



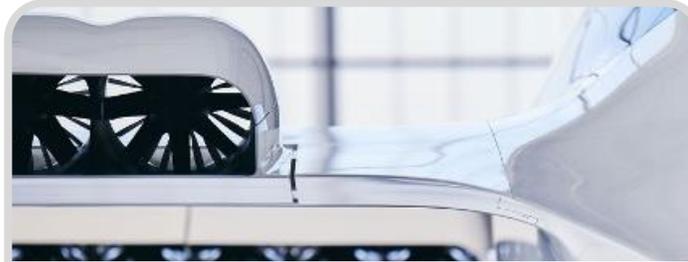
Revolutionizing sustainable,
high-speed regional air mobility

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**

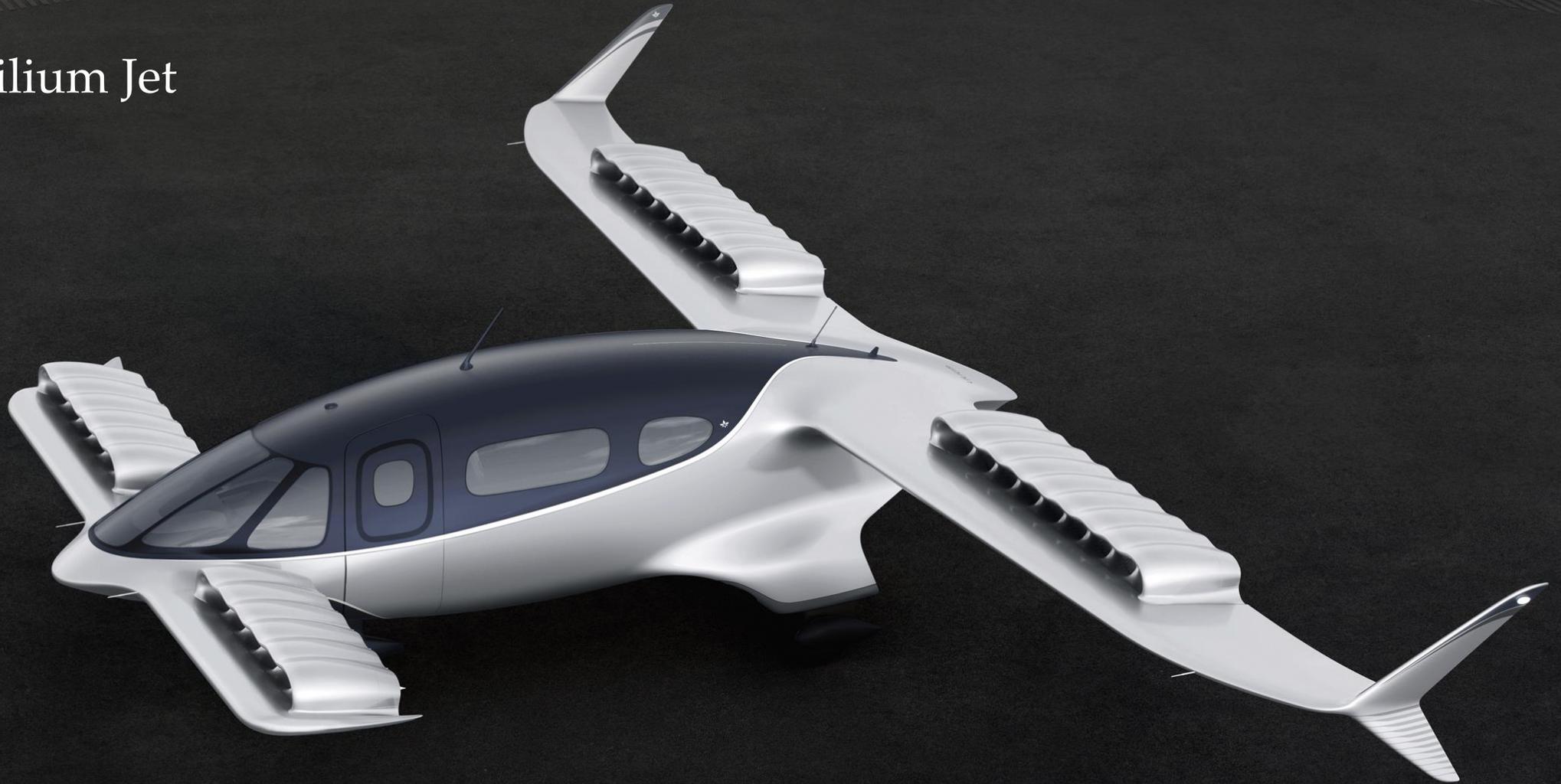


Co-located and fully integrated
design, prototyping, testing,
and production capabilities



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

The Lilium Jet



HIGH-SPEED	250KM PHYSICAL RANGE¹	LOW NOISE	ZERO OPERATING EMISSIONS	HIGHEST SAFETY
250 KM/H ¹	175 KM OPERATING RANGE ^{1,2}	68 dBA at 100 M ¹	FULLY ELECTRIC ¹	10 ⁻⁹ SAFETY LEVEL ³



¹Performance targets based on current development status of aircraft. Cruise speed based on Lilium engineering assessment assuming flight at 10,000 ft. ²Operating range refers to service range (after accounting for reserves). ³Lilium'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



~350 Lilium Jets
3 years after launch

Expected to avoid
100+ ktons CO₂
per year



Scale to scheduled commercial services with 6-Pax



~3,500 Lilium Jets
by 2030

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

BOARD

Tom Enders
Chairman & Investor



Former CEO of Airbus

AIRBUS

ENGINEERING, PROGRAM, AND MANUFACTURING

Klaus Roewe
Chief Executive Officer



Former Airbus executive, leading the A320 family and Airbus Services Business

AIRBUS



A320

Airbus services business

Daniel Wiegand
Chief Engineer for Innovation & Future Programs / Co-Founder



Inventor of Lilium aircraft architecture and propulsion expert

LILIUM

Alastair McIntosh
Chief Technology Officer



Former Chief Engineer & MD of Rolls Royce



Engines of Airbus A350 and Gulfstream G650

Yves Yemsi
Chief Operating Officer



Former SVP Procurement & Supply Chain, VP Program Quality at Airbus

AIRBUS



A350



A380

FINANCE AND COMMERCIALIZATION

Oliver Vogelgesang
Chief Financial Officer



Former Airbus executive, leading controlling for A320 Program & MD Finance Airbus Germany

AIRBUS



A320

Sebastien Borel
Chief Commercial Officer

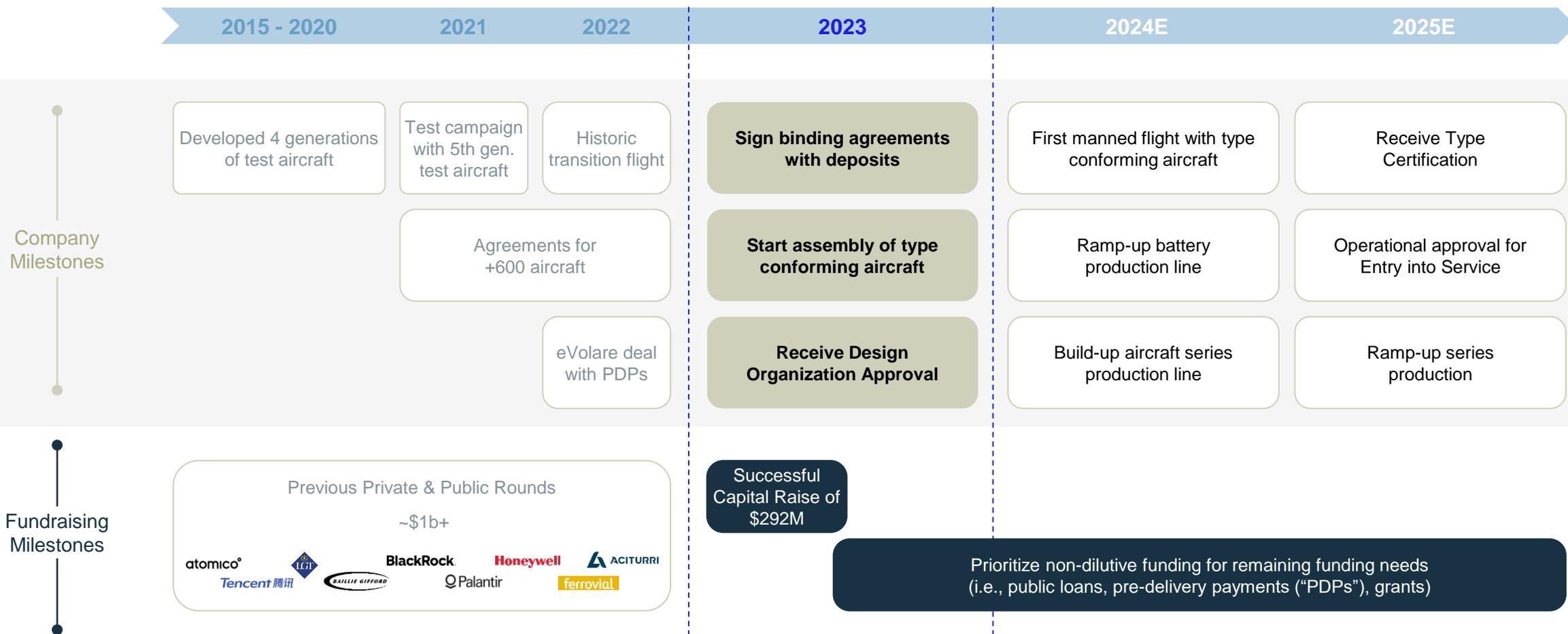


Various senior Sales & Marketing leadership roles at Honeywell & Airbus

Honeywell

AIRBUS

Lilium continues to unlock key value drivers



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



Why we believe Lilium's design wins

PASSENGERS PREFER JETS¹

SPACIOUS PREMIUM CABIN

HIGH PAYLOAD, HIGH SPEED, AND LONG RANGE²



SCALABLE AND VERSATILE PLATFORM

HIGHEST SAFETY STANDARDS IN THE INDUSTRY³

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.

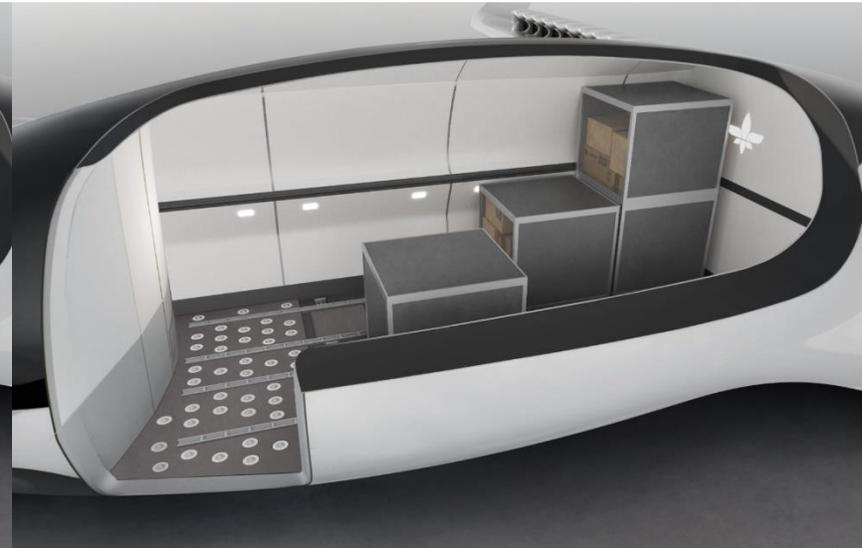
Versatile design can serve multiple business segments



4 PASSENGER CLUB CABIN

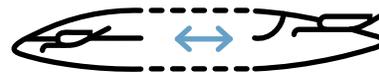


6 PASSENGER SHUTTLE CABIN



FLEXIBLE CARGO CABIN:
6 m³ volume

SCALABLE PLATFORM



Larger form factors on same
technologies in the future

Plan to launch in premium, scale with OEM sales – first Pre-Delivery Payments (PDPs) received

LAUNCH IN PREMIUM MARKET



PRIVATE AND FRACTIONAL OWNERSHIP & CHARTER SERVICES

Taking deposits and pre-delivery payments as of 2023

Aim to sell aircraft and aftermarket services to early adopters in General and Business Aviation

SCALING IN MASS MARKET



SHUTTLE & FLEET OPERATORS

Plan to take pre-delivery payments by end of 2023

Aim to sell aircraft to commercial airlines, corporates, and governments



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

Pioneer Edition Lilium Jet



- 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

Order pipeline of 745 aircraft

First pre-delivery payments received

NETJETS®

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



- 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

eVOLARE

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

GLOBE AIR

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



- Right to order up to 5 Lilium Jets
- Premium demand in Southern Spain



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



- Right to order up to 220 Lilium Jets
- One of the world's leading helicopter and Business aviation market



- Right to order up to 40 Lilium Jets
- Sustainable Scandinavian air mobility



- Right to order up to 6 Lilium Jets
- Premium demand in Benelux



- Right to order up to 5 Lilium Jets
- Premium demand in Switzerland and Italy



- Right to order up to 100 Lilium Jets
- Network across Saudi Arabia



- Right to order up to 100 Lilium Jets
- Able to serve >85m people in the Greater Bay Area
- MoU with Bao'an District of Shenzhen municipality to launch eVTOL service in China



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

Deposits

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

PRE-DELIVERY PAYMENTS

PDPs

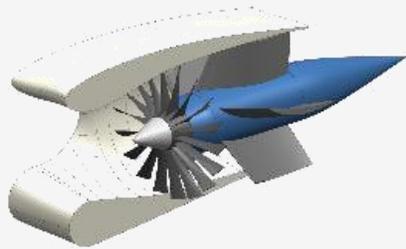
are a key component
in commercial
aerospace deals

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

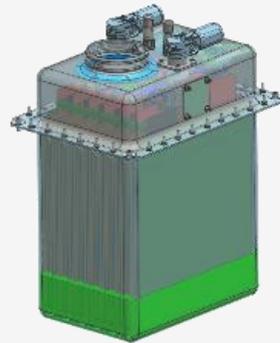
Lilium plans to
receive additional
deposits in 2023

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

Highly differentiated core technologies – protected by patent filings



**ELECTRIC DUCTED
JET ENGINES**



**PROPRIETARY
BATTERY SYSTEMS**



**ARCHITECTURE AND
FLIGHT CONTROLS**



**FUTURE:
AUTOMATION & AUTONOMY**

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



TIER 1 SUPPLIERS FOR E-MOTOR AND JET FLAP

Honeywell

DENSO

AERnnova

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 Liliium'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 Liliium Jet battery will meet EASA's requirements for propulsion batteries



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 capacity¹**

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

Currently **building up first partnerships**



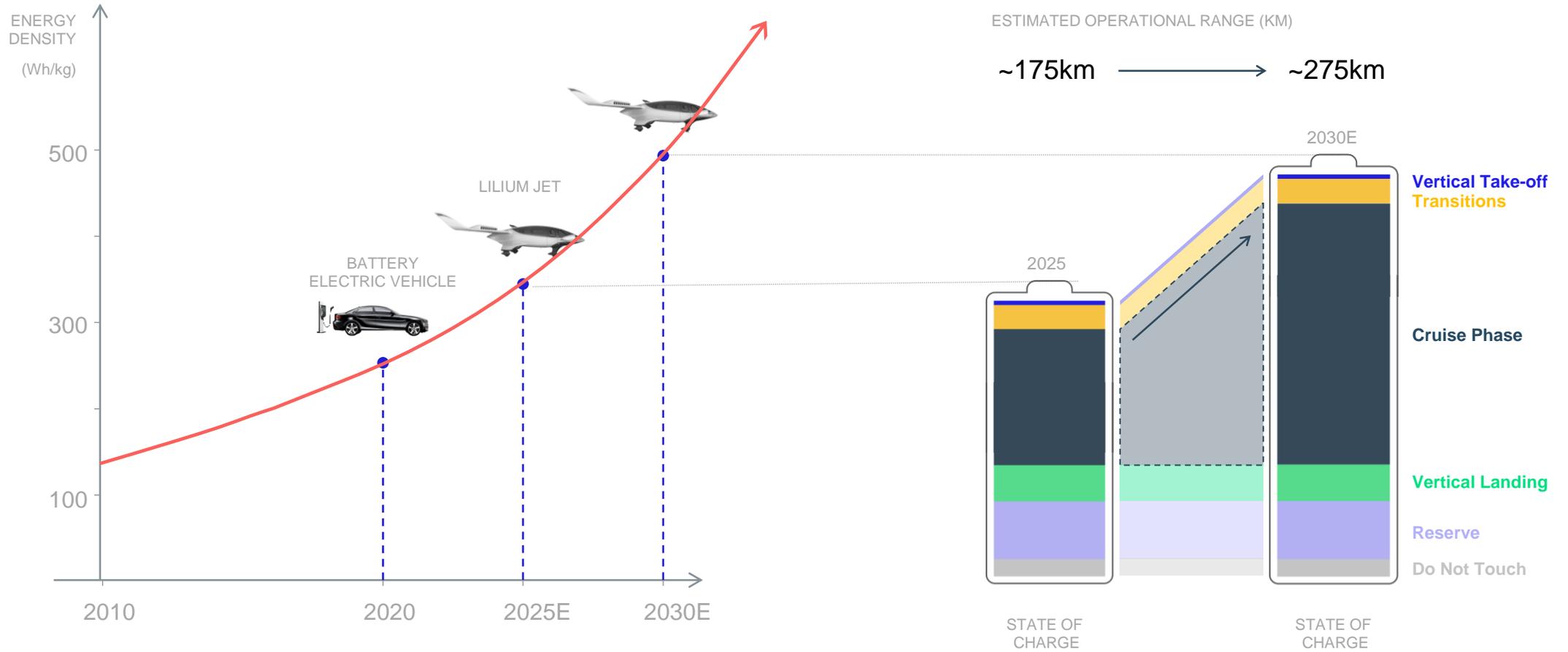
Recycle batteries

Possible to recover >95% of valuable raw materials²

Feed back into **circular value chain**

Initiating **first partnerships**

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

eCTOL (electric conventional take-off and landing)

Technology enables larger regional electric aircraft with runway take-off and landing capability, replacing highly carbon intense short-haul flights (e.g., 50-100 seat airliners, business jets, cargo and military aircraft)



2040

1100
KM

LONDON

2035

940
KM

2030

640
KM

PARIS

BRUSSELS

AMSTERDAM

FRANKFURT

NUREMBERG

MUNICH

eVTOL (electric vertical take-off and landing)

Increase range of existing eVTOL platform by leveraging battery improvements



2040

480
KM

2035

400
KM

2030

275
KM

2025

175
KM

GENEVA

Enabling capabilities

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

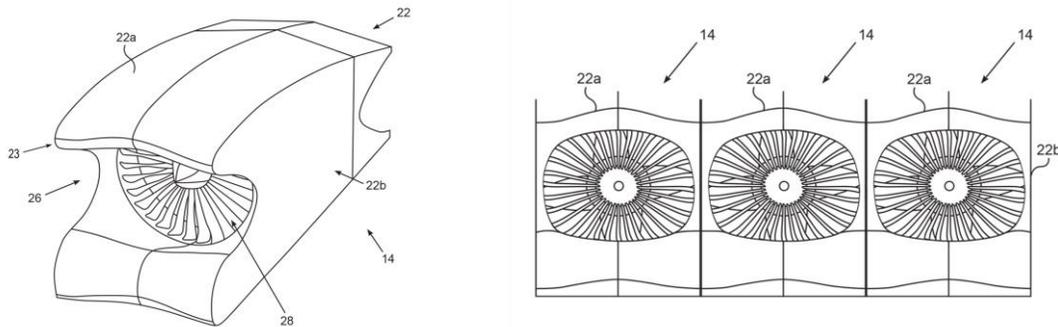
Secured intellectual property value in key eVTOL technologies

93 patents filed

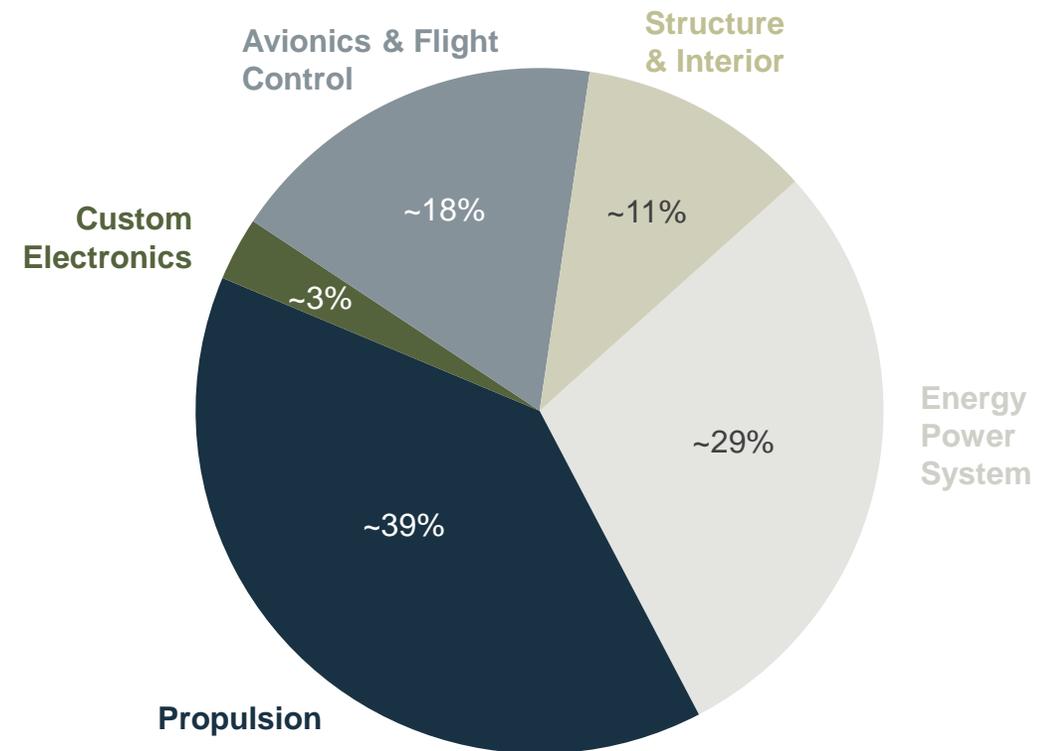
62 patents published

Core patents protected in EU, US, China

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



Lilium Patent Applications by Systems



Robust supply chain with leading aerospace suppliers

Starting the assembly of the Liliam Jet by end of 2023

Honeywell

Avionics and flight control computer

ACITURRI

Aerostructures

Expliseat

Seats

DIEHL

Interior, interior lights and floor

AERONAMIC

Engine rotor blades and engine shaft

AERnova

Aerostructures

Collins Aerospace

Inceptor system



L3HARRIS™

Data recorder

MAGROUP

Landing gear, wheels and struts

ASTRONICS

Energy management system

CUSTOMCELLS®

Cells for batteries

Honeywell | DENSO

E-motors for the engine

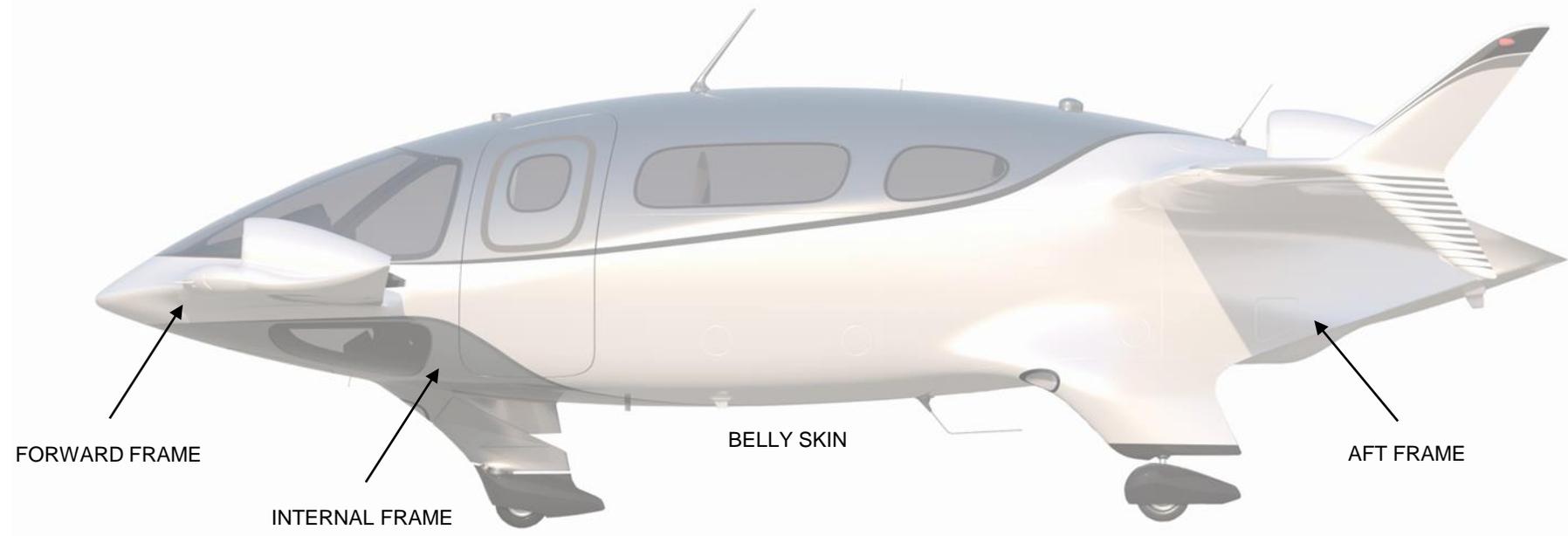
GEN

Electrical Wiring Interconnection System

SKF®

Electric motor bearings

First Lilium Jet primary structures and composite skin built



FORWARD FRAME



INTERNAL FRAME



AFT FRAME

- 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

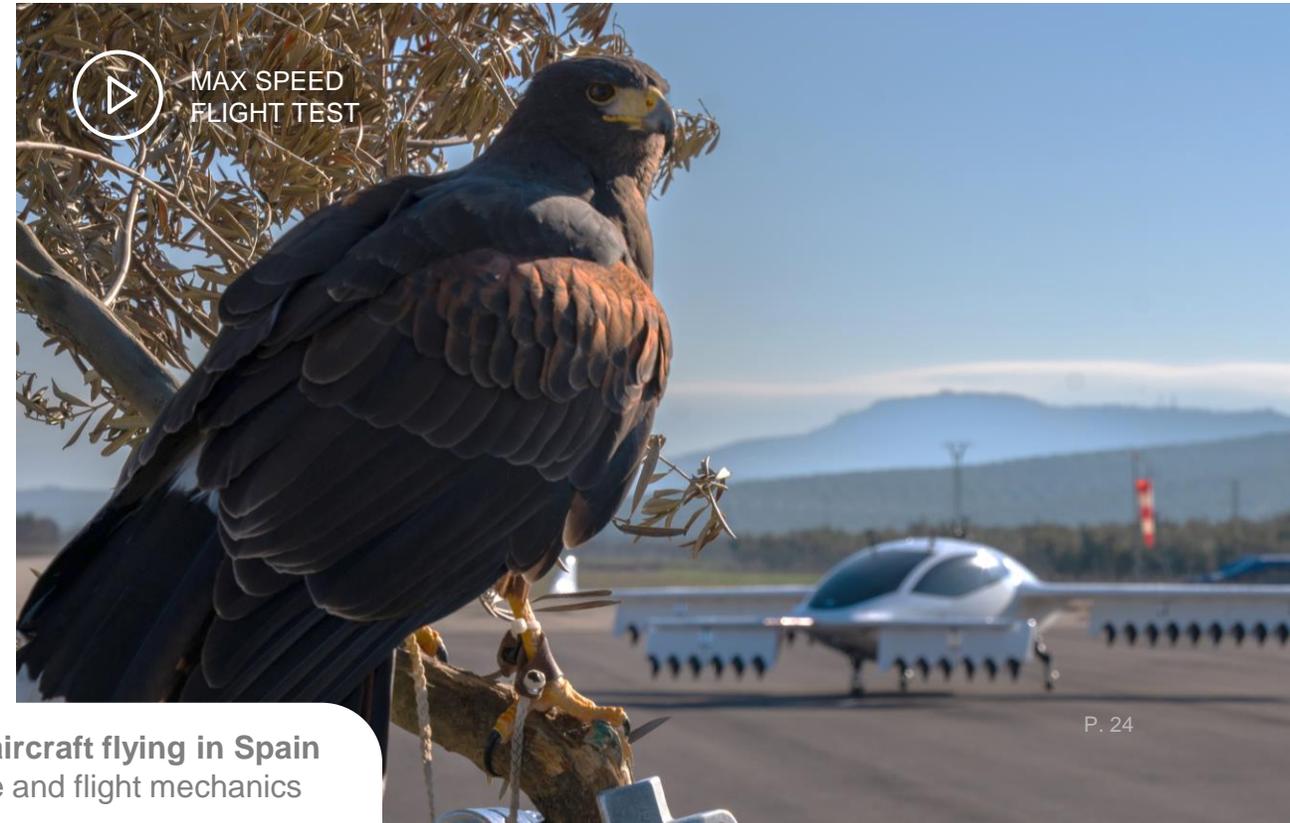
Flight tests validate architecture & support certification

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**

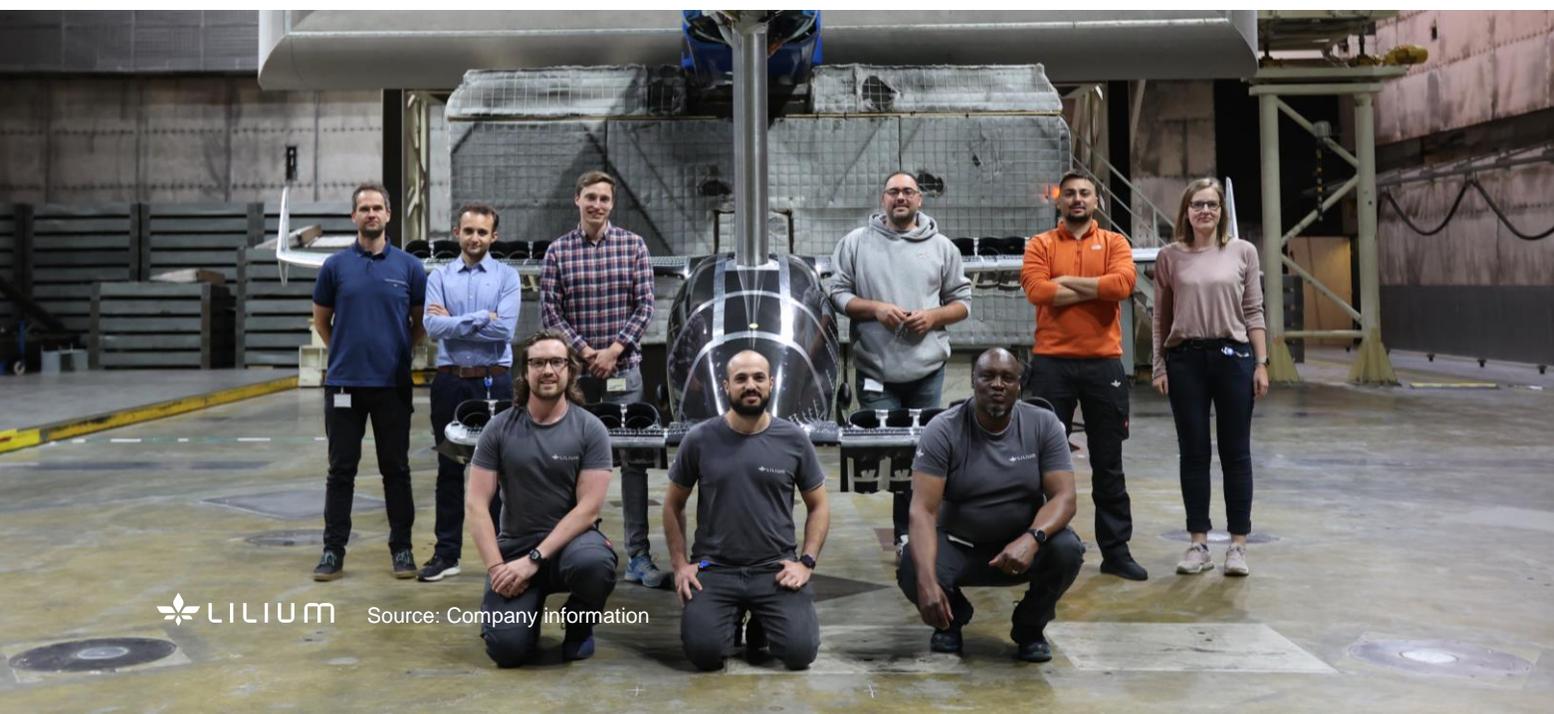
Demonstrator flight campaign **increases readiness for Lilium Jet certification flight campaign**



MAX SPEED
FLIGHT TEST

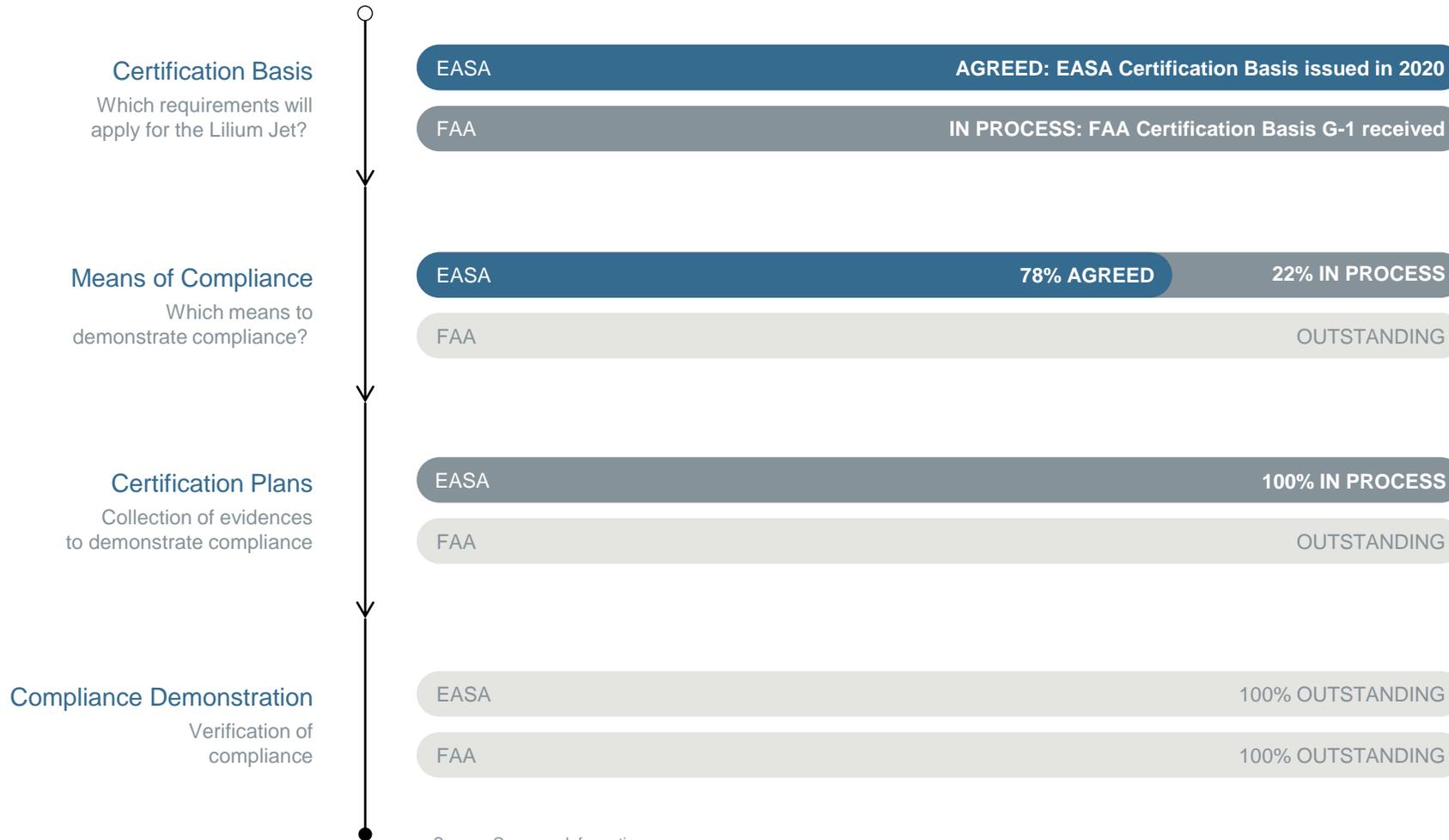


Wind tunnel testing demonstrates Lilium Jet's aerodynamics



- 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



Source: Company Information.

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

Compliance demonstration begins after the certification program is agreed; As part of the EASA type certification process, Lilium will additionally submit for approval its operational suitability data covering pilot training, maintenance staff and simulator qualification.



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)



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 funding¹



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



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 (10⁻⁹)

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Forward-looking statements are predictions, projections and other statements about future events that are based on management’s current expectations with respect to future events and are based on assumptions subject to risks and uncertainties, and as a result are subject to change at any time. The Liliium Group operates and will continue to operate in a rapidly changing emerging industry. New risks emerge every day. 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 Liliium and the respective collaborator will be effected, the number, price or timing of any Liliium jets to be acquired (or if any such Liliium jets will be acquired at all), the price to be paid therefor and the timing of launch or manner in which any proposed eVTOL network or anticipated commercial activities will operate, or statements regarding the Liliium Group’s business and product development strategies or certification program. Actual events or results may differ materially 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) Liliium’s eVTOL aircraft may not be certified by transportation and aviation authorities, including the European Union Aviation Safety Agency (“EASA”) or the U.S. Federal Aviation Administration (“FAA”); (iii) the Liliium Jet may not deliver the expected reduction in operating costs or time savings that Liliium anticipates; (iv) adverse developments regarding the perceived safety and positive perception of the Liliium Jets, the convenience of Liliium’s expected future Vertiports, and Liliium’s ability to effectively market and sell regional air mobility (“RAM”) services and aircraft; (v) challenges in developing, certifying, manufacturing and launching Liliium’s services in a new industry (urban and regional air transportation services); (vi) a delay in or failure to launch commercial services as anticipated; (vii) the RAM market for eVTOL passenger and goods transport services does not exist, and whether and how it develops is based on assumptions, and the RAM market may not achieve the growth potential Liliium’s management expects or may grow more slowly than expected; (viii) if Liliium is unable to adequately control the costs associated with pre-launch operations and/or its costs when operations are commenced (if ever); (ix) difficulties in managing growth and commercializing operations; (x) failure to commercialize Liliium’s strategic plans; (xi) any delay in completing testing and certification, and any design changes that may be required to be implemented in order to receive certification; (xii) any delays in the development, certification, manufacture and commercialization of the Liliium Jets and related technology, such as battery technology or electric motors; (xiii) any failure of the Liliium Jets to perform as expected or an inability to market and sell the Liliium Jets; (xiv) 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; (xv) reliance on third-party suppliers for the provision and development of key emerging technologies, components and materials used in the Liliium Jet, such as the lithium-ion batteries that will power the jets, a significant number of which may be single or limited source suppliers; (xvi) if any of Liliium’s suppliers become financially distressed or go bankrupt, Liliium 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; (xvii) third-party air carriers are expected to operate Liliium Network services in the U.S., Europe and Brazil using the Liliium Jets, and these third-parties, as well as Liliium, are subject to substantial regulation and complex laws, and unfavorable changes to, or the third-party air carriers’ or Liliium’s failure to comply with, these regulations and/or laws could substantially harm Liliium’s business and operating results; (xviii) any inability to operate the Liliium Network services after commercial launch at the anticipated flight rate, on the anticipated routes or with the anticipated Vertiports could adversely impact Liliium’s business, financial condition and results operations; (xix) potential customers may not generally accept the RAM industry or Liliium’s passenger or goods transport services; (xx) any adverse publicity stemming from any incident involving Liliium or its competitors, or an incident involving any air travel service or unmanned flight based on autonomous technology; (xxi) if competitors obtain certification and commercialize their eVTOL vehicles more quickly than Liliium; (xxii) Liliium’s future funding requirements and any inability to raise necessary capital on favorable terms (if at all); (xxiii) business disruptions and other risks arising from the COVID-19 pandemic and geopolitical events, including related inflationary pressures, may impact Liliium’s ability to successfully contract with its supply chain and have adverse impacts on anticipated costs and commercialization timeline; and/or (xiv) Liliium’s inability to deliver Liliium Jets with the specifications and on the timelines anticipated in any non-binding memorandums of understanding (“MOUs”) or term sheets we have entered into or any binding contractual agreements with customers or suppliers we may enter into in the future. The foregoing list of factors is not exhaustive. Forward-looking statements speak only as of the date they are made. You are cautioned not to put undue reliance on forward-looking statements, and the Liliium Group assumes no obligation to, and does not intend to, update or revise these forward-looking statements, whether as a result of new information, future events, or otherwise. The Liliium Group is not giving you any assurance that it will achieve its expectations. A further list and description of risks, uncertainties and other matters can be found in sections titled “Risk Factors,” similarly titled sections and elsewhere in our filings with the U.S. Securities and Exchange Commission (“SEC”), all of which are available at www.sec.gov. All forward-looking statements attributable to the Liliium Group or any person acting on its behalf are expressly qualified in their entirety by this cautionary statement.

Description of Key Partnerships

This presentation contains descriptions of some of Liliium’s key business partnerships with whom Liliium has entered into feasibility studies, indications of interest, term sheets, memoranda of understanding or other preliminary arrangements. These descriptions are based on the Liliium management team’s discussions and the latest available information and estimates as of the date of this presentation. In each case, these descriptions are subject to negotiation and execution of definitive agreements that may not have been completed as of the date of this presentation and, as a result, the nature, scope and content of these key business partnerships remain subject to change.

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