Forward-Looking Statements

This presentation contains forward-looking statements that involve risks and uncertainties. All statements, other than statements of historical fact, included in this presentation, including without limitation, statements regarding projections, future financing needs, and statements regarding future plans and objectives of the Company, are forward-looking statements. Words such as "believes," "expects," "anticipates," "intends," "plans," "estimates" and similar expressions are intended to identify forward-looking statements. These forward-looking statements are based upon the current expectations of management and certain assumptions that are subject to risks and uncertainties. Accordingly, there can be no assurance that such risks and uncertainties will not affect the accuracy of the forward-looking statements contained herein or that our actual results will not differ materially from the results anticipated in such forward-looking statements. Such factors include, but are not limited to, the following: the cyclical nature of the aerospace market, the level of U.S. defense spending, production rates for commercial and military aircraft programs, competitive pricing pressures, start-up costs for new programs, technology and product development risks and uncertainties, product performance, increasing consolidation of customers and suppliers in the aerospace industry, the ability to manage growth and integrate acquired operations and costs resulting from changes to and compliance with applicable regulatory requirements. The information contained in this presentation is qualified in its entirety by cautionary statements and risk factors disclosed in the Company's Securities and Exchange Commission filings, including CPI Aero's Form 10-K for the year ended December 31, 2018, and Form 10-Q for the three-month period ended March 31, 2019 available at http://www.sec.gov.

We caution readers not to place undue reliance on any forward-looking statements, which speak only as of the date hereof and for which the Company assumes no obligation to update or revise the forward-looking statements herein.

CPI AERO is a registered trademark of CPI Aerostructures, Inc. All other trademarks referenced herein are the property of their respective owners.
CPI Aerostructures – At A Glance

**Revenue (TTM):** $95.2M

**Revenue: $447.6M**

**Total Backlog:** 40 years

**Facilities: 171,000 ft²**

**Active Suppliers:** 250+

**Defense/Commercial:** 72/28

**Employees:** 280+

**Shares Outstanding:** 11.8M

**Market Capitalization:** ~$90M

*12-month period ended 6/30/19

**At 6/30/19

***At 8/6/19

Information contained herein is proprietary to CPI Aero and may be subject to ITAR regulations.
CPI Aerostructures – Investment Highlights

1. Unique Tier 1 Strategy in the Aerospace & Defense Supply Chain
2. Broad Product and Services Portfolio
3. Robust Bid Pipeline and Improving Defense Outlook
4. Large and Diversified Backlog Drives Strong Visibility, with Defense Contracts Comprising 86%1
5. Improved Productivity Leading to Cash Flow Generation
6. Supplementing Growth Through Acquisitions
7. Experienced Management Team

1 Backlog at 6/30/19
### Supplementing Growth through Acquisitions - Welding Metallurgy, Inc. (WMI)

<table>
<thead>
<tr>
<th>Specialty Welding</th>
<th>Tube Bending</th>
<th>Wiring / Cables / Harnesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provider of metallurgical engineering and welding services</td>
<td>Manufacturer of components for various sub-sectors of the military and commercial aerospace industries</td>
<td>Products deployed on a wide range of prominent military aircraft</td>
</tr>
</tbody>
</table>

- Adds complementary customers, programs and capabilities
- Broadens technical capabilities and diversifies aerosystems assemblies
- Significantly increases content on key defense programs, e.g., E-2D Advanced Hawkeye, F-35, UH-60 Blackhawk, Sikorsky CH-53K
- Adds to CPI Aero’s growing bid pipeline of larger and more complex programs
- Closed on December 20, 2018
- Purchase price of $9.0 million excluding working capital adjustments
CPI Aero is...:

- **Prime to:**
  - Hill Air Force Base
  - Boeing
  - UTC Aerospace Systems
  - Northrop Grumman

- **Tier 1 to:**
  - Lockheed Martin
  - Sikorsky
  - Raytheon
  - Embraer

- **Tier 2 to:**
  - Spirit AeroSystems
  - Triumph Group, Inc.
  - GKN Aerospace

**Goal:** Maintain & Grow Our Tier 1 Programs

- **Tier 3**
  - Components or detailed parts
  - NOT a parts manufacturer trying to move up the value-added chain

- **Tier 2**
  - Manufacture subassemblies
  - Use suppliers to manufacture 100% of components

- **Tier 1**
  - Manufacture aircraft sections
  - Final assembly, finish and delivery

- **OEM**
• Program Management

• Manufacturing Engineering
  – Reverse Engineering
  – Tool Design and Fabrication
  – Bonding of components
  – Finishing and Polishing of assemblies

• Global Supply Chain Management

• Assembly and Integration of Complex Structures

• Quality Inspection and Testing

• Welding, Tube Bending, Electrical Harness Fab
Diverse Product and Services Portfolio

Manufacturer of aerospace structural assemblies and integrated systems for the defense and commercial markets; Strong defense portfolio with a balance between modernization and readiness

AEROSTRUCTURES

Wings
- Triumph G650
- Cessna Citation X+
- Boeing A-10
- Unspecified Missile

Inlets / Nacelles
- Embraer Phenom 300
- HondaJet Elite
- Bell AH-1Z Viper
- Sikorsky UH-60

Secondary Structures
- Sikorsky UH-60 Gunner Window Assys.
- E-2D Aerial Refueling Probe

MRO
- Sikorsky UH-60 Stabilators
- Sikorsky MH-53 Tow Hooks

KITTING & SCM

Wings
- NGC E-2 / C-2 OWP
- U.S. Government F-16 MRO

Primary Structures
- T-38C Pacer Classic III

Secondary Structures
- Sikorsky S-92 Kits
- Embraer E-175 E2

AEROSYSTEMS

Pods
- UTAS DB-110
- NGC ALMDS
- NGC AN / ASQ-236
- Raytheon NGJ Mid-Band
- UTC TacSAR

Special Products
- Sikorsky UH-60 Fuel Panels
- Lockheed F-35 Lock Assys.
- Lockheed F-35 Canopy Drive Shafts
- Raytheon SEASPARROW Launch Control Electronics

● Defense  ● Commercial
### Growing Business Momentum

<table>
<thead>
<tr>
<th>Aerostructures</th>
<th>Aerosystems</th>
<th>Kitting &amp; SCM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lockheed Martin F-16V</td>
<td>Sikorsky UH-60M Black Hawk*</td>
<td>Lockheed Martin F-35 Lightning II</td>
</tr>
<tr>
<td>Bell / Textron AH-1Z Viper</td>
<td>HondaJet Elite</td>
<td>T-38 A/B/C Talon Trainer</td>
</tr>
<tr>
<td>Sikorsky UH-60M Black Hawk*</td>
<td>Sikorsky UH-60M Black Hawk</td>
<td>Raytheon SEASPARROW*</td>
</tr>
<tr>
<td>Raytheon SEASPARROW*</td>
<td>Raytheon NGJ Mid-Band</td>
<td>Raytheon NGJ Mid-Band</td>
</tr>
</tbody>
</table>

- **$20 M potential**
- **Provides for the manufacture of Rudder Island and Drag Chute Canister Assy**
- **International demand for the world’s foremost combat-proven 4th generation multi-role fighter aircraft is strong and gaining momentum**
- **Potential contract value of $18.6M through 2021 to manufacture engine cowl and support assemblies**
- **Continues relationship with Bell on the AH-1Z Viper beginning in 2011**
- **Received a long-term agreement to manufacture the noise attenuating engine inlet**
- **CPI Aero has manufactured engine inlet assemblies for the original HondaJet aircraft since 2011**
- **$23.0M in new orders for the manufacture of Hover Infrared Suppression Systems (HIRSS)**
- **Period of Performance: 2019 – 2022**
- **Aftermarket component for older model Black Hawks**
- **Turnkey electronics integration solutions for guided missile system**
- **WMI program that also includes production of wire harnesses and integration into electronics cabinet**
- **Contract valued at nearly $170.0M through 2030**
- **CPI Aero to assemble the pod structural housing, air management system, and additional systems integration**
- **$15.8M, four-year supply contract to manufacture canopy actuation drive shaft assemblies**
- **CPI Aero’s second contract with Lockheed Martin for structural assemblies on the F-35**
- **Contract valued up to $67 M**
- **Supports Pacer Classic 3 and TRIM structural life extension programs**
- **Components and kits to sustain structural integrity of airframe beyond year 2030**

*Key WMI contracts*
Driven by Renewed Strength in Defense Budget

Presence on prominent defense programs with strong funding
Defense market focus yielding large, diversified, and growing backlog

<table>
<thead>
<tr>
<th>Lockheed Martin F-35 Lightning II Drive Shaft</th>
<th>NGC Japan E-2D Hawkeye</th>
<th>Bell / Textron AH-1Z Viper</th>
<th>Raytheon Next Generation Jammer Mid-Band</th>
<th>Unidentified Missile Platform</th>
<th>Unidentified Sikorsky Helicopter</th>
</tr>
</thead>
<tbody>
<tr>
<td>$15.8M</td>
<td>$25.0 – 30.0M</td>
<td>$18.6M</td>
<td>$170.0M+</td>
<td>$ Undisclosed</td>
<td>$1.0M (approx.)</td>
</tr>
</tbody>
</table>

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<tbody>
<tr>
<td>$47.5M (potential)</td>
<td>$10.6M</td>
<td>$5.0M</td>
<td>$20.0+M</td>
<td>~$14.0M</td>
<td>$65.7</td>
</tr>
</tbody>
</table>
Large and Diversified Backlog Drives Strong Visibility

<table>
<thead>
<tr>
<th>Year</th>
<th>Defense Products</th>
<th>Commercial Products</th>
</tr>
</thead>
<tbody>
<tr>
<td>'08</td>
<td>T-38 PC3 / TRIM</td>
<td>HondaJet</td>
</tr>
<tr>
<td>'09</td>
<td>Raytheon</td>
<td>EMBRAER/Phnom 300</td>
</tr>
<tr>
<td>'10</td>
<td>Lockheed Martin</td>
<td>Next Generation Jammer Increment 1 Pod</td>
</tr>
<tr>
<td>'11</td>
<td>Sikorsky</td>
<td>S-92 F-35 Drive Shaft</td>
</tr>
<tr>
<td>'12</td>
<td>Bell Helicopter</td>
<td>AH-1Z Viper</td>
</tr>
<tr>
<td>'13</td>
<td>Sikorsky</td>
<td>F-16 Sikorsky/Unnamed Helicopter Platform**</td>
</tr>
<tr>
<td>'14</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'15</td>
<td>Sikorsky</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'16</td>
<td>Sikorsky</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'17</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'18</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'19</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'20</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'21</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'22</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'23</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'24</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
<tr>
<td>'25</td>
<td>Lockheed Martin</td>
<td>MH-53E Sea Dragon</td>
</tr>
</tbody>
</table>

Potential to collectively generate revenue of $447.6 million during the remaining periods of performance.

Long contract periods of performance provide exceptional revenue visibility beyond 2022.

* At 06/30/19
Consolidated Backlog at 06/30/2019: $447.6 Million
Defense Backlog: $385.3 Million, Up 73% since mid-2014

Defense 86% / Commercial 14%

$385.3M
$62.3M

Funded 21% / Unfunded 79%
Unfunded backlog represents remaining potential value of long term agreements

$94.1M
$353.5M

2Q 2014 – 2Q 2019
Backlog (Defense/Commercial)

Q2 '14 - Q2 '19

Information contained herein is proprietary to CPI Aero and may be subject to ITAR regulations
Virtually all proposals are at the Tier 1 (95%) level

Defense weighted at the moment – commercial bids soon to be submitted for more balance

Continued Diversification Across Product Categories

- Defense: 99%
- Commercial: 1%
- Kitting: 7%
- MRO: 7%
- Aerostructures: 39%
- Aerosystems: 47%
Near-Term Program Opportunities

AEROSTRUCTURES
- A-10 Wing Replacement Program (WRP)
- Various Black Hawk Components / Structural Repairs
- Missile Wings
- Unmanned Aerial Systems

KITTING & SUPPLY CHAIN MANAGEMENT
- Wet Outer Wing Panel Kits for Japanese E-2D Advanced Hawkeye
- Complete Multi-year Negotiations for US Navy’s E-2D

AEROSYSTEMS
- Intelligence, Surveillance & Reconnaissance (ISR) Pods
- Electronic Warfare (EW) Pods
- Electronic Racks & Step Assemblies

WELDING METALLURGY WMI
- SEASPARROW missile control electronics
- Various welded structures on E-2D Advanced Hawkeye, including the aerial refueling probe
Future Opportunities

Electronic Warfare Pods

Northrop Grumman E-2D (Japan)

Lockheed Martin CH-53K Helicopter

Hypersonics

Northrop Grumman B-21

Raytheon SEASPARROW
Executive Leadership with Extensive Industry Expertise

Douglas McCrosson  
**President & CEO**  
- President & CEO since 2014; COO, 2010-2014; with CPI Aero since 2003  
- Prior: Grumman Corp; Frisby Aerospace  
- Appointed to Board of Governors of Aerospace Industries Association (January 2019)

Vincent Palazzolo  
**Chief Financial Officer**  
- CFO since 2004  
- Prior: Audit Partner, Goldstein Golub Kessler LLP; Managing Director, American Express Tax and Business Services

Jay Mulhall  
**Vice President Business Development**  
- Joined CPI Aero in February, 2018  

Nazz Palmerini  
**Vice President Programs**  
- VP since 2015; with CPI Aero since 2013  
- Prior: GKN Aerospace – Sales, Business Development, Program Management

Ken Hauser  
**Vice President Global Supply Chain**  
- VP since 2013; with CPI Aero since 2011  
- Prior: Northrop Grumman Corporation – Manufacturing/Operations, Global Supply Chain

Barry Fratello  
**Vice President Administration**  
- VP since 2014; with CPI Aero since 2012  
- Prior: Grumman Corp.; Telephonics Corporation
2019 Financial Guidance

Revenue
- $98.0M – $102.0M

Pre-tax Income
- $11.0M – $11.3M

Cash Flow from Operations
- $3.5M+
Conclusion

- Stable, near-term business with meaningful, long-term growth opportunities
- Defense market focus yielding large, diversified and growing backlog
- Strong defense portfolio with good balance between modernization and readiness
- Growing bid pipeline: ability to bid on larger and more complex programs due to investments in advanced technologies
- 2020 and 2019 Defense budgets fund key CPI Aero programs
- Bolt-on acquisitions offer path to additional growth opportunities
Financial Appendix
## Recent Financial Highlights

<table>
<thead>
<tr>
<th></th>
<th>For the Three Months Ended June 30,</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2019 (Unaudited)</td>
</tr>
<tr>
<td>Revenue</td>
<td>$23.2</td>
</tr>
<tr>
<td>Cost of revenue</td>
<td>18.2</td>
</tr>
<tr>
<td>Gross profit</td>
<td>5.0</td>
</tr>
<tr>
<td>Selling, general and administrative expenses</td>
<td>2.7</td>
</tr>
<tr>
<td>Income from operations</td>
<td>2.2</td>
</tr>
<tr>
<td>Income before provision for income taxes</td>
<td>1.7</td>
</tr>
<tr>
<td>Net income*</td>
<td>$2.7</td>
</tr>
<tr>
<td>Income per common share – diluted**</td>
<td>$0.23</td>
</tr>
</tbody>
</table>

* Net income for the second quarter of 2019 includes a tax benefit of approximately $1.0 million due to the reversal of a portion of the approximately $3.1 million liability that was recorded at December 31, 2018 for an uncertain tax position related to a federal income tax audit.

** On a higher number of shares: 11,644,768 at June 30, 2019 versus 8,980,155 at June 30, 2018.
### Balance Sheet Highlights

($ in Millions, except per share value)

<table>
<thead>
<tr>
<th></th>
<th>As of June 30, 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash and Restricted Cash</td>
<td>$2.8</td>
</tr>
<tr>
<td>Contract Assets</td>
<td>120.3</td>
</tr>
<tr>
<td>Total Debt</td>
<td>31.2</td>
</tr>
<tr>
<td>Shareholders’ Equity</td>
<td>98.2</td>
</tr>
<tr>
<td>Book Value, per share</td>
<td>8.32</td>
</tr>
<tr>
<td>Debt-to-Capital</td>
<td>0.32</td>
</tr>
</tbody>
</table>

### Liquidity

- $40 million senior debt facility
  - $10 million term loan
  - $30 million revolving line-of-credit
- Approximately $4.3 million available under credit facility as of June 30, 2019
CPI Aerostructures

Vincent Palazzolo, Chief Financial Officer
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www.cpiaero.com