



FOR IMMEDIATE RELEASE

**PIPER SELECTS THE WILLIAMS FJ44-3AP
TO POWER THE REVOLUTIONARY PIPERJET**
Proven World-Class Engine Manufacturer to Provide Best-In-Class Engine

PALM SPRINGS, Calif., AOPA, Nov. 9, 2006 – Piper Aircraft, Inc. today announced that it has selected one of the world’s finest turbofan engines – the proven Williams FJ44-3AP – to power its all-new, revolutionary PiperJet. A very close derivative of the FJ44-3A engine, the FJ44-3AP is based on proven engine technology with more than 2.5 million hours of flight time to its credit.

“The PiperJet is a revolutionary new aircraft combining performance, style, utility, capability and pricing,” said James K. Bass, President & CEO of Piper Aircraft. “In choosing the powerplant for the PiperJet, we were looking for that perfect blend of performance, safety and reliability, and the Williams FJ44-3AP will not only meet expectations, it will surpass them.”

Renowned for their high performance and rugged reliability, the FJ44 family of engines set the standard in their class. Boasting many advanced features pioneered by Williams, the FJ44 features the latest in best-in-class engineering, from blisks (integral blades and disks) and effusion-cooled combustors to low parts count and full authority digital engine controls (FADEC). They are also modular in design, allowing quick assembly, disassembly, and maintenance.

“We are very proud to be part of Piper’s team as they enter the jet market,” said Gregg Williams, president and CEO of Williams International. “Williams has

been powering and promoting light jets for two decades, and I'm glad to say we're now powering one for Piper. Every lesson we've learned in 2.5 million FJ44 flight hours has been applied to this engine, so Piper is assured of the performance and reliability we promise."

John Becker, Piper's Vice President of Engineering, underscored that Piper wanted an engine with sufficient capability to provide stellar performance now and sufficient power for future applications.

"We looked hard at Williams' lineup of proven FJ44 models," he said. "Piper chose a 3000-pound thrust FJ44-3 model, de-rated for the Piper Jet, because this engine gives us superb performance margins for the approximately 2,400 pounds of take-off thrust we have targeted for the PiperJet as well as a built-in growth path for the family of jets we envision."

The FJ44-3AP is William's most efficient engine with a TBO of 4,000 hours. The FJ44 family of engines is renowned for high performance and rugged reliability.

Piper announced that it was expanding into the jet market during a news conference held last month at the National Business Aviation Association's Annual Meeting and Convention. In so doing, Piper revealed that the PiperJet's design incorporates single-engine turboprop power for optimum cost efficiency, state-of-the-art safety measures, and a strong, smooth all-metal body.

The PiperJet will be capable of reaching a cruising speed of 360 knots* and a maximum operating altitude of 35,000 feet. The six passenger PiperJet – with an option for either a seventh seat or enclosable lavatory – offers a mission-capable profile and sensuous luxury that sets the standard in its class, with a range of 1,300 nautical miles* and a full-fuel payload of 800 lbs.*

“The PiperJet breaks the mold in offering an unparalleled blend of performance and luxury,” Bass said in making the announcement at NBAA. “In designing this revolutionary aircraft, we have assembled the finest team of engineers and designers and conducted an extensive consumer research effort to ensure that the PiperJet will be second to none. In effect, every measure has been taken to make sure that the PiperJet answers what our customers have told us they want and need in a jet, because at the end of the day, it’s not about being first to market, it’s about getting it right in the first place.”

Built using state-of-the-art design and manufacturing processes, the PiperJet will also feature the latest in integrated glass avionics, a luxurious interior and advanced manufacturing techniques pioneered by Piper. Priced from \$2.199M (in 2006 USD with a CPI-W escalator), the PiperJet will provide unbeatable value while delivering Piper’s legendary uncompromising standards.

“The PiperJet will be certified in the Normal Category under FAA Part 23 and applicable foreign certification standards,” said Becker. “It’s designed to be flown by a single pilot and will be RVSM Certified. Moreover, its innovative design includes ample baggage space and class-setting useful load. The PiperJet will be certified to a maximum operating altitude well above the weather while combining performance with the latest safety technologies and features.”

With deliveries anticipated to begin in the first half of 2010, the PiperJet will provide the final word in comfort and luxury. Focusing on the latest in ergonomic luxurious, design, the PiperJet will provide passengers with an interior that synthesizes a sophisticated color palette with a spacious, energetic design. A wealth of features, from rich leather seats, deep zebra wood details and rich fabrics and trim to perfectly placed storage, cup holders and docking stations for personal electronics, the PiperJet is equally attentive to pilot and passenger comfort and needs, reduced workload and ease of operation.

Navigation, situational awareness and system information will all be delivered through next-generation technologies. From Flight Into Known Icing (FIKI) to FADEC, the PiperJet's focus is on optimal operational excellence, user-friendliness, and safety.

The PiperJet is designed with versatility in mind, speaking to an elegant melding of form and function. The latest, most advanced avionics and guidance systems allow the pilot to blaze the skies with confidence and control. Moreover, the flexibility to configure the ample 293 cubic foot cabin to suit the mission makes the journey effortless.

PiperJet also incorporates major innovations that speak directly to performance and value for money. They include a high-speed, natural laminar flow (NLF) wing that enhances fuel economy and performance and advanced metal bonding for improved strength and manufacturing integrity. Piper also is working with the world's leading avionics manufacturers to identify and integrate what will be the most advanced, cutting-edge integrated avionics available when the PiperJet delivers in 2010.

Piper has assembled an extensive team of design and manufacturing engineers, sales and marketing personnel, customer service associates, dealers, suppliers and vendors to design, manufacture and bring the PiperJet to market.

Williams International is the world leader in small turbine engines and customer support, with headquarters in Walled Lake, Michigan, and a design-to-production facility in Ogden, Utah.

Piper Aircraft, Inc. is headquartered in Vero Beach, Fla. Piper's rich legacy is born of 70 years of unparalleled history, with more than 144,000 aircraft

brought to market and more than 160 models certified. Approximately 90,000 of those aircraft are still flying and being serviced and supported on every continent by Piper's 65 service centers, 40 dealers and 2,500 field personnel. Today, Piper is the only general aviation manufacturer to build and offer aircraft for every general aviation mission, from trainers and high-performance aircraft for personal and business use, to turbine-powered business aircraft ... and now, the PiperJet.

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Graphics/photos available upon request

For further information, contact:

Mark S. Miller

(772) 299-2900

Fax: (772) 978-6597

mail to: m.miller@newpiper.com

www.newpiper.com

**For additional information or questions
about Williams International, contact:**

Matthew Huff

(248) 960-2464

www.williams-int.com

**For additional information or questions about
the general aviation industry, contact the
General Aviation Manufacturers Association (GAMA)**

(202) 393-1500

www.GAMA.aero