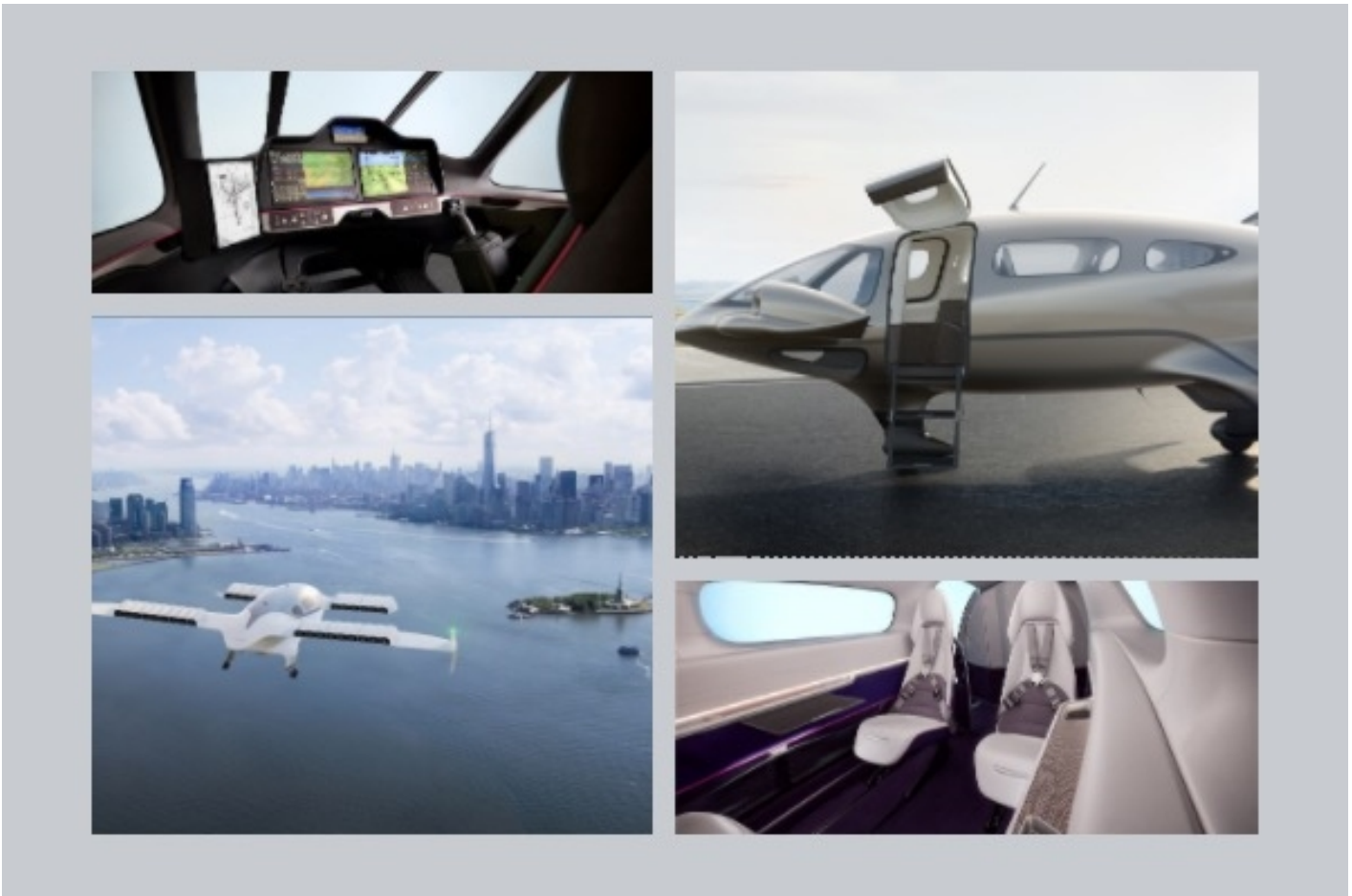




LILIUM - THE ONLY MANUFACTURER WITH EASA AND FAA CERTIFICATION BASIS FOR A POWERED LIFT EVTOL AIRCRAFT

News / Business aviation, Manufacturer



Lilium has received FAA G-1 Certification Basis necessary for type certificate validation of its Lilium Jet by the FAA. In 2020, Lilium’ primary airworthiness authority, EASA, issued its certification basis for the Lilium Jet. To enable global operations, Lilium is pursuing concurrent certification of the Lilium Jet through validation by the FAA under the provisions of the Bilateral Aviation Safety Agreement between the EU and U.S. Lilium is one of a few eVTOL companies seeking dual certification in the EU and the U.S. and the only pioneer holding both an EASA and FAA certification basis for a powered lift eVTOL aircraft.

Lilium Chief Executive Officer Klaus Roewe stated: “Receiving the FAA G-1 demonstrates the Lilium Jet’s path to global acceptance by aerospace regulators and the expected start of global operations in late 2025 for the revolutionary Lilium Jet.”

Since its founding, Lilium has focused on ensuring that its design, engineering and business operations align with the rigorous safety standards and certification procedures to achieve global

acceptance. Both Certification Bases result from a collaborative relationship Lilium has established over the years under the leadership of Lilium’s experienced senior aerospace engineers who have developed and delivered some of the world’s most successful and complex aircraft.

Alastair McIntosh, Lilium Chief Technology Officer, commented: “We are the first powered lift eVTOL pioneer in our industry holding a Certification Basis from EASA and the FAA. This is a major step towards our goal of achieving early certification of our aircraft in key markets to support a worldwide entry into service. We are grateful to have found great partners on both sides of the pond to electrify the skies. As per FAA practice, there will now be a collaborative process where Lilium and EASA provide feedback to the FAA before the G-1 is issued for public consultation. We look forward to continued collaboration with the FAA and EASA.”

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