



Une révolution dans le domaine du transport régional durable

Rendez-vous Associations du Golfe de Saint Tropez
28 Aout 2024



Aviation Électrique Régionale

- Respectueux de l'environnement
 - Très faible niveau de nuisance sonore
 - Zéro émission opérationnelles grâce à un système de propulsion entièrement électrique.
- Reliant les villes et régions, ce concept permet d'économiser des heures de trajet
- Permet de réduire les coûts d'infrastructure tout en offrant une flexibilité exceptionnelle



Le Lilium Jet – aéronef performant, respectueux de l’environnement, et sûr



HAUTE VITESSE

250 KM/H¹

AUTONOMIE

175 KM
OPERATIONNELLE¹

CAPACITÉ

6 PASSAGERS

FAIBLE BRUIT

68 dBA à 100 M¹

ÉMISSIONS

100% ELECTRIQUE
ZERO EMISSIONS OP.

SURETÉ

ÉQUIVALENT AUX
AVIONS DE LIGNE

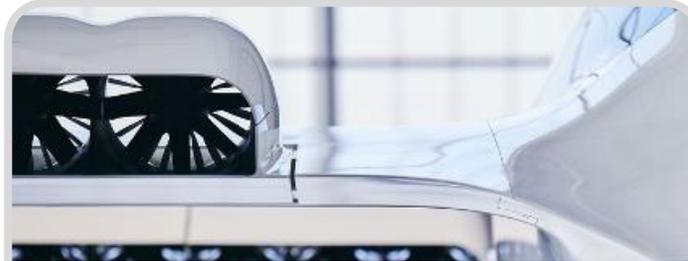


Source : Évaluation des performances architecturales d'un avion eVTOL. Évaluation technique de Lilium. Estimations de la direction. ¹ Les objectifs de performance sont basés sur l'état actuel du développement de l'avion. La vitesse de croisière est basée sur l'évaluation technique de Lilium, en supposant un vol à 10 000 pieds. Le rayon d'action fait référence au rayon d'action physique (rayon d'action en service + réserves). ² L'autorité de certification primaire de Lilium (l'EASA) stipule que la probabilité d'une défaillance catastrophique ne doit pas dépasser 10⁻⁹.

Chiffres clés



Entreprise aéronautique Européenne basée en Allemagne, en France et en Espagne créée en 2015



Un leader mondial de l'aviation électrique avec une conception d'aéronef unique et une technologie propriétaire



~1000 collaborateurs, dont 500 ingénieurs ayant une expertise approfondie de l'aéronautique



Colocalisation et intégration complète de la conception, du prototypage, des essais et de la production



Un programme avancé d'avions électriques en cours d'approbation réglementaire

Tencent 腾讯

lightrock



atomico

ferrovial

BlackRock

Honeywell

Palantir

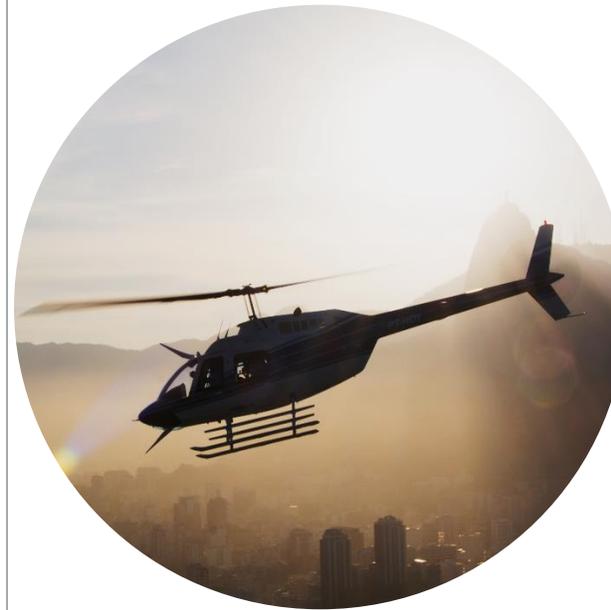
Cotée au Nasdaq depuis 2021:
une solide base d'investisseurs internationaux avec
~\$1.5 milliards levés à ce jour

Le Lilium Jet réduit l'empreinte CO₂ de ~95% par rapport à un hélicoptère

Empreinte CO₂ complète, y compris les émissions des opérations, de la production et des infrastructures



Jet prive
CO₂/pkm:
1300g¹



Helicoptere
CO₂/pkm:
780g



Lilium
CO₂/pkm:
20-50g
Configuration premium
vs. configuration shuttle

Notre vision est de démocratiser l'aviation électrique par étapes

Lancement dans les segments *Business Aviation / General Aviation*, passage à l'échelle dans l'aviation commerciale

Remplacer les vols d'aviation privée à forte émission de CO2 par des Jets 4-Pax



Passage à l'échelle sur les vols commerciaux avec des Jets 6-Pax



~350 Lilium Jets
3 ans après lancement



~3.500 Lilium Jets
à partir de 2030



Prévisions d'évitement
100+ kt CO₂
/an

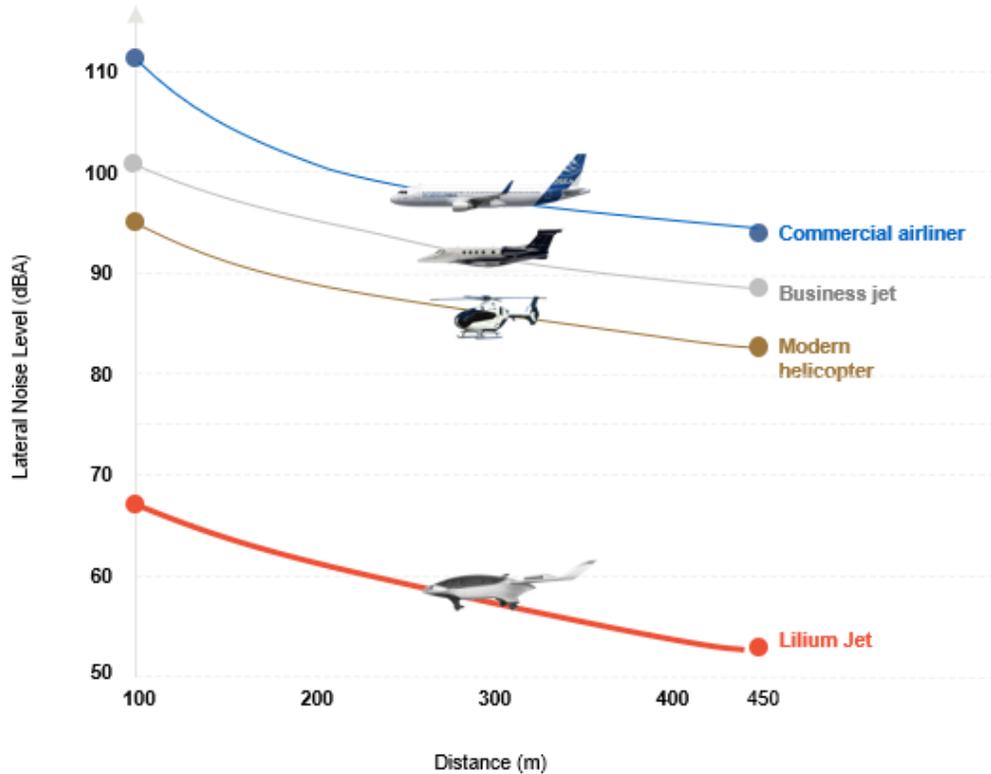
Prévisions d'évitement
~1 Mt CO₂
/an

Prévisions d'évitement
~10 Mt CO₂
/an

Un profile sonore très faible - comparaison en vol

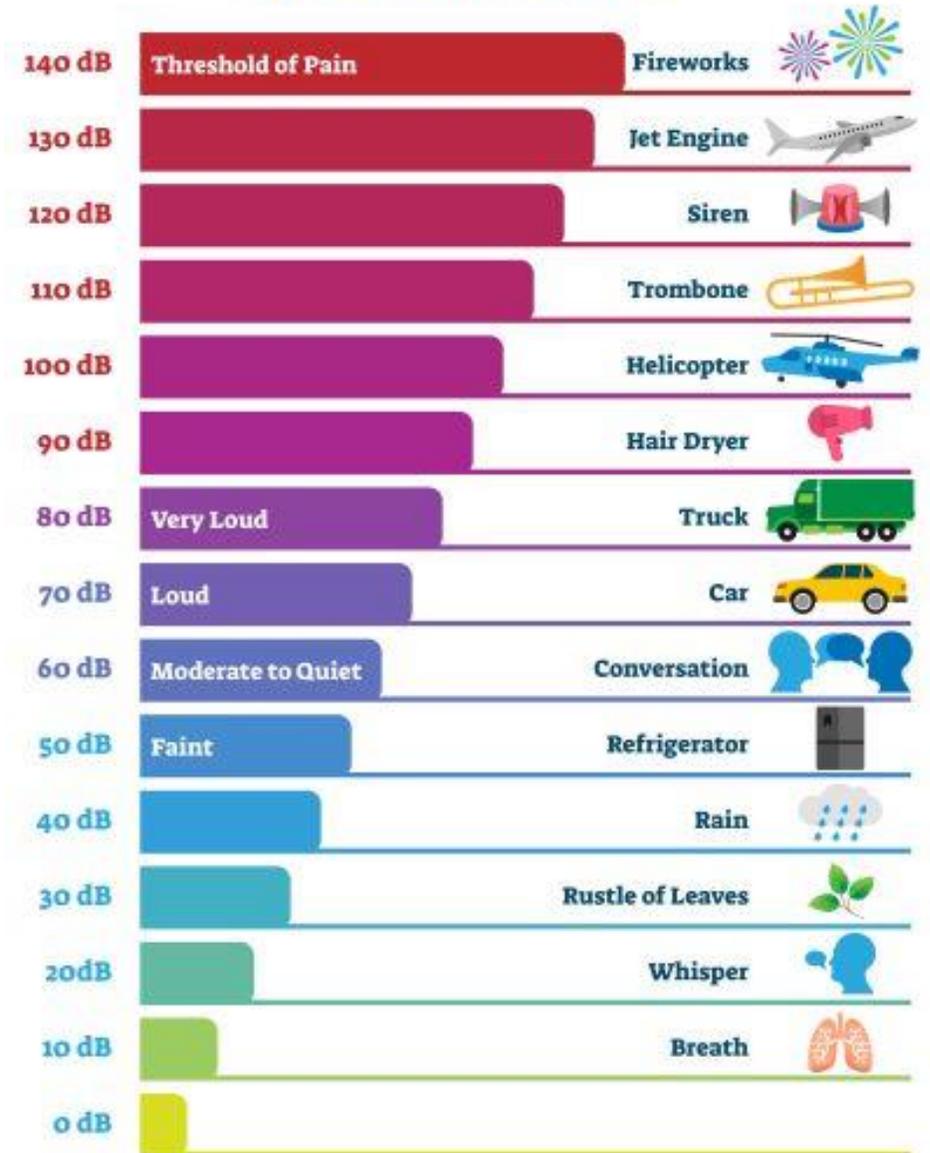
Le niveau de bruit moyen dans les rues de New York est de 73 dB(A). Avec environ 68 dB(A) à 100 mètres, le Lilium Jet se fond parfaitement dans le niveau sonore moyen des rues.

Bruit externe

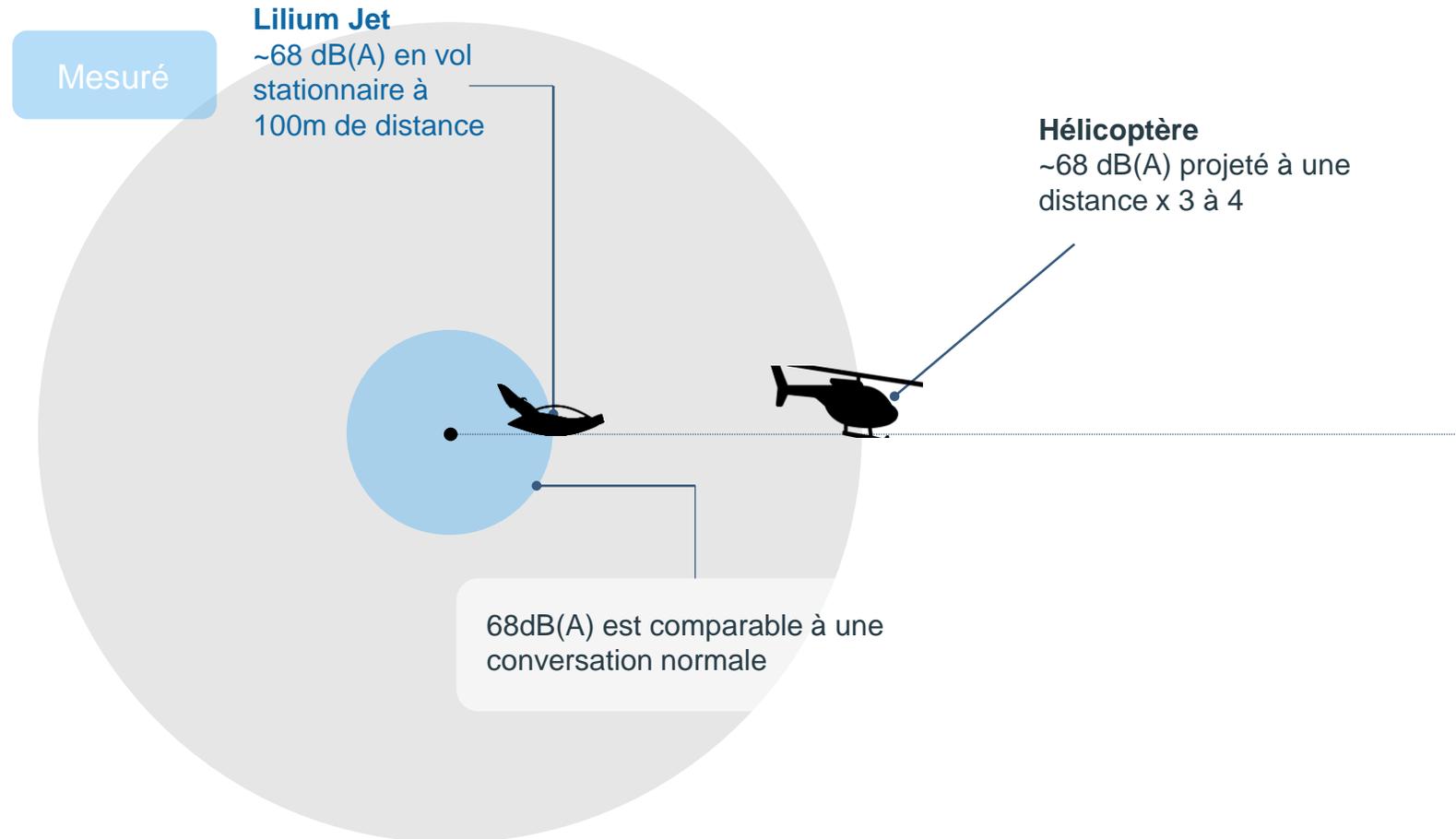


Source: Aircraft lateral noise analysis from Eurocontrol; Lilium internal analysis

DECIBEL SCALE



Le faible niveau de bruit permet l'atterrissage à proximité des communautés



Le trafic d'hélicoptères va être de plus en plus interdit/réglementé à cause de l'empreinte sonore - l'eVTOL est une alternative viable car peu bruyante.

Lilium a déjà franchi plusieurs jalons critiques de son plan de développement et prévoit le premier vol piloté début de l'année prochaine

Premier vol du démonstrateur de la 5eme génération



2021

DOA reçu de l'EASA



2023

Début de l'assemblage de l'aéronef



Finalisation de l'assemblage



2024

Essais au sol des principaux systèmes



1er vol piloté
Execution des vols pour la certification



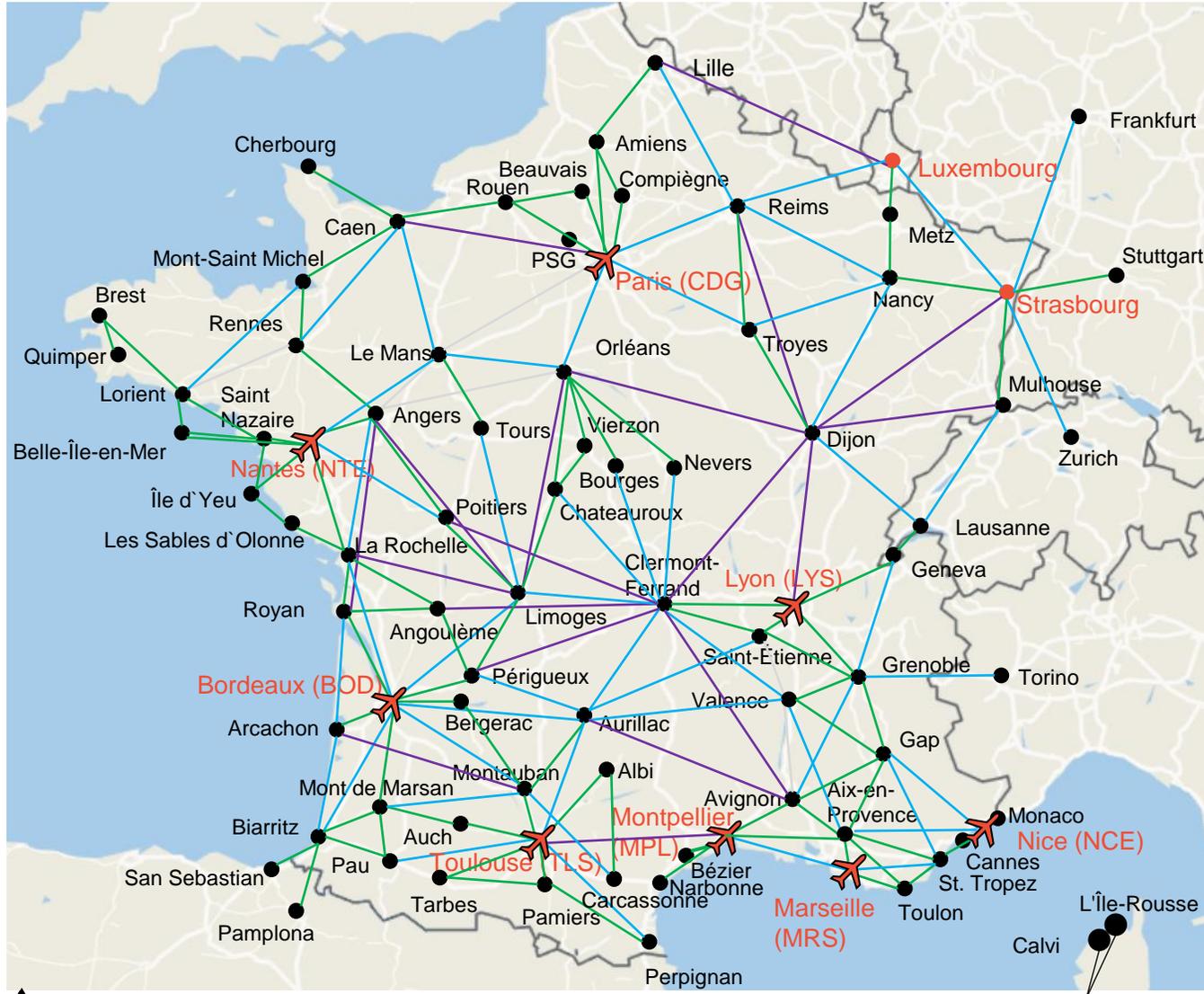
2025

Entrée en service



2026

La France présente un réseau de mobilité aérienne régional à fort potentiel



Exemples de routes	Distance (km)*	Durée de vol (hh:mm)	Temps gagné vs. Transport terrestre	Prix cible /passager
St. Tropez - Cannes	85 km	00:15 / 50km	55 min.	~100 €
St. Tropez - Toulon	70 km	00:21 / 70km	55 min.	~140 €
St. Tropez - Nice	112 km	00:19 / 67 km	80 min.	~140 €
St. Tropez - Monaco	130 km	00:22 / 82 km	90 min.	~160 €
St. Tropez - Aix en Prov.	120 km	00:30 / 110 km	70 min.	~220 €

* Par voie routière

~2.500 aéronefs de type eVTOL et eCTOL sont attendus en France d'ici 2050

- Phase 1 en 2026
- Phase 2 en 2030
- Phase 3 en 2034

Réseau indicatif dans le Sud de la France

● Lieux prioritaires



175km



Illustratif pour la phase d'entrée en service

Un soutien fort de la part de la politique française



LA MONTAGNE À LA UNE VIE LOCALE SPORTS LOISIR



13.05.2024 - MEDIA RELEASE

Lilium in advanced discussions with French government to expand industrial footprint with high-volume facilities in France

Bruno Le Maire a également indiqué la création d'une future usine aéronautique avec la société allemande Lilium "dans un site qui reste à déterminer, mais qui sera en Nouvelle Aquitaine, pour produire un avion régional électrique et le reconditionnement des batteries de cet avion régional électrique".

"L'investissement monte à 400 millions d'euros, représente 850 emplois et l'entrée en service de l'usine est prévue en 2026", a-t-il poursuivi. Lilium développe en Allemagne des appareils à décollage et atterrissage verticaux.

Le Lilium Jet vise aussi la Côte d'Azur

29 MAI 2024 | La Rédaction



(EBACE 2024) L'avion électrique à décollage et atterrissage vertical (eVTOL) de l'entreprise allemande Lilium vise maintenant des opérations sur la Côte d'Azur, avec la mise en place d'un « Réseau Lilium » pour relier Monaco, Nice, Sophia Antipolis, Cannes, le Golfe de Saint-Tropez, Aix-en-Provence et Marseille.



Accueil > Toute l'actualité aéronautique et spatiale > Taxis volants : voleront-ils au-dessus de Paris durant les JO ?



© Volocopter et le groupe ADP seront au rendez-vous des premiers services de mobilité aérienne urbaine électrique à l'été 2024.

Taxis volants : voleront-ils au-dessus de Paris durant les JO ?

Sabine Ortega | © 22/02/2024 | 1355 mots | AEROCONTACT | HÉLICOPTÈRES

Le Groupe ADP et Volocopter, aux côtés de la Direction Générale de l'Aviation Civile et de la Région Île-de-France, ont confirmé que l'ensemble des conditions sont réunies pour un lancement des premiers services de eVTOL (aéronefs électriques à décollage et atterrissage vertical) au-dessus du ciel francilien à l'occasion des Jeux Olympiques et Paralympiques 2024.

Volocopter, le pionnier de la mobilité aérienne urbaine (UAM) et le Groupe ADP, aux côtés de la Direction Générale de l'Aviation Civile (DGAC) et de la région Île-de-France ont souligné que Paris sera la première ville européenne, et première ville du monde, à offrir des services d'avions électriques à décollage et atterrissage vertical eVTOL, à l'occasion des Jeux Olympiques et Paralympiques de 2024.



Entreprises
Créations d'emploi, milliards investis... Le gouvernement dévoile quelques annonces du sommet Choose France



A high-angle, wide shot of a large group of people, likely employees, standing in a vast, bright industrial space, possibly a factory or hangar. The people are arranged in a loose, circular formation, filling most of the floor. In the background, a large white aircraft fuselage is visible, along with various industrial equipment and structures. The lighting is bright and even, highlighting the scale of the gathering.

Merci!

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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, memorandums 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 which have not 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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