

For Immediate Release

Continental Aerospace Technologies™ announces partnership with Piper Aircraft® to launch the Pilot 100 training aircraft

Mobile, Alabama, April 2, 2019 — Continental®, an AVIC International Holding (HK) LTD company (HKEX: 232.HK), announces the partnership with Piper Aircraft® to launch the Pilot 100 and Pilot 100i training aircraft. Piper Aircraft® has selected the certified Continental **PRIME™** IO-370-DA3A engine for the new Pilot 100/100i single engine trainer. After careful consideration, Piper® determined that the **PRIME™** engine met their requirements to answer increasing requests from flight schools of all sizes for a robust, proven trainer platform at a lower price point in both VFR and IFR configurations

With an all-time high demand for new pilots, Piper Aircraft® has announced the Pilot 100/100i, to meet the needs of a wide variety of training schools and curriculums. Based on the PA-28 airframe, one of the most successful training platforms in the history of general aviation, Piper® combined an airframe, avionics and engine package that allows the aircraft to be very aggressively priced and fills the need for a trainer tailored to the primary single-engine training needs of these schools. The Pilot 100/100i allows schools to invest in new initial trainers at a price point that is compatible with their needs while relying on a proven and tried design.

*“We congratulate Piper Aircraft® for their vision, ability to gauge the market trends, and their commitment to the training market. We are very excited to collaborate with Piper® on the new certified **PRIME™** engine design. We worked with the Piper® engineering team to make sure that they benefit not only from an outstanding value, but also from all the enhancements that we have incorporated in our new engine line. This translates into smooth and trouble-free operations for flight academies and schools to let them concentrate on their primary mission: training rather than maintenance”,* said Rhett C. Ross, President, and CEO, Continental Aerospace Technologies™.

*“For 82 years, beginning with the original launch of the Piper Cub, we have worked with the Continental team given their commitment to product development, quality and service. With any product, a quality engine is key and for the Pilot 100, Continental stepped up to the plate to collaborate with our team and identify the best possible solution for flight schools both large and small. We identified the new **PRIME™** engine as the ideal engine for the Pilot 100/100i given both its performance and support guarantees from Continental. We are excited to add the Pilot 100 series to our training product line at a price point that provides optimal economics for all operators”,* said Simon Caldecott, President and CEO of Piper Aircraft®.

[Media and high-resolution graphics package s are available on request](#)



CONTINENTAL PRIME™

CERTIFIED ENGINE SERIES

INTRODUCING CONTINENTAL PRIME™ ENGINES: OUR EXPERIENCE, REDEFINED

For years, customers have enjoyed Continental® PMA parts for Lycoming® engines. In 2017, Continental® introduced **PRIME™** as the new name for this well-established line of parts. Customers now recognize **PRIME™** parts for the quality, dependability, and value of our FAA-approved premium parts.

Today, we are taking our commitment to our customers to the next level by releasing our new line of Continental **PRIME™** certified engines. Designed and certified as a direct drop-in replacement for Lycoming® engines, Piper Aircraft® selected the Continental **PRIME™** IO-370 engine to power the Pilot 100 and will also be available on the Archer LX and TX later this year.



“THE CONTINENTAL® EXPERIENCE, ACCUMULATED OVER 110 YEARS IN POWER SYSTEMS FOR GENERAL AVIATION, ALLOWED US TO DESIGN THE PERFECT DROP-IN REPLACEMENT ENGINES THAT BENEFIT FROM MORE TIME IN THE AIR AND LESS TIME IN MAINTENANCE.”

Continental **PRIME™** certified engines are not only extremely competitively priced; they also bring multiple advantages that will directly benefit your operations and bottom line. These advantages include an exceptional engine warranty and many optional upgrades like NiC3® cylinders, ensuring that you have everything you need to succeed at the best value.

WHY CONTINENTAL PRIME™?



Continental **PRIME™** certified IO-370 engines offer reliability and durability for the most competitive price available on the market. With 180 HP at 2700 RPMs and the backing of our OEM manufacturing facility, you will enjoy the performance that you

have come to expect from Continental® while benefiting from technology that was specifically designed with flight schools and fleet operations in mind.

CONTINENTAL PRIME™ SERIES DETAILS

MODEL	# CYL	RATED POWER	BORE x STROKE	DISPLACEMENT	DRY WEIGHT	HEIGHT	WIDTH	LENGTH	COMPRESSION RATIO
IO-370-0A3A	4	134.2 kW @ 2700	130.175 x 114.3 mm	6078.6 cm³	132.675 kg	585.63 mm	848.614 mm	838.708 mm	81:1
		180 HP @ 2700	5.125 x 4.5 in	371 in³	292.5 lbs	23.45 in	33.41 in	33.02 in	
SPARK PLUG BOSS	AVIATION GRADE, OCTANE (RECOMMENDED)	FUEL DELIVERY	CHT -- MAXIMUM	CHT AT MAXIMUM CRUISE (RECOMMENDED)	NORMAL OPERATING OIL TEMP	NORMAL OPERATING OIL PRESSURE, PSI (MAXIMUM/ MINIMUM/IDLING)		FAA TCDS	
18mm	100/100LL	Injection	500°F	425°F	180°F - 240°F	80/60/25		E000366E	
ENGINE MOUNT	PROPELLER	CRANKSHAFT FLANGE	CRANKSHAFT OIL CAPACITY	CRANKSHAFT BUSHINGS (PROP BOLT SIZE)	VALVE TRAIN TYPE				
Dynafoal Type 1	Fixed Pitch	11.176 mm thick 0.44 in thick	757 liters 8 quarts	1/2"-20 UNF	Roller Lifter				



*"Cycorning" is a registered trademark of Textron Innovations, Inc. "Piper" is a registered trademark of New Piper Aircraft, Inc. Any reference to the foregoing trademarks or associated trademarks, word marks, and products, including specific aircraft or engines, is only for purposes of identifying aircraft or engines with which Continental **PRIME™** engines or parts are compatible, or for which Continental® offers maintenance services. Continental **PRIME™** engines compatible with the foregoing aircraft are not original equipment engines for the aircraft identified in this advertisement. Continental® is not connected to, affiliated with, sponsored by, or endorsed by Textron Innovations, Inc., Textron Aviation, Inc., New Piper Aircraft, Inc., or any of their related or affiliated companies, with regard to Continental **PRIME™** engines for use in the aircraft identified in this advertisement.

Backgrounder

Founded in 1905, Continental® is recognized as the forerunner of engine manufacturing for general aviation. Over the years, Continental® established itself as the field's technological leader, introducing turbo-charging, fuel injection, balanced fuel injectors, liquid cooling, Full Authority Digital Engine Control (FADEC), and many other innovations for general aviation engines.

Today, Continental® offers three families of piston engines, both certified and experimental, allowing for continued operations of legacy and current production airframes:

- Continental® Certified Legacy AvGas Line: is a family of AvGas burning engines ranging from 90 to 375 HP. (Cessna® 152/C170/C172/C182/C206/C207/TTX, Columbia® 300/400 series, Mooney® 20R, Acclaim®, Piper® Malibu/PA-28, Arrow Turbo®, Seneca®, Beechcraft® Bonanza/Baron, and Cirrus® SR20/SR22/SR22T).
- **TITAN™** Experimental Engine Line: is recognized by home aircraft builders as the ideal fit for airframes such as the Vans® kits, Zenith®, Just Aircraft®, TopCub®, and other leading experimental aircraft.
- Jet-A Fueled Engine Line: Continental® is also the undisputed leader in Jet-A fueled engines, with the widest product range (including seven different engines, offering a power output of 135 to 300 HP), over 6,000 engines delivered to the field and more than 7,000,000 hours in service. These engines are the primary choice of airframe manufacturers for their Jet-A offering: Piper Aircraft®, Robin Aircraft®, and Glasair®. Retrofit solutions are also available for popular airframes such as the Cessna® C172 Skyhawk, Piper® PA-281 and Diamond® DA-40/-42.
- Accessories: Continental® also designs, manufactures, and distributes key accessories for general aviation power solutions such as fuel systems, ignition systems (formerly known as "Bendix® magnetos"), alternators and turbos for Jet-A engines, and Full Authority Digital Engine Control (FADEC) systems for both gasoline and Jet-A engines.
- Services: Over the years, Continental® has also built a service offering for aircraft operators and owners. These services include engine overhauls at the Continental® factory service center (Continental®, **TITAN™**, and LYCOMING®* engines), factory overhauls for Continental® AvGas engines, shock inspections, fleet overhaul programs, Jet-A burning engine retrofits, airframe and power plant maintenance (Beechcraft®, Cessna®, Diamond®, and Piper®), PT6 turbines overhauls and repairs, and avionics and interiors installation and services.



Continental Motors Group, Ltd. of Hong Kong, China, doing business as Continental Aerospace Technologies™, is a subsidiary of AVIC International Holding (HK) LTD, a publicly traded company on the Hong Kong stock exchange (HKEX ticker: 232). Its mission is to provide advanced gasoline and Jet-A piston engine products, spare parts, engine and aircraft services, avionics equipment and repairs for the general aviation marketplace. Continental® is an international operation employing approximately 675 team members in the USA, Germany, and China. More information can be found at www.continental.aero.

AVIC International Holding (HK) Limited is a Hong Kong-based investment holding company engaged in aviation, property, textile and trading businesses. The Company operates two business segments. The Aviation segment is engaged in the development, manufacturing, and support of advanced power system solutions for general aviation aircraft. The Property Development and Investment segment is engaged in the development of residential and commercial properties.

Disclaimer

Certain information outlined in this presentation contains "forward-looking information", including "future oriented financial information" and "financial outlook", under applicable securities laws (collectively referred to herein as forward-looking statements). Except for statements of historical fact, information contained herein constitutes forward-looking statements and includes, but is not limited to:

- I. Projected financial performance of the Company;
- II. Completion of, and the use of proceeds from, the sale of the shares being offered hereunder;
- III. The expected development of the Company's business, projects and joint ventures;
- IV. Execution of the Company's vision and growth strategy, including with respect to future M&A activity and global growth;
- V. Sources and availability of third-party financing for the Company's projects;
- VI. Completion of the Company's projects that are currently underway, in development or otherwise under consideration;
- VII. Renewal of the Company's current customer, supplier and other material agreements; and
- VIII. Future liquidity, working capital, and capital requirements. Forward-looking statements are provided to allow potential investors the opportunity to understand management's beliefs and opinions in respect of the future so that they may use such beliefs and opinions as one factor in evaluating an investment.

These statements are not guaranteeing future performance, and undue reliance should not be placed on them. Such forward-looking statements necessarily involve known and unknown risks and uncertainties, which may cause actual performance and financial results in future periods to differ materially from any projections of future performance or result expressed or implied by such forward-looking statements.

Although forward-looking statements contained in this presentation are based upon what management of the Company believes are reasonable assumptions, there can be no assurance that forward-looking statements will prove to be accurate, as actual results and future events could differ materially from those anticipated in such statements. The Company undertakes no obligation to update forward-looking statements if circumstances or management's estimates or opinions should change except as required by applicable securities laws. The reader is cautioned not to place undue reliance on forward-looking statements.

* Lycoming® is a registered trademark of Textron Innovations Inc. Any reference to Lycoming® or associated trademarks, word marks, and products is only for purposes of identifying engines with which Continental® parts are compatible, or for which Continental® offers maintenance services. Continental® parts compatible with Lycoming® engines are aftermarket parts and are not original equipment parts. Continental® is not connected to, affiliated with, or sponsored by, or endorsed by Textron Innovations Inc. or Lycoming® Engines, a Division of Avco Corporation, or any of their affiliate companies.