



EQUITY STORY NOV/24



SAFETY FIRST, QUALITY ALWAYS!

EMBRAER INVESTOR RELATIONS



OUR TEAM

- Antonio Garcia, CFO
- Gui Paiva, EAH CFO, Head IR and M&A
- Patrícia Mc Knight, IR manager
- Viviane Pinheiro, IR senior associate
- Eliane Fanis, IR senior associate
- Marilia Saback, IR senior associate
- Marcelo Cuperman, IR analyst
- investor.relations@embraer.com.br

STAY IN THE KNOW



LinkedIn



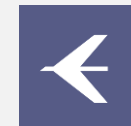
X



Instagram



Youtube



IR Alerts



3Q24 Backlog
& Deliveries



3Q24 Earnings
Release



EMBRAER AT-A-GLANCE



➤ **World Leading Manufacturer**
of jets up to 150-seats

➤ **1,870+ Executive Jets**
delivered in more than 70 countries

➤ **170+ Airlines Customers**
in more than 90 countries

➤ **60+ Armed Forces**
as clients in Defense & Security

➤ **19,000+ Employees**
across the globe

➤ **Ratings**

STANDARD
& POOR'S

BBB-

FitchRatings

BBB-

MOODY'S

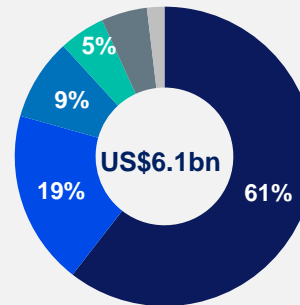
Ba1

*Positive outlook

Embraer's Business Segments

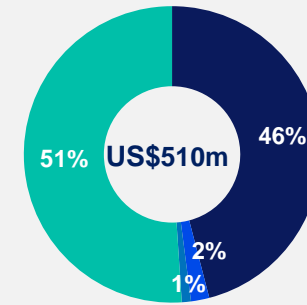


Revenue by Region¹



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

EBIT by Segment²

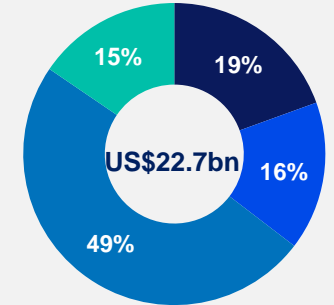


EBIT Margins

5% 10% 15%



Firm Backlog by Segment³



- Executive
- D&S
- Commercial
- S&S

Source: Company | Note: (1) 3Q24 LTM – does not include BU Others;
(2) 3Q24 LTM – does not include BU Others and Non-Segmented; (3) 3Q24



RIGHT TO WIN – HARVEST SEASON

**Financial turnaround
completed & enterprise
efficiency**

+

**Modern and competitive
portfolio of products**

=

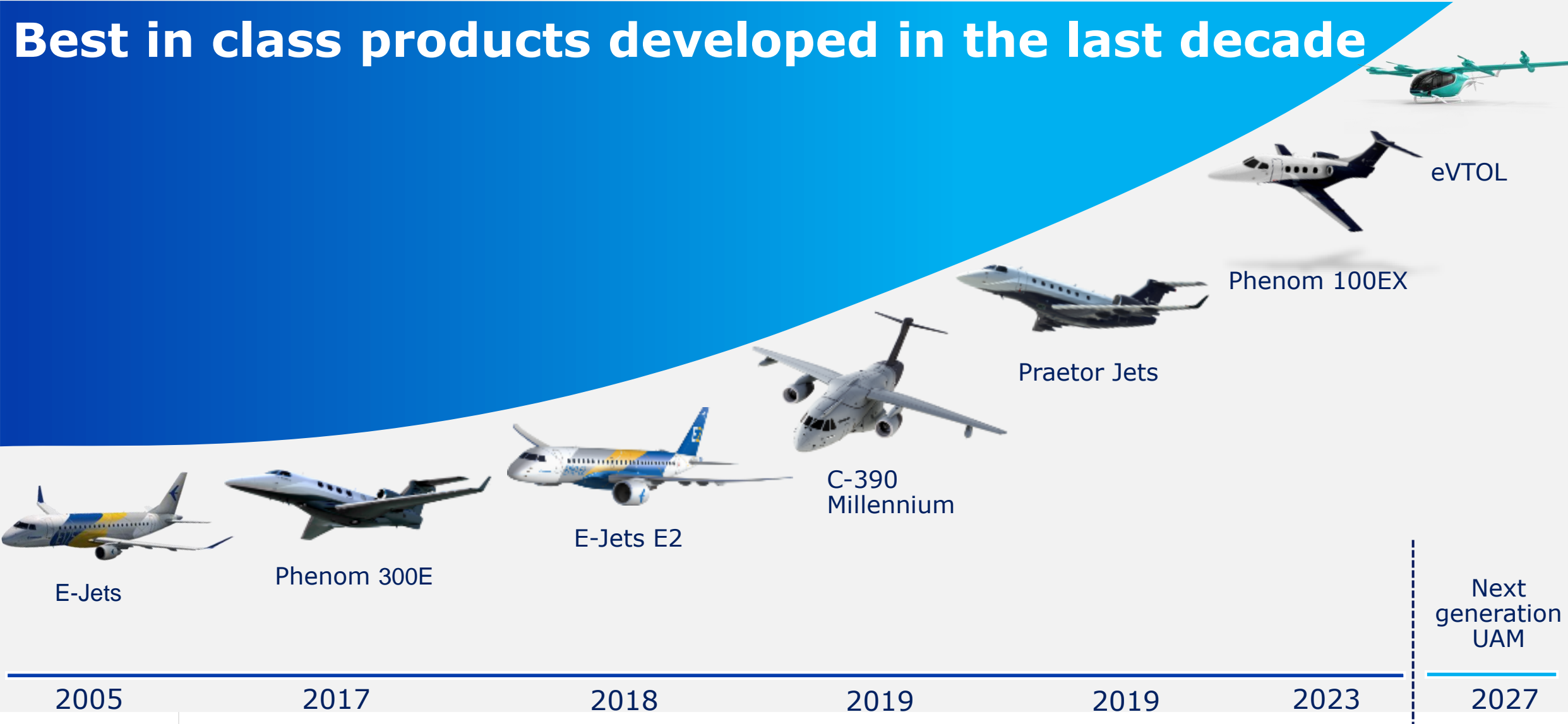
**Revenue and profitability
growth**



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

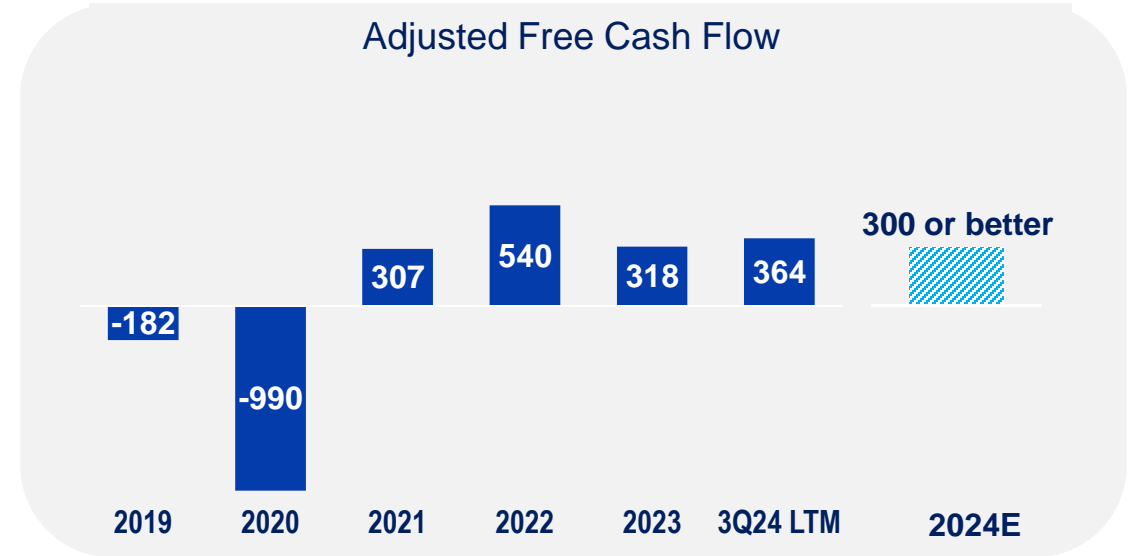
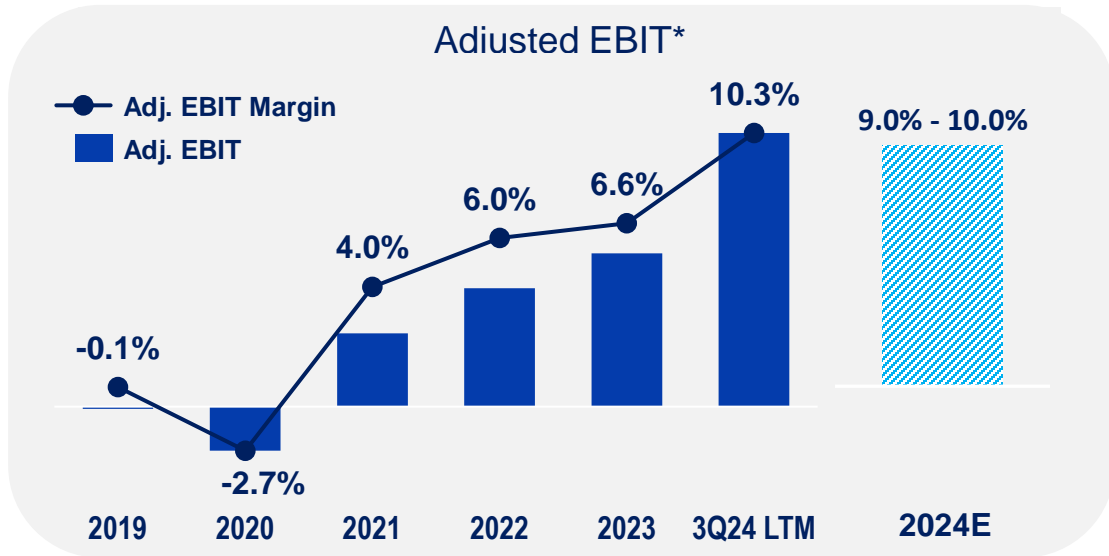
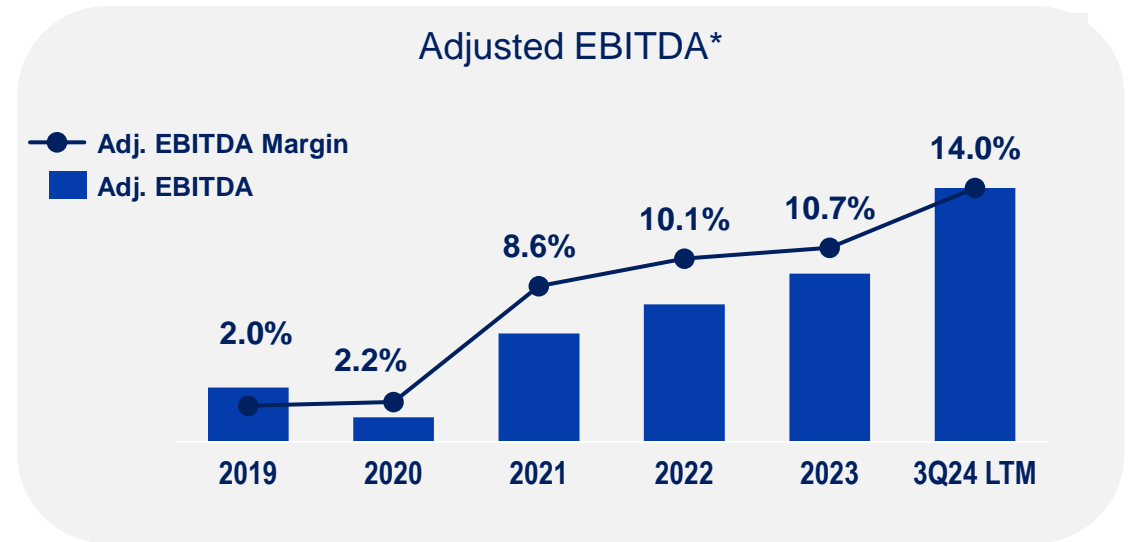
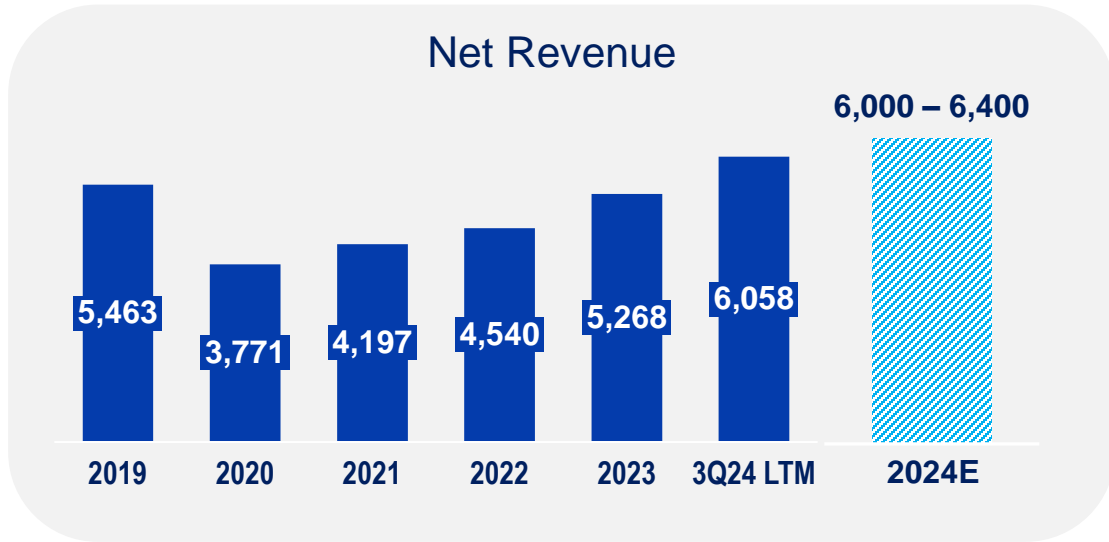
* The gains indicated are based on the evolution in 2023 compared to the baseline of each program.

** The C-390 and Super Tucano had no AFA in 2023. Therefore, it was not possible to measure evolution but the scenario for 2024 is already quite different.

TURNAROUND COMPLETED



US\$m



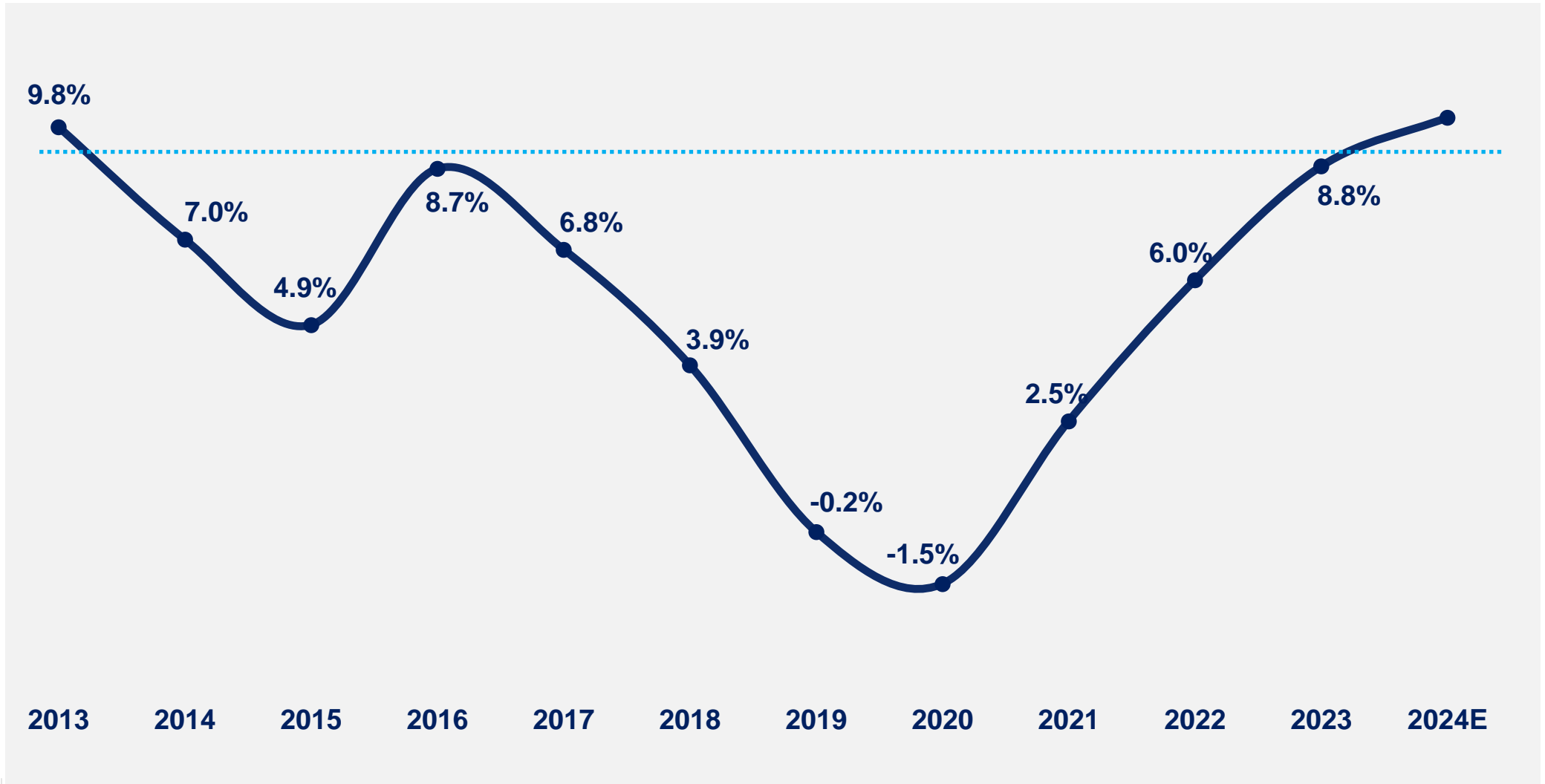
Note: Revenue, adjusted EBITDA, adjusted EBIT and FCF do not consider EVE
 *3Q24 Adj. EBITDA & EBIT (Margin) LTM ex BA US\$697m (11.5%) and US\$474m (7.8%)

RETURN ON INVESTED CAPITAL

ROIC above WACC supported by improved operational and financial metrics



*Embraer avg.
cost of capital*

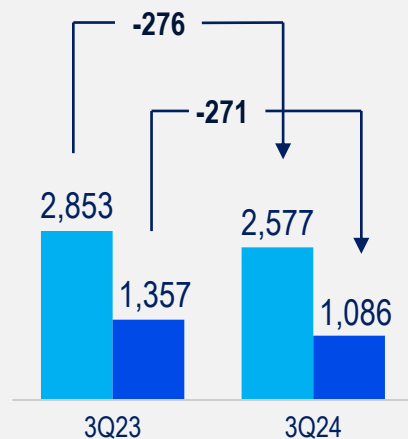
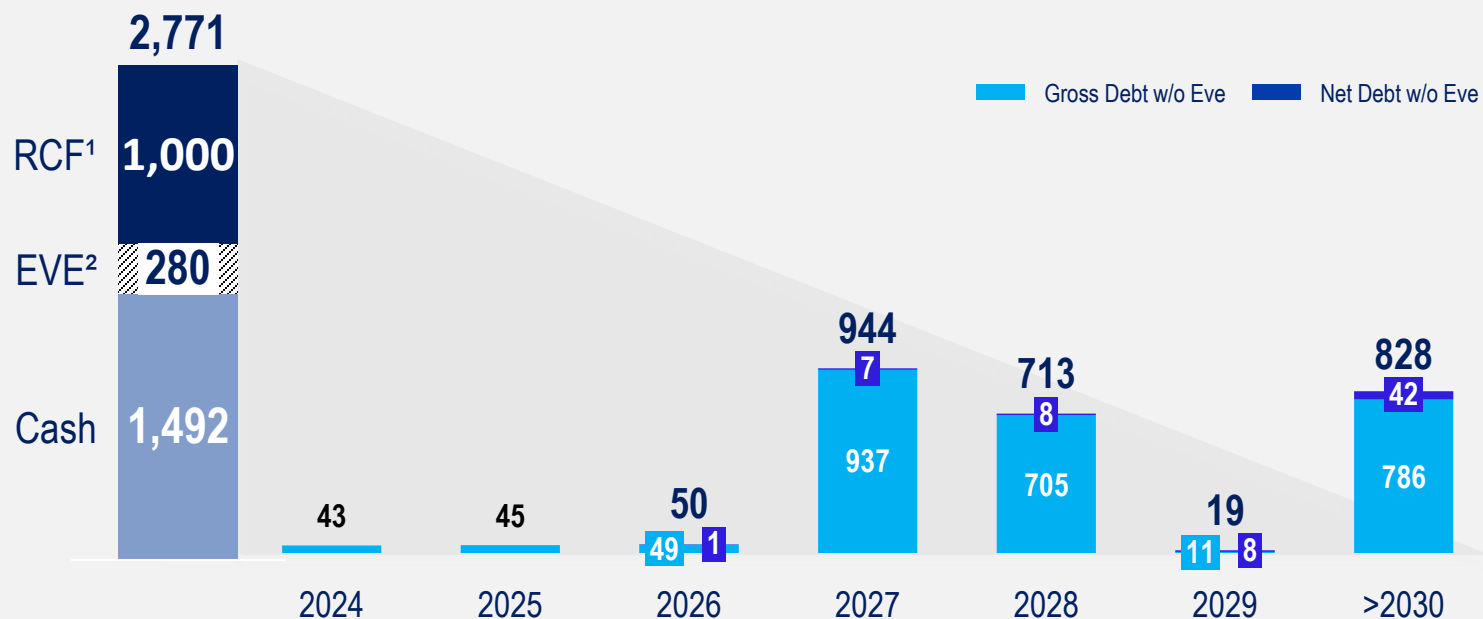


LIQUIDITY

Strong liquidity and long-term maturities

MATURITIES

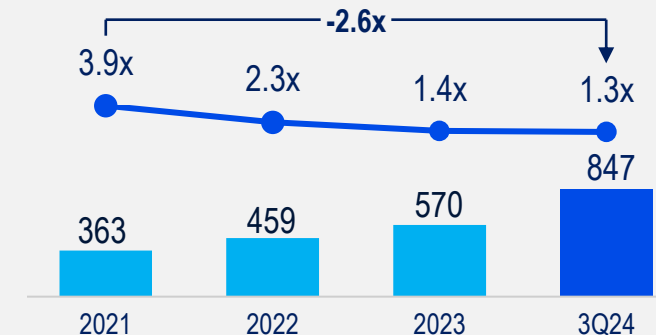
US\$ million



Legend: Gross Debt w/o Eve (light blue), Net Debt w/o Eve (dark blue)

DELEVERAGING

US\$ million



Legend: Net debt ex Eve / adj Ebitda LTM (line), Adj. Ebitda LTM (light blue bar).
 3Q24 Adj. Ebitda LTM ex-BA US\$ 697 million

Legend: Eve Loan (dark blue), Maturities³ (light blue)

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

Midsized
7 to 9 passengers
Range 6,186 km / 3,340 nm
JFK – SFO; JFK – BOG
DEL – HND; DBX – NCE



Praetor 600

Super midsized
8 to 12 passengers
Range 7,441 km / 4,018 nm
CDG – JFK; SIN – DBX;
SCL – MIA; GRU – CPT

1,870+

Jets delivered

70+

Countries

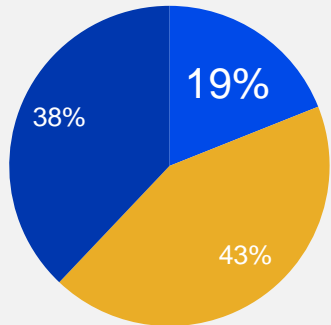
us\$4.4bn

Backlog

PENETRATING PRODUCT SEGMENTS

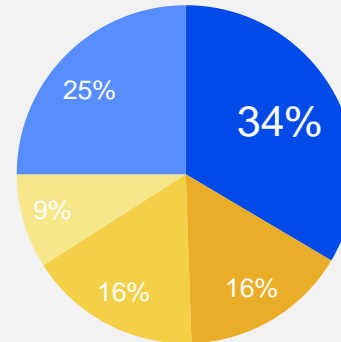


PHENOM® 100 EV/EX BY EMBRAER



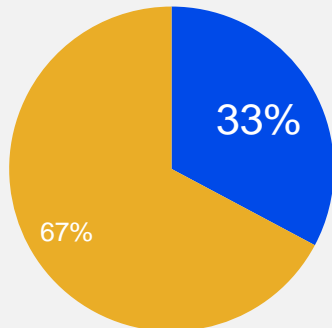
- Phenom 100 (11 units)
- Citation M2 (25 units)
- HondaJet (22 units)

PHENOM® 300E BY EMBRAER



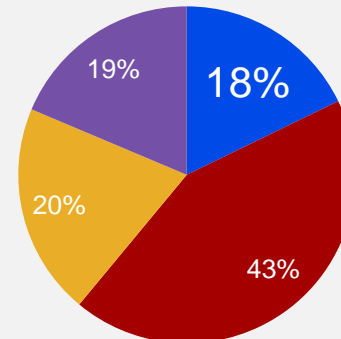
- Phenom 300 (63 units)
- Citation CJ3+ (30 units)
- Citation CJ4 Gen2 (31 units)
- Citation XLS Gen2 (17 units)
- PC-24 (47 units)

PRAETOR 500 BY EMBRAER



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

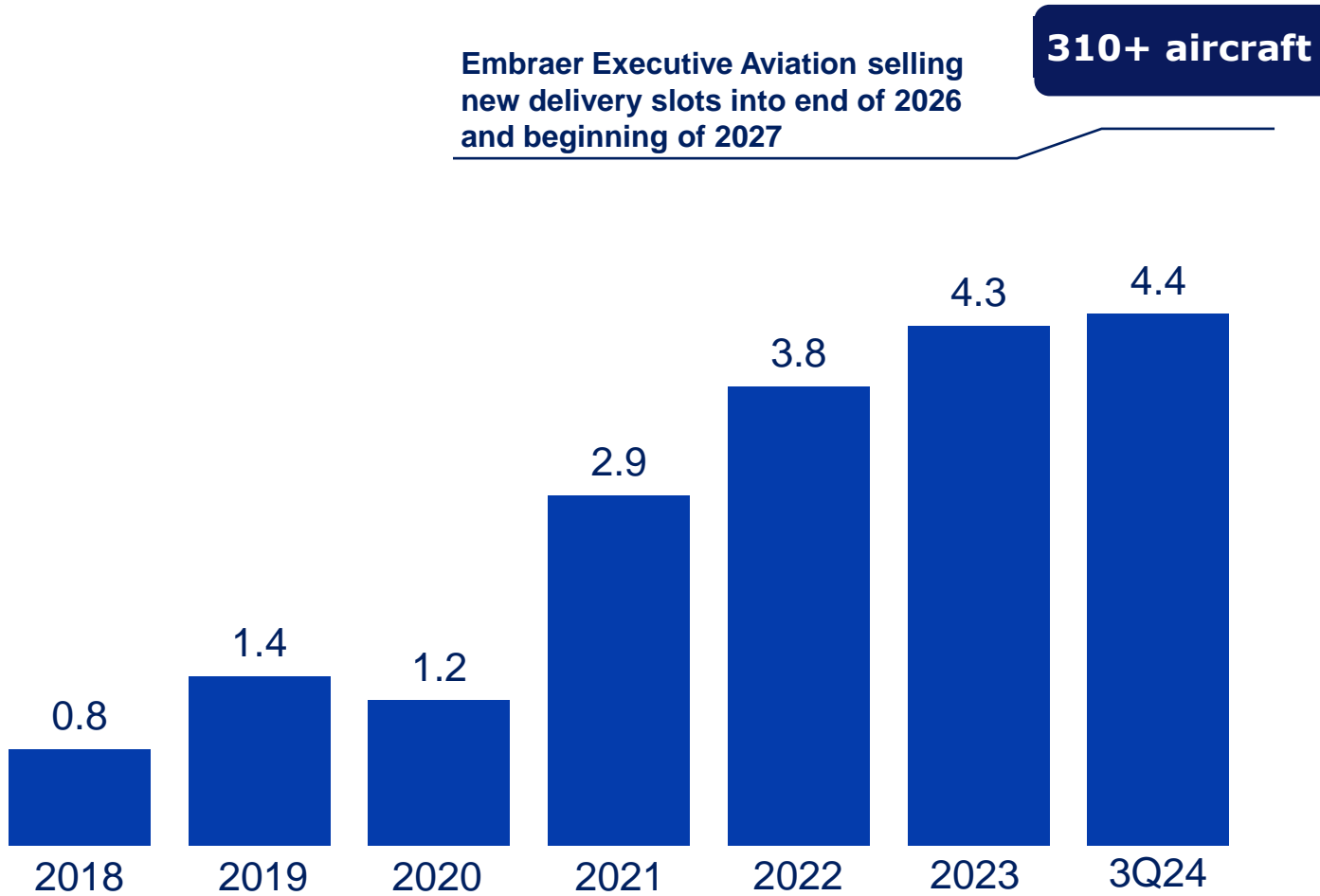
PRAETOR 600 BY EMBRAER



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

STRONG CUSTOMER BACKLOG

Executive Aviation Order Backlog (US\$bn)



Customer demand is strong for Embraer aircraft (86 units delivered in 9M24; 45%+ yoy)

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

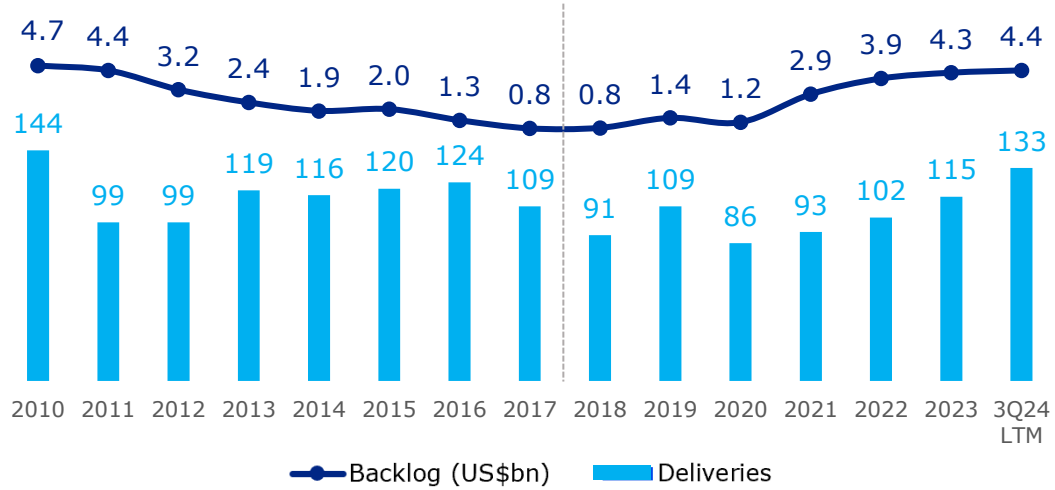
Seizing market momentum, NetJets continues to firm orders out of a total of 250

This level of backlog is a source of strength for the company and provides steady reliable cash flow for years ahead

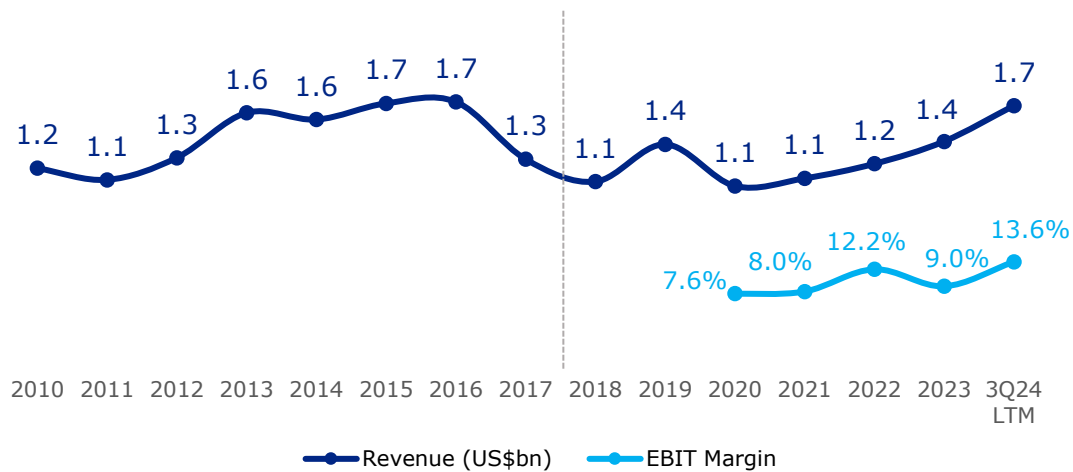
EXECUTIVE BACKLOG



Backlog and Deliveries

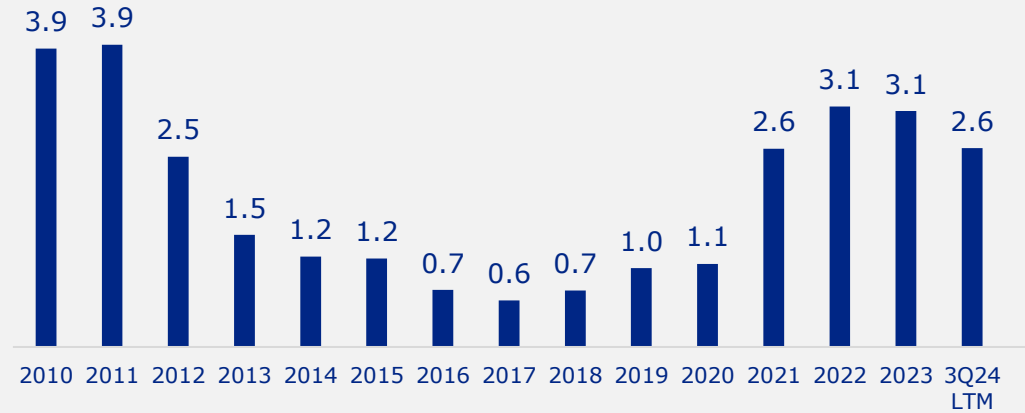


Revenue and EBIT Margin



Backlog / Revenue Ratio

Avg. 2.0 (σ 1.2)



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

DEFENSE & SECURITY



C-390 MILLENNIUM | UNBEATABLE COMBINATION



14,500 +
Flight hours

93.3%
Fleet Mission Capable

99.4%
Fleet Completion Rate

Aerial resupply

Aerial assault

Special operations

Aerial firefighting

Medical evacuation

Humanitarian aid

Search & rescue

Air-to-air refueling



19 

Brazil

Aircraft
1st delivered in 2019

5 

Portugal

Aircraft
1st delivered in 2023
NATO configuration

2 

Hungary

Aircraft
1st delivery in 2024
NATO configuration

5 

The Netherlands

Contract signed
NATO configuration

4 

Austria

Contract signed

2 

Czech Republic¹

Contract signed
NATO configuration

3 

Republic of Korea

Contract signed

7 Aircraft in operation

2 Aircraft in operation

1 Aircraft in operation

C-390 MILLENNIUM



← EMBRAER

C-390

*Payload: 26,000kg (57,320 lb)
Max, cruise speed: 470 kts*



LOCKHEED MARTIN

C-130J

*Payload: 20,000kg (44,000 lb)
Max, cruise speed: 355 kts*

C-390 Advantages highlighted by our customers:

- Higher availability, less maintenance
- Higher productivity per aircraft
- Versatility: Fit for several distinctive missions
- Suitable to be used for strategic movements

Firm Customers:



Source: Company, Jane's, Cirium Fleets Analyzer
Note: Countries excluded: USA, Russia, China, Ukraine, Japan, North Korea, Cuba

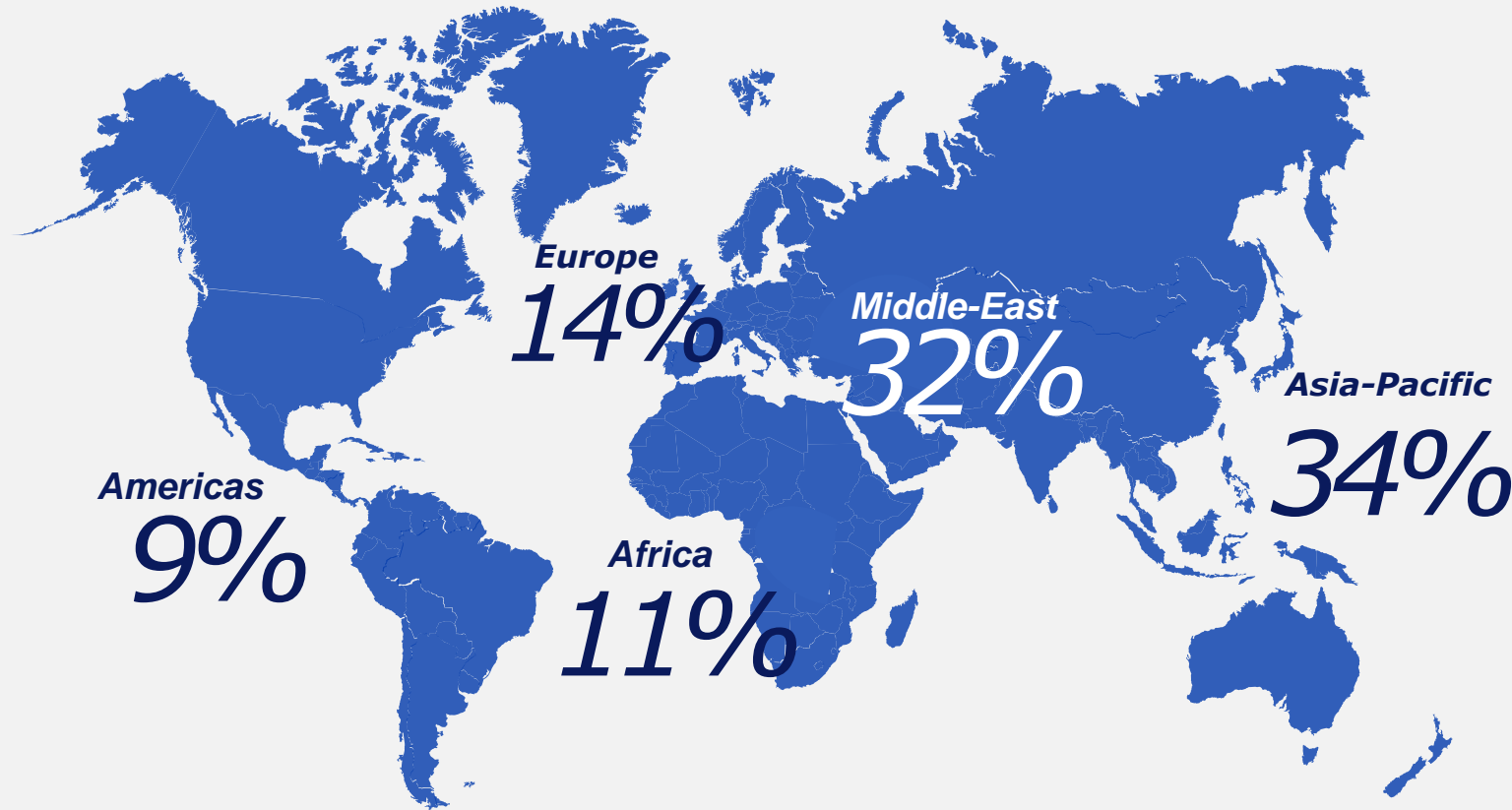
MARKET OVERVIEW



C-390 MILLENNIUM

Market size (US\$):

\$60 bn +



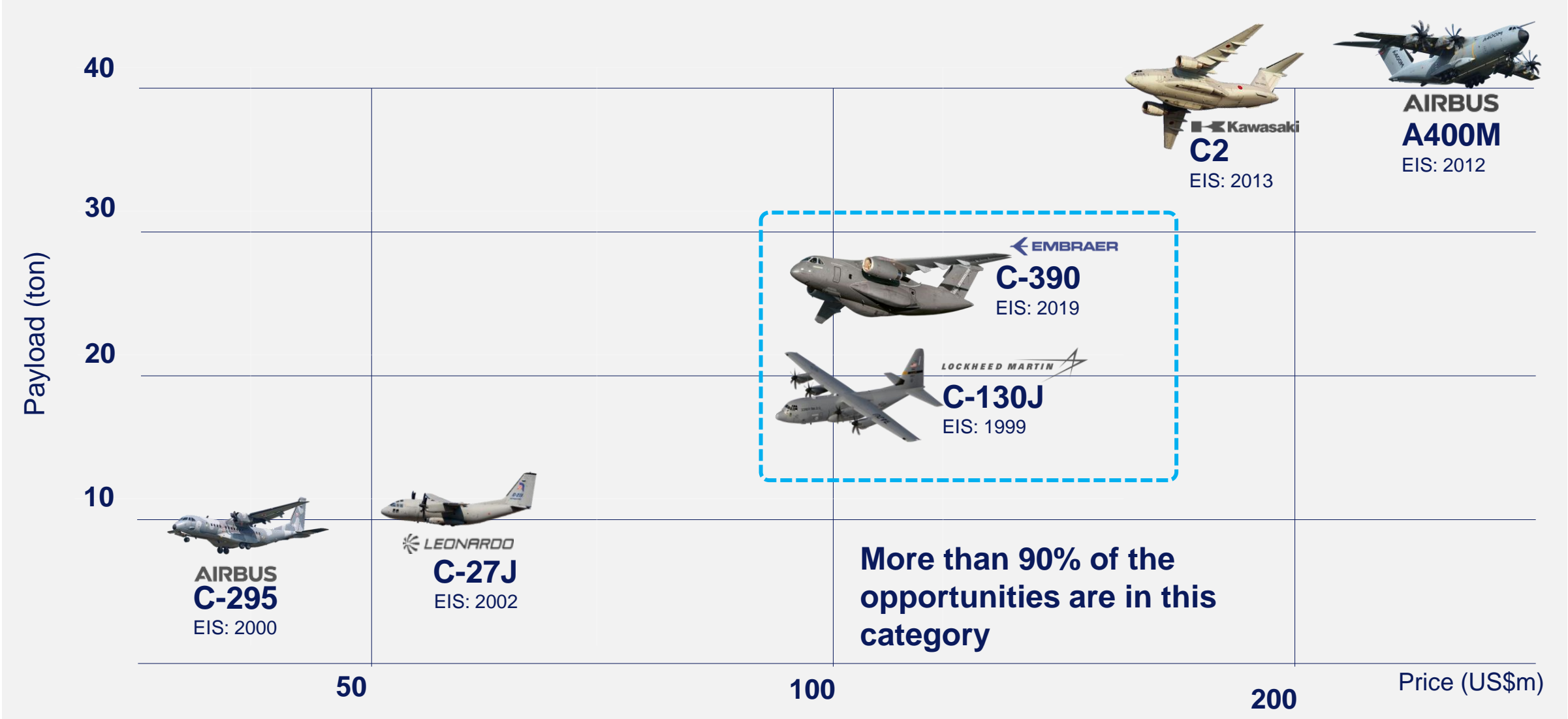
Addressable market:

Approx. **490** aircraft

Horizon:

20 years

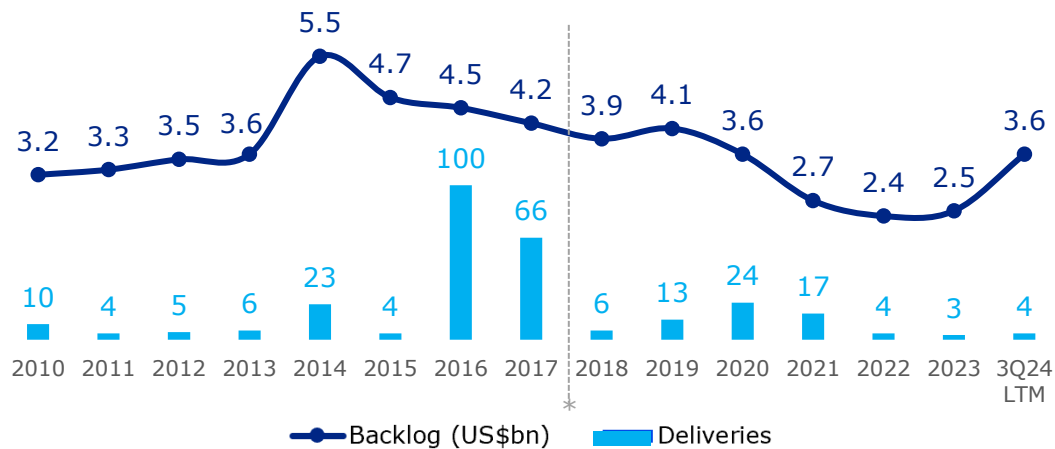
C-390 MILLENNIUM | COMPETITION OVERVIEW



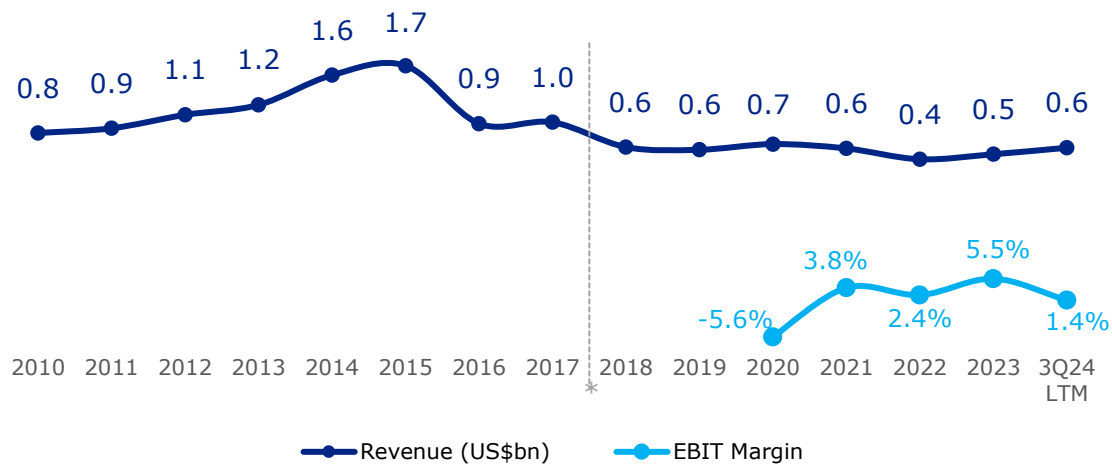
DEFENSE & SECURITY BACKLOG



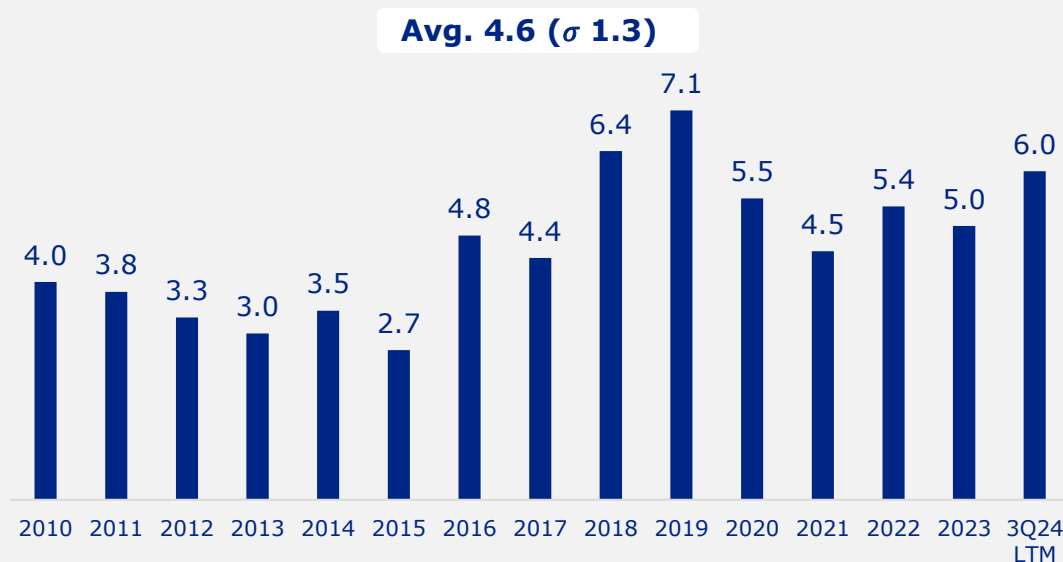
Backlog¹ and Deliveries²



Revenue and EBIT Margin³



Backlog / Revenue Ratio



Note: *After 2018 Services & Support reported as a separated business unit, (1) Includes C-390, Super Tucano and other business; (2) Considers C-390 and Super Tucano; (3) BU financials mainly by POC accounting method

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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



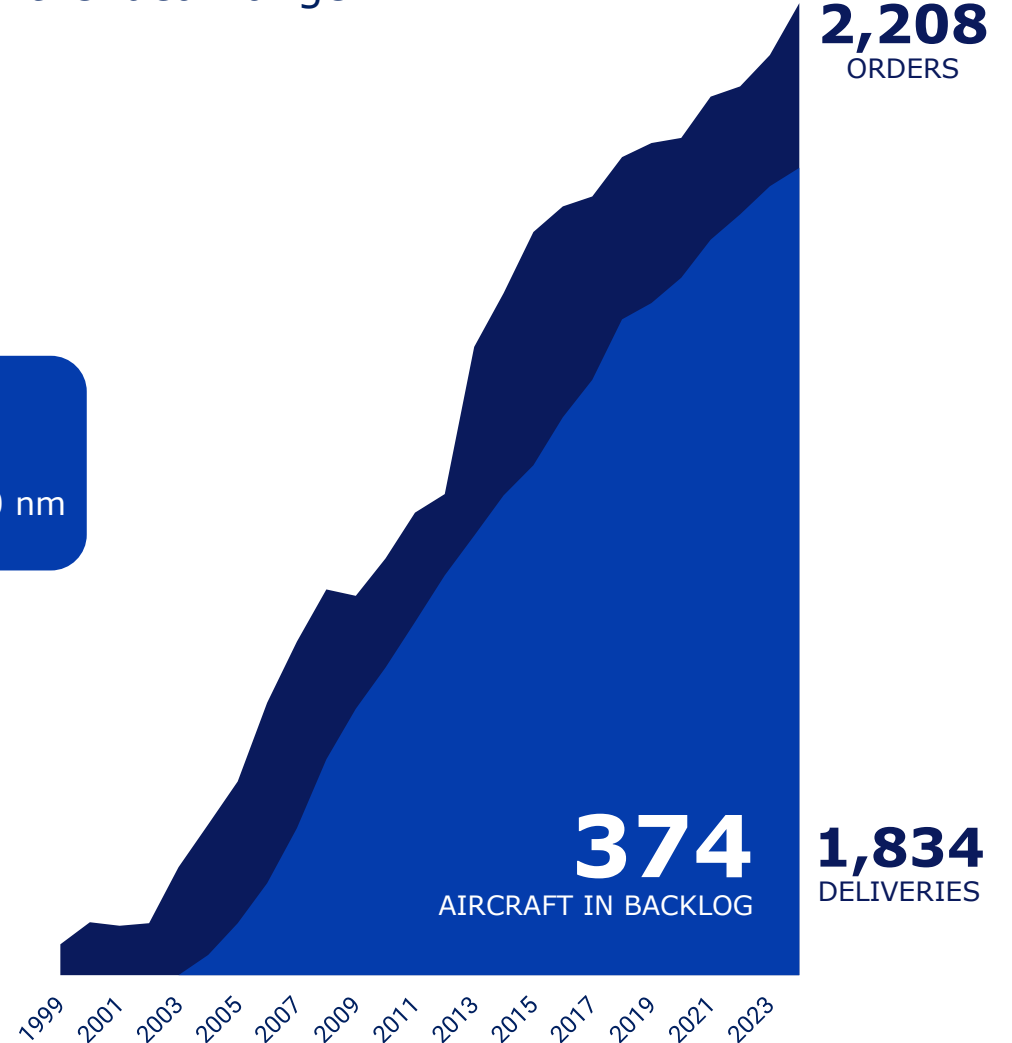
E195-E2
 Seats: 120 to 146
 Range: 4,815 km / 2,600 nm
 YYZ – LAX; REC – MVD



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



TO BE DELIVERED



19 operators

135 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

AIRCASTLE 
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
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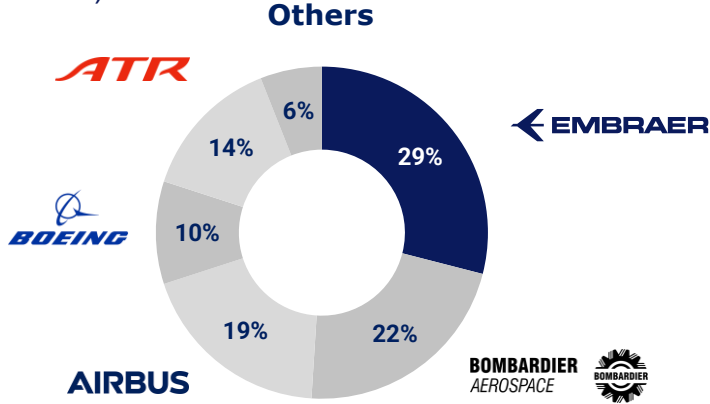
Accelerate [Connectivity] Opportunity

MARKET SHARE & PRODUCT POSITIONING



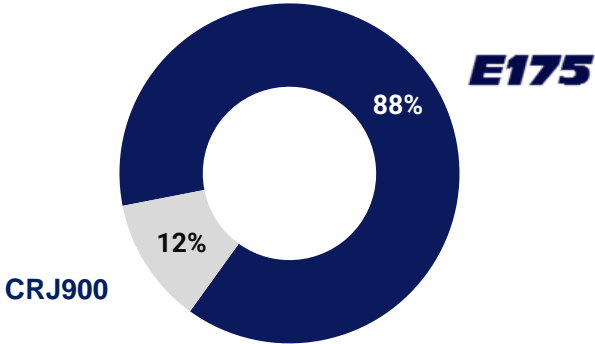
Up To 150-seat Global Market Share

(Deliveries since 2004)

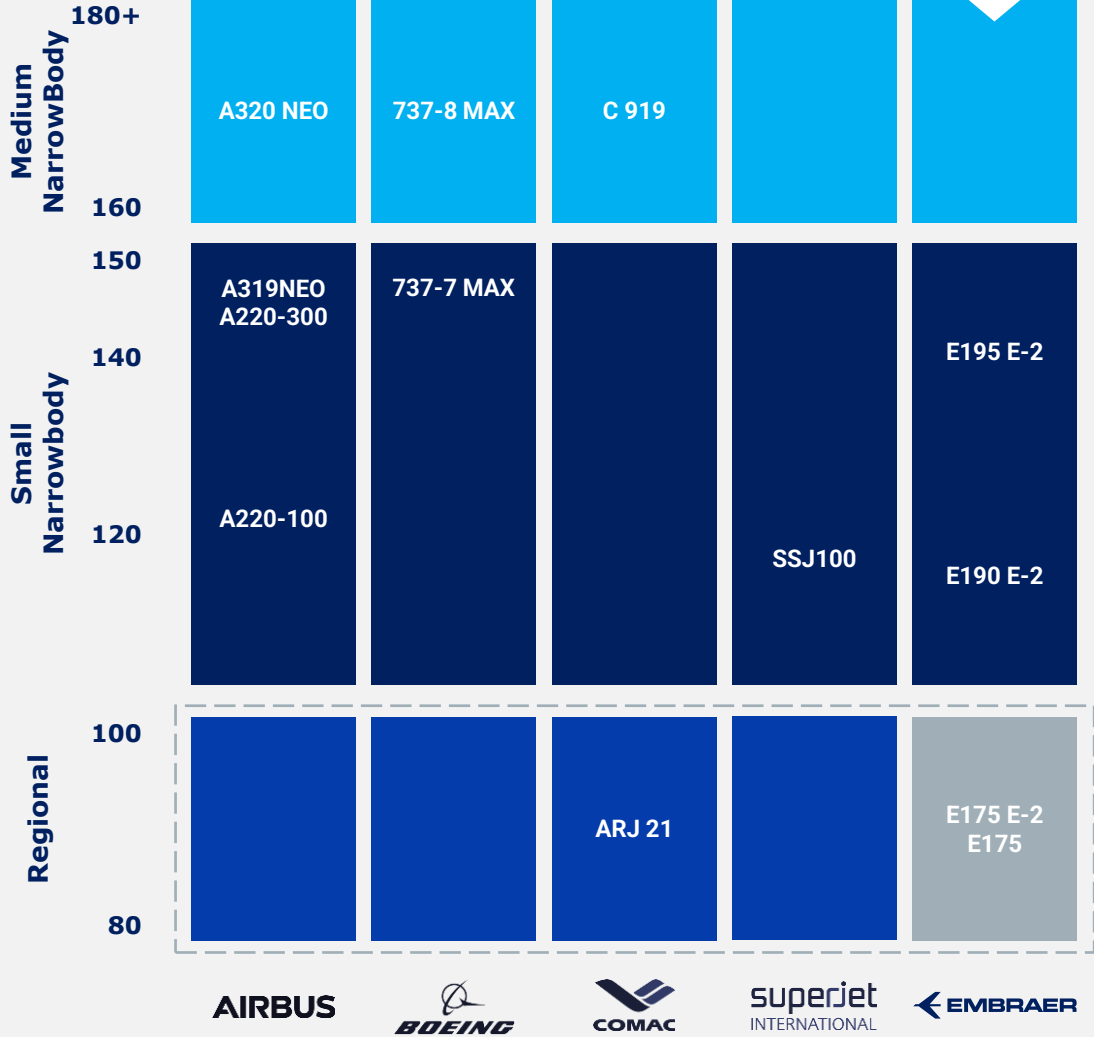


North America 70-90-seat Jets Market Share¹

(Orders since 2013)



Competitive Scenario



THE E2 IS THE SOLUTION FOR THE US MARKET



E2 value proposition for different business models

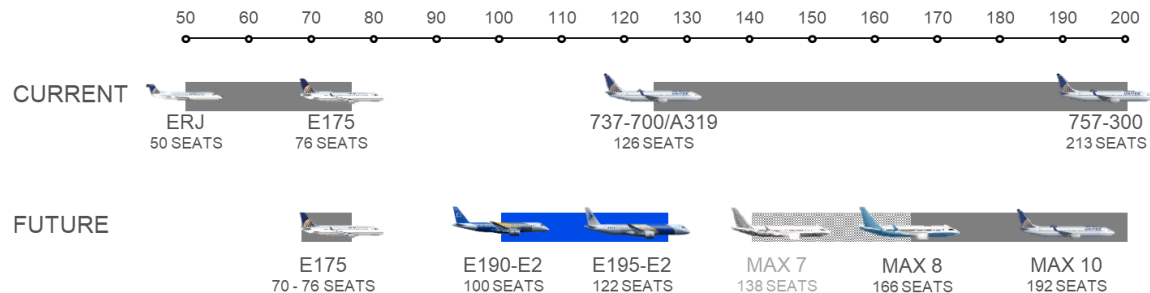
Mainline

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

Low Cost Carriers

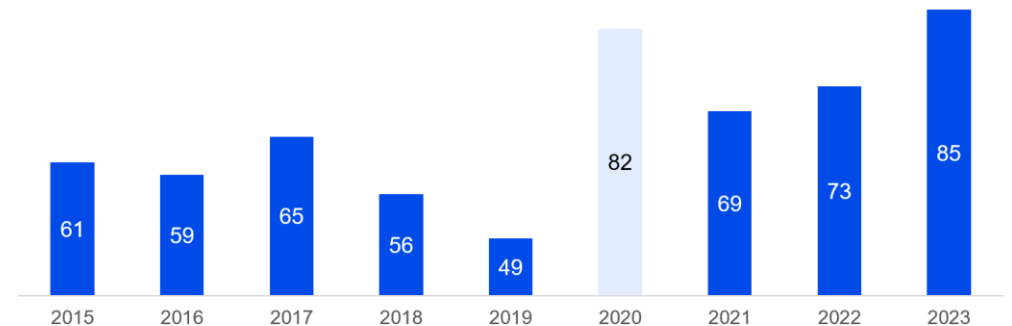
- Growing pocket of opportunities in thinner markets
- Lack an adequate aircraft to explore it
- E2 economics ideal for secondary cities expansion

United Next Fleet Plan



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

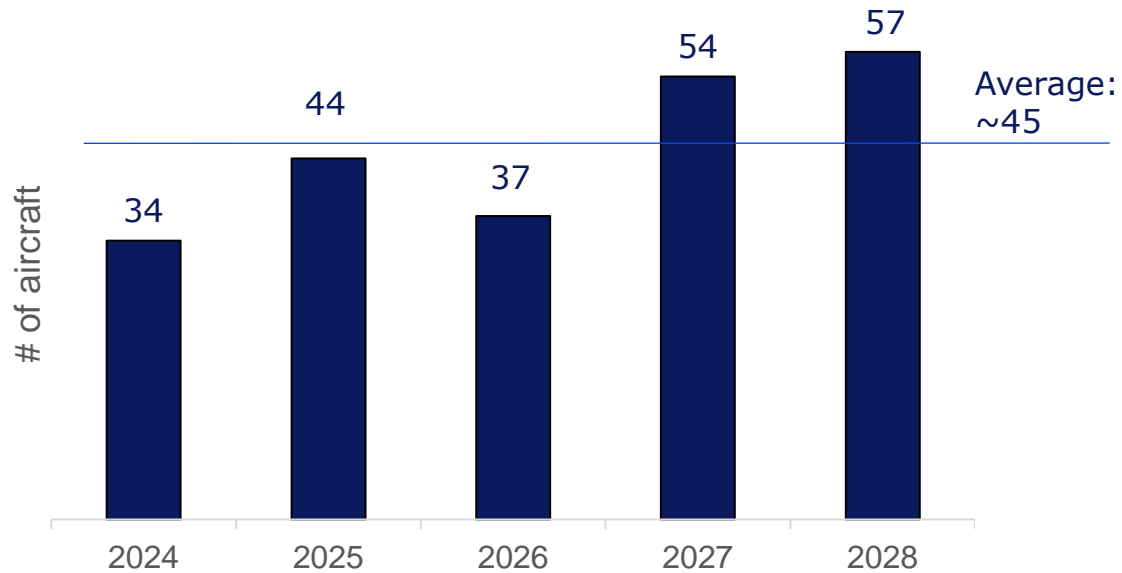


REPLACEMENT OPPORTUNITIES AHEAD FOR E1



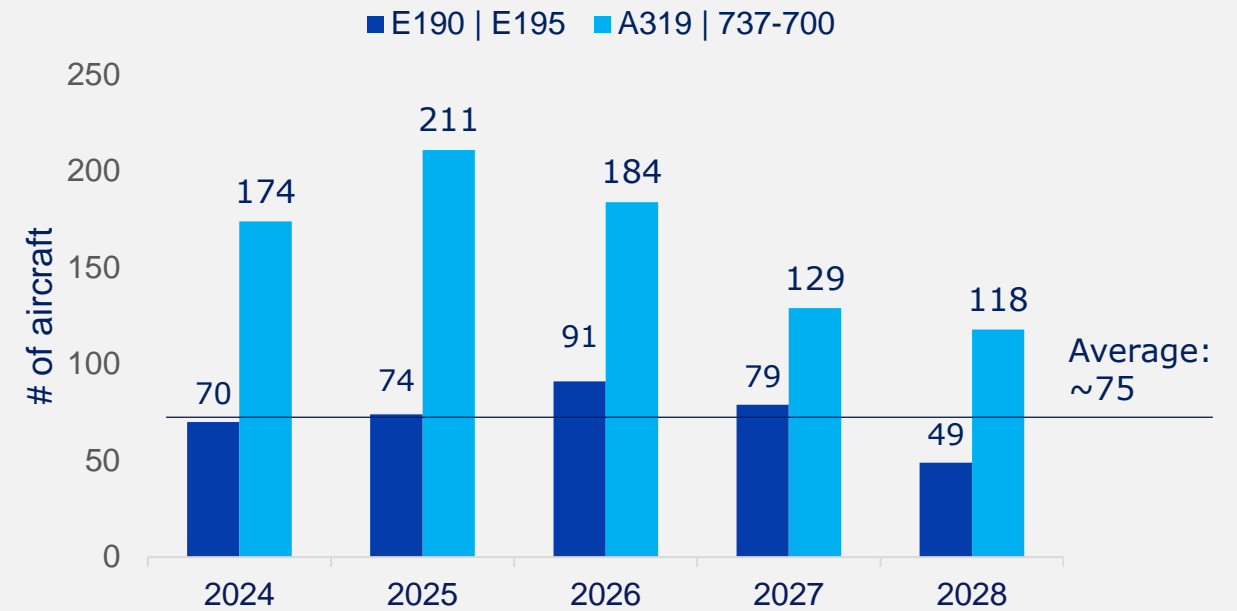
Regional Aircraft Replacement Calendar (E175)

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



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

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



Low competition environment in the next decade

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

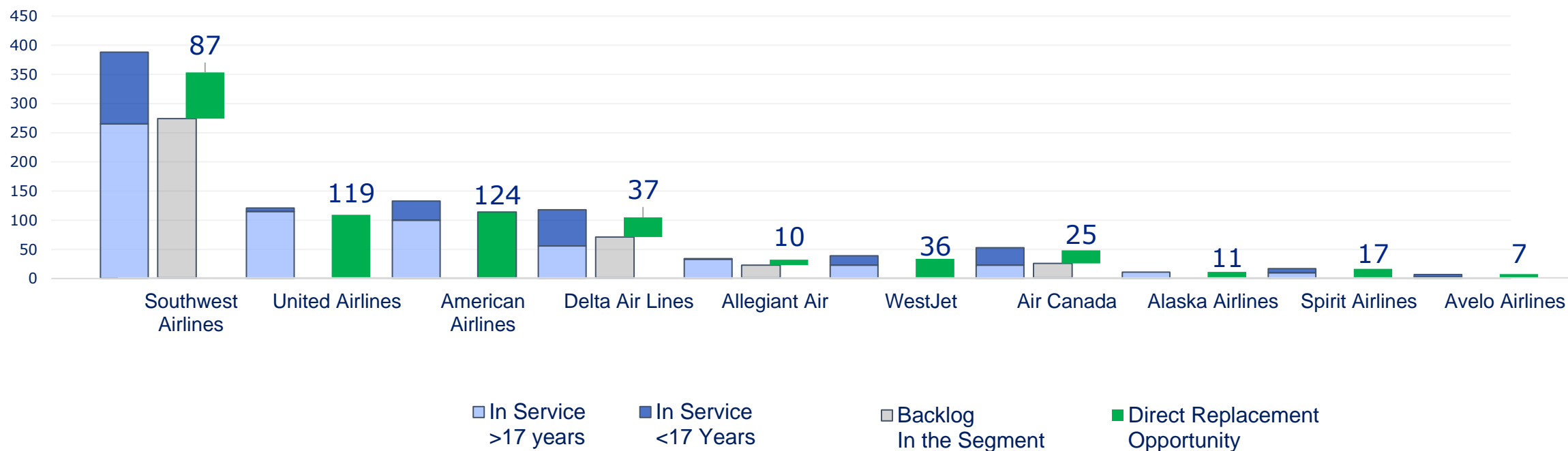
E1 replacement opportunities getting traction this decade – E2 as the most suitable option

Additional 737-700 and A319 replacement opportunities also addressable

C. 650 SMALL NBS WILL BE >20 YEARS OLD BY 2027 ➔

Of which ~500 are direct replacement opportunities

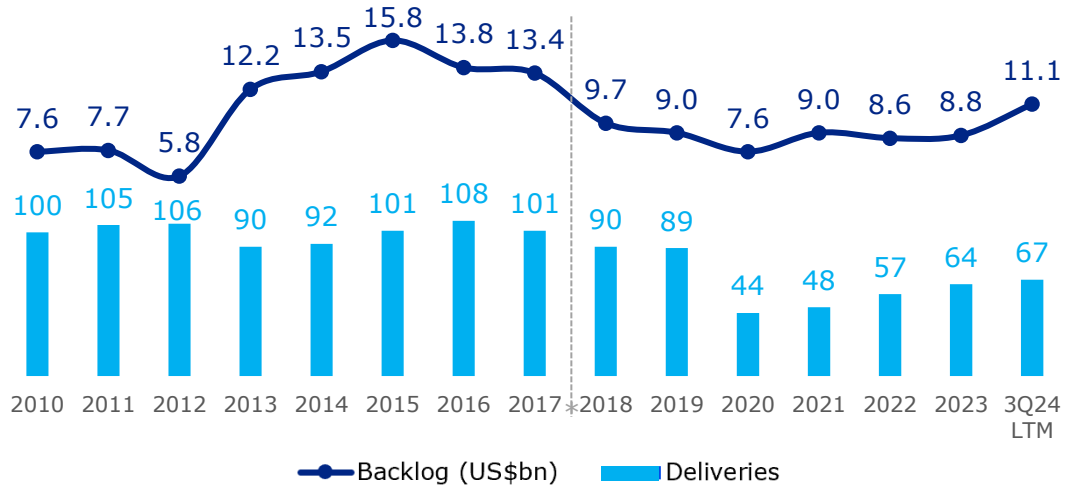
Top 10 2023 North America Narrow Body Fleet <150 Seats



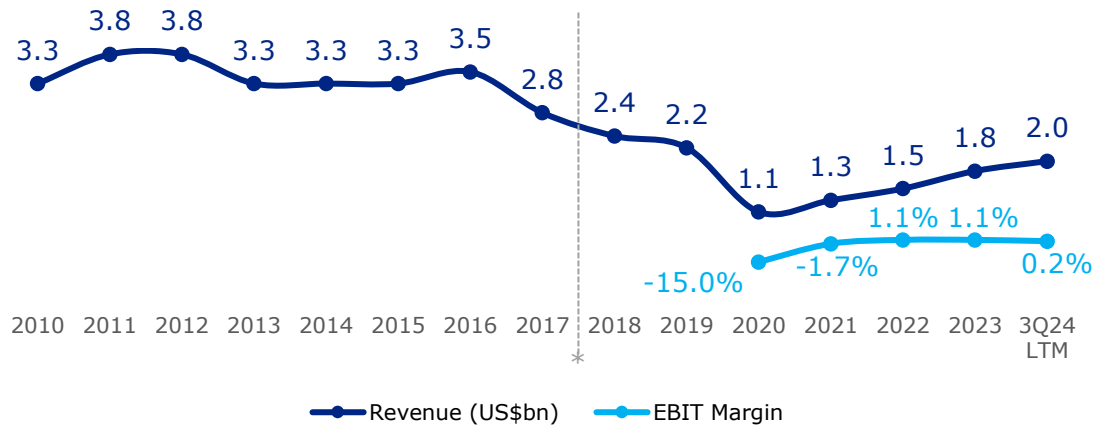
COMMERCIAL BACKLOG



Backlog and Deliveries

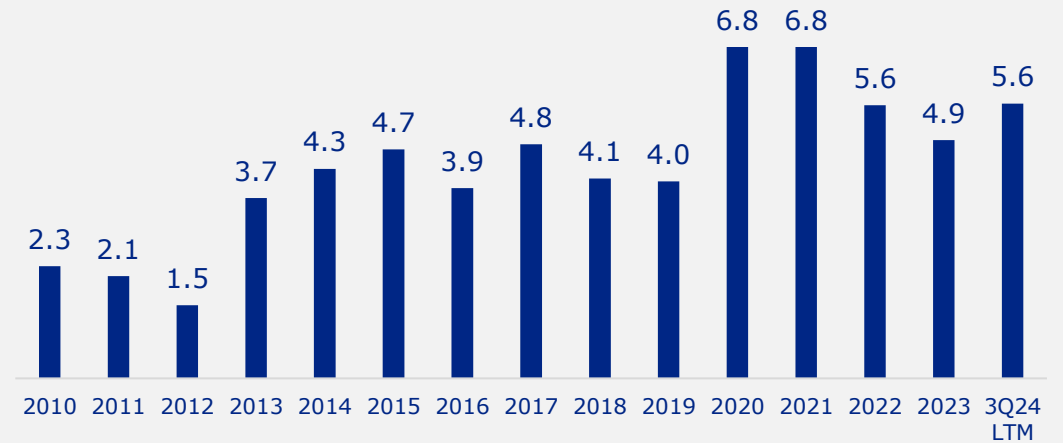


Revenue and EBIT Margin



Backlog / Revenue Ratio

Avg. 4.3 (σ 1.6)



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



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



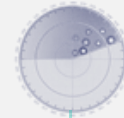
Executive Jets

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



92+

Flight Simulators



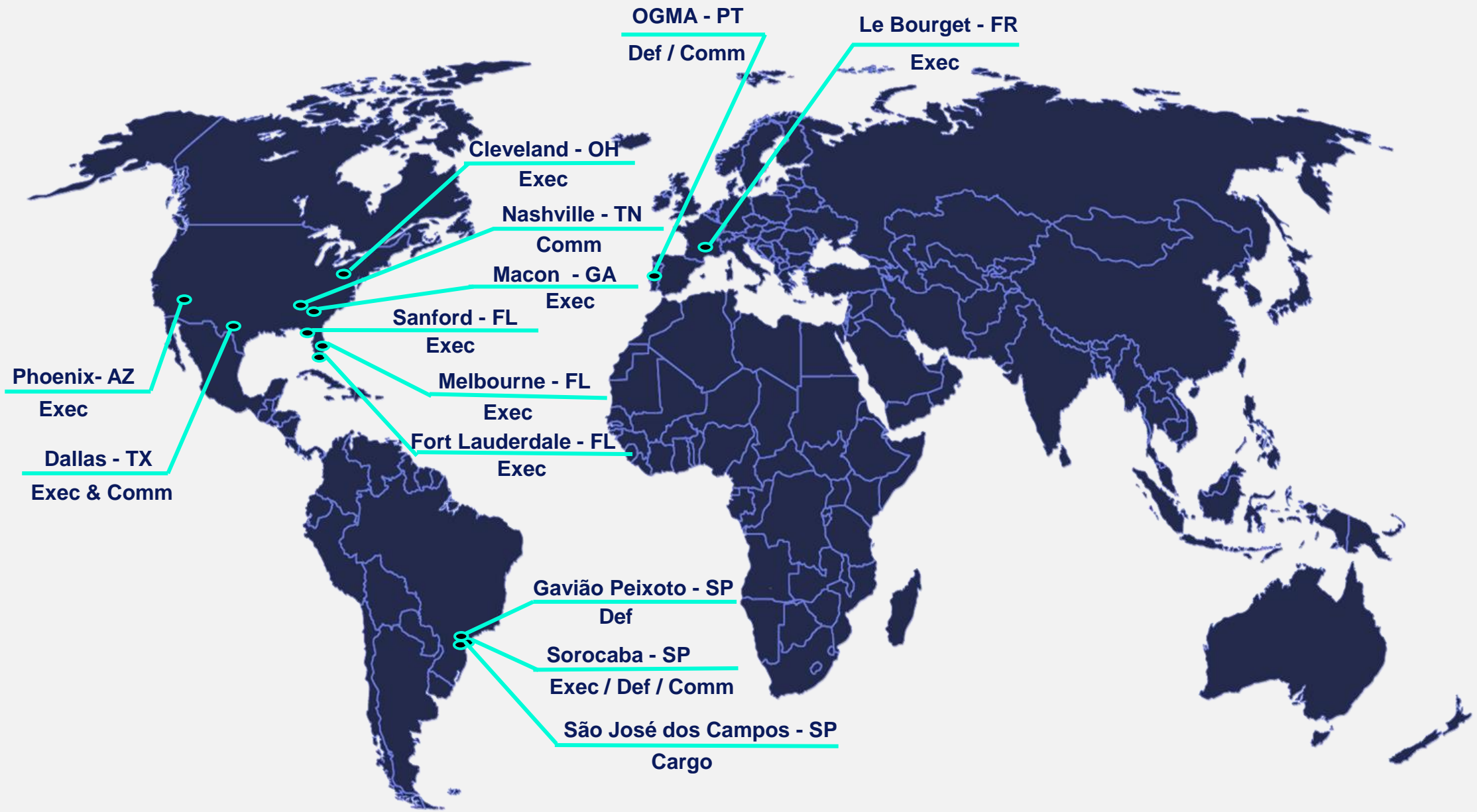
07

Global Distribution Centers





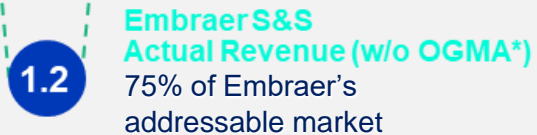
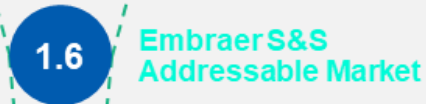
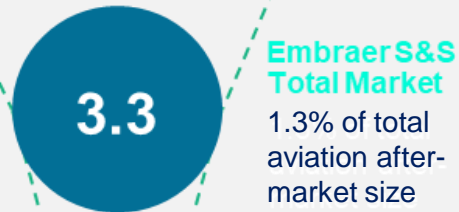
EMBRAER OWNED MRO NETWORK



2023 AEROSPACE & DEFENSE AFTERMARKET SERVICES



Total Services & Support Market Size (USD bn)



Line Maintenance

22

Airframe

36

Tech. Services + Training

40

Component

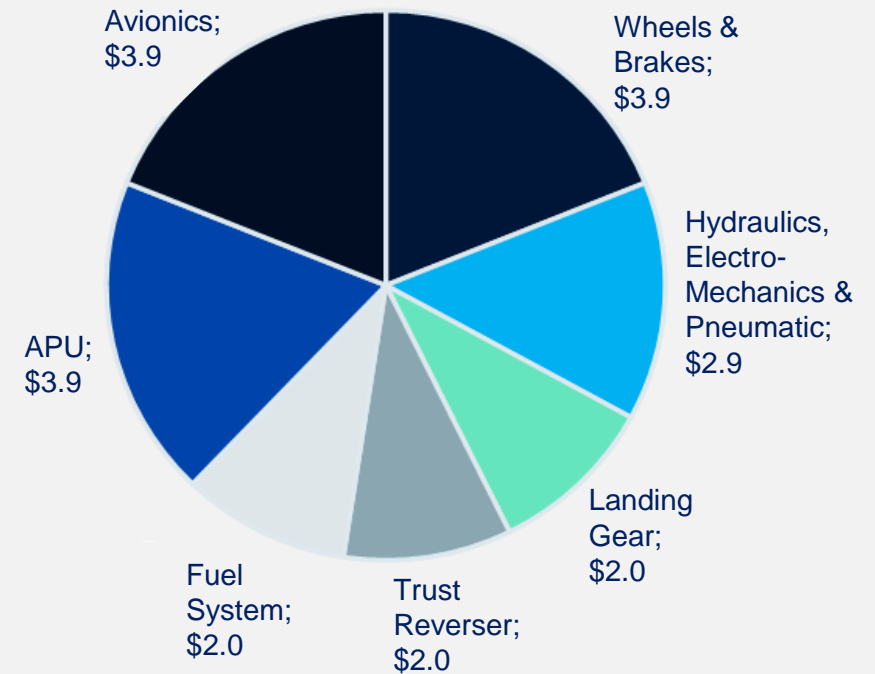
50

20 Civil
30 Military

Engine

110

Civil A&D Component Repair Market (USD20 bn)

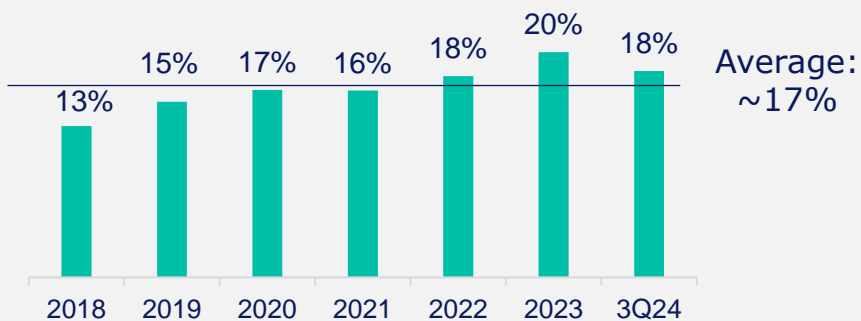


SERVICES & SUPPORT

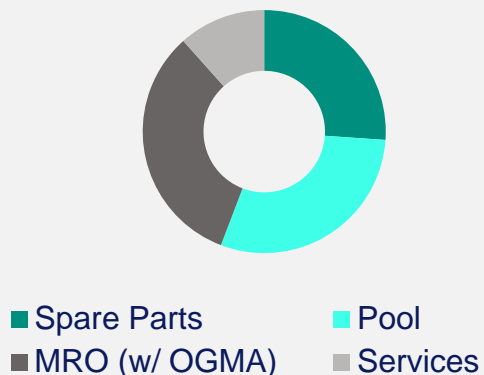
Business Growth

- 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. +11% 2018-2024 CAGR)
- Induction of the first Pratt & Whitney GTF™ engine at OGMA in 2Q24

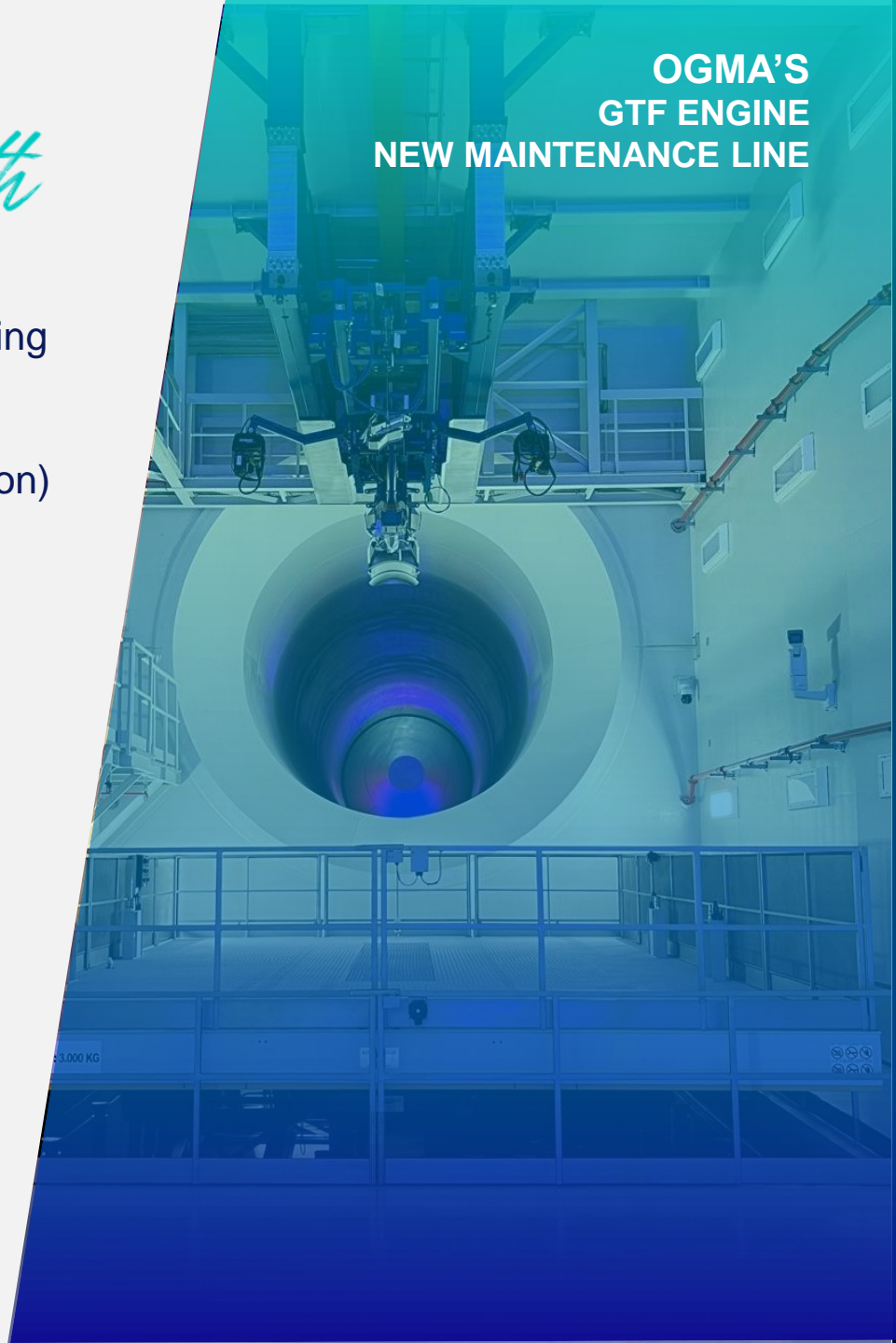
Backlog S&S / 3 BUs¹



Revenue Breakdown



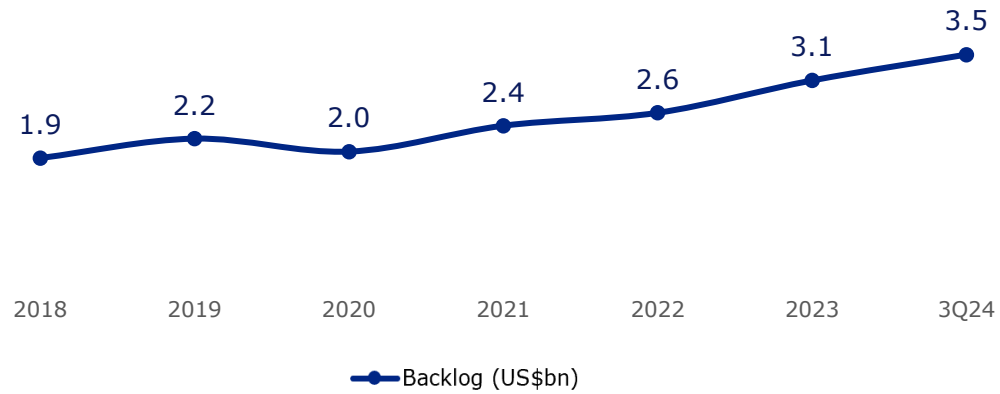
OGMA'S
GTF ENGINE
NEW MAINTENANCE LINE



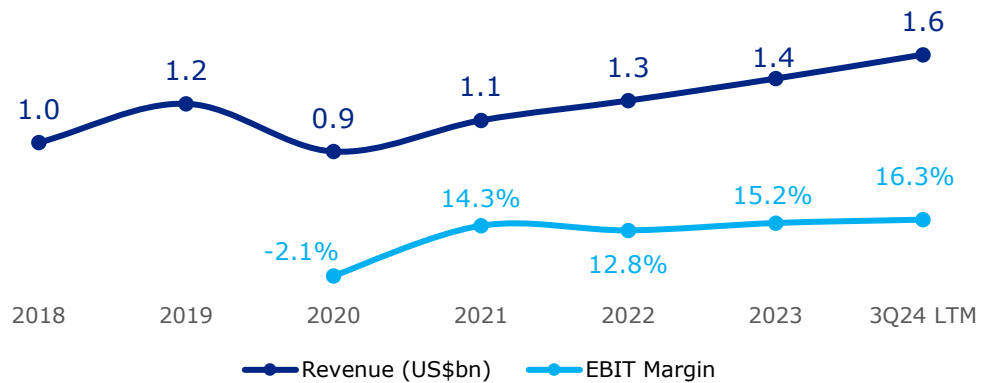
SERVICES & SUPPORT BACKLOG



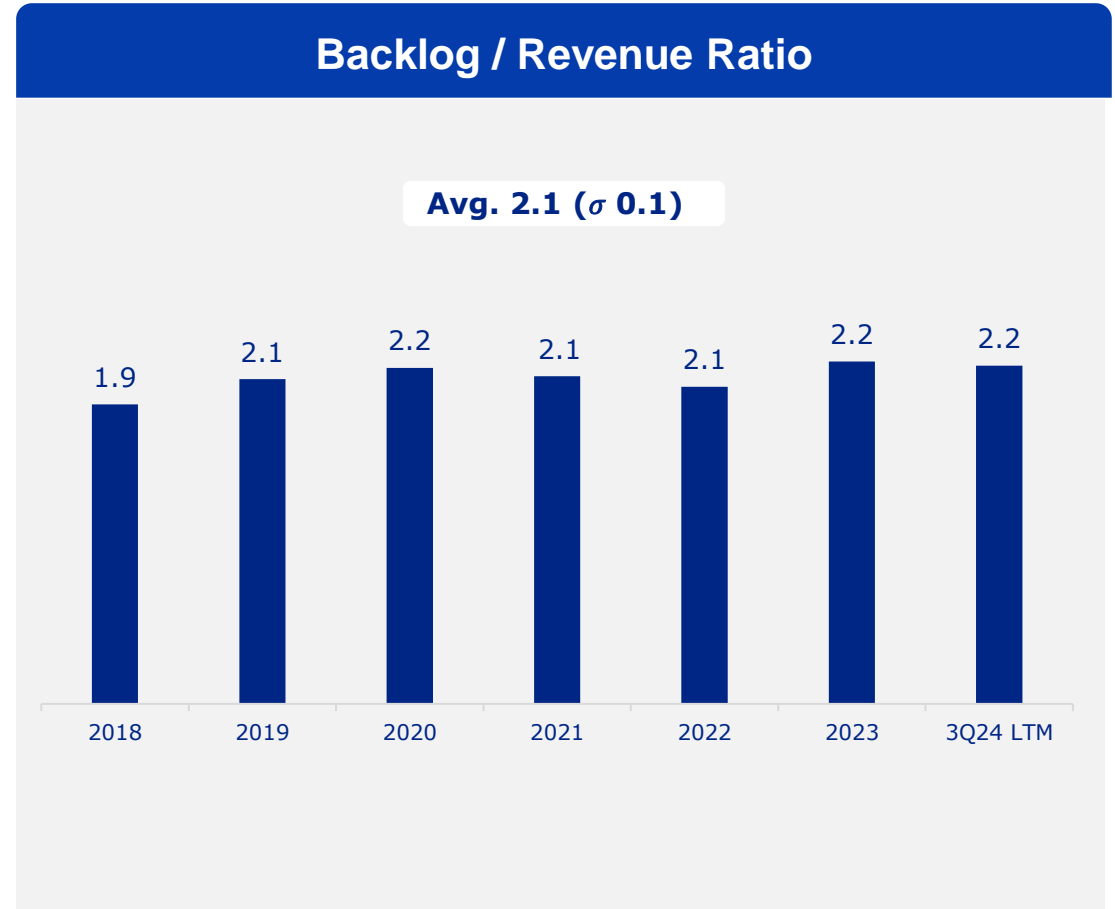
Backlog¹



Revenue and EBIT Margins



Backlog / Revenue Ratio



Note: After 2018 Services & Support reported as a separated business unit, (1) Backlog considers only pool parts contracts



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)

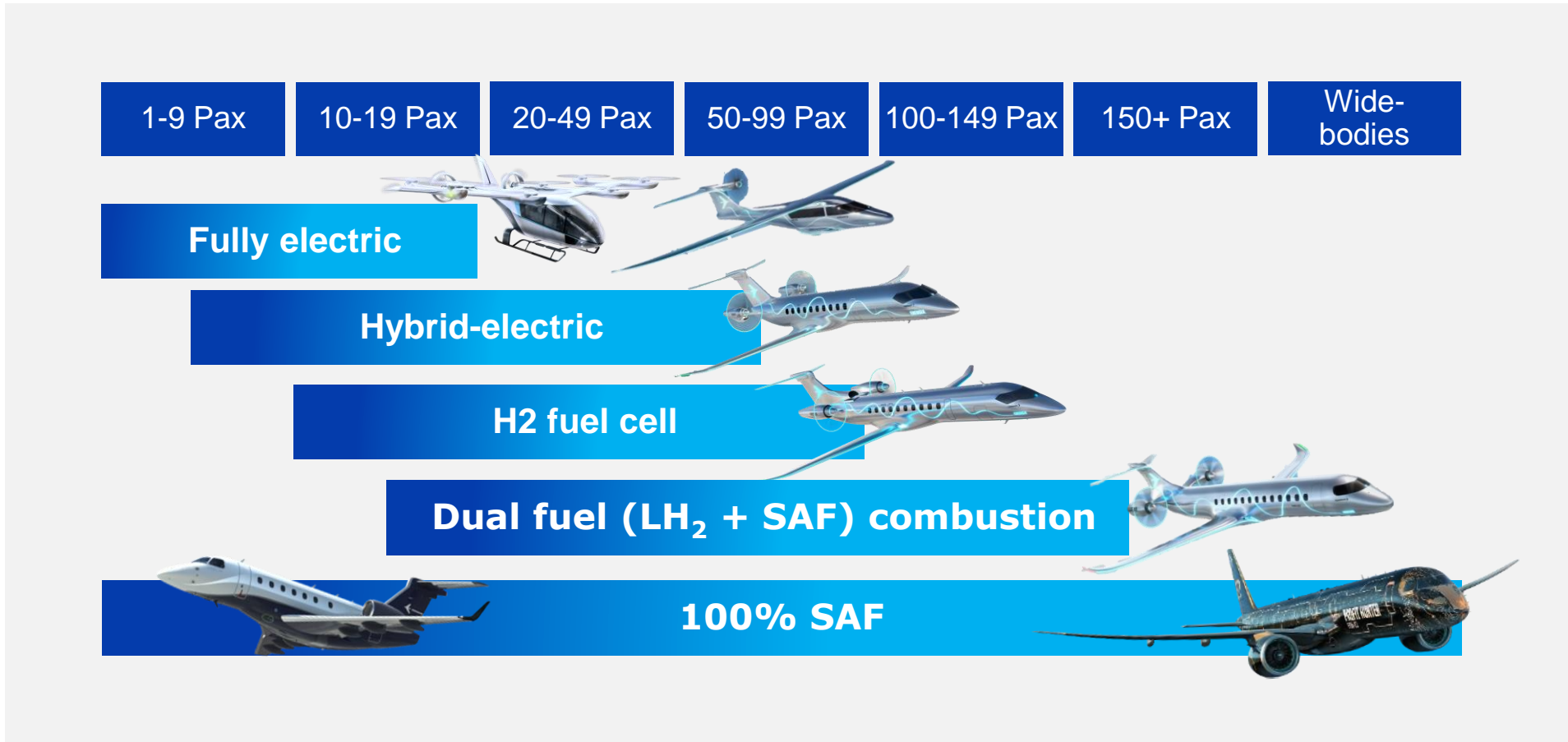
Governance

- 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
<i>*Depreciation and Amortization</i>	<i>284</i>	<i>196</i>	<i>189</i>	<i>212</i>	<i>223</i>
*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





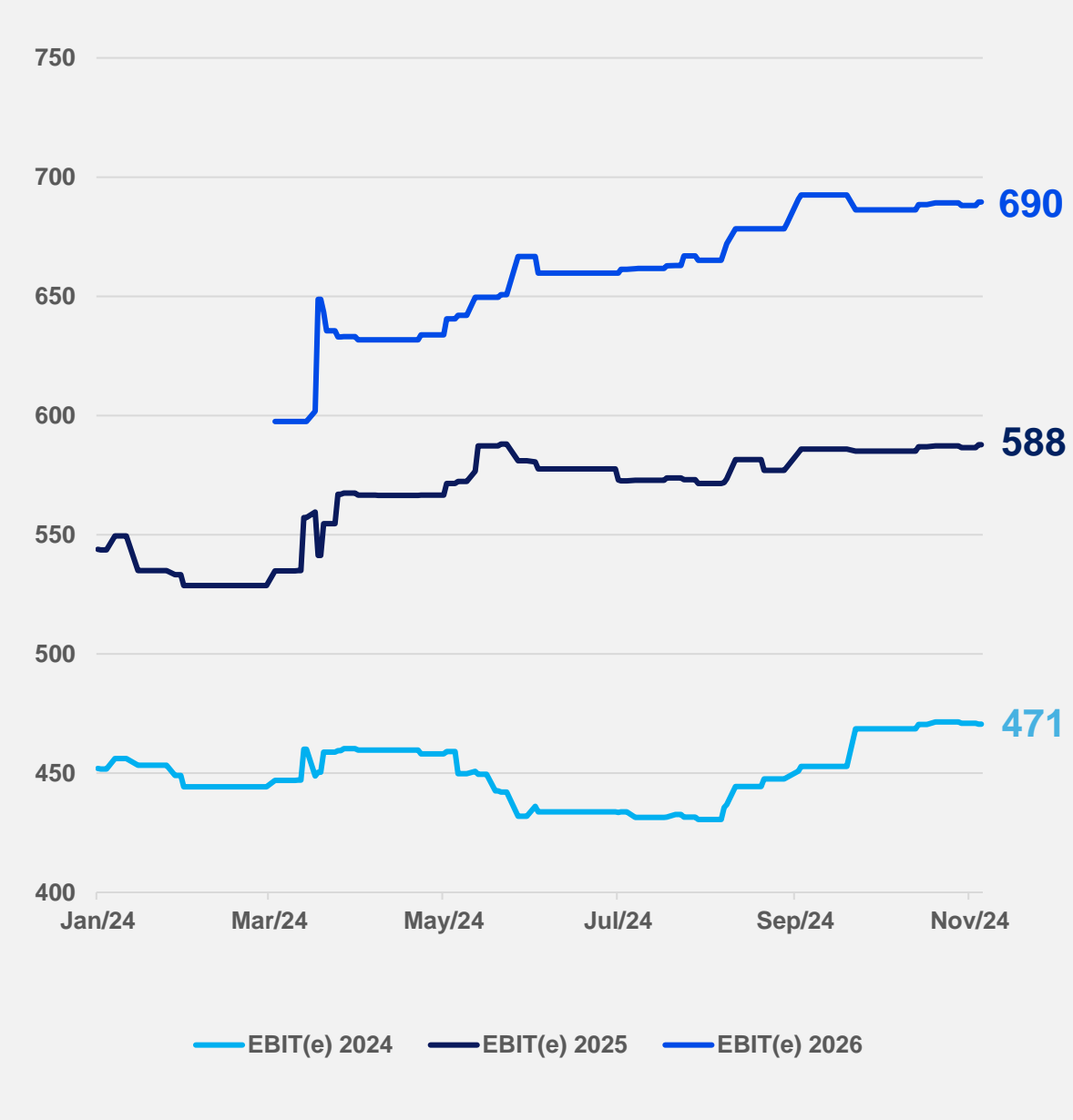
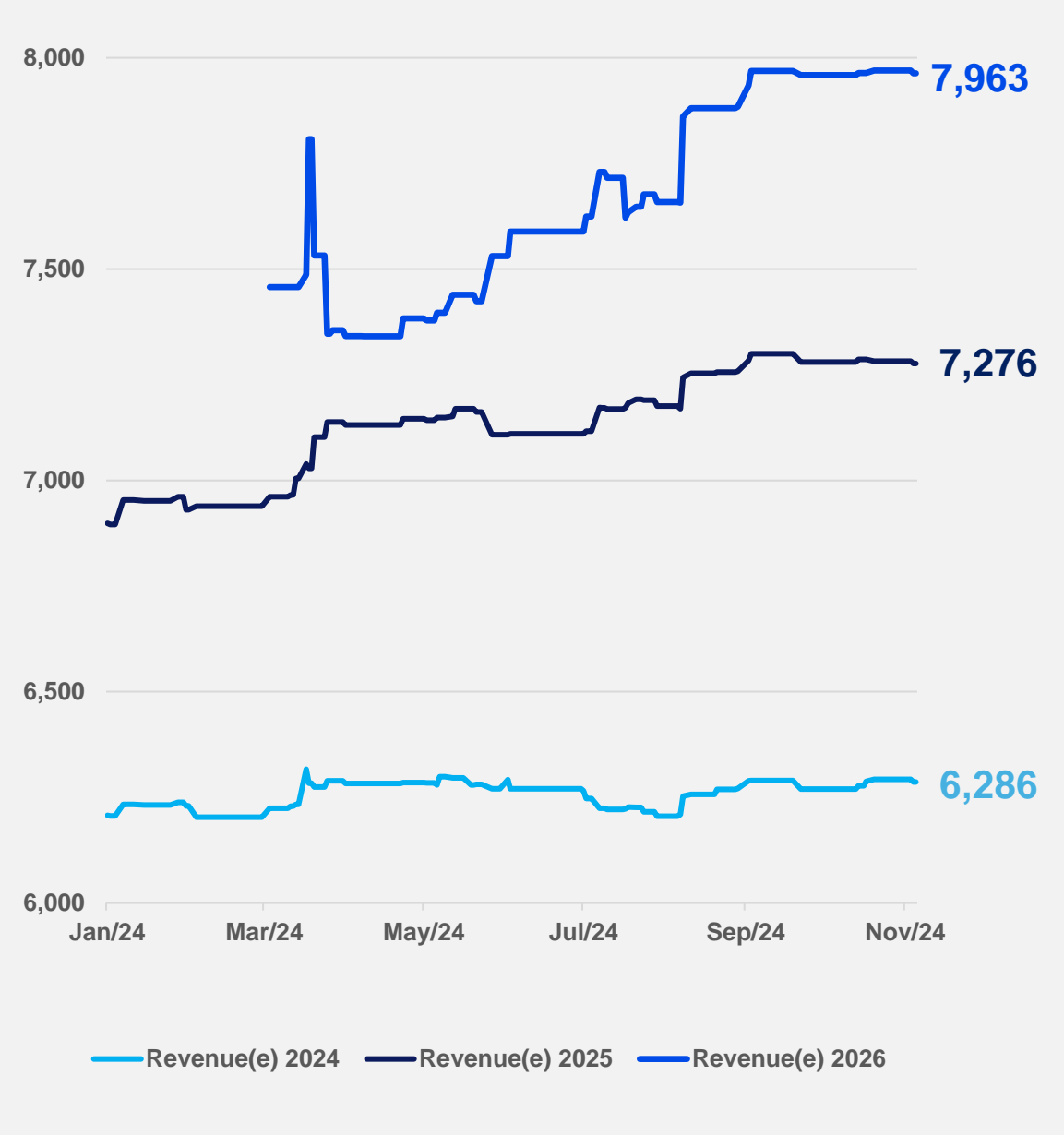
CONSENSUS ESTIMATES (USDm)

06-Nov										
ERJ	2022FY	△	2023FY	△	2024FY (e)	△	2025FY (e)	△	2026FY (e)	'24 Guidance
Revenue	4,540	16%	5,269	19%	6,286	16%	7,276	9%	7,963	6,200
EBITDA	459	22%	562	24%	698	20%	837	14%	950	815
EBIT	270	29%	350	34%	471	25%	588	17%	690	590
Net Income	(185)	n/m	164	80%	295	18%	349	24%	433	-
Net Debt	722	-22%	566	39%	785	-15%	663	-4%	635	-
Free Cash Flow	540	-41%	318	-2%	311	26%	391	17%	457	>300

Source: Capital IQ; November 6th, 2024

REVENUE & EBIT CONSENSUS

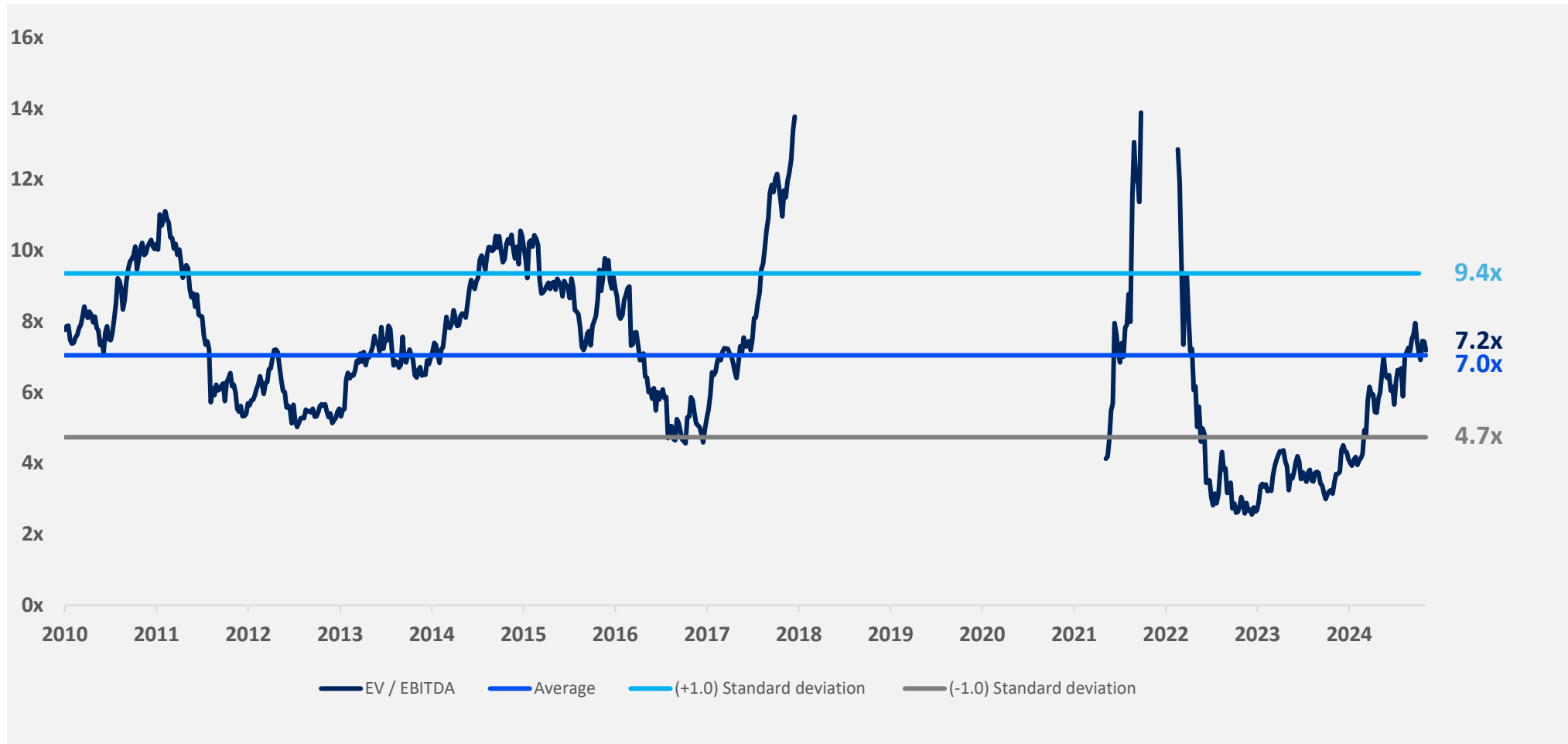
(USDm) ➔



Source: Capital IQ; November 6th, 2024



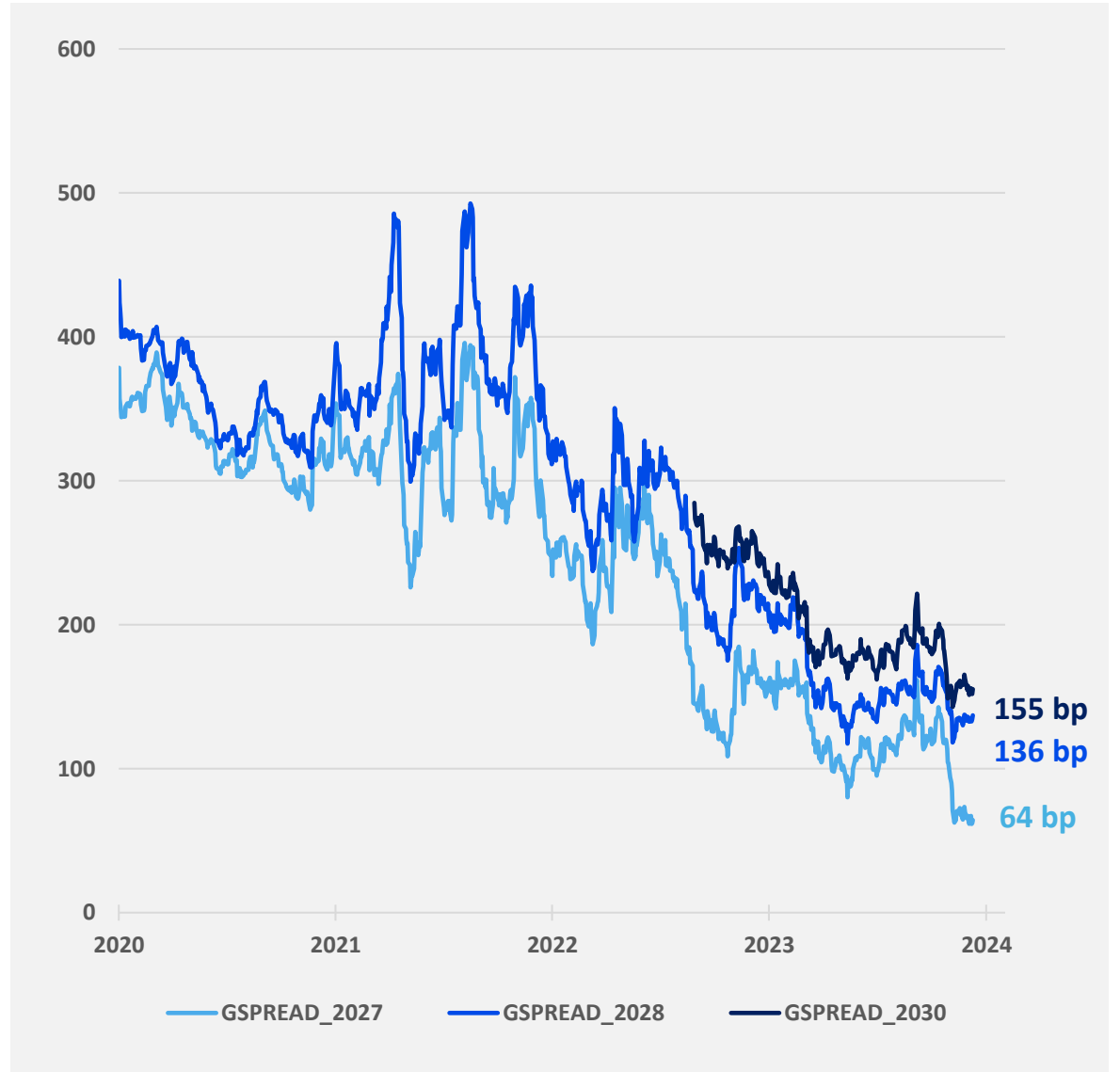
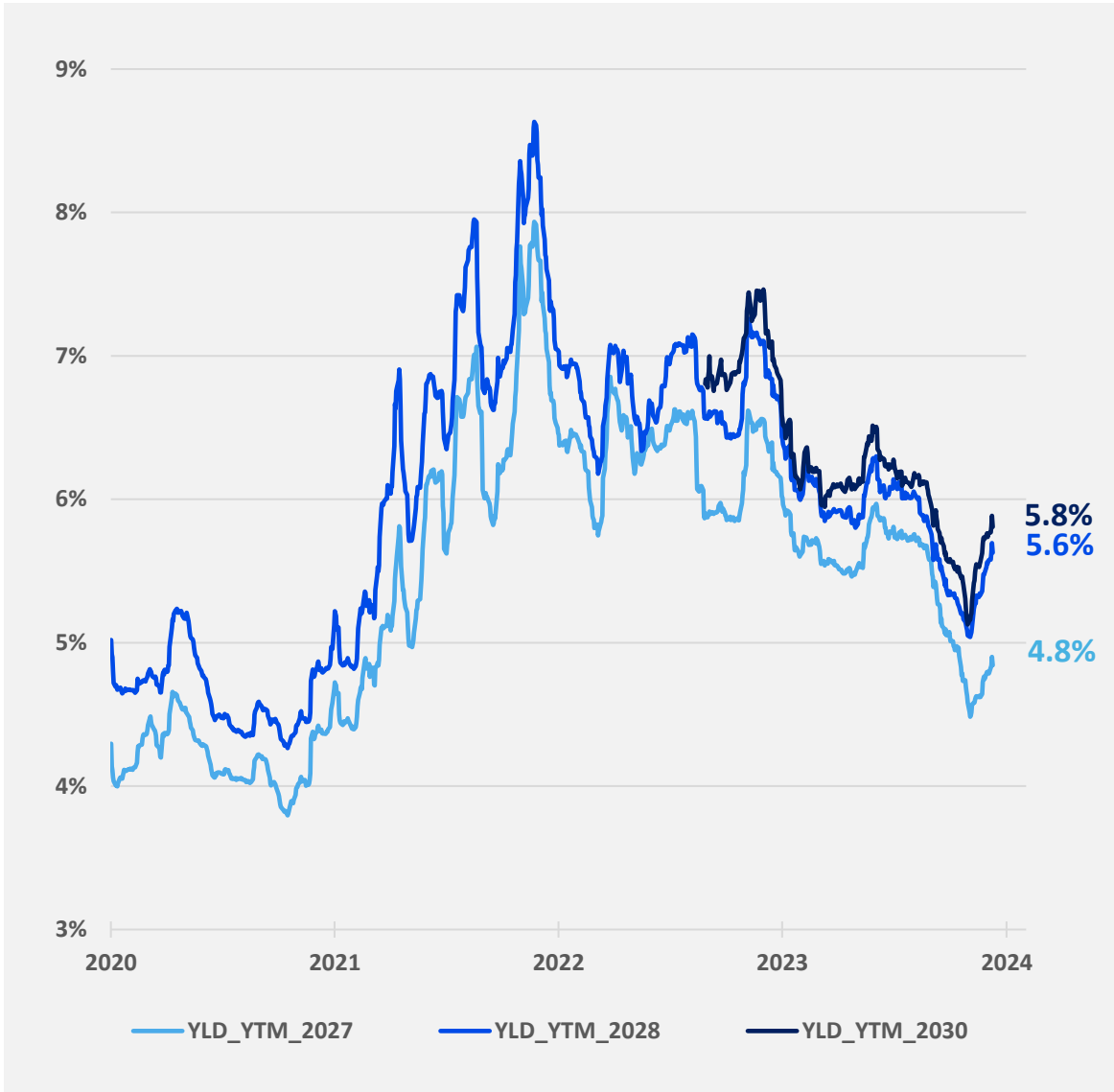
VALUATION - FORWARD EV/EBITDA



Source: Capital IQ; November 6th, 2024



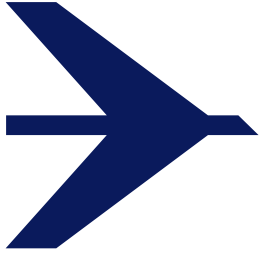
BONDS YIELD TO MATURITY & SPREAD OVER UST



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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



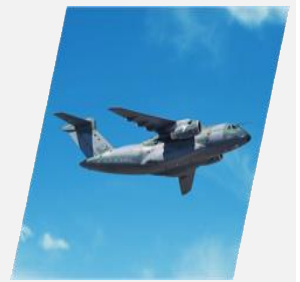
**E-Jet
Family**

2000



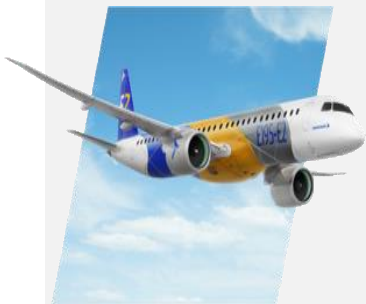
**Beginning of
Executive
Aviation**

2009



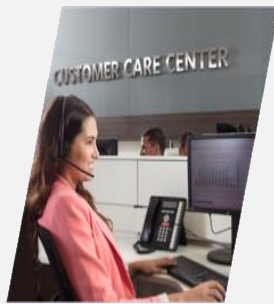
**KC-390
MILLENNIUM**

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

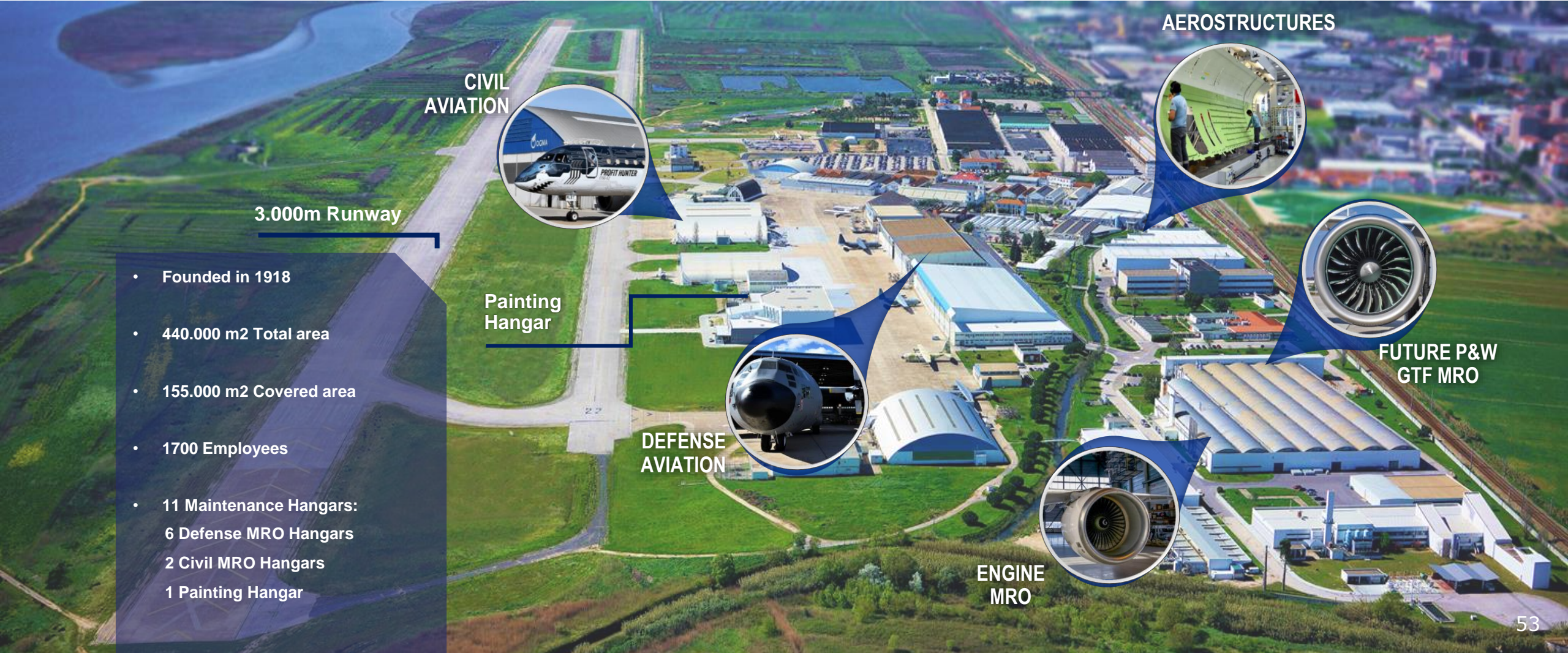
Subsidiary:
OGMA
 - 5**
United Kingdom
Farnborough

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:



- 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

CIVIL AVIATION



3.000m Runway

Painting Hangar

DEFENSE AVIATION



AEROSTRUCTURES



FUTURE P&W
GTF MRO

ENGINE MRO



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

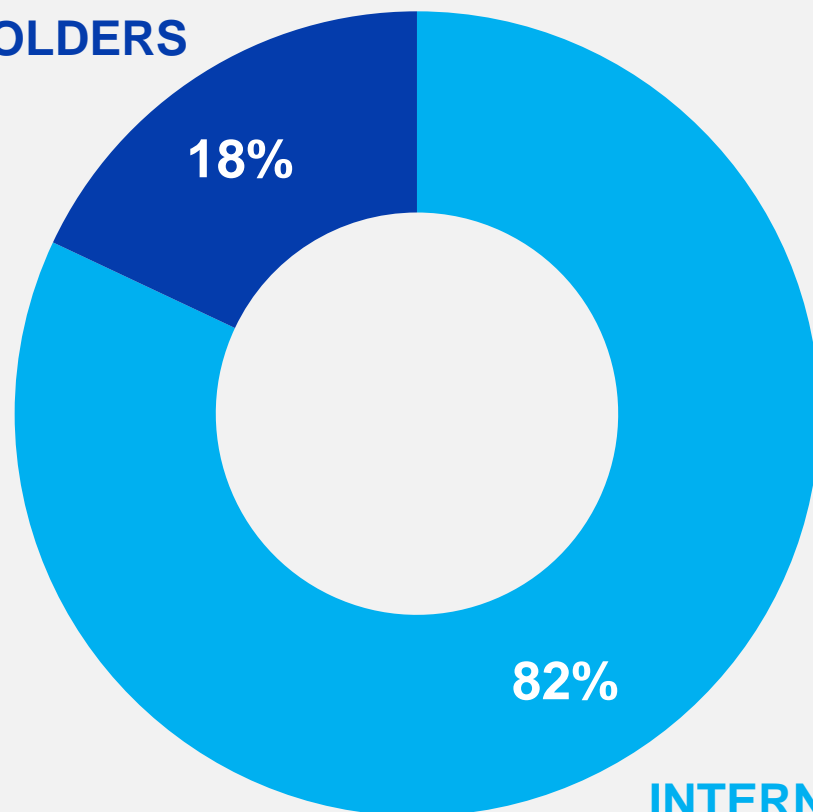
Embraer-CAE Training Services

CAE

OWNERSHIP STRUCTURE

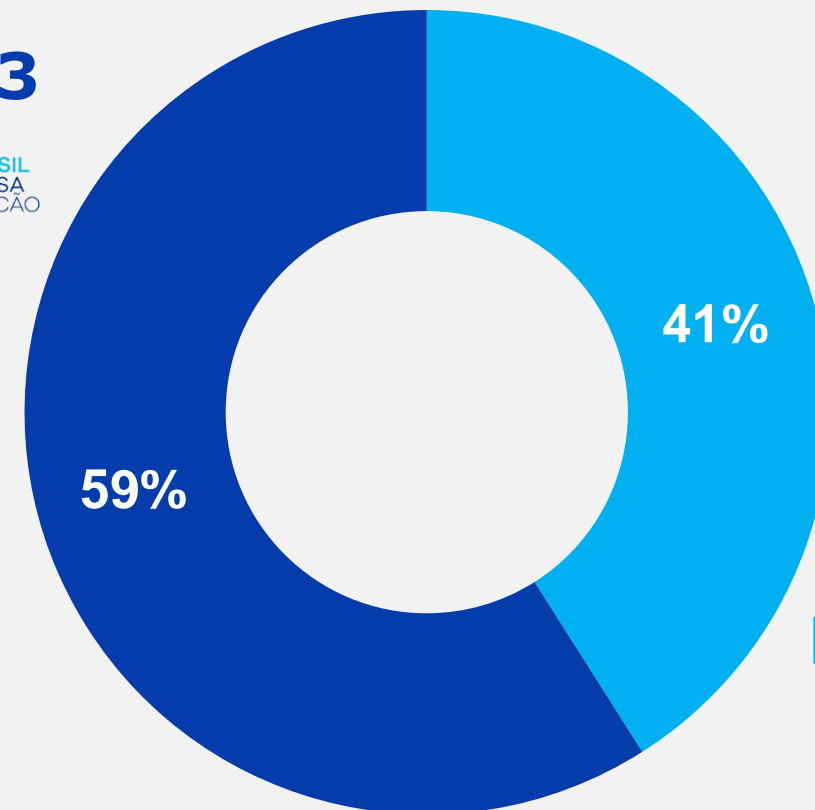


LOCAL
SHAREHOLDERS



INTERNACIONAL
SHAREHOLDERS

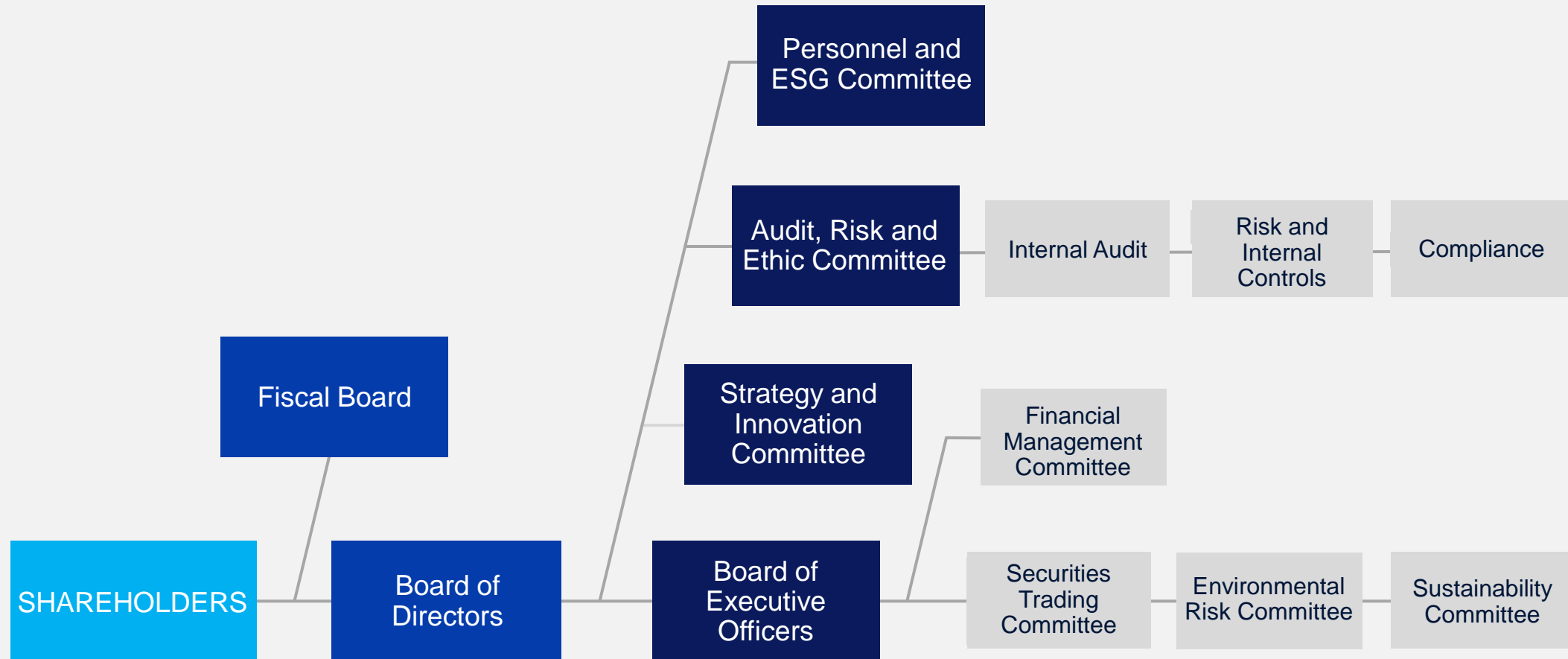
EMBR3



ERJ



CORPORATE GOVERNANCE STRUCTURE





 **EMBRAER**

THANK YOU!



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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,