Revolutionizing sustainable, high-speed regional air mobility

August 2023
Company key facts

German-based aerospace company founded in 2015 and listed on Nasdaq since 2021

A Global leader in electric jet aviation with unique aircraft design and proprietary technologies

~850 employees, including 450+ engineers with deep aerospace experience

Co-located and fully integrated design, prototyping, testing, and production capabilities

Advanced electric jet aircraft program in regulatory approval process, with expected type-certification in 2025

Source: Company information
The Lilium Jet

<table>
<thead>
<tr>
<th>HIGH-SPEED</th>
<th>250KM PHYSICAL RANGE$^1$</th>
<th>LOW NOISE</th>
<th>ZERO OPERATING EMISSIONS</th>
<th>HIGHEST SAFETY</th>
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<tr>
<td>250 KMH$^1$</td>
<td>175 KM OPERATING RANGE$^{1,2}$</td>
<td>68 dBA at 100 M$^1$</td>
<td>FULLY ELECTRIC$^1$</td>
<td>$10^{-9}$ SAFETY LEVEL$^3$</td>
</tr>
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</table>

$^1$Performance targets based on current development status of aircraft. Cruise speed based on Lilium engineering assessment assuming flight at 10,000 ft. Operating range refers to service range (after accounting for reserves). $^2$Lilium’s primary certification authority (EASA) stipulates probability of less than one aircraft loss per billion flight hours.
Our vision is to democratize electric aviation

Launch in BA/GA Segment, scale in Commercial Aviation

- Replace high CO₂-emitting private aviation flights with 4-Pax aircraft
- Scale to scheduled commercial services with 6-Pax

- ~350 Lilium Jets 3 years after launch
- ~3,500 Lilium Jets by 2030

- Expected to avoid 100+ ktons CO₂ per year
- Expected to avoid ~1 Mton CO₂ per year

Democratize electric aviation

- Introduce additional high-range 50-Pax CTOL aircraft leveraging Lilium technology

- Expected to avoid ~10 Mtons CO₂ per year

Our management team comprising outstanding leaders in aerospace

<table>
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<tr>
<th>BOARD</th>
<th>ENGINEERING, PROGRAM, AND MANUFACTURING</th>
<th>FINANCE AND COMMERCIALIZATION</th>
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<tr>
<td>Tom Enders</td>
<td>Klaus Roewe</td>
<td>Daniel Wiegand</td>
</tr>
<tr>
<td>Chairman &amp; Investor</td>
<td>Chief Executive Officer</td>
<td>Chief Engineer for Innovation &amp; Future Programs / Co-Founder</td>
</tr>
<tr>
<td>Former CEO of Airbus</td>
<td>Former Airbus executive, leading the A320 family and Airbus Services Business</td>
<td>Inventor of Lilium aircraft architecture and propulsion expert</td>
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AIRBUS

AIRBUS

AIRBUS

LILIUM

AIRBUS

Honeywell

Source: Company information.
Lilium continues to unlock key value drivers

### Company Milestones

- **2015 - 2020**
  - Developed 4 generations of test aircraft
  - Test campaign with 5th gen. test aircraft
  - Historic transition flight
- **2021**
  - Agreements for +600 aircraft
  - eVolare deal with PDPs
- **2022**
  - Sign binding agreements with deposits
  - Start assembly of type conforming aircraft
- **2023**
  - First manned flight with type conforming aircraft
- **2024E**
  - Receive Design Organization Approval
  - Ramp-up battery production line
  - Build-up aircraft series production line
- **2025E**
  - Operational approval for Entry into Service
  - Ramp-up series production

### Fundraising Milestones

- **Previous Private & Public Rounds**
  - ~$1b+

- **Successful Capital Raise of $292M**

- Prioritize non-dilutive funding for remaining funding needs (i.e., public loans, pre-delivery payments ("PDPs"), grants)

Source: Company information. Statements with respect to future value drivers are forward-looking, subject to significant business, economic, regulatory & competitive uncertainties & contingencies, many of which are beyond the control of the Company & based upon assumptions with respect to future decisions and events, which are subject to change. Actual results will vary & those variations may be material. Nothing in this presentation should be regarded as a representation by any person that the value drivers will occur as described herein.

Note: Achievement of future milestones subject to successful delivery of respective preceding development, industrialization, and commercial milestones.
The Lilium cabin – being designed to deliver a premium passenger experience

Source: Company information; photos of Lilium exhibit at European Business Aviation Convention & Exhibition (EBACE), Geneva, Switzerland, May 23, 2023.
Why we believe Lilium’s design wins

PASSENGERS PREFER JETS

SPACIOUS PREMIUM CABIN

HIGH PAYLOAD, HIGH SPEED, AND LONG RANGE

SCALABLE AND VERSATILE PLATFORM

HIGHEST SAFETY STANDARDS IN THE INDUSTRY

LOW PHYSICAL COMPLEXITY – SOFTWARE CONTROLLED

Source: Lilium engineering assessment & management estimates. ¹GAMA, JADC, Company information (Airbus, Boeing, Bombardier, Embraer), 2009 – 2019. ²Estimate based on current development status of aircraft; top speed based on Lilium engineering assessment assuming flight at 10,000 ft.; range refers to physical range (service range + reserves); operating range of 175km. ³Lilium’s primary certification authority (EASA) stipulates probability of less than one aircraft loss per billion flight hours & management estimates.
Versatile design can serve multiple business segments

4 PASSENGER CLUB CABIN
6 PASSENGER SHUTTLE CABIN
FLEXIBLE CARGO CABIN: 6 m³ volume

SCALABLE PLATFORM

Larger form factors on same technologies in the future

Source: Lilium engineering assessment & management estimates.
Plan to launch in premium, scale with OEM sales – first Pre-Delivery Payments (PDPs) received

Source: Planned Lilium business model. Statements with respect to scaling are forward-looking, subject to significant business, economic, regulatory and competitive uncertainties and contingencies, many of which are beyond the control of the Company & are based upon assumptions with respect to future decisions and events, which are subject to change. Actual results will vary & those variations may be material. Nothing in this presentation should be regarded as a representation by any person that the scaling will be achieved as described herein.
Lilium achieves breakthrough into the Chinese market

- Partnership announced with Shenzhen municipality
- Agreement signed with Heli-Eastern for the prospective sale of 100 Lilium Jets
- Lilium is the first non-Chinese eVTOL company to announce an aircraft deal in China
- China could represent up to 25% of global eVTOL market

Source: Company information and management estimates.
Limited run of Lilium Jets expected to be sold via direct sales & partners

Customization options

>50% of purchase price expected to be paid as pre-delivery payments

Delivery slots reserved for 31 aircraft

Source: Company information.
Order pipeline of 745 aircraft
First pre-delivery payments received

- Order pipeline of 745 aircraft

- **eVOLARE**
  - Right to order up to 20 Lilium Pioneer Edition Jets
  - Premium sustainable demand in UK market

- **GLOBALAIR**
  - Right to order up to 12 Lilium Jets
  - Premium demand in French Riviera and Italy

- **NETJETS**
  - Right to order up to 150 Lilium Jets for fractional program
  - Support for Lilium Jet sales to private individuals

- **Bristow**
  - Right to order up to 50 Lilium Jets
  - One of the largest helicopter operators in the world
  - Potential Part 145 partner in the United States

- **Azul**
  - Right to order up to 220 Lilium Jets
  - One of the world’s leading helicopter and business aviation market

- **Lilium**
  - Right to order up to 150 Lilium Jet Pioneer Edition
  - Premium sustainable demand in UK market

- **VIP helicopter and private jet operator**
  - Sustainable high-speed travel between Greek islands

Source: Company information and public press releases. Final commercial terms are still being negotiated and remain subject to definitive documentation.
Pre-delivery payments and deposit considerations

- Private individuals assumed to pay a deposit when signing binding purchase agreement

“(…), commercial airlines would pay OEMs ~40% of the total purchase price in PDPs spread over 2 years ahead of delivery.”¹

Lilium plans to receive additional deposits in 2023

Ramp-up of PDPs anticipated in 2023 through volume sales to commercial operators

Source: Company Information; ¹Source: Raymond James and Associates, August 2022. Statements with respect to future value drivers are forward-looking, subject to significant business, economic, regulatory & competitive uncertainties & contingencies, many of which are beyond the control of the Company & based upon assumptions with respect to future decisions and events, which are subject to change. Actual results will vary & those variations may be material. Nothing in this presentation should be regarded as a representation by any person that the value drivers will occur as described herein.
Highly differentiated core technologies – protected by patent filings

Source: Lilium management estimates. Note: Core technologies such as electric ducted jet engines, proprietary battery systems, and architecture and flight controls are currently in development. Data as of end of June 2023. Further patent filing details on slide 21.
Ducted Electric Vectored Thrust (DEVT) differentiates Lilium jet from all open-rotor competitors

- **95% of all global airplanes use jet engines**, which are preferred by customers for their **high safety, low vibrations, and low noise**

- We have **developed our own electric version**, with an electric motor replacing the gas turbine allowing for a much simpler, smaller, and lighter engine design

- The **small engines provide redundancy** and are integrated into the wings
Progress towards validation of battery packs

Confirmation of battery cell technology

- Our cell technology has been shown to offer exceptional capacity, power and cycle life
- Third-party independent laboratory testing has confirmed 88\% energy retention in Lilium’s full-size prototype cells after 800 charging cycles with 100\% depth of discharge

Battery cell industrialization started at CUSTOMCELLS®

- Progressing in cell industrialization with our primary battery cell production partner Customcells
- Customcells is aligning its quality management systems to rigorous aerospace standards
- Following best practice in EV industry, we have also selected a second source of battery cell production

Successful battery pack component testing

- Multiple successful testing campaigns on battery pack components assembled in-house, with a focus on safety, performance and redundancy
- Tests represent important step towards validating that the Lilium Jet battery will meet EASA’s requirements for propulsion batteries

Source: Company information. Management estimates. CUSTOMCELLS®.
Circular battery economy and renewable electric infrastructure

Building the next generation of fast charging infrastructure

ABB & Lilium plan to revolutionize charging infrastructure for regional air travel

ABB intends to develop fast charging infrastructure that is tailored to our customer needs

Charging infrastructure will be a key part of Lilium’s commercial offering

Re-use batteries

Used cells still have ~80% of storage capacity

Lilium’s high-performance batteries ideally suited for micro-grid applications

Currently building up first partnerships

Recycle batteries

Possible to recover >95% of valuable raw materials

Feed back into circular value chain

Initiating first partnerships

Source: Company information. 1Lilium engineering assessment, management estimates & third-party independent laboratory testing. 2Internal Lilium market study; statements with respect to the Company’s future plans with ABB are forward-looking, subject to significant business, economic, regulatory & competitive uncertainties and contingencies, many of which are beyond the control of the Company & are based upon assumptions with respect to future decisions and events, which are subject to change. Actual results will vary & those variations may be material. Nothing in this presentation should be regarded as a representation by any person that the developments the Company is planning with ABB will occur as described herein.
Lilium’s high cruise efficiency is positioned to yield significant range improvements as batteries improve.
Lilium technology and capabilities uniquely enable a portfolio of electric aircraft

Enabling capabilities
- Electric jet engines
- Electronics & Avionics
- Battery technology
- Flight physics
- Integration & Certification
- Supply Chain, Manufacturing, and Commercial excellence
- Experienced team

Note: Targeted aircraft development vision through 2040 estimates based on Company analysis. The illustration of future aircraft capabilities is forward-looking, subject to significant business, economic, regulatory and competitive uncertainties and contingencies, many of which are beyond the control of the Company and its management and are based upon assumptions with respect to future decisions and events, which are subject to change. Actual results will vary & these variations may be material. Nothing in this presentation should be regarded as a representation by any person that future aircraft capabilities will be achieved as described herein.
Secured intellectual property value in key eVTOL technologies

93 patents filed

62 patents published

Core patents protected in EU, US, China

Seven patents granted further confirming innovative character of Lilium Jet’s architecture

Lilium Patent Applications by Systems

- Propulsion: ~39%
- Energy Power System: ~29%
- Structure & Interior: ~11%
- Custom Electronics: ~18%
- Avionics & Flight Control: ~3%
- Power System: ~3%
Robust supply chain with leading aerospace suppliers

Starting the assembly of the Lilium Jet by end of 2023

<table>
<thead>
<tr>
<th>Honeywell</th>
<th>ACITURRI</th>
<th>Expliseat</th>
<th>DIEHL</th>
<th>AERONAMIC</th>
<th>AERinnova</th>
<th>Collins Aerospace</th>
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</thead>
<tbody>
<tr>
<td>Avionics and flight control computer</td>
<td>Aerostructures</td>
<td>Seats</td>
<td>Interior, interior lights and floor</td>
<td>Engine rotor blades and engine shaft</td>
<td>Aerostructures</td>
<td>Inceptor system</td>
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</table>

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<tr>
<th>L3HARRIS™</th>
<th>MAGROUP</th>
<th>ASTRONICS</th>
<th>CUSTOMCELLS*</th>
<th>Honeywell</th>
<th>DENO</th>
<th>KN</th>
<th>SKF®</th>
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<tbody>
<tr>
<td>Data recorder</td>
<td>Landing gear, wheels and struts</td>
<td>Energy management system</td>
<td>Cells for batteries</td>
<td>E-motors for the engine</td>
<td>Electrical Wiring Interconnection System</td>
<td>Electric motor bearings</td>
<td></td>
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</table>

Source: Company information; management estimates.
First Lilium Jet primary structures and composite skin built

- Aciturri completed several primary structures, as well as completing the first skin section in composite material
- Tooling work is progressing on additional fuselage parts as well as wings

Source: Company information.
Flight tests validate architecture & support certification

Full transition in straight and level flight conditions
– consistent with engineering estimates

Max speed 136 kt / 250 km/h achieved

Test data validates robustness of computer models
– supporting certification

Demonstrator flight campaign increases readiness for Lilium Jet certification flight campaign

Source: Company information.
Wind tunnel testing demonstrates Lilium Jet’s aerodynamics

- Wind tunnel testing conducted of complete Lilium Jet model through multiple speed ranges including hover and cruise
- Significant insights gained on flight performance in hover and high-speed flight
Lilium first (and so far only) eVTOL manufacturer with both an EASA and FAA certification basis for powered lift eVTOL aircraft

**Certification Basis**
Which requirements will apply for the Lilium Jet?

- **EASA**: AGREED: EASA Certification Basis issued in 2020
- **FAA**: IN PROCESS: FAA Certification Basis G-1 received

**Means of Compliance**
Which means to demonstrate compliance?

- **EASA**: 78% AGREED, 22% IN PROCESS
  - **FAA**: OUTSTANDING

- **EASA**: 100% IN PROCESS
  - **FAA**: OUTSTANDING

- **EASA**: 100% OUTSTANDING
  - **FAA**: 100% OUTSTANDING

**Certification Plans**
Collection of evidences to demonstrate compliance

**Compliance Demonstration**
Verification of compliance

**Legend**:
AGREED: Refers to items which have been approved by the relevant authority; IN PROCESS: Refers to proposals submitted by Lilium and pending approval by the relevant authority; OUTSTANDING: relates to items yet to be submitted by Lilium to the relevant authority.

Source: Company Information.

1. EASA have published airworthiness certification requirements representing the highest safety objectives globally for eVTOL aircraft
2. Lilium is pursuing concurrent type-certificate validation with the FAA
3. Internal analysis of the G-1 certification basis issued for the Lilium Jet indicates significant alignment by the FAA to EASA SC-VTOL regulations.
Why Lilium is the best value proposition to customers and investors

CUSTOMER TRACTION & CREDIBLE EXPECTED CERTIFICATION PATH

Start with high-margin Premium, followed by high volume OEM & network sales

Premium with highly attractive potential unit economics and high deposits

Being certified in multiple jurisdictions (EASA & FAA)

SEASONED AVIATION EXECUTIVE TEAM

Highly experienced team that has designed, certified, manufactured and delivered major aviation programs

CEO Klaus Roewe led one of the most successful aircraft program in aviation industry

TOP INVESTORS & SOLID FUNDING PLAN

Total of ~$1b+ capital invested in company to date

Recent round to nearly close funding to First Flight of type conforming aircraft

Prioritize non-dilutive funding (public loans, PDPs, grants) for remaining funding

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PROPRIETARY TECHNOLOGY & COMPELLING PLATFORM

We believe we are developing the most performant eVTOL jet: range, speed, payload

Large spacious cabin will allow for Premium & other use cases

Proprietary, proven technology with 93 filed patents

Highest safety standard (10⁻⁶)

Statements with respect to anticipated value increases are forward-looking, subject to significant business, economic, regulatory and competitive uncertainties and contingencies, many of which are beyond the control of the Company & are based upon assumptions with respect to future decisions and events, which are subject to change. Actual results will vary & those variations may be material. Nothing in this presentation should be regarded as a representation by any person that the anticipated value increases will be achieved as described herein. ¹Lilium’s business strategy involves continued evaluation of capital raising opportunities and strategic partnerships. Any such transactions, if consummated, could be material to our business, financial condition and operating results and may involve the issuance of dilutive securities.
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Given these risks and uncertainties, you should not rely on or place undue reliance on these forward-looking statements including any statements regarding when or whether any strategic collaboration between Lilium and the respective collaborators will be effected, the number, price or timing of any Lilium jet to be acquired (or if any such Lilium jet will be acquired), the price to be paid therefor and the timing of launch or manner in which any such Lilium jet is to be operated, the results of the development of any Lilium jet, the accuracy of the data and the results obtained from those contained in the projections or forward-looking statements. Many factors could cause actual future events to differ materially from the forward looking statements in this presentation, including, but not limited to, the following risks: (i) the eVTOL market may not continue to develop, or eVTOL aircraft may not be adopted by the transportation market; (ii) Lilium’s eVTOL aircraft may not be certified by transportation and aviation authorities, including the European Union Aviation Safety Agency (“EASA”), thus resulting in increased operating costs or time savings that Lilium anticipates; (iii) adverse developments regarding the perceived safety and positive perception of the Lilium Jet, the convenience of Lilium’s expected future Vertiports, and Lilium’s ability to effectuate its self-regional air mobility (“RAM”) services and aircraft; (iv) challenges in developing, certifying, manufacturing and launching Lilium’s services and new industry rational and regional air transportation services; (v) a delay in or failure to launch commercial services as anticipated; (vi) the RAM market for eVTOL services may be more traditional than anticipated, and whether and how it develops is based on assumptions, and the RAM market may not achieve the growth potential Lilium’s management expects or may grow more slowly than expected; (vii) Lilium is unable to adequately control the costs associated with pre-launch operations and/or its costs when operations are commenced if ever; (viii) difficulties in managing growth and commercializing operations; (ix) failure to commercialize Lilium’s strategic plans; (x) any delay in completing testing and certification, and any design changes that may be required to be implemented in order to receive certification; (xi) any delays in the development, certification, and commercialization of the Lilium Jet and related technology, such as battery technology or electric motors; (xii) any failure of the Lilium Jet to perform as expected or an inability to market and sell the Lilium Jet; (xiii) any failure to manage coordination with vendors and suppliers to achieve serial production of complex software, battery technology and other technology systems still in development; (xiv) reliance on third-party suppliers for the provision and development of key emerging technologies, components and materials used in the Lilium Jet, such as the lithium-ion batteries that will power the jets, a significant number of which may be single or limited source suppliers; (xv) if any of Lilium’s suppliers become financially distressed or go bankrupt, Lilium may be required to provide substantial financial support or take other measures to ensure supplies of components or materials, which could increase costs, adversely affect liquidity and/or cause production disruptions; (xvi) third-party carriers are expected to operate Lilium Network services in the U.S. after the U.S. Federal Aviation Administration (“FAA”) has issued a certificate to Lilium Network and the U.S. civil aviation authorities have determined that securing such a certificate is feasible and economically viable; (xvii) Lilium’s ability to comply with, and other regulations and/or laws could substantially harm Lilium’s business and operating results; (xviii) any inability to operate the Lilium Network services after commercial launch at the anticipated flight rate, on the anticipated routes or with the anticipated Vertiports could adversely affect Lilium’s business, financial condition and results of operations; (xix) potential customers may not generally accept the RAM industry or Lilium’s passenger or goods transport services; (xx) any adverse publicity stemming from any errors, accidents, or incidents occurring during testing or commercial operation, or any negative media coverage; (xxi) Lilium’s access to and use of RAM and eVTOL data; (xxii) Lilium’s ability to substantially change the deployment of its RAM and eVTOL network in the U.S.; (xxiii) Lilium’s future funding requirements and any inability to raise necessary capital in the form of debt or equity; (xxiv) any potential liability claims; (xxv) Lilium’s ability to substantially contract with its supply chain and have adverse impacts on anticipated costs and commercialization timeline; and/or (xxvi) Lilium’s liability to deliver Lilium jets with the specifications and on the timeline anticipated in the memorandum of understanding entered into or any binding contractual agreements with customers or suppliers we may enter into in the future and the failure of any list of factors is exhaustive. 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