Revolutionizing sustainable, high-speed regional air mobility

January 2023

Why we believe Lilium's design wins

PASSENGERS PREFER JETS(1)

SPACIOUS PREMIUM CABIN

HIGH PAYLOAD, HIGH SPEED, AND LONG RANGE(2)

SCALABLE AND VERSATILE PLATFORM

HIGHEST SAFETY STANDARDS IN THE INDUSTRY(3)

LOW PHYSICAL COMPLEXITY – SOFTWARE CONTROLLED

LILIUM

Source: Architectural performance assessment and expected specifications of an eVTOL aircraft. Lilium engineering assessment & management estimates. [1] GAMA, JADC, Company information (Airbus, Boeing, Bombardier, Embraer), 2009 – 2019; [2] Estimate 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. [3] Lilium's primary certification authority stipulates probability of a catastrophic failure must not exceed 10^{-9}. Management estimates

Lilium helps to bring sustainable mobility forward

Transportation today contributes

27- 29%

of US and EU GHG emissions

Lilium expects to offer short term avoidance of

100+ ktons CO_2 p.a.

by replacing flights in private aviation segment with

~95% lower emissions

per seat mile vs current mix

Equivalent of

~5m trees

expected within 3 years after launch

Lilium expects to offer long term avoidance of

4-5 Mtons CO_2 p.a. in 2035

by targeting commercial aviation and ground based transportation with

~85% lower emissions

per seat mile vs current mix

Equivalent of

~200m trees

expected in 2035

LILIUM

Source: United States Environmental Protection Agency. Company full lifecycle CO2 model. Management & Engineering estimates.

Key achievements since public listing

KLAUS ROEWE
APPOINTED AS CEO

Former Head of Airbus A320 family
and Services Business

Drives transition from visionary
start-up to electric aviation leader

HISTORIC
TRANSITION FLIGHT

Full transition from hover
to wing-borne flight completed

Comprehensive validation of
architecture through flight testing

INDUSTRIALIZATION
PHASE STARTED

Honeywell

DENSO

AERnnova

DIEHL
Aerospace

Signed supply contracts with leading
Tier 1 aerospace suppliers

Assembly and testing of first
aircraft expected to start in 2023

Source: Company Information.

Key achievements since public listing (cont.)

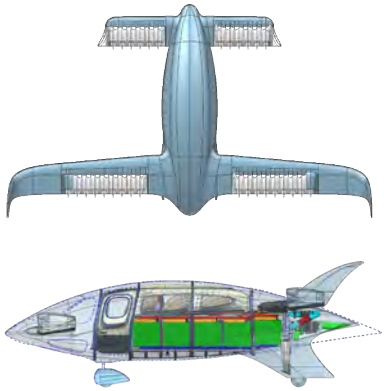
BATTERY CELL INDUSTRIALIZATION STARTED

CUSTOMCELLS®
Ahead in cell innovation

Ongoing 3rd party validation of cell performance for launch routes

Prototype cells production started with CustomCells

AIRCRAFT PERFORMANCE AND CERTIFICATION PATH CONFIRMED



PDR conducted under supervision of senior external aerospace experts

Significant progress with EASA & FAA:
Jet on track to deliver performance & certification requirements for 2025 entry into service[1]

VALIDATION OF TARGET MARKETS

NETJETS · SAUDIA · ASL GROUP · Azul · Bristow · HÉLITY · AAP AVIATION · GLOBEAIR · VOLARE AVIATION

Premium Segment as complementary business line

Validated through NetJets deal and eVolare binding contract

Order pipeline of 603 aircraft

Source: Company Information. 1. See also slide on certification in this presentation

Our team has the experience we believe is necessary to successfully build and deliver the Lilium Jet

BOARD

Tom Enders
Chairman & Investor

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

SATAIR

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

Inventor of Lilium aircraft architecture and propulsion expert

LILIUM

Alastair McIntosh
Chief Technology Officer

Chief Engineer & MD of Rolls Royce

ROLLS ROYCE

Engines of Airbus A350 and Gulfstream G650

Yves Yemsi
Chief Operating Officer

SVP Procurement & Supply Chain, VP Program Quality at Airbus

AIRBUS

A350

A380

FINANCE AND COMMERCIALIZATION

Oliver Vogelgesang
Chief Financial Officer

Managing Director Finance Airbus Germany and SVP Finance & Controlling of Airbus A320 program

AIRBUS

A320

Sebastien Borel
Chief Commercial Officer

Various senior Sales & Marketing leadership roles at Honeywell & Airbus

Honeywell

AIRBUS

PREVIOUS ROLES

Source: Company Information.

Next major value drivers expected to be unlocked

2023 | 2024 | 2025

Sign binding agreements with deposits

Secure governmental loans & subsidies

Start assembly of type conforming aircraft

Build First-flight battery pack

Receive Design Organization Approval (DOA)

Agree Full Certification Plan & MoCs with EASA

Receive further orders & Pre-Delivery Payments linked to 1st flight

Manned flight test campaign with type conforming aircraft

Ramp up battery production line

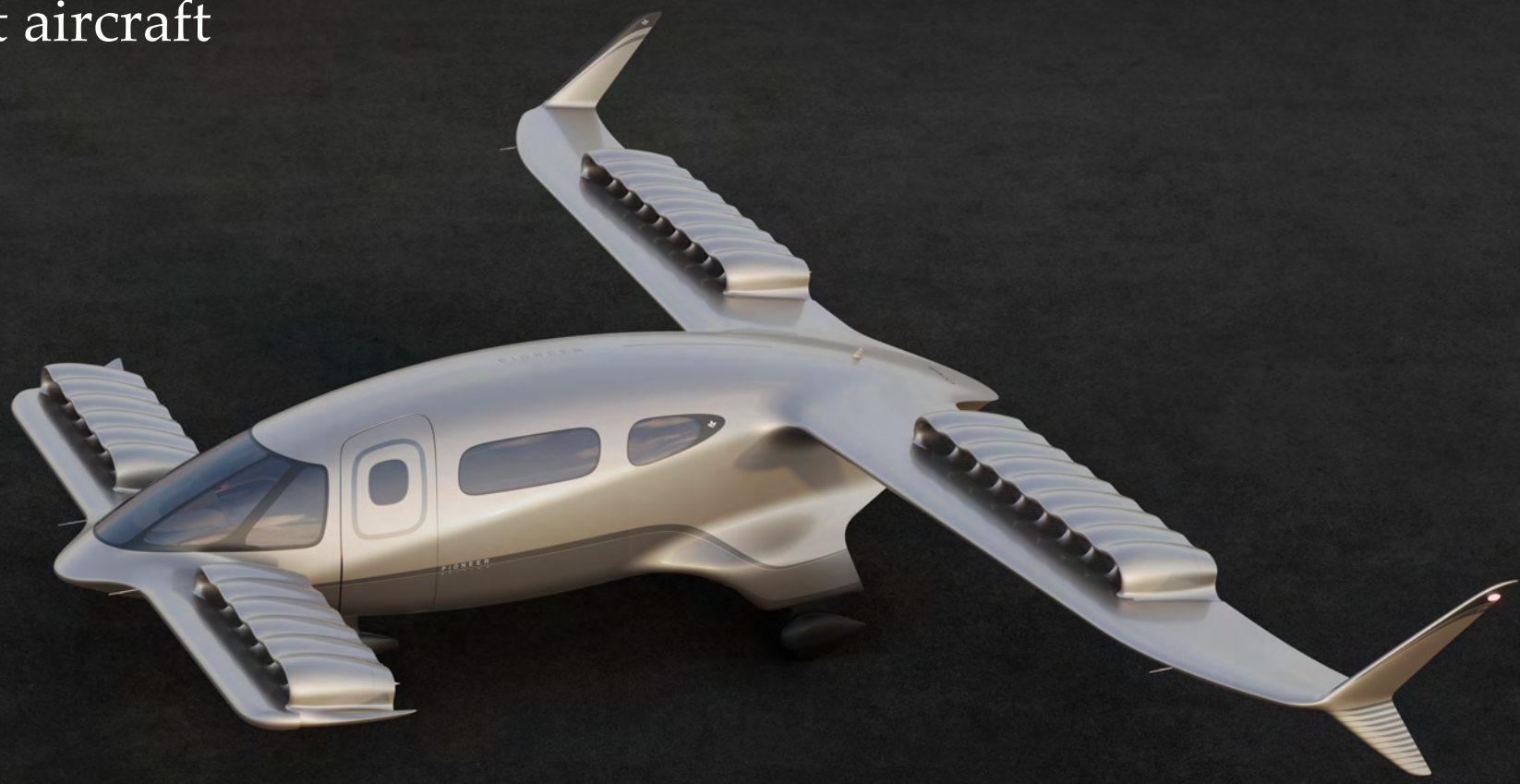
Build-up aircraft series production line

Entry into Service

Receive Type certification

Ramp-up series production

Highly performant, premium, jet aircraft



HIGH-SPEED
250 KM/H[1]

250KM MAX RANGE
175KM OPERATING RANGE[1]

LOW NOISE
68dBA at 100m[1]

ZERO EMISSIONS
FULLY ELECTRIC[1]

HIGHEST SAFETY
10^{-9} SAFETY LEVEL[2]

LILIUM

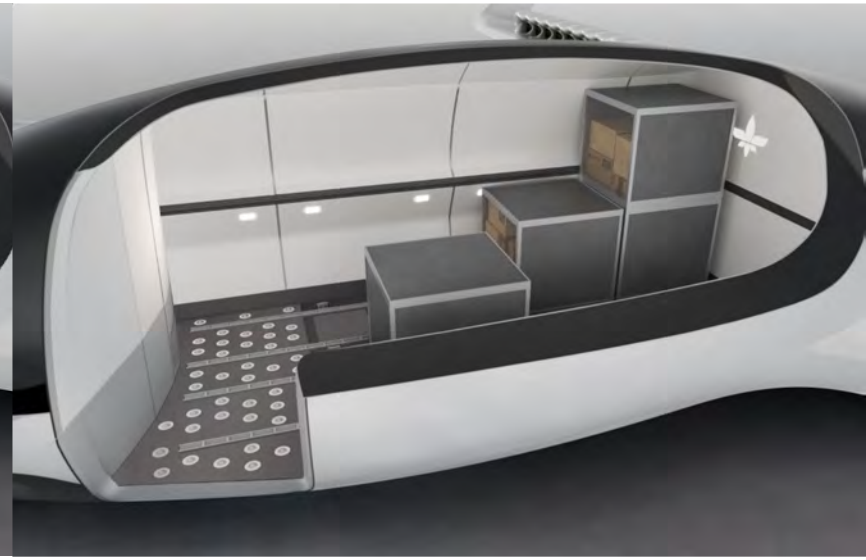
Source: Architectural performance assessment of an eVTOL aircraft. Lilium engineering assessment. Management estimates.[1] Performance targets based on current development status of aircraft. Cruise speed based on Lilium engineering assessment assuming flight at 10,000 ft. Range refers to physical range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

We believe Lilium's cabin will deliver a premium experience

Versatile design can open up multiple business segments

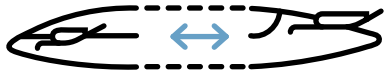
4 PASSENGER CLUB CABIN

6 PASSENGER SHUTTLE CABIN



FLEXIBLE CARGO CABIN:
6m^3 volume

SCALABLE PLATFORM



Larger form factors on same technologies in the future

Source: Management estimates

Plan to launch in premium, scale with OEM sales & network

LAUNCH:

PREMIUM

PRIVATE (incl. Limited Edition)
Taking deposits as of early 2023

CHARTER SERVICES & FRACTIONAL OWNERSHIP
Taking Pre-Delivery Payments by end of 2023

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

SCALING:

MASS (COMMERCIAL AVIATION)

OEM SALES & LILIUM NETWORK
Taking Pre-Delivery Payments by end of 2023

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

Private limited edition

Limited run of aircraft expected to be sold via direct sales & partners

Customization options

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

Source: Management estimates

First commercial contract with pre-delivery deposits

Agreement for **up to 20 aircraft** with **eVolare**[1] in UK

Opens access to prime locations, incl. **Greater London**

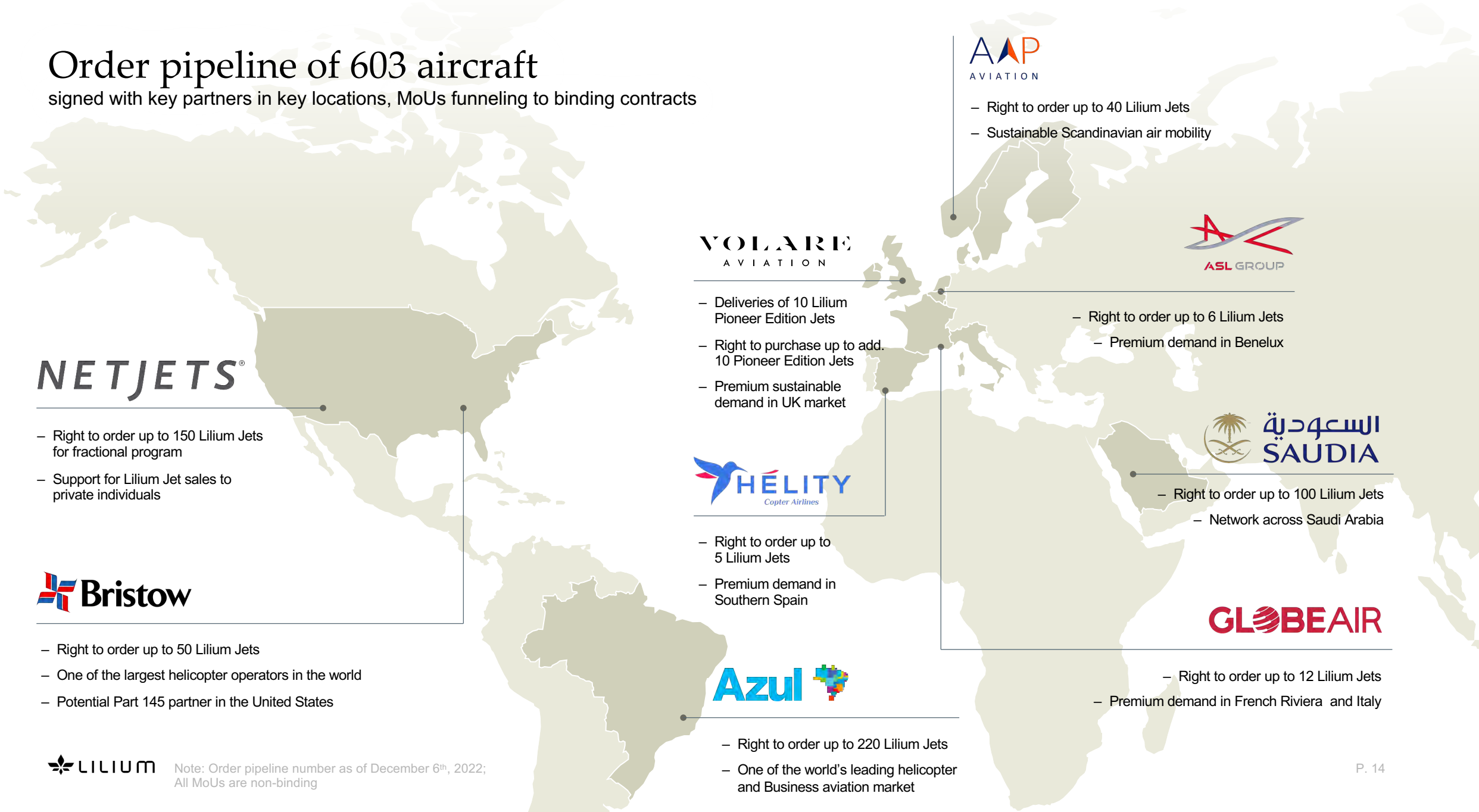
First pre-delivery payment to be made in early 2023

DUSTIN DRYDEN,
CHAIRMAN AND FOUNDER
OF VOLARE AVIATION

[1] A subsidiary of Volare Aviation

Order pipeline of 603 aircraft

signed with key partners in key locations, MoUs funneling to binding contracts



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

VOLARE AVIATION

- Deliveries of 10 Lilium Pioneer Edition Jets
- Right to purchase up to add. 10 Pioneer Edition Jets
- Premium sustainable demand in UK market

HELITY Copter Airlines

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

Azul

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

AAP AVIATION

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

ASL GROUP

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

السعودية SAUDIA

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

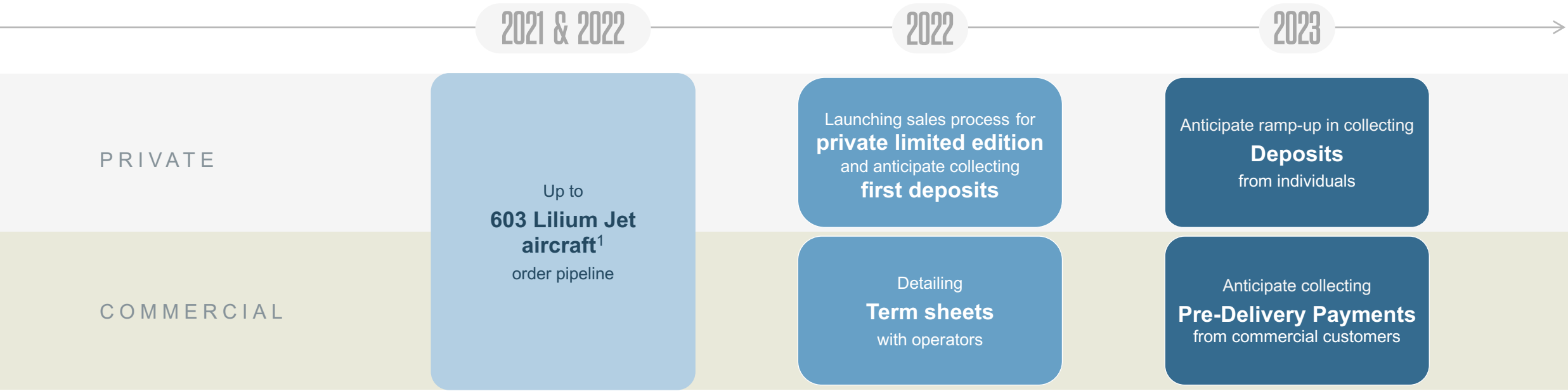
GLOBEAIR

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

LILIUM

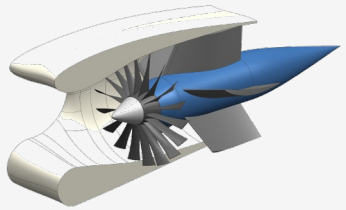
Note: Order pipeline number as of December 6th, 2022; All MoUs are non-binding

Ramping up orders with deposits

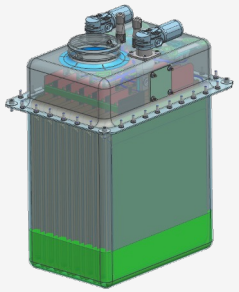


Statements with respect to future deposits are forward-looking, subject to significant business, economic, regulatory and competitive uncertainties and contingencies, many of which are beyond the control of the Company and its management and are based upon assumptions with respect to future decisions and events, which are subject to change. Actual results will vary & those variations may be material. Nothing in this presentation should be regarded as a representation by any person that the deposits will occur as described herein. 1. Order pipeline number as of December 6th, 2022; All MoUs are non-binding

Core technologies power multiple aircraft designs



ELECTRIC DUCTED
JET ENGINES



PROPRIETARY
BATTERY SYSTEMS

ARCHITECTURE AND
FLIGHT CONTROLS

FUTURE:
AUTOMATION & AUTONOMY

ASTRONICS ACITURRI TORAY Innovation by Chemistry CUSTOMCELLS Ahead in cell innovation AERnnova

ECOSYSTEM OF LEADING TIER 1 SUPPLIERS

DENSO DIEHL Palantir Honeywell Expliseat

THE LILIUM JET

4-6 PAX

POTENTIAL FUTURE AIRCRAFT PLATFORMS

8-19 PAX: larger electric aircraft

LILIUM

Note: Core technologies such as electric ducted jet engines, proprietary battery systems, and architecture and flight controls are currently in development, Management estimates

Engines of Change: Ducted Electric Vectored Thrust (DEVT)

30 electric jets in distributed configuration

High power-to-weight ratio (100kW in 4kg)

Variable nozzles designed to allow peak efficiency in cruise and hover flight phases

Tier 1 suppliers for e-motor and jetflap: Denso, Honeywell, Aernnova

Honeywell DENSO AERnnova

Source: Architectural performance assessment of an eVTOL aircraft.; Management estimates

Battery cell on track to deliver performance required for launch

Confirmation of battery cell technology

- **Cell testing** indicates cell is on track to deliver required performance & lifecycle for EIS
- Cell to deliver **high power-density** for hover & **high energy density** for cruise
- **Investment** by Applied Ventures in our cell technology provider

Battery Cell industrialization started at CUSTOMCELLS®

- **Progressing with our primary battery cell production** partner CUSTOMCELLS
- **Working together on roadmap towards scale production,** aligned on machines and processes required for industrialization, securing key materials required.
- **Delivery of most equipment** that will enable cell production for series aircraft

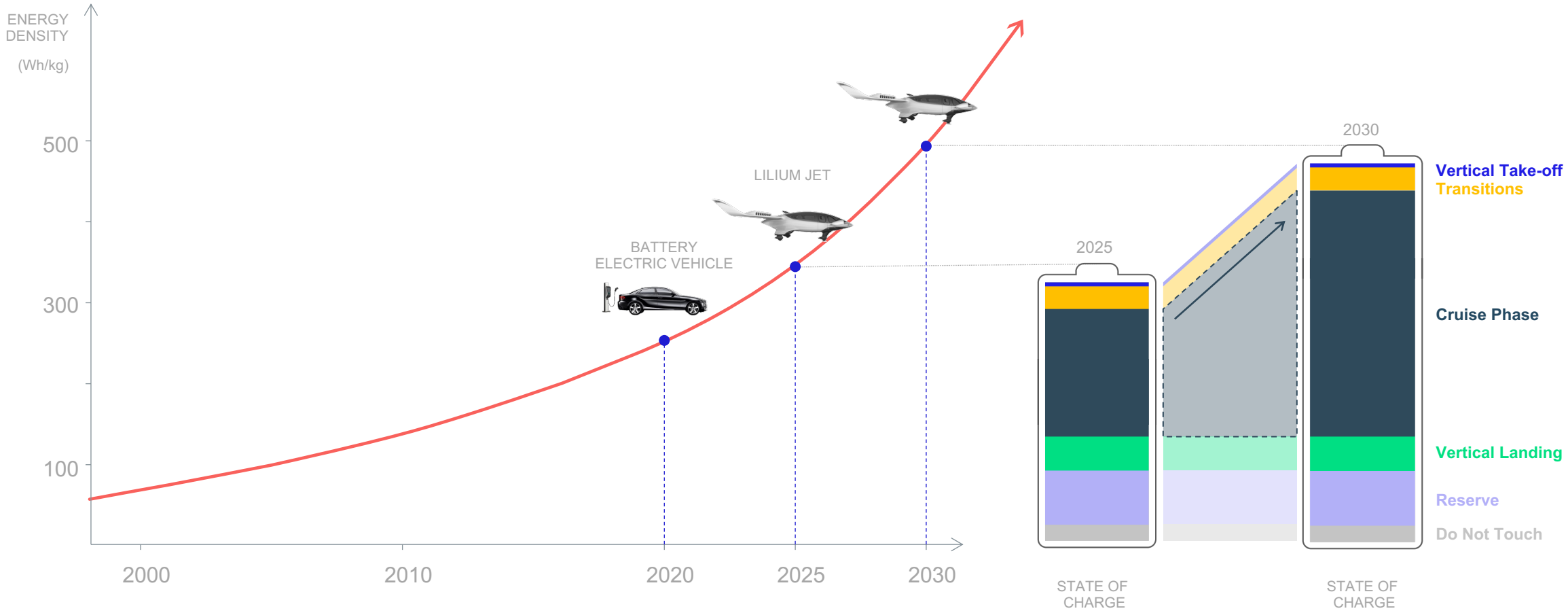
Developing second source of battery cells production with INOBAT

- Following **best practice in EV industry** to **dual source** Cells Production

LILIUM

Source: Company information. Management estimates. CUSTOMCELLS®.

We believe Lilium's high cruise efficiency will yield significant range improvements as batteries improve



Note: Historical and projected improvement in battery energy density through 2030 estimate based on Roland Berger and Lilium engineering assessment. The illustration regarding the improvement in battery energy density is based on estimates, 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 &those variations may be material. Nothing in this presentation should be regarded as a representation by any person that the estimated improvement in battery energy density will occur as described herein.

Circular battery economy and renewable electric infrastructure

Building the next generation of fast charging infrastructure

ABB & Lilium with plans to revolutionize charging infrastructure for regional air travel

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

We target this will be a **key part of Lilium's commercial offering**

Re-use batteries

Used cells still have **~80% of storage capacity**[1]

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

Currently **building up first partnerships**

Recycle batteries

Possible to recover >95% of valuable raw materials[2]

Feed back into **circular value chain**

Initiating **first partnerships**

1. Lilium engineering assessment & management estimates; 2. Internal 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 and its management & 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

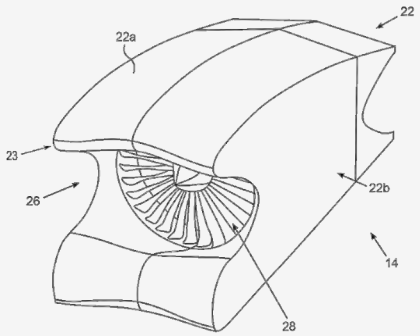
Strong lineup of patents to create lasting value

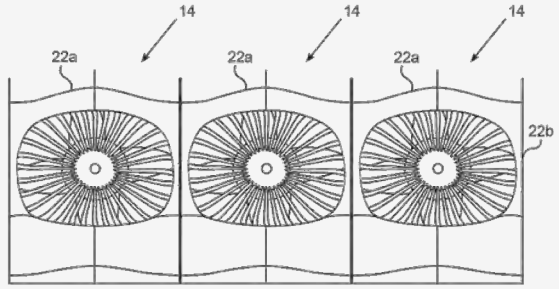
74 patents filed

42 patents published

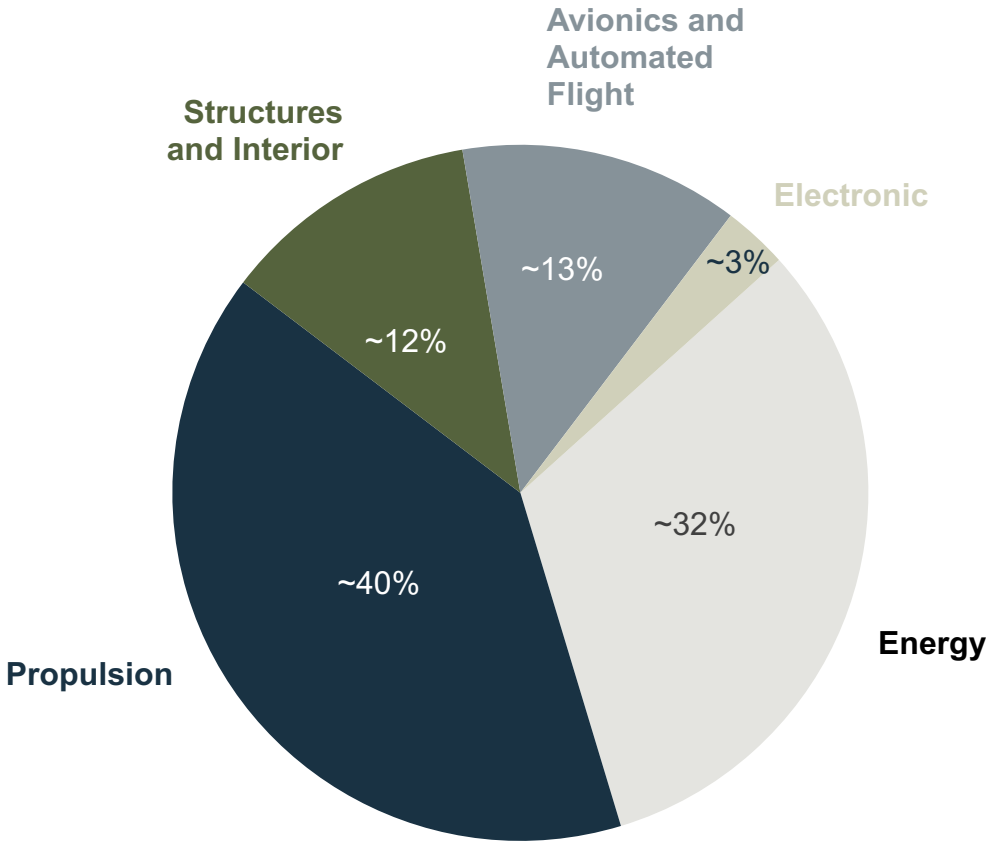
Core patents protected in EU, US, China

Anticipate further applications will be submitted prior to launch





Lilium Patent Applications by Systems



Collaboration with suppliers accelerates

Type-conforming aircraft due to go into assembly next year

~75% of expected BoM costs selected or contracted

Additional proven Tier 1 aerospace suppliers joining program

Flight Test: validates architecture & supports certification

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

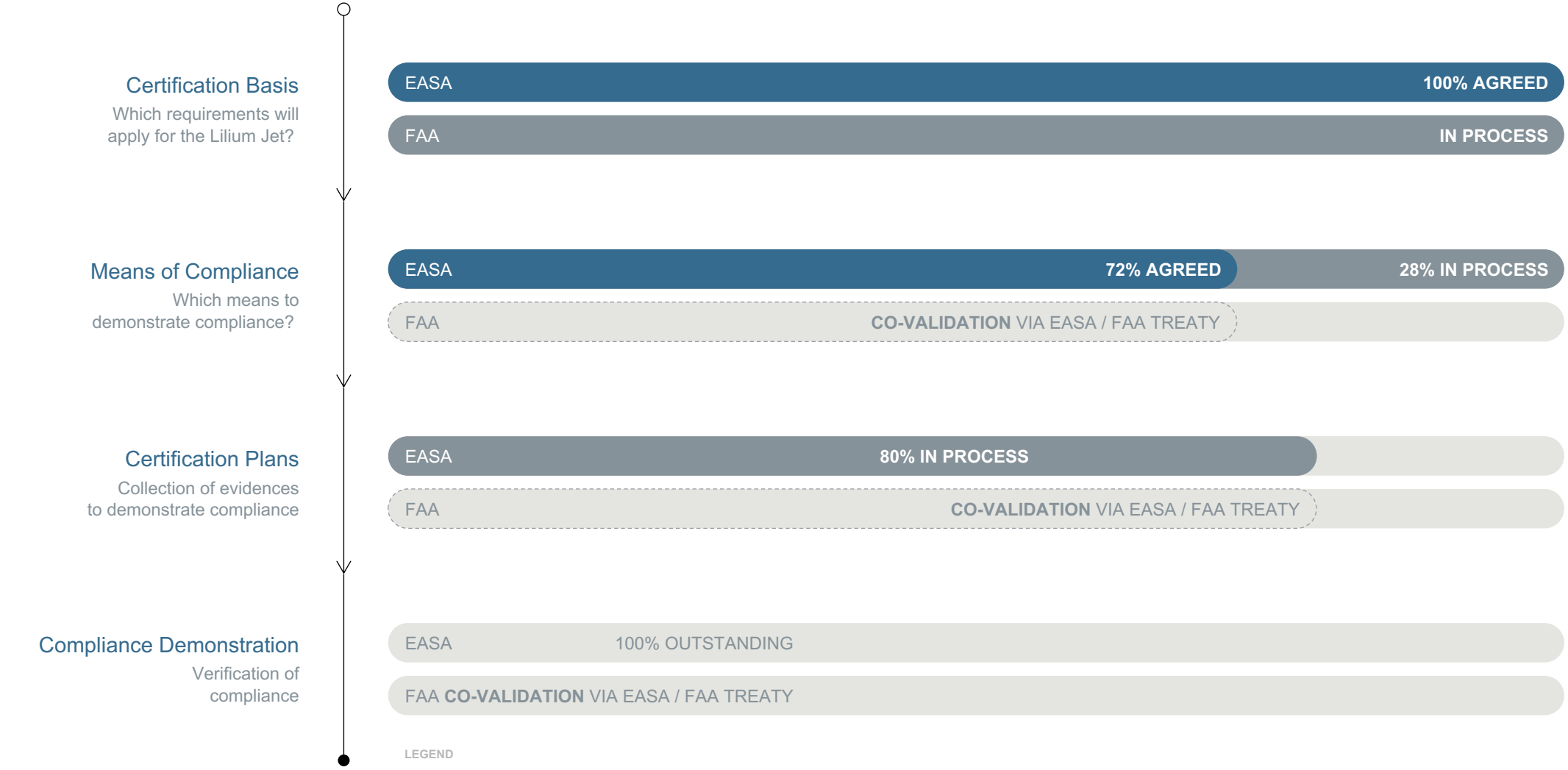
High-speed 120kts / 222km/h achieved

Test data **validates** robustness of computer models
– **supporting certification**

Flight test campaign continues to explore aircraft capabilities
– incl. 2nd demonstrator as of Q1 2023

Two demonstrator aircraft in Spain
validate architecture and flight mechanics

2025 Certification Program Progress

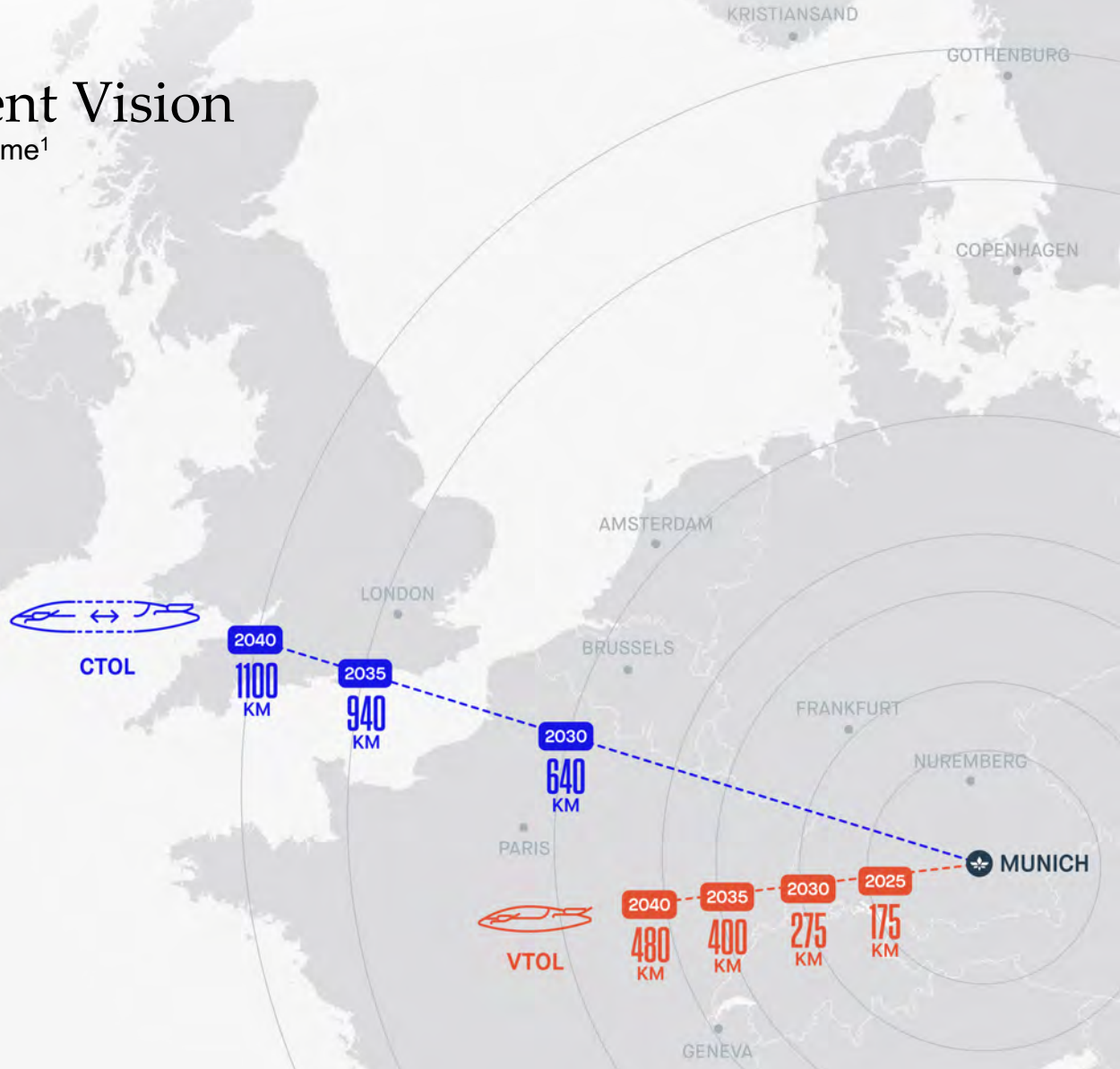


LEGEND

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; If agencies haven't published required minimum specifications no assurance can be provided that the agency will not deviate or otherwise recant its agreement. 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 (OSD) covering pilot training, maintenance staff and simulator qualification.

Aircraft Development Vision

Capabilities expected to improve over time[1]



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 & those 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.

Lilium successfully completed fundraising

Capital raise of **$119 million** end of Nov. ‘22

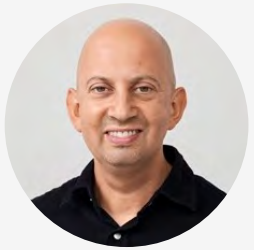
Investment from existing shareholders, new investors, and strategic partners

Active discussions ongoing to secure additional **non-dilutive funding sources**

LILIUM BOARD MEMBERS

KLAUS ROEWE

BARRY ENGLE



DAVID WALLERSTEIN

NIKLAS ZENNSTRÖM

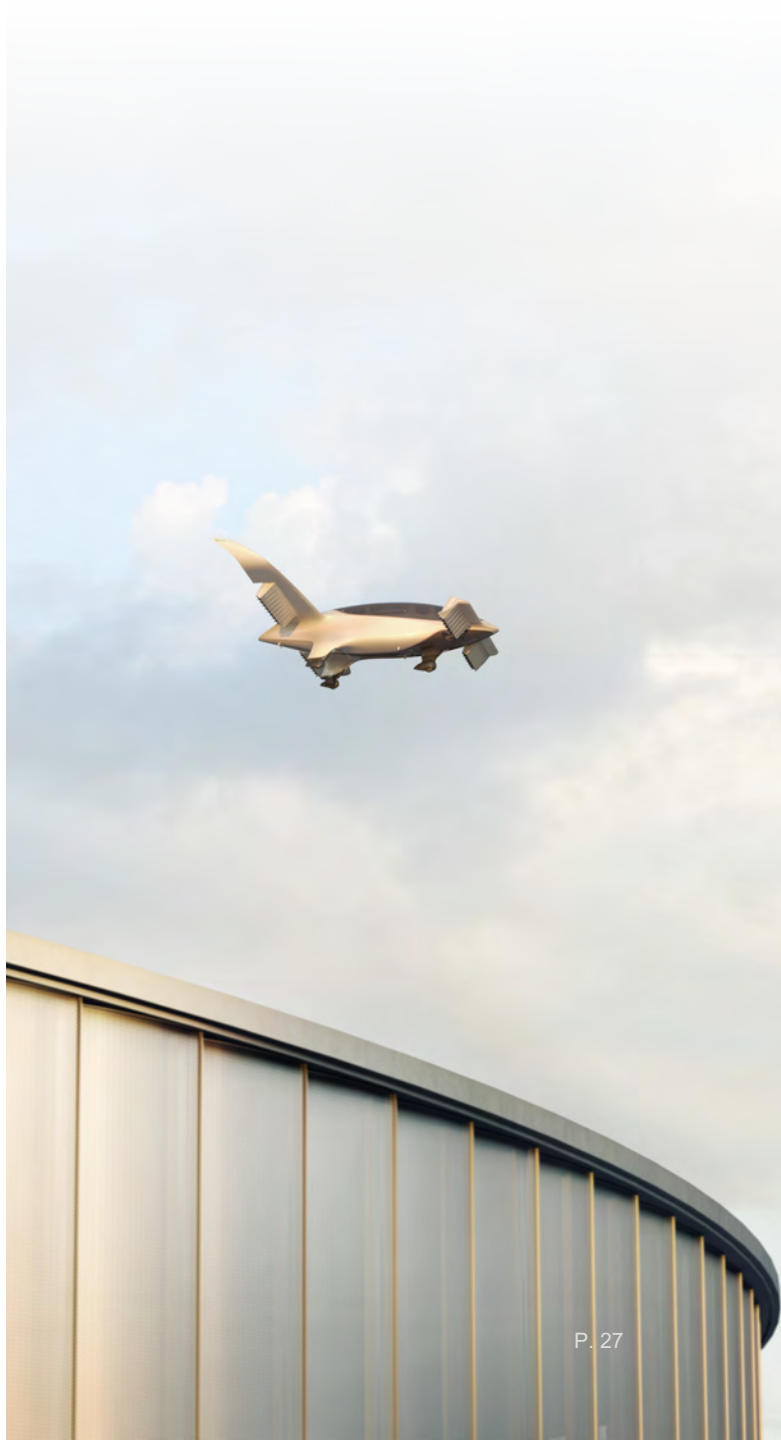
Refined company strategy to secure cashflows with greater visibility, higher quality, and less risk

BUSINESS

- Additional focus on OEM sales
- Refined aircraft sales price
- Pursue premium private market
- Refined high-margin aftermarket revenues
- Targeting Pre-Delivery Payments
- Introduced Sale-Lease-Back approach

PRODUCT

- Aircraft family concept: multiple cabin configurations
- Engineering data supporting longer lifetime of aircraft



LILIUM Source: Lilium business plan

Premium and Mass target segments with complementary advantages

PREMIUM

Private Sales

High margins, but lower volume

High deposits

Early market access, but less aftermarket

MASS

OEM Sales

High volume, but greater discounts

Attractive Pre-Delivery Payments

Strong aftermarket business

Lilium Network

High recurring revenues, but cash intensive

Direct customer interface

Brand development

EARLIER AND HIGHER CASHFLOW IN TIMES OF LIMITED PRODUCTION CAPACITY

SCALE CASHFLOWS WITH STRONG VOLUME GROWTH

AMPLIFY CASHFLOW IN LATER YEARS THROUGH HIGHEST LIFETIME REVENUE

Source: Anticipated Lilium Business Strategy; Segment descriptions based on market data / knowledge, Lilium outcomes are expectations

Production dynamics

LAUNCH

Started construction

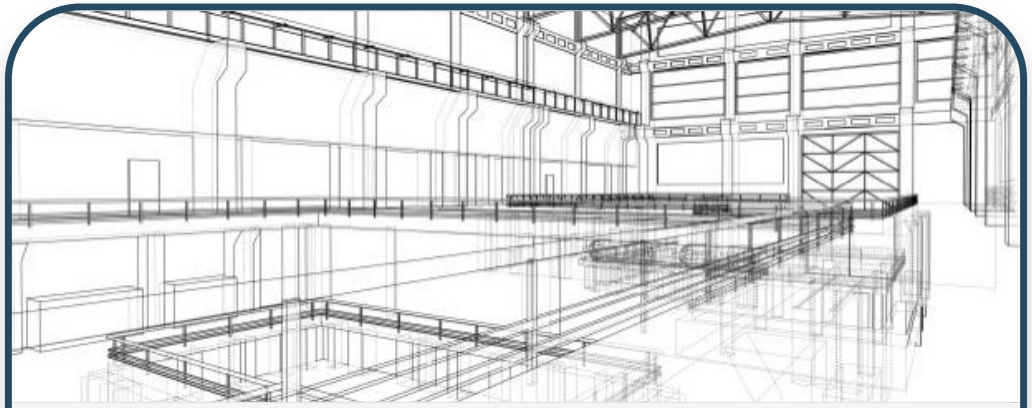
Initial production facility close to engineering

Capacity scaling up to **~400 units p.a.** in the long-term

Limited initial investment with focused level of automation

Initial planned production volume with anticipated ramping up to full capacity

SCALING



Global production with 3rd parties

Capex light manufacturing strategy

Factories planned to be built with 3rd parties with Lilium's support & blueprint

Long-term target production volume of **~1,200** a/c per year for first generation Lilium Jet

Source: Planned Lilium Business Strategy; Note: Image in right is not an actual representation of Lilium factory Note: Long-term capacity and production volume information 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 & those variations may be material. Nothing in this presentation should be regarded as a representation by any person that long-term capacity or production targets will achieved as described herein.

Expected list price per business line

PREMIUM

MASS

Aircraft sales
(one-off)

Aftersales or
Ticket Sales
(recurring)

Private Sales	OEM Sales	Lilium Network (Sales to Lessor)
LIST PRICE[1]	LIST PRICE[1]	LIST PRICE[1]
~€10M	~€7M	~€7M
Additional recurring aftersales service	Additional recurring aftersales service	Additional recurring ticket sales

1. List price is not indicative of sales price. Actual sales prices are based on future economic, competitive, regulatory and other considerations, many of which are beyond the control of the Company. Estimated list prices are based on management estimates

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 **deposits by early 2023**

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

LILIUM

Source: Company Information; 1: Source: Raymond James and Associates, August 2022

Attractive company highlights

HIGHLY DESIRABLE PRODUCT

We believe to have the most performant eVTOL jet: range, speed, payload

Large spacious cabin allows for Premium & other use cases

Highest safety standard (10^{-9})

EXPERIENCED LEADERSHIP

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

Highly experienced team that has shipped major aerospace programs

HIGH VALUE COMMERCIAL STRATEGY

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

Premium with highly attractive potential unit economics and deposits

ANTICIPATED VALUE INCREASE THROUGH FUTURE MILESTONES

Sign binding agreements with deposits

Secure governmental loans & subsidies

Assemble type conforming aircraft and get first flight battery pack ready

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This presentation contains certain forward-looking statements within the meaning of the federal securities laws, including, but not limited to, statements regarding the Lilium Group's proposed business and business model, the markets and industry in which the Lilium Group operates or intends to operate, the anticipated timing of the commercialization and launch of the Lilium Group's business in phases and the expected results of the Lilium Group's business and business model, including when launched in phases. These forward-looking statements generally are identified by the words "believe," "project," "expect," "anticipate," "estimate," "intend," "strategy," "future," "opportunity," "plan," "may," "should," "will," "would," "will be," "will continue," "will likely result," and similar expressions. Such statements are based on management's belief or interpretation of information currently available. 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 and subject to risk and uncertainties and subject to change at any time. The Lilium 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 Lilium and the respective collaborator will be effected, the number, price or timing of any Lilium jets to be acquired (or if any such Lilium 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 Lilium 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) Lilium'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 Lilium Jet may not deliver the expected reduction in operating costs or time savings that Lilium anticipates; (iv) adverse developments regarding the perceived safety and positive perception of the Lilium Jets, the convenience of Lilium's expected future Vertiports, and Lilium's ability to effectively market and sell regional air mobility ("RAM") services and aircraft; (v) challenges in developing, certifying, manufacturing and launching Lilium'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 Lilium's management expects or may grow more slowly than expected; (viii) if Lilium 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 Lilium'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 Lilium Jets and related technology, such as battery technology or electric motors; (xiii) any failure of the Lilium Jets to perform as expected or an inability to market and sell the Lilium 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 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; (xvi) 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; (xvii) third-party air carriers are expected to operate Lilium Network services in the U.S., Europe and Brazil using the Lilium Jets, and these third-parties, as well as Lilium, are subject to substantial regulation and complex laws, and unfavorable changes to, or the third-party air carriers' or Lilium's failure to comply with, these 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 impact Lilium's business, financial condition and results 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 incident involving Lilium 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 Lilium; (xxii) Lilium'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 Lilium's ability to successfully contract with its supply chain and have adverse impacts on anticipated costs and commercialization timeline; and/or (xiv) Lilium's inability to deliver Lilium 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 Lilium 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 Lilium 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 Lilium 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 Lilium's key business partnerships with whom Lilium has entered into feasibility studies, indications of interest, MOUs or other preliminary arrangements. These descriptions are based on the Lilium 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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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 Lilium Group may from time to time file with the SEC. You should review Lilium's audited financial statements in its filings with the SEC for a presentation of Lilium's historical IFRS financial information.

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