



LILIAM

AAE Conference

22. September 2022

# We are on a Mission to Build Radically Better Ways of Moving With the first electric vertical take-off and landing jet



Piloted vertical  
take-off

250km  
physical range  
175km  
operational range\*

Low  
noise

Zero operating  
emissions

Commercial aviation  
safety level



\* Pending discussions with regulators

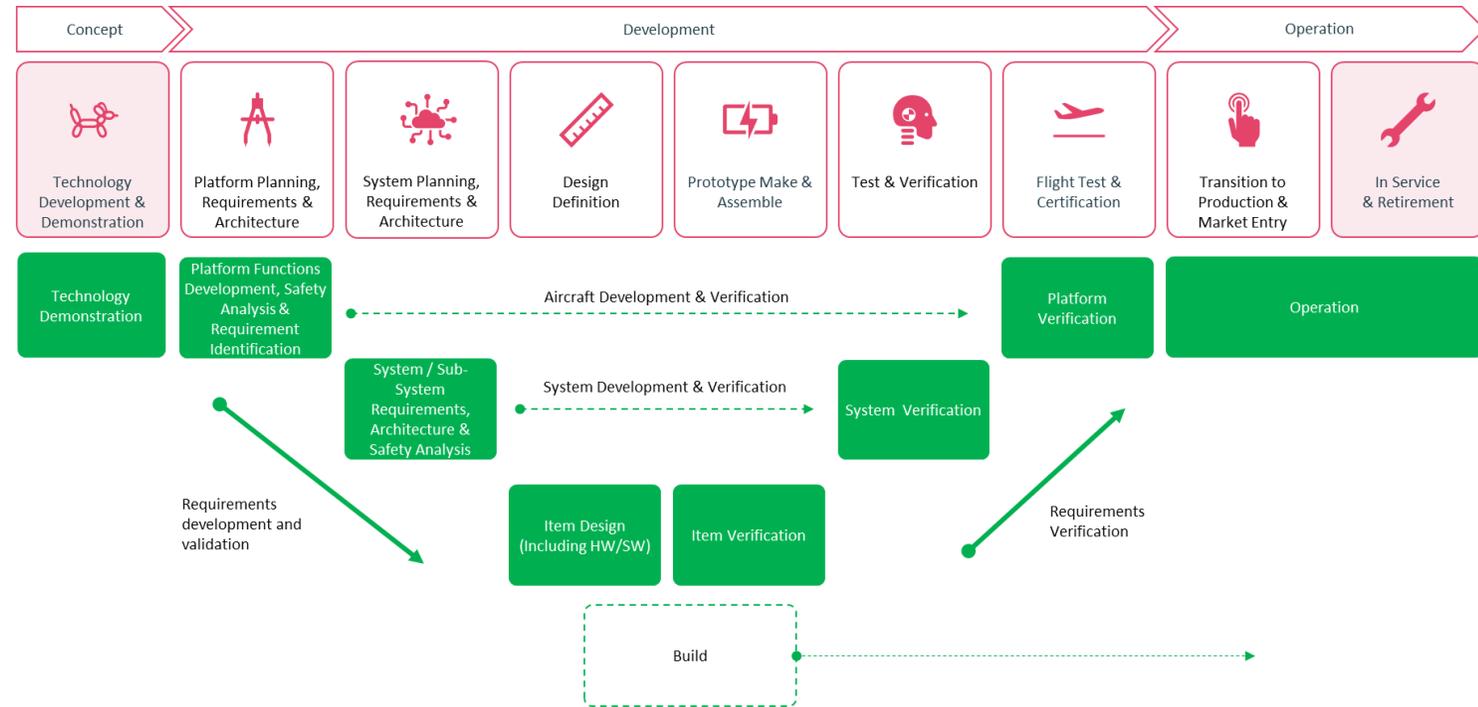
Source: Architectural performance assessment of an eVTOL aircraft. Lillium engineering assessment. Management estimates based on publicly available information on prospective competing passenger eVTOL offerings. Projection based on current development status of aircraft. Lillium's primary certification authority stipulates probability of a catastrophic failure must not exceed  $10^{-9}$ .

# Building a conventional aerospace company

Recruited 800+ highly experienced staff from the aerospace industry



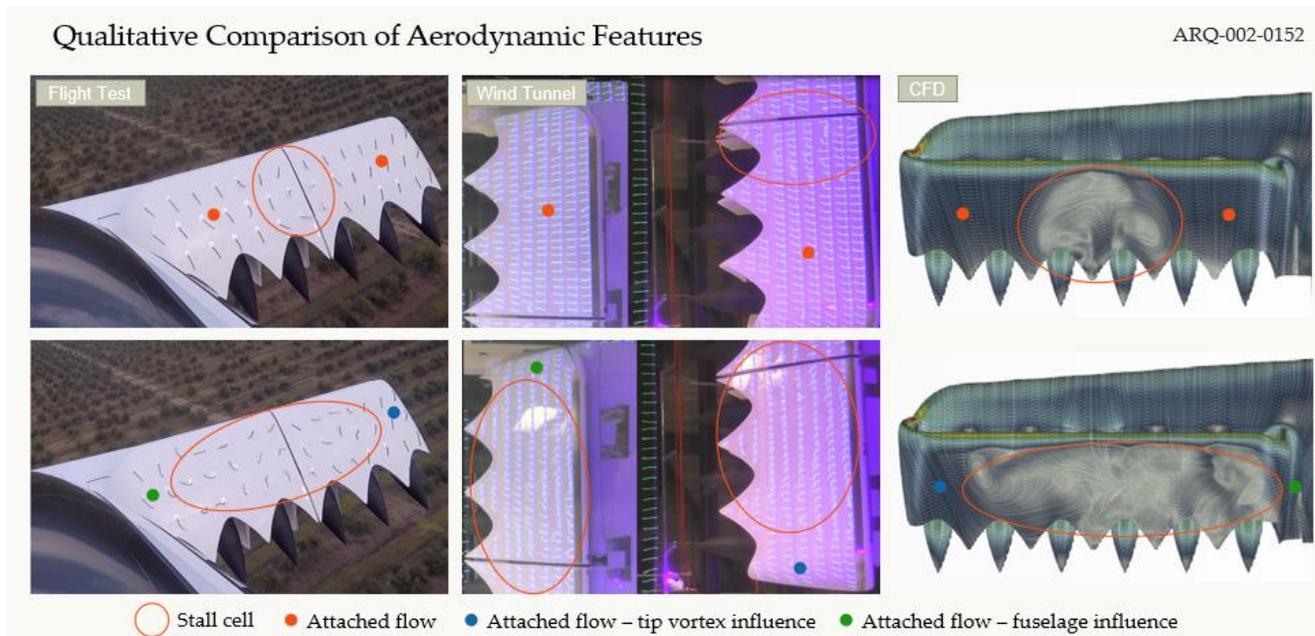
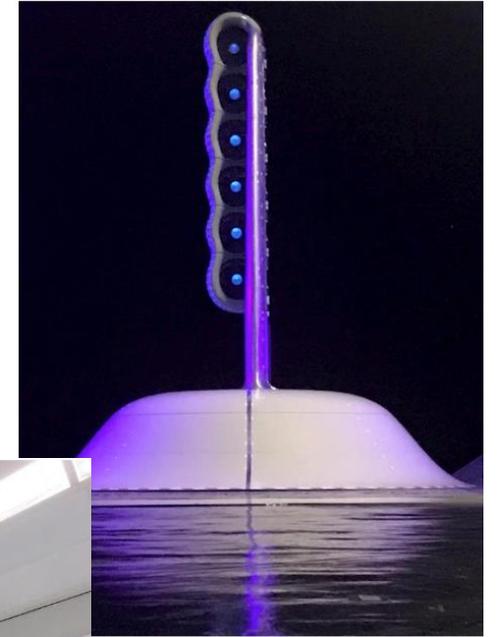
## Building robust Aerospace processes (DoA & PoA)



# Flight science – Technology Demonstrator Aircraft and Wind Tunnel Testing

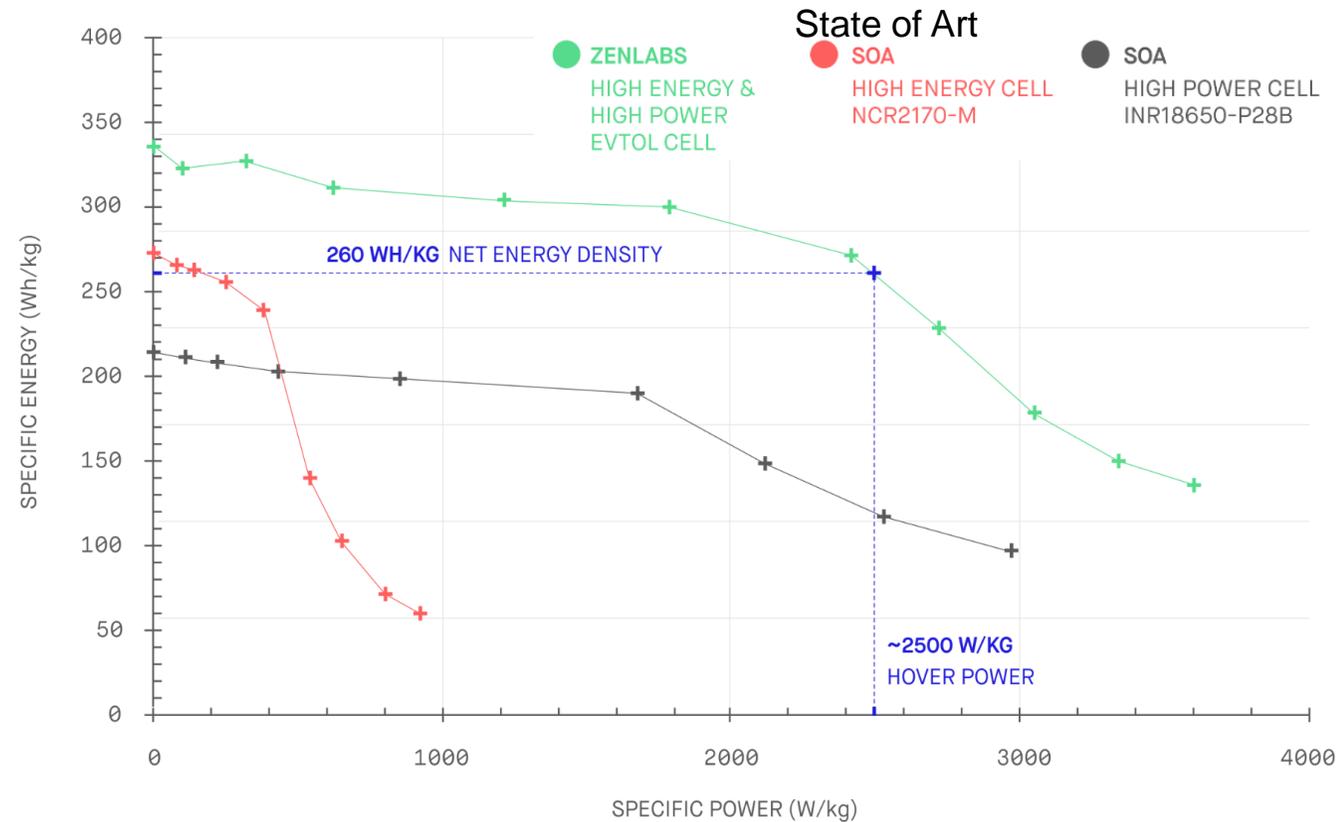
## Progress

- Significant progress has been made to demonstrate aerodynamic behaviour in Phoenix Flight testing
- This activity has validated our approach towards aerodynamic methods (CFD) and modelling
- Full transition of the main wing surface has been observed and is consistent with expected behaviour



# Battery technology secured and confirmed by independent testing

- Cell technology collaborated with Zenlabs & **exclusive to Lilium** in regional eVTOL
- Industrialization partnered with **CUSTOMCELLS**
- Delivers both **power density** for vertical phases and **energy density** for range of longer regional missions
- **Independently tested** by Energy Assurance
- **Aircraft range confirmed:**
  - **250km<sup>1</sup>** physical range
  - **~175km<sup>2,3</sup>** operational range



# Our ecosystem will facilitate and accelerate our product delivery, commercialization and scaling

## COMMERCIAL PARTNERS

NETJETS®

Azul

ferrovial

TAVISTOCK  
DEVELOPMENT COMPANY

Lufthansa  
Aviation Training

M / Munich  
Airport

FlightSafety  
INTERNATIONAL

Fraport

luxaviation X

Köln Bonn Airport

ALBRECHT DURER  
AIRPORT NÜRNBERG

Düsseldorf  
Airport DUS

ABB

STUTTGART  
AIRPORT

## TIER 1 SUPPLIERS

Honeywell

DENSO

Palantir

AERnova

ACITURRI

CUSTOMCELLS®  
Ahead in cell innovation

TORAY  
Toray Advanced Composites

Expliseat

ASTRONICS

MAGROUP

## GLOBAL INVESTORS

BAILLIE GIFFORD

Honeywell

BlackRock

Palantir

IGT

Tencent 腾讯

atomico°

ferrovial

# CERTIFICATION APPROACH EASA AND FAA

-  Denotes complete
-  Denotes drafted and in discussion with authority
-  Denotes not started

New Rulemaking In-Work



CS-23 Amendment 5 for Normal-Category aeroplanes + elements from CS-27 for small rotorcraft as necessary

Special Class Certification per 21.17(b) as a 'Powered Lift' category

Part 23, Normal Category Airplane

Input ↓

Mostly harmonized ↔

Input ↓

Input ↓

Special Conditions SC VTOL: for VTOL aircraft and SC E-19: Electric / Hybrid Propulsion System

Part 23 + Part 27 + additional requirements to cater for VTOL novelties

Part 23 with Special Conditions to cater for differences between Normal-Category and VTOL aircraft

TECHNICAL FAMILIARIZATION WITH LILIUM JET ARCHITECTURE 

Alignment on list of Significant Standard Differences between the EASA and FAA

EASA Certification Basis 

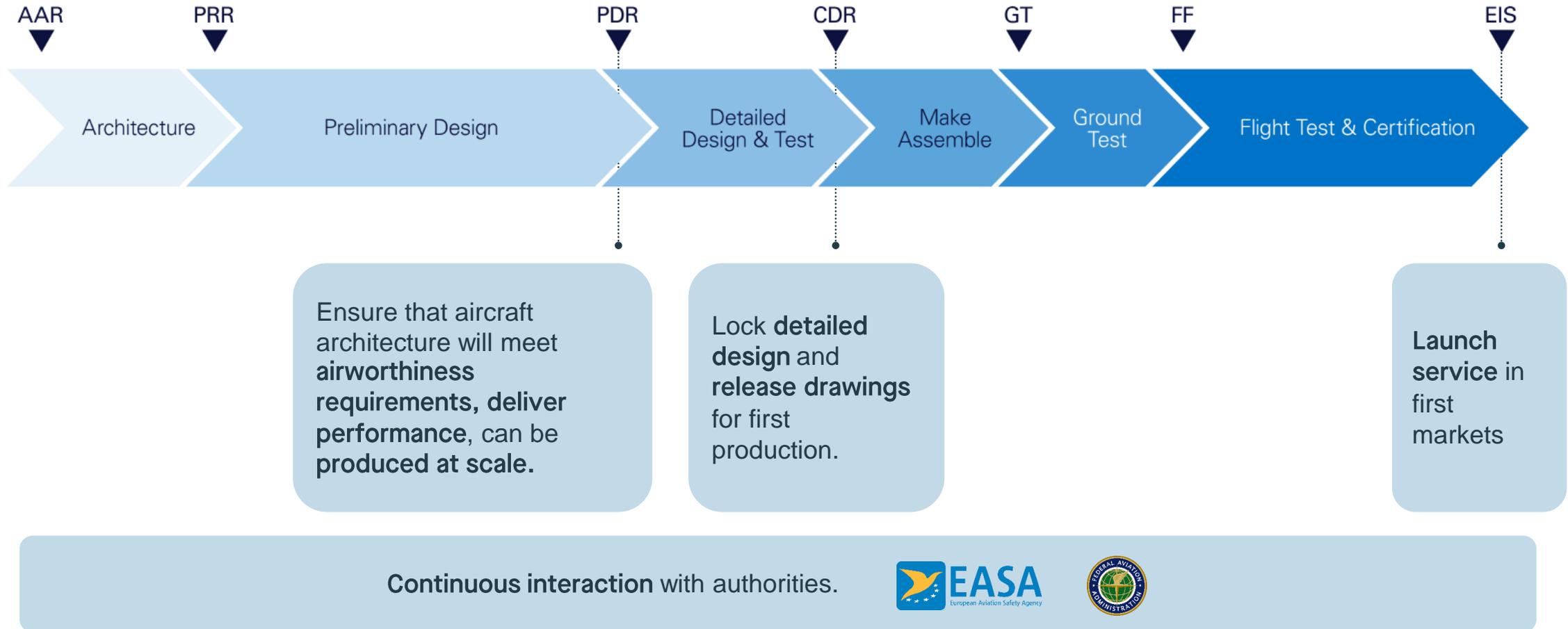
Significant Standard Differences 

FAA Certification Basis 

Regulatory framework

Certification approach

# OUR PATH TO ENTRY INTO SERVICE





THANK YOU!

# Legal disclaimer

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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](http://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, MOUs 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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