PW800
The Right Engine for the B-52

There has never been a better time to re-engine the B-52. Only Pratt & Whitney has the technological know-how and years of experience to continue powering the B-52 with the PW800 for decades to come.

SUPERIOR ENGINE PERFORMANCE
• Greater than 30% fuel burn improvement
• Delivering more thrust and more power, while saving nearly 5,400 lbs. of engine weight per aircraft
• Best-in-class availability

ROBUST COMMERCIAL SUPPLY CHAIN SUSTAINMENT
• Zero scheduled removals, significantly lower sustainment costs
• The PW800 shares technology with the era-defining GTF™ family of engines
• Supported by a robust commercial sustainment infrastructure including high engine production, robust part production, and strong aftermarket stream through 2050 and beyond

PRATT & WHITNEY: A PROVEN, DEPENDABLE PARTNER
• The only propulsion company to power operational B-52s
• Unique and unmatched experience and expertise integrating propulsion systems on the B-52 airframe
• Supported the TF33 fleet for 60+ years and with more than 72 million total engine flight hours

EXPERTS IN THE SEAMLESS INTEGRATION OF COMMERCIAL ENGINES INTO MILITARY APPLICATIONS
• Pratt & Whitney is the industry leader in the low-risk integration of commercial engines with military aircraft.
• PW2000 for the C-17 military transport aircraft
  – Certified at 40,400 pounds of thrust, Pratt & Whitney’s F117 (military designation of the PW2000) is the exclusive power for the U.S. Air Force’s advanced transport, the C-17 Globemaster III, developed by The Boeing Company.
• PW4062 for the KC-46 multirole tanker
  – PW4062 engine powers the U.S. Air Force’s multirole tanker, the KC-46 Pegasus, developed by The Boeing Company
• V2500 for the C-390 multi-mission transport aircraft
  – V2500 turbofan engine family provides efficient, clean power for close to 200 worldwide customers, including the Embraer C-390 Millennium

THE PROVEN CHOICE IN THE COMMERCIAL MARKET
• The PW800 supplanted Rolls-Royce to power Gulfstream’s long-range, large-cabin aircraft – specifically the G500 and G600
• The GTF, which shares a common core with the PW800, was selected over the GE Passport to power the Embraer E-Jets E2 family aircraft, the previous generation of which was powered by the GE CF34 engine
• The PW800 was selected by Aviation Week as the 2019 Laureate award winner in the Business Aviation-Propulsion Category

PRODUCT FACTS

<table>
<thead>
<tr>
<th>CHARACTERISTICS</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thrust Class</td>
<td>18,000 lbs</td>
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<tr>
<td>Fan Diameter</td>
<td>50 in</td>
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<tr>
<td>Weight</td>
<td>3,190 lbs</td>
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<tr>
<td>Length</td>
<td>130.5 in</td>
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<tr>
<td>Emission</td>
<td>Surpasses CAEP/11</td>
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This document contains forward-looking statements concerning future business opportunities. Actual results may differ materially from those projected as a result of certain risks and uncertainties, including but not limited to changes in government procurement priorities and practices, budget cuts and availability of funding, and in the number of aircraft to be built, challenges in the design, development, production and support of advanced technologies, as well as other risks and uncertainties, including but not limited to those detailed from time to time in United Technologies Corp.’s Securities and Exchange Commission filings.
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