



# *BACKLOG & DELIVERIES* **2Q26**



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*Embraer's backlog reached  
US\$34.5 billion in 2Q26 – its seventh  
consecutive all-time high*

**+16%**

*The company wide backlog reached US\$34.5 billion in 2Q26, up 7% from the previous all-time high recorded in the prior quarter, and up 16% year-over-year (yoy).*

**15.1 bn**

*Commercial Aviation recorded a US\$15.1 billion backlog, up 15% yoy, helped by a new firm order for 15 E195-E2 aircraft from Azorra.*

**7.8 bn**

*Executive Aviation reported a US\$7.8 billion backlog, up 5% yoy, and the new Praetor 500E/600E obtained triple certification from ANAC, FAA and EASA.*

**42%**

*Defense & Security posted a US\$6.1 billion backlog, up 42% yoy, underpinned by a landmark agreement for the C-390 Millennium with the UAE Air Force.*

**5.5 bn**

*Services & Support printed a record-high US\$5.5 billion backlog, up 12% yoy - a new all-time record for the business unit.*

## São Paulo (SP), Brazil, July 24, 2026

Embraer (NYSE: EMBJ / B3: EMBJ3) registered a backlog of US\$34.5 billion in 2Q26, up 7% from the previous all-time high recorded in the prior quarter, and up 16% yoy.

### Backlog by Segment - US\$ bn

| Business Unit       | 2Q26        | 1Q26        | qoq       | 2Q25        | yoy        |
|---------------------|-------------|-------------|-----------|-------------|------------|
| Commercial Aviation | 15.1        | 15.0        | 1%        | 13.1        | 15%        |
| Executive Aviation  | 7.8         | 7.6         | 3%        | 7.4         | 5%         |
| Defense & Security  | 6.1         | 4.4         | 39%       | 4.3         | 42%        |
| Services & Support  | 5.5         | 5.1         | 8%        | 4.9         | 12%        |
| <b>Total</b>        | <b>34.5</b> | <b>32.1</b> | <b>7%</b> | <b>29.7</b> | <b>16%</b> |

Embraer delivered 65 aircraft in 2Q26 across its business units. The result represents a 48% increase compared to the 44 deliveries in 1Q26, and a 7% increase versus the 61 aircraft delivered in 2Q25. In the first half of 2026 (1H26), the company delivered 109 aircraft, approximately 20% more than the 91 aircraft delivered in the same period of the previous year.

Deliveries in 1H26 represented approximately 42% of the midpoint (248 aircraft) of the company's full-year delivery guidance (between 240 and 255 aircraft in 2026) for the combined Executive and Commercial Aviation business units, 8 percentage points ahead of the 34% five-year historical average for the period. The performance reflects continued progress in the company's production leveling initiatives.

### Deliveries by Segment

| Business Unit                                                 | 2Q26      | 1Q26      | 2Q25      | 1H26       | 1H25      | 2026 Guidance   |
|---------------------------------------------------------------|-----------|-----------|-----------|------------|-----------|-----------------|
| <b>Executive Aviation</b>                                     | <b>45</b> | <b>29</b> | <b>38</b> | <b>74</b>  | <b>61</b> | <b>160-170</b>  |
| Phenom 100                                                    | 4         | 1         | 4         | 5          | 6         |                 |
| Phenom 300                                                    | 20        | 15        | 17        | 35         | 29        |                 |
| Small Jets                                                    | 24        | 16        | 21        | 40         | 35        |                 |
| Praetor 500                                                   | 9         | 9         | 8         | 18         | 11        |                 |
| Praetor 600                                                   | 12        | 4         | 9         | 16         | 15        |                 |
| Medium Jets                                                   | 21        | 13        | 17        | 34         | 26        |                 |
| <b>Commercial Aviation</b>                                    | <b>20</b> | <b>10</b> | <b>19</b> | <b>30</b>  | <b>26</b> | <b>80-85</b>    |
| E175                                                          | 10        | 6         | 9         | 16         | 13        |                 |
| E190-E2                                                       | 4         | 1         | 1         | 5          | 1         |                 |
| E195-E2                                                       | 6         | 3         | 9         | 9          | 12        |                 |
| <b>Total Executive Av. &amp; Commercial Av.</b>               | <b>65</b> | <b>39</b> | <b>57</b> | <b>104</b> | <b>87</b> | <b>240-255*</b> |
| <b>Defense &amp; Security</b>                                 | <b>—</b>  | <b>5</b>  | <b>4</b>  | <b>5</b>   | <b>4</b>  |                 |
| KC-390 Millennium                                             | —         | 1         | —         | 1          | —         |                 |
| A-29 Super Tucano                                             | —         | 4         | 4         | 4          | 4         |                 |
| <b>Total Executive Av. &amp; Commercial Av. &amp; Defense</b> | <b>65</b> | <b>44</b> | <b>61</b> | <b>109</b> | <b>91</b> |                 |

\*Excludes KC-390 Millennium and A-29 Super Tucano deliveries.

## Commercial Aviation Highlights

**Commercial Aviation reported a US\$15.1 billion backlog in 2Q26**, up 1% quarter-over-quarter (qoq) and up 15% yoy.

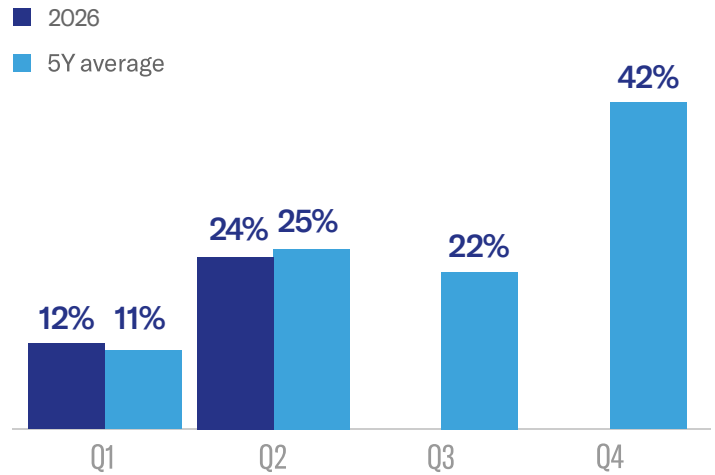
During the period, Azorra placed a new firm order for 15 E195-E2 aircraft, further strengthening its strategic partnership with Embraer. As a result, the E2 Program surpassed 500 firm orders, with a presence across all continents.

Embraer announced during the Farnborough Airshow that Fuji Dream Airlines (FDA) was one of the previously undisclosed customers behind E175 orders already included in the backlog. The airline had placed a firm order for 2 E175 in 2025.

The business unit delivered 20 aircraft in 2Q26, one more than in the same period last year. Deliveries in the quarter represented approximately 24% of the midpoint (83 aircraft) of the company's full-year delivery guidance for the division (between 80 and 85 aircraft in 2026), or 1 percentage point lower than the 25% second quarter historical average over the past 5 years. Consequently, Commercial Aviation finished the period with a 1.8x book-to-bill ratio over the past 12 months.

The models delivered during the period included **10 E175** to American Airlines (6), Horizon Air/Alaska Airlines (2), Air Peace (1) and SkyWest (1); **4 E190-E2** to Mexicana (2), Air Kiribati (1) and Azorra (1); and **6 E195-E2** to Porter Airlines (2), AerCap (1), Azorra (1), Luxair (1) and Royal Jordanian (1).

### Commercial Aviation deliveries



E190-E2



## 2Q26 Backlog - Commercial Aviation

| Aircraft Type | Firm Orders  | Deliveries   | Firm Order Backlog | Options and Purchase Rights |
|---------------|--------------|--------------|--------------------|-----------------------------|
| E195-E2       | 439          | 175          | 264                | 234                         |
| E190-E2       | 65           | 38           | 27                 | 64                          |
| E175          | 1,003        | 829          | 174                | 110                         |
| <b>Total</b>  | <b>1,507</b> | <b>1,042</b> | <b>465</b>         | <b>408</b>                  |

### Commercial Aviation Backlog per aircraft model

| Customer (Country)            | Firm Orders | Deliveries | Firm Order Backlog | Customer (Country)               | Firm Orders  | Deliveries | Firm Order Backlog |
|-------------------------------|-------------|------------|--------------------|----------------------------------|--------------|------------|--------------------|
| <b>Embraer 195-E2</b>         | <b>439</b>  | <b>175</b> | <b>264</b>         | <b>Embraer 175</b>               | <b>1,003</b> | <b>829</b> | <b>174</b>         |
| Avelo (USA)                   | 50          | —          | 50                 | American Airlines (USA)          | 204          | 132        | 72                 |
| SAS (Sweden)                  | 45          | —          | 45                 | SkyWest (USA)                    | 288          | 221        | 67                 |
| Azul (Brazil)                 | 25          | —          | 25                 | Republic Airlines (USA)          | 187          | 161        | 26                 |
| LATAM (Chile)                 | 24          | —          | 24                 | Air Cotê d'Ivoire (Ivory Coast)  | 4            | —          | 4                  |
| Azorra (USA)                  | 38          | 17         | 21                 | Fuji Dream (Japan)               | 15           | 13         | 2                  |
| Porter (Canada)               | 75          | 54         | 21                 | Air Peace (Nigeria)              | 2            | 1          | 1                  |
| TrueNoord (The Netherlands)   | 20          | —          | 20                 | Horizon Air / Alaska (USA)       | 50           | 49         | 1                  |
| Finnair (Finland)             | 18          | —          | 18                 | Overland Airways (Nigeria)       | 3            | 2          | 1                  |
| Air Peace (Nigeria)           | 16          | 5          | 11                 | Air Canada (Canada)              | 15           | 15         | —                  |
| Aircastle (USA)               | 25          | 18         | 7                  | Air Lease (USA)                  | 8            | 8          | —                  |
| Salam Air (Oman)              | 6           | —          | 6                  | Alitalia (Italy)                 | 2            | 2          | —                  |
| Mexicana (Mexico)             | 10          | 5          | 5                  | Belavia (Belarus)                | 1            | 1          | —                  |
| AerCap (Ireland)              | 43          | 40         | 3                  | CIT (USA)                        | 4            | 4          | —                  |
| Helvetic (Switzerland)        | 7           | 4          | 3                  | ECC Leasing (Ireland)*           | 1            | 1          | —                  |
| Undisclosed                   | 3           | —          | 3                  | Flybe (UK)                       | 11           | 11         | —                  |
| Luxair (Luxembourg)           | 6           | 4          | 2                  | GECAS (USA)                      | 5            | 5          | —                  |
| Binter Canarias (Spain)       | 16          | 16         | —                  | KLM (The Netherlands)            | 17           | 17         | —                  |
| ICBC (China)                  | 10          | 10         | —                  | LOT Polish (Poland)              | 12           | 12         | —                  |
| Royal Jordanian (Jordan)      | 2           | 2          | —                  | Mauritania Airlines (Mauritania) | 2            | 2          | —                  |
|                               |             |            |                    | Mesa (USA)                       | 7            | 7          | —                  |
| <b>Embraer 190-E2</b>         | <b>65</b>   | <b>38</b>  | <b>27</b>          | NAC / Aldus (Ireland)            | 2            | 2          | —                  |
| ANA (Japan)                   | 15          | —          | 15                 | NAC / Jetscape (USA)             | 4            | 4          | —                  |
| Mexicana (Mexico)             | 10          | 2          | 8                  | Northwest (USA)                  | 36           | 36         | —                  |
| Virgin Australia (Australia)  | 4           | —          | 4                  | Oman Air (Oman)                  | 5            | 5          | —                  |
| AerCap (Ireland)              | 5           | 5          | —                  | Royal Jordanian (Jordan)         | 2            | 2          | —                  |
| Air Kiribati (Kiribati)       | 2           | 2          | —                  | TRIP (Brazil)                    | 5            | 5          | —                  |
| Azorra (USA)                  | 16          | 16         | —                  | Undisclosed                      | 1            | 1          | —                  |
| Helvetic (Switzerland)        | 8           | 8          | —                  | United Airlines (USA)            | 110          | 110        | —                  |
| Wideroe (Norway)              | 3           | 3          | —                  |                                  |              |            |                    |
| Undisclosed                   | 1           | 1          | —                  |                                  |              |            |                    |
| Placar Linhas Aéreas (Brazil) | 1           | 1          | —                  |                                  |              |            |                    |

\* Aircraft delivered by ECC Leasing: Air Caraibes (1).

## Executive Aviation Highlights

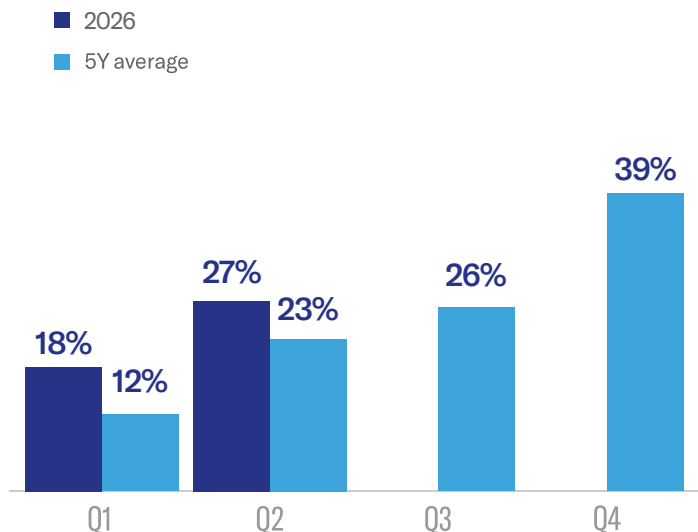
**Executive Aviation posted a US\$7.8 billion backlog in 2Q26**, up 3% qoq and up 5% yoy.

The division delivered 45 aircraft during the quarter, representing an 18% increase compared to the 38 aircraft delivered in 2Q25. A breakdown of deliveries by segment points towards 24 aircraft in the small category and 21 in the medium one.

Deliveries in the quarter represented approximately 27% of the midpoint (165 aircraft) of the company's full-year delivery guidance for the division (between 160 and 170 aircraft in 2026), or 4 percentage points ahead of the 23% second-quarter historical average over the previous 5 years, reflecting the continued success of the company's production leveling program. Consequently, Executive Aviation ended the quarter with a book-to-bill ratio of 1.1x over the past 12 months.

During the quarter, the new Praetor 500E and 600E received triple certification from ANAC, FAA and EASA, reinforcing Embraer's engineering excellence and the aircraft's global operational readiness. Launched in February 2026, both aircraft meet the industry's most stringent safety and performance requirements.

### Executive Aviation deliveries



### 2Q26 Backlog - Executive Aviation

| US\$ bn | Firm Orders | Options* |
|---------|-------------|----------|
| Total   | 7.8         | 5.4      |

\*Values calculated based on aircraft list price.



Praetor 600E



## Defense & Security Highlights

**In Defense & Security, the backlog reached US\$6.1 billion in 2Q26**, up 39% qoq and up 42% yoy. The main highlight of the period was the acquisition of the C-390 Millennium by the United Arab Emirates Air Force through a landmark agreement for 10 firm aircraft and 10 purchase options, strengthening the region's strategic airlift capabilities. This milestone represents the largest international order placed by a single country for the C-390 Millennium and marks the aircraft's entry into the Middle East market. Consequently, Defense & Security finished the period with a 2.6x book-to-bill ratio over the past 12 months.

There were no deliveries in the Defense & Security segment during the quarter.

Embraer currently has 42 firm orders for KC-390 Millennium military transport, and 27 for A-29 Super Tucano light attack aircraft. The KC-390 selection by Slovakia (3) and Lithuania (3) are not included in the backlog since these contracts are not effective yet or still under discussion.

### 2Q26 Backlog - Defense & Security

| Aircraft Type      | Firm Orders | Deliveries | Firm Order Backlog | Options |
|--------------------|-------------|------------|--------------------|---------|
| KC-390 Millennium  | 56          | 14         | 42                 | 29      |
| A-29 Super Tucano* | 39          | 12         | 27                 | —       |

*\*Includes only A-29 Super Tucano ordered since 2024. A total of 264 aircraft has been delivered through 2023.*



A-29 Super Tucano

## Defense & Security

### Backlog per aircraft model

| Customer (Country)                        | Firm Orders | Deliveries | Firm Order Backlog |
|-------------------------------------------|-------------|------------|--------------------|
| <b>KC-390 Millennium</b>                  | <b>56</b>   | <b>14</b>  | <b>42</b>          |
| Brazilian Air Force (Brazil)              | 18          | 8          | 10                 |
| United Arab Emirates Air Force (UAE)      | 10          | —          | 10                 |
| Netherlands Air Force (The Netherlands)   | 5           | —          | 5                  |
| Austrian Air Force (Austria)              | 4           | —          | 4                  |
| Sweden Air Force (Sweden)                 | 4           | —          | 4                  |
| Republic of Korea Air Force (South Korea) | 3           | —          | 3                  |
| Portuguese Air Force (Portugal)           | 6           | 4          | 2                  |
| Czech Air Force (Czech Republic)          | 2           | —          | 2                  |
| Uzbekistan Air Force (Uzbekistan)         | 2           | —          | 2                  |
| Hungarian Air Force (Hungary)             | 2           | 2          | —                  |

| Customer (Country)                  | Firm Orders | Deliveries | Firm Order Backlog |
|-------------------------------------|-------------|------------|--------------------|
| <b>A-29 SuperTucano*</b>            | <b>39</b>   | <b>12</b>  | <b>27</b>          |
| Portuguese Air Force (Portugal)     | 12          | 5          | 7                  |
| Philippines Air Force (Philippines) | 6           | —          | 6                  |
| Panama Air Force (Panama)           | 4           | —          | 4                  |
| Uruguayan Air Force (Uruguay)       | 6           | 2          | 4                  |
| Undisclosed (Africa)                | 4           | 1          | 3                  |
| Paraguayan Air Force (Paraguay)     | 6           | 4          | 2                  |
| Sierra Nevada Corporation (USA)     | 1           | —          | 1                  |

\*Includes only A-29 Super Tucano ordered since 2024.  
A total of 264 aircraft has been delivered through 2023.



KC-390 Millennium



## Services & Support Highlights

**Services & Support reported a US\$5.5 billion backlog in 2Q26**, up 8% qoq and 12% yoy, reinforcing customer relationships across fleet support and digital solutions. Consequently, Services & Support ended the quarter with a 1.3x book-to-bill ratio over the past 12 months.

During the period, the business unit announced a long-term support agreement with Jazz Aviation for its entry into the Embraer Collaborative Inventory Planning (ECIP) program. Operating a fleet of 25 E175 jets, Jazz became the first customer of the program in Canada. In addition, Embraer signed a new support agreement for the Brazilian Air Force's (FAB) KC-390 Millennium fleet, covering both aircraft already in service and future deliveries.

Services & Support continues to execute its strategy to expand services and support offerings, to strengthen recurring revenues and to increase its presence among the company's customer base.







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