

# Lilium : Certification / Safety / Challenges

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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, 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 13 November 2023, and does not reflect any subsequent events.





**2015**

FOUNDED  
IN MUNICH

**850+**

EMPLOYEES  
2/3 IN PROGRAM  
AND ENGINEERING

**58+**

NATIONALITIES  
FROM 6 CONTINENTS

**10,000 M<sup>2</sup>**

MANUFACTURING  
FACILITIES

**\$ 1.3 BN**

TOTAL  
FUNDING



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**



**~850 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 2026

# The Lilium Jet

## HIGH-SPEED

250 km/h

## 250KM MAX RANGE

175 KM OPERATING RANGE<sup>1</sup>

## LOW NOISE

68 dBA at 100m<sup>1</sup>

## ZERO EMISSIONS

FULLY ELECTRIC<sup>1</sup>

## HIGHEST SAFETY

10<sup>-9</sup> SAFETY LEVEL<sup>2</sup>



**Honeywell**

Avionics and flight  
control computer



Aerostructures



Seats

**DIEHL**

Interior, interior lights  
and floor

**AERONAMIC**

Engine rotor blades  
and engine shaft

**AERNnova**

Aerostructures



**Collins Aerospace**

Inceptor system



Data recorder



Landing gear,  
wheels and struts

**ASTRONICS**

Energy management  
system



Cells for  
batteries

**Honeywell | DENSO**

E-motors for the engine



Electrical Wiring  
Interconnection System

**SKF**

Electric  
motor bearings



Source: Company information, management estimates.

<sup>1</sup> 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).

<sup>2</sup> Lilium's primary certification authority stipulates probability of a catastrophic failure must not exceed 10<sup>-9</sup>.

~45 firm orders –  
~700 aircraft under MoU

**NETJETS®**

- Right to order up to 150 Lilium Jets for fractional program
- Support for Lilium Jet sales to private individuals



- 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



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

**EMCJET**

- Right to order up to 5 Lilium Jets
- Exclusive Lilium dealer in Texas through 2030 for private sales

**eVOLARE**

- Right to order up to 20 Lilium Pioneer Edition Jets
- Premium sustainable demand in UK market

**GLOBE AIR**

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



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



- VIP helicopter and private jet operator
- Sustainable high-speed travel between Greek islands



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



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



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



- Right to order up to 5 Lilium Jets
- Premium demand in Switzerland and Italy



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

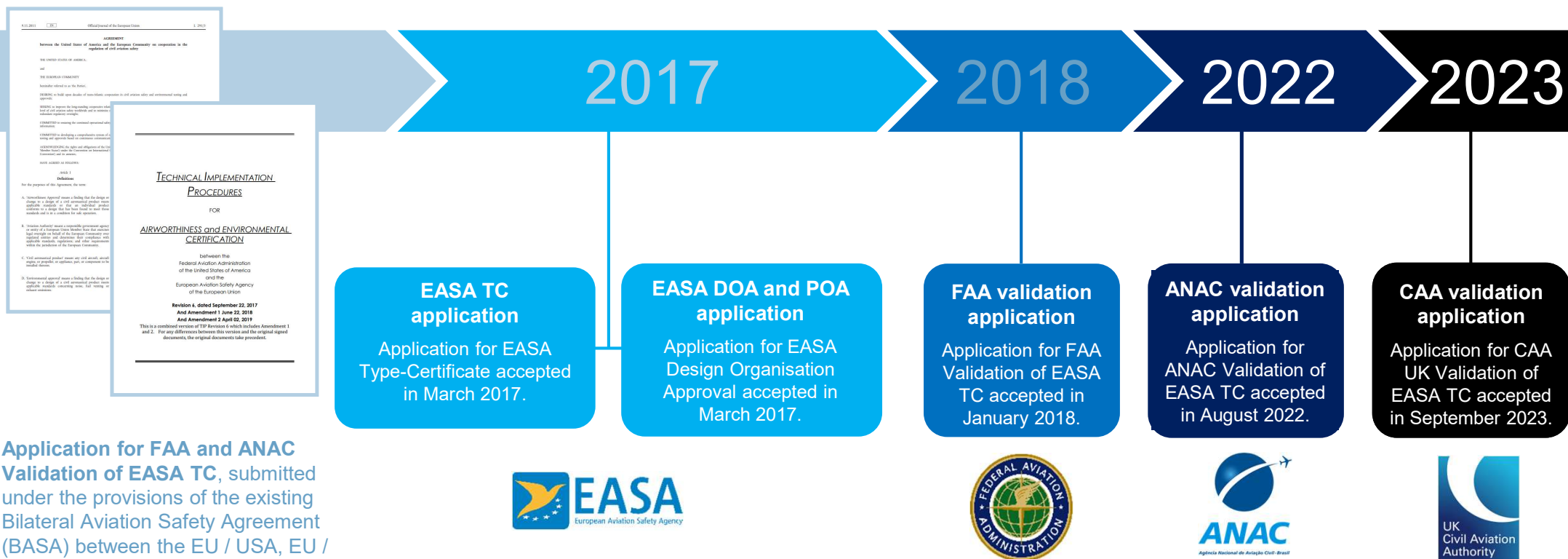


- Authorized Dealer for Lilium Jet in the Middle East



- Right to order up to 100 Lilium Jets
- Able to serve >85m people in the Greater Bay Area
- MoU with Bao'an District of Shenzhen municipality to launch eVTOL service in China

# Certification Timeline of engagements



Application for FAA and ANAC Validation of EASA TC, submitted under the provisions of the existing Bilateral Aviation Safety Agreement (BASA) between the EU / USA, EU / Brazil, EU / UK and Technical Implementation Procedures (TIP) between EASA, FAA, ANAC and CAA UK.



# EASA Grants Lilium, Design Organisation Approval

EASA.21J.663 Granted on 17 November 2023



## Design Organisation Approval

### TC Holder Scope

For TCH activity for the development of aircraft to be certified i.a.w. SC-VTOL or subsequent certification specifications.



# EASA & FAA Regulatory Framework

Differing approaches towards certification and operations

## Air Operations



New EU Air Ops requirements, Part-IAM proposed in 2022 now published in opinion 2023-03.



New SFAR for operational requirements for powered lift aircraft proposed in 2023.

## Air Traffic Management



Leveraging existing regulatory framework (SERA) and national regulatory frameworks.



Leveraging existing regulatory framework for initial operations. New requirements under development.

## Air Crew



Transitional provision proposed in 2022 now published in opinion 2023-03 and CM-FCD-001, in 2022.



New SFAR for operational requirements for powered lift aircraft proposed in 2023.

## Infrastructure



Utilizing existing helicopter sites and aerodromes with spec. for vertiports proposed in 2022 (PTS-VPT-DSN).



FAA Vertiport Design , Engineering Brief No. 105 published in 2022 and new AC to be finalized in 2024.

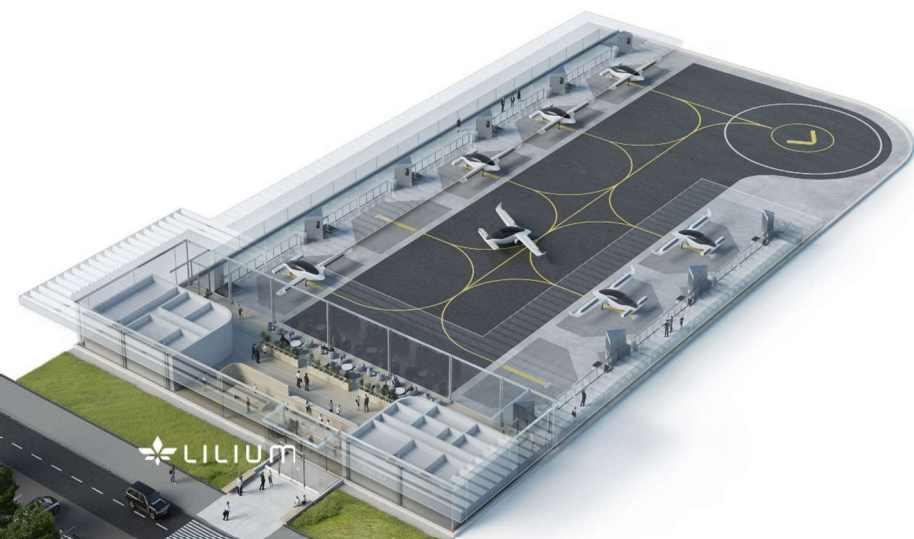
## Initial Airworthiness



EASA published special conditions for airframe and electric engines in 2019 / 2020.

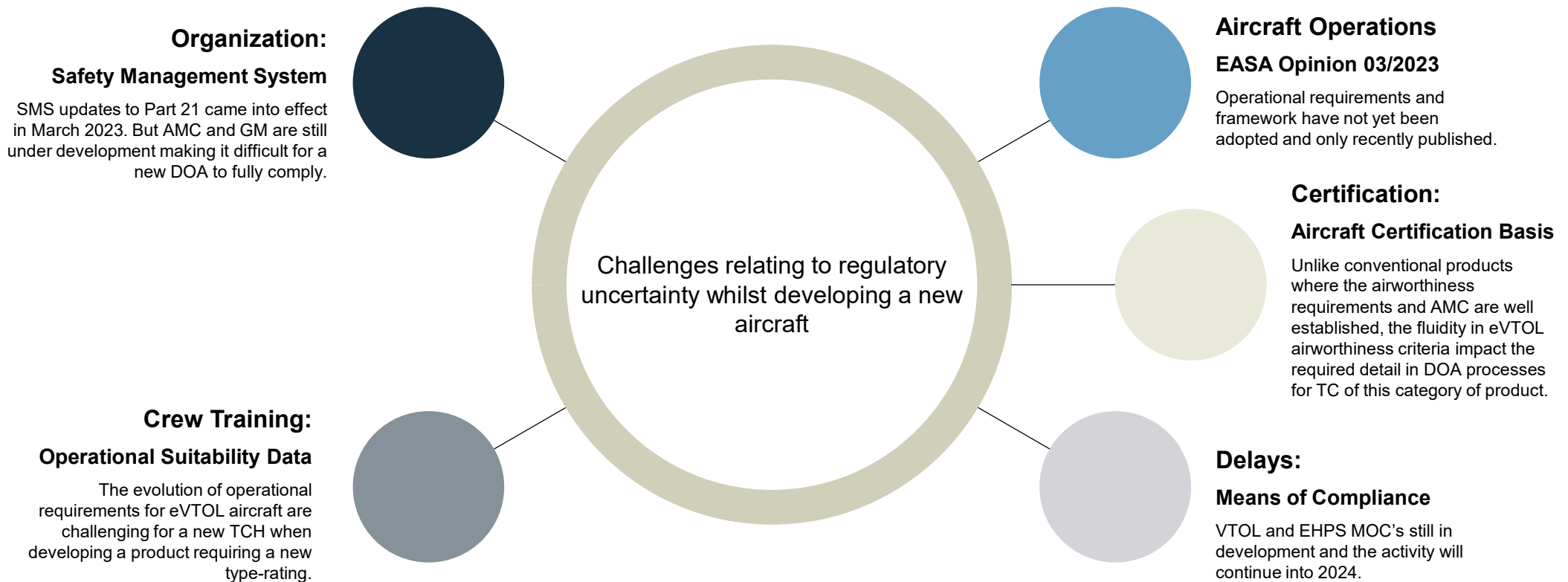


FAA have proposed special class airworthiness criteria for powered lift to Lilium in 2023.



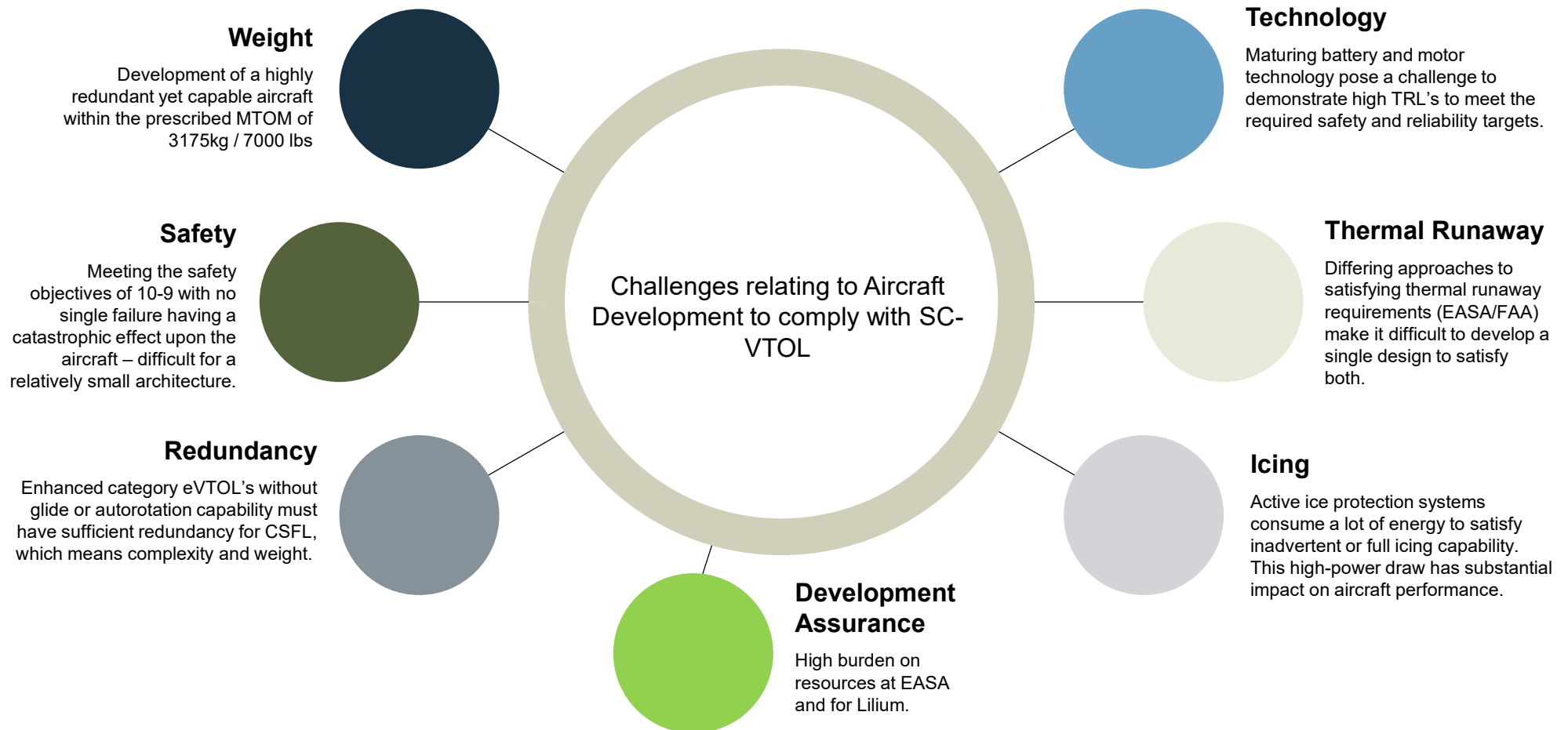


## Challenges relating to regulatory uncertainty whilst developing a new aircraft....



.... Risk of potential changes to product and organizational processes

## Challenges relating to Aircraft Development to Comply with SC-VTOL....



.... Significant engineering challenge to create a viable product within the confines of the requirements

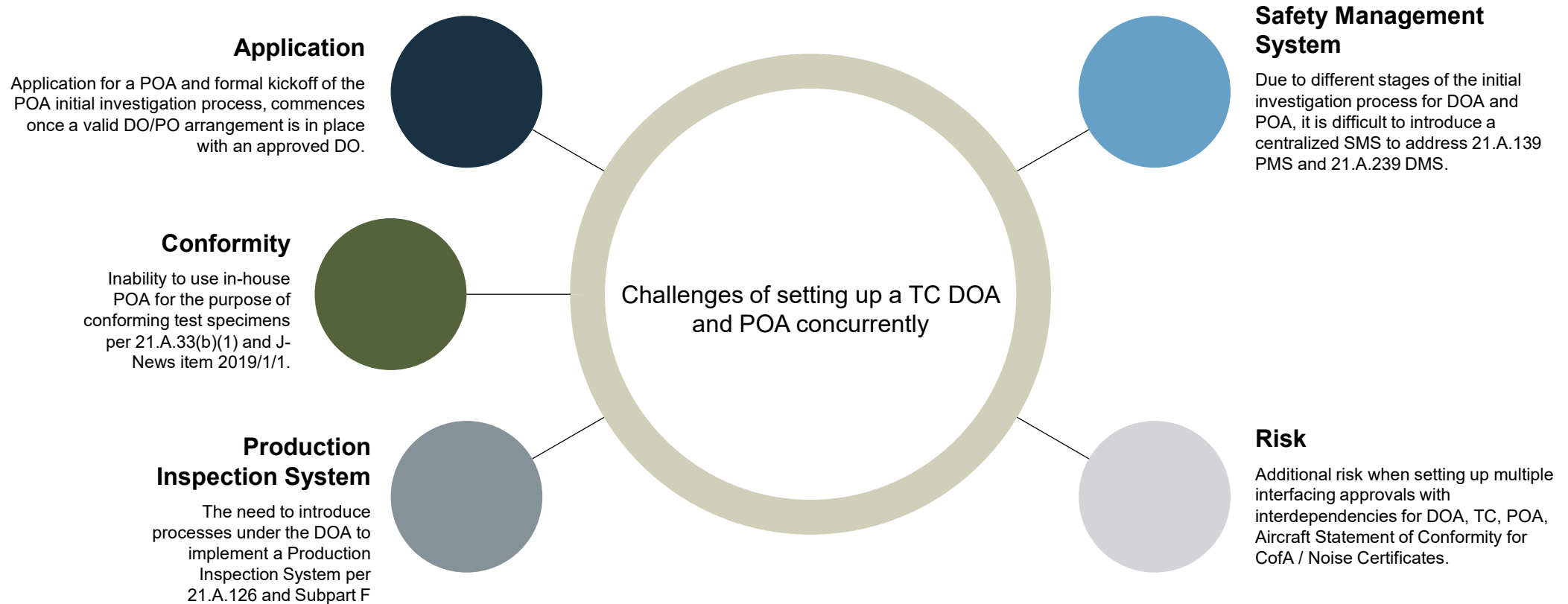
# Challenges relating to Operational Requirements



.... Risk of potential changes to product and eco-system



## Challenges of setting up a TC DOA and POA concurrently



.... Creation of multiple additional processes to accommodate gaps



Thank you

