



GO BEYOND

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



MILITARY ENGINES

Photo Credit: Pratt & Whitney

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

CHARACTERISTICS

Thrust Class	18,000 lbs
Fan Diameter	50 in
Weight	3,190 lbs
Length	130.5 in
Emission	Surpasses CAEP/11

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