

17 July 2024

Price (US\$)	1.02
Shares in issue (m)	593
Mkt Cap (\$m)	628
Net debt (\$m)	-187
EV (\$m)	441
BVPS (c)	159.4

Share price performance	
1m	29.9%
3m	15.1%
12m	-24.4%
12 m high/low	1.5/0.6
Ave daily vol (30D)	3,870,574

Shareholders (pre-raise)	
Tencent Holdings	21.2%
LGT Global Invest	10.8%
Founders	8.3%
Atomico	7.8%
Daniel Wiegand	4.4%
Earlybird/UVC	3.0%

Free float 56.6%

Next news H1 Results

Business description

eVTOL developer and regional air mobility operator



Research
Adam Forsyth
adam.forsyth@longspur.com
+44 (0) 131 357 6770

Max Campbell
max.campbell@longspur.com
+44 (0) 7900 206039

Distribution
Adam Robertson
adam.robertson@longspur.com
+44 (0) 203 940 6602

TEST PROGRAM UPDATE

Lilium has provided an update on its test program following the completion of a recent program review. Entry into service and first customer deliveries remain on track for 2026 with the first manned flight now expected in early 2025 as opposed to late 2024. This delay is expected to have no impact on customer deliveries, program planning or, importantly, total program costs. We do however see this potentially delaying the receipt of some initial pre-delivery payments that would have likely been unlocked at the first manned flight, potentially impacting working capital in the shorter term. We do not see this as a material delay as the company continues to make progress in its testing program and initial aircraft construction.

Supply Chain Delays

Lilium has noted that the delay in the first manned flight has been driven by delays in receiving certain component parts in the aircraft and flight testing equipment due to the indirect impact of supply chain issues across the industry.

Path to First Manned Flight

Lilium continues to construct the first two aircraft on the final assembly line (Lilium Jet MSN 1 and MSN 2). Key structures and components have been received from Lilium's partners at the production facility in Munich as the aircraft moves into assembly. MSN1 is due to commence ground testing in a few weeks whilst MSN 2 will perform the first manned flight in early 2025. The remaining steps to the first manned flight include commencing construction of the propulsion unit, ground testing and receipt of the permit to fly.

€m, Dec	2021a	2022a	2023a	2024e	2025e	2026e
Sales	0	0	0	0	0	405
EBITDA	-284	-273	-260	-418	-408	-408
PBT	-299	-253	-389	-452	-493	-546
EPS	-1.4	-0.9	-0.7	-0.7	-0.7	-0.8
CFPS	-1.9	-0.2	-0.4	-0.6	-0.6	-0.1
DPS	0.0	0.0	0.0	0.0	0.0	0.0
Net Debt (Cash)	-320	-171	-187	122	455	581
Debt/EBITDA	1.1	0.6	0.7	-0.3	-1.1	-1.4
P/E	-0.7	-1.0	-1.3	-1.3	-1.4	-1.2
EV/EBITDA	-0.9	-1.5	-1.5	-1.7	-2.5	-2.8
EV/sales	na	na	na	na	na	0.6
FCF yield	-208.3%	-25.6%	-47.0%	-66.0%	-61.5%	-13.4%
Div yield	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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FINANCIAL MODEL

Profit and Loss Account

€m, Dec	2021a	2022a	2023a	2024e	2025e	2026e
Turnover						
eVTOL	0	0	0	0	0	405
CO2	0	0	0	0	0	0
Other	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	0	0	0	0	0	405
Operating profit						
eVTOL	-289	-279	-271	-447	-472	-510
CO2	0	0	0	0	0	0
Other	0	0	0	0	0	0
Other	0	0	0	0	0	0
Operating profit	-289	-279	-271	-437	-472	-510
P&L Account						
Turnover	0	0	0	0	0	405
Operating Profit	-289	-279	-271	-447	-472	-510
Investment income	-1	-3	-2	0	0	0
Net Interest	-9	28	-116	-5	-21	-36
Pre Tax Profit (UKSIP)	-299	-253	-389	-452	-493	-546
Goodwill amortisation	0	0	0	0	0	0
Exceptional Items	-111	0	0	0	0	0
Pre Tax Profit (IFRS)	-410	-253	-389	-452	-493	-546
Tax	-1	0	0	0	0	0
Post tax exceptionals	0	0	0	0	0	0
Minorities	0	0	0	0	0	0
Net Profit	-411	-253	-389	-452	-493	-546
Dividend	0	0	0	0	0	0
Retained	-411	-253	-389	-452	-493	-546
EBITDA	-284	-273	-260	-418	-408	-408
EPS (p) (UKSIP)	-1.40	-0.90	-0.71	-0.72	-0.68	-0.76
EPS (p) (IFRS)	-1.91	-0.90	-0.71	-0.72	-0.68	-0.76
FCFPS (p)	-1.94	-0.24	-0.44	-0.62	-0.57	-0.12
Dividend (p)	0.00	0.00	0.00	0.00	0.00	0.00

Source: Company data, Longspur Research estimates

KEY POINTS

- Company pre-revenue while it develops until 2026 when we assume first revenue begins
- C. €400m cost outflow rising ahead of launch in 2026

Balance Sheet

€m, Dec	2021a	2022a	2023a	2024e	2025e	2026e
Fixed Asset Cost	42	55	84	188	410	657
Fixed Asset Depreciation	-11	-18	-20	-50	-113	-216
Net Fixed Assets	31	37	64	138	297	441
Goodwill	0	0	0	0	0	0
Other intangibles	1	1	0	0	0	0
Investments	15	39	19	19	19	19
Stock	0	0	0	0	0	133
Trade Debtors	0	0	0	0	0	67
Other Debtors	31	32	33	33	33	33
Trade Creditors	-35	-34	-45	-67	-220	-915
Other Creditors <1yr	-15	-33	-217	-267	-267	-267
Creditors >1yr	-3	-4	-3	-3	-3	-3
Provisions	-3	-1	-2	-1	-1	-1
Pension	0	0	0	0	0	0
Capital Employed	22	38	-150	-147	-142	-493
Cash etc	353	180	195	6	8	222
Borrowing <1yr	23	0	0	0	0	0
Borrowing >1yr	10	8	8	127	463	803
Net Borrowing	-320	-171	-187	122	455	581
Share Capital	40	53	6	6	7	7
Share Premium	779	843	1,009	1,089	1,188	1,188
Retained Earnings	-717	-970	-1,359	-1,811	-2,304	-2,850
Other	240	278	382	447	513	582
Minority interest	0	0	0	0	0	0
Capital Employed	22	38	-150	-147	-142	-493
Net Assets	343	209	37	-269	-597	-1,073
Total Equity	343	204	37	-269	-597	-1,073

Source: Company data, Longspur Research estimates

KEY POINTS

- Fixed assets grow with capex accelerating from 2024 with assumed capex on testing and then production facilities
- Increase in other creditors driven by warrants issued in 2023 and then PDPs
- Cash adequate across period after assumed funding including PDPs

Cashflow

€m, Dec	2021a	2022a	2023a	2024e	2025e	2026e
Operating profit	-289	-279	-271	-447	-472	-510
Depreciation	6	8	13	29	64	102
Provisions	2	-2	0	0	0	0
Other	61	23	138	65	65	69
Working capital	4	-8	5	73	153	496
Operating cash flow	-215	-257	-116	-280	-190	157
Tax paid	0	0	-1	0	0	0
Capex (less disposals)	-17	-9	-29	-104	-222	-247
Investments	-185	200	-95	0	0	0
Net interest	-2	0	4	-5	-21	-36
Net dividends	0	0	0	0	0	0
Residual cash flow	-419	-67	-236	-389	-433	-126
Equity issued	0	120	259	80	100	0
Change in net borrowing	189	149	-16	309	333	126
Adjustments	-36	-231	0	0	0	0
Total financing	153	38	243	389	433	126

Source: Company data, Longspur Research estimates

KEY POINTS

- Operating cash outflow and capex dominate ahead of launch
- Capex for production assumed from 2025 with French and German government financing support
- Working capital positive due to PDPs

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Longspur Research
10 Castle Street,
Edinburgh. EH2 3AT
UK

Longspur Capital
20 North Audley Street,
London. W1K 6WE
UK