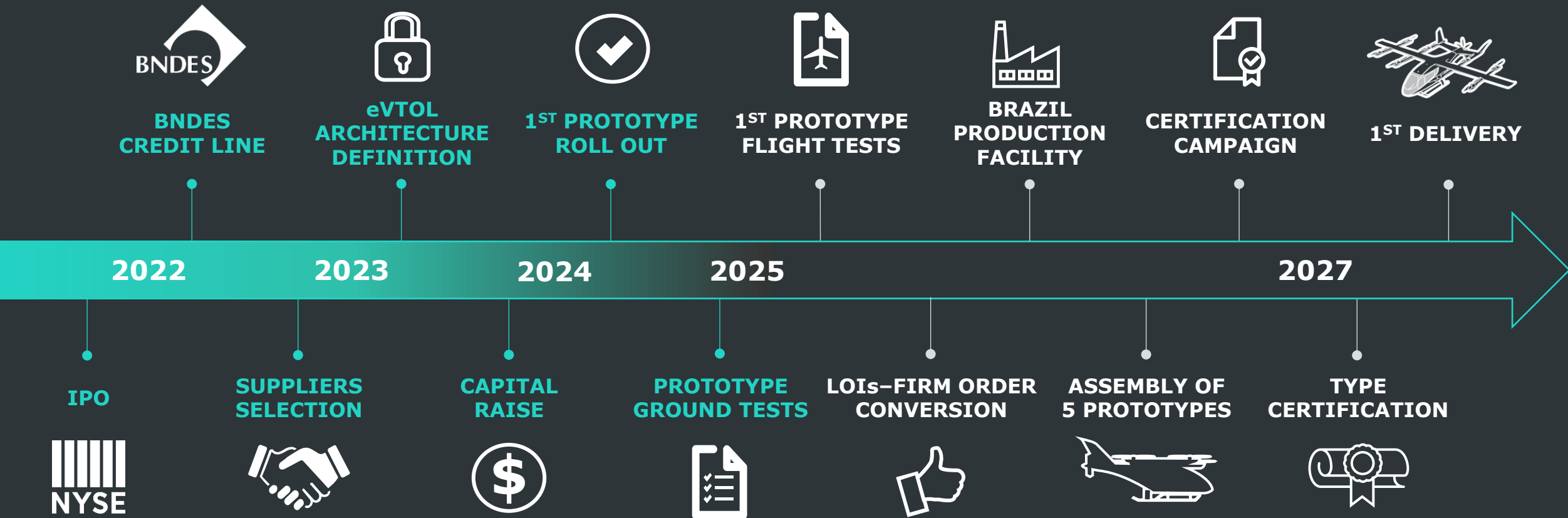


EVE

← EMBRAER

EVE
MOBILITY REIMAGINED

PATH TO REVENUE & PROFITABILITY



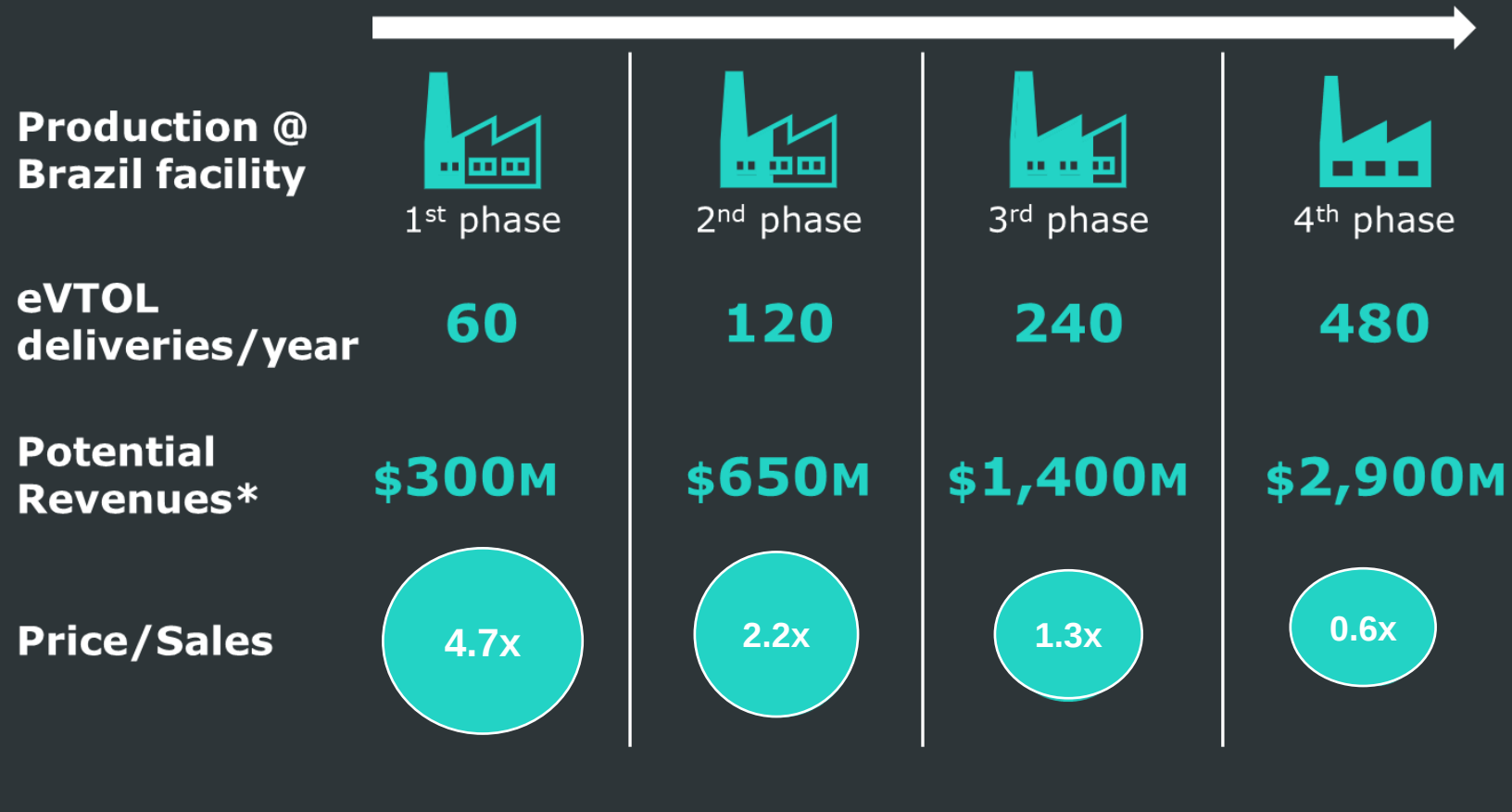
Timeline in graph not to scale

This information belongs to Eve and cannot be used or reproduced without written permission from the Company,

PATH TO REVENUE & PROFITABILITY



Eve - Revenue Potential



*Includes eVTOL and Customer Services
Market cap ~\$1,753 million
Market prices as of January 6, 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

- +50% of diverse hires in all entry level programs (target 50% by 2025)
- 16% of women in senior leadership positions (target 20% by 2025)
- 1,480 students qualified on “Social Tech” Program. 4th edition started on September dedicated to 165 senior professionals
- 26% of women participation in Engineering Specialization Program (target 25% by 2025)

Governance

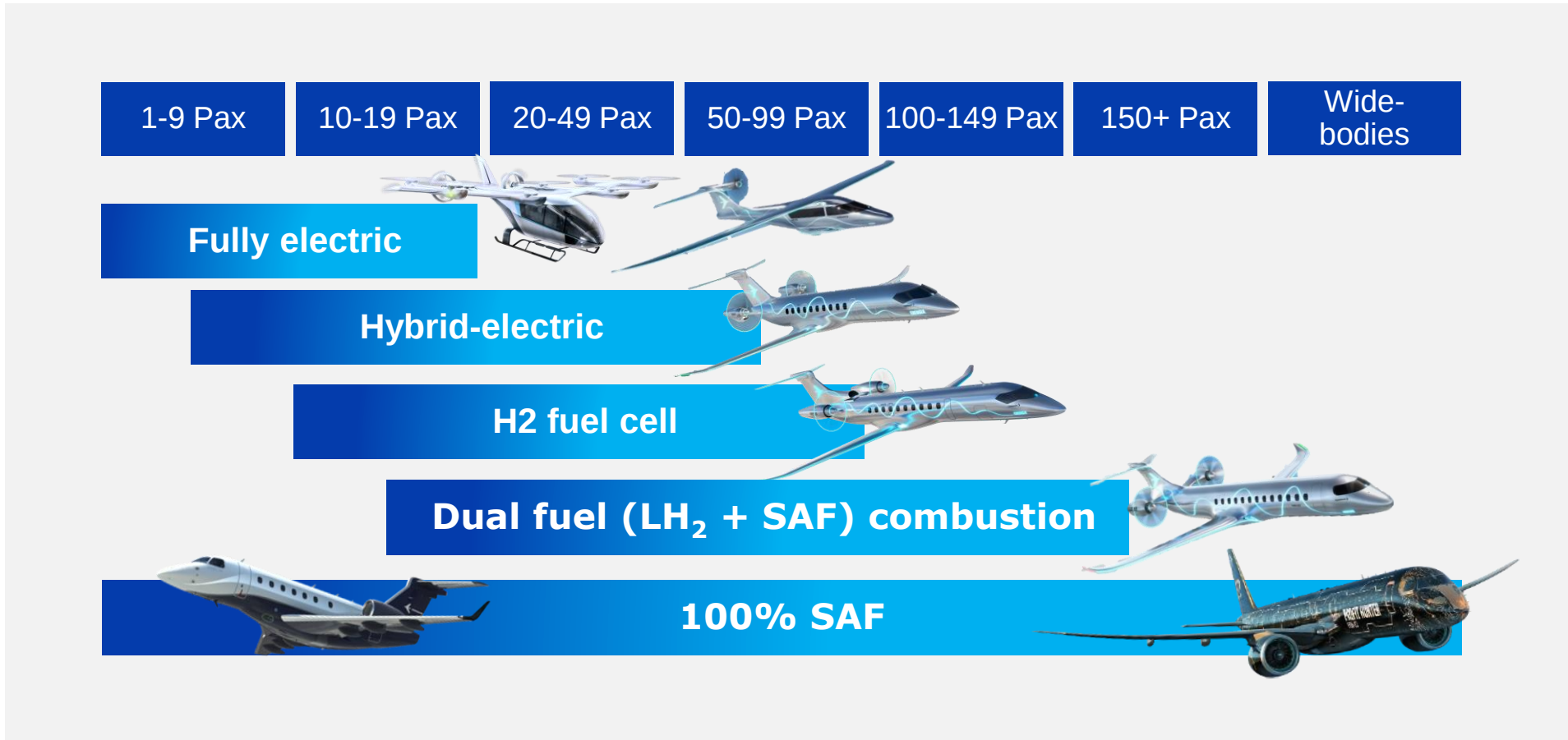
- Maintain the highest international standards of governance
- ANEFAC 2024 Transparency Award



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

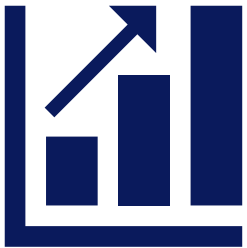
Embraer was also included by **Forbes** in the World's Best Employers 2024 ranking, which annually recognizes companies considered to be the best employers in the world.





APPENDIX 1

HISTORICAL FINANCIAL INFORMATION



INCOME STATEMENT



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

CONSOLIDATED INCOME STATEMENT	2020	2021	2022	2023	3Q24 LTM
REVENUE	3,771	4,197	4,540	5,269	6,058
					-
Cost of sales and services	(3,294)	(3,538)	(3,628)	(4,359)	(4,995)
GROSS PROFIT	478	660	912	910	1,063
					-
OPERATING INCOME (EXPENSE)	(801)	(458)	(1,023)	(595)	(445)
Administrative	(143)	(153)	(185)	(205)	(197)
Selling	(194)	(226)	(274)	(315)	(322)
Expected credit losses over financial assets and contract assets	(62)	13	(17)	10	(1)
Research	(30)	(43)	(110)	(90)	(55)
Other operating income (expense), net	(375)	(50)	(445)	(6)	132
Equity in income (losses) of associates	3	1	9	10	(2)
EBIT	(323)	201	(111)	315	618
Financial income (expense), net	(233)	(199)	(124)	(193)	(44)
Foreign exchange gain (loss), net	(79)	26	28	(1)	(18)
PROFIT BEFORE TAX ON INCOME	(635)	27	(206)	121	556
					-
Income tax (expense) income	(93)	(71)	2	44	(41)
NET INCOME	(728)	(44)	(204)	164	515
					-
*Depreciation and Amortization	284	196	189	212	223
*EBITDA	(40)	397	78	526	841

CASH FLOW



(In millions of U.S. dollars)

CONSOLIDATED STATEMENTS OF CASH FLOWS	2020	2021	2022	2023	3Q24 LTM
OPERATING ACTIVITIES					
Net income	(728)	(44)	(204)	164	515
<i>Items not affecting cash and cash equivalents</i>					
Depreciation and amortization expenses	292	209	210	242	254
Government grants amortization	(5)	(3)	(1)	-	-
EVEX Transaction	-	-	239	-	-
Accrued interest	25	20	201	190	182
Other	259	(114)	(53)	(125)	114
<i>Changes in assets</i>					
Financial investments	(513)	(42)	181	23	(84)
Inventories	(35)	474	(294)	(287)	(343)
Other assets	(37)	(129)	(9)	(94)	(628)
<i>Changes in Liabilities</i>					
Trade accounts payable	(314)	5	258	50	296
Contract Liabilities	(135)	217	451	577	473
Taxes and payroll charges payable	(38)	2	39	99	(46)
Interest paid	-	-	(184)	(173)	(176)
Other liabilities	(61)	(80)	(84)	(49)	70
NET CASH GENERATED BY (USED IN) OPERATING ACTIVITIES	(1,290)	515	751	617	627
INVESTING ACTIVITIES					
Net acquisition to pp&e	(92)	(98)	(131)	(219)	(257)
Additions to intangible assets	(121)	(167)	(120)	(192)	(258)
Others	108	133	141	(36)	(123)
NET CASH GENERATED BY (USED IN) INVESTING ACTIVITIES	(105)	(132)	(110)	(448)	(637)
FINANCING ACTIVITIES					
Net Proceeds from borrowing	1,017	(418)	(816)	(331)	(220)
Receipt in the offering of shares of subsidiary	-	-	207	-	66
Dividends and interest on own capital	-	-	-	(13)	(13)
Others	(9)	(13)	(60)	(4)	(9)
NET CASH GENERATED BY (USED IN) FINANCING ACTIVITIES	1,009	(431)	(669)	(349)	(177)
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE PERIOD	2,308	1,883	1,839	1,816	1,024
Effects of exchange rate changes on cash and cash equivalents	(38)	2	4	(10)	(12)
Increase (decrease) in cash and cash equivalents	(387)	(47)	(27)	(179)	(187)
CASH AND CASH EQUIVALENTS AT THE END OF THE PERIOD	1,883	1,839	1,816	1,626	825

*Restated - EVE Transaction

BALANCE SHEET

(In millions of U.S. dollars)

ASSETS	2020	2021	2022	2023	2Q24	3Q24
CURRENT						
Cash and cash equivalents	1,883	1,818	1,817	1,629	721	832
Financial investments	818	751	494	522	491	644
Trade accounts receivable	203	189	203	218	223	254
Derivative financial instruments	8	0	5	18	53	106
Customer and commercial financing	9	10	51	8	13	14
Contract assets	462	582	505	509	623	744
Inventories	2,470	1,986	2,329	2,636	3,246	3,340
Income tax and Social Contribution	114	115	106	203	221	138
Other assets	177	194	246	313	235	410
	6,147	5,876	5,757	6,055	5,825	6,481
NON-CURRENT						
Financial investments	52	66	170	170	294	296
Contract assets	-	-	1	2	3	2
Trade accounts receivable	-	-	2	3	1	2
Derivative financial instruments	1	-	6	-	1	1
Customer and commercial financing	21	22	50	54	34	28
Collateralized accounts receivable	10	-	-	-	-	-
Guarantee deposits	2	2	-	-	-	-
Deferred income tax and social contribution	105	98	48	138	132	133
Other assets	111	126	135	141	163	206
Investments	5	4	12	28	48	46
Property, plant and equipment	1,956	1,688	1,649	1,771	1,852	1,905
Intangible assets	2,076	2,213	2,247	2,331	2,432	2,467
Right of use assets	62	60	65	88	92	105
	4,400	4,279	4,386	4,727	5,051	5,190
TOTAL ASSETS	10,548	10,155	10,142	10,783	10,876	11,671

*Restated - EVE Transaction

(In millions of U.S. dollars)

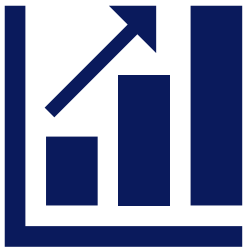
LIABILITIES & SHAREHOLDERS' EQUITY	2020	2021	2022	2023	2Q24	3Q24
CURRENT						
Trade accounts payable	502	495	740	787	1,041	1,160
Trade accounts payable - Supplier finance	-	15	28	38	48	48
Loans and financing	376	574	309	127	127	102
Lease liabilities	11	12	12	14	16	18
Contract Liabilities	1,033	1,205	1,469	1,919	1,922	2,126
Derivative financial instruments	1	3	57	86	55	29
Taxes and payroll charges payable	72	40	47	43	34	37
Income tax and social contribution	41	72	107	196	194	116
Provision	99	109	126	115	90	100
Others	294	305	323	343	352	422
	2,429	2,829	3,217	3,666	3,878	4,158
NON-CURRENT						
Loans and financing	4,073	3,453	2,895	2,759	2,533	2,545
Lease liabilities	53	52	59	82	82	95
Contract Liabilities	262	309	495	622	679	726
Derivative financial instruments	9	3	40	40	20	18
Taxes and payroll charges payable	12	10	13	18	15	13
Deferred income tax and social contribution	475	506	371	305	276	331
Provision	114	121	150	174	168	214
Others	182	98	78	78	111	-
	5,180	4,551	4,101	4,078	3,884	4,098
SHAREHOLDERS' EQUITY						
Capital	1,552	1,552	1,552	1,552	1,552	1,552
Treasury shares	(26)	(28)	(28)	(28)	(28)	(28)
Revenue reserves	1,378	1,302	1,116	1,280	1,280	1,280
Share-based remuneration	37	37	40	45	48	50
Retained earnings (losses)	(115)	(194)	(190)	(153)	128	307
Other comprehensive income	-	-	-	-	(208)	(161)
Results from transactions with non controlling shareholder	-	-	77	91	92	135
	2,826	2,668	2,568	2,787	2,863	3,134
Noncontrolling interest	113	107	257	253	251	282
	2,939	2,775	2,824	3,039	3,114	3,416
TOTAL LIABILITIES AND SHAREHOLDER'S EQUITY	10,548	10,155	10,142	10,783	10,876	11,671





APPENDIX 2

MARKET ESTIMATES, VALUATION & BOND YIELDS





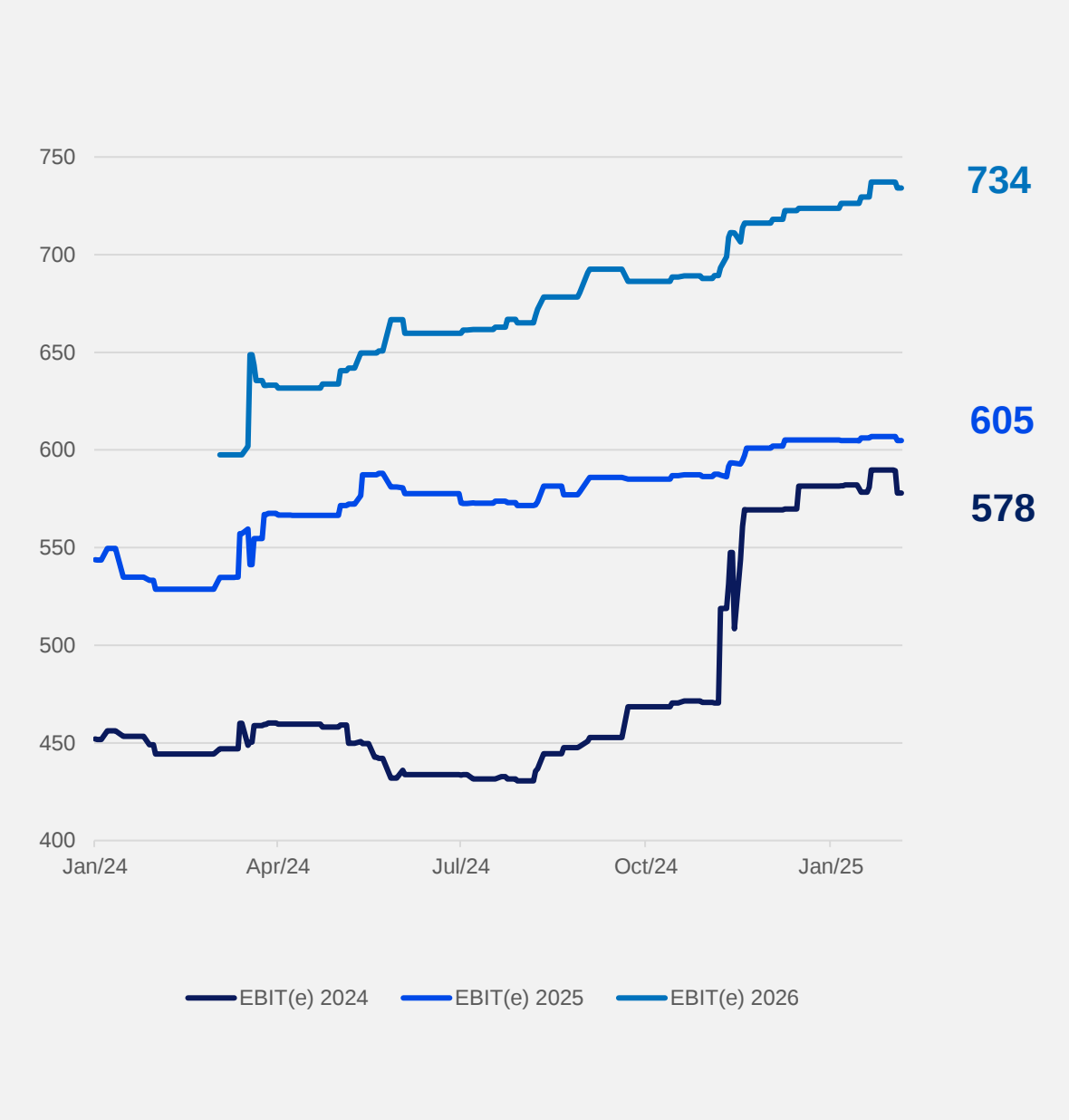
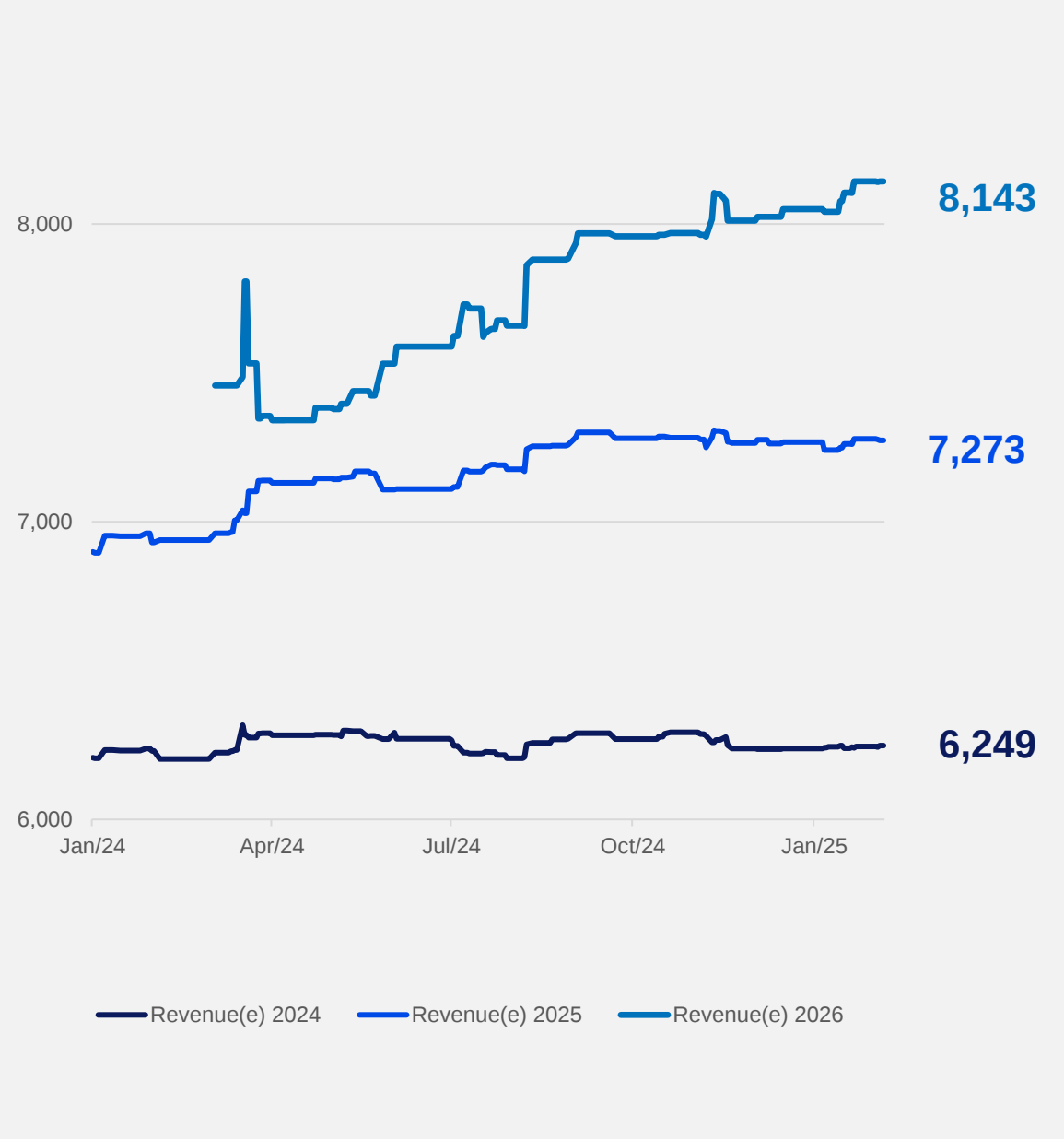
CONSENSUS ESTIMATES (US\$m)

10-Fev											
ERJ	2023FY	△	2024FY (e)	△	2025FY (e)	△	2026FY (e)	△	2027FY (e)		'24 Guidance
Revenue	5,269	19%	6,249	16%	7,243	12%	8,143	3%	8,370		6,200
EBITDA	562	43%	805	7%	864	16%	1,006	7%	1,075		815
EBIT	350	65%	578	5%	605	21%	734	6%	780		590
Net Income	164	119%	358	-2%	351	30%	457	14%	520		-
Free Cash Flow	318	52%	484	-20%	387	-8%	356	34%	477		>300

Source: Capital IQ

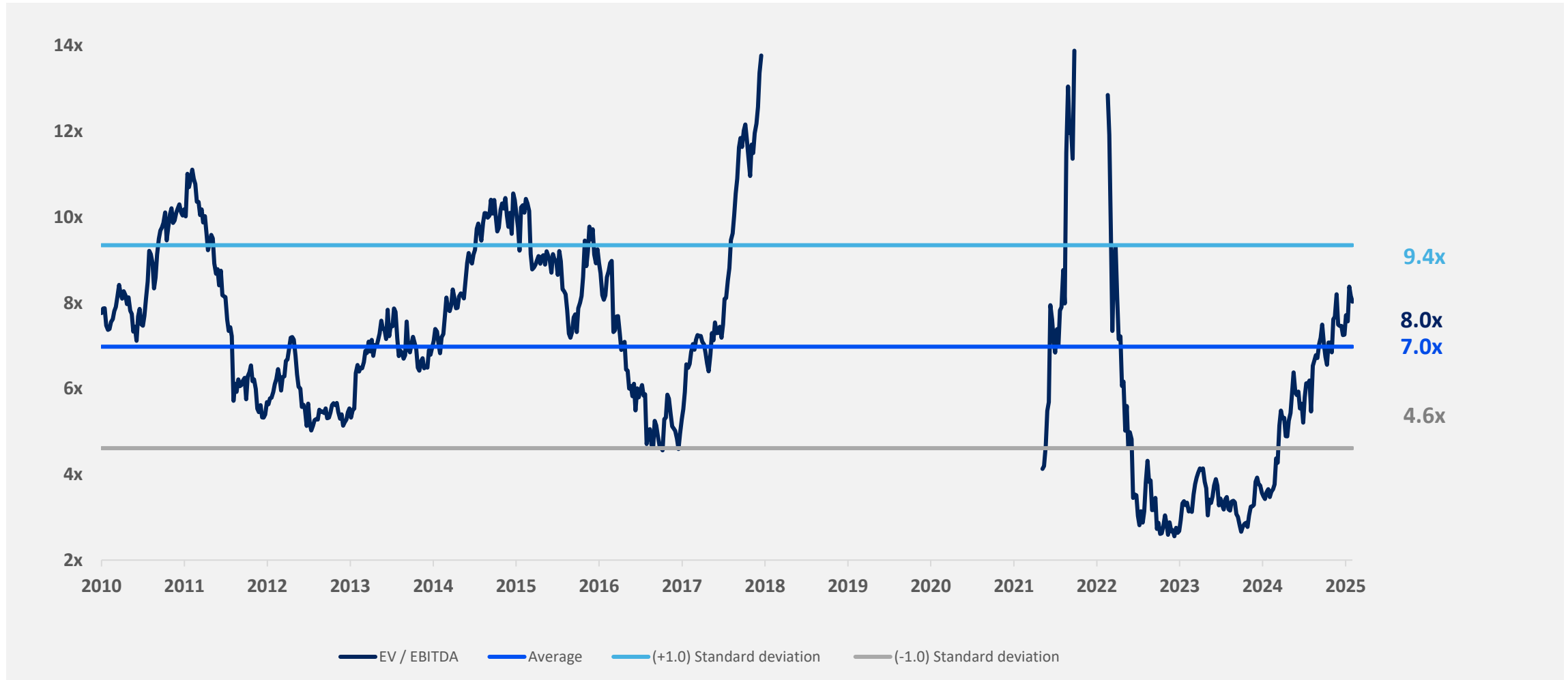
REVENUE & EBIT CONSENSUS

(US\$m) ➔





VALUATION - FORWARD EV/EBITDA

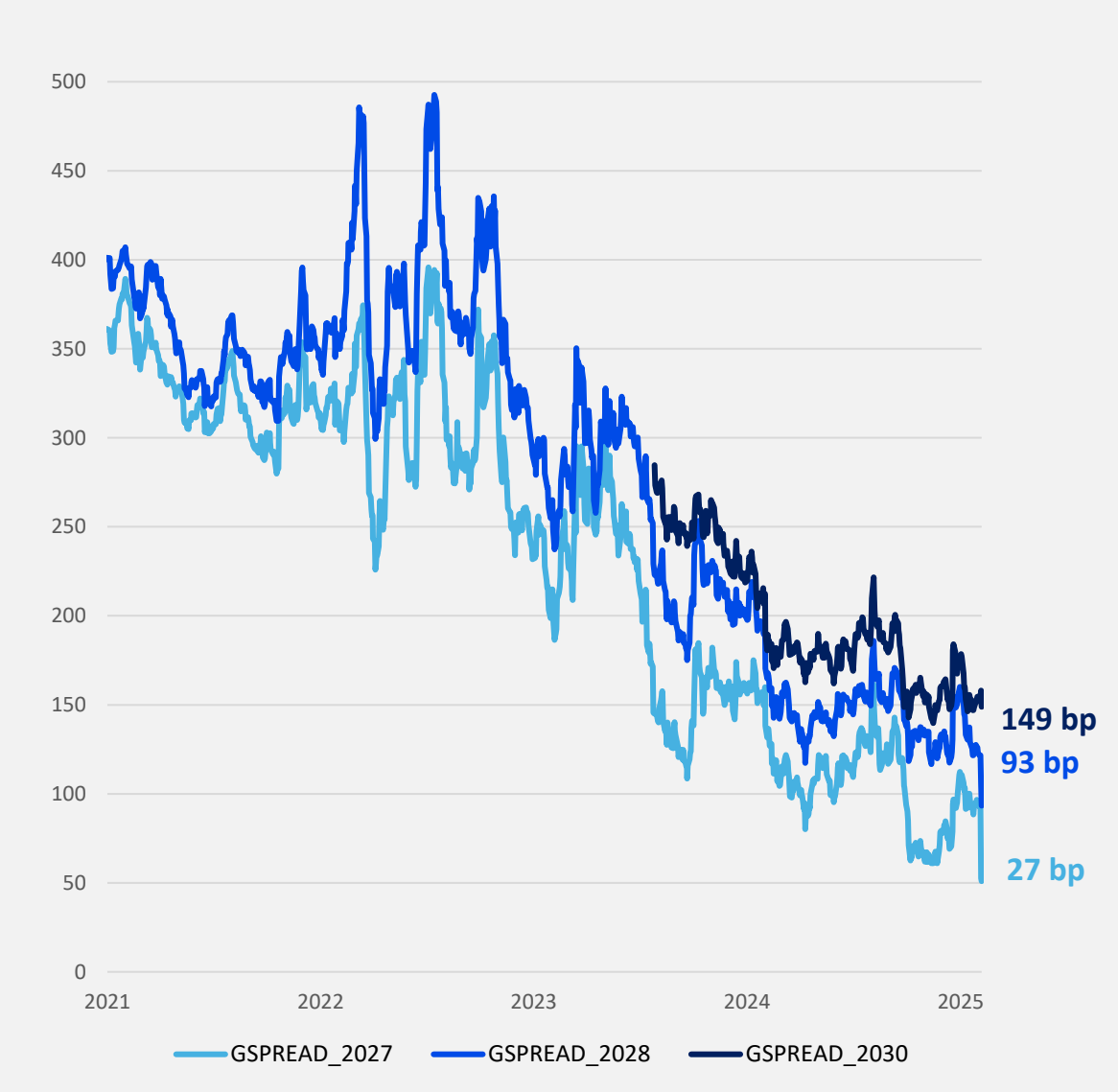
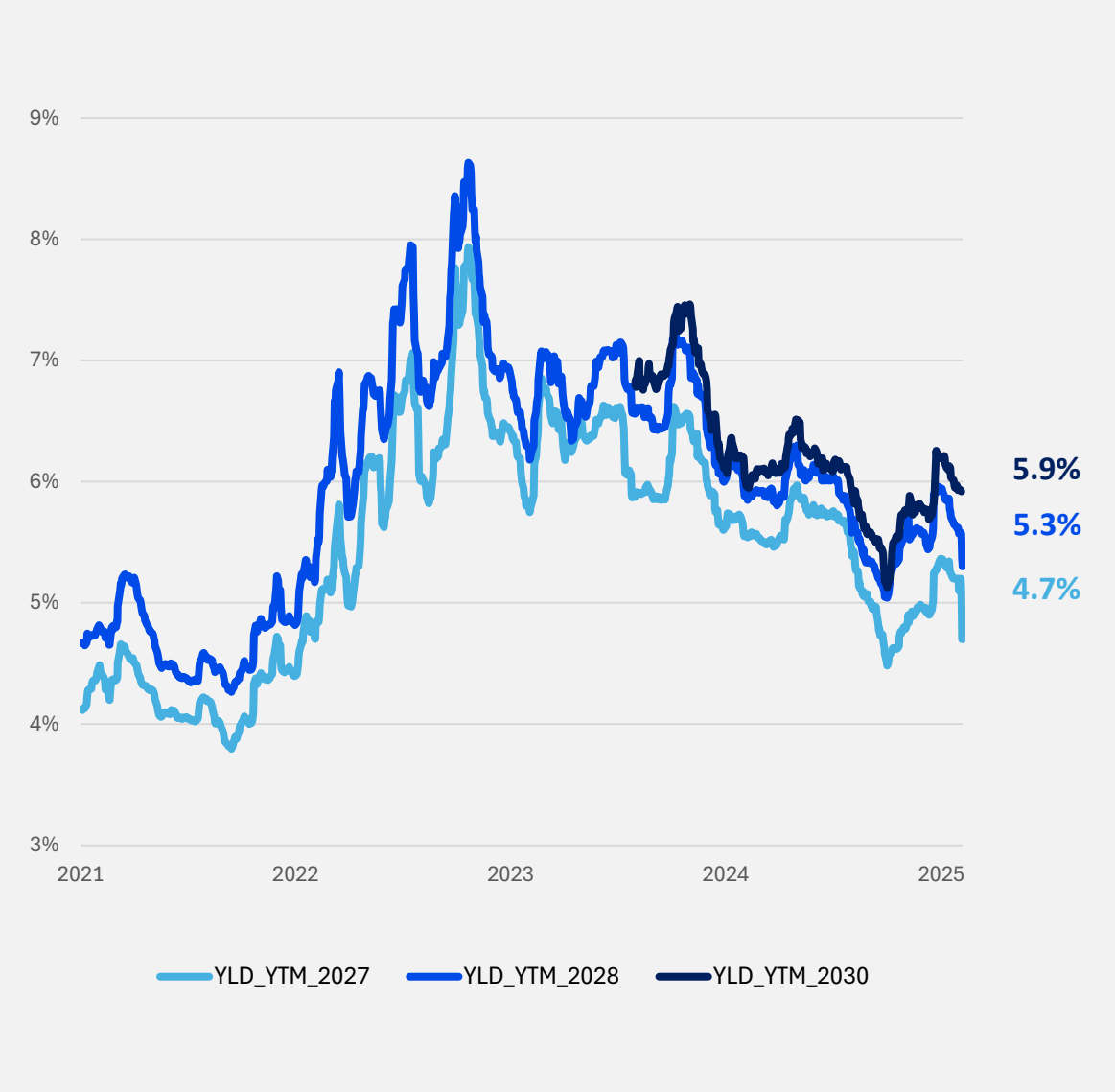


Source: Capital IQ; February 06th, 2025

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BONDS YIELD TO MATURITY & SPREAD OVER UST

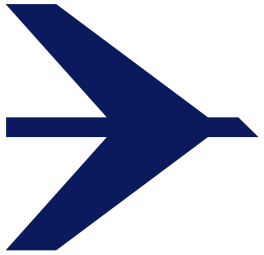


Source: Capital IQ; February 07th, 2025

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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



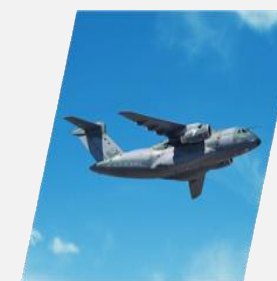
**E-Jet
Family**

2000



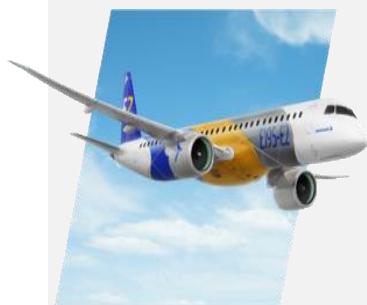
**Beginning of
Executive
Aviation**

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**

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

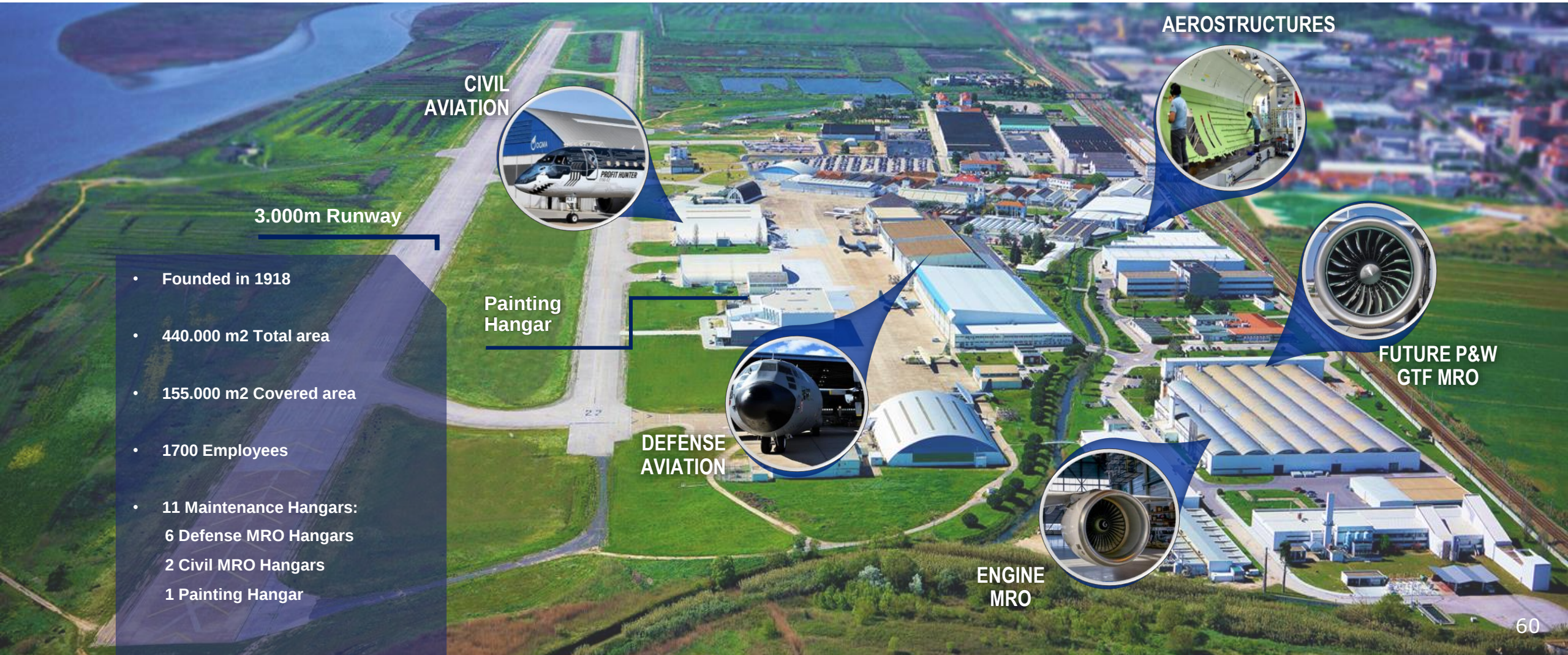
China
Beijing





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:



3.000m Runway

CIVIL
AVIATION



Painting
Hangar

DEFENSE
AVIATION



AEROSTRUCTURES



FUTURE P&W
GTF MRO

ENGINE
MRO



- 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

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)

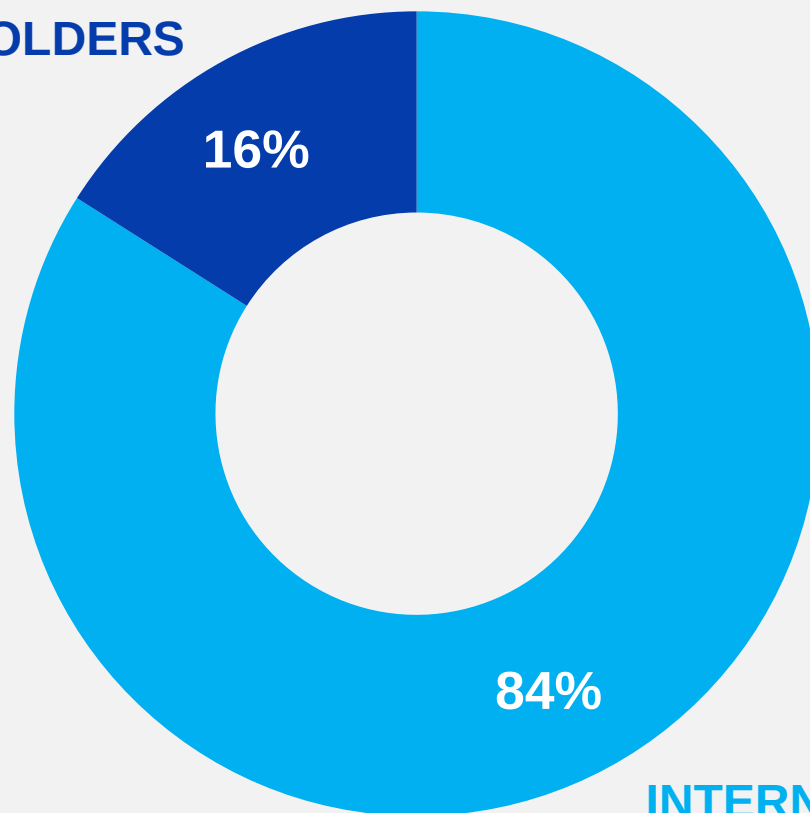
← EMBRAER | CAE

Embraer-CAE Training Services

OWNERSHIP STRUCTURE AND TRADING



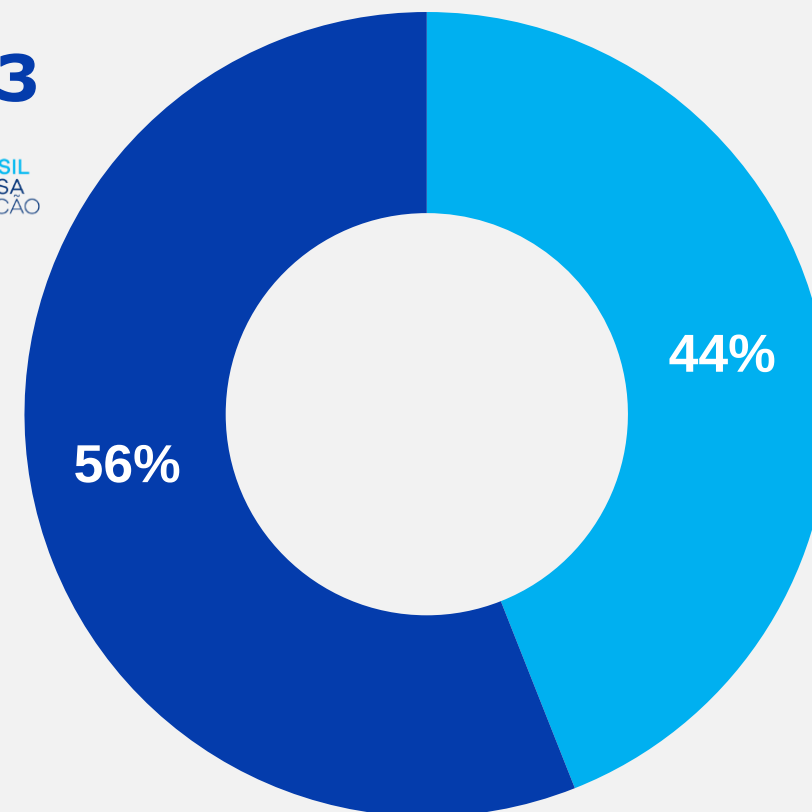
LOCAL
SHAREHOLDERS



INTERNACIONAL
SHAREHOLDERS

EMBR3

[B]³ BRASIL
BOLSA
BALCÃO



ERJ

NYSE

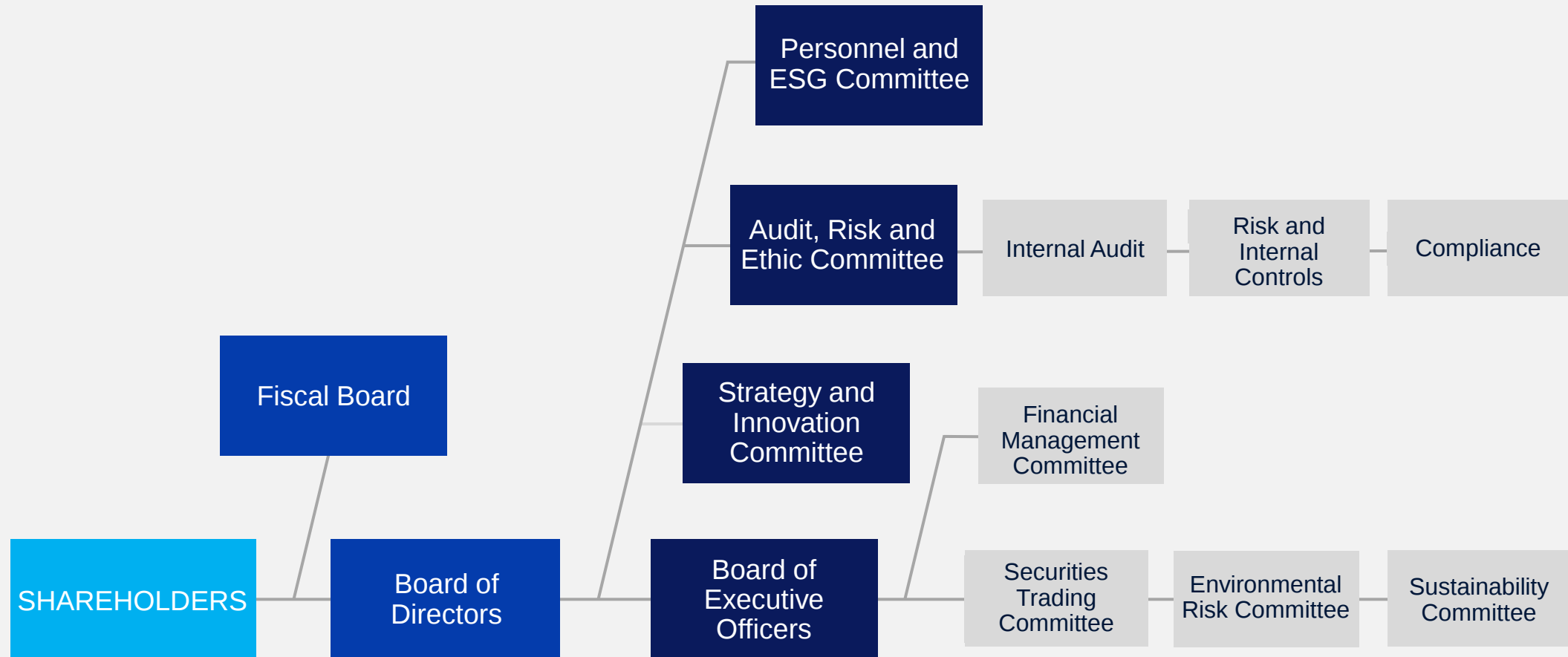
3-month ADTV (US\$m)

ERJ: 46

EMBR3: 50

Total: 96

CORPORATE GOVERNANCE STRUCTURE





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,