



Fiscal Year 2021 Business Update

March 1st 2022

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(“Qell”); (iii) the Liliium Group’s ability to maintain the listing of its securities on the Nasdaq; (iv) the market price of Liliium’s securities may be volatile due to a variety of factors, such as changes in the competitive environment in which the Liliium Group will operate, the regulatory framework of the industry in which the Liliium Group will operate, developments in the Liliium Group’s business and operations, and any future changes in its capital structure; (v) the Liliium Group’s ability to implement its business plans, operating models, forecasts and other expectations and identify and realize additional business opportunities; (vi) the Liliium Group’s and its partners’ inability to achieve anticipated specifications for the Liliium jet and any related infrastructure; (vii) general economic downturns or general systematic changes to the industry in which the Liliium Group will operate, including a negative safety incident involving one of the Liliium Group’s competitors that results in decreased demand for the Liliium Group’s jets or services; (viii) the failure of the Liliium Group and its current and future business partners to successfully develop and commercialize the Liliium Group’s business or significant delays in its ability to do so; (ix) the Liliium Group may never achieve or sustain profitability; (x) the Liliium Group will need to raise additional capital to execute its business plan, which may not be available on acceptable terms or at all; (xi) the Liliium Group may experience difficulties in managing its growth, moving between development phases or expanding its operations; (xii) third-party suppliers, component manufacturers or service provider partners are not able to fully and timely meet their obligations or deliver the high-level customer service that the Liliium Group’s customers will expect, and impacts from disruptions in the Liliium Group’s supply chains due to the COVID-19 pandemic, inflationary pressures or otherwise; (xiii) the Liliium Group’s jets not performing as expected, delays in producing the Liliium Group’s lineup of jets or delays in seeking full certification of all aspects of the Liliium Group’s lineup of jets, causing overall delays in the anticipated time frame for the Liliium Group’s commercialization and launch of any or all of the anticipated Liliium jet models; (xiv) the technology necessary to successfully operate the Liliium Group’s jets and business operations is delayed, unavailable, not available at commercially anticipated prices, not sufficiently tested, not certified for passenger use or otherwise unavailable to the Liliium Group based on its current expectations and anticipated needs; (xv) any identified material weaknesses in the Liliium Group’s internal control over financial reporting which, if not corrected, could adversely affect the reliability of the Liliium Group’s financial reporting; (xvi) product liability lawsuits, civil or damages claims or regulatory proceedings relating to the Liliium Group’s jets, technology, intellectual property or services; (xvii) the Liliium Group’s inability to secure or protect its intellectual property; (xviii) any failure of the Liliium Group to agree upon final commercial terms or fail to finalize and enter into definitive documentation relating to any anticipated commercial transactions or strategic alliances with its prospective partners and suppliers, including with Azul and NetJets; (xix) that the final terms of any commercial transaction or strategic alliance with Liliium’s prospective partners and suppliers, including Azul and NetJets, may differ, including materially, from the terms currently anticipated; (xx) negative publicity about the Liliium Group, its employees, directors, management, shareholders, affiliated parties or Liliium’s founders; and (xxi) currency fluctuation risk related to changes in foreign currency exchange rates from time to time. 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Legal disclaimer (Cont'd)

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, memorandums 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 which have not 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.

Financial Information

Some of the financial information and data contained in this presentation is unaudited and does not conform to Regulation S-X. Accordingly, such information and data may not be included in, may be adjusted in or may be presented differently in, the reports and other documents the Liliium Group may from time to time file with the SEC. You should review Liliium's audited financial statements in its filings with the SEC for a presentation of Liliium's historical IFRS financial information.

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Graphic Representations

Aircraft depicted in this presentation have been rendered utilizing computer graphics.

The information contained herein is made as of March 1, 2022 and does not reflect any subsequent events.

Key highlights

01



New opportunity to sell aircraft through **private sales and fractional ownership**

02



MoU with NetJets for the sale of up to **150 Lilium Jets** plus related after-market services

03



Extension of jet configurations with **premium 4-pax** club cabin configuration for private and fractional market

04



Rigorous PDR: Simplification, reduction of technical and certification risk and highest safety standards

Cash spending 2021 on budget

- Cash spend for fiscal year of **\$217M** as of Dec 31st (**planned budget of \$221M**)¹
- Cash spend of \$72.7M for Q4 driven by **planned acceleration of development program**; Q1 2022 expected to be lower
- Technology investments in Q4 due to battery development, energy and wind tunnel testing
- **Liquidity of ~\$400M²** at year end 2021

¹ Excluding transaction-related costs incurred in connection with our completed business combination with Qell, the PIPE Financing and a minority investment into enabling technology.

² Consists of cash and cash equivalents and other financial assets.



Private and fractional sales: A new supplemental segment

- **Strong interest** from private & business professional customers
- **Early adopters** of eVTOL
- **Greater pricing flexibility**
- **Offset significant carbon emissions** of private jet sector



MoU with the world's largest private jet charter company NetJets

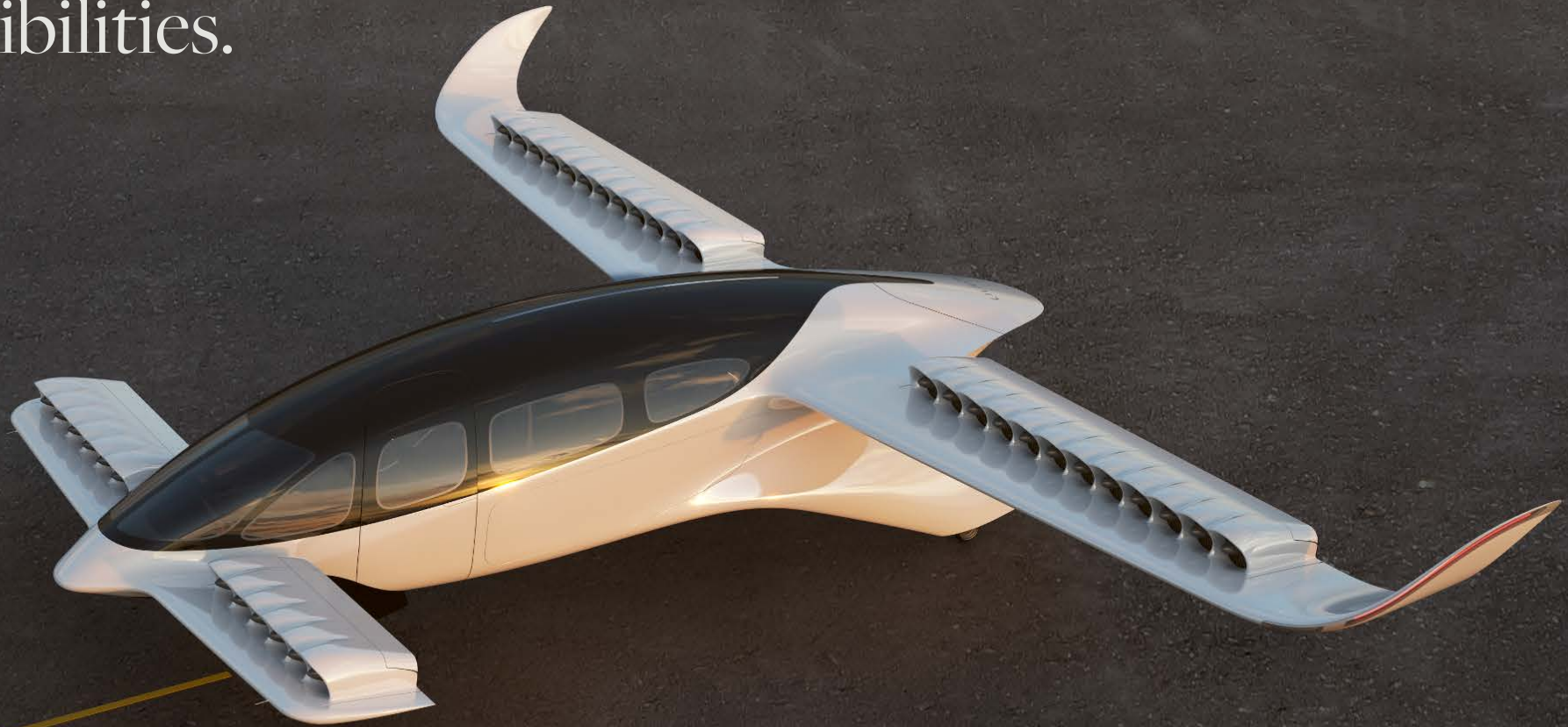


MoU intent:

- NetJets to have right to order up to **150 Lilium Jets**
- Support **Lilium Jet sales to private individuals**
- NetJets Inc. affiliate as **flight operations partner** for Lilium network

Subject to the parties finalizing commercial terms and entering into definitive documentation

One aircraft.
Many possibilities.



Flexible by Design.

1. Seat rails

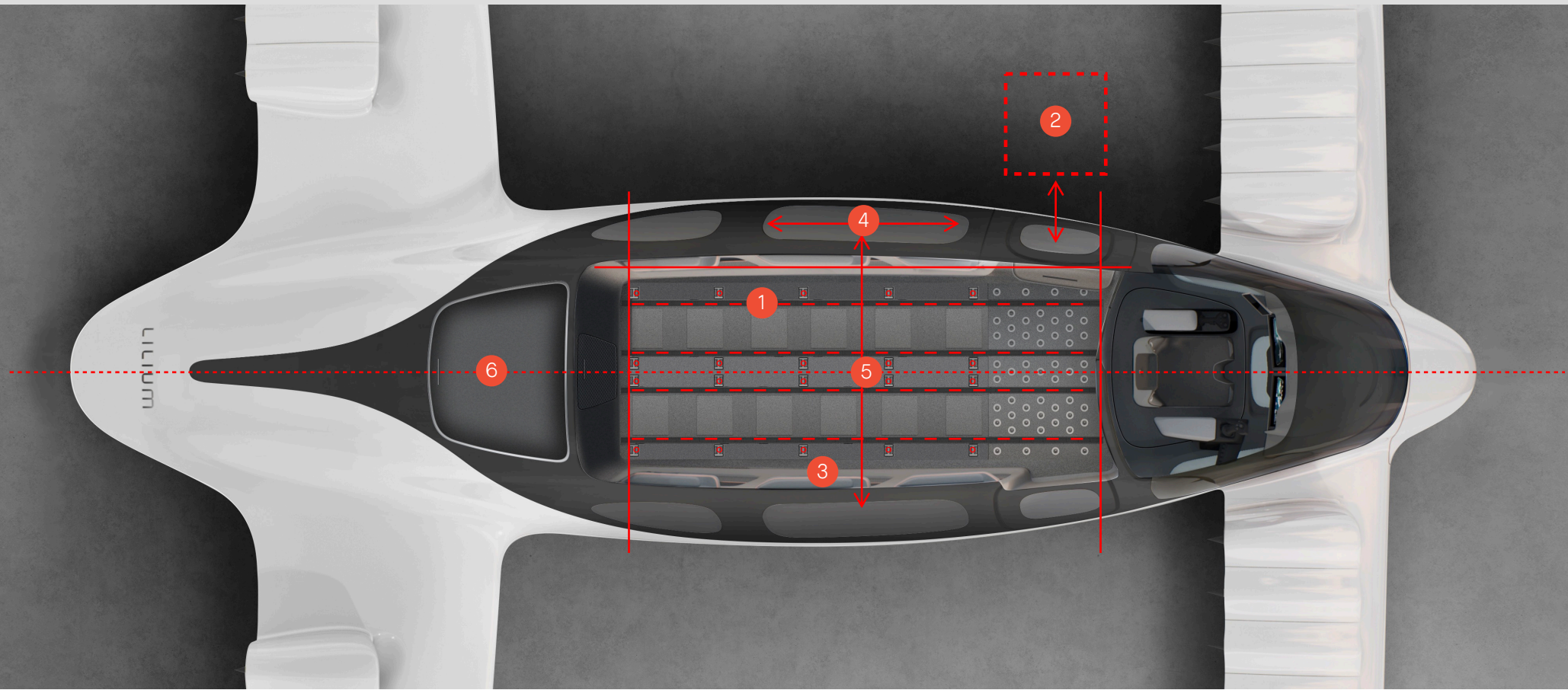
4. Panoramic windows

2. Flexible furniture system

5. Generous ceiling height

3. Modular sidewall panels

6. Aft luggage stowage



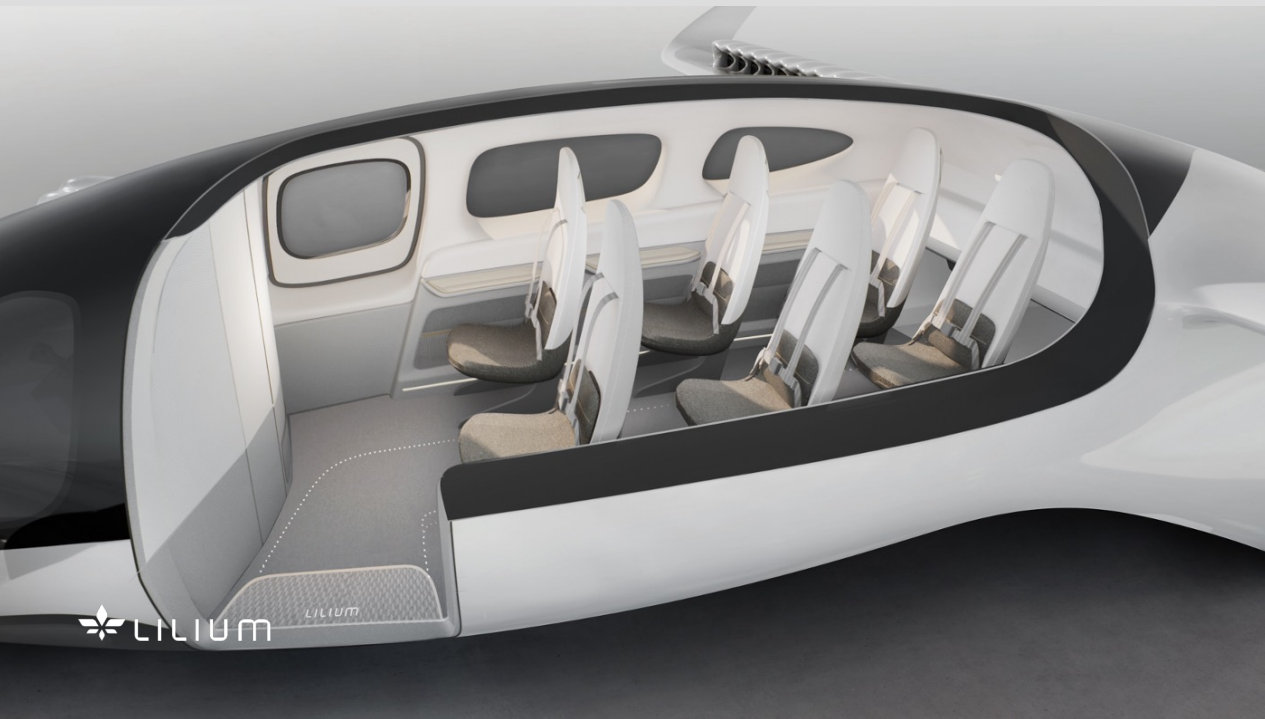
6 PASSENGER SHUTTLE CABIN

Generous space & comfort in a high-capacity configuration.

Generous legroom

Luggage space

Large windows



4 PASSENGER CLUB CABIN

Defining the highest standards for space, comfort and design.

Face-to-face seating

Cabin furniture options

Premium seats



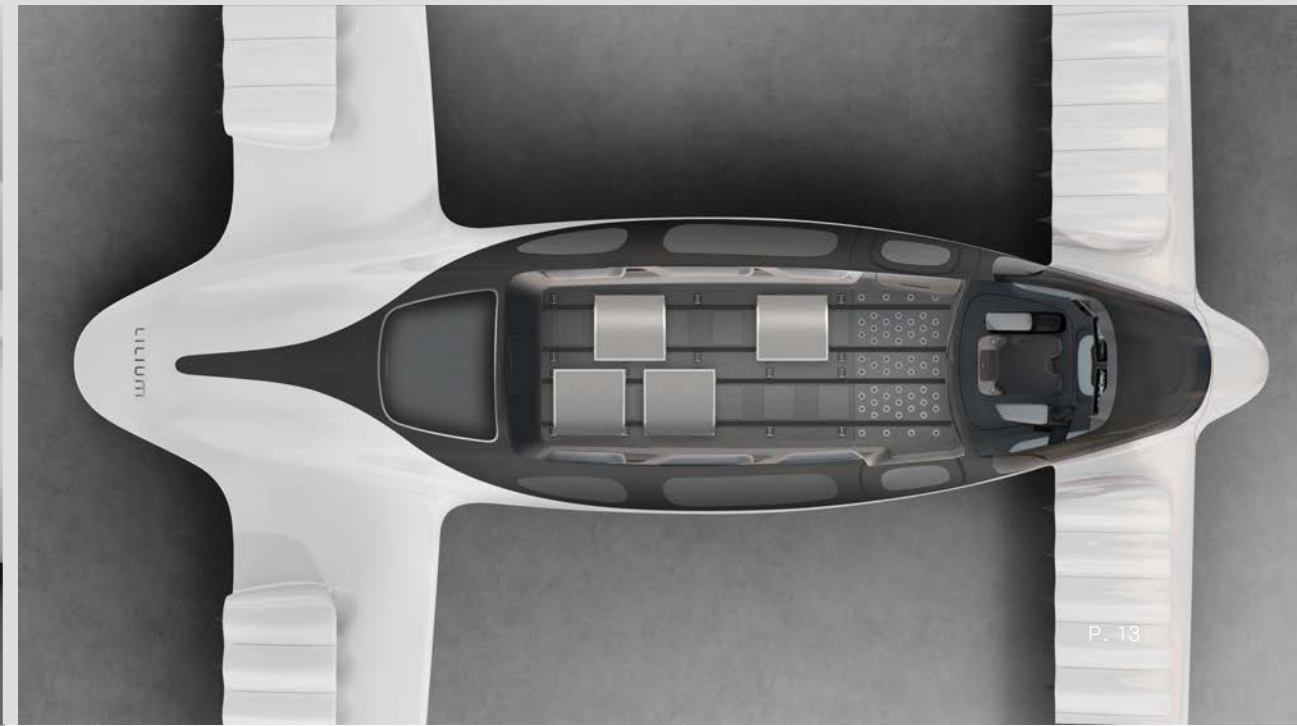
CARGO CABIN

A spacious cabin for high-speed logistics.

~6m³
volume

Loading
rails

Well suited for
bulk loading



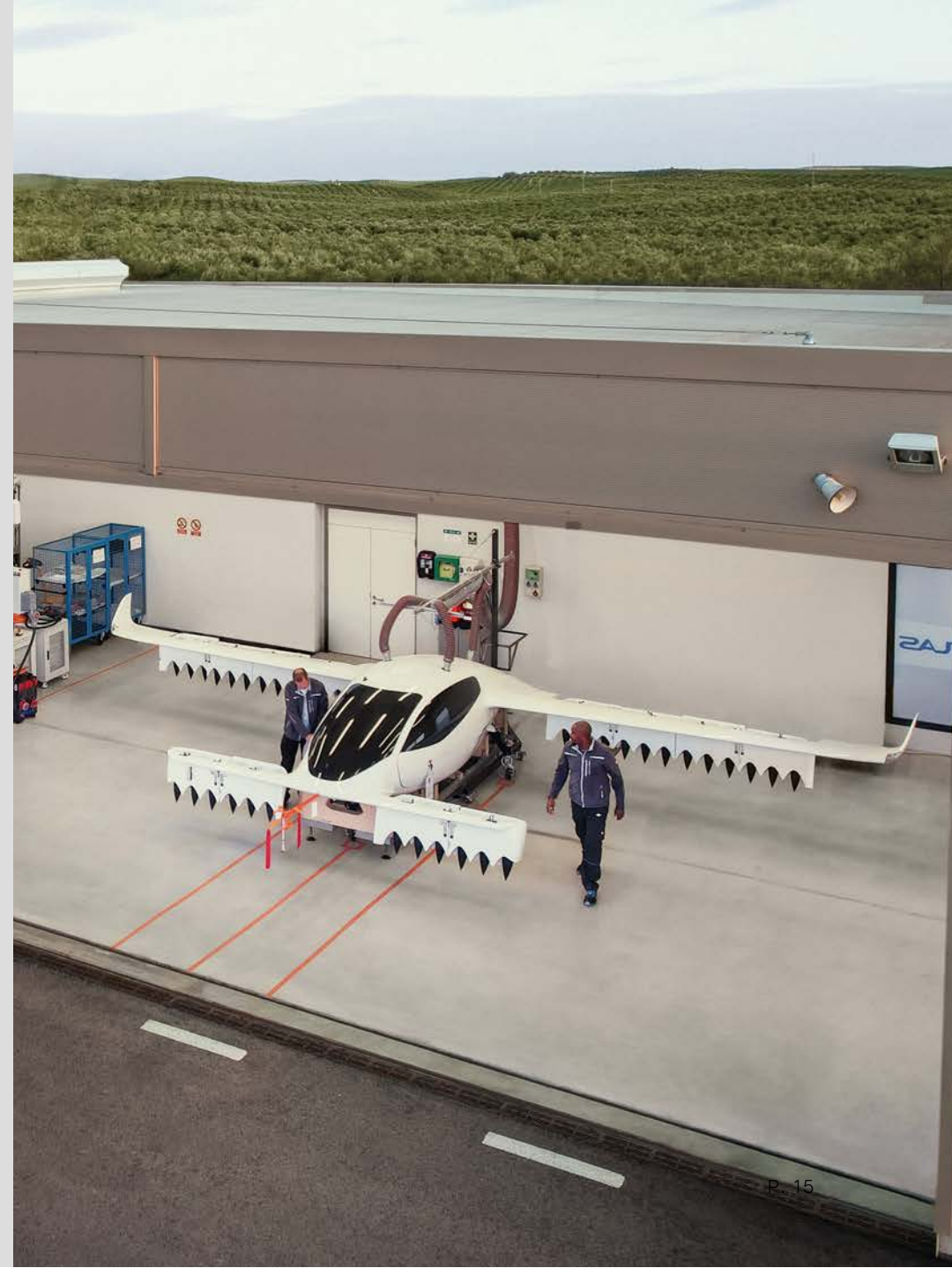
Rigorous PDR assessment

- **Flexible cabin architecture**
- **Reduction from 36 to 30 engines**
 - Lower part count, weight and complexity
 - Better aerodynamic balance
 - Potential for lower costs
- **Reduced certification** risk by increasing performance margins
- Supporting highest commercial aviation safety standards
- **PDR closure ongoing: Expected release of design data to supply chain in Q2 2022**



High-speed flight testing to begin in Spain

- Flight test demonstrator moved to Spain
- ATLAS Flight Test Center: Optimal flight conditions
- Will perform **full transition and high-speed testing**
- Completion of **additional demonstrator aircraft on track**



Building the leading electric aviation company of the 21st century

Important Appointments

People

Commercial

Engineering



Karim Jalbout
Chief People Officer

Partner at Egon Zehnder, leadership roles at Sony Ericsson Mobile and Diageo

EgonZehnder



Sony Ericsson



Sebastien Borel
Vice President Business

Various senior Sales & Marketing Leadership roles at Airbus & Honeywell

Honeywell

AIRBUS



John Wyzykowski
Head of Propulsion

Senior Director Engineering and other executive level roles at Pratt & Whitney Canada



Pratt & Whitney
A United Technologies Company



Guilherme Oliveira
Chief Engineer - Flight Mechanics

Principal Engineer at Gulfstream Aerospace Corporation

Gulfstream



Andy Strachan
Chief Test Pilot

Served at Royal Air Force (RAF), Chief Test Pilot at Leonardo Helicopters



PREVIOUS ROLES

Thank you — Q&A

