

# Welcome to the Training and Cooperation Activity

Nationale Agentur  
beim Bundesinstitut  
für Berufsbildung

**NABiBB**  
BILDUNG FÜR EUROPA



EUROPEAN UNION



## Green Erasmus

Pathways to sustainable projects and institutions

June, 14.-16. 2023  
Munich

Jean Monnet  
Sport  
Youth  
Higher education  
School education

Adult education

Vocational education and training

Erasmus+  
Enriching lives, opening minds.

# Warm-up I

## World Distribution Game

- Antarctica, the seventh continent, is not included in the distribution of characteristic values because there is no population.
- Russia is counted as part of Europe because they are closely linked economically and historically and 94% of the Russian population lives in the European part of the country.
- South and Central America, including the Caribbean, are grouped together due to historical, political and economic interdependencies.

## Warm-up II

### My Handprint - Questions

1. *Which topic is important to you?* - Economy, agriculture and food, mobility, energy and raw materials, participation - or another area that you would like to transform with your project?
2. *Where do you want to start?* - For example, at the place of residence, at the workplace or at the economic and political level. Each starting point brings its own challenges. But wherever you start, there are opportunities to have an impact.
3. *How many people do you want to make sustainable action easier for? How many people will your project potentially reach?* - E.g. 1-50, 50-100 etc.
4. *What is your lever?* - With an effective lever you can facilitate sustainable decisions and anchor them in society in the long term; e.g. demand participation, transform infrastructure, change standard options, lobbying
5. *What partners do you need for your project?*

Good is good  
enough!

**G**

**R**

Return

ESG

**E**

**E**

Easy

Now!

**N**



# Revolutionizing sustainable, high-speed regional air mobility

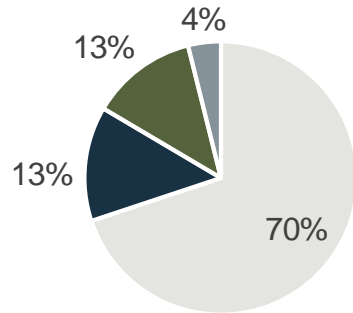


June 2023  
TCA Green Erasmus

# Transportation needs to decarbonize

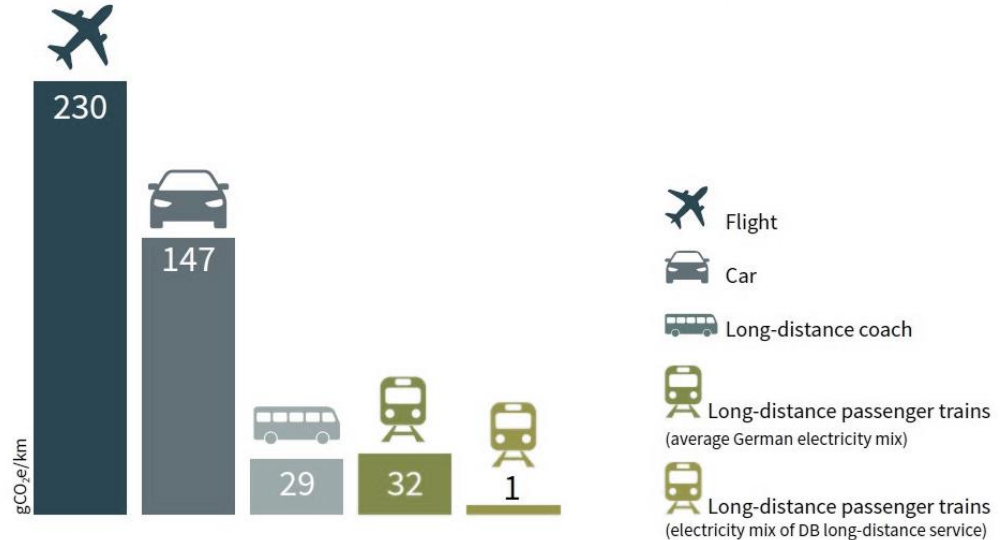
27-29% of US and EU GHG Emissions

% GHG Emissions



■ Road ■ Marine ■ Aviation ■ Rail

Average GHG emissions of different long-distance transport modes



Costs in aviation increase in take-off and landing, and specially at larger distances.

# Our vision is to democratize electric aviation

## Launch in BA/GA Segment, scale in Commercial Aviation

Replace high CO<sub>2</sub>-emitting private aviation flights with 4-Pax aircraft



~350 Lilium Jets  
3 years after launch

Expected to avoid  
**100+ ktons CO<sub>2</sub>**  
per year



Scale to scheduled commercial services with 6-Pax



~3,500 Lilium Jets  
by 2030

Expected to avoid  
**~1 Mton CO<sub>2</sub>**  
per year



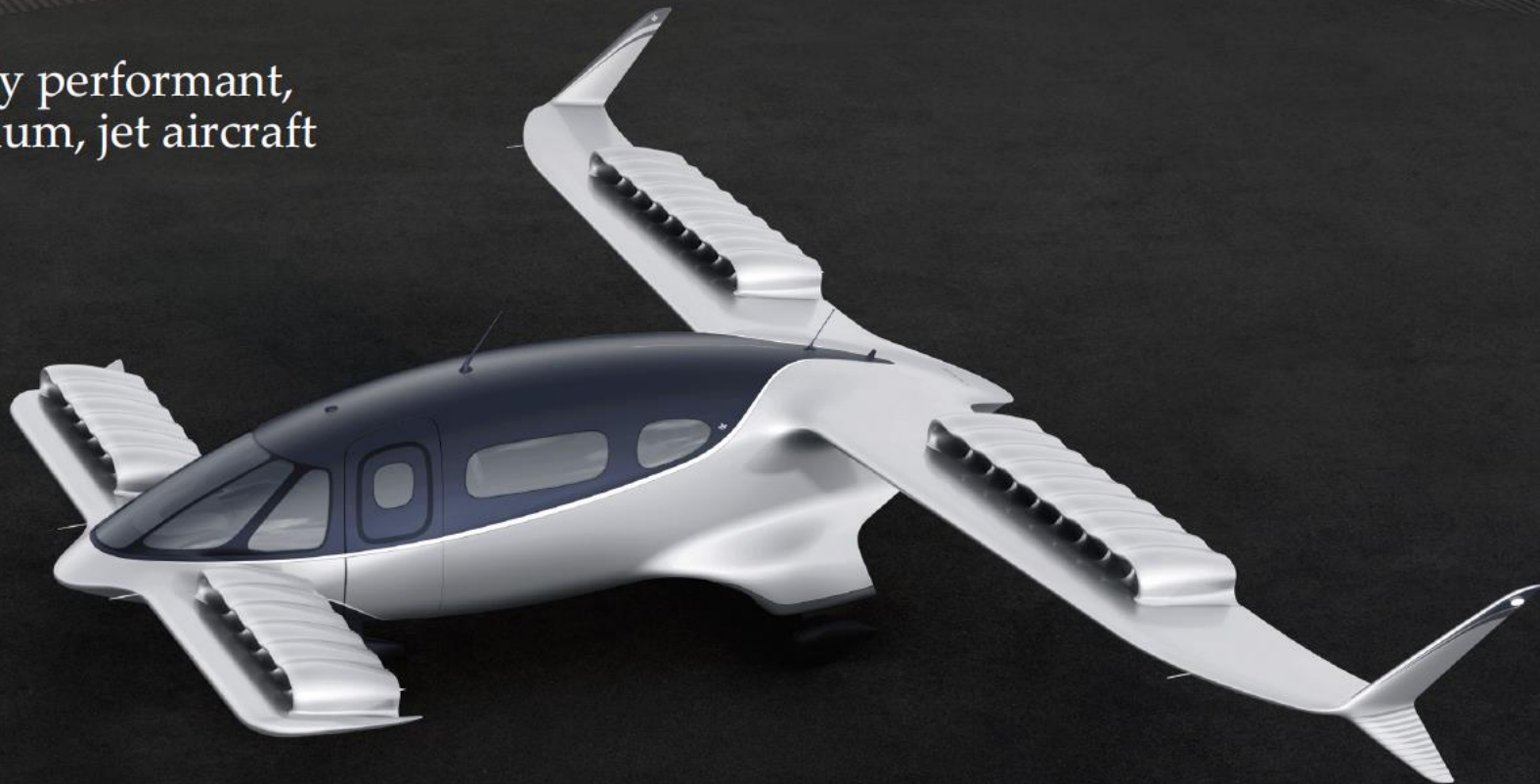
## Democratize electric aviation

Introduce additional high-range 50-Pax CTOL aircraft leveraging Lilium technology



Expected to avoid  
**~10 Mtons CO<sub>2</sub>**  
per year

Highly performant,  
premium, jet aircraft



**HIGH-SPEED**

250 KM/H<sup>1</sup>

**250KM  
MAX RANGE**

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

**LOW NOISE**

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

**ZERO  
OPERATING EMISSIONS**

FULLY ELECTRIC<sup>1</sup>

**HIGHEST SAFETY**

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



Source: Architectural performance assessment of an eVTOL aircraft. Lilium engineering assessment. 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>.



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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 June 2023, and does not reflect any subsequent events.



“An intact biosphere is the basis for our social and economic development.”



**Eine intakte Biosphäre ist die Grundlage für unsere gesellschaftliche und wirtschaftliche Entwicklung.**

©Graphic: SDGWatch Austria (16.12.21). SDG 15 „Leben an Land“-Vorschlag zur Verbesserung der Indikatoren.  
<https://www.sdgwatch.at/de/was-wir-tun/blog/2021/12/16/sdg-15-verbesserung-der-indikatoren/>



# NEW AGENDA (Open Space, 15.6.23)



Time	
14.15-14.30	Coffee Break
14.30-15.00	Round 3
15.00-15.30	Round 4
15.30-16.15	Coffee break incl. Gallery walk
16.15-17.00	Wrap-up
As off 17.00	Green Barbecue (NH Hotel)