

TFE731 Maintenance Service Plan



Comprehensive and cost-effective global coverage for the TFE731 turbofan engine

Honeywell



Business Aviation's Most Comprehensive Maintenance Program

In 1976, Honeywell introduced its Maintenance Service Plan (MSP) for operators of Honeywell powered business and executive aircraft as a cost and time saving approach to engine maintenance. Designed and backed by Honeywell, a Fortune 100 company with decades of aviation experience, MSP gives you the confidence to fly without unexpected high maintenance costs. And when your aircraft requires maintenance, you receive the world's best service and support from the company that designed and built your engines from the ground up.

MSP is an efficient and cost effective program offering a practical alternative for managing future engine maintenance expenses. Aircraft owner/operators have learned to rely on MSP for no risk engine maintenance budgeting, predictable maintenance costs and protection against arbitrary rate escalations. The contract term is 60 months; it may be renewed for additional terms upon expiration. The availability of such follow-on contracts assures the operator of continued MSP coverage and ever increasing equity throughout the entire service life of the aircraft.

MSP Operator Advantages

No other maintenance program offers such comprehensive coverage at an affordable price. With the flexibility of receiving service at over 125 authorized service centers worldwide, you receive the most up-to-date service available from the company that originally built your engines. More importantly, you'll be able to eliminate high-cost surprises by accurately forecasting maintenance budgets beforehand. And, the program is fully transferable (a valuable asset is being accrued which is recoverable at the time of aircraft sale). MSP is available to operators of either new or used engines.

MSP Benefits

The engine manufacturer's program:

- Designed and backed exclusively by Honeywell, the manufacturer of the TFE731 family of engines.

Predictable engine maintenance costs:

- Increases accuracy of aviation department's annual budgeting
- Provides predictable long range financial planning
- Eliminates cost impact of unscheduled engine repair
- Covers replacement costs of cycle life-limited hardware
- Limits annual rate adjustments by U.S. Government economic indices

Continuous financial coverage for TFE731 service and repair:

- Scheduled major maintenance
- Unscheduled maintenance
- Service Bulletin incorporation for guaranteed state-of-the-art configuration
- Rental engine during Compressor Zone Inspections and extended unscheduled maintenance

Enhanced aircraft resale value:

- Accrued engine value transferable to new owner
- Aircraft value not reduced due to engine repairs
- Enhanced aircraft value offsets program cost

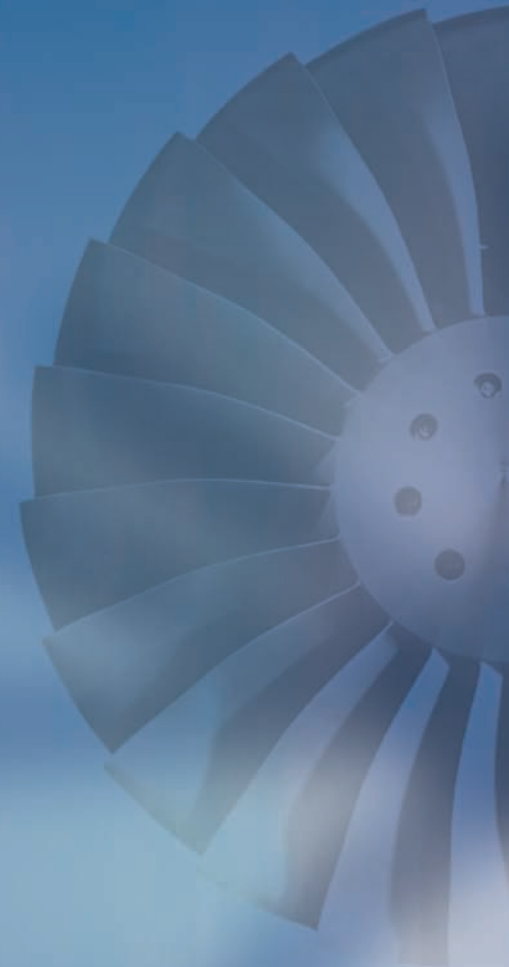
Worldwide Authorized Service Center Network:

- Over 125 authorized service facilities available

Honeywell's MSP . . . Ever Increasing the Value of Your Aircraft

MSP members enjoy significantly enhanced aircraft resale value. Of all the engine maintenance programs available today, MSP is the only one officially recognized/rated for its aircraft appreciation in the Aircraft Bluebook-Price Digest.

Honeywell's MSP is the most widely used engine maintenance program in general aviation. In fact, aircraft resale prices typically include the value attached to this factory-backed program. Deductions in the value of aircraft NOT covered by MSP can be significant. So, the aircraft value gained by MSP coverage actually reduces your net MSP cost at time of aircraft resale. Scheduled and unscheduled maintenance activities, service bulletin incorporation, life limited parts replacement, and rental and exchange engine units are all covered. That's value.



Leading the Industry in Maintenance Coverage

MSP operators receive financial coverage for scheduled major engine maintenance, unscheduled maintenance, and service bulletin updates. Also, to minimize an MSP operator's downtime during extended periods of maintenance, rental engine units are available at special MSP rates.

Scheduled Maintenance

Included under scheduled maintenance guidelines are the Spectrometric Oil Analysis Program (SOAP) and the Jet-Care Engine Condition Trend Monitoring (ECTM) Program. Replacement oil filters and the laboratory analysis of removed filter elements and oil samples are covered by MSP as well as Jet-Care's analysis of in-flight operational information.

Parts and labor for Major Periodic Inspections (MPIs), and Compressor Zone Inspection (CZIs) including gearbox and engine components, cycle life-limited parts, reworked parts, new parts, and consumables, are assumed by MSP.

Additionally, rental engines are available at preferred rates during CZIs.

Unscheduled Maintenance

Coverage for unscheduled maintenance is another major benefit to MSP participation. Again, all parts and all repair labor are covered. Additionally, ten (10) hours of troubleshooting labor are allowed. Based on availability and the extent of repairs needed, rental engines may be provided at special MSP rates to minimize downtime.

Service Bulletin Updates

Unlike some competitive programs, MSP covers Service Bulletins regardless of their release date in relation to the effective date of the maintenance agreement. This policy assures an operator of always having a "modernized" engine, configured with the latest state-of-the-art components, at no additional charge.

MSP GOLD expands the standard MSP coverage to include many additional charges often associated with engine repairs. The table on the next page compares the financial coverage provided by new engine warranty, MSP and MSP GOLD.

Honeywell's MSP . . . Extended Coverage

	New Engine Warranty	MSP	MSP GOLD
Scheduled Maintenance			
■ Routine Inspection			
Jet-Care Engine Condition Trend Monitoring (ECTM) Program		×	×
S.O.A.P. Kit and analysis (obtained from an Authorized Service Center)		×	×
¹ Routine Inspection Parts		×	×
Routine Inspection labor only by an Authorized Service Center			×
■ Major Periodic Inspection (MPI) by an Authorized Major Service Center			
Inspection labor		×	×
¹ Consumable parts		×	×
Other required parts		×	×
Component repair labor (if required)		×	×
Cycle life-limited parts		×	×
Engine removal and reinstallation and/or access time			×
Transportation of engine			×
■ Compressor Zone Inspection (CZI) by an Authorized Heavy Maintenance Facility			
Inspection labor		×	×
¹ Consumable parts		×	×
Other required parts		×	×
Component repair labor (if required)		×	×
Cycle life-limited parts		×	×
Rental engine (from Honeywell engine bank at special MSP rates)		×	×
² Engine removal and reinstallation and/or access time			×
² Transportation of engine			×
Unscheduled Maintenance			
³ Troubleshooting labor allowance	×	×	×
¹ Consumable parts	×	×	×
Other required parts	×	×	×
Component repair labor (if required)	×	×	×
Exchange engine/module/line replaceable unit (LRU)	×	×	×
Labor for module replacement or repair	×	×	×
⁴ Rental engine (from Honeywell engine bank at special MSP rates)	×	×	×
² Engine and LRU removal and reinstallation and/or access time	×		×
² Logistical support for road trips (engine AOG only)			×
⁵ Transportation of unserviceable engine or LRU	×		×
Engine Modernization Programs			
⁶ Service Bulletins, Alert (Category 1)		×	×
⁶ Service Bulletins, Recommended (Category 2)		×	×
⁶ Service Bulletins, Optional (Category 3) as designated in SB		×	×
Engine conversion / upgrade at reduced cost		×	×
Miscellaneous			
Increases aircraft resale / trade in value		×	×
New aircraft APU MSP at no cost for 5 years if propulsion engines on MSP		×	×

¹ Fluids (oil, fuel etc.) are not covered

² Per MSP standard business practices

³ MSP up to 10 hours... MSP GOLD up to 20 (more than 20 requires approval and/or justification). Warranty up to 10 hours (more than 10 requires approval and/or justification)

⁴ Under Warranty, engine rental is free of charge

⁵ Warranty covers engine transportation only

⁶ Labor will be covered by MSP when bulletins are incorporated in conjunction with other covered maintenance activities providing convenient access to the applicable engine area; otherwise, labor expenses will be the operator's responsibility.

NOTE: Service bulletins identified as a Category 1, 2, 3 will be incorporated into MSP engines according to the Compliance Section of the bulletin. Overtime charges are not covered. Coverage is detailed in the MSP contract.



Enrollment . . .Quick and Easy

Enrollment into MSP is quick, easy and as simple as making a phone call. Purchasers of new aircraft having a maximum of 25 hours total time logged are entered into the program at no charge. Used aircraft enrollment is calculated using historical hourly set-asides towards next Major Periodic Inspection(MPI), Core Zone Inspections (CZI) and turbine blade replacement as well as set-asides for cycle limited component life already consumed.

Honeywell can even defer or amortize enrollment fees over a mutually agreed to period of time that will meet your individual fiscal planning requirements.

MSP also provides significant savings when the enrollment is at time of engine conversion/upgrade.

Newly enrolled operators will not be subject to pro rata sharing of future maintenance, service bulletin incorporation, or cycle life-limited part replacement costs based on the hours at the time of enrollment. This protection from potentially high maintenance expense exposure extends into future contract renewals and is transferable at the time of aircraft sale. It is one of the important elements that contribute to enhanced MSP aircraft resale value.

Reimbursement Provisions

Once enrollment is finalized, MSP operators are eligible to receive immediate worldwide full service under the provisions of the MSP contract. When delivering your aircraft for service to an authorized service center, simply identify yourself by your MSP Contract Number. It's quick; it's simple; it's hassle-free.

During the initial contract term, should the original MSP operator elect to prematurely terminate MSP enrollment, subject to certain conditions, a portion of the net reserves accrued for future engine maintenance may be refundable to the operator or credited toward future engine maintenance or toward another MSP enrollment.

Flexible Payment Options

Under MSP guidelines, monthly flight activity determines the cost of program participation. In keeping with our commitment to make MSP the easiest, most flexible engine maintenance program available in the industry today, two types of payment plans are now offered. MSP operators now have the ability to select the payment plan of their choice from one of the following options:

1. Actual Payment Plan Based on Monthly Utilization

Each month, MSP operators complete a MSP Monthly Status/Invoice Form and submit it to Honeywell together with a usage remittance which is calculated by multiplying the engine operating hours logged during the previous month by the applicable hourly rate. The rate is determined by the engine model installed on the aircraft and the geographic area of operation.

2. Annual Estimated Payment Plan Based on Average Utilization

Operators remit a prepayment based upon their historical monthly average flight activity. This results in a predictable and constant flat billing cycle based upon a mutually agreed to flight hour average. Operators electing this payment plan will prepay annually and an account reconciliation is conducted at the end of each calendar year. Discounts for prepaying may be available.

Further MSP Information . . .

For further information about MSP or to obtain an enrollment quote, please contact any Honeywell Authorized Service Center or one of the MSP Sales Administration offices listed below. We look forward to discussing MSP enrollment benefits with you.

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Honeywell Aerospace offers, supports, and administers the MSP program for propulsion engines and auxiliary power units. Honeywell does not recognize any other engine maintenance or support programs offered by independent organizations, regardless of apparent similarities.



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