



Development of the Lilium Jet

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2015

FOUNDED
IN MUNICH

800+

EMPLOYEES
2/3 IN PROGRAM
AND ENGINEERING

58+

NATIONALITIES
FROM 6 CONTINENTS

10,000 M²

MANUFACTURING
FACILITIES

\$ 1.4 BN

TOTAL
FUNDING

 **Nasdaq**

LISTED SINCE
SEPTEMBER 2021



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



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



~800 employees, including 450+ engineers
with deep aerospace experience



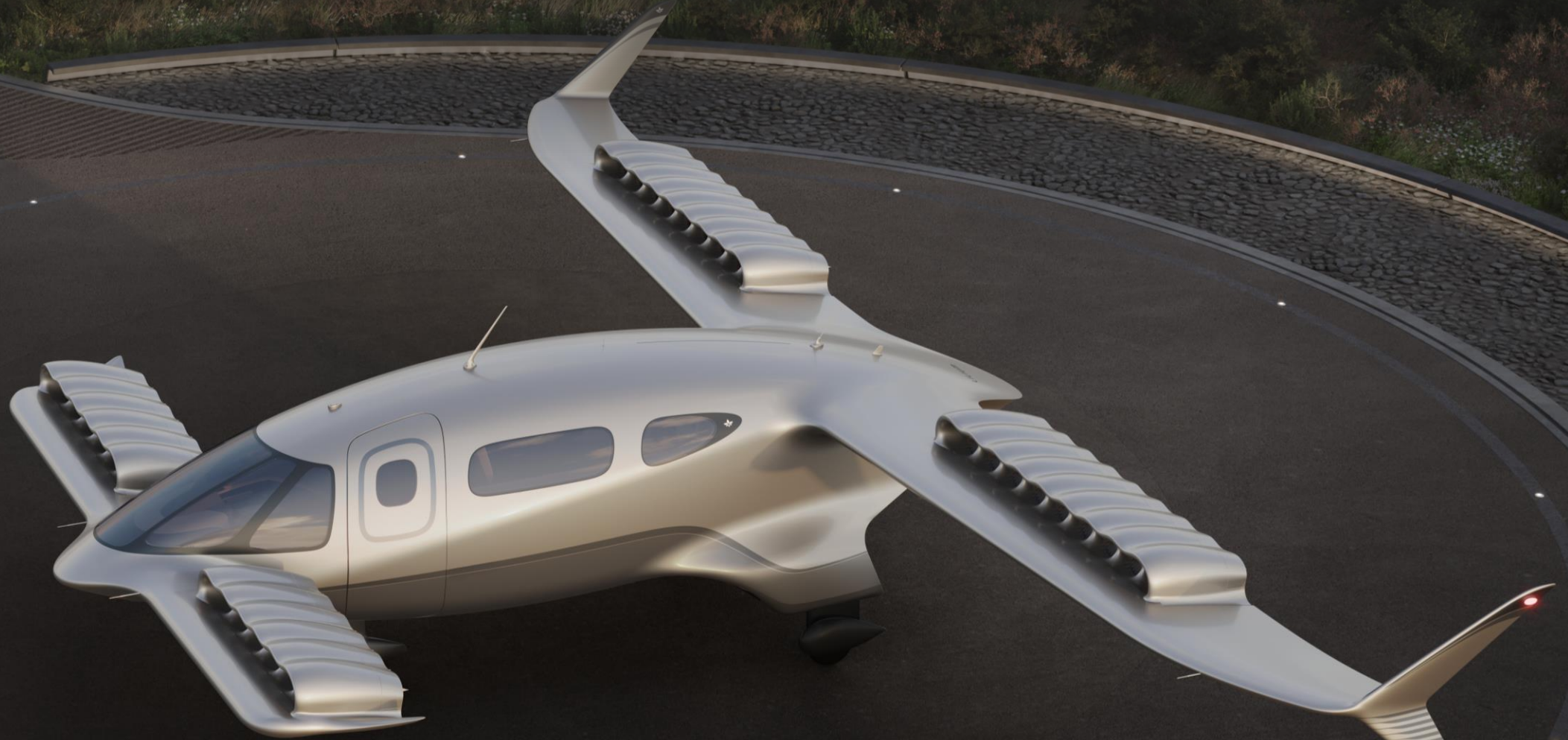
Co-located and fully integrated
design, prototyping, testing,
and production capabilities



Most advanced electric jet aircraft program in
regulatory approval process,
with expected market entry in 2025



The Lilium Jet



HIGH-SPEED

135kt

250KM MAX RANGE

175KM OPERATING RANGE¹

LOW NOISE

68dBA at 100m¹

ZERO EMISSIONS

FULLY ELECTRIC¹

HIGHEST SAFETY

10⁻⁹ SAFETY LEVEL²



Source: Architectural performance assessment of an eVTOL aircraft. Lilium engineering assessment. Management estimates.¹ Performance targets based on current development status of aircraft. Cruise speed based on Lilium engineering assessment assuming flight at 10,000 ft. Range refers to physical range (service range + reserves).² Lilium's primary certification authority stipulates probability of a catastrophic failure must not exceed 10⁻⁹.

Ultimate cabin experience

BUSINESS JET

CABIN

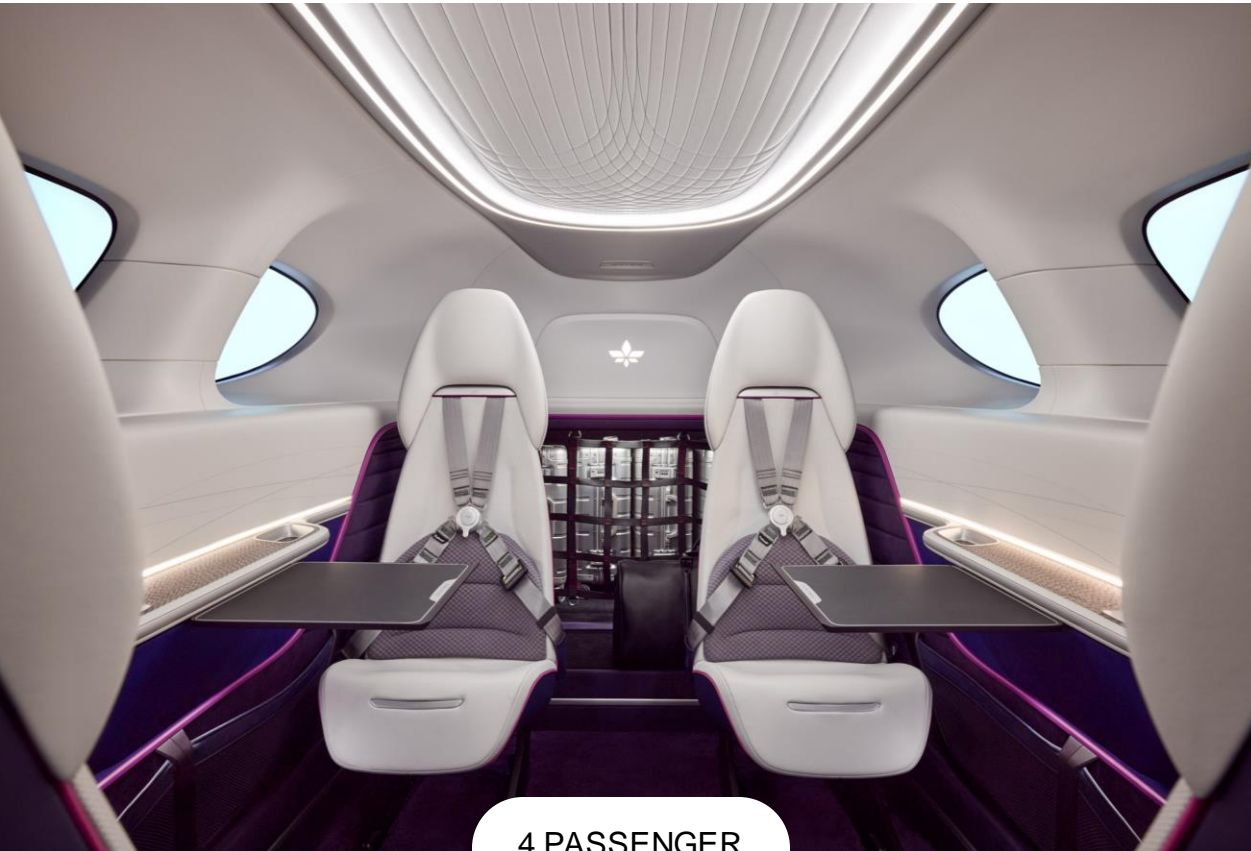
LOW

VIBRATION

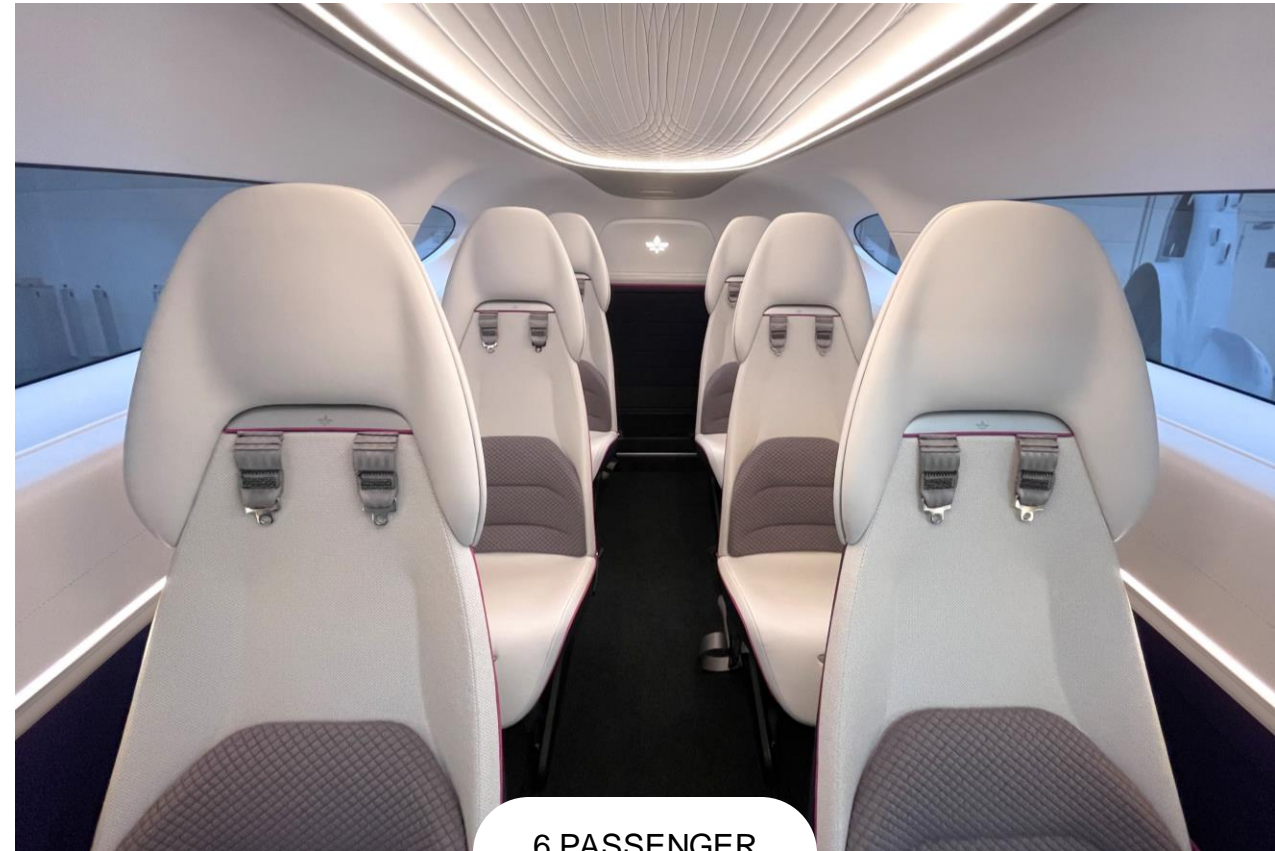
COMMERCIAL

PILOT

Versatile design can open up multiple business segments



4 PASSENGER
CLUB CABIN



6 PASSENGER
SHUTTLE CABIN

Tier 1 suppliers



Honeywell

Avionics and flight control computer

ACITURRI

Aerostructures

Explicseat

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

EN

Electrical Wiring Interconnection System

SKF®

Electric motor bearings

Key aircraft enablers

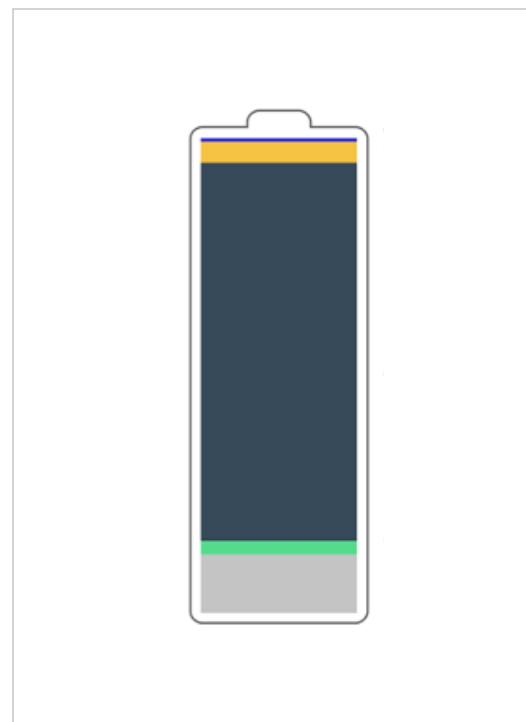
PROPULSION



FLIGHT SCIENCES



BATTERY



CERTIFICATION



PROPULSION

Ducted Electric Vectored Thrust: (DEVT)



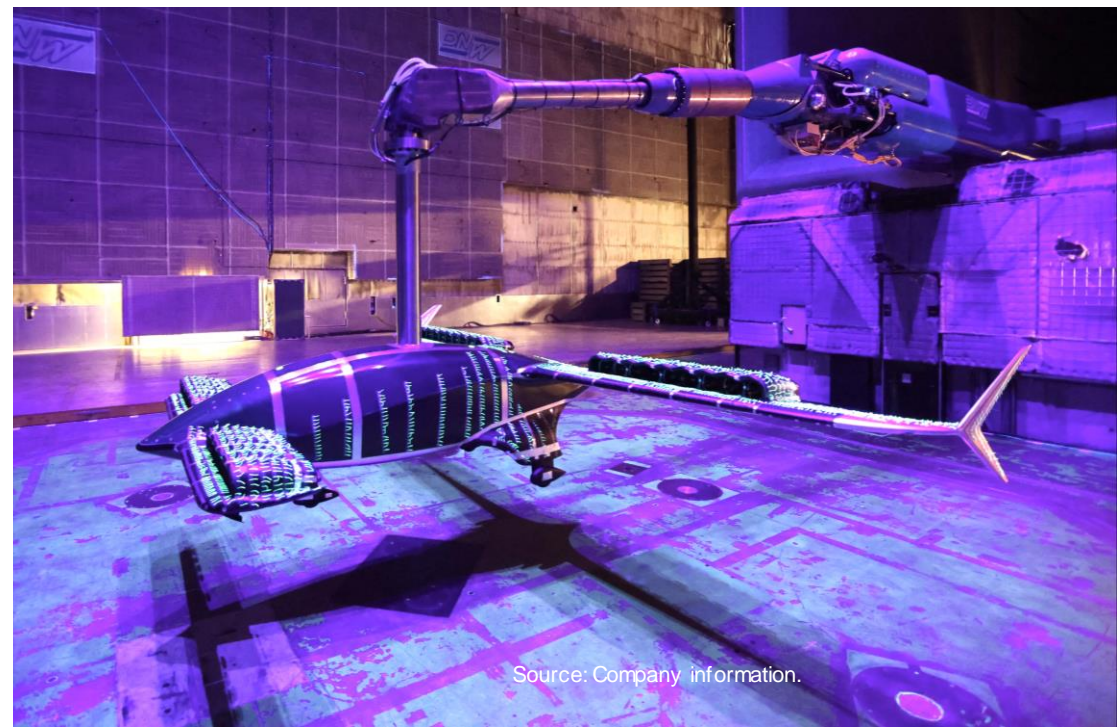
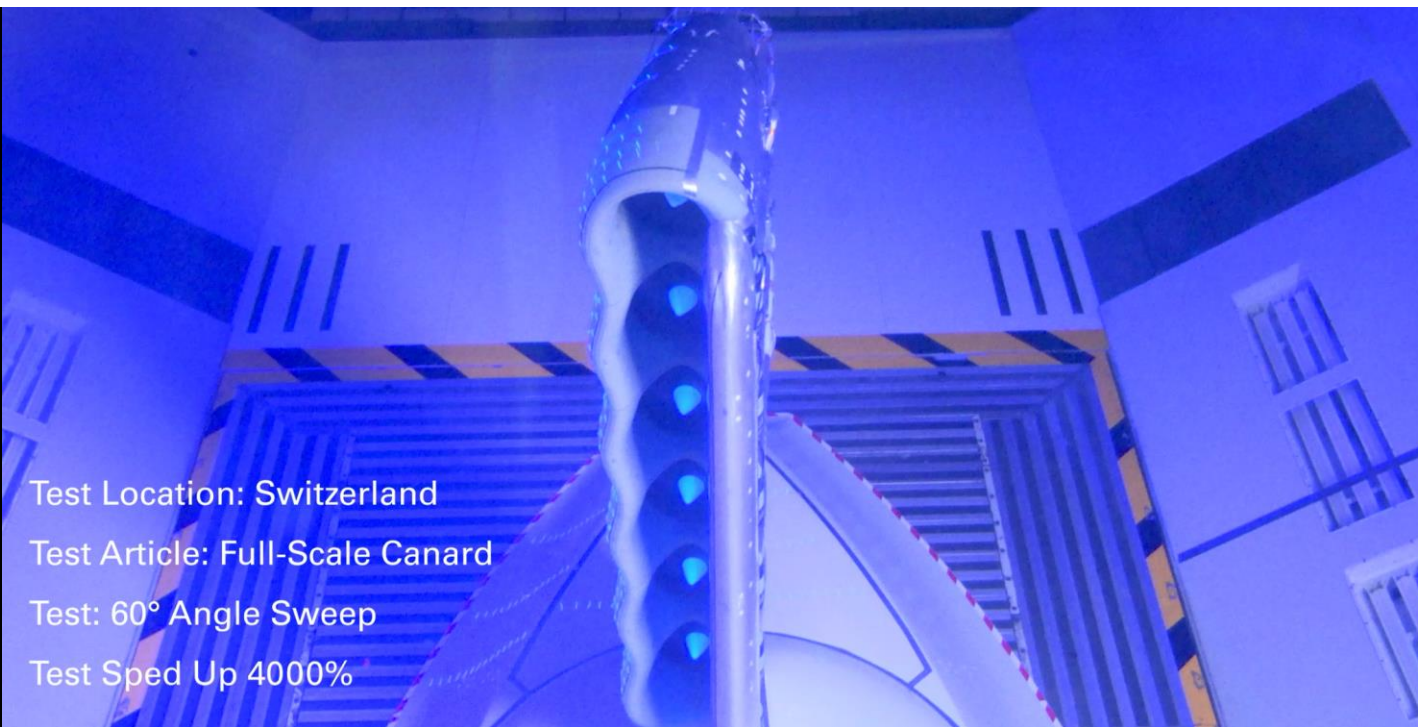
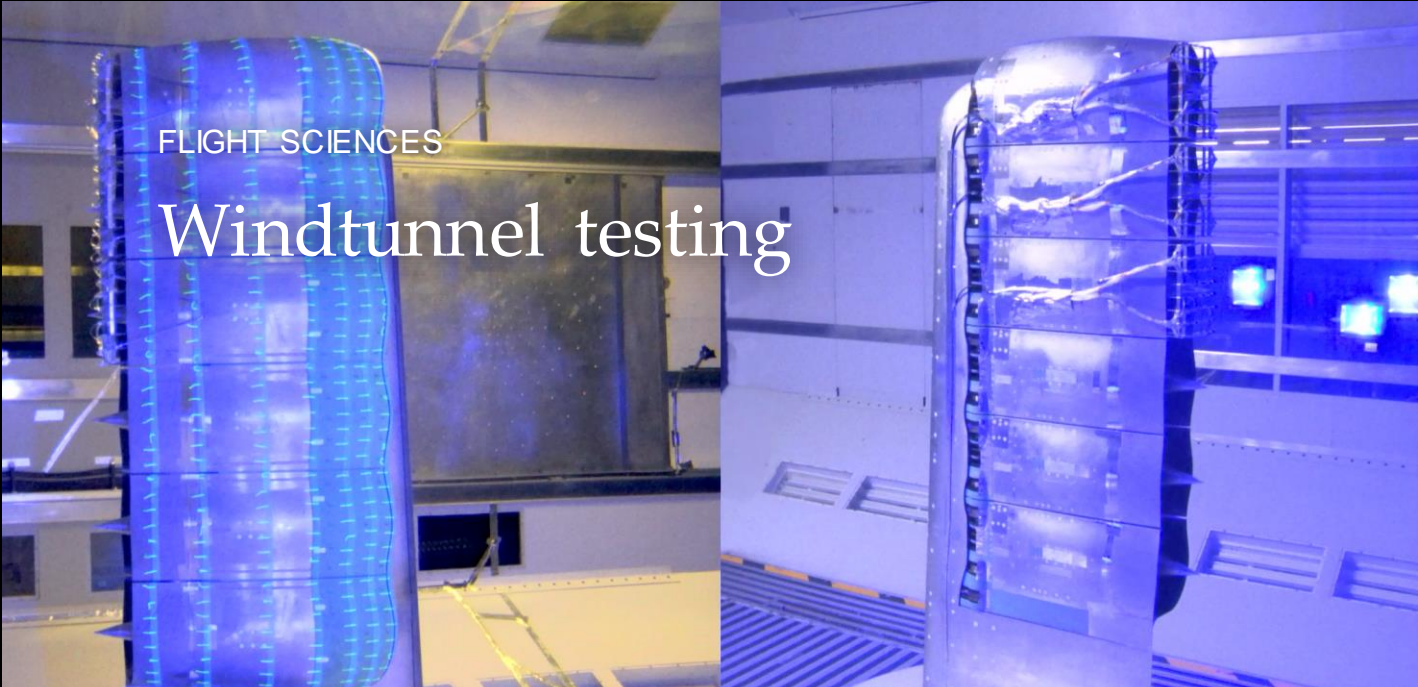
Very low noise
and vibration

Safer and
more redundant

Designed for
scalability

FLIGHT SCIENCES

Windtunnel testing



Test Location: Switzerland
Test Article: Full-Scale Canard
Test: 60° Angle Sweep
Test Sped Up 4000%

Source: Company information.

Flight testing



Energy Storage System Overview

10 battery packs per aircraft

- >3MW peak power
- ~300kWH
- Pack configuration supports voltages >900V

Design to satisfy latest regulatory requirements from EASA

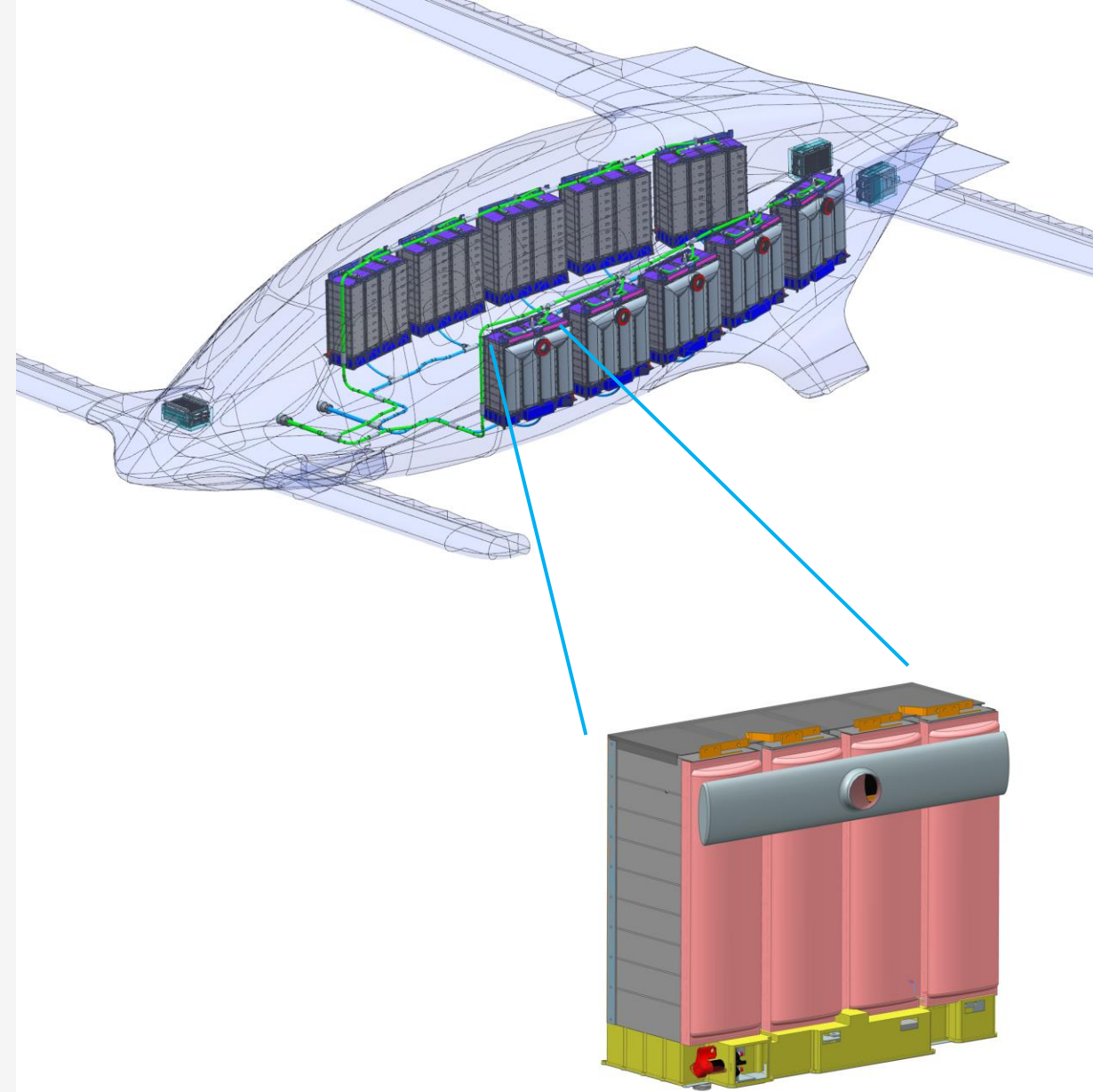
- Thermal runaway containment
- Crash worthiness

Maintability & Upgradability

- Pack replacement strategy

System redundancy on AC level

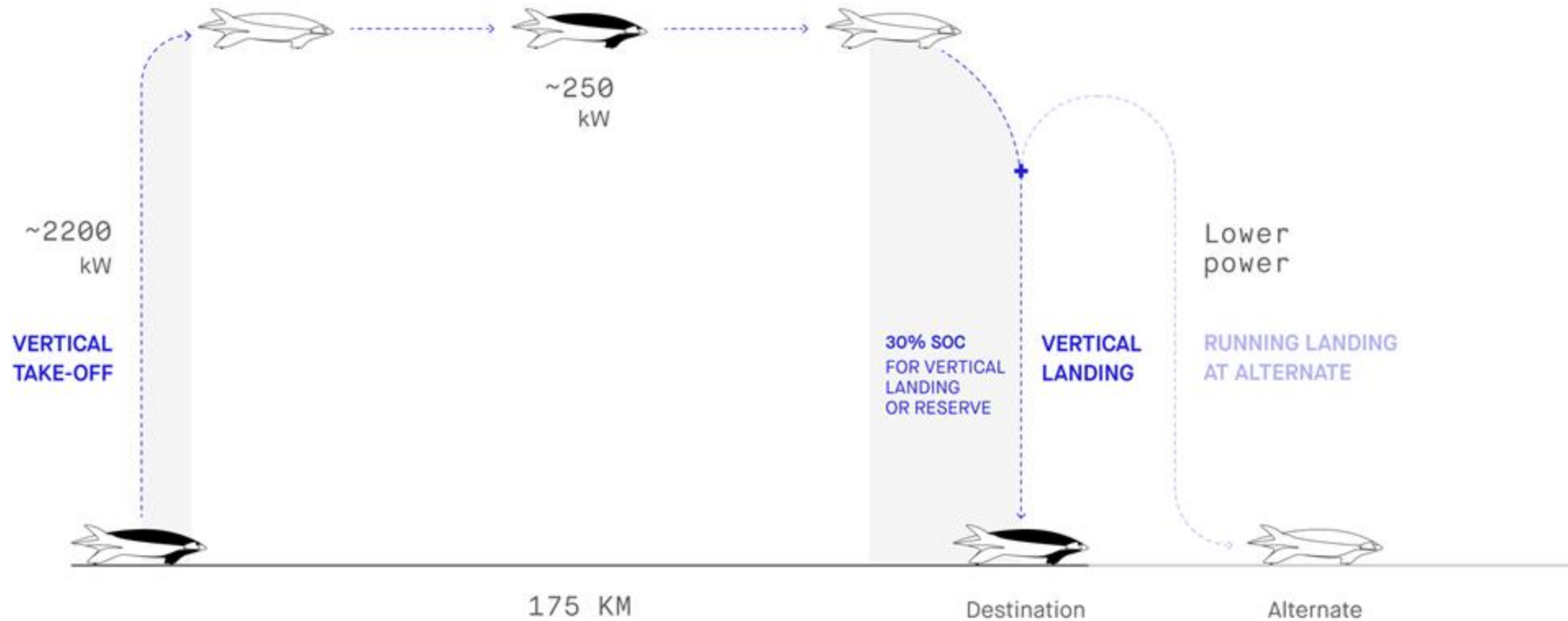
- Integrated Battery Management and HV Power Distribution Functions



BATTERY

Projected operational flight profile

based on max take-off weight



Certification program progress

- Complete
- In discussion with relevant authority
- Not started



How does the Lilium Jet architecture work?

Which requirements will apply for the Lilium jet?

Which means and methods to demonstrate compliance?

Agreement on how will we demonstrate compliance and authority Level of Involvement

Collection of methods and evidences to demonstrate compliance

Verification of compliance



CRI A-01



CRI A-01



G-1 Issue Paper



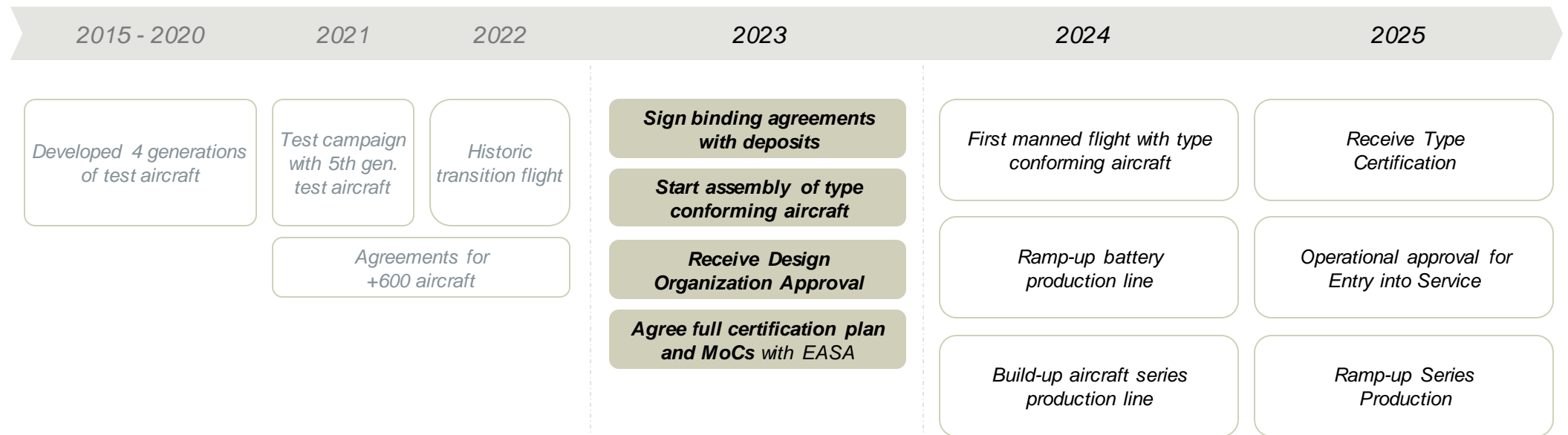
G-2 Issue Paper

Additional tests & reports to account for Significant Standard Differences between EASA and FAA Certification Basis



Additional tests & reports to account for Significant Standard Differences between EASA and ANAC Certification Basis

Following a classic aerospace program





Follow our progress

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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 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. 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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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