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This presentation contains “forward-looking statements” within the meaning of the “safe harbor” provisions of the Private Securities Litigation Reform Act of 1995, including but not limited to, statements regarding the development and performance of our aircraft, the growth of our manufacturing capabilities, our regulatory outlook, progress and timing, including our expectation to start commercial passenger service in 2025, the expected timing of type certification and our plan to begin initial service operations with the Department of Defense in 2024; our business plan, objectives, goals and market opportunity; plans for, and potential benefits of, our strategic partnerships; and our current expectations relating to our business, financial condition, results of operations, prospects, capital needs and growth of our operations, including the expected benefits of our vertically-integrated business model. You can identify forward-looking statements by the fact that they do not relate strictly to historical or current facts. These statements may include words such as “anticipate”, “estimate”, “expect”, “project”, “plan”, “intend”, “believe”, “may”, “will”, “should”, “can have”, “likely” and other words and terms of similar meaning in connection with any discussion of the timing or nature of future operating or financial performance or other events. All forward looking statements are subject to risks and uncertainties that may cause actual results to differ materially, including: our ability to launch our aerial ridesharing service and the growth of the urban air mobility market generally; our ability to produce aircraft that meet our performance expectations in the volumes and on the timelines that we project, and our ability to launch our service; the competitive environment in which we operate; our future capital needs; our ability to adequately protect and enforce our intellectual property rights; our ability to effectively respond to evolving regulations and standards relating to our aircraft; our reliance on third-party suppliers and service partners; uncertainties related to our estimates of the size of the market for our service and future revenue opportunities; and other important factors discussed in the section titled “Risk Factors” in our Annual Report on Form 10-K, filed with the Securities and Exchange Commission (the “SEC”) on March 1, 2023, and in future filings and other reports we file with or furnish to the SEC. Any such forward-looking statements represent management’s estimates and beliefs as of the date of this presentation. While we may elect to update such forward-looking statements at some point in the future, we disclaim any obligation to do so, even if subsequent events cause our views to change.

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Meet Joby

A vertically integrated transportation company

We develop, manufacture and will operate a revolutionary new aircraft.

Plan to launch our app-based aerial ridesharing service directly to end-users.

1500+ employees across Santa Cruz, San Carlos, Monterey County, Washington DC, Austria, and Germany.
The service
Multimodal Aerial Ridesharing Service
Multimodal aerial rideshare
Manhattan > JFK airport
29 million
Trips per day, New York City
99.4%
Trips <50 miles

31 million
Trips per day, Los Angeles County
99.1%
Trips <50 miles
The aircraft
Joby aircraft evolution

- Subscale demonstrator (2014)
- Full-scale demonstrator (2017)
- Pre-production prototype (2019)
- Production prototype (2023)
- FAA-certified aircraft
Payload
1000 lbs — 4 passengers, 1 pilot

Range
Trips up to 100 miles

Speed
Up to 200 mph

Sound
~45 dBA in cruise
Dual-wound motors

Isolated battery packs
We chose to source pouch cells from the automotive supply chain that deliver on all key metrics.

288 Wh/kg
Cell-level specific energy

10,000+
Flight cycles
Pack-level specific energy

We assembled these cells into packs that meet the FAA’s safety requirements and deliver industry-leading performance.
Production Prototype

Built on our pilot production line, our first company-conforming aircraft was completed in June 2023—a major step on our journey to scaled production.
Joby selected Dayton, Ohio, the birthplace of aviation for its first scaled manufacturing facility.

Due to come online in 2025

Joby plans to build facility capable of delivering up to 500 aircraft per year.
This aircraft was the first eVTOL aircraft delivered to a customer when it moved to the United States Department of Defense Edwards Air Force Base.
Operations
Regulatory Framework

- Type Cert. & Prod. Cert.
- Pilot Qualification
- Commercial Operations
- Air Traffic & Airspace
- Airports, Helipads & Vertiports

- 21.17(b)
- G-1 Basis
- G-2 MoC
- ASCP

- FAA SFAR
- Commercial Pilots
- Model Specific Training

- FAA SFAR
- Part 135

- Traditional Equipage
- On-board Pilot
- Local Efficiency Solutions

- Airports
- Heliports
- Vertiports
Q4 2024
Expected FAA SFAR finalized
(operations & pilot training)

Q2 2022
Received Part 135

2025
Expected begin commercial operations
Airspace Integration
**Approach:** Integrate initial Joby operations into the current airspace and evolve the airspace environment for future scale

**Challenge**

**Solutions**

*Current Day*

*Mid-Term to Long-Term*

*Corridors*

*Third-party service providers*

*Defined routes that streamline communications*
Joby Airspace

Airspace Integration
Develop airspace access plans for areas of interest, create tools and procedures to support initial ops, and identify airspace barriers to operating at scale.

Unlocking Scalability
Solve airspace integration challenges and enable scalability by leveraging external engagements.
Take Flight
Over 1,000 test flights
(30,000+ flight miles)