Sikorsky Completes VH-92A Presidential Helicopter Replacement Program Milestones

Stratford, Connecticut -

Sikorsky Aircraft Corporation announced today the successful completion of the VH-92A Presidential Helicopter Replacement Program Preliminary Design Review (PDR), completion of the integration and performance testing of mission communications system (MCS) components, and Sikorsky's acceptance of the second S-92A™ aircraft for the program. Sikorsky Aircraft Corp. is a subsidiary of United Technologies Corp. (NYSE:UTX).

"Completing these three milestones on or ahead of schedule is a fantastic accomplishment. We are committed to executing this program on-time and within budget. These achievements keep this program moving forward," said Spencer Elani, Sikorsky program director, VH-92A.

On May 7, 2014, the Navy awarded a $1,244,677,064 fixed-price incentive engineering and manufacturing development (EMD) contract with production options to Sikorsky for 21 operational and two test aircraft.

Initial fielding is planned for 2020, with production concluding in 2023. Under the contract, Sikorsky will use its in-production S-92® aircraft and integrate government-defined mission systems and install an executive interior.

The PDR, completed on Aug. 21, allowed the VH-92A team to demonstrate the preliminary design for the VH-92A aircraft, including integration of the MCS, and the supporting logistics elements. Completing this step signals that the program is ready to proceed into detailed design (Critical Design Review).

"This is but one of many steps toward the replacement for our Presidential Fleet of helicopters. I am pleased how effectively we've gotten out of the gate and established a solid foundation on which we'll mature the detailed design work of this important program," said U.S. Marine Corps Col. Robert Pridgen, program manager for the Naval Air Systems Command's Presidential Helicopters Program Office. "This team is focused and disciplined. We must maintain both to ensure we meet or exceed the expectations of a program such as the VH-92A in the months ahead."

Engineering Development Model 0 (EDM -0), the first S-92A helicopter for the VH-92A Program, completed MCS testing on Aug. 25. More than 80 hours of ground and flight testing was conducted over the course of three months in Owego, New York, site of system integrator Lockheed Martin, Sikorsky's principal supplier on the program.

Sikorsky accepted the second S-92A aircraft for the VH-92A program on Sept. 3 when it was flown from Sikorsky's commercial aircraft facility in Coatesville, Pennsylvania, to the Stratford, Connecticut, location. This aircraft has commenced the early stages of the modification process.

Sikorsky is working with the U.S. Navy on a fleet of VH-92A helicopters to support the presidential world-wide vertical-lift mission. To help ensure an affordable program, Sikorsky is integrating the already-FAA certified S-92A aircraft with a mature MCS and an executive interior.

The VH-92A will continue to provide safe and reliable helicopter transportation for the President and Vice President of the United States and other officials.

Eventual production quantities will be determined over the life of the program, based on Department of Defense funding priorities and subject to Congressional approval of funding.

Sikorsky Aircraft Corp., based in Stratford, Connecticut, is a world leader in aircraft design, manufacture and service. United Technologies Corp., based in Farmington, Connecticut, provides high-technology systems and services to the aerospace and building systems industries. To learn about UTC visit the website www.utc.com or follow the company on Twitter: @ UTC.

This press release contains forward-looking statements concerning opportunities for development, production and sale of helicopters. 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 plans, availability of funding and in the type and number of aircraft required; 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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