

Air China and Shenzhen Airlines Choose PurePower® Geared Turbofan™ Engines for 60 A320neo Family Aircraft

BEIJING, Nov. 15, 2017 /[PRNewswire](#)/ -- Pratt & Whitney announced today a definitive agreement with Air China Limited (Air China) and Shenzhen Airlines for 60 Airbus A320neo family aircraft, powered by PurePower Geared Turbofan (GTF) engines. The contract with Air China includes a 15-year Pratt & Whitney EngineWise™ Fleet Management Program.

Air China and Pratt & Whitney have a long relationship that extends back to the JT3D-powered 707. Air China currently operates more than 65 aircraft powered by Pratt & Whitney PW4000 and International Aero Engines (IAE) V2500® engines. Shenzhen Airlines currently operates 41 aircraft powered by the IAE V2500 engine.

"We value our relationship with Air China and Shenzhen Airlines, and thank them for the trust they place in the reliability of Pratt & Whitney engines," said Chris Calio, president, commercial engines at Pratt & Whitney. "We look forward to powering and supporting this new fleet of A320neo family aircraft."

Since entering into service in early 2016, the GTF engine has demonstrated its promised ability to reduce fuel burn by 16 percent, regulated emissions by 50 percent lower NOx emissions to the regulatory standard and noise footprint by 75 percent.

Founded in 1988, Air China is China's national flag carrier and a member of the world's largest airline network, Star Alliance.

Established in 1992, Shenzhen Airlines, also a member of the Star Alliance, operates passenger, freight and postal transport.

About Pratt & Whitney


Pratt & Whitney is a world leader in the design, manufacture and service of aircraft

engines and auxiliary power units. United Technologies Corp., based in Farmington, Connecticut, provides high-technology systems and services to the building and aerospace industries. To learn more about UTC, visit its website at www.utc.com, or follow the company on Twitter: [@UTC](https://twitter.com/UTC).

This press release 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 levels of demand in the aerospace industry, in levels of air travel, and in the number of aircraft to be built; challenges in the design, development, production support, performance and realization of the anticipated benefits 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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