



LIGHT HELICOPTER TURBINE ENGINE COMPANY  
Honeywell ————— A Partnership ————— Rolls-Royce  
9238 MADISON - BLDG 2 -  
SUITE 119 - MADISON, AL 35758

## **LHTEC TO PROVIDE ENGINES FOR TURKISH ATAK HELICOPTERS**

September 4, 2008 -- The Turkish Army announced that it has selected the AgustaWestland T129 helicopter, powered by two Light Helicopter Turbine Engine Company (LHTEC) CTS800-4A engines, as part of the Tactical Reconnaissance and Attack Helicopter (ATAK) Program for the Turkish Land Forces Command .

LHTEC is a 50:50 partnership between Honeywell and Rolls-Royce that forecasts the lifetime revenue potential for CTS800 engine applications to be over \$1 billion, including aftermarket sales.

Under the agreement, 50 helicopters and 100 engines including spares have been ordered in a deal valued at around USD \$96 million. The contract provides options for an additional 40 engines. Production of ATAK T129 helicopters will begin in 2011 and continue to 2018.

Ben Driggs, Honeywell Vice President Marketing of Propulsion Marketing and Product Management and LHTEC board member, said: "The Turkish Army selection of the CTS800-4 powered AgustaWestland T129 underscores the benefits this engine provides to our customers.

"The state of the art design and technology result in world-class performance and reliability, along with reduced operating and maintenance costs. These features will meet the needs of our customer over the life of the ATAK program. LHTEC looks forward to being a part this exciting program."

Ken Roberts, President of the Rolls-Royce Helicopters business and LHTEC board member, added: "This award further illustrates the strength of the LHTEC engine series. Already in service powering the Super Lynx 300 for

the Royal Malaysian Navy, the Royal Thai Navy, the Royal Air Force of Oman and the South African Air Force, the CTS800 has also been selected to power the UK Ministry of Defence's Future Lynx helicopter program."

The CTS800 also provides the boundary layer control system for the ShinMaywa US-2 amphibian aircraft, currently in development by the Japanese Navy, and is the prototype engine for the Sikorsky X2 high-speed technology development rotorcraft that made its maiden flight in August 2008.

## **NOTE TO EDITORS**

1. The CTS800 family of engines, which have accumulated over 35,000 flight hours, range from 1,360 to 1,700 shp with the CTS800-4N equipped with a full-authority digital engine control (FADEC) that reduces pilot workload and facilitates the engine's on-condition maintenance program. Low engine removal rates, excellent "hot and high" performance and best in class fuel burn levels all characterize the CTS800.
2. Growth versions of the T800/CTS800 engine include a 1,680 shp class version being offered for emerging civil and military applications.

### **Media Contacts:**

Maria Weber  
Director, Corporate Communications  
Rolls-Royce Corporation  
Tel: 1 317-230-6662  
Email: [maria.y.weber@rolls-royce.com](mailto:maria.y.weber@rolls-royce.com)  
Website: [www.rolls-royce.com](http://www.rolls-royce.com)

Cathy Gedilvas  
Media Relations Manager  
Honeywell Aerospace  
Tel: 1 602-365-5930  
Email: [cathy.gedvilas@honeywell.com](mailto:cathy.gedvilas@honeywell.com)  
Website: [www.honeywell.com](http://www.honeywell.com)