Mobility Reimagined
First spin-off from EmbraerX
eVTOL and UATM projects incubated for four years within EmbraerX

Clear revenue visibility
Largest order pipeline in AAM industry, with customers around the globe in all continents

NYSE-listed company (EVEX) from May 10, 2022
2022 capital raise of $377 million from strategic and financial investors

Leveraging Atech’s Knowledge
Eve and Atech, Embraer’s Air Traffic Control technology and system integrator company, are partners in Urban ATM software development
Enabling AAM ecosystem by developing product and solutions that offer scalability and support

**eVTOL Development**
Designing, developing and certifying an electric vertical take-off and landing (eVTOL) vehicle

**UAM Services**
**Fleet Operations:** Provide UAM capacity on demand through a network of eVTOLs and strategic partners

**Services & Support:** Provide agnostic maintenance, support and training services to Eve and third-party aircraft

**UATM**
Developing a next-generation *Urban Air Traffic Management* that provides shared situational awareness and enables equitable airspace access
eVTOL
Vehicle design optimized for urban mobility

Flexible capacity
4 seats at EIS with up to 6 in uncrewed configurations

High utilization rate
Designed for thousands flight cycles per year with industry-leading reliability

100% Electric Vehicle
ZERO local carbon emissions

Tailored for urban mobility
100 km (60 mile) range at EIS addresses 99% of UAM missions

Unmatched cost efficiency
Over 6X lower cost-per-seat than helicopters and best in class for eVTOLs

Community-friendly
Up to 90% lower noise footprint compared to equivalent helicopters

Lift + Cruise design
Overhead wings with distributed rotors and rear propellers
The Largest and Most Diversified Backlog in the Industry

Strong partnership network

Letters of Intent for up to 2,850 eVTOL AIRCRAFT
FIRST EVTOL PRODUCTION LOCATION IN BRAZIL

Located in the City of Taubaté, in the state of São Paulo, Brazil

Reimagines how aircraft will be built driven by innovation and sustainability

Strategic logistical location – highways, railways and proximity to Embraer Campus
eVTOL BUILDING BLOCKS

Wind Tunnel Testing

Propeller RIG

Truck-Mounted RIG

1st Carbon Fiber Wing Prototype

Flight-Control RIG

Motor RIG
Eve’s Global UAM Ecosystem Initiatives
For agnostic, integrated and equitable UAM ecosystem

Chicago CONOPS & Simulation
Simulating passenger services and operational ecosystem in commuting

Miami UAM CONOPS
Understanding Passenger Experiences and eVTOL User Journeys to prepare for UAM implementation

Rio CONOPS & Simulation
Simulating passenger services and operational ecosystem in airport shuttle

UK CAA Regulatory Sandbox
Co-created solutions with ANSP to address regulatory barriers to airspace integration

Japan CONOPS
Understanding ground infrastructure and traffic management systems

India Pilot Project
Supporting pilot project offering passenger services for commuting in Bengaluru

Australia UATM CONOPS
Developed and tested UATM CONOPS for airspace integration with Australia’s ANSP

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AIR TRAFFIC MANAGEMENT IN THE URBAN ENVIRONMENT
UAM Operating Environment

- Operations will increase in tempo, density & complexity
- More flights with short turnaround times and less time for reaction
- Multiple vertiports will support multiple operators
- eVTOL aircraft will have unique performance capabilities
- Increase in other airspace users, both UAM & others (i.e., UAS)
Additional Airspace & ATM Challenges for New Operations

**Controlled Airspace**
- Access to controlled airspace not guaranteed
- Clearances by ATC may require holding due to multiple operators and aircraft types seeking access.

**Lack of Flight Planning Requirements**
- Visual flight rules and uncontrolled airspace do not require flight planning
- Limited predictability and coordination of different users in congested airspace.

**Flights into Airports**
- Good locations for UAM business case are complex for airspace access

**Legacy Systems Lack Integration & Automation**
- Solutions rely on multiple data sources, manual data entry
- Often isolated from other stakeholders.

**Challenges are not just about high-density operations**
- Vertiport resource availability
- More systemization to reduce holding
- Reduced reliance on voice communications
- Integration of all airspace users
- Roadmap to autonomy integration
Urban ATM
Concept Introduction

Urban Air Traffic Management (UATM) is the collection of systems and services, including:

- Organizations
- Airspace structures & procedures
- Regulations
- Environment
- Technologies

To support the integrated operation of UAM vehicles & other airspace users in low-level airspace to enable the **optimized performance and safety** of UAM operations, driving towards autonomy.

Optimizing all ICAO Key Performance Areas
Evolution of UAM Operations
Development Horizons

**HORIZON 1**

- **2025**
  - Initial Piloted UAM operations supported by conventional ATM Procedures & Technology
  - Implement existing ATM concepts (e.g., VFR routes)

**HORIZON 2**

- **202X**
  - UAM Aircraft Operations where current ATM procedures and technology are insufficient to support the demand for operations

**HORIZON 3**

- **203X**
  - Mix of piloted & autonomous UAM Aircraft Operations

However, new Vertiport & Fleet Operator Planning, Information Sharing, Flow Management, and Situation Awareness services needed from day 1 of UAM operations
Not all services are to ‘uncrewed’ aircraft
Revenue from AAM flight likely to be higher than UAS – has implication for service provision
Differentiates required and value-added services between UAM/AAM and UAS operations
  Does not mean a service provider cannot serve both
Means of Compliance for AAM specific services not defined, but expected to be higher than for UTM
Challenges of eVTOL integration likely to provide insight for future ATM arrangements for all airspace users
Urban ATM
Safe and efficient urban operations

Vital Need for Urban Air Traffic Management (Urban ATM)
Conventional voice-based air traffic control (ATC) cannot scale

Integration and scaling of UAM with pilots is first challenge
Crewed eVTOL operations will have specific traffic management challenges

Long term, integration of crewed and uncrewed aircraft
Need to ensure new and traditional airspace users can share the airspace

Stepping stones to ATM 2.0
UAM traffic management the catalyst for redefining ATM
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