

# SWISS Selects Pratt & Whitney Geared Turbofan™ Engines to Power New Fleet of Airbus A320neo and A321neo Aircraft

SINGAPORE, Feb. 6, 2018 /[PRNewswire](#)/ -- Swiss International Air Lines (SWISS) has selected Pratt & Whitney Geared Turbofan™ (GTF) engines to power 15 total Airbus A320neo and A321neo aircraft. Deliveries are scheduled to begin in 2019. Pratt & Whitney is a division of United Technologies Corp. (NYSE: UTX).

"SWISS was the first airline to fly the GTF-powered Bombardier C Series aircraft," said Peter Wojahn, Head of Technical Fleet Management at SWISS. "We are pleased with the engine's fuel efficiency and environmental performance, and our passengers appreciate the noise efficient engines. We look forward to adding the GTF-powered A320neo and A321neo to our fleet."

SWISS currently operates a fleet of 15 GTF-powered Bombardier C Series aircraft, including both the CS100 and CS300 models, with another 15 aircraft on order.

"We are honored by the continuing confidence that SWISS has placed in Pratt & Whitney and in the GTF engine," said Chris Calio, president of commercial engines at Pratt & Whitney. "I'm confident that SWISS and its passengers will continue to enjoy the benefits of these engines for years to come."

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

## **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](http://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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