



Full Year 2023

February 27th, 2024

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

The information contained herein is made as of 27 February 2024, and does not reflect any subsequent events.



Full Year 2023 Business Update



Klaus Roewe

Chief Executive Officer
and Executive Director



Oliver Vogelgesang

Chief Financial Officer

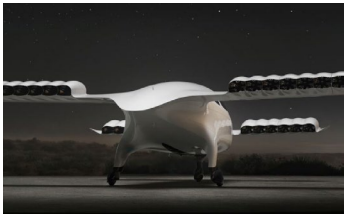


Sebastien Borel

Chief Commercial
Officer

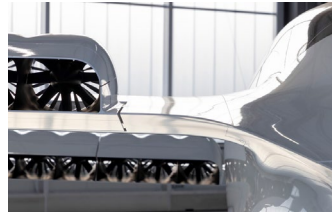
2023 accomplishments

01



Received Design Organization Approval

02



Signed MoU with Lufthansa

03



Started assembly of first Lilium Jet

04



Securing high-volume battery cell partnership

05



Established customer service business

06



Completed \$292 million funding

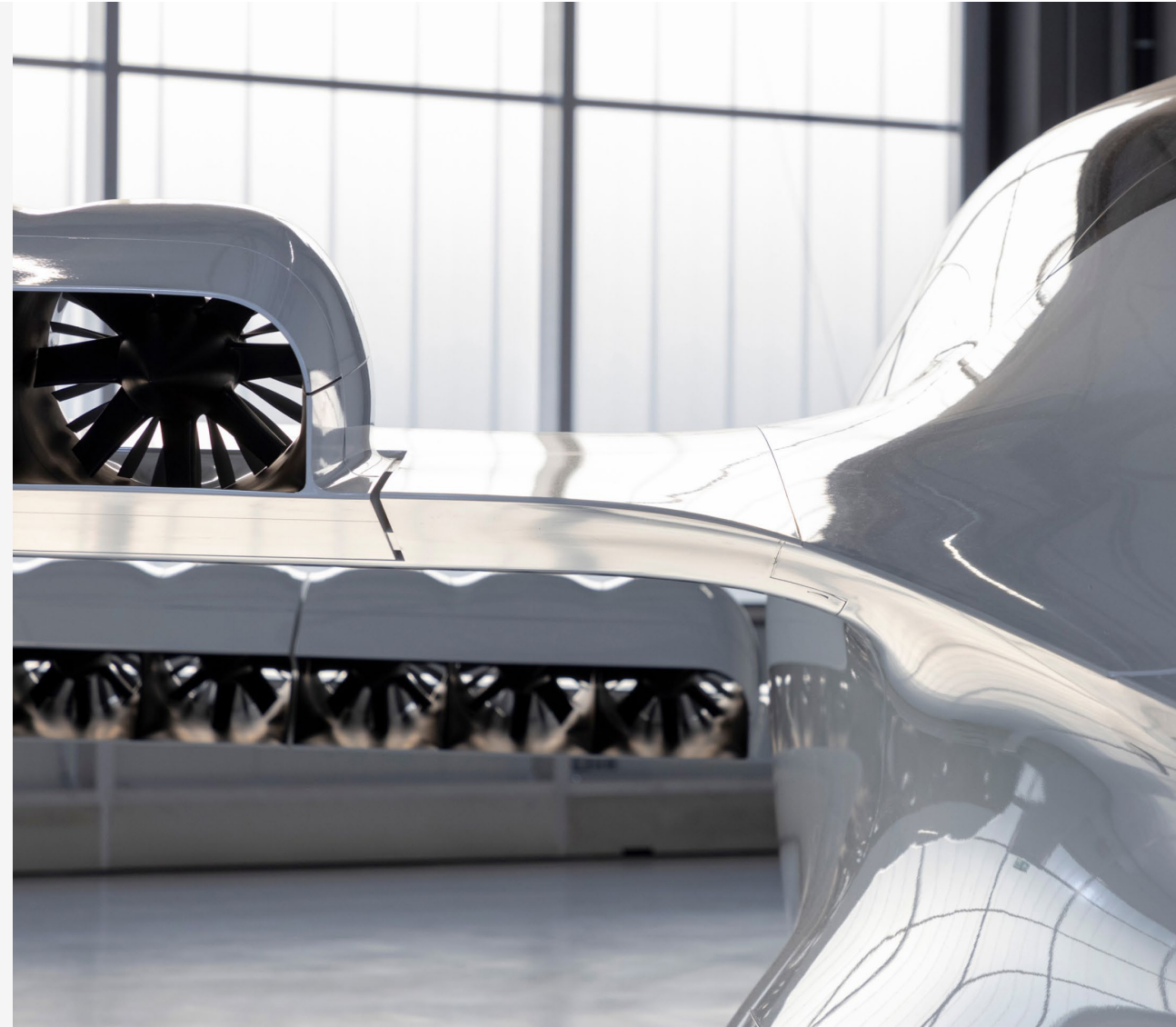
Lilium receives Design Organization Approval by EASA



- Lilium is the **only eVTOL manufacturer globally** authorized to **design and build under the SC-VTOL standard**
- **Completes multiple-year rigorous EASA audit process**

Lufthansa Group and Lilium sign MoU for strategic partnership

- Planned cooperation to **jointly shape the future of Advanced Air Mobility in Europe**
- Important groundwork to **enable the safe and efficient operation** of eVTOL aircraft



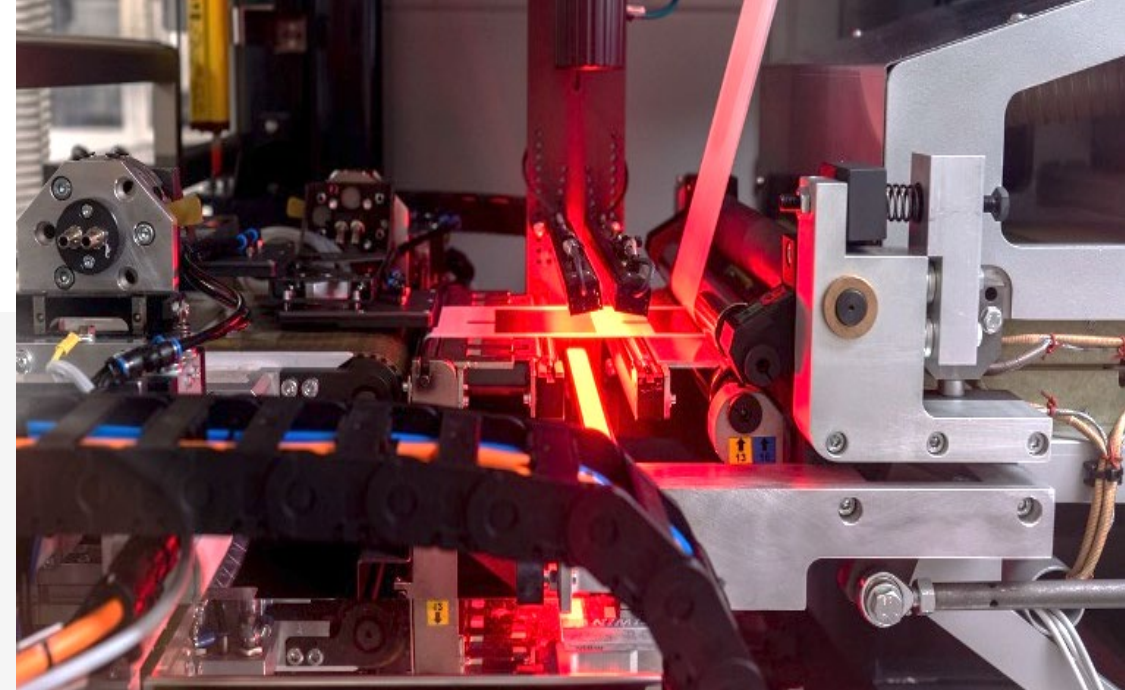
Shift from the Design Phase to Industrialization

- **Start of production** of the first Lilium Jet in December 2023
- **Aircraft assembly takes place at Lilium's facilities in Wessling near Munich, Germany,**
- **175,000 ft² manufacturing & testing facility** in place at Lilium's main campus



Progress on Lilium's Battery System

- **Lithium-ion cell with high silicon content** – offers high energy- and power density
- **Battery performance validated** by external laboratories
- **Multi-sourcing approach** through **partnership with Inobat** (supported by **Gotion**)



Robust supply chain with leading aerospace suppliers

Assembly of first Liliium Jet started in December 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

MICHELIN
A BETTER WAY FORWARD

Tires

Collins Aerospace

Inceptor system



SAINT-GOBAIN

Windows and windshields

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

AEROSONIC®

Air Data System

LILIUM

Source: Company information, management estimates. Rendering utilizing computer graphics

Strong execution on cash control

- Active cash management leading to lower than expected adjusted cash spend¹
- Adjusted cash spend in H2 2023 below expectation at **€150 million**¹
- Unaudited liquidity as of December 31 at **€198 million**²
- Lilium received first customer PDPs
- Adjusted cash spend guidance for H1-2024 between €170 and 180 million¹
- Active discussions for funding beyond first flight
- Substantial pre-delivery payments (PDPs) expected after first manned flight



¹ Excluding fundraising and related fees, other non-operational cash flows

² Consists of cash and cash equivalents and other financial assets (excluding €4.6mn investment in equity instruments)



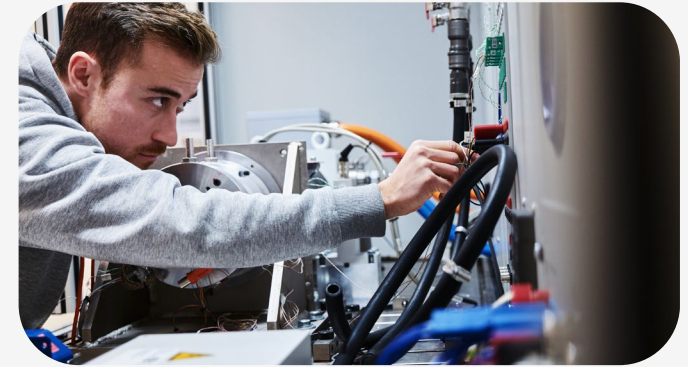
Focused OEM and Aftersales business model



Core Competencies



Aircraft OEM
Design, Manufacture,
and Sell Aircraft



Aftersales Support
Recurring revenues from
Spareparts and Services¹

Strategic Partners

Covering other parts of value chain



Operations
Flight operations and training, MRO²,
Booking, Passenger experience



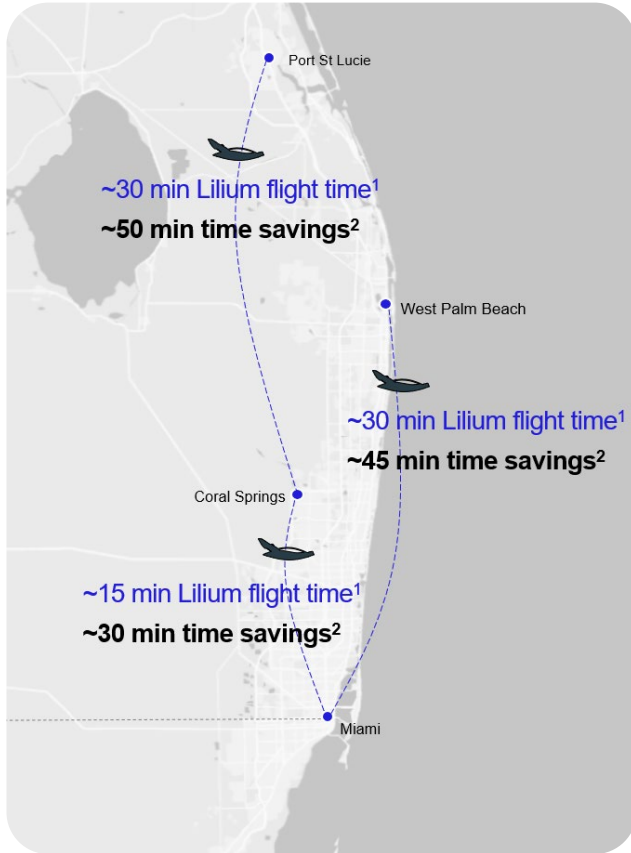
Infrastructure
Design, plan, and build
landing and charging infrastructure



Source: Anticipated Lilium Business Strategy; Note: Rendering utilizing computer graphics
1. Includes Digital Services, e.g., Aircraft Health Monitoring; 2. Maintenance, Repair, Overhaul

Substantial time savings for short-distance and regional trips

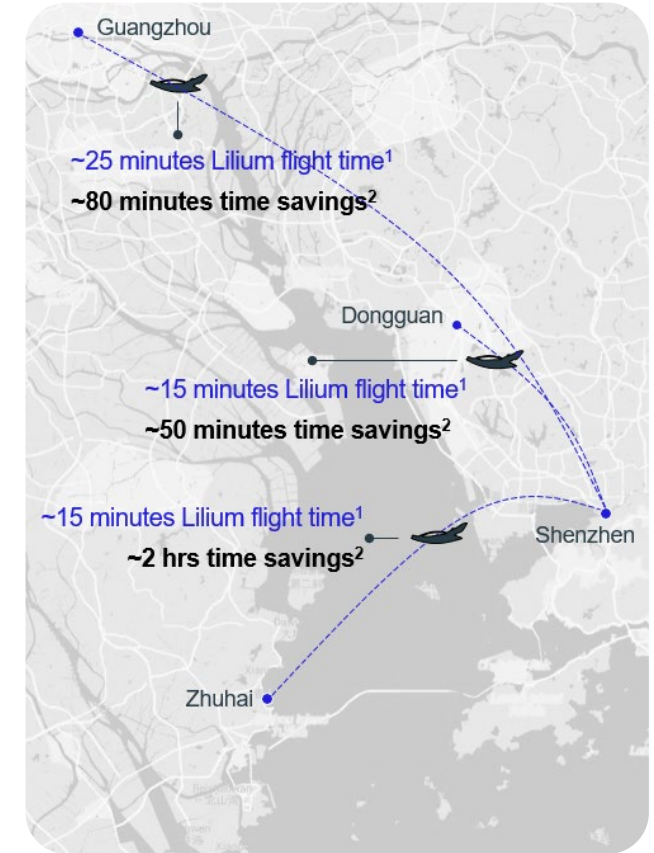
United States
(selected illustrative routes)



Germany
(selected illustrative routes)



China
(selected illustrative routes)



~45 firm orders –
~685 aircraft under MoU

NETJETS

EMCJET

Bristow

LUFTHANSA GROUP

eVOLARE

GLOBE AIR

AAP AVIATION

ASL GROUP

AIR-DINAMIC

HÉLITY
Copter Airlines

ifly

السعودية SAUDIA

ARCOSJET

東部通航
HEBEI AIR

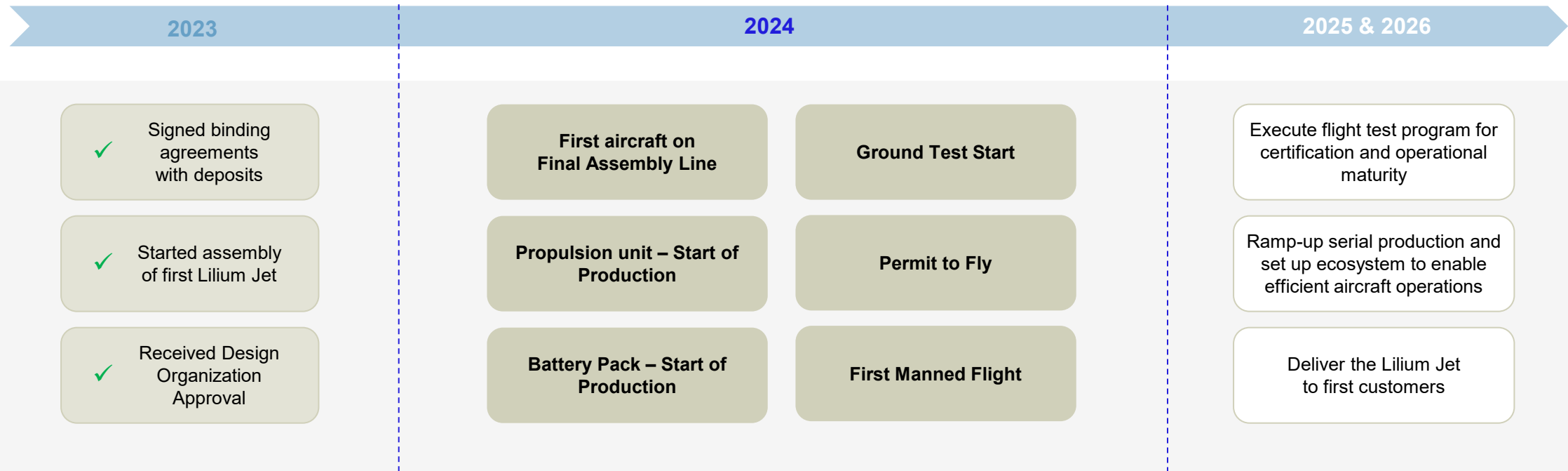
Philjets

Azul



Source: Company information and public press releases. Final commercial terms are still being negotiated and remain subject to definitive documentation; Firm order are orders for a delivery slot or aircraft that has been reserved for a customer via a deposit payment

Lilium flight path to entry into service





Q&A

Thank you