

Sikorsky's new, highly anticipated S-76D helicopter entered the market late in 2012. The helicopter offers customers a higher cruise speed than its predecessor as well as greater fuel efficiencies and quieter operation. The S-76D is designed for use in offshore petroleum operations, executive transportation, search and rescue, and emergency medical services.

During the year, the U.S. Army accepted delivery of the 500th H-60M BLACK HAWK helicopter. The deliveries, which began in 2007, include aircraft contracted by the U.S. Army for several other U.S. government agencies and foreign militaries. Subject to annual funding approvals, the U.S. Army and U.S. Navy have agreed to purchase a baseline quantity of 653 BLACK HAWK and SEAHAWK helicopters over the next five years, with an option to purchase an additional 263 under the same financial terms.

Sikorsky helicopters entered new markets during the year. Thailand signed to acquire two UH-60M BLACK HAWK helicopters, becoming the first country in Southeast Asia to operate the aircraft. Sweden took delivery of its final two of 15 UH-60M helicopters as the first country in Europe to receive the advanced aircraft. On the commercial aircraft side, Sikorsky sold its first new S-76D helicopters to customers with operations in China, Japan and Mexico.

Sikorsky's aftermarket company signed a four-year agreement with the Australian Defence Force for ongoing logistics and engineering support for the country's fleet of BLACK HAWK and SEAHAWK helicopters.

Sikorsky moved forward with the development of the CH-53K helicopter for the U.S. Marine Corps. During the year, it delivered the first

prototype for ground-based flight systems testing. When it enters service in 2018, the CH-53K will be the largest heavy-lift maritime helicopter in the world, capable of carrying a vehicle the size of a Humvee.

Sikorsky's revolutionary S-97 RAIDER helicopter is now in the engineering phase of development. The light tactical helicopter will be able to cruise comfortably at 220 knots — nearly twice the cruise speed of conventional helicopters — while retaining all the attributes of today's highest performing helicopters.

Sikorsky's new S-76D helicopter raises the standard of excellence, with power and performance enhanced by all-composite main rotor blades and optimized Pratt & Whitney Canada PW210S engines.

The revolutionary PurePower GTF engine continued to achieve new milestones during the year. The PW1500G engine, which will power the Bombardier CSeries aircraft, completed certification testing early in 2013 and is on track to meet Bombardier's first flight schedule. The PW1200G engine for the Mitsubishi Regional Jet has completed its first test flights on Pratt & Whitney's flying test bed. The company completed assembly of the first PW1100G-JM engine for the Airbus A320neo family of aircraft and began full engine testing. At the end of 2012, orders had been announced for nearly 3,000 PurePower engines, including options.

Pratt & Whitney Canada's next-generation PT6A-140 engine was chosen by Cessna Aircraft Company to power the new Cessna Grand Caravan EX, which entered into service at the end of 2012.

Milestones also were achieved in the F135 and F119 programs. At the end of the year, 87 production engines for the fifth-generation F-35 Lightning II fighter had been delivered to the U.S. Department of Defense and international partners. In 2012, the U.S. Air Force initiated formal pilot training and logged 711 operational flights, and the U.S. Marine Corps stood up the world's first operational F-35B STOVL squadron. Pratt & Whitney also delivered the 507th and final F119 production engine for the Lockheed Martin F-22 Raptor, shifting focus to a sustainment partnership with the U.S. Air Force.

The company was selected for the U.S. Air Force Research Laboratory's Adaptive Engine Technology Development program to develop innovative solutions that will lower fuel costs and increase operational capability for the next generation of combat aircraft.

Boeing awarded Pratt & Whitney the engine contract for the U.S. Air Force's KC-46 aerial refueling aircraft, calling for as many as 368 PW4062 engines to be delivered through 2027. The first four F117 engines were delivered to the Indian Air Force to power its fleet of Boeing C-17 Globemaster III aircraft and 40 additional engines are on contract for delivery.

Pratt & Whitney AeroPower, a new division realigned from Hamilton Sundstrand, provides auxiliary and ground power units and small turbojet propulsion products to the aviation market.

Pratt & Whitney completed the assembly of its first engine to test its PurePower PW1100G-JM engine, which will power the next-generation Airbus A320neo aircraft.

UTC Aerospace Systems achieved a number of milestones during the year. The European Safety Agency certified its FH385/386 propeller system for the Airbus A400M Military Transport Aircraft. The A400M has a 17.5-foot-diameter propeller system that features eight all-composite blades. It is the largest all-composite propeller in production.

The company delivered to the U.S. Navy Reserve the first of 30 Electronic Propeller Control System (EPCS) upgraded aircraft. EPCS uses digital computer software and offers improved reliability and more precise performance than previous technologies.

2012 also marked the delivery of the 1,000th shipset of 777 landing gear to Boeing for Emirates airline. The company has produced landing gear for the Boeing 777 for approximately 20 years.

A key supplier in the development of the Boeing 787 Dreamliner, UTC Aerospace Systems continues to work with Boeing as it ramps up production. During the year UTC Aerospace Systems expanded a production facility to provide nacelles for the aircraft.

UTC Aerospace Systems is working closely with Southwest Airlines as it updates its fleet with Boeing's next-generation 737-800. The company will supply wheels and brakes for the new aircraft, as well as provide maintenance and asset management.

The ORS-1 satellite celebrated its first anniversary in space in 2012. The first Operationally Responsive Space satellite, it went from drawing board to delivery in 30 months. Designed, manufactured, integrated and tested in-house, in 2011 it was named one of the nation's 25 most important concepts by *C4ISR Journal*, which is published by the Defense News Media Group.

A number of major contracts were secured during the year, including one to provide wheels, brakes and integrated brake control systems for the Cessna Longitude business jet and one to provide new wheel and carbon brake equipment for the new Airbus A320neo.

Contracts on the military side include an order by the U.S. Army for 80 spare health and usage management system (HUMS) electronic units for its UH-60 BLACK HAWK helicopters. The company also received a multiyear overhaul and repair contract with the U.S. Army for BLACK HAWK T700 fuel controls. UTC Aerospace Systems was awarded significant content on the new Embraer KC-390, which is being developed for the Brazilian Air Force.

The popular Airbus A350-900 aircraft is equipped with multiple systems and components from UTC Aerospace Systems, including landing gear, power generation, nacelles, and aircraft wheels and brakes.