



EQUITY STORY AGO/24



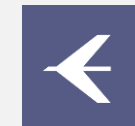
EMBRAER INVESTOR RELATIONS



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



IR Alerts



2Q24 Backlog
& Deliveries



2Q24 Earnings
Release



EMBRAER AT-A-GLANCE



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

➤ **1,820+ Executive Jets**
delivered in more than 70 countries

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

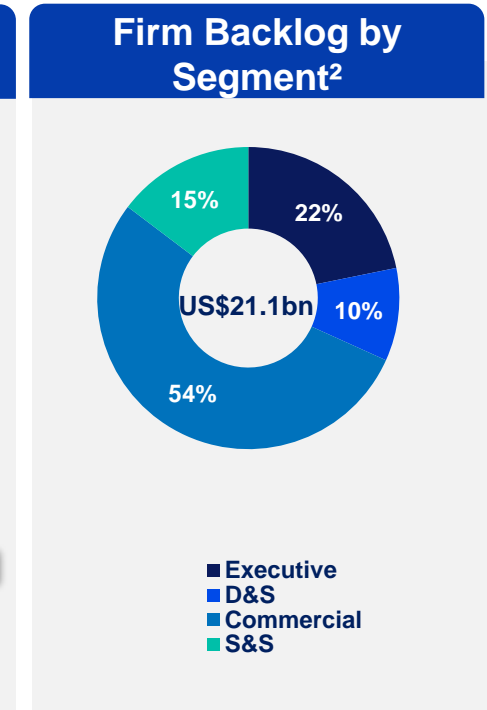
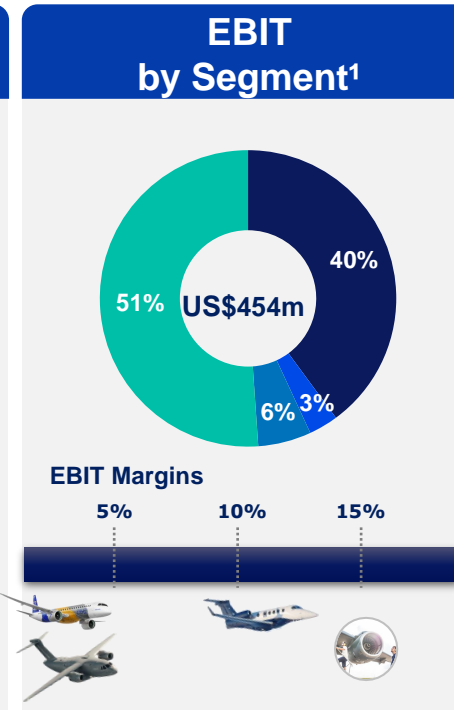
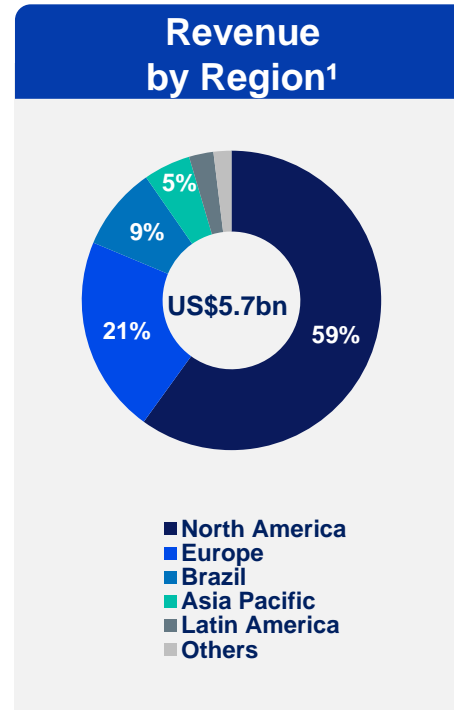
➤ **60+ Armed Forces**
as clients in Defense & Security

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

➤ **Ratings**



Embraer's Business Segments





RIGHT TO WIN – HARVEST SEASON

**Financial turnaround
completed & enterprise
efficiency**

+

**Modern and competitive
portfolio of products**

=

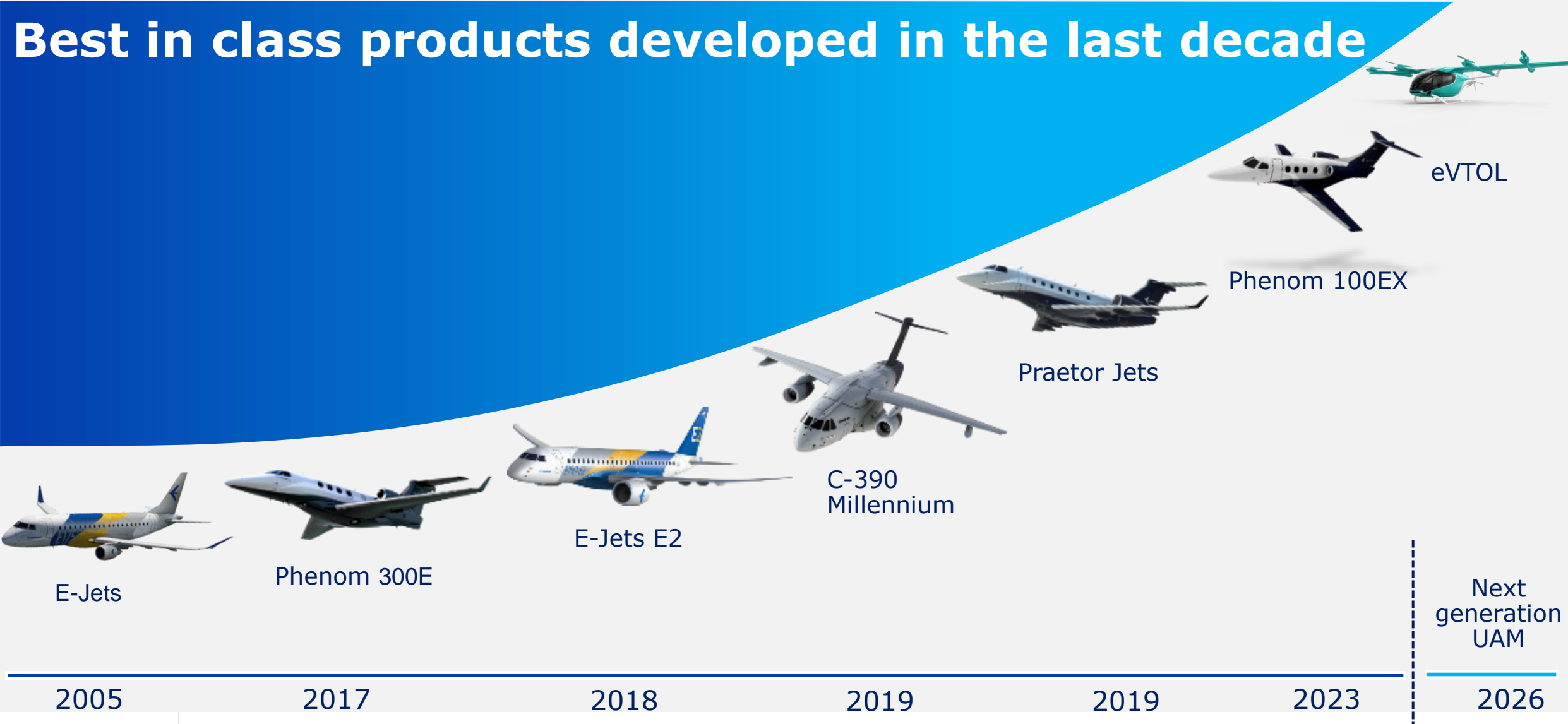
**Revenue and profitability
growth**



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

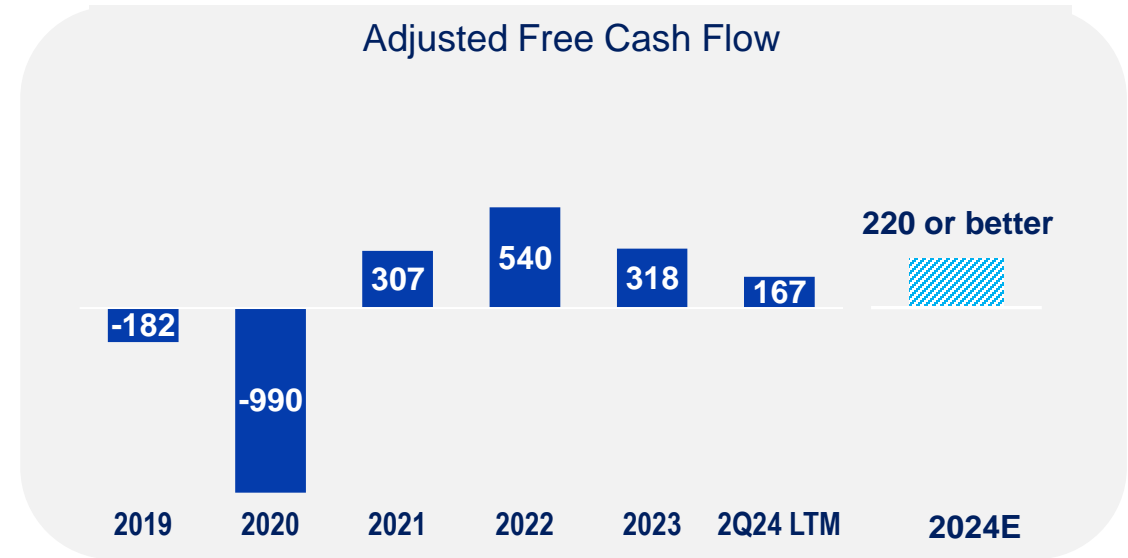
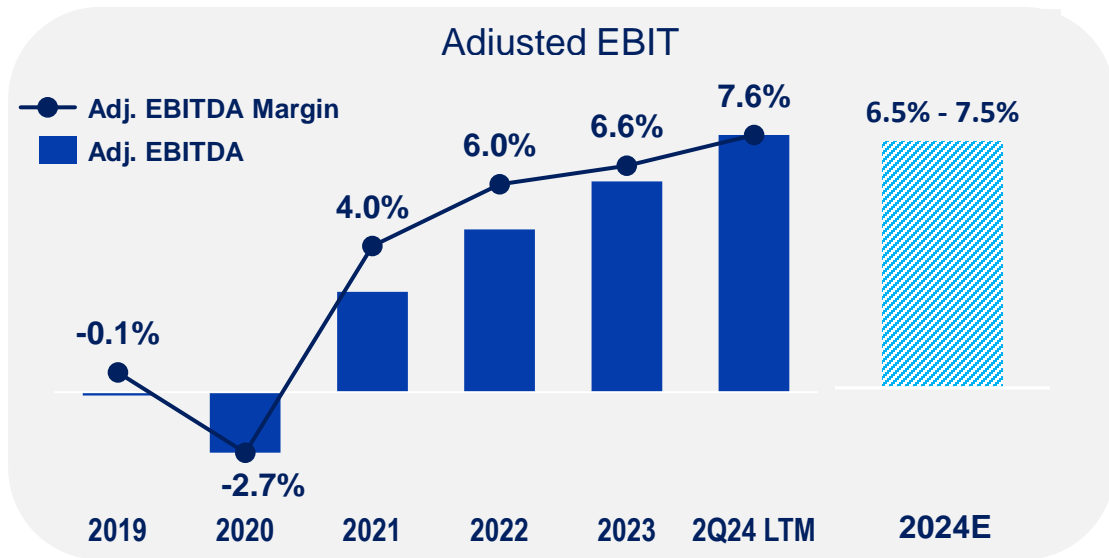
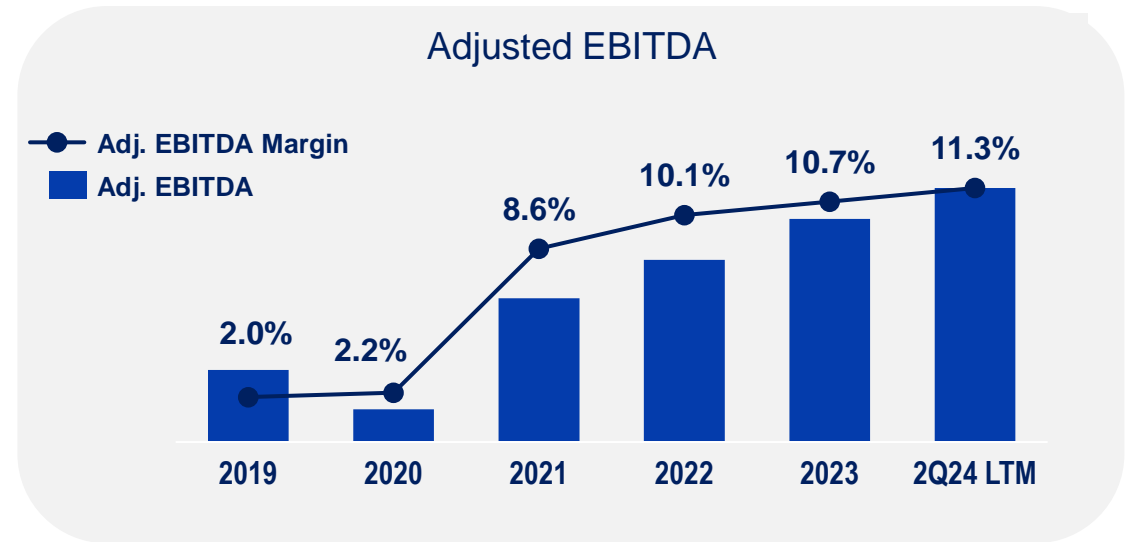
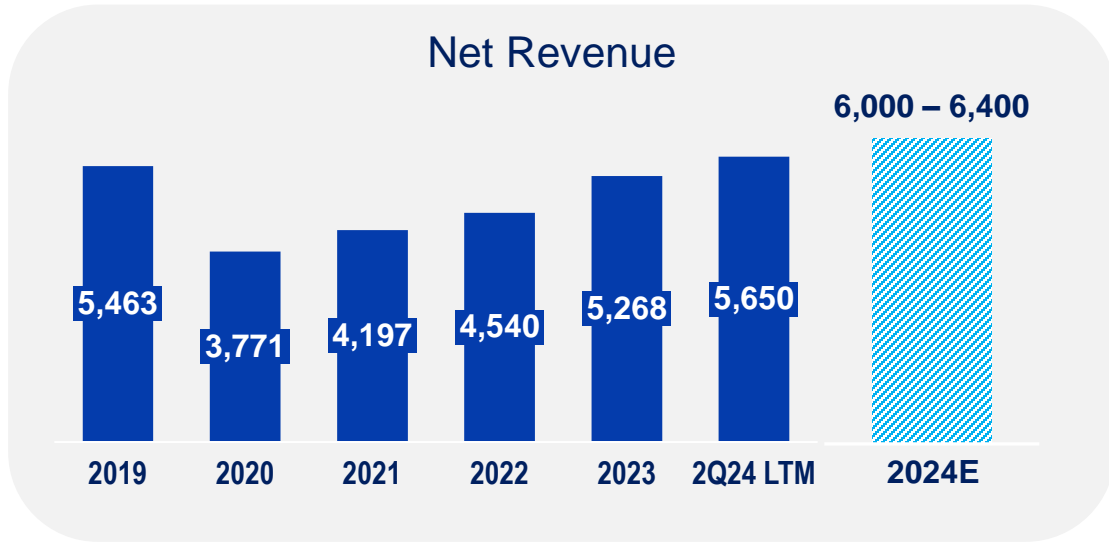
* The gains indicated are based on the evolution in 2023 compared to the baseline of each program.

** 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



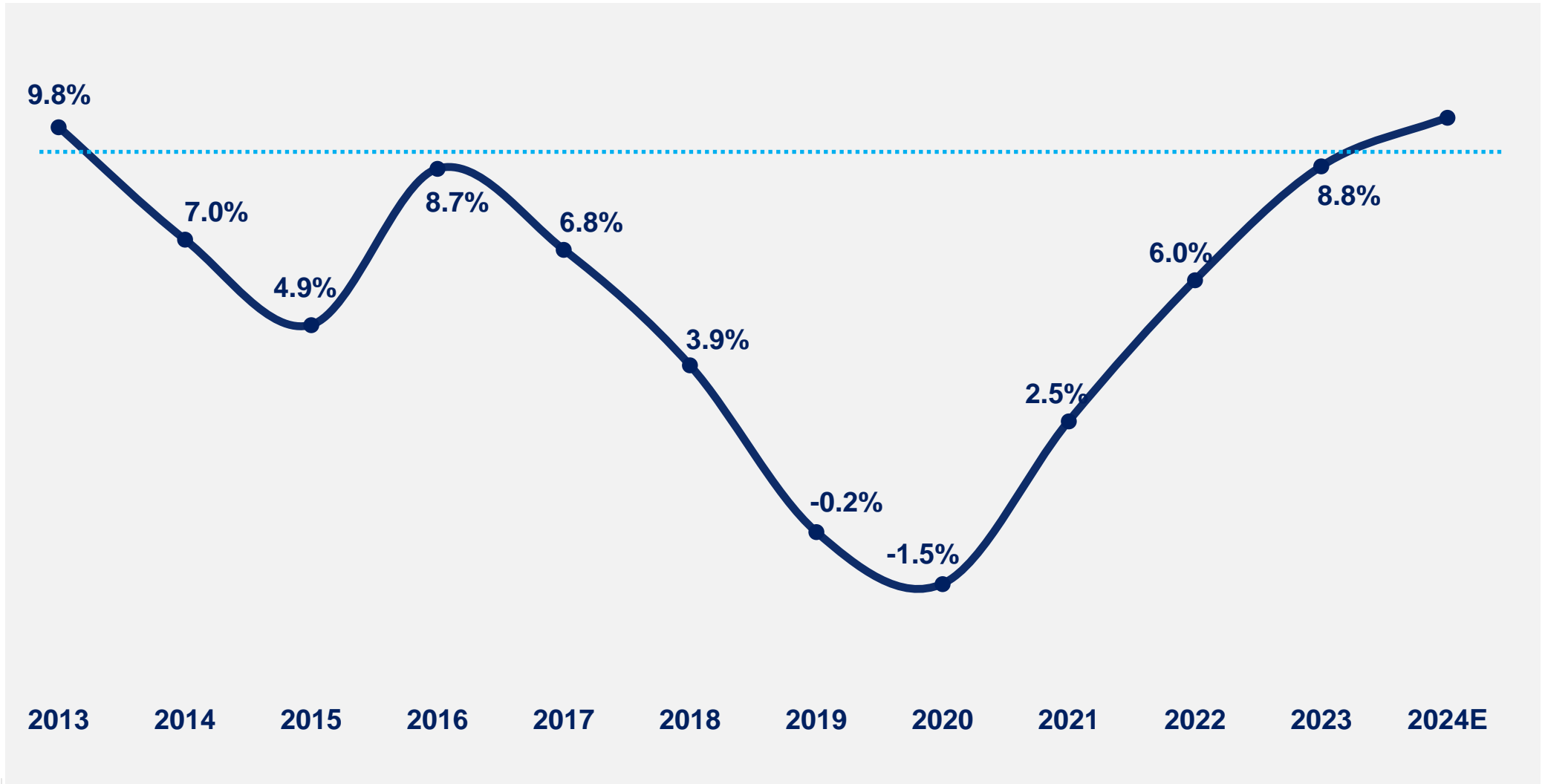
Note: Revenue, adjusted EBIT, adjusted EBITDA and FCF do not consider EVE

RETURN ON INVESTED CAPITAL

ROIC above WACC supported by improved operational and financial metrics



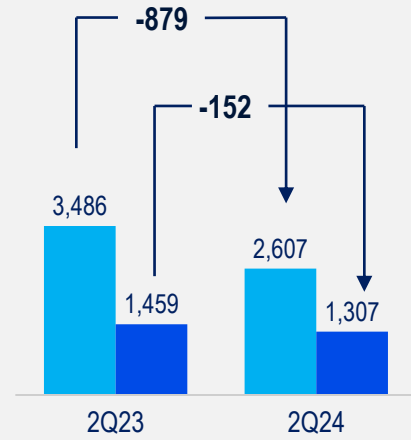
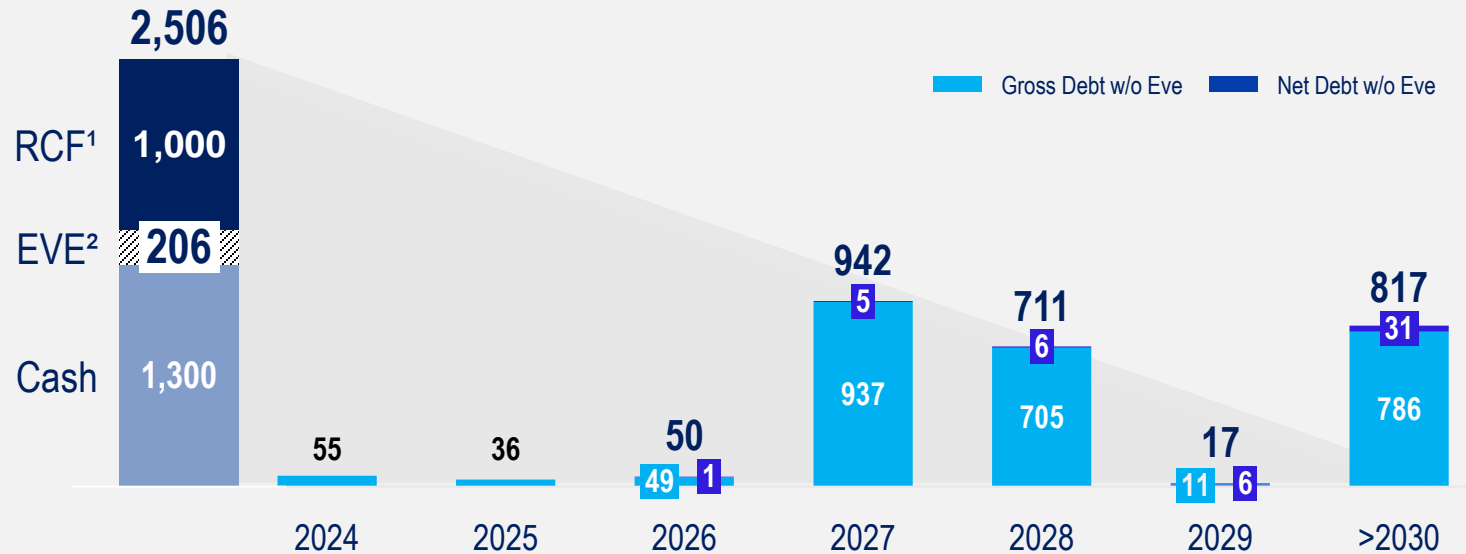
*Embraer avg.
cost of capital*



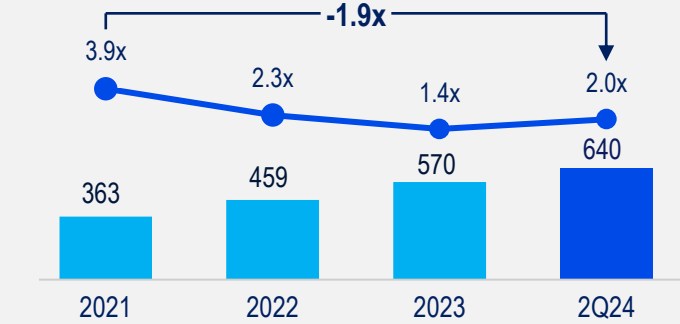
LIQUIDITY

Strong liquidity and long-term maturities

MATURITIES US\$ million



DELEVERAGING US\$ million



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

ESG COMMITMENTS – PROGRESS IN 2023



Environmental

Product Use (Scope 3)

- Net-zero Aviation by 2050:
 - “Energia” aircraft concepts focused on hybrid electric and hydrogen electric
 - Praetor 600 and Phenom 300E 100% SAF flight tests
 - United Airlines Ventures Sustainable Fund Partnership to support SAF start-ups

Operations (Scope 1+2)

- Carbon neutrality by 2040:
 - 100% of electricity from renewable sources in Brazil and Portugal (starting in 2024)
 - Initial evaluation for biomethane use in industrial operations

Social

- +50% of diverse hires in all entry level programs (target 50% by 2025)
- 14% of women in senior leadership positions (target 20% by 2025)
- 1,480 students qualified on “Social Tech” Program. 4th edition will start on September dedicated to 165 senior professionals
- 26% of women participation in Engineering Specialization Program (target 25% by 2025)

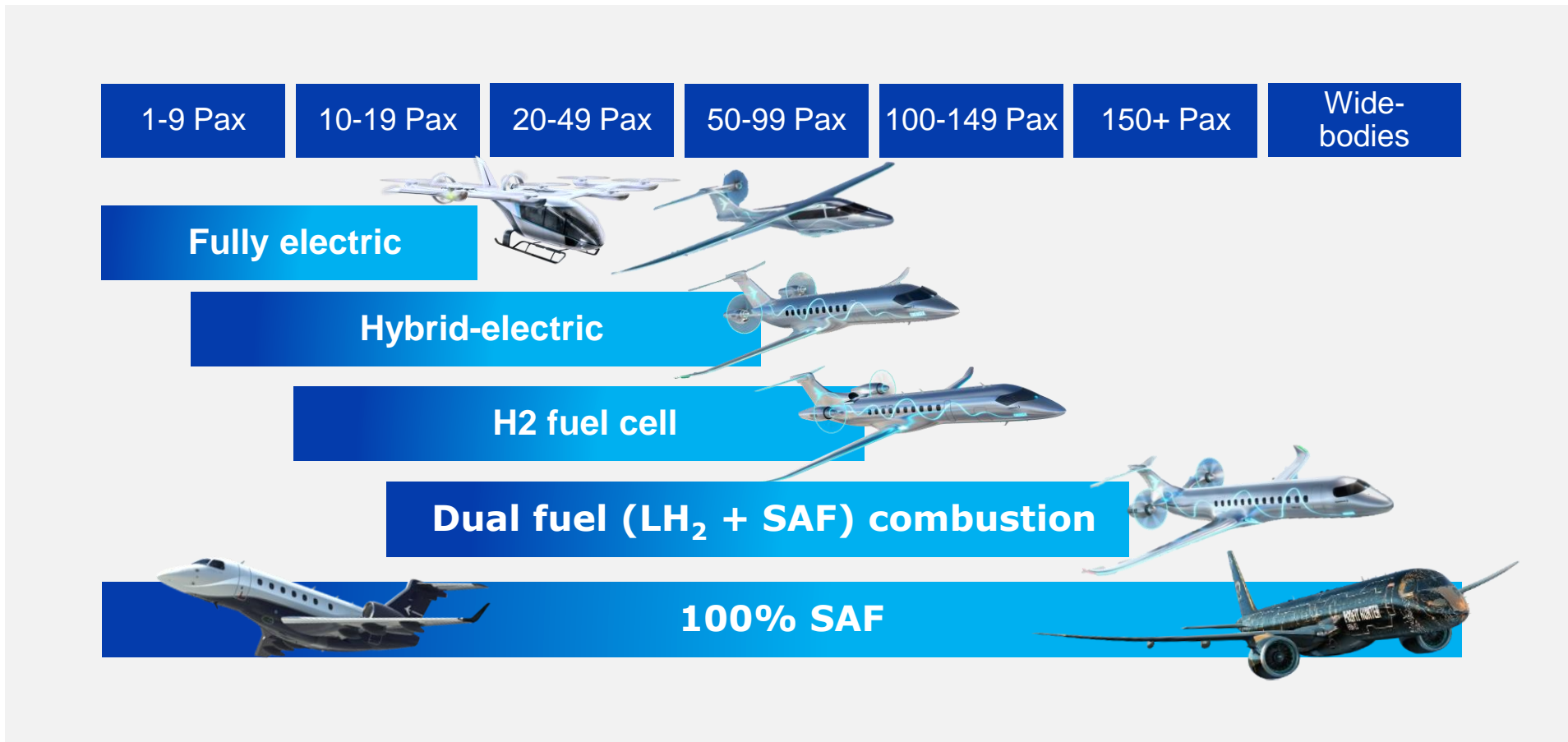
Governance

- Maintain the highest international standards of governance

SUSTAINABILITY – TECHNOLOGY APPLICABILITY



The mission defines the architecture





EXECUTIVE AVIATION

EXECUTIVE AVIATION | PRODUCT PORTFOLIO



Phenom 100EX

Entry
Up to 8 passengers
Range 2,182 km / 1,178 nm



Phenom 300E

Light
Up to 11 passengers
Range 3,722 km / 2,010 nm



Praetor 500

Midsized
7 to 9 passengers
Range 6,186 km / 3,340 nm



Praetor 600

Super midsized
8 to 12 passengers
Range 7,441 km / 4,018 nm

1,820+

Jets delivered

70+

Countries

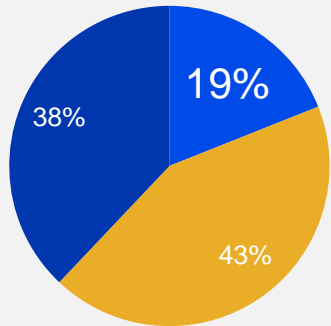
us\$4,6bn

Backlog

PENETRATING PRODUCT SEGMENTS

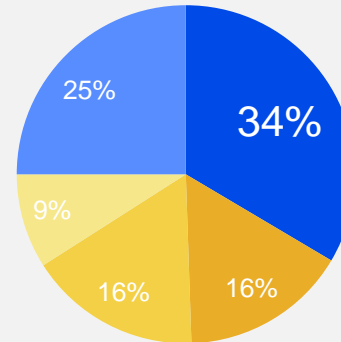


PHENOM® 100 EV/EX BY EMBRAER



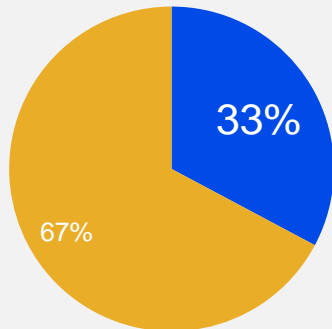
- Phenom 100 (11 units)
- Citation M2 (25 units)
- HondaJet (22 units)

PHENOM® 300E BY EMBRAER



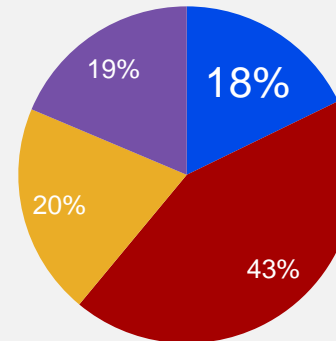
- Phenom 300 (63 units)
- Citation CJ3+ (30 units)
- Citation CJ4 Gen2 (31 units)
- Citation XLS Gen2 (17 units)
- PC-24 (47 units)

PRAETOR 500 BY EMBRAER



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

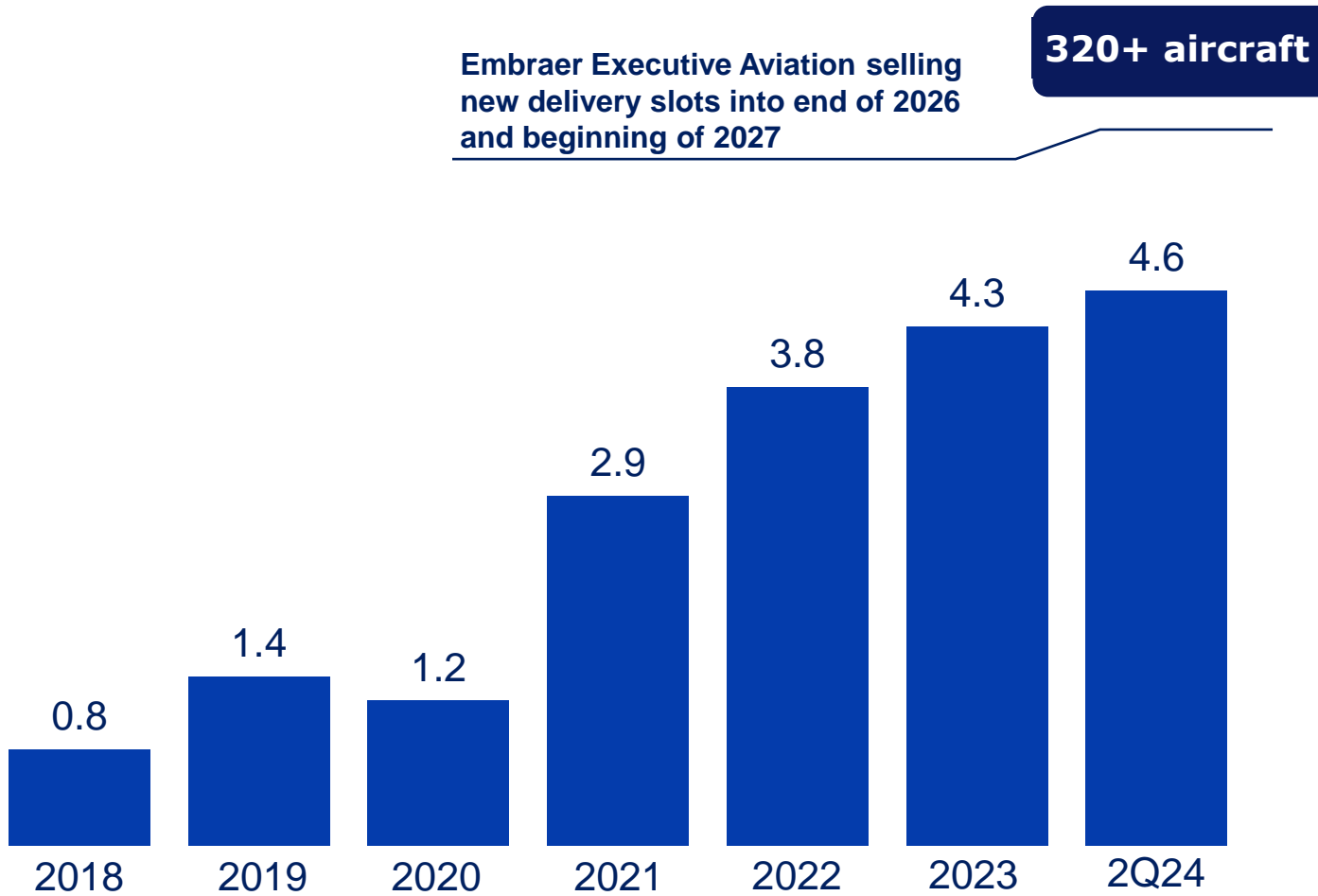
PRAETOR 600 BY EMBRAER



- 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 (sustaining greater than 1.5x book-to-bill in 1H while increasing deliveries)

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

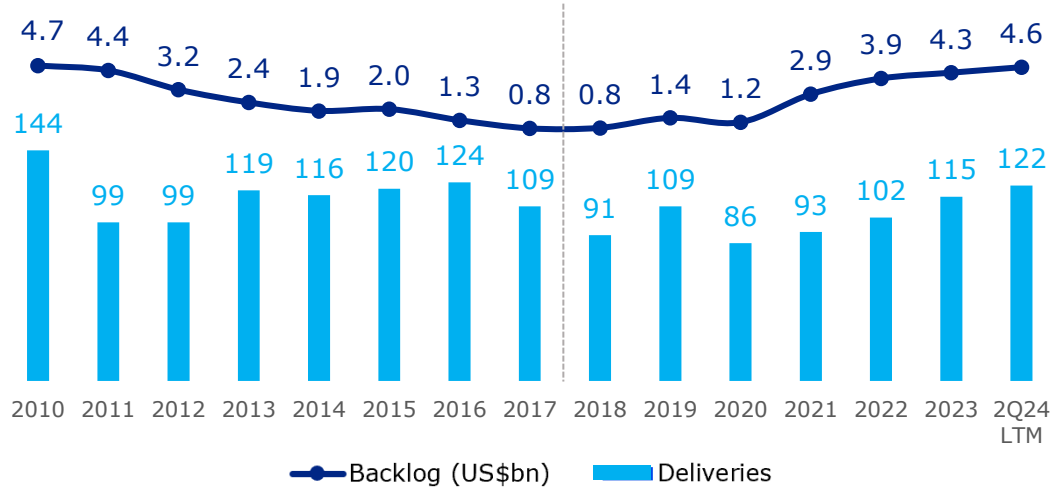
Seizing market momentum, NetJets continues to firm orders out of a total of 250

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

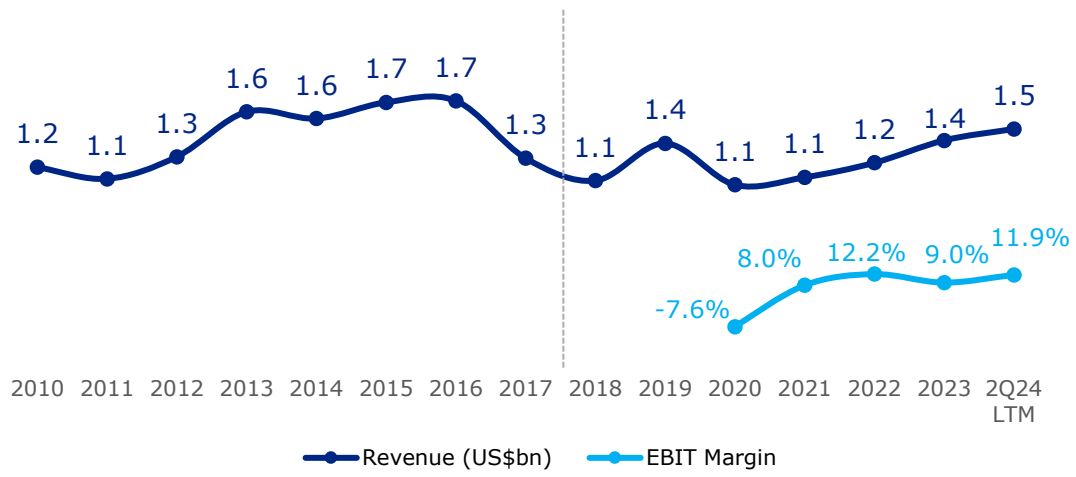
EXECUTIVE BACKLOG



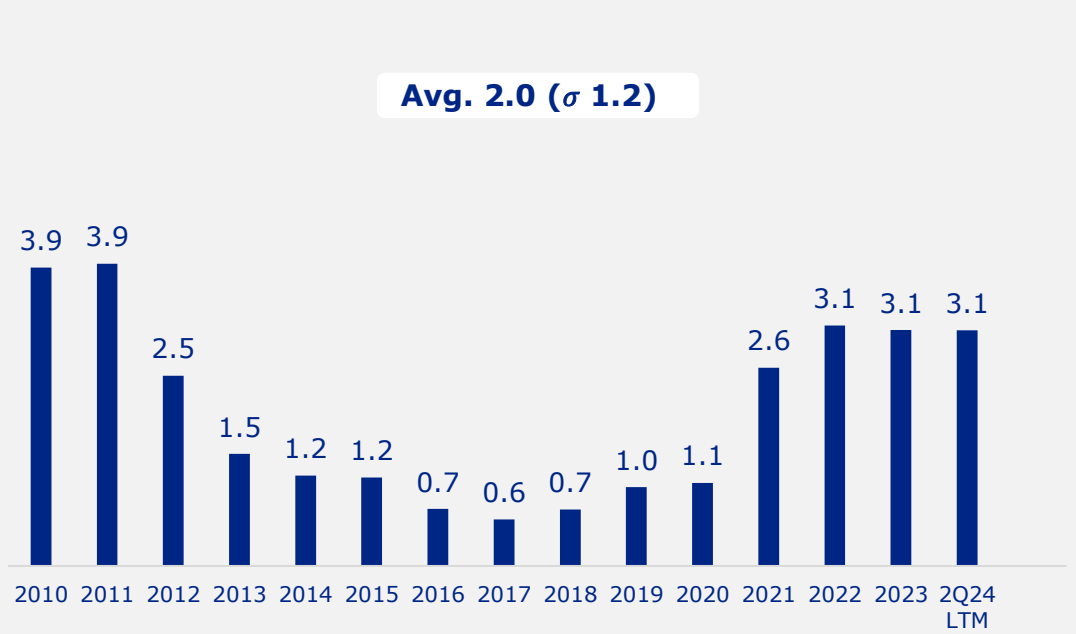
Backlog and Deliveries



Revenue and EBIT Margin



Backlog / Revenue Ratio



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

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DEFENSE & SECURITY

C-390 MILLENNIUM | UNBEATABLE COMBINATION



12,000 +
Flight hours

~80%
Fleet availability

Aerial resupply

Aerial assault

Special operations

Aerial firefighting

Medical evacuation

Humanitarian aid

Search & rescue

Air-to-air refueling



19  Brazil¹

Aircraft
1st delivered in 2019

6 Aircraft in operation

5  Portugal¹

Aircraft
1st delivered in 2023
NATO configuration

2 Aircraft in operation

2  Hungary¹

Aircraft
1st delivery in 2024
NATO configuration

5  The Netherlands

Contract signed
NATO configuration

4  Austria

Contract signed

2  Czech Republic

Aircraft selected
NATO configuration

 Republic of Korea¹

Contract signed

Strategic worldwide partnerships



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:

Official Selections:



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

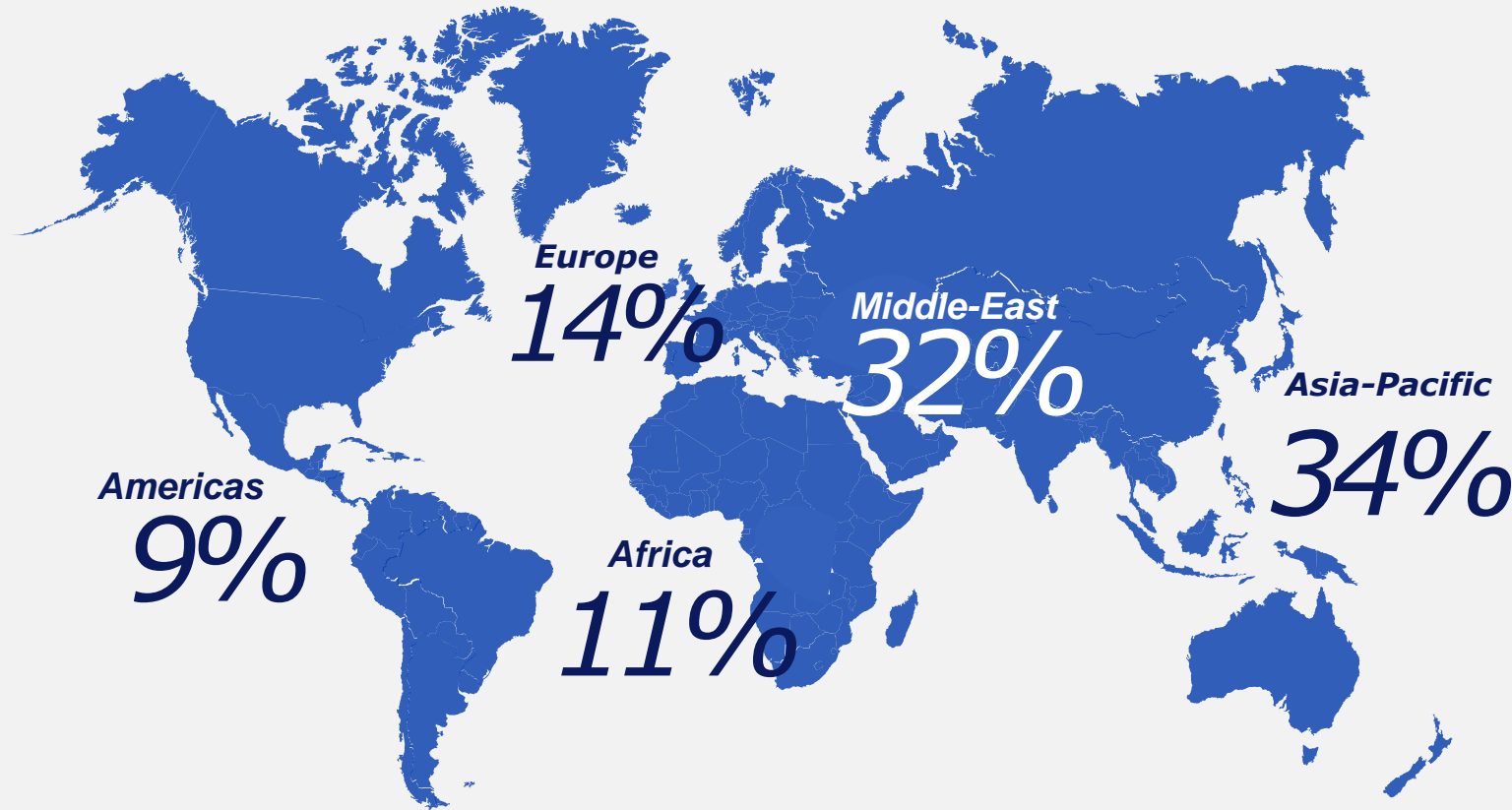
MARKET OVERVIEW



C-390 MILLENNIUM

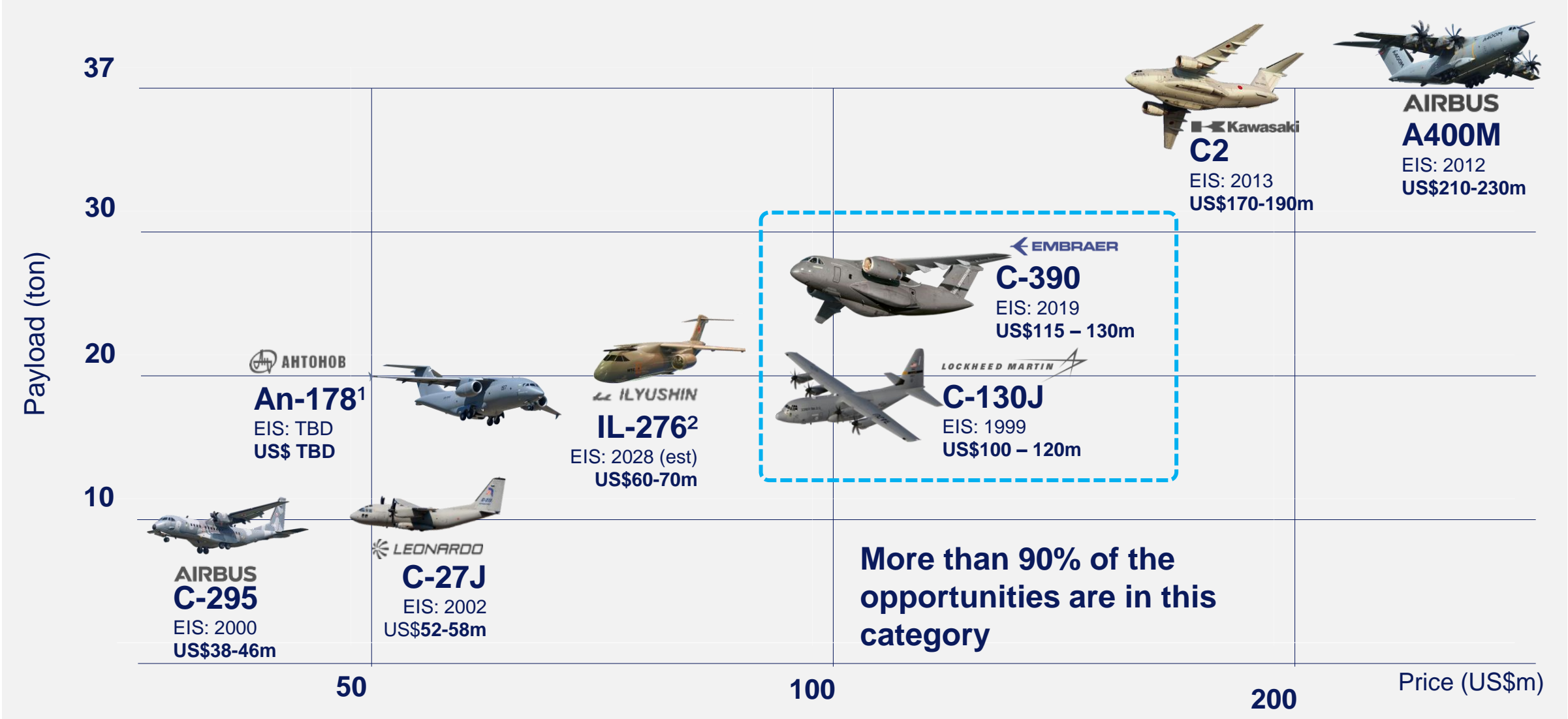
Market size (US\$):

\$60 bn +



Addressable market: **Approx. 490 aircraft**
Horizon: **20 years**

C-390 MILLENNIUM | COMPETITION OVERVIEW

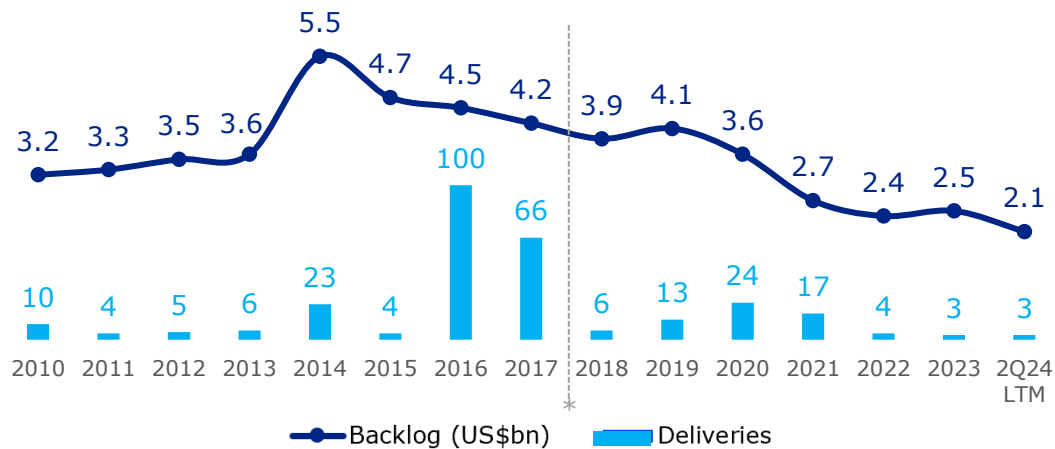


Note: (1) An-178 Program is very unlikely due to conflict between Russia and Ukraine; (2) IL-276 is being terminated (2024). A new design is being considered by Russia.

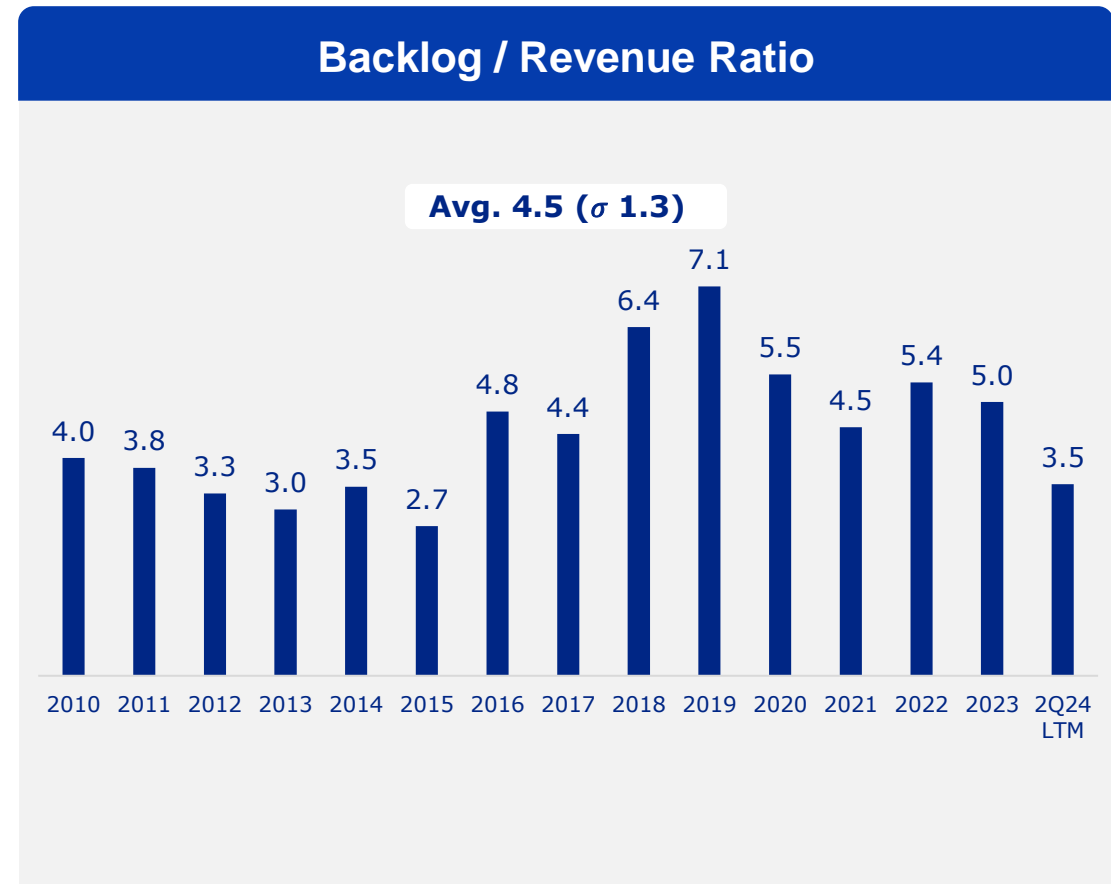
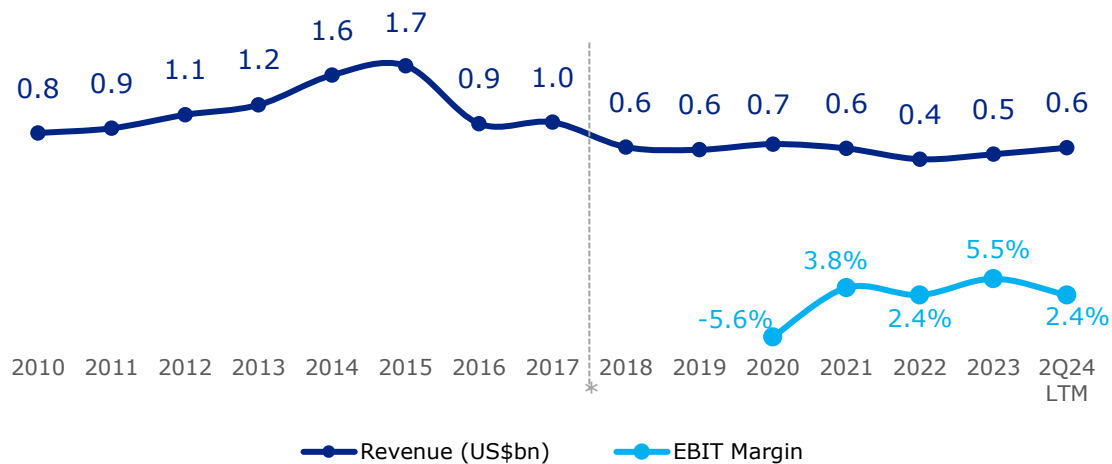
DEFENSE & SECURITY BACKLOG



Backlog¹ and Deliveries²



Revenue and EBIT Margin³



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



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



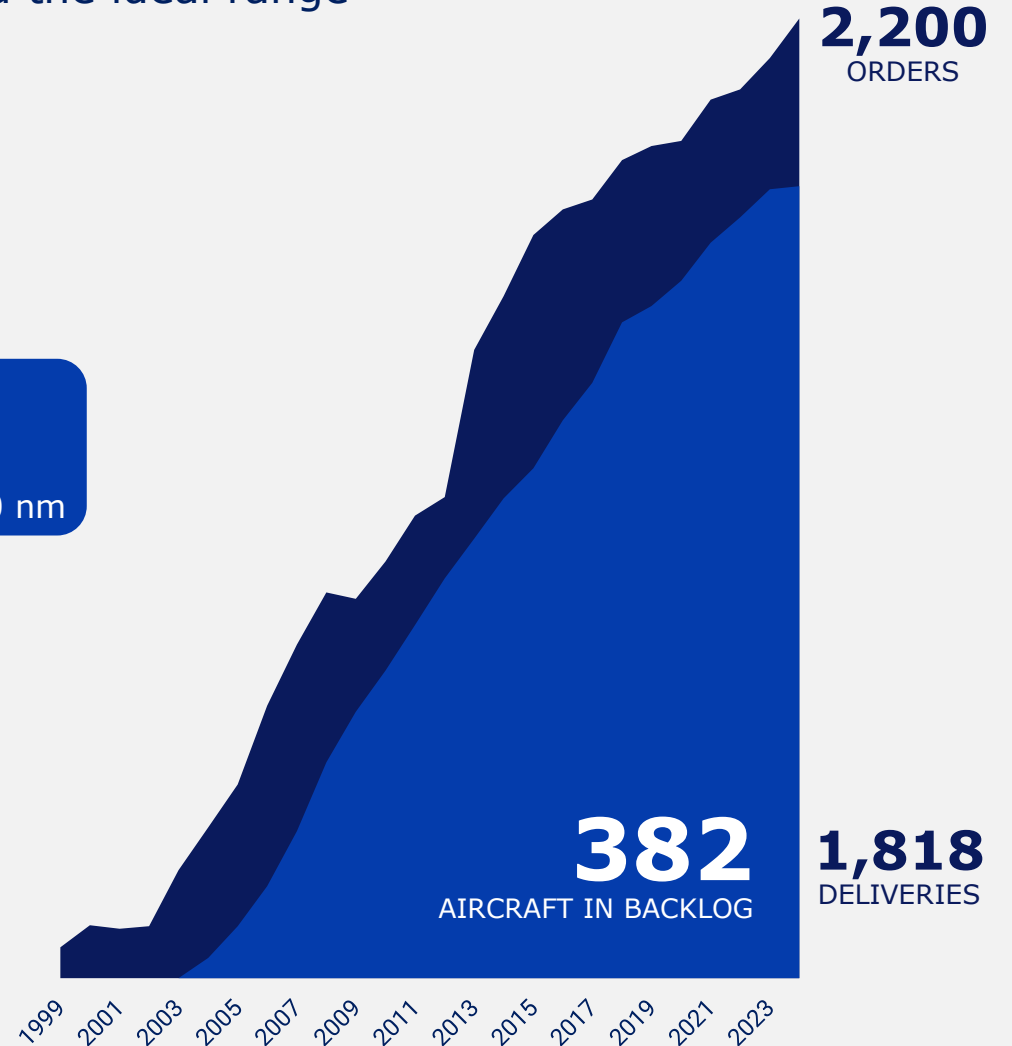
E195-E2
Seats: 120 to 146
Range: 4,815 km / 2,600 nm



E175-E1+
Seats: 76 to 88
Range: 4,074 km / 2,200 nm



E190-E2
Seats: 97 to 114
Range: 5,280 km / 2,850 nm



E2 NUMBERS & FACTS



FLYING

TO BE DELIVERED



CHINA
10x E195-E2



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



IRELAND
45x E195-E2
5x E190-E2



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



18 operators



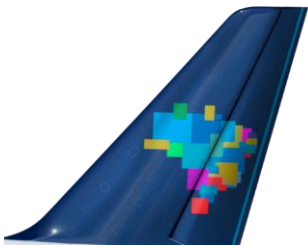
123 delivered aircraft



326 firm orders

E2 IS THE PREFERRED CHOICE TO COMPLEMENT NB

Selected to complement both Airbus and Boeing larger NB



Azul

SalamAir

الملكة للJordanian
ROYAL JORDANIAN

KLM

air astana

scot

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

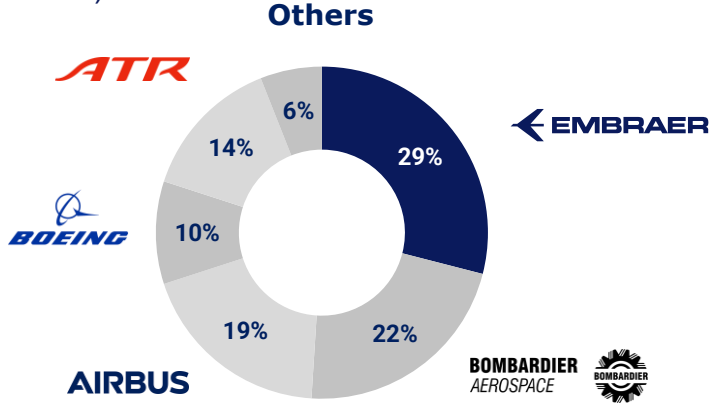
Accelerate [Connectivity] Opportunity

MARKET SHARE & PRODUCT POSITIONING



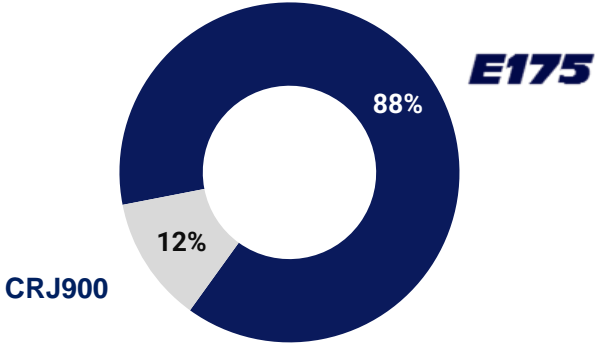
Up To 150-seat Global Market Share

(Deliveries since 2004)

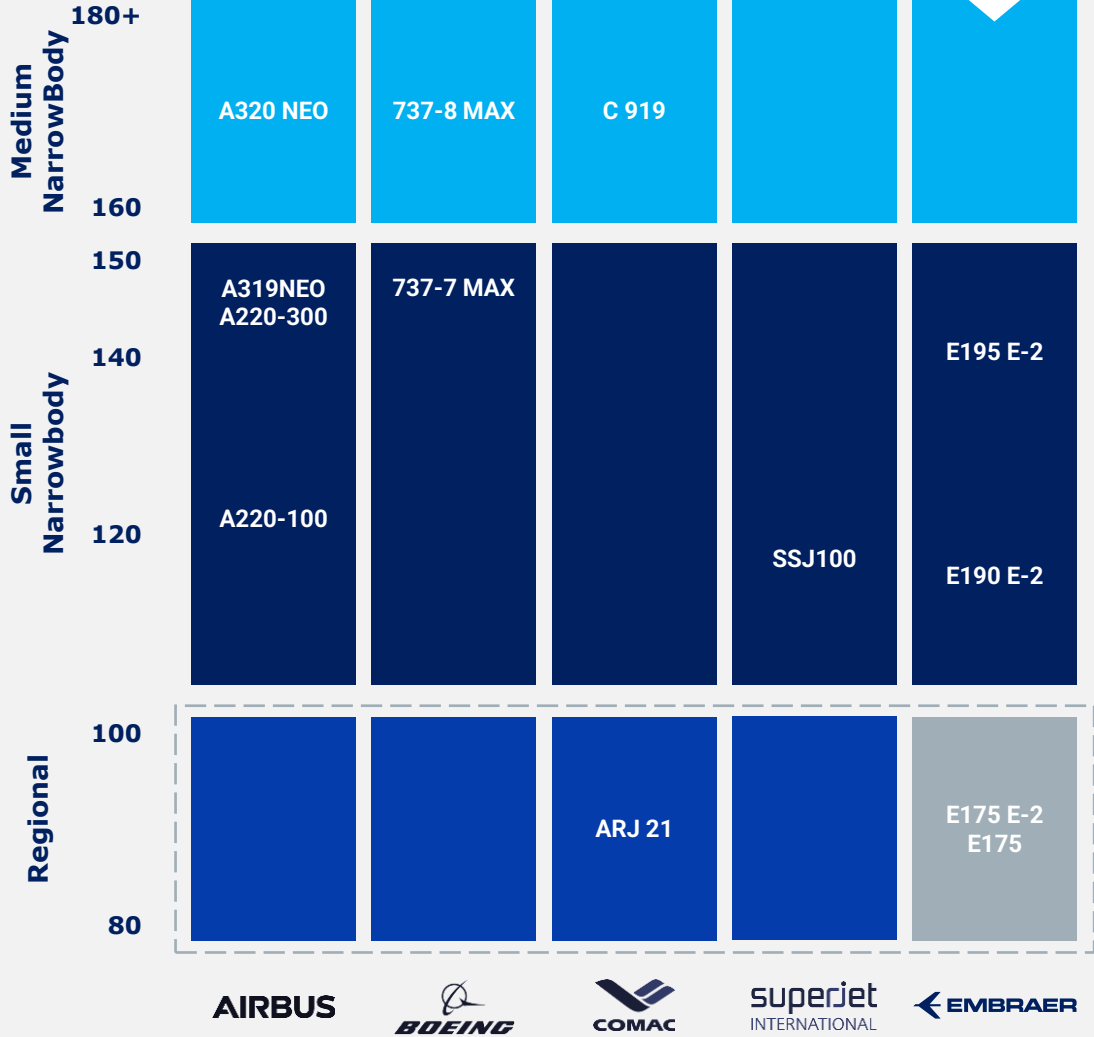


North America 70-90-seat Jets Market Share¹

(Orders since 2013)



Competitive Scenario



SMALL NARROWBODY GAINING TRACTION

MAIN MARKET DRIVERS



- / E1 reaching retirement age (550+ units)
- / Sustainability driving more efficient fleet
- / Demand growth in secondary markets and thinner routes



THE E2 IS THE SOLUTION FOR THE US MARKET



E2 value proposition for different business models

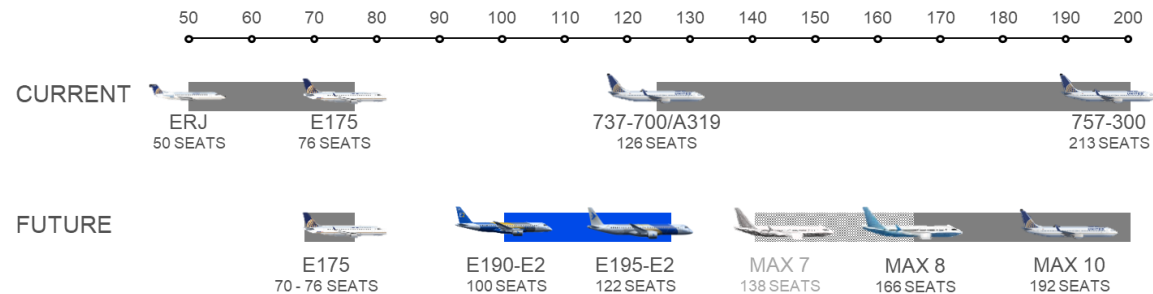
Mainline

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

Low Cost Carriers

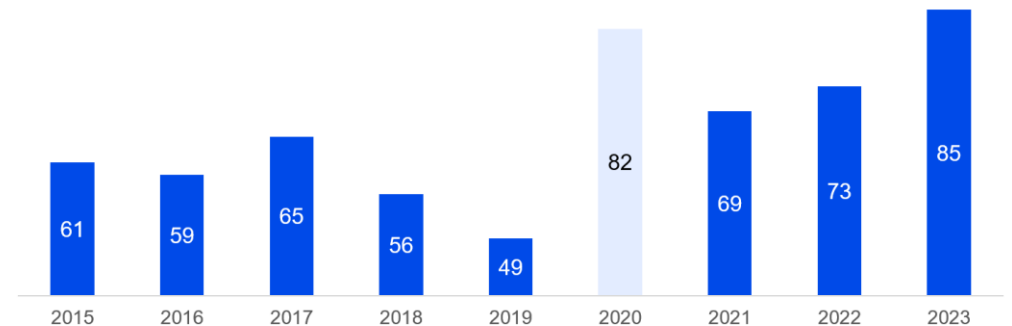
- Growing pocket of opportunities in thinner markets
- Lack an adequate aircraft to explore it
- E2 economics ideal for secondary cities expansion

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

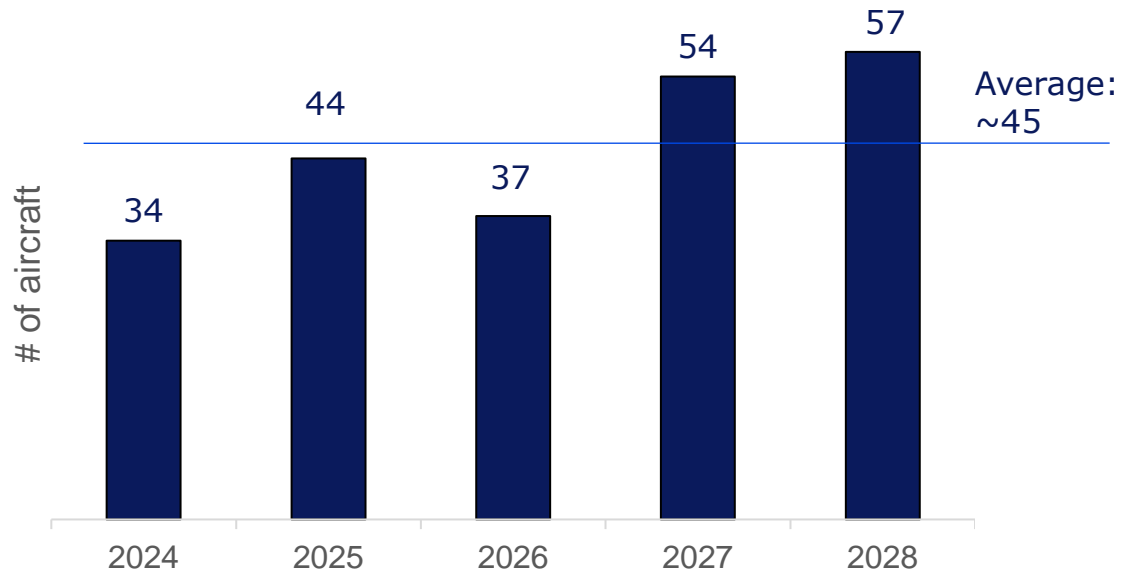


REPLACEMENT OPPORTUNITIES AHEAD FOR E1



Regional Aircraft Replacement Calendar (E175)

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

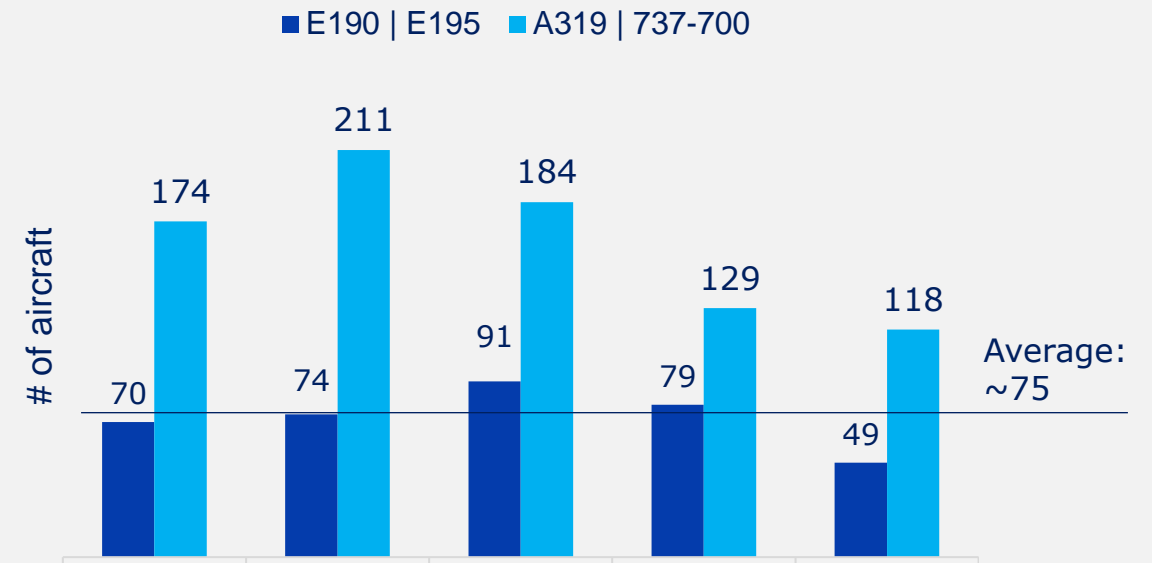


Low competition environment in the next decade

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



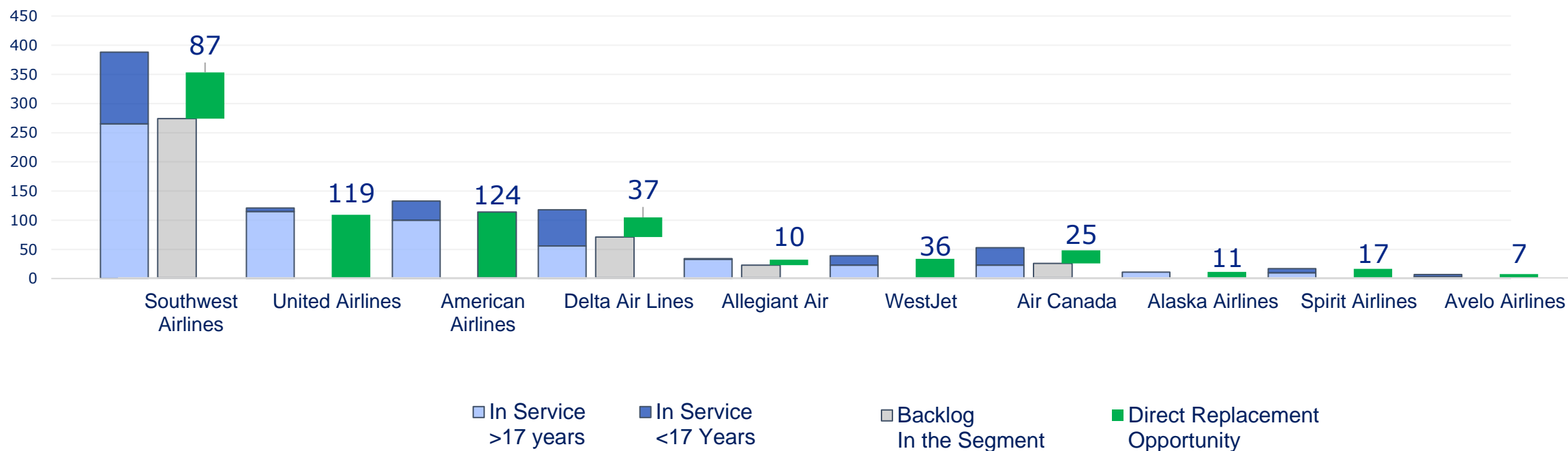
E1 replacement opportunities getting traction this decade – E2 as the most suitable option

Additional 737-700 and A319 replacement opportunities also addressable

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

Of which ~500 are direct replacement opportunities

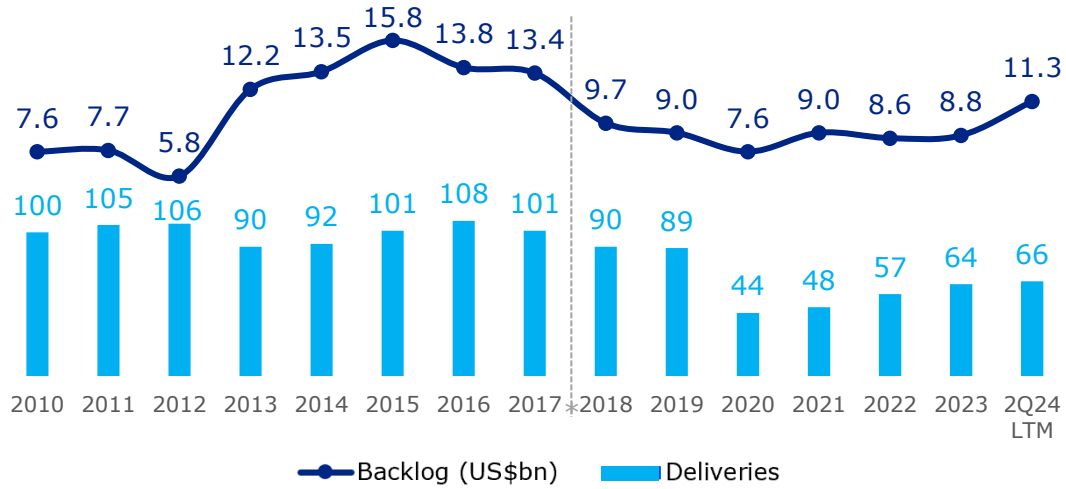
Top 10 2023 North America Narrow Body Fleet <150 Seats



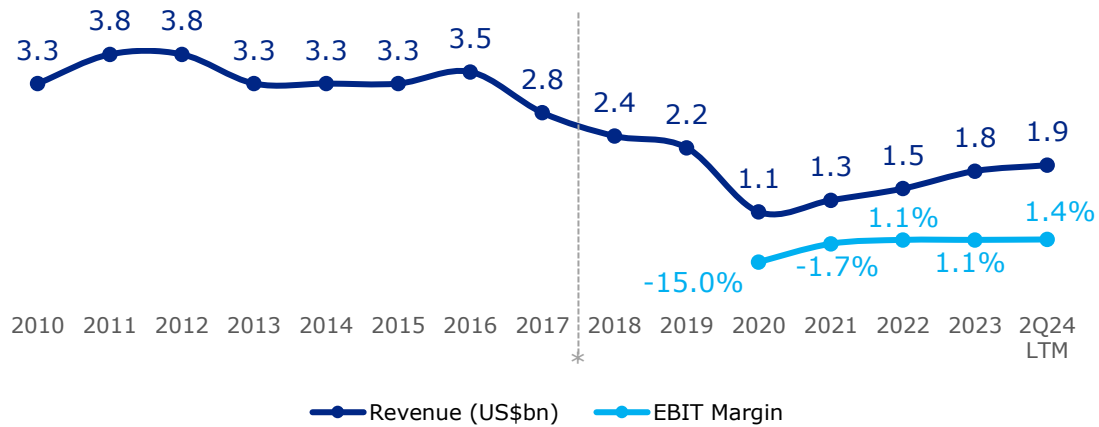
COMMERCIAL BACKLOG



Backlog and Deliveries

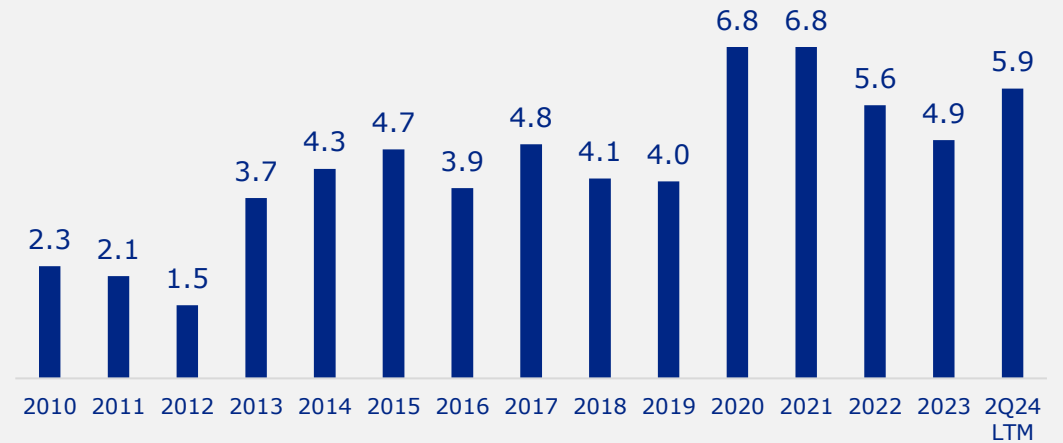


Revenue and EBIT Margin



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



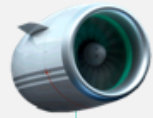
Agricultural

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



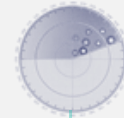
Executive Jets

1,050+ 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 **5,700+** products from **2,000+** customers in **100+** countries.

2300+
Embraer
employees

1700+
OGMA
employees

 **11**
Owned MROs

 **80+**
Authorized
Service Center

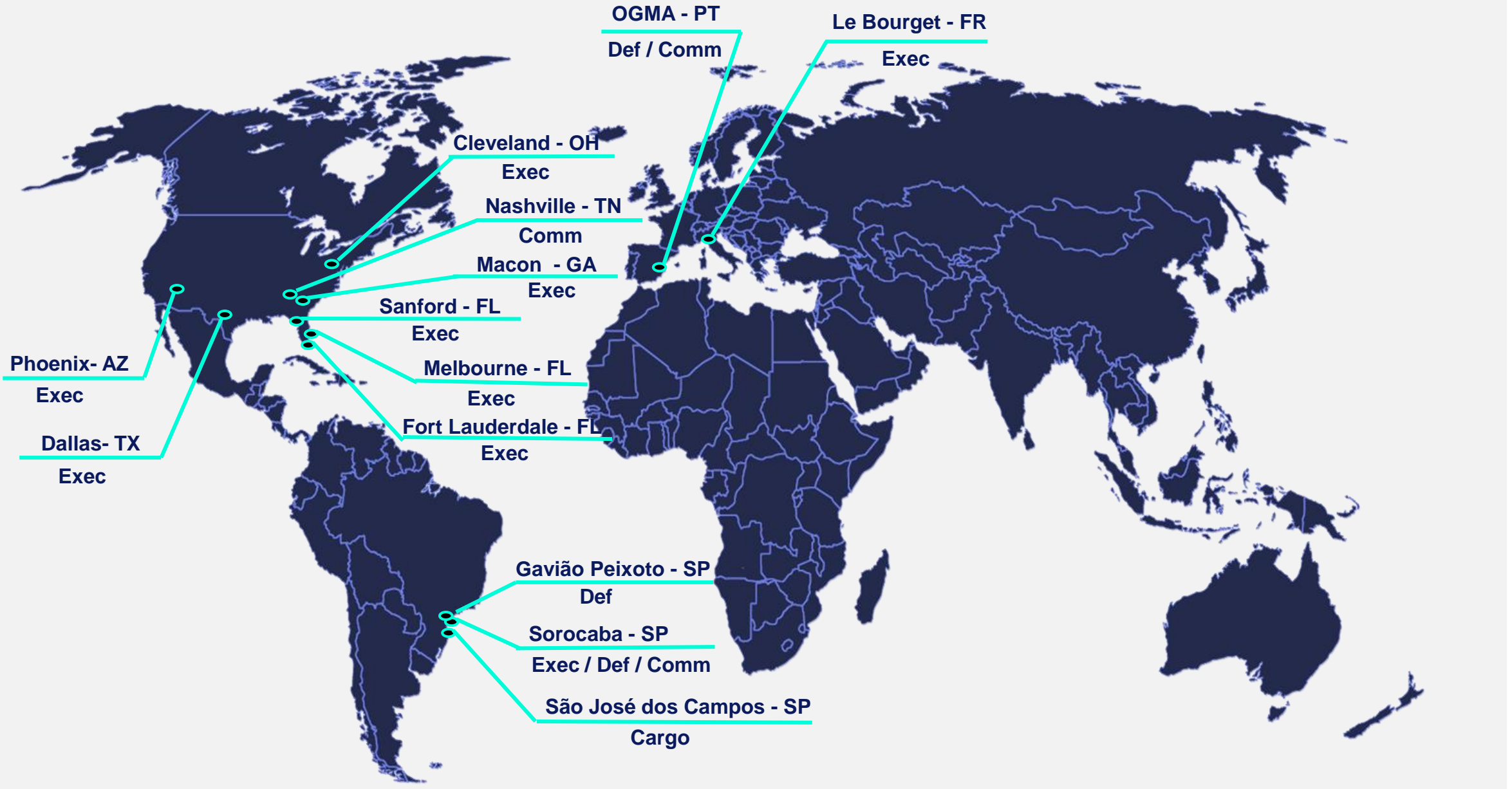
 **210+**
Field Support
Representatives

 **07**
Warehouses

 **92+**
Flight
Simulators



EMBRAER OWNED MRO NETWORK

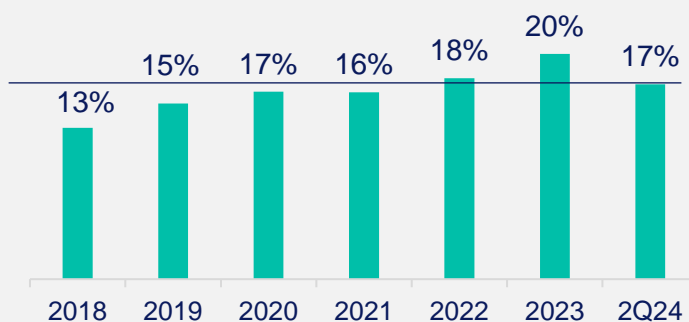


SERVICES & SUPPORT *Business Growth*

OGMA'S
PW GTF 1100/1900

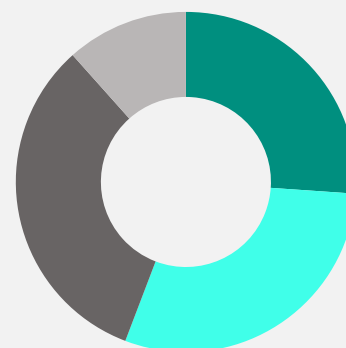
- First E-Jets E2 full flight simulator in Singapore
- E-Freighter completed its 1st flight
- 100+ aircraft added to the *Pool program*
- Backlog with profitable mix (c. +10% 2018-1Q24 CAGR)
- Multi-OEM capabilities at OGMA (€13bn 30-year GTF engine contract)

Backlog S&S / 3 BUs¹



Average:
~17%

Revenue Breakdown



- Spare Parts
- Pool
- MRO (w/ OGMA)
- Services

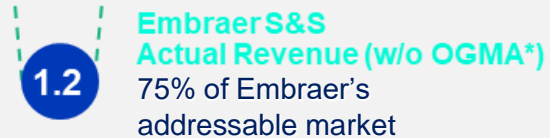
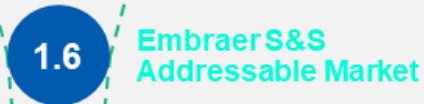
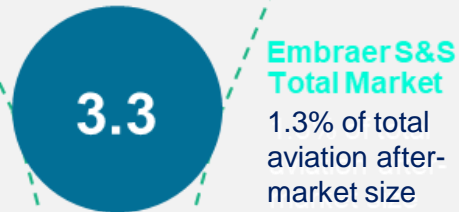
Note: (1) Commercial, Executive and Defense & Security



2023 AEROSPACE & DEFENSE AFTERMARKET SERVICES



Total Services & Support Market Size (USD bn)



Line Maintenance

22

Airframe

36

Tech. Services + Training

40

Component

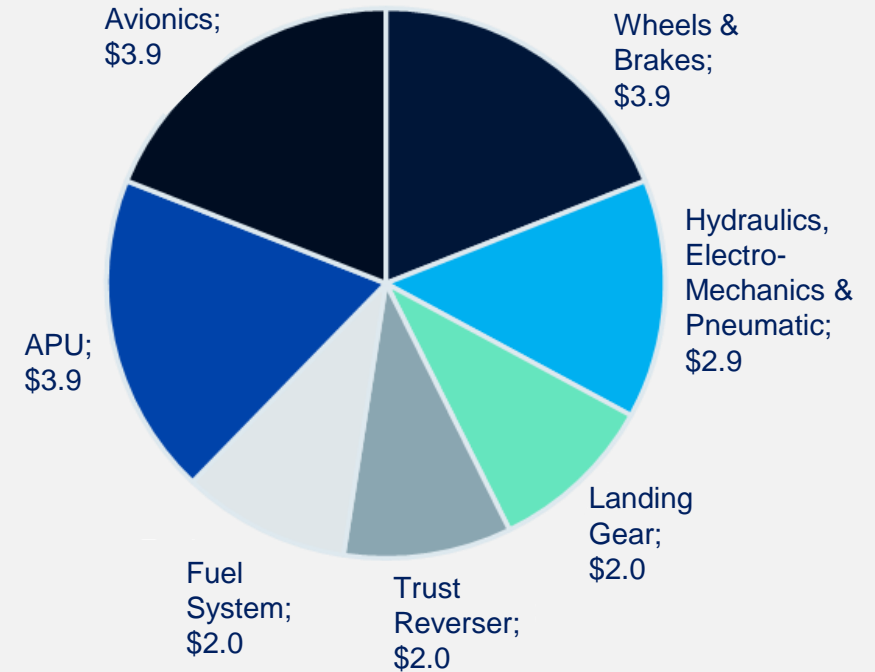
50

20 Civil
30 Military

Engine

110

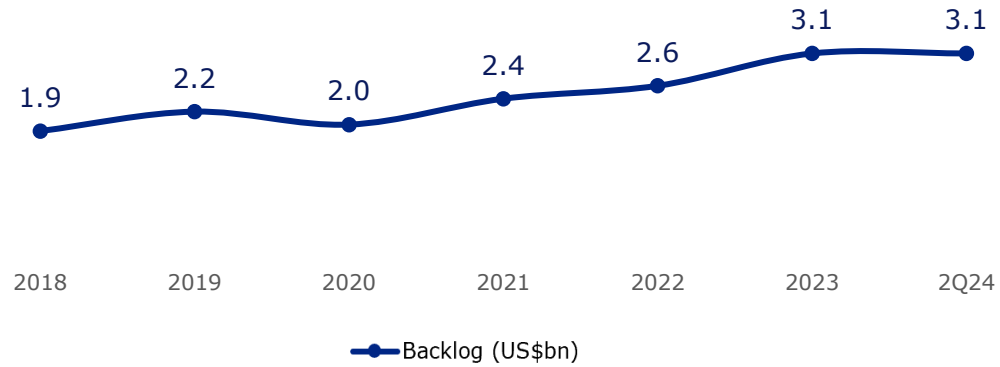
Civil A&D Component Repair Market (USD20 bn)



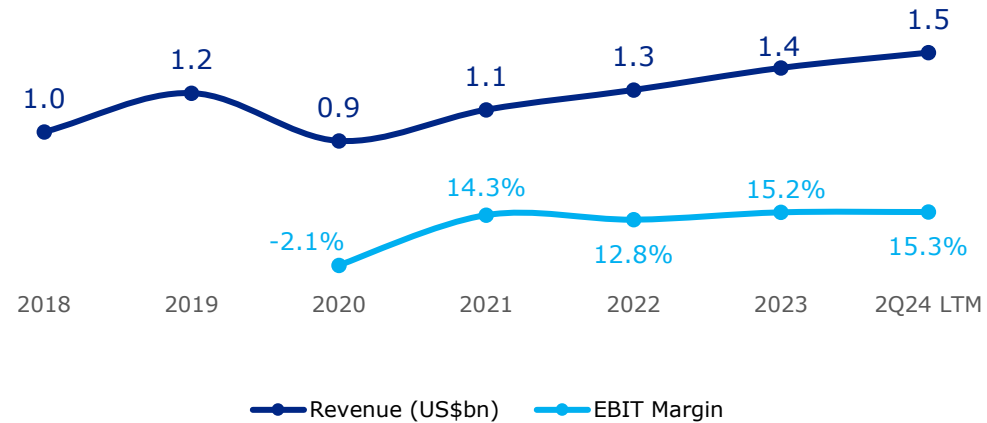
SERVICES & SUPPORT BACKLOG



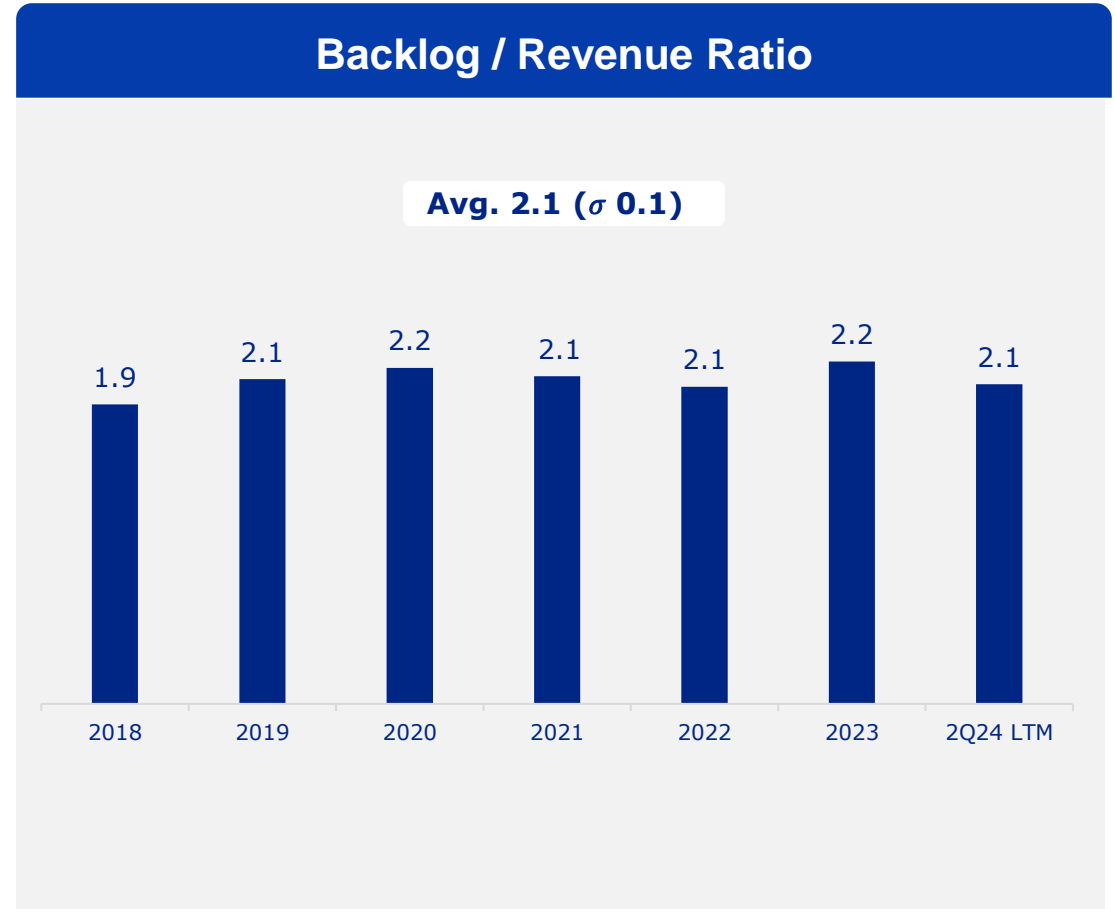
Backlog¹



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



APPENDIX

HISTORICAL FINANCIAL INFORMATION



INCOME STATEMENT



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

CONSOLIDATED STATEMENTS OF INCOME	2020	2021	2022	2023	2Q24 LTM
REVENUE	3,771	4,197	4,540	5,269	5,650
Cost of sales and services	(3,294)	(3,538)	(3,628)	(4,359)	(4,669)
GROSS PROFIT	478	660	912	910	981
OPERATING INCOME (EXPENSE)					
Administrative	(143)	(153)	(185)	(205)	(201)
Selling	(194)	(226)	(274)	(315)	(317)
Expected credit losses over financial assets and contract assets	(62)	13	(17)	10	(6)
Research	(30)	(43)	(110)	(90)	(62)
Other operating income (expense), net	(375)	(50)	(445)	(6)	15
Equity in income (losses) of associates	3	1	9	10	7
OPERATING PROFIT BEFORE FINANCIAL INCOME	(323)	201	(111)	315	417
Financial income (expense), net	(233)	(199)	(124)	(193)	(40)
Foreign exchange gain (loss), net	(79)	26	28	(1)	(8)
PROFIT BEFORE TAX ON INCOME	(635)	27	(206)	121	369
Income tax (expense) income	(93)	(71)	2	44	29
NET INCOME	(728)	(44)	(204)	164	398

CASH FLOW

(In millions of U.S. dollars)

CONSOLIDATED STATEMENTS OF CASH FLOWS	2020	2021	2022	2023	2Q24 LTM
OPERATING ACTIVITIES					
Net income	(728)	(44)	(204)	164	398
<i>Items not affecting cash and cash equivalents</i>					
Depreciation and amortization expenses	292	209	210	242	243
EVEX Transaction	-	-	239	-	-
Accrued interest	25	20	201	190	192
Other	254	(117)	(54)	(125)	(40)
<i>Changes in assets</i>					
Financial investments	(513)	(42)	181	23	287
Inventories	(35)	474	(294)	(287)	(403)
Other assets	(37)	(129)	(9)	(94)	(328)
<i>Changes in Liabilities</i>					
Trade accounts payable	(314)	5	258	50	252
Contract Liabilities	(135)	217	451	577	423
Taxes and payroll charges payable	(38)	2	39	99	54
Income tax and social contribution paid	-	-	(50)	(121)	(102)
Interest paid	-	-	(184)	(173)	(176)
Other liabilities	(61)	(80)	(34)	72	(11)
NET CASH GENERATED BY (USED IN) OPERATING ACTIVITIES	(1,290)	515	751	617	790
INVESTING ACTIVITIES					
Net acquisition to pp&e	(92)	(98)	(131)	(219)	(243)
Additions to intangible assets	(121)	(167)	(120)	(192)	(249)
Others	108	133	141	(36)	(74)
NET CASH GENERATED BY (USED IN) INVESTING ACTIVITIES	(105)	(132)	(110)	(448)	(566)
FINANCING ACTIVITIES					
Net Proceeds from borrowing	1,017	(418)	(816)	(331)	(829)
Receipt in the offering of shares of subsidiary	-	-	207	-	-
Dividends and interest on own capital	-	-	-	(13)	(13)
Others	(9)	(13)	(60)	(4)	(5)
NET CASH GENERATED BY (USED IN) FINANCING ACTIVITIES	1,009	(431)	(669)	(349)	(848)
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE PERIOD	2,308	1,883	1,839	1,816	1,350
Effects of exchange rate changes on cash and cash equivalents	(38)	2	4	(10)	(10)
Increase (decrease) in cash and cash equivalents	(387)	(47)	(27)	(179)	(624)
CASH AND CASH EQUIVALENTS AT THE END OF THE PERIOD	1,883	1,839	1,816	1,626	717

BALANCE SHEET

(In millions of U.S. dollars)

ASSETS	2Q20	2Q21	2Q22*	2Q23	2Q24
CURRENT					
Cash and cash equivalents	1,873	1,351	1,041	1,357	721
Financial investments	126	1,093	754	768	491
Trade accounts receivable	231	199	240	209	223
Derivative financial instruments	1	4	3	15	53
Customer and commercial financing	1	7	6	10	13
Contract assets	403	631	620	584	623
Collateralized accounts receivable	4	4	-	-	-
Inventories	3,129	2,315	2,393	2,889	3,246
Income tax and Social Contribution	95	135	102	169	221
Other assets	219	190	209	232	235
	6,081	5,929	5,368	6,233	5,825
NON-CURRENT					
Financial investments	-	47	170	170	294
Contract assets	-	-	2	3	3
Trade accounts receivable	-	-	1	3	1
Derivative financial instruments	0	0	3	2	1
Customer and commercial financing	7	23	15	68	34
Collateralized accounts receivable	12	8	-	-	-
Guarantee deposits	1	42	-	-	-
Deferred income tax and social contribution	160	100	23	50	132
Other assets	77	119	165	156	163
Investments	9	6	9	14	48
Property, plant and equipment	1,944	1,913	1,653	1,680	1,852
Goodwill	-	-	-	-	-
Intangible assets	1,972	2,098	2,231	2,284	2,432
Right of use assets	62	56	60	67	92
	4,244	4,412	4,330	4,496	5,051
TOTAL ASSETS	10,325	10,341	9,698	10,729	10,876

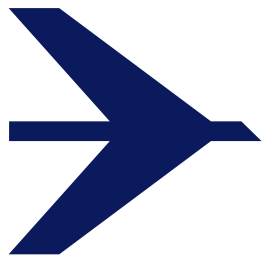
(In millions of U.S. dollars)

LIABILITIES & SHAREHOLDERS' EQUITY	2Q20	2Q21	2Q22*	2Q23	2Q24
CURRENT					
Trade accounts payable	787	515	727	820	1,041
Trade accounts payable - Supplier finance	-	2	12	30	48
Loans and financing	471	809	70	855	127
Lease liabilities	10	11	11	12	16
Contract Liabilities	1,085	992	1,318	1,658	1,922
Derivative financial instruments	11	2	61	99	55
Taxes and payroll charges payable	81	44	37	34	34
Income tax and social contribution	102	74	80	142	194
Provision	97	114	112	100	90
Others	294	294	261	355	352
	2,938	2,856	2,691	4,105	3,878
NON-CURRENT					
Loans and financing	3,328	3,523	3,093	2,631	2,533
Lease liabilities	53	48	53	62	82
Contract Liabilities	239	268	479	519	679
Derivative financial instruments	13	5	29	58	20
Taxes and payroll charges payable	11	12	12	22	15
Deferred income tax and social contribution	509	445	335	330	276
Provision	108	112	133	167	168
Others	147	186	82	79	111
	4,407	4,599	4,215	3,867	3,884
SHAREHOLDERS' EQUITY					
Capital	1,552	1,552	1,552	1,552	1,552
Treasury shares	(26)	(28)	(28)	(28)	(28)
Revenue reserves	2,111	1,344	1,301	1,116	1,280
Share-based remuneration	37	37	39	42	48
Retained earnings (losses)	(608)	(131)	(178)	(90)	128
Cumulative translation adjustments	(185)	-	-	-	-
Other comprehensive income	-	-	(215)	(159)	(208)
Results from transactions with non controlling shareholder	-	-	61	78	92
	2,882	2,774	2,532	2,511	2,863
Noncontrolling interest	99	112	261	246	251
	2,980	2,886	2,793	2,757	3,114
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	10,325	10,341	9,698	10,729	10,876

*Restated - EVE Transaction

APPENDIX

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



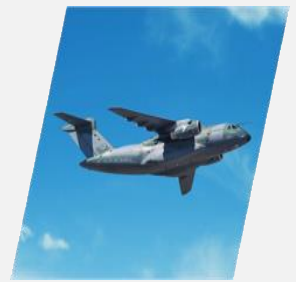
**E-Jet
Family**

2000



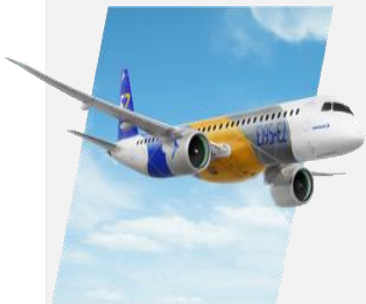
**Beginning of
Executive
Aviation**

2009



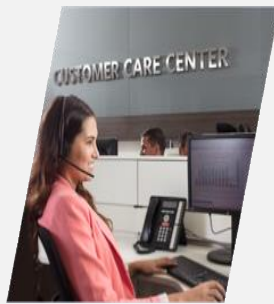
**KC-390
MILLENNIUM**

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

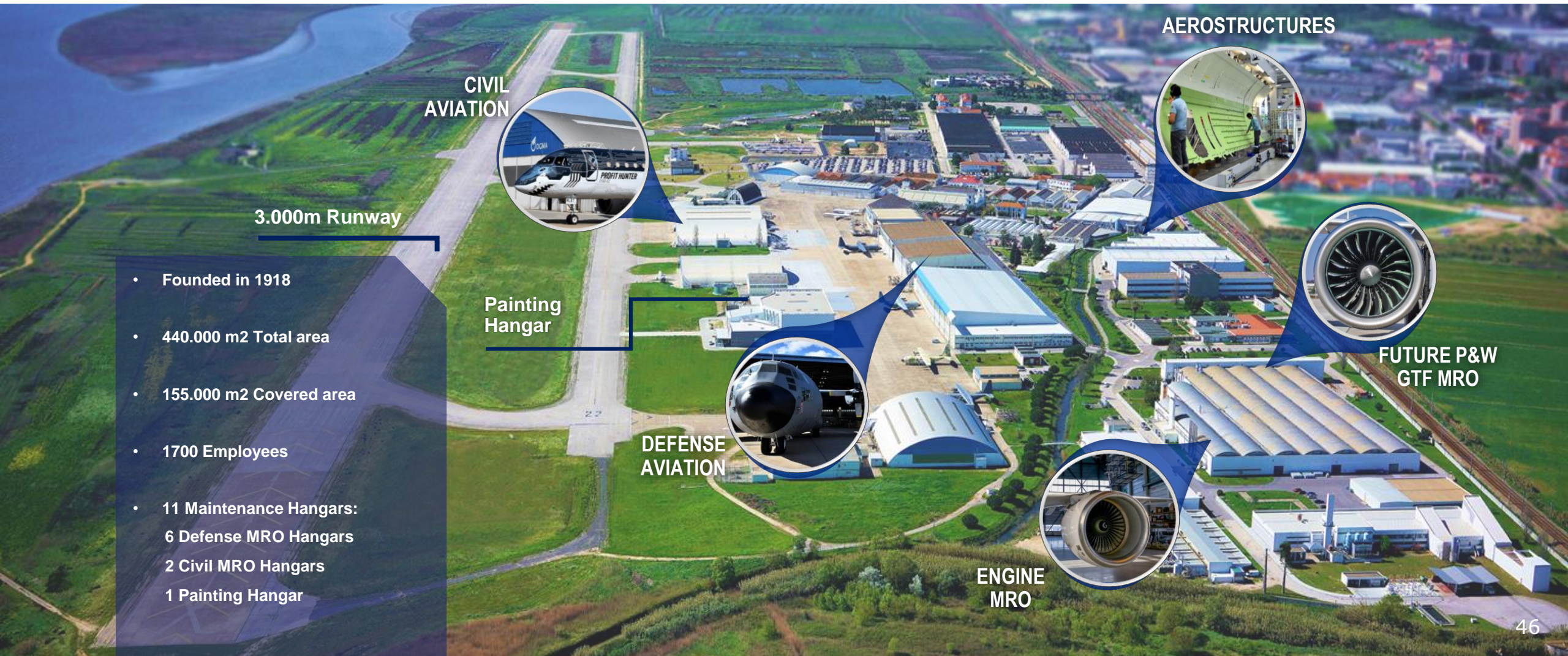
China
Beijing





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

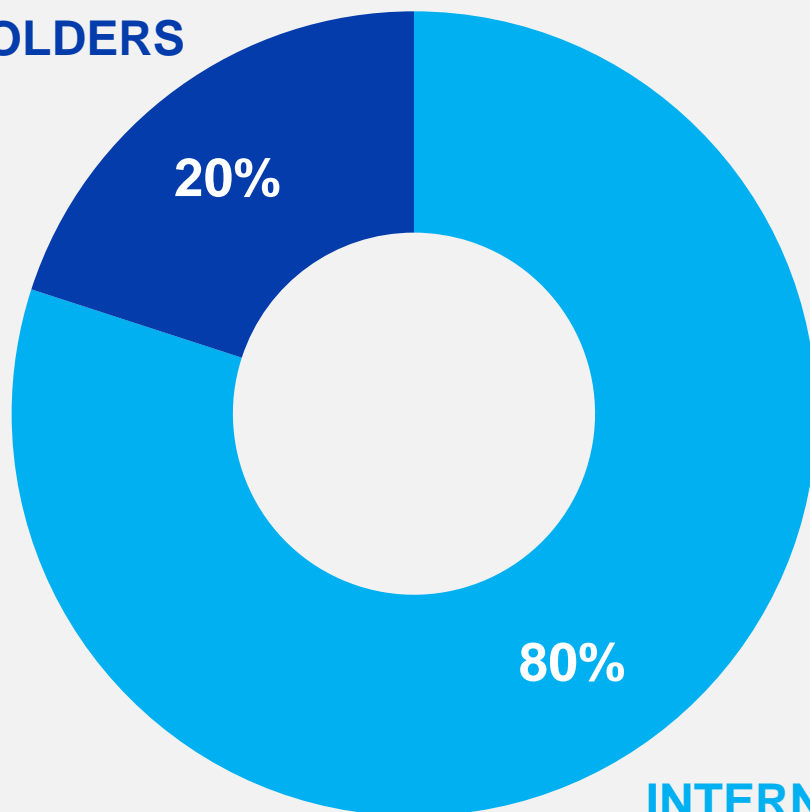
Embraer-CAE Training Services

CAE

OWNERSHIP STRUCTURE

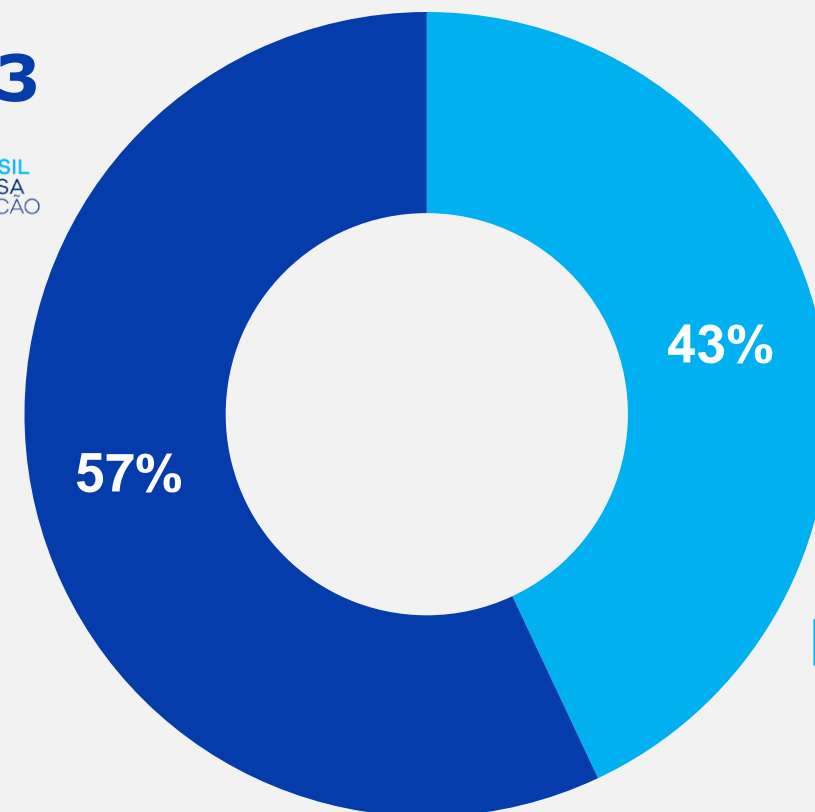


LOCAL
SHAREHOLDERS



INTERNACIONAL
SHAREHOLDERS

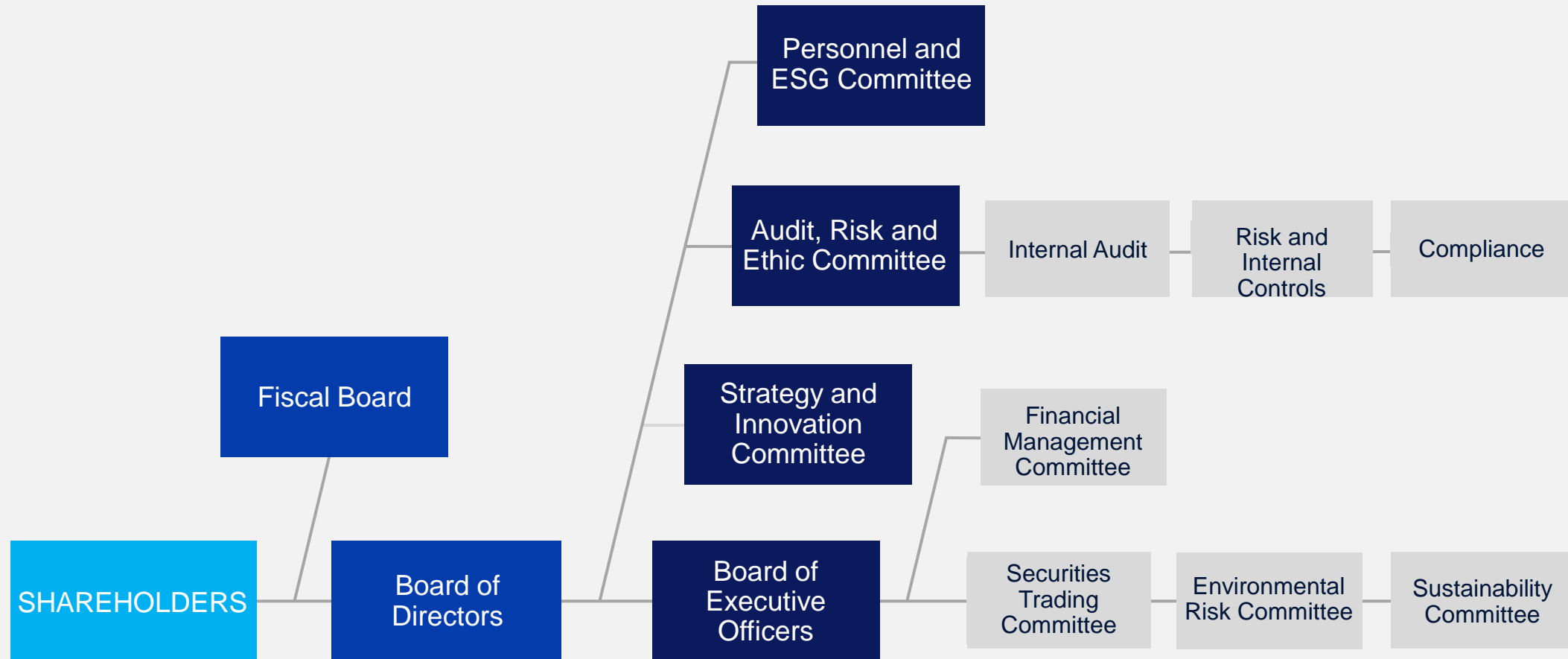
EMBR3



ERJ



CORPORATE GOVERNANCE STRUCTURE





720

Students in São José dos Campos and Botucatu

+5,000

Students graduated since 2002

+86%

Approval at public universities

EMBRAER HIGH SCHOOL



 **EMBRAER**

THANK YOU!



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