MECHANICAL ENGINE AND APU SERVICE PROGRAM GUIDEBOOK

Service Center Guidebook
Mechanical Claims Supplement

SEPTEMBER 2025



Honeywell | AEROSPACE TECHNOLOGIES

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Section I:

AFTERMARKET FINANCIAL PROGRAMS AND CLAIM FILING GUIDELINES OVERVIEW GOLD INTRODUCTION

MSP AND MSP GOLD INTRODUCTION

Honeywell's Maintenance Service Plan (MSP) is a program offering a practical alternative for managing Propulsion Engine and Auxiliary Power Unit (APU) maintenance expenses. Intended as an optional choice for owners/operators of Honeywell Engines and APUs, MSP enrollment offers several benefits to program participants including ease of budgeting, predictable maintenance costs, elimination of high-cost incidents (no surprises) and most importantly, enhanced aircraft resale value.

Simply stated, MSP is an agreement between the aircraft owner/operator and Honeywell wherein Honeywell assumes financial responsibility for major engine maintenance expenses resulting from scheduled and unscheduled maintenance activities. MSP also covers the costs associated with upgrading engines with state-of-the-art hardware via our engine modernization program (service bulletin updates) and provides rental engines to MSP operators at specially-reduced rates. In return for these support services, MSP participants submit a monthly usage remittance calculated by multiplying the applicable hourly usage rate by the engine operating time logged during the reporting month.

MSP provides coverage for the "Engine" and all "Components" thereof as delivered by Honeywell and as identified in the applicable **Illustrated Parts Catalog (IPC)**, unless otherwise noted. Items attached or added to the Engine by the airframe manufacturer, such as starter-generators, engine synchronizers, hydraulic pumps, wiring harnesses, ducting, and all fluids/lubricants (oil, fuel, hydraulic, grease, etc.) are not covered by MSP. Although closely related to the Engine and essential for proper Engine/Aircraft operation, these items are not in the IPC and are accordingly not covered by MSP. Plain and simple, if it's not in the IPC, it's not an Engine part and therefore not covered by MSP (See Section VI, Paragraph D herein for additional details on MSP exclusions.)

All Honeywell Authorized Channel Partners are required by contract to be familiar with the contents of this Mechanical Claims Service Center Guidebook and the provisions of the MSP Contract. It is essential that Channel Partner personnel understand these policies and recognize that all MSP claims submitted for reimbursement will be adjudicated in strict accordance with them. Any deviation from these guidelines or exception to established policy requires coordination and prior approval from MSP Claims Administration. Failure to obtain such authorization "before the fact" will in all likelihood result in denial of the claim.

MSP guidelines are described in several Mechanical Claims Service Center Guidebook sections. Please review and consider all Mechanical Claims Service Center Guidebook sections when performing maintenance under the MSP program. For any contract related inquiries, such as new enrollment, transfer, renewal, reporting and payments go to **https:aerospace.honeywell.com** under the option "**CONTACT US"**.

Honeywell offers aftermarket financial support for the mechanical product lines through a number of published financial reimbursement programs. Although the following list may not be all inclusive, the most common avenues of financial support are:

- New Engine Warranty
- Spare Part Warranty
- Refurbished Part Warranty
- Special Programs (Special Warranty Programs)
- MSP (Maintenance Service Plan)
- MSP (CFE Maintenance Service Plan)
- Discretionary Customer Consideration Reimbursements supported by Honeywell Aftermarket Financial Programs carry an order of coverage precedence.

1. Warranty

2. Special Program

3. MSP (if enrolled in program)

Exceptions to this order of precedence will be specified in appropriate publications (such as service bulletin or special program).

MSP PRE-BUY INSPECTION POLICY:

To view Honeywell's Pre-Buy Inspection Guidelines please refer to the "Channel Partner Communications" section of the Portal, located at **https://aerospace.honeywell.com/us/en/secure/downloads/comm-and-docs**

ENGINE/APU MAINTENANCE SERVICE PLAN TYPES

CODE	PRODUCTS	COVERAGE
CFEG	CFE	CFE PROGRAM - GOLD
FMP	ALL	FLEET MAINTENANCE PROGRAM
FMA	ALL	FLEET MAINTENANCE AGREEMENT
FMPG	ALL	FLEET MAINTENANCE PROGRAM, GOLD COVERAGE
GNLA	TFE-Fleet	GOLD NRIL FOR FMP No routine inspection labor - Fleet
GNLI	ALL	GOLD NRIL FOR MSP No routine inspection labor
GNLS	TFE/HTF	GOLD, NO LOGISTICAL SUPPORT
GNLT	HTF	GOLD, NO LOGISTICAL SUPPORT
GNRL/GNRIL	ALL	Gold, no coverage for routine inspection
MSP	ALL	MAINTENANCE SERVICE PLAN
MSPG	ALL	MSP PROGRAM GOLD
MSP ENGINE NACELLE PLANS		
OPERATOR PLANS:		
MPNC	HTF	Standard MSP With Nacelle & Thrust Reverser Corrosion Coverage - Preferred
MPNE	HTF	Standard MSP With Nacelle & Thrust Reverser - Essential
MPWC	HTF	MSP Gold With Nacelle & Thrust Reverser Corrosion Coverage - Preferred
MPWE	HTF	MSP Gold With Nacelle & Thrust Reverser - Essential
MPXC	HTF	No Routine Labor With Nacelle & Thrust Reverser Corrosion Coverage - Preferred
MPXE	HTF	No Routine Labor With Nacelle & Thrust Reverser - Essential
***MPSN**	HTF	Standard Msp With Nacelle & Thrust Reverser **Legacy Embraer Only*
***MSPW**	HTF	Msp Gold With Nacelle & Thrust Reverser **Legacy Embraer Only*
FLEET PLANS:		
FPNC	HTF	Standard Fmp With Nacelle & Thrust Reverser Corrosion Coverage – Preferred
FPNE	HTF	Standard Fmp With Nacelle & Thrust Reverser - Essential
FPWC	HTF	Fmp Gold With Nacelle & Thrust Reverser Corrosion Coverage- Preferred
FPWE	HTF	Fmp Gold With Nacelle & Thrust Reverser - Essential
FPXC	HTF	No Routine Labor With Nacelle & Thrust Reverser Corrosion Coverage - Preferred
FPXE	HTF	No Routine Labor With Nacelle & Thrust Reverser - Essential

GAINING ACCESS TO HONEYWELL CLAIM FILING SYSTEM

Access to the Honeywell electronic claim filing system, also known as the "Honeywell Portal", is required to complete the steps necessary to receive reimbursement for work performed as an authorized Honeywell Channel Partner.

Individual Channel Partner employees must each complete the electronic access request. Once the request is received by Honeywell, verifications will be completed and access will be granted. The requestor will be notified of granted access when the process is complete.

Please request access to the MSP/Warranty claim filing system by completing the following steps.

1. Enter the URL address: https://aerospace.honeywell.com
2. Click on the "Register" link in the "New Users" box
3. Complete required contact information
4. Select Request Access to "Warranty and Programs Claims/Credit Memo Access"

REIMBURSEMENT SEQUENCE OF EVENTS

An authorized Honeywell Channel Partner seeking financial reimbursement from Honeywell Aftermarket Programs will be required to follow a certain sequence of events to expedite the reimbursement process.

1. A Service Authorization is opened using the current Honeywell claims system.
   a. If work is performed under MSP coverage, the MSP contract status is confirmed as "active" or "good"
2. When applicable, the authorization is pre-approved by Honeywell Aftermarket Claims Administration (see APIL 5.0)
3. Work is completed
4. Claim is filed and submitted for approval
5. Claim is audited by Honeywell Aftermarket Claims Administration
6. Credit for claim is issued and posted to the channel partner's Honeywell Aerospace Credit and Collections account

Outstanding Honeywell invoices maintain net 30-day terms regardless of claim pending status as agreed upon in the Channel Partner Agreement.

CLAIM SUBMITTAL TIMING AND REIMBURSEMENT TIMING

- Claims are to be submitted within a maximum period of six (6) months after the "Aircraft Arrival Date". The total claim processing time period should not exceed six (6) months. This includes resolution of disputes, supplemental billings, processing of claims placed back in "Claimant Review" requiring additional information, or for any other cause. MSP Claims Administrator must be contacted prior to submitting any initial or supplemental billing beyond this maximum period.

- Turnaround time for claim processing will be much shorter if claims are submitted on a daily or weekly basis, rather than monthly. Submitting claims in large batches may affect claim reimbursement turnaround time

- Honeywell does not control the timing of claim filing; therefore, a reasonable time must be allowed for claim audit once a claim is submitted to Honeywell for review (normally within 30 days). Assuming the claim is properly completed and without any irregularities requiring special review, most claims will be processed within the normal review turnaround time

- CPs should not submit an excessive number of claims at one time. Assuming no excessive volumes of claims submitted, claims will be paid per MSCA agreement if specified

CLAIM FILING INFORMATION

This section provides instructions for completing and submitting Honeywell MSP and Warranty claims regardless of product line.

The Honeywell claims system is used universally by MSP Administration, Channel Partners, Owner/ Operators, and OEMs. The system is available, 24 hours a day, 7 days a week.

Parts returned to Honeywell by a Honeywell Authorized Channel Partner will be repaired or exchanged at a charge (Channel Partner is invoiced), and the Channel Partner will file a claim to Honeywell for reimbursement through the Honeywell claims website for program coverage.

Channel Partners file claims for component and labor reimbursement under the appropriate program (MSP, Warranty, or Special Program) via the Honeywell claims filing system **https://aerospace.honeywell.com.**

REQUIRED MSP CONTRACT STATUS VERIFICATION

Before starting work on an aircraft, it is absolutely critical that the Authorized Channel Partner first confirms whether or not the aircraft and engine(s) are enrolled in Honeywell's Maintenance Service Plan (MSP); and if so, whether or not the contract is in good standing. Do not make any assumptions in this regard.

Claims will be rejected if submitted for an Operator who is either:

1. Not actively enrolled in MSP
2. Enrolled but the account status indicates the contract is on the Prior Authorization Required (PAR) list for any reason

Please refer to the "MSP/Warranty Claims Training (PDF)" available on https://aerospace.honeywell.com/. Instructions to create a new service authorization begin on page 24 of this PDF document.

Honeywell Authorized Channel Partners are to check the MSP Contract status in the Honeywell claims system by viewing the "Status" field to verify the status of a contract. This view will show status as **"Good"** or **"PAR"** (Prior Authorization Required).

If the account is **"Good"**, the Channel Partner may provide MSP services pursuant to the terms of the MSP Contract and the guidelines provided herein and file an appropriate claim for reimbursement with MSP Administration.

If the account is coded **"PAR"** (Prior Authorization Required), the Channel Partner must obtain prior authorization from MSP Contract Administration before beginning any maintenance on the engine. The MSP Contract Administration contact (including name, email address, and telephone number) is provided in the contract header information.

Claims submitted for an Operator on PAR will be summarily rejected in their entirety unless prior approval was received from MSP Administration and documented on the MSP contract notes visible on the Honeywell Portal.

In summary, **MSP has no obligation to reimburse for services provided to under a contract in PAR status.** To avoid the possibility of having a claim rejected due to an Operator either being on the PAR list at the time of aircraft/engine arrival at the Channel Partner, or PAR status after arrival but before leaving the Channel Partner, MSP Administration highly recommends that, as a minimum, a Channel Partner check the status of any MSP Operator's account who is requesting service at their facility at the following points during a maintenance request / event:

1. When first notified of the Owner/Operator's intent to bring their aircraft (or engine) into their facility for service
2. When the aircraft (or engine) arrives at their facility for service
3. When the work actually begins on an MSP engine; with authorization if necessary
4. At the beginning of the next month following the date of aircraft arrival (if the engine work was not completed during the same month it was started) and
5. **Upon completing the work but before releasing the aircraft (or engine) back to the customer**

MSP will reimburse the Channel Partner for maintenance performed if the work was started (with authorization as required for that particular workscope or event type) and the contract was in good status when engine is released back to Operator.

MSP Administration and the Operator should be notified before releasing the engine or parts to the Operator if the contract has turned to PAR status during maintenance. It is expected that the Channel Partner will support Honeywell's efforts to bring PAR accounts current.

CLAIM AND AUTHORIZATION SUBMITTAL PROCEDURES

The Honeywell claims system allows Honeywell Channel Partners to enter service authorizations and claims in very similar website environments.

Please log in to the Honeywell claims and authorizations system to begin the process.

Claim and/or Authorization Notes or Claim Line Notes

1. Reason for component replacement must be provided in the claim line notes. This information is required for life limited or cycle limited hardware (disks, blades, impellers), LRUs and high-dollar components. This is not required for routine inspection or low-dollar components such as soap kits, igniter plugs, fuel filters, consumables, etc. Descriptive notes will assist in timely reimbursement.
2. Serial numbers on and off for all serialized parts must be provided in the appropriate field. This would include most LRU and life limited or cycle limited components.
3. Consumable parts replaced during unscheduled and/or routine maintenance with an accumulated list price not to exceed $100 may be filed under one "miscellaneous part" line item.
4. It is important that MSP not be charged for "no charge" items. Under certain circumstances, Honeywell may elect to furnish parts at "no charge" to Operators under a special program, service bulletin, field evaluation program, or similar situation. Claims submitted for reimbursement for such parts will not be accepted.
5. MSP policy limits the reimbursement of rotable/repairable components to Honeywell exchange/ rework prices regardless of the condition of the component installed in the engine. In other words, if Honeywell offers a component in repaired or refurbished condition (aka "B" condition); MSP requires prior authorization to install new-condition hardware.

All unscheduled maintenance actions should include the following pertinent information in the claim notes:

- Reason for maintenance (squawk)
- A brief description of the findings (confirmed fault)
- Corrective actions taken to resolve the problem (repair)

Only **confirmed engine related squawks** are eligible for MSP reimbursement. If troubleshooting does not confirm an engine-related problem, the troubleshooting is not reimbursed by MSP.

Most Commonly Used "Item Types" (Formerly Condition Code)

A = New condition component

AF = New component shipped FOC

B = Advance Exchanged refurbished condition

BF = Exchange Part FOC

C = Repaired Part

D = New condition billed at exchanged pricing (not typically used)

DF = See above - ship FOC

J = Repaired - outright sale

K = Scrap replacement, outright purchase of exchange part, outside purchase part, reclamation part

KF = See above - ship FOC

P = New condition component billed per Special Pricing Notice (SPN)

PF = Program new component FOC

PR = PRES parts

R = Service center repair and pre-approved outside vendor (such as fuel manifold)

T = Components sent to Honeywell for rework (maintain integrity)

X = Component listed on claim at $0.00 for which an add-bill claim will be filed L = Labor

O = Other (such as Unscheduled maintenance adjustment, travel expenses)

V = Honeywell Aerospace Trading Parts (HAT)

Most Commonly Used Program Codes

MSP = Parts and labor covered by MSP contract

MSB = Only used for items covered under MSP Gold contracts

A1W = New engine warranty

ACW = Spare part warranty

ROP = Repaired & Overhauled/rotable/exchange warranty

JLW = Discretionary Customer Consideration (may only be used with Honeywell prior approval)

SPECIAL PROGRAM CODES are specified in special programs

TROUBLESHOOTING means an investigative type of maintenance action which results in the identification and isolation of a malfunctioning or failed Engine Unit.

LINE REPLACEABLE UNIT (LRU) means a component supplied by or through Honeywell, as referenced in the engine Illustrated Parts Catalog (IPC), which may normally be removed and replaced without the disassembly of any of the primary rotating components of the Engine.

Early scheduled event sign off requires pre-approval and possible pull-up fee processing.
If early scheduled event sign-off is requested, please contact Aftermarket Programs Administration for necessary approvals PRIOR to work (see APIL1 for further information).

Refer to "APIL 5 Authorizations–Aftermarket Programs" found on https://aerospace.honeywell.com. Engine removals, module entry, notification to Honeywell, and approval by Honeywell are outlined in APIL 5.

Early Routine Periodic Inspection reimbursement requests will be denied. Please refer to applicable technical publication for intervals.

Service Bulletin Incorporation:

- Labor will be covered by MSP when recommended service bulletins are incorporated in conjunction with other MSP covered maintenance activities when there is access to the applicable engine area; otherwise, labor expenses will be the Operator's responsibility. NOTE: Service Bulletins identified as Category 1 & 2 will be incorporated into MSP engines according to the Compliance Section of the bulletin

Time and Material Delayed Invoicing:

When a claim is being completed for submittal to Honeywell, the charges will fall into two possible categories:

a. Items with a known price or value, or

b. Items where the cost to repair it is not immediately known

Note: All items falling into category b. must appear on the original claim with the Item Type marked "X" (component to be listed on claim at $0.00 and an add-bill claim will be filed). Subsequent billings (add-bill claims) may not be approved when a part is not listed on the original claim.

Part Sales Under $100 List Price:

To preclude the submittal of claims that are more costly to administratively process than the reimbursement value, be advised that individual claims having a total value of $100.00 or less will not be accepted for processing.

To accommodate reimbursing our Channel Partners for expenses falling into this “under $100.00” range, MSP Claims Administration has authorized the “batching” of these claims for inexpensive maintenance activities over a period of time (not to exceed one calendar year). By allowing Channel Partners to accumulate these inexpensive claims in such a manner until the sum total collectively exceeds $100.00, a single claim can then be prepared and submitted for reimbursement.

Note: The previous MSP policy in effect in the early 1990s excluded SOAP claims from the batching process (they had to be submitted individually regardless of their value). That policy has been rescinded. SOAP claims may be batched with other SOAP claims or with claims for other engine parts and/or services.

Once the $100.00 minimum has been accumulated, a claim should be submitted and include the following information:

1. The claim header should reflect one of the Engine Serial Numbers and the related MSP Contract Number.
2. One claim line should be used for each additional engine serial number. Dollars claimed should represent the amount of the low-value component. In the claim line notes field, list the applicable MSP Contract Number, Engine Serial Number, Engine TSN (Hours) and CSN (Cycles).
3. Honeywell reserves the right to request related invoice numbers for audit purposes.

Miscellaneous Fees:

Included but not limited to the following descriptions:
Reimbursed at acquisition cost

Program code: DIS

- MEF: Minimum Evaluation Fee
- Recert/Restock Fees
- RAI: Return As Is
- NFF: No Fault Found – not eligible for reimbursement

Additional Guidelines for Standard MSP Contract & Warranty Claims:

1. Rental Engine charges are covered by Standard MSP at scheduled CZI or when pre-approved
2. **Example of items NOT covered by Standard MSP contracts**:
   a. Freight
   b. Routine inspection labor
   c. Channel Partner handling fees
   d. Engine or LRU labor for access,removal, or reinstallation
   e. Logistical support for road trips
   f. Optional service bulletins (unlessidentified as MSP Standard)
   g. Maintenance performed by an unauthorized Channel Partner
3. **Examples of items NOT covered by Standard MSP, Gold contracts or Warranty:**
   a. Oil changes (oils, fluids, lubricants, sealant, fuel)
   b. Shop supplies
   c. Administrative fees for log book research, etc.
   d. Routine Periodic DEEC downloads
   e. Log book recreation or replacement expense
4. **Engine/APU corrosion repairs are NOT covered by MSP**
   a. Parts replaced due to wear and tear are not covered under warranty

Note: See MSP Gold Coverage Exclusions for additional information on items not covered.

MSP UNSCHEDULED EVENT GUIDELINES

MSP requires notification and approval via a Honeywell Service Authorization as well as participation from a Honeywell Technical Support Representative before beginning any unscheduled maintenance event which involves the following:

- An entry into either the hot section or core section (otherwise known as an “engine entry”)
- Engine removal

Reference APIL 5.0 at https://aerospace.honeywell.com for policy guidelines.

Authorization will be issued for each unscheduled maintenance action and such authorization must be referenced on the MSP claim when submitted for reimbursement.

Beyond Economical Repair (BER): Event, engine, or component repair expense may be deemed BER. If Engine/APU or component repair expense exceeds 60% of new list price and/or event repair costs exceed a reasonable amount for applicable workscope, an approved repair estimate may be required for repair and financial coverage from Aftermarket Programs.

- Event type and cost may direct some hardware to be ordered Free of Charge (FOC) and separate handling fee may apply. Event can remain at the Channel Partner shop for repair with lowered cost.

Midpoint (SMPI)/Hot Section Inspection (HSI) and CZI Sign-off Request at Unscheduled Maintenance Event:

APIL5.0 “Authorizations – Aftermarket Programs” states Honeywell covered engine events require Honeywell technical support involvement as well as MSP/Warranty Administration prior approval via a Honeywell Service Authorization when the maintenance leads to:

- Engine entry – such as a hot section or core entry
- Engine removal and replacement

Honeywell retains the right to request a hot section and/or CZI sign-off concurrent with an engine entry event.

MSP Administration decides whether to accomplish the hot section and/or CZI sign-off based on financial and maintenance scheduling criteria.

MECHANICAL CLAIMS AFTERMARKET PROGRAMS INFORMATION LETTERS (APILS)

Mechanical Claims Aftermarket Programs Information Letters (APILS) are provided to inform of policy updates for MSP, Warranty, and Special Program events and supplement the Mechanical Claims Service Center Guidebook. Important key policies are stressed in the Mechanical Claims APIL table referenced below. Mechanical Claims APILS are published in the aerospace portal:
https://aerospace.honeywell.com.

Early Scheduled Event Sign-off Policy Statement (APIL1.0)

Under certain circumstances, an Operator may request an early sign-off for a scheduled event. Honeywell reserves the right to review each request on a case-by-case basis to determine if a pull-up fee is required. An authorization request must be completed by the Authorized Channel Partner and reviewed by MSP Administration to determine if a pull-up fee is applicable.

If an early sign-off is completed without prior authorization, the claim may not be reimbursed by MSP Administration. See APIL 1.0 for detailed policy.

Honeywell Certified Hardware Policy

Honeywell MSP and Warranty are reimbursement programs; therefore, parts must be purchased from approved Honeywell sources as defined in APIL2.0 and C&PS APIL41.

- On occasion and for specific purposes, Honeywell may allow purchases outside of Honeywell and within the authorized channel partner network
- Outside purchase process is as follows:
- Create a request for outside procurement using the Honeywell portal Repair Services/Business & General Aviation Service Center Tools/ Outside Procurement Request
- The case will be reviewed by Honeywell Integrated Supply Chain (ISC) and/or Channel Partner Customer Support Manager (CSM)
- Approval/denial decision will be communicated in email using the case number created with the request
- Honeywell written pre-approval is required for outside procurement transactions
- New part: Honeywell invoice is required
- Overhauled/repaired/inspected: Honeywell invoice required or 8130 from Honeywell or a Honeywell licensed and authorized repair supplier by part number per C&PS APIL41. 8130 tag subject to review
- Approved purchase price in case number and invoice copy must be attached to the claim for reimbursement
- Reimbursement will be based on invoiced amount
- Exceptions to outside purchase process must be documented in writing and approved in service authorization

MECHANICAL CLAIMS APIL NO. / SUBJECT
APIL 1 / EARLY SCHEDULED MAINTENANCE
APIL 2 / PARTS PROCUREMENT
APIL 3 / IMPROPER WORKMANSHIP COSTS
APIL 4 / MSP GOLD AND WARRANTY FREIGHT POLICY
APIL 5 / AUTHORIZATIONS – AFTERMARKET PROGRAMS
APIL 6 / Honeywell Rental Bank Engine POST REMOVAL INSPECTION
APIL 11 / SHARED MAINTENANCE ON ALL MSP COVERED TFE731 ENGINES
APIL 14 / MODULES AND ASSEMBLIES
APIL 16 / “HAT” USED / RECLAIMED HARDWARE
APIL 19 / CFE MSP and WARRANTY REIMBURSEMENT
APIL 21 / SHOP LABOR RATE INCREASE REQUESTS
APIL 22 / TFE EXCHANGE ASSET
APIL 23 / RENTAL ENGINE QUALIFICATION
APIL 24 / CHANNEL PARTNER OWNED RENTAL ENGINE REIMBURSEMENT COST
APIL 25 / ENGINE REMOVALS FOR SCHEDULED MAINTENANCE
APIL 27 / HTF7250: AFTERMARKET PROGRAMS INFORMATION LETTER
APIL 28 / HTF BORESCOPE REPOSITORY
C&PS APIL 40 / MECHANICAL SERVICE CENTER PROCESS CLARIFICATIONS
C&PS APIL 41 / HONETWELL LICENSED OR APPROVED REPAIR SUPPLIERS
C&PS APIL 43 / 9600-HOUR BORESCOPE INSPECTION PROTOCOL FOR HTF ENGINES

No Charge Hardware Policy

Under certain circumstances, Honeywell may elect to furnish parts at “no charge” to Operators under a special program, service bulletin, field evaluation program, or similar situation. Claims for “no-charge” parts must be listed on claim at zero dollars ($0.00), listing serial numbers off and on (if applicable) for traceability purposes.

List Price Statement

Current year list price is acceptable for part reimbursement with acceptable invoice.

Part list price is equal to invoice value prior to Channel Partner discount (if applicable).

Acquisition Cost Statement

Parts listed on claims for the following coverage types shall be claimed at Channel Partner acquisition cost. Acquisition cost is equal to the net invoice amount.

- Warranty (see specific product line guidelines for exceptions)
- Special Program (see specific product line guidelines for exceptions)
- Rental Bank Engine
- Discretionary Customer Consideration (program code JLW)

Abuse and/or FOD Statement

Honeywell MSP/WTY does not cover repairs required due to Abuse / FOD. The operator is responsible for returning affected engine to serviceable condition (including wear & tear and service bulletin items).

Abuse as defined in the MSP operator's contract follows: A. ABUSE
The failure to have accomplished the proper maintenance, repair and/or modifications of Engine Units required by Honeywell's applicable Alert and Recommended Service Bulletins, Maintenance Manuals, Repair and Overhaul Manuals, and other instructions issued by HONEYWELL, at the times specified by and at facilities authorized by HONEYWELL under this Contract:

Definition: FOD Event means Unscheduled Maintenance resulting from a single FOD incident of sufficient severity, when such damage is sustained or upon its discovery, to require repair before further use. FOREIGN OBJECT DAMAGE (FOD) means damage caused by debris or any substance external to the Engine.

1. Any operation, testing, use or storage of Engine Units which is not in accordance with HONEYWELL and/or Aircraft manufacturer's publications, directions and instructions.
2. Any misuse, negligence, neglect, or wrongful act affecting Engine Units.
3. Any accident, foreign object damage, or act of God resulting in damage, fatigue, or unusual wear to Engine Units.

For traceability / documentation purposes, Honeywell may require a copy of all repair quotes presented to the operator with the wear and tear and service bulletin items listed. In addition to part number, each line should include reason for replacement – i.e.; impact damage, rub, spalled, erosion, life limited or cycle limited, etc.

Engines NOT eligible for FOD GAP coverage:

Any engine that has suffered an event that has caused it to be placed on the Damaged Engine List and/or requires an Inspection Repair Work (IRW) Scope for return to service, or any engine where the damage has occurred as a result of Abuse, as defined in the MSP contract.

Examples that would not be covered; Hard landings, Tornado, Hurricane, running off the runway, building collapses, aircraft falling off jacks, dropped engines, Dust Storms, Volcanic ash etc. Also not covered, engine covers left on at start up, ice ingestion at start up, wrenches or keys in inlet at start up, aerosol cans left in inlet etc.

FOD GAP Coverage Under MSP

A FOD event may be eligible for FOD GAP coverage. FOD GAP coverage is at the discretion of Honeywell with prior approval, based on the following:

Engines eligible for FOD GAP coverage:

An engine that has sustained a FOD event during normal operation of the engine*, and can be repaired and returned to service using current applicable published manual criteria (LMM, HMM, OHM etc.)

*"Normal operation of the engine" is defined as taxi to runway, takeoff, duration of flight, landing and taxi to ramp.

***Applicability – All MSP covered Engine/APU models except TPE.**

Event Process Flow:

Step 1. Submit entire event estimate to insurance/customer.

Step 2. Submit a copy of customer/insurance quote to MSP.

Step 3. Submit wear & tear components not covered/accepted by customer/insurance to MSP for review (see definition below).

Step 4. Parts approved for coverage by MSP should be claimed using program code MSE @ acquisition cost. A 5% handling fee coded to MSE applies to parts based on acquisition cost (1 line item).

Items NOT included in FOD GAP Coverage (not limited to):

- S/B labor/Access labor/Engine R&R labor
- Freight
- Mobil Repair Team and related expenses
- Rental engine
- Consumables
- CAT3 Optional S/B
- Fan Inlet/Blades/Spinner/Bypass Stator and parts damaged directly by FOD

High Cost Event Statement

Please follow APIL 5 / AUTHORIZATIONS – AFTERMARKET PROGRAMS. All unscheduled engine entry events require prior financial approval from MSP Aftermarket Programs.

Event reimbursement may be denied if Honeywell written approval is not obtained as outlined in APIL 5.

T&M and Exchange Reimbursements:

MSP policy limits the reimbursement of rotable/repairable components to Honeywell **exchange/rework/ SPEX** prices regardless of the condition of the component installed in the engine. In other words, if Honeywell offers a component in used, repaired or refurbished condition (aka “B” or “K” condition); MSP requires prior authorization to install new condition hardware.

Inventory Usage Precedence:

SERVICE PROGRAM HARDWARE PART USAGE GUIDELINES

Honeywell Aerospace Trading (HAT) hardware may be utilized for all Aftermarket Service Programs including Warranty and Honeywell Rental Bank engine events as detailed below. GoDirect Trade marketplace (www.godirecttrade.com) should be used to purchase all HAT hardware (must be Honeywell authorized and owned material) online.

INVENTORY USAGE PRECEDENCE:

Life limited or cycle limited hardware is excluded from this process. If new-condition, life limited of cycle limited hardware is not available per normal business practices, GoDirect Trade (Honeywell-owned inventory only) is the recommended source with prior MSP approval. Exchangeable/repairable hardware should be exchanged/repaired per normal business practices.

- Parts that are Time and Material (T&M) Pricing will be reimbursed at the T&M price for the removed part with applicable adjustment per specific program guidelines. Honeywell Invoice/Sales Order will be required for appropriate reimbursement
- Parts that are transacted with flat rate/SPEX pricing will be reimbursed based on invoice amount. Honeywell Invoice/Sales Order will be required for appropriate reimbursement
- If exchange fee is not invoiced, no exchange fee will be approved for reimbursement
- Parts procured at non-Honeywell sites are subject to prior approval and special conditions (see APIL 2.0). Invoice will be required for appropriate reimbursement. Reimbursement will be based on invoiced amount. Hardware procured outside of contractual terms and conditions may not be approved for reimbursement
- Reimbursement for Channel Partner rotable inventory will be based on the repair/overhaul invoiced amount for removed part

Repaired / Rotable Service Center Owned Hardware Usage Policy

Repaired/rotable Service Center owned hardware that carries an authentic Honeywell origin and/or applicable 8130 documentation requires no approval for installation at MSP/WTY/BNK engine events. Please refer to Honeywell Certified Hardware Policy (APIL2.0). Reimbursement will be based on repair price of removed asset/core. If Service-Center owned repairable/rotable hardware is used in an MSP/WTY/BNK event to replace removed unit which has been deemed scrap by Honeywell, MSP Administration must be contacted when Service Center replacement asset value exceeds $50,000.00. If replacement asset value exceeds $50,000.00, MSP administration will review in order to determine whether coverage will be reimbursed via claim system or or a replacement asset will be provided.

CHANNEL PARTNER SHOP LABOR RATE REVISIONS

Channel Partner labor rates are established annually per site. When revisions to the Channel Partner's posted labor rates are requested, sufficient advance notice must be given to MSP Administration to allow claims database update, thereby avoiding possible delays in processing claims received with labor rates different than those reflected in the system.

Labor is reimbursed at the Channel Partner labor rate in effect as of the maintenance event date.

Channel Partner labor rate increase requests are to be submitted on company letterhead for review by Honeywell. Proposed increases should not exceed accepted indices or normal year-over-year wage increases. The proposed rate must also fit within regional ranges. Honeywell MSP and the customer business team (CBT) review the proposed increase and either approve as-is via email or approve a different rate via email which will be set after discussion with the Channel Partner.

European labor rates apply to all Channel Partners in the region for all products unless contractually agreed upon. The rates are based on the Euro-to-Dollar historical exchange rate, reimburse in USD, changed twice a year, and are distributed by Honeywell International Aftermarket Leadership.

MSP / WARRANTY PARTS (AKA CORE) RETURN POLICY

In an effort to reduce storage space and minimize administrative processing core return guidelines have been established. Complete information regarding core return policy and a list of required cores can be found on the Honeywell portal at https://aerospace.honeywell.com, select Parts tab, select Returns, select Core Return Policy. If there is a question regarding core return policies or requirements, please contact Honeywell core administration: CoreReturns@Honeywell.com

Section I-A:

MSP GOLD INTRODUCTION AND CLAIM FILING GUIDELINES

Owner/Operators of TFE731, ATF3, HTF7000, CFE738, and most APU Engines are given the opportunity to select either standard MSP or MSP Gold at the time of enrollment. Operators currently enrolled in our standard MSP program can convert to MSP Gold without any enrollment or conversion fee assessed and begin to pay the applicable MSP Gold Rate as of the date of upgrade. MSP Gold is not available for TPE331 Turboprop Engines and some Auxiliary Power Units (APU's) models.

MSP Gold expands the standard MSP coverage to include many of the additional charges often associated with engine repairs. Included in MSP Gold coverage are

- Engine and LRU removal and reinstallation labor (See product line Labor Allowance section)
- Extended troubleshooting allowance
- Access time
- Transportation and shipping charges of engines and AOG LRU's to/from a Honeywell Authorized Channel Partner within region (when arrangements are coordinated with and approved by MSP Claims Administration)
- Costs associated with road trips (when an aircraft is AOG and cannot be flown to a service center due to an engine problem)
- Routine periodic inspection labor performed by an Authorized Service Center
- The terms and conditions in the MSP Gold Contract provide clarification and allowances for the additional coverage provided by the MSP Gold Program.

MSP GOLD GUIDELINES – CLAIM FILING GUIDELINES

Program Coding

- Labor covered exclusively by an MSP Gold contract shall reflect the program code of MSB on the claim. Please follow the flat rate allowances found in the Published Labor Allowances Section
- Parts reimbursed under the Standard MSP contract shall reflect the program code of MSP on the claim. Exception: Parts/consumables for MSP Gold engine R&R shall be coded MSB

Adjustments

The Unscheduled Maintenance Adjustment - UMDISC is applicable to all TFE engines during an unscheduled event. No other engine model is affected by this adjustment. The UMDISC is applicable for all lines on the claim and is coded as Item Type O - Adjustment and program code MSP. Adjustment applicable for both parts and labor. To calculate the UMDISC, the current years IND_USM (Independent SC Unscheduled Maintenance) chart is to be used, this chart is also called the 'Sliding Scale'. Please contact your MSP Project Manager for a copy of the Sliding Scale chart if needed.

The UMDISC does not apply to:

- Scheduled events as defined in the maintenance manual, such as; ROU, MPI, or CZI.
- MSB coded lines, warranty lines, or SPGM lines.

Troubleshooting & Engine Access

- The first 10 hours of troubleshooting shall reflect the program code of MSP. The first 10 hours of troubleshooting are subject to applicable Unscheduled maintenance adjustment.
- If troubleshooting over 10 hours is necessary, a Honeywell Technical Support Representative must be contacted and MSP Administration must approve. Troubleshooting hours over and above the initial 10 hours troubleshooting shall reflect the program code of MSB on the claim. (see guidelines in APIL 5.0)
- MSP GOLD Operators should not be invoiced for covered MSP GOLD items above/beyond published allowances
- "Engine Access" is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone

MSP GOLD ENGINE REMOVAL COVERAGE GUIDELINES

- **All** unscheduled engine removals **MUST** be done at the recommendation of Honeywell Technical Support and have approval from MSP Administration. A service authorization **MUST** be entered and MSP Administration notified for approval in the Honeywell claims system
- See APIL 5 "Authorizations – Aftermarket Programs" for MSP/WTY engine removal policy (https://aerospace.honeywell. com.)
- Troubleshooting guidelines provided by Honeywell Technical Support should be followed for engines with performance issues. Contact a Honeywell CSE or FSE **PRIOR** to removal of the engine
- R&R's for a core entry with a rental engine will be reimbursed at the applicable workscope labor allowances multiplied by the agreed upon shop labor rate
- R&R's for a hot section or core entry without a rental engine will be reimbursed at the applicable workscope labor allowances multiplied by the posted shop labor rate
- All R&R's will be reimbursed a flat rate allowance for consumables

Note: R&R labor hours are all inclusive (i.e., removing engine from wing, removing hardware, positioning engine onto engine stand, installing rental engine, installing hardware, all tests performed and all associated administrative costs). SHOULD ABOVE GUIDELINES **NOT** BE FOLLOWED, MSP GOLD COVERAGE MAY BE DISALLOWED.

Shipment of ENGINE/APU crates is not covered by MSP GOLD

MATERIAL	MATERIAL DESCRIPTION	KEY	ITEM TYPE	PROG CODE	QTY	AMOUNT REQUESTED	DESCRIPTION
LABOR-SC	Service Center & Dealer Labor	TFE-MISLBR	L	MSB	Hrs Qty	Actual Travel Time	Travel time from (city name) to (city name)
MISC-SC	Service Center & Dealer Misc. Charges	TFE-FUELCH	O	MSB	1	Actual Expense	Fuel Charges
MISC-SC	Service Center & Dealer Misc. Charges	TFE-HOTELS	O	MSB	1	Actual Expense	Hotel Expenses
MISC-SC	Service Center & Dealer Misc. Charges	TFE-CARRTL	O	MSB	1	Actual Expense	Car Rental Expense
MISC-SC	Service Center & Dealer Misc. Charges	TFE-PRKNG	O	MSB	1	Actual Expense	Parking/Toll Expenses
MISC-SC	Service Center & Dealer Misc. Charges	TFE-MEALEX	O	MSB	1	Actual Expense	Food Expenses

MSP GOLD – ROAD TRIPS

- MSP Gold covers road trips/logistics support only when the aircraft is **AOG due to an engine unit in an unserviceable condition** and cannot be relocated to a Honeywell Authorized Channel Partner
- No road trip is required or approved if the aircraft is airworthy. The aircraft must be flown to a Honeywell Authorized Channel Partner for repair services (unless prior arrangements have been made through MSP Administration).
- **ALL** road trips **MUST** have prior approval and a service authorization entered and approved in the Honeywell claims system
- Road trips must be within the Channel Partner's region of travel. Requests must be approved with MSP via the service authorization
- Honeywell reserves the right to request copies of documents to support claimed travel expenses at any time. Supporting documents may include expense reports and any/all receipts (i.e., airline tickets, hotel, rental car, meal receipts, parking receipts, etc.)
- Freight for tooling, engine sling and or related hardware is covered under APIL4
- Please refer to APIL5 / Authorizations – MSP/MSP Gold does not reimburse overtime rates or holiday rates

***** All coverage is per existing MSP GOLD policy *****

MSP GOLD FREIGHT

- In lieu of filing claims for authorized freight shipments, refer to APIL4 for Honeywell billing account numbers
- APIL4 references the MSP GOLD AND WARRANTY FREIGHT POLICY: (https://aerospace.honeywell.com)
- This policy applies to all product lines for both Warranty and MSP "Gold" freight expenses.
- Freight for tooling, engine sling and or related hardware is covered under APIL4
- MSP Gold does not reimburse for Operator engine freight from a region to outside that region (for example USA to outside North America, or outside North America to USA)
- Honeywell freight accounts will be audited regularly – any unauthorized shipments will be charged back to the Channel Partner. Honeywell reserves the right to change this policy and/or change the account numbers at any time.
- Shipment of ENGINE/APU crates is not covered by MSP.

Unauthorized Shipments

- **Shipments between companies for engine test cell runs**
- **Shipments for MSP GOLD non-AOG LRU's**
- **Shipments for any/all consumables**
- **Shipments for MSP GOLD components that are not LRU's**
- **Counter-to-counter OR same day service shipments**
- **Shipment of engine for scheduled or unscheduled maintenance to a facility outside of the region, unless PRIOR approval has been granted by Honeywell**

CONVERTING STANDARD MSP CONTRACT TO GOLD AT UNSCHEDULED MAINTENANCE EVENT:

MSP contract language does not obligate Honeywell to any MSP Gold coverage when a Standard MSP contract is upgraded at the time of unscheduled maintenance. In most cases, the following guideline is applied in a situation where GOLD upgrade is executed at the same time as an unscheduled failure.

Guideline:

- MSP splits event engine R&R expenses with Operator (i.e., one R&R is paid by Operator, one R&R is reimbursed by MSP)
- AOG road trip expenses are paid by Operator
- Any road trip expense discretionary customer consideration would be handled outside of the Gold upgrade

MSP GOLD COVERAGE EXCLUSIONS

To minimize confusion regarding MSP Gold coverage, the following list itemizes some of the more common items **NOT covered by MSP Gold:**

- Per Diems, Escort Fees, Airport Fees, Runway Fees
- Any item not contained in the Engine IPC including all airframe parts regardless of how closely they may interface with the engine, i.e., starter generators, engine synchronizers, hydraulic pumps, fluids/lubricants (engine oil, fuel, hydraulic fluid, grease, etc.), labor to change fluids, fuel pressure transmitters, engine bleed/regulator valves and ducting, wiring harness, shop supplies or any other part not identified in the applicable IPC
- Routine DEEC downloads
- RTS labor and or related document completion
- Run-Up Bay Fees, Hangar, Hangarage Fees, Supervision/Cost Fees for 3rd Party Hangar Use
- Any item listed in the Engine IPC identified as “customer supplied”
- Overtime, double-time, time-and-a-half, weekend, or holiday labor
- AOG Fees, Travel Fees, Administrative Fees, Airline document fees, Government compliance fees
- Wait time labor (if Honeywell responsibility contact MSP Project Mgr for approval)
- Expedite charges, special handling fees, administration fees, overhead, or special service charges
- All taxes, import duties and tariffs, customs fees, bonded area holding fees
- Charges exceeding MSP labor allowances
- Any service provided by a Channel Partner which is not authorized by Honeywell, such as performing a recommended service bulletin at times not prescribed in the service bulletin, using a “new” part when a “reworked” part is available, or accomplishing maintenance not required due to customer request or other reason
- Transportation charges for components (except for engines and AOG LRU’s to/from a Honeywell Authorized Channel Partner)
- Economic enticements offered to customers by service facilities in order to capture business, such as R&R labor & freight charges; and also includes those offerings in effect between the service facilities due to pre-existing service or support agreements
- Channel Partner administration fees for logbook review, material control, freight for internal work orders, prep time, and any service or repair activity performed by a maintenance facility not authorized by Honeywell to perform MSP services.
- Shipment of ENGINE/APU crates is not covered by MSP GOLD.

Section I-B:

WARRANTY AND BANK ENGINE CLAIM FILING

NEW ENGINE AND SPARE PART WARRANTY

Warranty policies may be unique to specific engine/APU model. Please refer to warranty brochures published on Honeywell MyAerospace Portal (https://aerospace.honeywell.com/) for specific guidelines. Warranty claim filing guidelines are found in this Guidebook under product line section (i.e., HTF, TFE, APU, CFE, etc.).

Channel Partners seeking reimbursement for work performed on Honeywell-owned rental bank engines, engines under new engine warranty, and spare part warranty follow a slightly different set of claim filing guidelines than a typical MSP claim. Following are the guidelines unique to warranty and bank engine claims.

NEW ENGINE AND SPARE PART WARRANTY

Warranty policies may be unique to specific engine/APU model. Please refer to warranty brochures published on the Honeywell MyAerospace Portal (https://aerospace.honeywell.com) for specific guidelines. Warranty claim filing guidelines are found in this Guidebook under product line section (i.e., TFE, APU, CFE, etc.).

Warranty provides coverage for the “Engine” and all “Components” thereof as delivered by Honeywell and as identified in the applicable Illustrated Parts Catalog (IPC), unless otherwise noted. Oil, fuel, hydraulic, etc. are not covered by warranty.

Beyond Economical Repair BER): Event, engine or component repair expense may be deemed BER. If Engine/APU or component repair expense exceeds 60% of new list price and/or event repair costs exceed a reasonable amount for applicable workscope, an approved repair estimate
may be required for Warranty repair and financial coverage from Aftermarket Programs.

- Event type and cost may direct some hardware to be ordered Free of Charge (FOC) and separate handling fee may apply. Event can remain at the Channel Partner shop for repair with lowered cost.

Acquisition Cost Statement:

Parts listed on claims for the following coverage types shall be claimed at Channel Partner acquisition cost. Acquisition cost is equal to the net invoice amount (list minus applicable adjustment).

Warranty (see specific product line guidelines for exceptions) Special Program (see specific product line guidelines for exceptions) Bank Engine Discretionary Customer Consideration (program code JLW)

No-charge service bulletins are considered warranty items and are reimbursed at acquisition cost for parts and labor as described within the service bulletin.

Warranty Freight Policy:

- Please refer to applicable engine/APU model brochure for specific policy
- See APIL 4.0 for MSP GOLD AND WARRANTY FREIGHT POLICY: https://aerospace.honeywell.com/)
- Freight coverage does not include shipping crate

No-charge Hardware Policy Statement:

Under certain circumstances, Honeywell may elect to furnish parts at “no charge” to operators under a special program, service bulletin, field evaluation program, or similar situation. Claims submitted for reimbursement for such parts will not be reimbursed. Claims for “no charge” parts must be listed on the claim at zero dollars ($0.00), referencing serial numbers off and on for traceability purposes (if applicable).

Handling Fee Statement:

Component handling fees for warranty work performed on most Honeywell engine models and Honeywell bank engines are not available. Please refer to specific product line for claim filing guidelines. These guidelines are found in Section II “Claim Filing Guidelines and Product Line Policies” under product line section (ie; TFE, HTF, APU, CFE, etc.)

Handling does not apply to Honeywell Bank engines.

If special program component handling fees are available for special warranty program work on a Honeywell Rental Bank Engine, the special program will provide the details.

HONEYWELL WARRANTY CLAIM FILING

Instructions for product line specific warranty claim filing are found in Section II “Claim Filing Guidelines and Product Line Policies” under product line section (ie; TFE, HTF,APU, CFE, etc.)

- Warranty/Special Program claims must include, as applicable, all qualifying information including the date part(s) last procured/installed, Honeywell invoice (or Purchase Order, or Honeywell Sales Order), engine delivery date, etc.
- Warranty claims will be honored for work accomplished at Honeywell Authorized Channel Partner facilities
- Warranty programs take precedence over the MSP program

Common Warranty Program Codes:

A1W: Applies when covered by New Engine Warranty

ACW: Applies when covered by New Spare Part Warranty

ROP: Applies when repaired/exchange part fails within warranty period

Additional Warranty Claim Information:

New Engine, Spare Part and Repaired Part Warranty Claim filing guidelines.

Other information that may be required for warranty claims are:

- Date of purchase / Date of delivery
- Date of installation
- Part Number of component or LRU Part Number, if applicable, including dash numbers
- Corresponding component or LRU Serial Numbers
- Aircraft number and date of entry into service (or date of spare part installation)
- Description of failure or malfunction
- Date of failure or malfunction
- Itemized account of labor hours directly expended in performing repair, as applicable

Acquisition Cost Statement:

Parts listed on claims for the following coverage types shall be claimed at Channel Partner acquisition cost. Acquisition cost is equal to the net invoice amount. Please contact Honeywell Engine Rental Bank for questions regarding reservation/return requirements for Rental Engines at enginerentals@honeywell.com.

- Warranty (see specific product line guidelines for exceptions)
- Special Program (see specific product line guidelines for exceptions)
- Rental Bank Engine
- Discretionary Customer Consideration (program code JLW)

HONEYWELL RENTAL ENGINE (BANK) AUTHORIZATION AND CLAIM FILING

When applicable, Channel Partners must first obtain approval for the repair by submitting a service authorization (SA) to the appropriate asset/rental engine manager for approval. A claim is then filed in the Honeywell claim system referencing the approved service authorization.

Parts are ordered following normal business procedures.

Rental Bank engine parts are reimbursed at acquisition cost and follow labor allowances published in labor allowance section of specific product line. If LRU labor applies, use the MSP Gold LRU Labor Allowance table.

Unscheduled Maintenance

Note: All unscheduled maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

When prior approval is granted by the Honeywell Rental Bank Engine Manager, labor allowances mirror MSP labor allowance guidelines.

Scheduled Inspections

Note: All **scheduled** maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

When prior approval is granted by the Honeywell Rental Bank Engine Manager, routine inspection labor mirrors the MSP Gold labor allowance guideline:

Post Rental Inspection and Preservation

Note: Post rental inspection and preservation does not require prior approval by the Honeywell Rental Bank Engine Manager; however, any labor claimed over and above Post Rental Inspection Labor allowance (including routine inspection labor) requires pre-approval by Honeywell Rental Bank Engine Manager.

Please refer to APIL 6.0 “Honeywell Rental Bank Engine Post Removal Preservation” for complete details on Post Rental Inspection and Preservation Guidelines.

Authorization Approval:

1. Open an authorization for bank engine – using the bank engine serial number
2. Check box to notify administrator
3. Select rental asset manager name in “select admin” field
4. Describe proposed workscope in authorization notes section or comments section
5. Save Authorization (be sure to record authorization number for claim filing)
6. To expedite approval, email rental asset manager requesting approval

Rental Bank Engine Claim Filing:

RENTAL BANK EVENT	ENGINE CLAIMES TYPE: RP	
	Program Code	**Amount Claimed**
Parts	BNK	Free of Charge (FOC) or Aquisition Cost
Labor	BNK	Published Guidelines
Handline Fee	Does Not Apply	Does Not Apply
Unscheduled maintenance adjustment	Does Not Apply	

- Approved authorization number must be referenced in the authorization field
- Labor allowances follow the MSP Gold guidelines or other published labor allowances (i.e., APIL 6.0)
- Rental Bank claim items must be associated with
- Component handling fee is not allowed on bank engine claims
- Parts are claimed at acquisition cost* life limited or cycle limited hardware ordered at no charge (please provide invoice numbers for requested amount verification)
- No UMDISC adjustment required

Section II:

TFE CLAIM FILING INFORMATION

This Section provides instructions for completing and submitting Honeywell MSP and Warranty claims unique to the turbofan products including TFE731-2,-3,-4,-5,-20,-40,-50,-60 engine models.

TFE STANDARD MSP CONTRACT COVERAGE

TFE engines enrolled in the Standard MSP program enjoy the following coverage.

- Up to 10 hours troubleshooting
- Parts listed in engine IPC (including consumables, reworked, and new) Exception: Any item listed in the Engine IPC identified as "customer supplied or customer unit"
- Component repair labor
- Labor for Major Periodic Inspection (MPI) and Compressor Zone Inspection (CZI)
- Rental engine (from Honeywell engine bank at special MSP rates) for qualifying unscheduled and scheduled events
- Refer to APIL5.0 for authorization guidelines for events such as unscheduled engine removals, internal hot section, compressor, and gearbox entries, etc.
- MSP will reimburse a maximum of ten (10) hours labor for troubleshooting. Troubleshooting should either be coordinated with the local Honeywell FSE or discussed with Honeywell Technical Support.

Note: The following items are not included in Standard MSP coverage:

- Engine removal and reinstallation labor
- LRU removal and reinstallation labor
- Freight expense

TFE EVENT LABOR ALLOWANCE POLICY

Published labor allowance tables are found under "Section III: Labor Allowance Guidelines." These guidelines detail the Flat Rate Labor Allowances (in hours) applicable to many maintenance activities and repair services performed on the TFE731 engine. Each table addresses a distinct group of maintenance tasks.

1. Scheduled Maintenance Activities and Repair Services
2. Engine Component (Non-LRU) Unscheduled Maintenance and Repair Services
3. LRU Unscheduled Maintenance and Repair Services (certain charges are only covered by MSP Gold contracts)

The Channel Partner will be reimbursed up to the hourly allowance noted, multiplied by current Channel Partner agreed upon labor rate.

Important notes:

- Published labor allowances are maximum values. If lesser workscope is required, claim should reflect actual hours invested.
- Each allowance includes all labor hours required for that specific action and depth of maintenance.
- Within a particular maintenance zone, the individual labor allowances are non-additive.
- Engine access time is non-additive within a particular maintenance zone.
- Engine access labor is not covered under Standard MSP.

Note: All costs incurred by the channel partner which are attributable to either workmanship related problems or the use of discrepant or gray market parts will not be covered by MSP, warranty, or any special program. See APIL2.0 and 3.0 for further details.

MOST COMMONLY USED “KEY” CODES

Please note a key code is only required when the Item Type is L or O. A more inclusive listing is offered in the dropdown window on the claim line. Following are labor key codes most commonly used by line level partners.

TFE-ROU100	100 Hour Inspection
TFE-ROU150	150 Hour Inspection
TFE-ROU200	200 Hour Inspection
TFE-ROU300	300 Hour Inspection
TFE-ROU600	600 Hour Inspection
TFE-1200HR	1200 Hour Inspection TFE
TFE-5PTRUN	5-Point Calibration Run 125
TFE-CPTRNR	Component/Part Removal & Reinstall
TFE-ENGACC	Access to Engine
TFE-ENGRNR	Engine Removal And Reinstallation
TFE-FANBAL	Fan Balance
TFE-ACYGBL	ACCESSORY GEARBOX SEALS LEAKING
TFE-BRSLN6	Breather Pressure ValveRR 210
TFE-BYPSRR	R&R of Bypass Valve
TFE-FCCRNR	EEC or DEEC (Fuel Control Computer)RR 210
TFE-FCURNR	Fuel Control Assembly RR
TFE-FLWDIV	Flow Divider and Drain ValveRR 210
TFE-FPMPRR	Fuel PumpRR 210
TFE-FULCLR	Fuel/Oil CoolerRR 210
TFE-FULHTR	Fuel HeaterRR 210
TFE-MANFLD	Fuel ManifoldRR 210
TFE-FUNTST	Functional Test
TFE-IGNBOX	Ignition Unit (Igniter Box)RR 210
TFE-IGNPLG	Ignitor PlugRR 210
TFE-IGNTLD	Ignition LeadRR 210
TFE-OILPRR	Oil Pump - Lube and ScavengeRR 210
TFE-OILTNK	Remove & Replace Oil Tank
TFE-P2T2RR	Inlet Pressure/Temperature Sensor (P2 T2)RR 210
TFE-SOAPSA	S.O.A.P. Sample
TFE-N1TRAN	N1 TransducerRR 210
TFE-N2TRAN	N2 TransducerRR 210

SERVICE PROGRAM PARTS RECLAMATION ENGINE SURPLUS PART USAGE GUIDELINES

Per the Honeywell Authorized Channel Partner agreement:

PRES Parts are allowable for use on TPE / TFE Service Program Repair Events for TFE731-2 and TFE731-3 engines or specific engines where PRES has been authorized by Honeywell.

The PRES engine supplying parts must be at least 10 years old.

- All PRES materials installed during a Service Program event must conform to Honeywell Product definition.
- PRES Parts are not to be from an engine on Honeywell's Damaged Engine List (DEL) without prior Honeywell authorization.
- Per guidelines, invoices for outside PRES purchases should be attached to Honeywell claim / authorization.
- PRES part reimbursement amount to be claimed as follows:
  - If new condition life limited hardware is not available, PRES is allowed with prior approval. (Approved authorization number required to use all life limited parts.)
  - If removed part is repairable (unless deemed scrap condition) it must be repaired. If PRES is used in lieu of repair, the Honeywell invoice repair/overhaul price will be allowed to be claimed.

    If removed / repairable part scraps out, then 20% of list can be claimed less the above-mentioned repair.
- Any PRES LRU used that is listed in APIL22 is to be claimed per APIL22 guidelines.

If PRES is used the following guidelines apply to submitting claims:

- Non-Life Limited Parts - May claim 20% of new part list.
- Life Limited Parts: Prorate the life remaining on Pres part. Claim 60% of new part list price and prorate the amount claimed based on life remaining of the PRES part being installed.
- Parts with no current list price: Claim the same % listed above based on the "replaced by" part numbers.
- Parts with no list or "replaced by" part numbers will be negotiated on case-by-case basis.
- PRES parts are not subject to installation/handling fees or any other adjustments

  On MPI/CZI events, acquisition cost adjustment does not apply, however, full claimed price is subject to VARFEE calculation.
- Engine S/N for removed part must be noted on claim line item
- **Item type PR must be used for PRES Part claim items**

TFE731 MSP MPI / CZI CLAIM GUIDELINES

Labor Guidelines:

- MPI labor should not exceed published flat rate allowances; CZI labor should not exceed published flat rate allowances
- Engine tests (test cell run, 5-point calibration run, vibe survey) are not reimbursed over and above NTE labor allowance and/or are inclusive in engine R&R
- Service bulletin labor (if applicable) is claimed on individual claim line, referencing service bulletin number in appropriate claim field, not as a lump sum. Service bulletin labor is claimed over and above the NTE event labor allowance
- All inspections accomplished per LMM/HMM during MPI/CZI are included in the NTE labor allowance. Examples include (but are not limited to) NDT, long blade/short blade LPC deblade/reblade etc.

- **Rework ("R" coding) is defined** as the reprocessing of non-conforming material to make it conform to applicable manufacturer's manuals, drawings, specifications, contract requirements or other OEM requirements
  - At a sign-off event, minor blending, touch-up paint, etc., is coded "R" Generally, amounts are very minimal and justification may be required
  - **LPC deblade/reblade** (reference Service Bulletin) is coded "R", using assembly p/n (i.e., 307xxxx-x) and program code MSC
- Consistent with testing requirements called out in maintenance manuals, incoming test cell runs are not covered by MSP; outgoing test cells are covered for heavy maintenance only and are included in NTE labor allowance
- Post event speed adjustments and/or re-entry labor is included in event labor cap

Parts Guidelines:

- MPI/CZI miscellaneous/consumable parts in a lump sum up to $1,000 will require explanation in the claim notes.
  - Event consumables kit will be approved at agreed upon price – reviewed annually
- LPT, HPT and LPC disks and HPC Impeller each receive a 5% installation fee which should be coded to "MSC"
- The Fan Disk receives a 10% installation fee coded to "MSC"
- Proof of Purchase (Invoice) should be supplied and may be requested at any time.
- Parts should be coded according to the following:

MSF:

All parts that are normally used for a MPI/CZI inspection (except LRU's and service bulletin related parts). This includes blades and retainers replaced because of wear and tear or damage before reaching life limit.

MSC:

LRU's and parts change driven by service bulletin requirements. Installation fees on life limited or cycle limited hardware.

- Miscellaneous parts required to build life limited rotor assembly, including but not limited to blade retainers/clips/seals/rivets when driven by life limits or service bulletin (exception: MSF when disk is replaced due to wear and tear)
- At CZI, should LRU fail at test cell or post test cell at installation, LRU R&R labor is part of the event labor cap

MSW:

Life limited or cycle limited (discs, blades or Impeller, seal plate).

- Life limited or cycle limited seal(s) should be ordered "No charge" and filed with the part information only, no requested dollars
- Blades replaced due to Service Bulletin life limits are filed at acquisition cost (applicable for product line)
- MSW line requested amount should reflect acquisition cost instead of MSW adjustment on separate line

Note: If life limited or cycle limited rotating hardware or life limited blades are replaced due to damage or wear/tear (not due to reaching their life limit), then the rotating hardware/blades should be procured according to normal business and coded to MSF.

Special Program Applicability: Some MPI/CZI events will be shared with special program events / codes. This happens when an engine qualifies for a program in concurrence with a scheduled maintenance event. All parts and labor that reference program codes should be claimed according to the applicable special program allowances. Copies of special programs and special pricing notices are published on https://aerospace.honeywell.com.

MSP: Parts will be coded to "MSP" under the following scenarios:

- Unscheduled Maintenance Events
- Unscheduled Turbine / Core Entries
- MPI/CZI Signoff (when shared with other Financial/Special Program or Operator participation). See claim filing tables for further details

Note: All costs incurred by the channel partner which are attributable to either workmanship related problems or the use of discrepant or gray market parts will not be covered by MSP, warranty, or any special program. See APIL2.0 and 3.0 for further details.

Replacement of Life-Cycle-Fatigue (LCF) Engine Components:

Life-Cycle-Fatigue (LCF) Components are those having a defined service-life limit based on the number of Engine Operating Cycles recorded. (Cycle-Life Limited parts/hardware are also used synonymously for LLP components.) The method of counting and recording Engine Cycles shall be in accordance with current Honeywell publications, manuals, service bulletins, information letters and/or other instructions issued from time to time.

The MSP policy regarding replacement of certain LLP Engine Components is as follows:

1. If the remaining service life of any LLP component is sufficient to continue operating to within 100 hours of the next scheduled CZI or MPI, as applicable, said LLP part will be reinstalled into the engine. This decision will be based on the current cycle-to-hour ratio in effect at the time and not upon any estimated utilization forecasted to occur in the future.
2. If the remaining service life of any LLP component is not sufficient to continue operating to within 100 hours of the next scheduled CZI or MPI, as applicable, said LLP part will not be reinstalled into the engine. This decision will be based on the current cycle-to-hour ratio in effect at the time and not upon any estimated utilization forecasted to occur in the future.

Note: The decision to not reinstall an LLP component into a particular engine does not necessarily mean it is automatically deemed scrap. Depending on the circumstances, including the number of cycles remaining on the removed component and the cycle-to-hour ratio used in the calculations, it is possible the removed LLP component could be used in another engine. For this reason, **all removed LLP components must be returned to Honeywell in accordance with the Honeywell parts return policy.**

Based on the above criteria, when an LLP component is reinstalled into an MSP engine, the Operator and/or Channel Partner personnel having access to the Aircraft and Engine Logbooks should periodically review the flight activity and monitor the cycle consumption rate of these LLP components in relation to said flight hours. A MPI/CZI will be scheduled with sufficient lead time corresponding to anticipated expiration of the cycle life limits. This MPI/CZI will be conducted without any financial penalty for an early engine entry being incurred by the Operator, if the total cycle life consumed will be within 50 cycles of its published service life limit when received for the MPI/CZI.

Above parameters must be approved by MSP Claims Administration prior to performing the engine work.

LPC Blade/RD305 Parts and Labor Claim Filing Procedure:

The following procedure has been developed to assist Channel Partners in filing claims for LPC Blade/ RD305 parts and labor when replaced at a sign-off event:

PART/LABOR NO.	ITEM TYPE	PROGRAM CODE
Code Labor for Deblade/Zyglo/Reblade as follows:		
LPCWHL-DRESS. This is part of the NTE event labor cap.	"L"	MSF
Code Blades Scrapped/Replaced New as follows:		
Due to Longblade/Shortblade: P/N 307XXXX-X	"A"	MSF
Due to RD305 process (Reference Phoenix Invoice #): P/N 307XXXX-X	"A"	MSC
Code Labor for Long Blade/Short Blade Inspection as follows:		
LONG/SHRTBLDINSP	"L"	MSF
Code Blades Replaced Due to RD305 as follows:		
P/N 307XXXX-X	"T"	MSC
Code Retainers (Reference Service Bulletin) as follows:		
P/N 307XXXX-X	"A"	MSC

TFE MSP UNSCHEDULED EVENT GUIDELINES

MSP requires notification and approval via a Honeywell Service Authorization as well as participation from a Honeywell Technical Support Representative before beginning any unscheduled maintenance event which involves the following:

- Entry into either the hot section or core section (otherwise known as an "engine entry")
- Engine removal

Reference APIL 5.0 (https://aerospace.honeywell.com) for authorization guidelines.

Authorization will be issued for each unscheduled maintenance action and such authorization must be referenced on the MSP claim when submitted for reimbursement.

FOD AND/OR OPERATOR ABUSE STATEMENT:

Honeywell MSP/WTY does not cover repairs required due to Abuse / FOD. The operator is responsible for returning affected engine to serviceable condition (including wear & tear and service bulletin items).

Abuse as defined in the MSP operator's contract follows:

A. ABUSE

The failure to have accomplished the proper maintenance, repair and/or modifications of Engine Units required by Honeywell's applicable Alert and Recommended Service Bulletins, Maintenance Manuals, Repair and Overhaul Manuals, and other instructions issued by HONEYWELL, at the times specified by and at facilities authorized by HONEYWELL under this Contract;

- Any operation, testing, use or storage of Engine Units which is not in accordance with HONEYWELL and/or Aircraft manufacturer's publications, directions and instructions
- Any misuse, negligence, neglect ,or wrongful act affecting Engine Units
- Any accident, foreign object damage, or act of God resulting in damage, fatigue, or unusual wear to Engine Units For traceability / documentation purposes, Honeywell may require a copy of all repair quotes presented to the operator with the wear and tear and service bulletin items listed. In addition to part number, each line should include reason for replacement – i.e., impact damage, rub, spalled, erosion, life limited or cycle limited, etc.

If MSP elects to extend repair workscope to a sign-off, see Table 2.

MSP PERIODIC ROUTINE INSPECTION CLAIMS
INTERVAL: 150/200/300/400/600/800/900/1000/1200 TFE731-2,-3,-4,-5,-20,-40,-50,-60

		Contract Type			
	Program Code	**Standard MSP (MSP)**	**MSP Gold (MSPG)**	**Gold NRIL (GNLI)**	**Amount Claimed**
Parts[1]	MSP	Covered	Covered	Covered	List Price
Labor	MSB	Not Covered	Covered	Not Covered	7 Hours Flat Rate[2]
Unscheduled maintenance adjustment	N/A	Does not Apply	Does not Apply	Does not Apply	N/A

1. Routine inspection parts only (such as soap kits, fuel filters, igniter plugs, and low-value consumables). If any other component is replaced at routine inspection, all non-routine troubleshooting and parts are covered by the MSP program code and fall into unscheduled maintenance reimbursement guidelines.
2. Maximum of seven hours routine inspection labor is reimbursed regardless of how many intervals are signed off. Routine inspection interval checklists build upon the same checklist as intervals increase. No routine inspection labor is reimbursed on Std MSP and GNLI contracts.

TABLE 1
MPI OR CZI SIGN-OFF NOT SHARED WITH OTHER FACILITY OR ANY FINANCIAL PROGRAM ENGINE MODELS WITH ESTABLISHED VARIABLE FEE SCHEDULE TFE731-2, -3, -5, -20, -40, -50, -60

	REASON FOR REPLACEMENT	PROGRAM CODE	ITEM TYPE OR CONDITION CODE	AMOUNT CLAIMED	APPLICABLE ADJUSTMENT[1]
Parts	Wear and Tear	MSF	A,B,D,K,P,T	List	16%
	Service Bulletin	MSC	A,B,D,P	List	16%
	Service Center Repair	MSF or MSC	R	See APIL8	See APIL8
	Cycle Limited (Replaced for Expiration)	MSW	X, AF, K	Acquisition Cost or $0	16% taken at line level
	Hourly Limited (Replaced for Expiration)	MSW	X, AF, K	Acquisition Cost or $0	16% taken at line level
	Blade Replacements (Replaced for Cause)	MSF	A,B,D,K,P,T	List	16%
	LRU	MSC	A,B,D,K,P,T	List	16%
	Misc Pars / Consumables	MSF or MSC	A	List	16%
Labor[4]	MPI	MSF	L	NTE Labor Cap	Not Applicable
	CZI	MSF	L	NTE Labor Cap	Not Applicable
	Engine R&R	MSB[2]	L	See MSP Gold Labor Allowance Table[5]	Not Applicable
	Service Bulletin	MSB	L	Reimbursement per S/B Manpower Section[5]	Not Applicable
	Test Cell	MSF	L See TFE Hourly Allowances	Per Allowance	Sliding Scale
Claim Adjustment	MSF	MSF	O	Negative adjustment line added to claim[1]	See Above
	MSC	MSC	O	Negative adjustment line added to claim[1]	See Above
	MSW	MSW	Not Applicable	Taken at line level	16%
	Variable Fee	MSF	O	Positive line added to claim	See Variable Fee Schedule
	Cycle Limited Part Installation Fee	MSC	O	Positive line added to claim	Based on 5% of list price[3]

Table 1 Notes:

1. Adjustment line added to claim
2. Applies to MSP Gold contracts only
3. Exception: 10% installation fee for fan disk
4. Published NTE labor allowances apply.
5. Reimbursed is over and above event NTE Labor Cap

Special Program Exception Note: Table 1 applicable with some Special Programs (such as SPGM82)

Shared Maintenance Note: Combined labor between facilities may not exceed sign-off labor cap. Combined var fee between facilities may not exceed total event var fee calculation.

TABLE 2
MPI AND CZI SIGN-OFF SHARED WITH FINANCIAL PROGRAM OR WITH APPROVED SHARED MAINTENANCE (REF APIL 11) ENGINE MODELS WITH ESTABLISHED VARIABLE FEE SCHEDULE
- USE TABLE 2 WHEN CZI IS SIGNED-OFF AND SHARED WITH PROGRAM OR WITH APPROVED SHARED MAINTENANCE (REF APIL 11)
- USE TABLE 2 WHEN FOD IS COVERED BY INSURANCE COMPANY/OPERATOR
- USE TABLE 2 WHEN THERE IS SPECIAL PROGRAM COVERAGE
- USE TABLE 1 FOR MPI PORTION (VARIABLE FEE APPLICABLE) WHEN MPI SIGN-OFF IS NOT SHARED

	REASON FOR REPLACEMENT	PROGRAM CODE	ITEM TYPE OR CONDITION CODE	AMOUNT CLAIMED	APPLICABLE ADJUSTMENT[1]
Parts related to abuse event (includes s/b and wear/tear parts)	Abuse as defined in Operator MSP contract	Not Applicable	Not Applicable	Not Applicable (Operator Responsibility)	Not Applicable
Parts related to Special Program	Honeywell Special Program	See Program	See Program	See Program	See Program (or acquisition cost)
Balance of Parts Required for Signoff	Wear and Tear	MSP	A,B,D,K,P,T	List	Use Sliding Scale
	Service Bulletin	MSP	A,B,D,P	List	Use Sliding Scale
	Service Center Repair	MSP	R	See APIL8	See APIL8
	Cycle Limited (Replaced for Expiration)	MSW	X, AF, K	Acquisition Cost or $0	Not Applicable
	Hourly Limited (Replaced for Expiration)	MSP	X, AF, K	Acquisition Cost or $0	Not Applicable
	Blade Replacement (Replaced for Cause)	MSP or as preapproved	A,B,D,K,P,T	List	Use Sliding Scale
	LRU	MSP	A,B,D,K,P,T	List	Use Sliding Scale
	Misc Parts/Consumables	MSP	A	List	Use Sliding Scale
Labor[4]	Labor Related to Abuse	Not Applicable	Not Applicable	$0.00 (Operator Responsibility)	Not Applicable
	CZI Sign-off Labor (must be pre-approved)	MSP	L	As pre-approved	Sliding Scale
	Engine R&R	MSB[2] (must be preapproved)	L	See MSP Gold Labor Allowance Table[5] As pre-approved	Not Applicable
	Service Bulletin	MSP	L	Reimbursement per S/B Manpower Section[5]	Sliding Scale
	Test Cell	MSF	L See TFE Hourly Allowances	Per Allowance	Sliding Scale
Claim Adjustments	Variable Fee		Not Applicable	Not Applicable	Not Applicable
	Cycle Limited Part Installation Fee	MSC	O	Positive line added to claim	Based on 5% of list price[3]

Table 2 Notes:

1. Adjustment line added to claim
2. Applies to MSP Gold contracts only
3 Exception: 10% installation fee for fan disk
4. Published NTE event labor allowances apply
5. Reimbursed is over and above event NTE Labor Cap

Shared Maintenance Note: Combined labor between facilities/operator and/or insurance invoice may not exceed event sign-off labor cap. Combined var fee between facilities may not exceed total event var fee.

TABLE 3
EVENTS WITHOUT MPI/CZI SIGN-OFF (SLIDING SCALE) TFE731-2,-3,-4,-5,-20,-40,-50,-60
- USE TABLE 3 FOR COMPONENT / LRU REPAIR OR REPLACEMENT
- USE TABLE 3 FOR ACCESSORY, FAN, OR TRANSFER GEARBOX REPAIR
- USE TABLE 3 FOR TURBINE OR CORE REPAIR WITHOUT SIGN-OFF
- USE TABLE 3 FOR CORE REPAIR (MPIC) IN CONJUNCTION WITH SMPI
- USE TABLE 3 FOR REPAIR IN TURBINE OR CORE WITH SOME SPECIAL PROGRAM COVERAGE
- USE TABLE 3 FOR UNSCHEDULED MAINTENANCE CLAIMS

	REASON FOR REPLACEMENT	PROGRAM CODE	ITEM TYPE OR CONDITION CODE	AMOUNT CLAIMED	APPLICABLE ADJUSTMENT[1]
Parts	Honeywell Special Program	See Program	See Program	See Program	See Program (or acquisition cost)
	Wear and Tear	MSP	A,B,D,K,P,T	List	Use Sliding Scale
	Service Bulletin	MSP	A,B,D,P	List	Use Sliding Scale
	Service Center Repair	MSP	R	See APIL8	See APIL8
	Cycle Limited	MSW	X, AF, K	Acquisition Cost or $0	Not Applicable
	Blade Replacements (Replaced for Cause)	MSP or as preapproved	A,B,D,K,P,T	List	Use Sliding Scale
	LRU	MSP	A,B,D,K,P,T	List	Use Sliding Scale
	Misc Parts/Consumables	MSP	A	List	Use Sliding Scale
Labor[4 and 5]	Troubleshooting: Up to 10 hours	MSP	L	Actual Time NTE 10 hours	Sliding Scale
	Troubleshooting: Over & Above 10 hours See APIL5.0	MSB[2]	L	Actual Time as Pre-approved	Not Applicable
	Engine R&R See APIL5.0	MSB[2] (must be preapproved)	L	See MSP Gold Labor Allowance Table	Not Applicable
	Service Bulletin	MSP	L	Reimbursement per S/B Manpower Section	Sliding Scale
	Test Cell	MSP	L See TFE Hourly Allowances	Per Allowance	Sliding Scale
	LRU R&R Labor	MSB[2]	L	See MSP Gold Labor Allowance Table Amount Claimed	N/A
Claim Adjustments	Variable Fee		Not Applicable	Not Applicable	Not Applicable
	Cycle Limited Part Installation Fee	MSC	O	Positive line added to claim	Based on 5% of list price[3]
		MSP	O		Sliding Scale (Unscheduled Maintenance)[1]

Table 3 Notes:

1. Adjustment line added to claim Sliding Scale (Unscheduled Maintenance)
2. Applies to MSP Gold contracts only
3. Exception: 10% installation fee for fan disk
4. Published NTE event labor allowances apply
5. Each allowance includes all labor hours required for that specific action and depth of maintenance. Within a particular zone, the individual labor allowances are also non-additive.

Core Repair Note: Maximum labor allowance for LPC Assembly Deblade/Reblade/Balance is 6.5 hours. LPC Assembly check balance is included in the published core repair labor allowance.

TABLE 4
MPI OR CZI SIGN-OFF FOR ENGINE MODELS WITHOUT ESTABLISHED VARIABLE FEE SCHEDULE
- USE TABLE 4 FOR TFE731-4, -2C
- MODELS WITH NO VAR FEE SCHEDULE FOR BOTH MPI AND CZI
- USE TABLE 4 FOR TFE731-3C/3D CZI PORTION ONLY (MPI PORTION USES TABLE 1
- USE TABLE 4 FOR 731-3C/3D CORE REPAIR DURING MPI SIGN-OFF. SEE TABLE1 FOR MPI PORTION, SEE TABLE3 FOR CORE REPAIR PORTION.

	REASON FOR REPLACEMENT	PROGRAM CODE	ITEM TYPE OR CONDITION CODE	AMOUNT CLAIMED	APPLICABLE ADJUSTMENT
Parts	Honeywell Special Program	See Program	See Program	See Program	See Program (or acquisition cost)
	Wear and Tear	MSP	A,B,D,K,P,T	List	Not Applicable
	Service Bulletin	MSP	A,B,D,P	List	Not Applicable
	Service Center Repair	MSP	R	See APIL8	See APIL8
	Cycle Limited (Replaced for Expiration)	MSW	X, AF, K	Acquisition Cost or $0	Not Applicable
	Hourly Limited (Replaced for Expiration)	MSW	A,B,D,K,P,T	Cost	Not Applicable
	Blade Replacements (Replaced for Cause)	MSP	A,B,D,K,P,T	List	Not Applicable
	LRU	MSP	A,B,D,K,P,T	List	Not Applicable
	Misc Parts/Consumables	MSP	A	List	Not Applicable
Labor[4]	Engine R&R See APIL5.0	MSB (must be preapproved)	L	See MSP Gold Labor Allowance Table as Pre-approved	Not Applicable
	Service Bulletin	MSP	L	Reimbursement per S/B Manpower Section	Sliding Scale
	Test Cell	MSP	L See TFE Hourly Allowances	As required by MM[4]	Sliding Scale
Claim Adjustments	Variable Fee		Not Applicable	Not Applicable	Not Applicable
	Cycle Limited Part Installation Fee	MSC	O	Postitive line added to claim	Based on 5% of list price

Table 4 Notes:

1. Adjustment line added to claim
2. Applies to MSP Gold contracts only
3. Exception: 10% installation fee for fan disk
4. Published NTE event labor allowances apply
5. Each allowance includes all labor hours required for that specific action and depth of maintenance. Within a particular zone, the individual labor allowances are also non-additive.

TABLE 5
MPI OR CZI SIGN-OFF FOR ENGINE MODELS WITHOUT ESTABLISHED VARIABLE FEE SCHEDULE SHARED WITH FINANCIAL PROGRAM OR OUTSIDE ENTITY PARTICIPATION
- USE TABLE 5 WHEN BOTH TURBINE AND CORE PORTION ARE SHARED
- USE TABLE 5 WHEN TURBINE PORTION IS SHARED AND CORE IS NOT SHARED
- USE TABLE 5 WHEN ABUSE (AS DEFINED IN MSP CONTRACT) IS COVERED BY INSURANCE COMPANY/OPERATOR
- USE TABLE 5 WHEN THERE IS SPECIAL PROGRAM OR WARRANTY COVERAGE (IE; SPGM18, SPGM6, ETC.)

	REASON FOR REPLACEMENT	PROGRAM CODE	ITEM TYPE OR CONDITION CODE	AMOUNT CLAIMED	APPLICABLE ADJUSTMENT[1]
Parts related to abuse event (includes s/b and wear/tear parts)	Abuse as define in Operator MSP contract	Not Applicable	Not Applicable	Not Applicable (Operator Responsibility)	Not Applicable
Parts related to Special Program	Honeywell Special Program	See Program	See Program	See Program	See Program (or acquisition cost)
Balance of Parts Required for Signoff	Wear and Tear	MSP	A,B,D,K,P,T	List	Use Sliding Scale
	Service Bulletin	MSP	A,B,D,P	List	Use Sliding Scale
	Service Center Repair	MSP	R	See APIL8	See APIL8
	Cycle Limited (Replaced for Expiration)	MSW	X, AF, K	Acquisition Cost or $0	Not Applicable
	Hourly Limited (Replaced for Expiration)	MSW	A, D, P, X, AF, K	List	Use Sliding Scale
	LRU	MSP	A,B,D,K,P,T	List	Use Sliding Scale
	Misc Parts/ Consumables	MSP	A	List	Use Sliding Scale
Labor[4]	Labor Related to Abuse	Not Applicable	Not Applicable	$0.00 (Operator Responsibility)	Not Applicable
	CZI Sign-on Labor (must be pre-approved)	MSP	L	As pre-approved	Sliding Scale
	Engine R&R	MSB[2] (must be preapproved)	L	See MSP Gold Labor Allowance Table[5] As pre-approved	Not Applicable
	Serive Bulletin	MSP	L	Reimburse-ment per S/B Manpower Section[5]	Sliding Scale
	Test Cell	MSP	L See TFE Hourly Allowances	Per Allowance	Sliding Scale
Claim Adjustments	Variable Fee	MSC	Not Applicable	Not Applicable	Not Applicable
	Cycle Limited Part Installation Fee		O	Postitive line added to claim	Based on 5% of list price

Table 5 Notes:

1. Adjustment line added to claim
2. Applies to MSP Gold contracts only
3. Exception: 10% installation fee for fan disk
4. Published NTE event labor allowances apply
5. Each allowance includes all labor hours required for that specific action and depth of maintenance.

Shared Maintenance Note: Combined labor between facilities/operator and/or insurance invoice may not exceed event sign-off labor cap.

TFE HONEYWELL WARRANTY CLAIM FILING

Channel Partners seeking reimbursement for work performed on engines under new engine warranty and spare part warranty follow a slightly different set of claim filing guidelines than a typical MSP claim. Following are the guidelines unique to TFE warranty claims.

- Warranty/Special Program claims must include, as applicable, all qualifying information including the date part(s) last procured/installed, Honeywell invoice (or Purchase Order, or Honeywell Sales Order), engine delivery date, etc.
- Warranty claims will be honored for work accomplished at Honeywell Authorized Channel Partner facilities
- Warranty programs take precedence over the MSP program

TFE Handling Fee Statement:

Component handling fees for warranty work performed on classic engines (TFE731-2,-3,-4,-5) and Honeywell bank engines are not available.

Component handling fees do apply to 20/40/50/60 AND engines covered by NEW ENGINE WARRANTY.

When a 20/40/50/60 engine is covered by NEW ENGINE WARRANTY, a handling fee of 5% (of Channel Partner Acquisition Cost) can be claimed on all Honeywell procured parts. 20/40/50/60 handling fees do not apply to Special Programs unless the engine is covered by NEW ENGINE WARRANTY. Handling does not apply to Honeywell Bank engines.

If special program component handling fees are available for special warranty program work, the special program would provide the details.

WARRANTY CLAIMS TFE731-2,-3,-4,-5			
	PROGRAM CODE	**MSP GOLD AND GNLI**	**AMOUNT CLAIMED**
Parts	A1W, ACW, Special[5]	N/A	Acquisition Cost
Labor (non-LRU)[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor - first 10 hours	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor – over 10 hours[2]	A1W, ACW, Special[5]	N/A	Actual Hours
LRU R&R Labor[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Engine Access Labor[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Engine R&R Labor [1, 3]	A1W, ACW, Special[5]	N/A	Flat Rate
Freight[4]	Not filed on claim	N/A	N/A
Road Trip Expenses[6]	MSB	Covered	Actuals
Unscheduled maintenance adjustment	Does Not Apply		
Parts Handling	Does Not Apply		

1. See Labor Allowance Guideline section for published maximum hours. If lesser workscope is required, claim should reflect actual hours worked. Warranty events follow MSP Gold Labor Allowance Guidelines. If work is related to a special program, labor guidelines outlined in special program apply.
2. Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5).
3. Engine R&R requires Honeywell Technical Support concurrence (See APIL 5).
4. Freight should not appear on any claim (See APIL 4) - use Honeywell freight account numbers per guideline.
5. “Special” program codes apply when special programs cover expenses associated with event.
6. Refer to related special program for the appropriate special program code.
7. Road trip expenses are not eligible for reimbursement under warranty. Road trip expenses may be reimbursed under MSP Gold contract.
8. See Warranty section for warranty program code definitions.
9. “Engine Access” is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone

WARRANTY CLAIMS TFE731-20,-40,-50,-60			
	Program Code	**MSP Gold**	**Amount Claimed**
Parts	A1W, ACW, Special[5]	N/A	Acquisition Cost
Labor (non-LRU)[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor - first 10 hours	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor – over 10 hours[2]	A1W, ACW, Special[5]	N/A	Actual Hours
LRU R&R Labor[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Engine Access Labor[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Engine R&R Labor [1, 3]	A1W, ACW, Special[5]	N/A	Flat Rate
Freight[4]	Not filed on claim	N/A	N/A
Road Trip Expenses[6]	MSB	Covered	Actuals
Unscheduled maintenance adjustment	Does Not Apply		
Parts Handling	HND	N/A	5%
Unique to -20,-40,-50,-60 warranty work: 5% handling fee allowed on acquisition cost of parts – Program code HND, "O"			

1. See Labor Allowance Guideline section for published maximum hours. If lesser workscope is required, claim should reflect actual hour worked. Warranty events follow MSP Gold Labor Allowance Guidelines. If work is related to a special program, labor guidelines and contained in special program apply.
2. Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5).
3. Engine R&R requires Honeywell Technical Support concurrence (See APIL 5).
4. Freight should not appear on any claim (See APIL 4) - use Honeywell freight account numbers per guideline.
5. "Special" program codes apply when special programs cover expenses associated with event. Refer to related special program for the appropriate special program code.
6. Road trip expenses are not eligible for reimbursement under warranty. Road trip expenses may be reimbursed under MSP Gold contract. See Warranty section for warranty program code definitions.
7. "Engine Access" is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone

Section III:

TFE LABOR ALLOWANCE GUIDELINES

MSP GOLD: ENGINE R&R AND ROUTINE INSPECTION LABOR ALLOWANCES

Note: Labor covered exclusively by a MSP Gold contract should reflect the program code of MSB on the claim. The Unscheduled maintenance adjustment does not apply to MSB coded items.

TFE

Routine Inspections (150/200/300/ 400/600/800/1200/1600) performed simultaneously or separately qualify for maximum reimbursement stated below. Early Routine Periodic Inspection reimbursement requests will be denied. Please refer to applicable technical publication for intervals.

TFE	
	ALLOWANCE
Inspection including SOAP, Igniters & Misc.	5 Hours
Leak Check (if performed)	2 Hours
- Two (2) hours labor is reimbursed for a stand alone SOAP sample, fuel filter change and leak check.	
Engine Removal, Reinstallation & Access	
Major Maintenance (without MSP rental)	60 hours / 1 R&R
Heavy Maintenance (without MSP rental)	80 hours / 1 R&R
Heavy Maintenance (with MSP rental)	80 hours / 2 R&Rs*
Consumables	*$2500 U.S. Consumable allowance in effect until 12/31/27
- Provide rental engine serial number supporting event on claim (in header note, claim note, or claim line note)	

MSP Gold Engine Removal Coverage Guidelines

All unscheduled engine removals MUST be done at the recommendation of Honeywell Technical Support and have approval from MSP Administration. A service authorization MUST be entered and MSP Administration notified for approval in the Honeywell claims system.

- See APIL 5 “Authorizations – Aftermarket Programs” for MSP/WTY engine removal policy (https://aerospace.honeywell.com/)
- Troubleshooting guidelines provided by Honeywell Technical Support should be followed for engines with performance issues. Contact a Honeywell Aerospace Technical Support PRIOR to removal of the engine
- R&R’s for a core entry with a rental engine will be reimbursed at the applicable workscope labor allowance multiplied by the posted shop labor rate
- R&R’s for a hot section or core entry without a rental engine will be reimbursed at the applicable workscope labor allowance multiplied by the posted shop labor rate
- All R&R’s will be reimbursed a flat rat allowance for consumables
- Note: R&R labor hours are all inclusive hardware, positioning engine onto engine stand, installing rental engine, installing hardware, all tests performed and all associated administrative costs).

SHOULD ABOVE GUIDELINES **NOT** BE FOLLOWED, MSP GOLD COVERAGE MAY BE DISALLOWED.

See APIL 23 for Rental Bank engine qualifications for MSP covered engines.

TFE MSP GOLD-LABOR ALLOWANCES-LRU & ROUTINE

Note: Labor covered exclusively by a MSP Gold contract should reflect the program code of MSB on the claim. The unscheduled maintenance adjustment does not apply to MSB coded items.

LINE REPLACEABLE UNITS (LRU'S):

As defined in the MSP contract, LRU's are components supplied by or through Honeywell, as referenced in the Engine Illustrated Parts Catalog, which may normally be removed and replaced without the disassembly of any of the primary rotating components of the Engine. Line Replaceable Units may include but are not limited to the following components:

TFE MAINTENANCE ACTION	FLAT RATE LABOR HOURS		
	ACCESS TIME *	R&R HOURS*	OPERATIONAL FUNCTIONAL CHECKS
Anti-Ice Valve	8	4	
Breather Pressure Valve		2	1.5
Electronic Engine Control/Digital Electronic Engine Control (Fuel Control Computer)		1.5	3
Engine Accessory Wiring Harness	1	8	1
Flow Divider & Drain Valve		3	1.5
Fuel Control Assembly		4	2
Fuel Heater		2	1.5
Fuel Manifold	10	5	
Oil Temp Regulator (Fuel/Oil Cooler)		3	1.5
Fuel Pump		5	1.5
Igniter Plug		1	
Ignition Lead		2	
Ignition Unit (Igniter Box)		2	1
Inlet Pressure/Temperature Sensor (P2T2)		2	1.5
Mixer Nozzle Assembly	15	4	
N1 Transducer Monopole	6	4	1.5
N2 Transducer Monopole		2	1.5
Oil Cooler, Surface Type (RH/LH - Qty 2)	17	6	2
Oil Cooler, Upper Half (Qty 1)	23	4	2
Oil Pump – Lube and Scavenge		3	1.5
Oil Tank		2	1.5
Pneumatic Modulating and Shutoff Valve (Surge Valve) 6	6	2	1.5
Pneumatic Shutoff Valve (Anti-Ice)	20	4	
Pressure Limiter Valve Assembly (PCD Limiter Valve)		1.5	1.5
Solenoid Controller Valve		1.5	
Chip Detector		1	
Oil Temp Control Valve	23	4	2

- Access Time And R & R Labor Hours Are Covered Only By Msp Gold
- Labor Hours Stated Above Are Maximum Values. If Lesser Workscope Is Required, Claim Should Reflect Actual Hours Worke
- "Engine Access" is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone

NOTE:

1. Each allowance includes all labor hours required for that specific action and depth of maintenance.
2. Access time is non-additive. Within a particular maintenance zone, the individual labor allowances are also non-additive.

TFE HOURLY LABOR ALLOWANCES FOR MAINTENANCE ACTIONS

MAINTENANCE ACTION	FLAT RATE LABOR HOURS *
Major Periodic Inspection	140
Compressor Zone Inspection	Refer to $$ cap on Var Fee Schedule (approx 250 hours)
Vibe Survey	7
Fan Balance (includes deblading, reblading and balancing)	10
5-Point Calibration Run	7
Required leack check per Manual	3
Accessory Gearbox Inspection	8
Core Zone Repair - Major (95 hrs for core disassembly/repair/reassembly plus 45 hours to remove (“chunk off”) turbine assembly)	140
Core Zone Repair - Minor Entry limited to LPC1, LPC2 or failed Plenum Insp at MPI	65
Flow test A5 Nozzle	17
Flow test A4 Nozzle	10 hrs per set
LPC Shroud Re-spray	19
Carbon Seal Health/Gearbox Pressure Check (SIL F731-100)	3
Non-Cert Test Cell Run	35
Certified Test Cell Run	65

*Excludes engine removal and reinstallation labor and access time which is the operator’s responsibility (unless enrolled in msp gold).

Notes:

1. These allowances are additive up to the maximum allowed under the flat rate or alternate plans.
2. Compressor washes are not eligible for reimbursement under msp. The manual states the frequency is determined by the operating conditions, salt water environment would dictate more frequent washes. The purpose is to remove foreign materials from the engine that could cause corrosion. The wash is a preventative measure for events not covered under the msp contract.

TFE 731 FLAT RATE LABOR ALLOWANCES FOR NON-LRU PARTS

MAINTENANCE ACTION	MAXIMUM FLAT RATE LABOR HOURS FOR COMPONENT R&R *	ENGINE ACCESS TIME SEE NOTE 1
Accessory Gearbox	15	
Garloc Seal/Spline Adapter	3	
Anti-ice Seal	12	
Bearing #1	16	
Bearing and Seal #3	26	
Bearing and Seal #6	8	
Combustor	21	
Compressor Inlet Housing	6	
Fan Assembly	3	
Fan Bypass Stator Assy R&R	16	Access included in the 16 hrs
Fan Inlet Housing	10	4
Fan Bypass Stator Vane(s) R&R	8	
HPT Nozzle Assembly	24	18
ITT Harness	19	18
HPT/LPT Wheel	24	18
Planetary Gearshift	29	
Transfer Gearbox	9	
Wiring Harness, Engine	10 includes 2 hrs for FT	

Notes:

1. Access time applies to MSP Gold and Warranty – does not apply to Standard MSP
2. Excludes Engine Removal and Reinstallation Labor and Access Time which is the Operator's responsibility (unless enrolled in MSP Gold).
3. Labor hours stated above are maximum values. If lesser workscope is required, claim should reflect actual hours worked.
4. Each allowance includes all labor hours required for that specific action and depth of maintenance.
5. Within a particular maintenance zone, the labor allowances are non-additive.
6. Troubleshooting (if necessary) which results in the identification and isolation of a malfunctioning or failed Engine Unit is allowable up to a maximum of ten (10) hours. Troubleshooting allowance may be added to the other Flat Rate Labor Hours, as listed herein, as appropriate.
7. MSP Gold: Troubleshooting is expanded to include all such charges that are "reasonable and prudent" for required work. Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5).
8. Reference APIL 5.0 for guidelines.
9. "Engine Access" is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone

TFE Honeywell Rental Bank Engine Labor Allowance Policy

Unscheduled Maintenance

Note: All unscheduled maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

When prior approval is granted by the Honeywell Rental Bank Engine Manager, labor allowances mirror the TFE labor allowance guidelines. Please refer to information documents titled:

- TFE Flat Rate Labor for Scheduled and Unscheduled Non-LRU Actions
- TFE MSP Gold LRU and Routine Inspection Labor

Scheduled Inspections

Note: All scheduled maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work, exception routine maintenance authorization not required.

When prior approval is granted by the Honeywell Rental Bank Engine Manager, routine inspection labor mirrors the TFE Gold labor allowance guideline:

Routine Inspection (150/200/300/400/600/800/1200/1600) performed will only be reimbursed 7hrs max regardless if performing tasks simultaneously or separately. Please check LMM Revisions for Interval Updates.

ROUTINE INSPECTION	FLAT RATE ALLOWANCE
INCLUDING SOAP, IGNITERS & MISC.	5 Hours
LEAK CHECK (IF PERFORMED)	2 Hours

Please note: The flat rate labor allowance (7 hours maximum) will be reimbursed regardless of interval. – One (1) hour labor is reimbursed to perform a stand-alone SOAP sample, fuel filter change and leak check.

Post Rental Inspection and Preservation

Post rental inspection and preservation does not require prior approval by the Honeywell Rental Bank Engine Manager.

Please refer to APIL 6.0 “Honeywell Rental Bank Engine Post Removal Preservation” for complete details on Post Rental Inspection and Preservation Guidelines. A maximum of 16 hours of labor will be reimbursed to Authorized Honeywell Channel Partners through the Honeywell claims filing system. See APIL 6.0 for complete details.

Any labor claimed over and above Post Rental Inspection Labor allowance (including routine inspection labor) requires pre-approval by Honeywell Rental Bank Engine Manager. Non-Honeywell Owned Rental Engines: Post Rental and Preservation coverage not provided by Honeywell ERB. Expense is billable to Service Center / Operator.

Section II:

APU CLAIM FILING INFORMATION

APU CLAIM FILING INFORMATION

This Section provides instructions for completing and submitting Honeywell MSP and Warranty claims for the auxiliary power unit (APU) products.

APU MSP CONTRACT COVERAGE

APU engines enrolled in the MSP program enjoy the following coverage.

- Up to 10 hours troubleshooting
- Parts listed in APU IPC, including Consumables
- Exception: Any item listed in the Engine IPC identified as “customer supplied, customer unit, or remotely located”
- Component repair labor
- Labor for hot section periodic inspections
- Two hour Ops/Leak Check

Notes:

1. Although an APU may be listed on a MSP GOLD contract for the main engines, the APU may not include GOLD coverage. Honeywell APU MSP offers a MSP Gold program; however, the contract APU line must reflect MSPG to enjoy Gold coverage.
2. Unscheduled APU removals, internal APU hot section entries, compressor entries, and gearbox entry must be pre-authorized by MSP (refer to APIL5.0 for authorization details).
3. APU MSP will reimburse a maximum of ten (10) hours labor for troubleshooting. Troubleshooting over 10 hours (MSP Gold only) should be coordinated with Honeywell Technical Support and approved by MSP Administration (refer to APIL5.0 for authorization details).
4. APU and LRU removal and reinstallation labor is the responsibility of the operator unless the APU is enrolled in MSP Gold and removal qualifies for coverage.
5. MSP will reimburse approved workscopes/ repairs provided by Channel Partner in accordance with Continued Time Inspection Criteria defined in the applicable Inspection and Repair Manual (IRM). The following related documents are published under the communications link at https://aerospace.honeywell.com/):
   a. C&PS APIL40.0 regardingprocess clarification
   b. APIL 5 “Authorizations – Aftermarket Programs” for MSP/WTY regarding authorization guidelines including engine removal and engine entry policy
   c. Service Information Letter (SIL) Publication No. D201408000053 “36-150 Workscope Planning Guide (WPG)”

APU EVENT LABOR ALLOWANCE POLICY

Published labor allowance tables are found under "Section III: Labor Allowance Guidelines." These guidelines detail the Flat Rate Labor Allowances (in hours) applicable to many maintenance activities and repair services performed on the Auxiliary Power Unit (APU).
The Channel Partner will be reimbursed up to the hourly allowance noted, multiplied by the current Channel Partner agreed upon labor rate for engine mechanics.

Important notes:

- Published labor allowances are maximum values. If lesser workscope is required, claim should reflect actual hours invested
- Each allowance includes all labor hours required for that specific action and depth of maintenance
- Within a particular maintenance zone, the individual labor allowances are non-additive

Note: All costs incurred by the channel partner which are attributable to either workmanship related problems or the use of discrepant or gray market parts will not be covered by MSP, warranty, or any special program. See APIL2.0 and 3.0 for further details.

PERIODIC ROUTINE INSPECTION AND UNSCHEDULED MAINTENANCE CLAIMS APU PRODUCT LINES

	CONTRACT TYPE			
	Program Code	Std MSP	MSP Gold	Amount Claimed
Parts	MSP	Covered	Covered	List Price
Labor (non-LRU & Component Repair)[1]	MSP	Covered	Covered	Actual Hours
Troubleshooting Labor - first 10 hour	MSP	Covered	Covered	Actual Hours
Troubleshooting Labor - over 10 hours[2]	MSB	Not Covered	Covered	Actual Hours
LRU R&R Labor[1]	MSB	Not Covered	Covered	Actual Hours
Engine Access Labor[1]	MSB	Not Covered	Covered	See Labor Allowances
Engine R&R Labor[3]	MSB	Not Covered	Covered	See Labor Allowances
Periodic Routine Inspection Labor	MSB	Not Covered	Covered	See Labor Allowances
AOG Travel/Logistical Support[5]	MSB	Not Covered	Covered	Actuals
APU Mobile Repair Expenses[4]	MSB	Not Covered	Covered	Actuals
Unscheduled maintenance adjustment	N/A	N/A	N/A	N/A

1. See Labor Allowance Guideline section for published maximum values. If lesser workscope is required, claim should reflect actual hours worked.
2. Troubleshooting exceeding 10 hours is not covered under APU Standard MSP contract – only Gold contracts cover troubleshooting over 10 hours. Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5).
3. Unscheduled engine R&R requires MSP Administration approval and Honeywell Technical Support concurrence (See APIL 5).
4. See C&PS Aftermarket Programs Information Letter No. 23 for additional details. Pre-approval MUST be granted by MSP Administration prior to road team being dispatched.
   When approved.
5. Pre-approval MUST be granted by MSP Claims group priorto road team being dispatched (See APIL 5).
6. "Engine Access" is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone

All unscheduled maintenance actions should include the following pertinent information in the claim notes:

- Why the customer brought the engine in (squawk)
- A brief description of the findings
- Corrective actions taken to resolve the problem

Only confirmed engine related squawks are eligible for MSP reimbursement. If troubleshooting does not confirm an engine related problem, the troubleshooting is not eligible for reimbursement under MSP.

It is important that MSP not be charged for "no charge" items. Under certain circumstances, Honeywell may elect to furnish parts at "no-charge" to Operators under a special program, service bulletin, field evaluation program, or similar situation.

Claims submitted for reimbursement for such parts will not be accepted.

MSP policy limits reimbursement of rotable/repairable components to Honeywell **exchange/rework prices** regardless of the condition of the component installed in the engine. In other words, if Honeywell offers a component in repaired or refurbished condition (aka "B" condition); MSP requires prior authorization to install new condition hardware.

TROUBLESHOOTING means an investigative type of maintenance action which results in the identification and isolation of a malfunctioning or failed Engine Unit.

LINE REPLACEABLE UNIT (LRU) means a component supplied by or through Honeywell, as referenced in the engine Illustrated Parts Catalog (IPC), which may normally be removed and replaced without the disassembly of any of the primary rotating components of the Engine.

Combustion and Exhaust (HOT) Section Periodic Inspection Sign-off Request at Unscheduled Maintenance Event:

Per APIL5.0 "Authorizations – Aftermarket Programs", Honeywell covered engine events require Honeywell technical support involvement as well as MSP Administration prior approval via a Honeywell Service Authorization when the maintenance leads to:

- Engine entry – such as a hot section or core entry
- Engine removal and replacement

Honeywell retains the right to request a hot section/Combustion sign-off concurrent with an engine entry event.

Operator-initiated requests to perform hot section/Combustion sign-offs at the same time as unscheduled maintenance should begin with an email to MSP Administration. The Operator's Customer Support Manager (CSM) may also be copied on the request to ensure any customer satisfaction issues are considered and addressed.

MSP Administration decides whether to accomplish the hot section/Combustion sign-off based on financial and maintenance scheduling criteria.

APU MSP EVENT GUIDELINES

MSP requires notification and approval via the Honeywell claims system as well as participation from a Honeywell Technical Support Representative before beginning any maintenance event which involves the following:

- An entry into either the hot section or core section (otherwise known as an "engine entry")
- Engine removal and replacement
- **ATTENTION: Any APU repair requires detailed estimate and a findings report. Estimate must be reviewed and approved by Honeywell Aftermarket Programs prior to ordering parts and beginning repair. Re-Entry Labor : Post Event re-entry labor is included in event labor cap.**

Reference APIL 5.0 (https://aerospace.honeywell.com/) for authorization guidelines.

Authorization must be created (and pre-approved when required per APIL5.0) for each maintenance event and such authorization must be referenced on the MSP claim when submitted for reimbursement.

36-150 APU Events (Scheduled and Unscheduled):

Several policies and programs have been developed to support the unique requirements of 36-150 APU models. All referenced documents are published on the Honeywell Portal under the "Communications & Documentation" link at (https://aerospace.honeywell.com/).
Please refer to the full document for complete information.

APU HONEYWELL WARRANTY CLAIM FILING

Channel Partners seeking reimbursement for work performed on APU under new APU warranty and spare part warranty follow a slightly different set of claim filing guidelines than a typical MSP claim.

WARRANTY CLAIMS APU PRODUCT LINES			
	PROGRAM CODE	**MSP GOLD GNLS[7]**	**AMOUNT CLAIMED**
Parts	A1W, ACW, Special[5]	N/A	Acquisition Cost
Labor (non-LRU)[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor - first 10 hour	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor - over 10 hours[2]	A1W, ACW, Special[5]	N/A	Actual Hours
LRU R&R Labor[1]	A1W, ACW, Special[5]	MSB[6]	Actual Hours
Engine Access Labor[1, 6]	A1W, ACW, Special[5]	MSB[6]	Actual Hours
Engine R&R Labor[1, 3, 6]	A1W, ACW, Special[5]	MSB[6]	Actual Hours
Freight[4]	Not filed on claim	N/A	N/A
Road Trip Expense	N/A	MSB[6,7]	N/A
Unscheduled mainenance adjustment	Does Not Apply		
Parts Handline	Does Not Apply		

1. See Labor Allowance Guideline section for published maximum hours. If lesser workscope is required, claim should reflect actual hours worked. Warranty events follow MSP Gold Labor Allowance Guidelines. If work is related to a special program, labor guidelines and contained in special program apply.
2. Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5).
3. Engine R&R requires Honeywell Technical Support concurrence (See APIL 5). Engine R&R Labor reimbursement under warranty is dependent on APU model.
4. Freight should not appear on any claim (See APIL 4) – use Honeywell freight account numbers per guideline if applicable under specific model warranty coverage.
5. "Special" program codes apply when special programs cover expenses associated with event. Refer to related special program for the appropriate special program code.
6. Warranty coverage takes precedence over MSP Gold. See appropriate APU model warranty brochure for warranty applicability. MSP Gold coverage available only when warranty does not cover expenses.
7. Road trip expenses only reimbursed when APU drives AOG condition. APU Models which do not ground a/c are enrolled in GNLS (Gold No Logistic Support).
8. "Engine Access" is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone

Warranty claims must include all applicable engine and part information:

- Off part installation date
- Off part removal date
- Off and On part serial numbers and part numbers
- Engine tsn/csn when off part was installed and engine tsn/csn when off part was removed
- Engine s/n
- Honeywell invoice number or copy of invoice for the replacement part
- Warranty claims will be honored for work accomplished by Honeywell Authorized Channel Partner facilities only
- Warranty does not cover Scheduled Routine Inspections
- Warranty programs take precedence over the MSP program
- Warranty information in published warranty brochure for specific APU engine model takes precedence over general warranty information in this publication.

APU Handling Fee Statement:

Component handling fees for warranty work performed on APU Product Lines and Honeywell bank engines are not available.

Section III:

APU LABOR ALLOWANCE GUIDELINES

Standard MSP Coverage for APU Product Line:

MSP Gold is now offered for the APU product line; therefore, routine inspection labor, engine R&R labor, and LRU R&R labor will be reimbursed under a MSP Gold contract.

Standard MSP contract reimbursement is limited to the following labor:

- 10 hours troubleshooting
- Component repair labor (generally not applicable to Line facilities)
- Combustion and hot section periodic inspection labor
- 2 hour Ops/Leak Check as applicable
- All unscheduled engine removals MUST be done at the recommendation of Honeywell Technical Support and have approval from MSP Administration. A service authorization MUST be entered and MSP Administration notified for approval in the Honeywell claims system
- MSP will reimburse approved workscopes/ repairs provided by Channel Partner in accordance with Continued Time Inspection Criteria defined in the applicable Inspection and Repair Manual. Refer to C&PS APIL40.0 for process clarification
- See APIL 5 “Authorizations – Aftermarket Programs” for MSP/WTY for authorization guidelines including engine removal and engine entry policy https://aerospace. honeywell.com/)
- Troubleshooting guidelines provided by Honeywell Technical Support should be followed for engines with performance issues. Contact Honeywell Technical Support PRIOR to removal of the APU

APU Workscope Definitions:

APU SERVICE TYPE	SERVICE TYPE DESCRIPTION	SERVICE TYPE DEFINITION
COMPRR	Component Removal & Replacement	Component removal from Engine/APU, does not include LRUs
ENGRR	Engine Removal & Replacement	Engine/APU removal from aircraft (1 R&R without rental, 2 R&R's with rental installation)
GLPL	Gearbox Light, Power Section Light, No H.S.I. Signoff	APU tieshaft was NOT unstretched during repair, limited repair of gearbox such as replacement of generator carbon seal, no HSI signoff. Continued time inspection criteria to be used. Minimum on-wing testing required.
GLPLH	Gearbox Light, Power Section Light, H.S.I. Signoff	APU tieshaft was NOT unstretched during repair, limited repair of gearbox such as replacement of generator carbon seal, scheduled HSI signoff. Continued time inspection criteria to be used. Minimum on-wing testing required.
GLPM	Gearbox Light, Power Section Medium, No H.S.I. Signoff	APU tieshaft was unstretched during repair, limited repair of gearbox, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.
GLPMH	Gearbox Light, Power Section Medium, H.S.I. Signoff	APU tieshaft was unstretched during repair, limited repair of gearbox, HSI signoff. Continued time inspection criteria to be used. Test cell run required.
GMPL	Gearbox Medium, Power Section Light, No H.S.I. Signoff	APU tieshaft was NOT unstretched during repair, complete gearbox disasembly. Continued time inspection criteria to be used. Test cell run required.
GMPLH	Gearbox Medium, Power Section Light, H.S.I. Signoff	APU tieshaft was NOT unstretched during repair, complete gearbox disassembly, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.
GMPM	Gearbox Medium, Power Section Medium, No H.S.I. Signoff	APU tieshaft was unstretched during repair, complete gearbox disassembly, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.
GMPMC	Gearbox Medium, Power Section Medium, No H.S.I. Signoff, c/w Carbon Seal System Mod	APU tieshaft was unstretched during repair, complete gearbox disassembly, no HSI signoff, carbon seal mod service bulletin done during shop visit. Continued time inspection criteria to be used. Test cell run required.
GMPMH	Gearbox Medium, Power Section Medium, H.S.I. Signoff	APU tieshaft was unstretched during repair, complete gearbox disassembly, HSI signoff. Continued time inspection criteria to be used. Test cell run required.
GMPMHC	Gearbox Medium, Power Section Medium, H.S.I.	APU tieshaft was unstretched during repair, complete gearbox disassembly, HSI signoff, carbon seal mod service bulletin done during shop visit. Continued time inspection criteria to be used. Test cell run required.
LCSR	Light carbon seal repair	36-100/-150 APU only: Compressor carbon seal replacement workscope as published in applicable Inspection/Repair Manual (IRM). Refer to APIL 23 for further information.
LRU	Line Replaceable Unit	LRU removal from Engine/APU
MISC	Miscellaneous (Honeywell Use Only)	HONEYWELL USE ONLY
OH	Overhaul	APU conversion - internal claims only
PBI	Pre-Buy Inspection	Use only when maintenance action is deemed necessary as a result of pre-buy inspection AND Honeywell was notified be ore start of work and given the opportunity to direct and/or witness the maintenance workscope.
ROU	Routine Maintenance	MSP GOLD ONLY: routine inspections per manual.
RP	Rental Product	Rental product support - includes post-loan inspection, routine maintenance, repair, etc.
SB	Service Bulletin	Only work performed is to comply with a service bulletin.
TESTO	Test Only	Test cell run only, may include limited part replacement as required to allow test run.
TS	Trouble Shooting Only	Labor only as required to determine source of engine/APU issue.

36-100/150 WORKSCOPE LABOR ALLOWANCES			
EVENT TYPE	**EVENT TYPE DESCRIPTION**	**EVENT TYPE DEFINITION**	*** MAX WORKSCOPE LABOR ALLOWANCE**
TESTO	TEST ONLY	Test cell run only, may include limited part replacement as required to allow test run.	Phx List
PBI	PRE-BUY INSPECTION	Use only when maintenance action is deemed necessary as a result of pre-buy inspection AND Honeywell was notified be ore start of work and given the opportunity to direct and/or witness the maintenance workscope.	Per associated workscope
GLPL	Gearbox Light, Power Section Light, No H.S.I. Signoff	APU tieshaft was NOT unstretched during repair, limited repair of gearbox such as replacement of generator carbon seal, no HSI signoff. Continued time inspection criteria to be used. Minimum on-wing testing required.	35 hrs
GLPLH	Gearbox Light, Power Section Light, H.S.I. Signoff	APU tieshaft was NOT unstretched during repair, limited repair of gearbox such as replacement of generator carbon seal, scheduled HSI signoff. Continued time inspection criteria to be used. Minimum on-wing testing required.	40 hrs
GLPM	Gearbox Light, Power Section Medium, No H.S.I. Signoff	APU tieshaft was unstretched during repair, limited repair of gearbox, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.	110 hrs
GLPMH	Gearbox Light, Power Section Medium, H.S.I. Signoff	APU tieshaft was unstretched during repair, limited repair of gear-box, HSI signoff. Continued time inspection criteria to be used. Test cell run required.	115 hrs
GMPL	Gearbox Medium, Power Section Light	APU tieshaft was NOT unstretched during repair, complete gearbox disasembly. Continued time inspection criteria to be used. Test cell run required.	80
GMPLH	Gearbox medium, Power Section Light, HIS Signoff	APU tieshaft was NOT unstretched during repair, limited repair of gearbox. HSI signoff, Continued time inspection criteria to be used. Test cell run required.	85
GMPM	Gearbox Medium, Power Section Medium, No H.S.I. Signoff	APU tieshaft was unstretched during repair, complete gearbox disassembly, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.	120 hrs
GMPMH	Gearbox Medium, Power Section Medium, H.S.I. Signoff	APU tieshaft was unstretched during repair, complete gearbox disassembly, HSI signoff. Continued time inspection criteria to be used. Test cell run required.	125 hrs
GMPMC	Gearbox Medium, Power Section Medium, Carbon Seal Upgrade, No H.S.I. Signoff	APU tieshaft was unstretched during repair, complete gearbox disassembly, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.	126 hrs
GMPMHC	Gearbox Medium, Power Section Medium, Carbon Seal Upgrade, H.S.I. Signoff	APU tieshaft was unstretched during repair, complete gearbox disassembly, HSI signoff. Continued time inspection criteria to be used. Test cell run required.	131 hrs
LCSR	Light carbon seal repair	36-100/-150 APU only: Compressor carbon seal replacement work-scope as published in applicable Inspection/Repair Manual (IRM). Refer to APIL 23 for further information.	35 hrs

Gearbox Painting 8 hrs

***Test Cell Reimbursement Included in Max Workscope Labor Allowance**
For those APUs tested at Honeywell Phoenix; the labor should be deducted from workscope total allowance shown above (which includes test cell)
APU Service Center Test Cell Allowances: 36-100/150 35 hours and RE Model 40 hours

RE100

EVENT TYPE	EVENT TYPE DESCRIPTION	EVENT TYPE DEFINITION	* MAX WORKSCOPE LABOR ALLOWANCE
GMPM	Gearbox Medium, Power Section Medium, No H.S.I. Signoff	APU tieshaft was unstretched during repair, complete gearbox disassembly, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.	125 hrs
GMPMC	Gearbox Medium, Power Section Medium, Carbon Seal Upgrade, No H.S.I. Signoff	APU tieshaft was unstretched during repair, complete gearbox disassembly, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.	131 hrs

RE220

EVENT TYPE	EVENT TYPE DESCRIPTION	EVENT TYPE DEFINITION	* MAX WORKSCOPE LABOR ALLOWANCE
GLPM	Gearbox Light, Power Section Medium, No H.S.I. Signoff	APU tieshaft was unstretched during repair, limited repair of gearbox, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.	160 hrs
GMPM	Gearbox Medium, Power Section Medium, No H.S.I. Signoff	APU tieshaft was unstretched during repair, complete gearbox disassembly, no HSI signoff. Continued time inspection criteria to be used. Test cell run required.	160 hrs

***Test Cell Reimbursement Included in Max Workscope Labor Allowance**
For those APUs tested at Honeywell Phoenix; the labor should be deducted from workscope total allowance shown above (which includes test cell)

APU Honeywell Rental Bank Engine Labor Allowance Policy

Unscheduled Maintenance

Note: All **unscheduled** maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

Scheduled Inspections

Note: All **scheduled** maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

*Rental for scheduled event allowable based on depth of maintenance including turbine wheel replacement by engine model. Contact MSP manager for further info.

Post Rental Inspection and Preservation*

Post rental inspection and preservation do not require prior approval by the Honeywell Rental Bank Engine Manager. Please refer to APIL 6.0 "Honeywell Rental Bank Engine Post Removal Preservation" for complete details on Post Rental Inspection and Preservation Guidelines. A maximum of eight hours labor will be reimbursed to Authorized Honeywell Channel Partners through the Honeywell claims filing system. See APIL 6.0 for complete details.

Any labor claimed over and above Post Rental Inspection Labor allowance (including routine inspection labor) requires pre-approval by Honeywell Rental Bank Engine Manager.

*Non-Honeywell Owned Rental Engines: Post Rental and Preservation Inspection Expenses are Service Center or Operator responsibility. Honeywell ERB coverage not applicable.

APU ROUTINE INSPECTION LABOR ALLOWANCE (GOLD COVERAGE ONLY):	
PLATFORM	**FLAT RATE LABOR ALLOWANCE**
BOMBARDIER	5 hours (includes leak check)
Dassault Falcon	5 hours (includes leak check)
Gulfstream	5 hours (includes leak check)
Embraer	5 hours (includes leak check)
Hawker	5 hours (includes leak check)
Cessna/Textron	5 hours (includes leak check)

- Please refer to applicable technical publication for intervals.
- Routine inspections performed simultaneously or separately qualify for maximum reimbursement stated above.
- 2 hour reimbursement for stand alone SOAP sample including fuel filter change including leak check. Exception: 5 hours maximum for 36-150W, HGT400G, RE100CS
- Combustor/compressor wash labor allowance is 5 hours unless otherwise noted on the following platform labor allowance tables. As directed by LMM, normally every 1000 or 2000 hours
- All R&R labor allowances provided on labor allowance tables (APU and LRU) include access time. No additional labor will be reimbursed for access or leak check.
- "Engine Access" is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone
- Load Control Valve restoration/cleaning inclusive in Routine Inspection allowance

Notes:
- Keep in mind the labor allowances found on the following pages apply to MSP Gold contract events only. Please refer to warranty brochure for exceptions to these allowances.

APU MSP GOLD ALLOWANCES BOMBARDIER

A/C Model	APU Model	APU PN		Routine Inspections (no Hot section)	APU R&R and Access (Hrs)	Consumables
Lear45	RE100LJ	3800726-1		(750)	100	$50.00
Global Express	RE220GX	WE3800714-1		(500/1500)	18	$50.00
Challenger 300/350	36-150BD	3800774-1 or -2		(400/1000/1600/ 3000/5000)	20	$50..00
Challenger 604/605/650	36-150CL	3800804-1 or -2		(500/2000/2500/3000)	22	$50.00
Challenger 600/601/604	36-100E	3800050-X		(500/2000/2500/3000)	22	$50.00
Challenger 850 (CRJ)	36-150RJ	3800488-X		(300/400/750/1200/ 1500/2000/3000/ 3500)	18	$50.00

Challenger 600/601/604		Challenger 604/605/650		Challenger 300/350		Global Express		Lear45		Challenger 850	
36-100E	R+R Lbr Allowance (Hrs)	36-150CL	R+R Lbr Allowance (Hrs)	36-150BD	R+R Lbr Allowance (Hrs)	RE220GX	R+R Lbr Allowance (Hrs)	RE100LI	R+R Lbr Allowance (Hrs)	36-150RJ	R+R Lbr Allowance (Hrs)
Wiring Harness	6	Wiring Harness	6	Wiring Harness	4.5	Wiring Harness	4	Wiring Harness	50	Wiring Harness	6
Combustor	1.5	Fuel Nozzles	8	Fuel Nozzles	2.5	Fuel control unit	1.5	ECU (Remotely Located)	1.5	Fuel Nozzles	8
Fuel control unit	2	Fuel control unit	2	Fuel control unit	2	Impending Bypass Valve & Switch	1	Shutoff Valve (remotely Located)	2	Fuel control unit	2
Fuel shutoff Valve	2	Fuel Solenoid Valve	1	Fuel Solenoid Valve	1	Fuel Solenoid Valve	1	Start Counter	3	Fuel Solenoid Valve	1
Ignition unit	1	Flow divider valve	1	Flow divider valve	1	Flow divider valve	1	Fuel Nozzle/s	35	Flow divider valve	1
Ignition Lead	1	Primary Manifold	2	Primary Manifold	2	Ignition Unit	1	Generator Pad Seal	5	Primary Manifold	2
Starter Motor	1.5	Secondary Manifold	2	Secondary Manifold	2	Ignition Lead	1	Primary Manifold	35	Secondary Manifold	2
Surge Valve	2	Ignition Unit	1	Ignition Unit	1	Starter Motor *	1.5	Secondary Manifold	35	Ignition Unit	1
Load control Valve	1	Ignition Lead	1	Ignition Lead	1	Gear/Clutch Module Starter	4	Flow Divder	35	Ignition Lead/s	2
Motion Pickup Transducer	2	Starter Motor	1.5	Starter Motor	1.5	Surve Valve	1	Fuel Solenoid Valve	4	Starter Motor	1.5
Low Oil Pressure switch	1	Starter Clutch Assy	4.5	Starter Clutch Assy	4.5	Load control Valve	1	Fuel control unit	4	Starter Clutch Assy	4.5
Immerstion Thermocouple	1	Surge Valve	1	Surge Valve	1	FADEC Control unit (Remotely Located)	1	Igntion Unit	4	Oil Cooler	3.5
APU controller (Remotely located)	1	Load control Valve	1	Load control Valve	1	EGT sensor	1	Ignition Lead	5.5	Load control Valve	1
High Oil Temperature	1.5	Motion Pickup Transducer	2	Immersion Thermo-couple	1	Inlet Temperature Sensor	1	Inlet Temperature Sensor	3	Motion Pickup Trans-ducer	2
Hour Meter	1	Immersion Thermocouple	1	Electronic Control unit (Remotely located)	1	Inlet pressure sensor	1	Oil Temp Sensor	3.5	Immersion Thermocouple	1
Generator Seal	4.5	Electronic Control unit (Remotely located)	1	Inlet Temperature Sensor	1	Speed Sensor	1	Speed Sensor	3	Electronic Control unit (Remotely located)	1
Starter Clutch	4.5	Inlet Temperature Sensor	1	Motion Pickup Transducer	2	Hour Meter	1	Immersion Thermocouple	3.5	Hour Meter	1
Fuel Nozzle	1.5	Inlet Pressure Sensor	1	Hour Meter	1	Start Counter Meter	1	Low Oil Pressure Switch	1	Low Oil Pressure switch	1
		Hour Meter	1	Oil Temp Sensor	1	Oil Temperature Sensor	1.5	Lube Pump Assy	4.5	High Oil Temperature	1.5
		Low Oil Pressure switch	1	Low Oil Pressure switch	1	Oil Level Sensor	1	Oil Level Switch	3	P3 Sensor	1
		High Oil Temperature	1.5	Generator Seal	4.5	Oil Sump Heater	1.5			Cooling Fan	2.5
		Ejector Assembly	1			Oil Pump Assembly	3.5			Lube Module	3
		Generator Seal	4.5			Deprime Valve Assembly	1			VG Actuator	6
						Oil Filter Differential Pressure switch	1			Oil Pump Assembly	6.5
						Generator Filter Differential pressure switch	1			VG Bushing	16
						Air/Oil Cooler	2.5			Cooling Fan Duct/s	1
						Low Oil Pressure Switch	1	*Some workscopes may require APU partial or full removal access			
						Combustor/Compressor Wash	10				

*If the Starter was inspected as part of Routine Maintenance (5 hours) and brush damage found which requires repair/ maintenance an additional 2 hours is allowable

*Note: Please check the applicable APU Warranty brochure to confirm specific applicable Warranty terms

APU MSP GOLD ALLOWANCES 36-150EMB					
A/C Model	**APU Model**	**APU PN**	**Routine Inspections (no Hot section)**	**APU R&R and Access (Hrs)**	**Consumables**
Embraer/Textron	**36-150EMB**	**70720189**	**5**	**20**	**$50.00**

36-150EMB	**R+R Allowance Hrs**	
Wiring Harness	6	1
Fuel Nozzles	8	
Fuel control unit	2	
Fuel Solenoid Valve	1	
Flow divider valve	1	
Primary Manifold	2	
Secondary Manifold	2	
Ignition Unit	1	
Ignition Lead		
Starter Clutch Assy	4.5	
Starter Motor	1.5	
Surge Valve	1	
Butterfly Shutoff Valve	1	
Motion Pickup Transducer	2	
Immersion Thermocouple	1	
Electronic Control unit (Remotely located)	1	
Inlet Temperature Sensor	1	
Inlet Pressure Sensor	1	
Hour Meter	1	
Start Counter	1	
Low Oil Pressure switch	1	
High Oil Temperature Bulb	1.5	
Ejector Assembly	1	
Generator Seal	4.5	
Oil Level Sensor	1	

*If the Starter was inspected as part of Routine Maintenance (5 hours) and brush damage found which requires repair/ maintenance an additional 2 hours is allowable

*Note: Please check the applicable APU Warranty brochure to confirm specific applicable Warranty terms

APU MSP GOLD ALLOWANCES CESSNA

A/C Model	APU Model	APU PN	Routine Inspections (no Hot section)	APU Removal, Reinstallation & Access (Hrs)	Consumables
Citation X	36-150CS	3800576-1 or -2		35	$50.00
Citation III/IV/VII	36-150W	3800304-1		110	$50.00
Cessna Sovereign/ Latitude	RE100CS	3800785-1		32	$50.00
Citation Excel	RE100XL	3800722-1		32	$50.00

Citation X		Citation III, VI, VII		Cessna Sovereign/Latitude		Citation Excel	
36-150CX	R+R Lbr Allowance (Hrs)	36-150W	R+R Lbr Allowance (Hrs)	RE100CS	R+R Lbr Allowance (Hrs)	RE100XL	R+R Lbr Allowance (Hrs)
Wiring Harness	8	Wiring Harness	110	Wiring Harnes	8	Wiring Harness	25
Combustion Drain Valve (if installed)	0.5	Fuel control unit	6	Fuel control unit	4	ECU (Remotely Located)	1.5
Fuel control unit	4	Fuel Solenoid Valve	6	Fuel Solenoid Valve	4	Shutoff Valve (remotely Located)	2
Fuel shutoff Valve	4	Flow Divider	10	Flow Divider	4	Start Counter	3
Fuel Nozzle	8	Primary Manifold	10	Primary Manifold	5	Fuel Nozzle/s	35
Ignition Unit	3.5	Secondary Manifold	10	Secondary Manifold	5	Generator Pad Seal	5
Ignition Lead	5.5	Ignition Unit	5.5	Ignition Unit	3.5	Primary Manifold	12
Surve Valve	3	Ignition Lead	6	Ignition Lead	5.5	Secondary Manifold	12
Load control Valve	1	Starter Motor	n/a	Start Counter	3	Flow Divider	6
Motion Pickup Transducer	2	Starter Clutch Assy	n/a	Speed Sensor	3	Fuel Solenoid Valve	4
Low Oil Pressure switch	1	Surge Valve	n/a	Inlet Temperature Sensor	3	Fuel control unit	4
Immersion Thermocouple	1	Load control Valve	3.5	Oil Temp Sensor	3.5	Ignition Unit	4
Hour Meter	1	Motion Pickup Transducer	6	Immersion Thermocouple	3.5	Ingniton Lead	5.5
Electronic Control unit	1	Immersion Thermocouple	6.5	Lube Pump Assy	4.5	Inlet Temperature Sensor	3
Starter Motor	1.5	Electronic Control unit	1	Oil Level Switch	3	Oil Temp Sensor	3.5
Starter Clutch Assy	4.5	Inlet Temperature Sensor	n/a	APU controller	1.5	Speed Sensor	3
Inlet Temperature Sensor	n/a	Inlet Pressure Sensor	n/a	Generator Pad Seal	5	Immersion Thermocouple	3.5
Inlet Pressure Sensor	n/a	Hour Meter	3.5	Fuel Nozzle/s	8	Low Oil Pressure Switch	1
Ejector Assembly (if installed)	1	Low Oil Pressure	3			Lube Pump Assy	4.5
		High Oil Temperature	3.5			Oil Level Switch	3
		Ejector Assembly	n/a				
		Generator Pad Seal	9				
		Fuel Nozzle/s	11				
		Oil Pump	5.5				
		Oil Regulator Valve	3				

*If the Starter was inspected as part of Routine Maintenance (5 hours) and brush damage found which requires repair/ maintenance an additional 2 hours is allowable

*Note: Please check the applicable APU Warranty brochure to confirm specific applicable Warranty terms

APU MSP GOLD ALLOWANCES DASSAULT FALCON

A/C Model	APU Model	APU PN		Routine Inspections (no Hot section)	APU R&R and Access (Hrs)	Consumables
F50 & F50EX	36-100A	3800016-X		(300/600/300)	41	$50.00
Falcon 7X	36-150FN	3800788-1 or -2			22	$50.00
Falcon 8X	36-150FN	3800788-2			22	$50.00
Falcon 2000	36-150F2M	3800548-1, -2, or -3		(750/1000)	25	$50.00
F20 Retrofit	36-150W	3800304-1		(750/1000)	60	$50.00
Falcon 900C/900EX/DX	36-150F	3800188-1, -2 or -3			32	$50.00

F50 & F50EX		Falcon 7X/8X		Falcon 2000		F20 Retrofit		Falcon 900C/900EX/DX	
36-100A	R+R Lbr Allowance (Hrs)	36-150FN	R+R Lbr Allowance (Hrs)	36-150F2M		36-150W	R+R Lbr Allowance (Hrs)	36-150F	R+R Lbr Allowance (Hrs)
Wiring Harness	18	Wiring Harness	12	Wiring Harness	8	Wiring Harnes	20	Wiring Harness	12
Combustion Drain Valve	1	Ejector Assembly	2	Fuel control unit	2	Fuel control unit	2	Fuel control unit	2
Fuel shutoff Valve	2.5	Fuel shutoff Valve	2	Orifice Fitting	1	Orifice Fitting	2	Orifice Fitting	2
Fuel Nozzle	2	Fuel Nozzle/s	8	Fuel Nozzle/s	4	Fuel Nozzle/s	8	Fuel Nozzle/s	8
Ignition Unit	1	Flow Divider Valve assy	2	Flow Divider Valve assy	2	Flow Divider	4	Flow Divider	2
Ignition Lead	2	Primary Manifold	3	Primary Manifold	3	Primary Manifold	6	Primary Manifold	3
Surge Valve	2	Secondary Manifold	3	Secondary Manifold	3	Secondary Manifold	6	Secondary Manifold	3
Load control Valve	1.5	Ignition Unit	2	Ignition Unit	1	Ignition Unit	3	Ignition Unit	3
Motion Pickup Transducer	2	Ignition Lead/s	3.5	Ignition Lead	2	Ignition Lead	2	Ignition Lead	2
Low Oil Pressure switch	1	Load control Valve	3	Load control Valve	2	Load control Valve	2	Load control Valve	3
Immersion Thermocouple	1	Electronic Control unit (Remotely located)	1	Diffuser Vane Actuator	6	Motion Pickup Transducer	8	Motion Pickup Transducer	8
Hour Meter	1.5	Inlet Temperature Sensor	2	P2 sensor	1	Low Oil Pressure Switch	1.5	Low Oil Pressure Switch	2
Controller (Remotely Located)	1.5	Speed Sensor	8	P3 sensor	1	Immersion Thermocouple	2.5	Immersion Thermocouple	2
		Immersion Thermocouple	2	T2 sensor	1	High Oil Tempera-ture Switch	1.5	High Oil Temperature Switch	2
		Time Totalizing meter	2	Motion Pickup Sensor	2	Electronic Control unit (Remotely located)	1	Electronic Control unit (Remotely located)	2
		Start Counter	2	Low oil pressure switch	1	Hour Meter	1	Hour Meter	2
		Oil pressure regulator	2	Immersion Thermo-couple	1	Oil pump assy	8	Oil pump assy	8
		Low Oil Pressure switch	2	High Oil temp sensor	1	Oil pressure regulator	2	Oil pressure regulator	2
		High Oil Temperature sensor	2.5	Electronic Control unit (Remotely located)	2			Surge Valve	2
		Oil pump assy	8	Hour Meter	2				
				Oil pump assy	8				
				Oil pressure regulator	2				

*If the Starter was inspected as part of Routine Maintenance (5 hours) and brush damage found which requires repair/ maintenance an additional 2 hours is allowable

*Note: Please check the applicable APU Warranty brochure to confirm specific applicable Warranty terms

APU MSP GOLD ALLOWANCES GULFSTREAM

A/C Model	APU Model	Routine Inspections (no Hot section)	Remvoal, Reinstall & Access	Consumables
GIII	36-100G	(450/600/900/ 2250)	30	100
G-IV/G300/G400	36-100G	(500/600/900 2250)	30	100
G-IV/G300/G400	36-150G	(500/3000)	30	100
G350/G450	36-150GIV	(500/600/3000)	45	100
G100, Astra SPX	36-150W	(750/1000)	70	100
G200/G280	36-150IAI	(750/1000/1500 5000)	35	100
G150	RE100CS	(900)	45	100
GV/G550	RE220GV	(500/600)	40	100
G650	RE220GVI	(500/600)	40	100
G500/G600	HGT400G	(500/600)	45	100

GIII/G-IV/G300/G400		G-IV/G300/G400		G350/G450		G100, Astra SPX		G200/G280	
36-100G	R+R Lbr Allowance (Hrs)	36-150G	R+R Lbr Allowance (Hrs)	36-150GIV	R+R Lbr Allowance (Hrs)	36-150W	R+R Lbr Allowance (Hrs)	36-150IAI	R+R Lbr Allowance (Hrs)
Wiring Harness	21	Wiring Harness	21	Wiring Harness	25	Wiring Harnes	50	Wiring Harness	6
Fuel Control Unit	3	Fuel Control Unit	3	Fuel Control Unit	2	Fuel Control Unit	6	Fuel Control Unit	4.5
Fuel Shutoff Valve	3	Fuel Solenoid Valve	3	Fuel Solenoid Valve	2	Fuel Solenoid Valve	6	Fuel Solenoid Valve	2.5
Ignition Unit	1.5	Flow Divider	2	Flow Divider	2	Flow Divider	12.5	Flow Divider	3
Ignition Lead	2.5	Primary Manifold	3	Primary Manifold	4	Primary Manifold	12.5	Primary Manifold	4
Starter Motor	2	Secondary Manifold	3	Secondary Manifold	4	Secondary Manifold	12.5	Secondary Manifold	4
Surge Control Valve	4	Ignition Unit	1.5	Ignition Unit	1.5	Ignition Unit	5.5	Ignition Unit	2
Load Control Valve	2	Ingition Lead	2.5	Ingition Lead	2.5	Ingition Lead	6	Ingition Lead	3
Motion Pickup Transducer	2	Starter Motor	2	Starter Motor	2	Load Control Valve	3.5	Surve Valve	3
Low Oil Pressure Switch	2	Starter Clutch	4.5	Surge Control Valve	3	Motion Pickup Trans-ducer	6	Load Control Valve	2
Immerstion Thermocouple	2	Surge Control Valve	3	Load Control Valve	2	Immersion Thermocouple	8	Motion Pickup Transducer	3
APU Controller (ECU)	1	Load Control Valve	2	Fan Assembly	3	Electronic Control Unit (ECU)	1	Immersion Thermocouple	3
High Oil Temperature Switch	1.5	Motion Pickup Transducer	2	Electronic Control Unit (ECU)	1	Hour Meter	3.5	APU Controller (ECU)	1
Hour Meter	1.5	Immersion Thermocouple	2	Speed Sensor	2	Low Oil Pressure Switch	5	Hour Meter	1
Generator Seal	8	Electronic Control Unit (ECU)	1	Exhaust Gas Temperature Sensor	1.5	High Oil Temperature Switch	5	Start Counter	1
Starter Clutch	4.5	Inlet Temperature Sensor	1.5	Inlet Temperature Sensor	2	Generator Pad Seal	12	Oil Pump Assy	6
Fuel Nozzle	2	Inlet Pressure Sensor	1.5	Hour Meter	2	Fuel Nozzle	6	Low Oil Pressure Switch	3
Combustion Chamber	2	Hour Meter	1.5	Start Counter	2			High Oil Temperature Switch	3
Combustion Cap	1.5	Low Oil Pressure Switch	2	Lube Pump Assy	7			Ejector Assembly	2
		High Oil Temperature Switch	1.5	Lube Module	4.5			Generator Pad Seal	8
		Ejector Assembly	2	Air/Oil Cooler Assy	4			Fuel Nozzle	6
		Generator Pad Seal	10	Oil Level Sensor	2				
		Fuel Nozzle	6	Oil Temp Sensor	2				
				Differential Pressure Indicator	1.5				
				Fuel Nozzle	6				

*If the Starter was inspected as part of Routine Maintenance (5 hours) and brush damage found which requires repair/ maintenance an additional 2 hours is allowable

*Note: Please check the applicable APU Warranty brochure to confirm specific applicable Warranty terms

APU MSP GOLD ALLOWANCES GULFSTREAM (CONTINUED)

A/C Model	APU Model	Routine Inspections (no Hot section)	Remvoal, Reinstall & Access	Consumables
G150	RE100CS	(900)	45	100
GV/G550	RE220GV	(500/600)	40	100
G650	RE220GVI	(500/600)	40	100
G500/G600	HGT400G	(500/600)	45	100

G150		GV/G550		G650		G500/G600	
RE100CS	R+R Lbr Allowance (Hrs)	RE220GV	R+R Lbr Allowance (Hrs)	RE220GVI	R+R Lbr Allowance (Hrs)	HGT400G	R+R Lbr Allowance (Hrs)
Wiring Harness	35	Wiring Harness	6	Wiring Harness	6	Wiring Harnes	6
Fuel Control Unit	4	Fuel Control Unit	2	Fuel Control Unit	2	Fuel Control Unit	2
Fuel Solenoid Valve	4	Fuel Solenoid Valve	5	Fuel Solenoid Valve	2	Fuel Solenoid Valve	5
Flow Divider	3.5	Flow Divider Valve	2.5	Flow Divider Valve	2.5	Flow Divider Valve	2.5
Primary Manifold	3.5	Gear/Clutch ModuleStarter	4	Gear/Clutch ModuleStarter	4	Gear/Clutch ModuleStarter	4
Secondary Manifold	3.5	Ignition Unit	2	Ignition Unit	2	Ignition Unit	2
Ignition Unit	3.5	Ignition Lead	2.5	Ignition Lead	2.5	Ignition Lead	2.5
Ignition Lead	5.5	Starter Motor	2	Starter Motor	2	Starter Motor	2
Start Counter	3	Surge Control Valve	2	Surge Control Valve	2	Surge Control Valve	2
Speed Sensor	3	Load Control Valve	2	Load Control Valve	2	Load Control Valve	2
Inlet Temperature Sensor	3	Inlet Temperature Sensor	2	Inlet Temperature Sensor	2	Inlet Temperature Sensor	2
Oil Temp Sensor	3.5	Speed Sensor	2	Speed Sensor	2	Speed Sensor	2
Immersion Thermocouple	4	Inlet Pressure Sensor	1.5	Inlet Pressure Sensor	1.5	Inlet Pressure Sensor	1.5
Lube Pump Assy	6	EGT Sensor	2	EGT Sensor	2	EGT Sensor	2
Oil Level Switch	3	Electronic Control Unit (ECU)	1	Electronic Control Unit (ECU)	1	Electronic Control Unit (ECU)	1
Electronic Control Unit (ECU)	1.5	Lube Pump Assy	4	Lube Pump Assy	4	Lube Pump Assy	4
Generator Pad Seal	10	Deprime Valve Assembly	1.5	Deprime Valve Assembly	1.5	Deprime Valve Assembly	1.5
Fuel Nozzle	8	Air/Oil Cooler	3	Air/Oil Cooler	3	Air/Oil Cooler	3
		Low Oil Pressure Switch	2	Low Oil Pressure Switch	2	Low Oil Pressure Switch	2
		Lube/Generator Filter Delta P Switch	2	Lube/Generator Filter Delta P Switch	2	Lube/Generator Filter Delta P Switch	2
		Oil Level Sensor	2	Oil Level Sensor	2	Oil Level Sensor	2
		Oil Temperature Sensor	2	Oil Temperature Sensor	2	Oil Temperature Sensor	2
		Oil Sump Heater	3				

APU MSP GOLD ALLOWANCES HAWKER

A/C Model	APU Model	APU Removal, Reinstallation & Access (Hrs)	Consumables
Hawker 4000	36-100H2	16	$50.00
Hawker 700	36-100H2	45	$50.00
Hawker 750XP/800XP/ 850XP/900XP	36-150W	110	$50.00

Hawker 700		Hawker 4000		Hawker 750XP/800XP/850XP/900XP	
36-100H2	R+R Lbr Allowance (Hrs)	36-100H2	R+R Lbr Allowance (Hrs)	36-150W	R+R Lbr Allowance (Hrs)
Wiring Harness	40	Ejector Assembly	3	Wiring Harnes	50
Combustor	20	Wiring Harness	6	Fuel control unit	6
Fuel control unit	5	Fuel control unit	3	Fuel Solenoid Valve	6
Fuel shutoff Valve	4	Fuel Shutoff Valve	2	Flow Divider	10
Ingitino Unit	5	Fuel Nozzles	5	Primary Manifold	10
Ignition Lead	5	Flow divider valve	1	Secondary Manifold	10
Surge Valve	5	Primary Manifold	2	Ingition Unit	5.5
Load control Valve (Remotely Located)	2	Secondary Manifold	2	Ignition Lead	6
APU controller (Remotely located)	2	Ignition Unit	2	Load control Valve	3.5
Motion Pickup Transducer	4	Ignition Lead	1	Motion Pickup Transducer	6
Low Oil Pressure switch	5	Starter Motor	4	Immersion Thermocouple	6.5
Immersion Thermocouple	4	Load control Valve	2	Electronic Control unit	1
Hour Meter	3	Low Oil Pressure switch	3	Hour Meter	3.5
Fuel Nozzle	6	Motion Pickup Transducer	1	Low Oil Pressure switch	3
Generator Seal	9	Immersion Thermocouple	1	High Oil Temperature	3.5
		Inlet Air Temperature Sensor	1	Generator Pad Seal	9
		High Oil Temperature	1.5	Fuel Nozzle/s	11
		Hour Meter	1	Oil Pump	5.5
		Oil Pump assy	3	Oil Regulator Valve	3
		Oil Regulator Valve	2		
		Starter Clutch Assy	5		
		Generator Seal	5		
		Surge Valve	2		

*If the Starter was inspected as part of Routine Maintenance (5 hours) and brush damage found which requires repair/ maintenance an additional 2 hours is allowable

*Note: Please check the applicable APU Warranty brochure to confirm specific applicable Warranty terms

Section II:

HTF CLAIM FILING GUIDELINES AND PRODUCT LINE POLICIES

HTF CLAIM FILING INFORMATION

This Section provides instructions for completing and submitting Honeywell MSP and Warranty claims unique to the HTF products.

HTF STANDARD MSP CONTRACT COVERAGE

- Engines enrolled in the Standard MSP program enjoy the following coverage.
- Up to 10 hours troubleshooting
- Parts listed in engine IPC (including consumables, reworked and new)
- Exception: Any item listed in the IPC identified as “customer supplied or customer unit”
- Component repair labor
- Inspection labor for applicable maintenance option:
  - Labor for 4500 Hot Section / 9000 Borescope and Labor for 4800 Hot Section/9600 Borescope
- Rental engine (from Honeywell engine bank at special MSP rates) for qualifying unscheduled and scheduled events
  - **See APIL 23.0 for Rental qualifications**
- Refer to APIL5.0 for authorization guidelines for events such as unscheduled engine removals, internal hot section, compressor, and gearbox entries, etc.

HTF EVENT LABOR ALLOWANCE POLICY

These guidelines detail the Flat Rate Labor Allowances (in hours) applicable to many maintenance activities and repair services performed by Honeywell Channel Partners.

The Channel Partner will be reimbursed up to the hourly allowance noted, multiplied by current Channel Partner agreed upon hourly labor rate.

Important notes:

- Published labor allowances are maximum values. If lesser workscope is required, claim should reflect actual hours invested
- Each allowance includes all labor hours required for that specific action and depth of maintenance
- Within a particular maintenance zone, the individual labor allowances are non-additive
- Engine Access” is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone

Note: All costs incurred by the channel partner which are attributable to either workmanship related problems or the use of discrepant or gray market parts will not be covered by MSP, warranty, or any special program. See APIL2.0 and 3.0 for further details. **Re-Entry Labor : Post Event re-entry labor is included in event labor cap.**

HTF Blisk /Disk Ordering & Cycle Limited Hardware Installation Fee

- Blisks and disks should be ordered “No charge”. Claim will reflect part information only with requested dollars = $0.00, Item Type = AF
- Installation fee for each cycle limited blisks will be claimed at 2% of Honeywell list price

HTF HONEYWELL WARRANTY CLAIM FILING

Channel Partners seeking reimbursement for work performed on engines under new engine warranty and spare part warranty follow a slightly different set of claim filing guidelines than a typical MSP claim:

- Warranty/Special Program claims must include, as applicable, all qualifying information including the date part(s) last procured/installed, vendor from which the removed part was originally procured, engine delivery date, etc.
- Warranty claims will be honored for work accomplished at Honeywell Authorized Channel Partner facilities
- Warranty programs take precedence over the MSP program.

HTF Handling Fee Statement:

A 10% component handling fee is reimbursed for work performed on HTF engines under new engine warranty or spare part warranty. Handling fees are calculated on total acquisition cost of components.

Component handling fees do not apply for parts installed in HTF nacelle.

Component handling fees do not apply for parts installed in Honeywell HTF bank engines.

WARRANTY CLAIMS HTF PRODUCT LINES

	PROGRAM CODE	MSP GOLD	AMOUNT CLAIMED
Parts	A1W, ACW, Special[5]	N/A	Acquisition Cost
Labor (non-LRU)[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor - first 10 hour	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor - over 10 hours[2]	A1W, ACW, Special[5]	N/A	Actual Hours
LRU R&R Labor[1]	A1W, ACW, Special[5]	MSB[6]	Actual Hours
Engine Access Labor[1, 3]	A1W, ACW, Special[5]	MSB[6]	Actual Hours
Engine R&R Labor[1, 3]	A1W, ACW, Special[5]	MSB[6]	Actual Hours
Freight[4]	Not filed on claim	N/A	N/A
Road Trip Expenses	Special[5]	Apply	Special[5]
Engine (IPC) Parts Handling	A1W, ACW, Special[5]	N/A	10% of Acquisition Cost Parts Total
Nacelle (Part25-GKN) Labor & Parts (at Acquisition Cost)	PAHD[5]	N/A	NTE GKN Labor Allowance Table
Nacelle (Part25-GKN) Parts Handling	N/A	N/A	Not Applicable
Unscheduled maintenance adjustment	Does Not Apply		

NOTES:

1. See Labor Allowance Guideline section for published maximum hours. If lesser workscope is required, claim should reflect actual hours worked. Warranty events follow MSP Gold Labor Allowance Guidelines. If work is related to a special program, labor guidelines outlined in special program apply.
2. Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5).
3. Engine R&R requires Honeywell Technical Support concurrence (See APIL 5).
4. Freight should not appear on any claim (See APIL 4) - use Honeywell freight account numbers per APIL 4.
5. "Special" program codes apply when special programs cover expenses associated with event. Refer to related special program for the appropriate special program code and guidelines.

PERIODIC ROUTINE INSPECTION AND UNSCHEDULED MAINTENANCE CLAIMS HTF PRODUCT LINE

	CONTRACT TYPE			
	Program Code	Std MSP	MSP Gold	Amount Claimed
Parts	MSP	Covered	Covered	List Price
Labor (non-LRU & Component Repair) [1]	MSP	Covered	Covered	Actual Hours
Troubleshooting Labor - first 10 hour	MSP	Covered	Covered	Actual Hours
Troubleshooting Labor - over 10 hours[2]	MSB	Not Covered	Covered	Actual Hours
LRU R&R Labor[1]	MSB	Not Covered	Covered	N/A
Engine Access Labor[1, 3]	MSB	Not Covered	Covered	N/A
Engine R&R Labor[3]	MSB	Not Covered	Covered	N/A
Periodic Routine Inspection Labor[4]	MSB	Not Covered	Covered	Flat Rate Allowance
AOG Travel/Logistical Support[5]	MSB	Not Covered	Covered	Actuals
Unscheduled maintenance adjustment	N/A	N/A	N/A	N/A

NOTES:

1. See Labor Allowance Guideline section for published maximum values. If lesser workscope is required, claim should reflect actual hours worked.
2. Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5).
3. "Engine Access" is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone
4. Unscheduled engine R&R requires Honeywell Technical Support concurrence (See APIL 5).
5. See Labor Allowance Guideline section for published flat rate allowance values.
6. "Engine Access" is defined as any/all airframe hardware requiring removal in order to access a particular maintenance zone
7. Pre-approval MUST be granted by MSP Project Mgr. prior to road team being dispatched (See APIL 5).

HTF Service Type Code Descriptions:

HTF SERVICE TYPE	SERVICE TYPE DESCRIPTION
ACCGB	REPAIR ACCESSARY G/B
BSCOPE	BORESCOPE INSPECTIONS
COMPMOD	COMPONENT MODIFICATION
COMPOH	COMPONENT OVERHAUL
COMPRR	COMPONENT REMOVAL & REPLACEMENT
CORE	REPAIR COMPRESSOR, NO SIGN-OFF
CREP	COMPONENT REPAIR
ENGRR	ENGINE REMOVAL & REPLACEMENT
FANGB	REPAIR FAN GEARBOX AREA
FRTURB	REPAIR FRONT END REPAIR & TURBINE, NO SIGN-OFFS
LRU	LINE REPLACEABLE UNIT CHANGE
MISC	MISCELLANEOUS (USED ONLY ON EXCEPTION BA
PRODRET	PRODUCTION RETURNS
PRODRR	PRODUCT REMOVAL & REPLACEMENT, NOT ENGIN
ROU	ROUTINE MAINTENANCE
RP	RENTAL PRODUCT
SB	SERVICE BULLETIN INCORPORATION NOT RELAT
SCZI	9000-9600 BORESCOPE (Scheduled) Borescope-Pass
SCZIC	9000-9600 B'scope + Core Repair (Scheduled) Borescope-Fail
SCZIF	9000-9600 B'scope + Turbine and Core (Scheduled) Borescope-Fail
SCZIT	9000-9600 B'scope + Turbine (Scheduled) Borescope-Fail
SHSI	4500-4800 Borescope (Scheduled) Borescope-Pass
SHSIC	4500-4800 B'scope + Core Repair (Scheduled) Borescope-Fail
SHSIT	4500-4800 B'scope + Turbine Repair (Scheduled) Borescope-Fail
TS	TROUBLE SHOOTING ONLY
TUCO	REPAIR TURBINE & COMPRESSOR, NO SIGN-OFF
TURB	REPAIR TURBINE, NO SIGN-OFFS
UCZI	9000-9600 Borescope (Unscheduled) Borescope-Pass
UCZIC	9000-9600 B'scope + Core Repair (Unscheduled) Borescope-Fail
UCZIF	9000-9600 B'scope + Turbine and Core (Unscheduled) Borescope-Fail
UCZIT	9000-9600 B'scope + Turbine (Unscheduled) Borescope-Fail
UHSI	4500-4800 Borescope (Unscheduled) Borescope-Pass
UHSIC	4500-4800 B'scope + Core Repair (Unscheduled) Borescope-Fail
UHSIT	4500-4800 B'scope + Turbine Repair (Unscheduled) Borescope-Fail

Section III:

HTF LABOR ALLOWANCE GUIDELINES

MSP GOLD: Engine R&R and Routine Inspection Labor Allowances NOTE: Labor covered exclusively by a MSP Gold contract should reflect the program code MSB on the claim.

Routine Inspections with intervals completed simultaneously or separately are claimed at flat rates below. Please refer to applicable technical publication for intervals.

MSP Gold Engine Removal Coverage Guidelines

All unscheduled engine removals **MUST** be done at the recommendation of Honeywell Technical Support and have approval from MSP Administration. A service authorization **MUST** be entered and MSP Administration notified for approval in the Honeywell claims system.

See APIL 5 "Authorizations – Aftermarket Programs" for MSP/WTY engine removal policy (https://aerospace.honeywell.com/)

Troubleshooting guidelines provided by Honeywell Technical Support should be followed for engines with performance issues. Contact Honeywell Technical Support PRIOR to removal of the engine.

Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5)

Note: R&R labor hours are all inclusive (i.e., removing engine from wing, removing hardware, positioning engine onto engine stand, installing rental engine, installing hardware, all tests performed, and all associated administrative costs).

Borescope Inspection = BSI

Exhaust Gas Tempature = EGT

See APIL 23 for Rental Bank engine qualifications for MSP covered engines.

ROUTINE INSPECTIONS	ALLOWANCE
Including SOAP, Igniters & Misc.	5 Hours
Leak Check (if performed) **• Two (2) hours labor is reimbursed to perform a stand alone SOAP sample, fuel filter change and leak check.** **• 2250-2400 hour inspection (including leak check)** **• 10 Hours when performed at combustor change event** **• 20 Hours when performed at stand alone event** **• Refer to HTF Start Nozzle Restoration Guideline Matrix**	2 Hours
ENGINE REMOVAL, REINSTALLATION & ACCESS	**ALLOWANCE**
Major Maintenance (without rental) 65 Hours / 1 R&R	65 Hours / 1 R&R
Heavy Maintenance (with rental) 65 Hours / 2 R&Rs	65 Hours / 2 R&Rs
Consumables Consumable allowance in effect until 12/31/27	*$6000 US
HTF TEST CELL ALLOWANCES	
HTF Non-certified test 47 hours test 80 hours	

TYPE	LABOR DESCRIPTION	LABOR ALLOWANCE	ACCESS LABOR ALLOWANCE
Line	Aft Sump Rosanne Fittings R&R	9.5	2.0
Line	AGB, T/S Bevel Gear Housing R&R	8.5	2.0
Line	AGB, Gearbox Assembly Drive Inserts	1.0	1.0
Line	AGB, Gearbox Assembly Drive Seals	1.0	2.0
Line	AGB, Gearbox Assembly R&R	7.0	4.0
Line	AGB, Shaft, Gearbox Tower	6.0	4.0
Line	ATS R&R	1.5	1.5
Line	ATS Valve R&R	1.5	.5
Line	BSI, Compressor/Cold Section Borescope Inspections	16.0	2.0
Line	BSI, Combustor & Stg 2 HPT or 4 Stg knife & box seal insp	10.0	2.0
Line	BSI, Combustor BSI	5.0	2.0
Line	Compressor Guide Vane (CGV) Actuator R&R	1.0	1.5
Line	Combustor Drain Valve R&R	2.0	1.0
Line	Compressor, Surge Bleed Valve Solenoid Large (left) R&R	1.0	1.5
Line	Compressor, Surge Bleed Valve Large Solenoid (right) R&R	1.0	1.5
Line	Compressor, Surge Bleed Valve Small Solenoid R&R	1.0	1.5
Line	Electronic Control Unit (ECU) A R&R	2.0	1.0
Line	Electronic Control Unit (ECU) B R&R	2.0	1.0
Line	EGT Rake LF R&R	3.5	5.0
Line	EGT Rake RT. R&R	3.5	5.0
Line	Engine Guide Vane (EGV) Assembly R&R	10.0	5.0
Line	Engine Mount Bracket, FWD	5.0	20.0
Line	Engine Mount, Rear Engine Mount Links	4.0	8.0
Line	Engine Mount, Rear Fire Seals	3.0	2.0
Line	Engine Run/Functional/Leak Check	3.0	3.0
Line	Exhaust Centerbody R&R	8.0	4.0
Line	Exhaust Mixer Nozzle R&R	6.0	4.0
Line	Fan Balance	6.0	
Line	Fan Blade R&R	3.0	
Line	Fan Inlet Housing R&R	8.0	3.0
Line	Fan Inlet, T2 Sensor R&R	2.0	1.0
Line	Fan Rotor Housing R&R	8.0	3.0
Line	Fan Rotor R&R	4.0	3.0
Line	Fan Spinner R&R	2.0	
Line	Fan Stator Assembly R&R, Includes All Access (Includes Air Inlet, Spinner, Fan Blades etc.)	20.0	
Line	Fan Stub Shaft R&R	6.0	4.0
Line	Fuel By-Pass Ind. (Mech.) R&R	1.0	1.0
Line	Fuel Dual Function Switch (Temp Fuel By-Pass Ind. (Elect)) R&R	2.0	1.0
Line	Fuel Filter Housing R&R	1.0	1.0
Line	Fuel Filter R&R	1.0	1.0
Line	Fuel Flow Divider Ecology Valve R&R	1.0	1.0
Line	Fuel Flow Meter	1.0	1.0

Continued

TYPE	LABOR DESCRIPTION	LABOR ALLOWANCE	ACCESS LABOR ALLOWANCE
Line	Fuel Heater Oil Cooler R&R	2.0	2.0
Line	Fuel Manifold	5.0	3.0
Line	Fuel Nozzles Main R&R (12ea)	6.0	3.0
Line	Fuel Nozzles Start R&R (4ea)	4.0	3.0
Line	Fuel Pressure Switch R&R	1.0	1.0
Line	Fuel Pump	2.0	1.0
Line	Fuel, HMU R&R	2.0	1.0
Line	Generator	2.0	1.0
Line	Hydraulic Pump	1.0	1.0
Line	Ign Unit R&R	1.0	1.0
Line	Igniter (LH) R&R	1.0	2.0
Line	Igniter (RH) R&R	1.0	2.0
Line	Igniter Lead (LH) R&R	1.0	2.0
Line	Igniter Lead (RH) R&R	1.0	2.0
Line	Igniter Lead and Duct Seal Replacement	5.0	2.0
Line	Inner Aft Fan Bypass Duct Segments R&R	2.0	2.0
Line	Inner Fwd Fan Bypass Duct Segments R&R (8ea)	2.0	2.0
Line	Inner Mid Fan Bypass Duct Segments R&R (6 ea.)	2.0	2.0
Line	Lower Fwd Cowl Door install and adjust	2.0	
Line	Lower Fwd Cowl Door open & close only	1.0	
Line	N1 Compensator R&R	1.0	2.0
Line	N1 Monopole R&R	1.0	1.0
Line	N2 Monopole R&R	1.0	1.0
Line	Oil By-Pass indicator (elect) R&R	1.0	1.0
Line	Oil Debris monitor and housing R&R	1.0	1.0
Line	Oil Filter Assembly R&R	1.0	1.0

TYPE	LABOR DESCRIPTION	LABOR ALLOWANCE	ACCESS LABOR ALLOWANCE	REQUIRES ENG RUN
Line	Oil Filter R&R	1.0	1.0	x
Line	Oil Pressure Adjustment Valve, R&R	1.0	1.0	x
Line	Oil Pressure Transmitter, R&R	1.0	1.0	
Line	Oil Pump Assembly R&R	1.0	6.0	x
Line	Oil Tank Fill Port & Flapper Valve R&R	1.0	1.0	
Line	Oil Tank Pressurization Valve, R&R	1.0	1.0	x
Line	Oil Tank Sight Glass R&R	1.0	1.0	
Line	Oil Temperature Transducer R&R	1.0	1.0	x
Line	Oil, Chip Detector With Zapper R&R	1.0	1.0	x
Line	Oil, Deoil Valve R&R	1.0	1.0	x
Line	Oil, Discard of the Engine Oil Filter Element (1600 engine hours)	1.0	1.0	
Line	Oil, Low Oil Pressure SW/Trans	1.0	1.0	x
Line	Outer AFT Fan Bypass Duct Segments R&R	1.0	3.0	
Line	Outer Fwd Fan Bypass Duct Segments R&R	1.0	3.0	
Line	Over Speed Sheared Detector (OSSD) R&R	13.0	4.0	
Line	PMA R&R	1.0	1.0	
Line	Scheduled Maintenance, Minor Inspection (2250-2400 engine hours)	10.0	3.0	
Line	Scheduled Maintenance, EEI Fault/Download TS	1.0		
Line	T/R Fwd Access Panels R&R	1.0		
Line	T/R Inhibition Switch (2 ea.) R&R	1.0		
Line	T/R Panels, Bonding Check for reinstallation	1.0		
Line	T/R Pivot Door (2 ea.) R&R	1.0	2.0	
Line	T/R Side Access Panels R&R	1.0		
Line	Upper Fwd Cowl Door Panels R&R	1.0	1.0	
Line	Upper Fwd Cowl Door install and adjust	1.0	1.0	
Line	Upper Fwd Cowl Door Small Panels R&R	1.0	1.0	
Line	Vibe Survey	5.0		
Line	Vibe Sensor R&R	1.0	2.0	
Line	Compressor/Water Wash*	6.0	4.0	
Line	Wiring Harness, EBU Harness 1	1.0	2.0	
Line	Wiring Harness, EBU Harness 2	1.0	2.0	
Line	Wiring Harness, GCU R&R	2.0		

*After Access

Continued

TYPE	LABOR DESCRIPTION	LABOR ALLOWANCE	ACCESS LABOR ALLOWANCE
Line	Wiring Harness, W1 R&R	1.0	1.0
Line	Wiring Harness, W10 R&R	1.0	1.0
Line	Wiring Harness, W11 R&R	2.0	1.0
Line	Wiring Harness, W3 R&R	8.0	2.0
Line	Wiring Harness, W4 R&R	1.0	4.0
Line	Wiring Harness, W5 R&R	20.0	2.0
Line	Wiring Harness, W6 R&R	2.0	2.0
Line	Wiring Harness, W7 R&R	3.0	1.0
Line	Wiring Harness, W8 Multiplexer R&R	1.0	1.0
Line	Wiring Harness, W9 R&R	2.0	1.0
MINOR	Scheduled Maintenance, Intermediate Inspection (4500-4800 engine hours) see applicable manual	30.0	
MINOR	Combustor Liner R&R complete R&R + Return to Service (RTS) Runs	120.0	
MINOR	#1 Bearing Housing , R&R	12.0	
MINOR	#1 Bearing, Ball R&R	12.0	
MINOR	#1 Seal Housing, R&R	12.0	
MINOR	#1 Seal, Carbon NO. 1 R&R	12.0	
MINOR	#1 Seal, Rotating Air NO. 1 R&R	12.0	
MINOR	#2 &3 Bearing Housing, R&R	15.0	
MINOR	#2 Bearing, Roller R&R	18.0	
MINOR	#3 Bearing, Ball R&R	15.0	
MINOR	#3 Seal, Carbon NO. 3 R&R	16.0	
MINOR	#3 Seal, Rotating Air NO. 3 R&R	16.0	
MINOR	#4 Seal, Rotating Air NO. 4 R&R	16.0	
MINOR	#4 Bearing, Roller R&R	16.0	
MINOR	#4 Bearing, Seal Assy, Ring NO 4 Bearing R&R #4 Spring Cage, NO 4 Bearing R&R	15.0	
MINOR	#5 Bearing Housing, Roller R&R	15.0	
MINOR	#5 Bearing, Roller R&R	15.0	
MINOR	#5 Seal, Carbon NO. 5 R&R	15.0	
MINOR	BSI, Hot Section Borescope Inspections	12.0	
MINOR	HPT, Nozzle Assembly, 1ST STG HPT R&R	20.0	
MINOR	HPT, Nozzle Assembly, 2 ND STG HPT & Shroud Support R&R	20.0	
MINOR	HPT, Rotor Assembly, 1st Stg HPT R&R	20.0	
MINOR	HPT, Rotor Assembly, 2nd Stg HPT R&R	20.0	
MINOR	HPT, Seal Plate Assembly, Fwd HPT R&R	20.0	
MINOR	HTP, Coupler Assembly, HPT Fwd R&R	20.0	
MINOR	LPT, Stage 1 Nozzle R&R + RTS	25.0	
MINOR	LPT, Module R&R	20.0	
MINOR	LPT, Shaft, Stub R&R	15.0	
MINOR	Seal, Intershaft R&R	15.0	

NOTES:

1. Each amount includes all labor hours required for that specific action and depth of maintenance.
2. Component repairs shall not exceed 20% of then current AS900 catalog list price.
3. Within a particular maintenance action, the labor amounts are non-additive (i.e., to R&R the combustor you must go through the B-Sump, you get 14 hrs not 18 hrs.).
4. Troubleshooting (if necessary) which results in the identification and isolation if a malfunctioning or failed engine unit is allowable up to a maximum of ten (10) hours. This amount may be added to the other Flat Rate Labor Hours, as listed herein.
5. Component repairs shall not exceed 20% of then current Honeywell list price.
6. All LRU times include fault isolation, access, remove, install, and closure.
7. All Inspection times include access, remove, install, and closure as required.
8. Engine R&R labor hours are all inclusive (removing engine from wing, removing hardware, positioning engine onto engine stand, installing rental engine, installing hardware and all tests performed)..

HTF UPDATED START NOZZLE RESTORATION OR REPLACEMENT INSPECTION INTERVAL AS PER ENGINE LMM AND OEM AMM				
ENGINE MODEL	**INSPECTION INTERVAL (ENGINE OPERATING HOURS)**	**S/B REQUIREMENTS**	**ENGINE LMM DATE OF INTERVAL REVISION**	**OEM AMM DATE OF INTERVAL REVISION**
Embraer L450/L500 HTF7500 AS907-3-1E	2250	NONE	FEBRUARY 28TH, 2021	APRIL 29TH, 2019
Gulfstream G280 HTF7250 AS907-2-1G	2400	NONE	MARCH 16TH, 2021	OCTOBER 15TH, 2021
Bombardier CL300 HTF7000 AS907-1-1A	2000/2400	SB 72-9044 COMPLIANCE IS NEEDED FOR THE 2400HR INSPECTION	JANUARY 21ST, 2022	OCTOBER 24TH, 2020
Bombardier CL350 HTF7350 AS907-2-1A	2400	NONE	MARCH 27TH, 2021	OCTOBER 24TH, 2020
Textron/Cessna Longitude HTF7700 AS907-2-1S	2400	NONE	MARCH 27TH, 2021	JANUARY, 2021

Early nozzle restoration or replacement must be approved by MSP prior to beginning work.

*All models except for HTF7500 allow for 100 hour overfly

All Nozzles must be ordered in exchange condition unless authorized otherwise by MSP

- 2250-2400 hour inspection (including leak check)
- 10 Hours when performed at combustor change event
- 20 Hours when performed at stand alone event

HTF TURBINE WORKSCOPE DESCRIPTION	LABOR HR	NOTE
Removal and repair of LPT module on wing for Z-Gap including below tasks:	75	
Remove cowlings		
Reinstall cowlings		
Remove thrust reverser		
Reinstall thrust reverser		
Remove aft bypass duct, mixer nozzle		
Reinstall aft bypass duct, mixer nozzle		
Remove aft sump		
Reinstall aft sump		
Remove LPT group		
Reinstall LPT group		
Disassemble LPT group		
LPT Group balance including reassembly LPT module workscope labor	30	When required
Removal / Repair of LPT module off wing for Z-Gap including below tasks:	60	
Remove engine from yellow engine stand and place engine into vertical position (on nose, or other orientation), or place into a suitable horizontal work stand		
Reinstall engine in yellow engine stand		
Remove aft bypass duct, mixer nozzle		
Reinstall aft bypass duct, mixer nozzle		
Remove aft sump		
Reinstall aft sump		
Remove LPT group, or remove wheels with engine in vertical position		
Reinstall LPT group		
Perform NDT on those components per LMM		
Clean and inspect components per LMM		
Disassemble LPT group		
LPT Group balance including reassembly of LPT module workscope labor	30	When required
Standard Inspections		
LPT2 borescope: Labor hours reviewed based on current inspection criteria	15	
2250/2400 hour inspection of Fuel Nozzles	10	MSP Gold
4500-4800 hour Inspections + Borescope	30	
Hot section entry for failed 2250-2400 to 4500-4800 hour inspections including below tasks:		
Hot section entry to access, remove basic parts, HPT, LPT2 modules and Reassemble	112	
LPT module (Z-Gap) In conjunction with failed 4500-4800, inspection, see applicable manual	14	As required for Z-Gap repair
LPT module, re-assy., balance, teardown, re-assy. (Z-Gap repair)	30	As required for Z-Gap repair
HPT teardown and rebuild: Stand-alone part hours use repair item type “R”	0	
Total Workscope Labor	211	

HTF TOWER SHAFT & #4 BEARING LABOR ALLOWANCE

HTF STAND-ALONE TOWER SHAFT BEARING ALLOWANCE (ON WING)	
Replace Tower Shaft R&R	28 hrs
Remove/Install N1 Monopole	
Remove/Install Mixer Nozzle & Afterbody	
Remove/Install OSSD	
Remove/Install Fan/Blades	
Remove/Install #1 Housing (fan stub shaft)	
Remove/install LRU's	
Remove/Install AGB	
Remove/Install Bevel Gear & Tower Shaft Housing	
Remove/Install Tower Shaft Bearing	
Vibe Survey	
Power Assurance Run	
FPI the Fan, if Required	
Includes Assembly & Trim Balance	
Engine Access	8 hrs
Total	**36 hrs**

HTF STAND-ALONE TOWER SHAFT BEARING ALLOWANCE (ON WING)	
Tower Shaft Bearing & #4 Bearing (see work scopes above)	56 hrs
Vibe Survey	
Power Assurance Run	
FPI the Fan, LPT Shaft and LPT Stub Shaft, if Required	
Includes Assembly & Trim Balance	
Engine Access	38 hrs
Total	**94 hrs**

NUMBER #4 BEARING STAND ALONE ALLOWANCE (ON WING)	
#4 Bearing and Carbon Seal R&R	44 hrs
Remove /Install Top & BTM Cowling	
Remove/Install T/R	
Remove /Install Mixer & Bullet	
Remove/Install OSSD	
Remove/Install Fan Blades and Hub	
Remove/Install #1 Housing	
Remove/Install #2 BRG & #1 BRG oil jet	
Remove/Install Bypass Duct access panels, Gray sheets and Carbon panels	
Remove /Install Pylon access panels to access AFT Eng Strut Mounts	
Remove /Install Hyd lines & 12O'clock fire loo	
Remove/Install LP & HP Bleed ducts	
Lift eng weight to remove/install AFT Strut Mount bolts from eng and pylon side	
Remove/Install AFT Outer Bypass duct with AFT Eng Strut Mounts	
Remove/Install LP cooling tubes and CK valves	
Remove/Install OSSD and EGT rakes for any models with post SB9013	
Remove/Install AFT Oil Sump	
Remove/Install #5 BRG	
Remove/Install LPT Stub Shaft	
Remove/Install LPT Shaft	
Remove/Install LPt Mod	
Remove/Install #4 BRG	
Reseal pylon access panels	
Vibe Survey	
Power Assurance Run	
FPI the Fan, LPT Shaft and LPT Stub Shaft, if Required	
Includes Assembly & Trim Balance	
Engine Access	30 hrs
Total	**74 hrs**

HTF Honeywell Rental Bank Engine Labor Allowance Policy

Unscheduled Maintenance

Note: All **unscheduled** maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

When prior approval is granted by the Honeywell Rental Bank Engine Manager, labor allowances mirror the HTF MSP labor allowance guidelines.

Scheduled Inspections

Note: All scheduled maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

When prior approval is granted by the Honeywell Rental Bank Engine Manager, routine inspection labor mirrors the HTF MSP Gold labor allowance guideline:

Post Rental Inspection and Preservation*

Post rental inspection and preservation does not require prior approval by the Honeywell Rental Bank Engine Manager. Please refer to APIL 6.0 “Honeywell Rental Bank Engine Post Removal Preservation” for complete details on Post Rental Inspection and Preservation Guidelines.

A maximum of 16 hours labor will be reimbursed to Authorized Honeywell Channel Partners through the Honeywell claims filing system. See APIL 6.0 for complete details.

Any labor claimed over and above Post Rental Inspection Labor allowance (including routine inspection labor) requires pre-approval by Honeywell Rental Bank Engine Manager.

***Non-Honeywell Owned Rental Engines:** (subject rental engines are noted with the letter “S”, “T” or “D” at the end of the engine s/n). Post Rental and Preservation Inspection Expenses are Service Center or Operator responsibility. Honeywell ERB coverage not applicable.

Section II:

HTF NACELLE AND THRUST REVERSER PROGRAM GUIDELINES

HTF NACELLE/THRUST REVERSER SYSTEM PROGRAM GUIDELINES

- Honeywell and Authorized Channel Partners supply HTF Engine Nacelle/IPPS Hardware and provide Warranty and Maintenance Plan Administration
- Nacelle Warranty parts will be procured and shipped from Honeywell to Channel Partners and Operators at no charge unless Special Program Guidelines are applicable.
- Freight for nacelle parts shipment is covered under new engine warranty per APIL4.0 freight policy (no claim is filed)

Warranty Eligibility Criteria:

The following information must be provided at the time of PO placement (at time of order) and claim filing:

- Aircraft Delivery Date
- Engine S/N
- Aircraft S/N
- Aircraft time-since new (TSN)

Corrosion Protocol for HTF Thrust Reverser Door & Beam Assemblies

Thrust Reverser Corrosion Commercial Policy Coverage: See Special Program #22 and or #34 (MAPAERO)

Nacelle Warranty Aircraft models include:

AS907-1-1A / HTF7000 Challenger 300
AS907-2-1A / HTF7350 Challenger 350
AS907-2-1G / HTF7250 Gulfstream G280
AS907-3-1E / HTF7500 Embraer Legacy 450/500
Embraer Praetor 500/600

*Honeywell Nacelle coverage does not include Textron HTF7700L Engine model.

Nacelle Warranty Coverage/Claim Information

Warranty terms follow HTF engine coverage of 5 years or 3000 hours

Warranty labor claims will be filed per published labor allowances by HTF Authorized Channe Partners using the Honeywell Electronic Claims System via https://aerospace.honeywell.com/.

Program code = PAHD

Nacelle part Warranty reimbursement at acquisition cost.

Please note program codes provided in Special Programs should be used when complying with a Special Program.

Warranty does not cover corrosion repair/replacement parts for Nacelle

Parts handling fee is not applicable

Warranty Core Returns: Nacelle Warranty Core Return parts should be sent to Honeywell via the current Honeywell Warranty and Core Return process.

HTF MSP WITH NACELLE & THRUST REVERSER				
CONTRACT TYPE				
FAR 25 GKN PART	**HTF MSP WITH NACELLE & THRUST REVERSER**	**HTF MSP GOLD WITH NACELLE & THRUST RE-VERSER**	**HTF MSP GOLD WITH NO ROUTINE LABOR WITH NACELLE & THRUST REVERSER**	**AMOUNT CLAIMED**
Nacelle Parts	Covered	Covered	Covered	List Price
Nacelle Troubleshooting up to 10 hrs (1)	Covered	Covered	Covered	Actual Hours
Nacelle Troubleshooting - 10 + hours (2)	Not Covered	Covered	Not Covered	Actual Hours
Nacelle R&R Labor (1)	Not Covered	Covered	Not Covered	See nacelle labor allowances
Nacelle AOG Travel / Logistical support	Not Covered	Covered	Not Covered	Actuals
Nacelle Unscheduled Maintenance adjustment	Does not apply	Does not apply	Does not apply	Does not apply

1. See Labor Allowance Guideline section for published max hrs. Claim should reflect actual hours
2. Troubleshooting over 10 hours requires Honeywell technical support & msp administration approval

HTF NACELLE ROUTINE INSPECTIONS

1. Nacelle engine mount inspection: 4 hours per Nacelle
2. Nacelle visual inspection: 3 hours per Nacelle
3. TR Zonal inspection: 5 hours per Nacelle

HONEYWELL		HTF NACELLE MSP ESSENTIAL	HTF NACELLE MSP ESSENTIAL - GOLD	HTF NACELLE MSP PREFERRED	HTF NACELLE MSP PREFERRED - GOLD
STANDARD	Scheduled & Unscheduled parts & labor	•	•	•	•
	Consumable Parts	•	•	•	•
	Mapaero conversion	•	•	•	•
	Corrosion repairs	•	•	•	•
	Scrap corrosion coverage	-	-	•	•
	Repairable LRUs supported by SPEX	•	•	•	•
	Non-Repairable LRUs supported by Aftermarket Spares	•	•	•	•
	TR assembly Maintain Integrity	•	•	•	•
	Freight/Shipping parts, excluding corrosion	•	•	•	•
	Service Bulletin - Cat. 1 and 2	•	•	•	•
	Program transferrable at time of sale	•	•	•	•
GOLD	Routine Inspection Labor including engine mount		•		•
	Rental TR assembly		•		•
	AOG 24/7 logistical support		•		•
	Remove & replace LRU labor		•		•
	Troubleshooting & mobile team allowances		•		•

HTF Nacelle MSP Preferred

- Comprehensive nacelle component coverage including regular maintenance and corrosion repair and replacement

HTF Nacelle MSP Essential

- Nacelle component coverage including regular maintenance and corrosion repair
- Includes Mapaero conversion and one spot repair
- Includes five spot repair events on thrust reverser

Note:

- Preferred does provide coverage of replacement parts due to corrosion
- Essential does not provide coverage of replacement parts due to corrosion
- Nacelle special program may apply

Section III:

HTF NACELLE/ THRUST REVERSER LABOR ALLOWANCES

HTF Nacelle

In addition to Warranty Coverage for GKN/Lord Mount hardware, Honeywell MSP now offers HTF Nacelle coverage options for aircrafts with Bombardier, Embraer and Gulfstream HTF engine models.

*Honeywell Nacelle coverage does not include Textron HTF7700L Engine model.

FAR 25GKN PART	DESCRIPTION	LABOR ACTION	HOURLY ALLOWANCE
WBA7160E101 & WBA7160E201*	Inlet Assy	all	9 hrs for all actions below
	Inlet Assy	Repair exhaust wires	1
	Inlet Assy	Repair acoustic mesh	2
	Inlet Assy	Repair exhaust sealant	2
	Inlet Assy	R&R	4
WBA3020G103-005	Anti-ice valve	R&R	See Nacelle LRU Matrix
WBA7151E014-051	Harness Assy, Fire Detect	R&R	See Nacelle LRU Matrix
WBA2911G105-003	Hose Assy, Suction (RH)	R&R	See Nacelle LRU Matrix
WBA3020G107-005	Switch, Dual Pressure	R&R	See Nacelle LRU Matrix
P521A0001-01	Lock, Primary Elec/Hydro	R&R	See Nacelle LRU Matrix
P517A0001-03	Actuator, Pivot Door	R&R	See Nacelle LRU Matrix
P517A0001-04	Actuator, Pivot Door	R&R	See Nacelle LRU Matrix
P517A0001-05	Actuator, Pivot Door	R&R	See Nacelle LRU Matrix
83-990-168	Switch Assy, Stow	R&R	See Nacelle LRU Matrix
83-990-140	Switch Assy, Deploy	R&R	See Nacelle LRU Matrix
P518A0001-00	Unit, Isolation Control	R&R	See Nacelle LRU Matrix
P519A0001-01	Unit, Direction Control	R&R	See Nacelle LRU Matrix

NOTE: Inlet paint re-coat not covered by any Nacelle MSP/Warranty program

HTF NACELLE LRU LABOR ALLOWANCES

CL300-HTF7000	R+R Lbr Allowance (Hrs)	FT	CL350/3500 - HTF7350	R+R Lbr Allowance (Hrs)	FT	Embraer Legacy 450/500 & Praetor 500/600 - HTF7500	R+R Lbr Allowance (Hrs)	FT	Gulfstream G280 - HTF7250	R+R Lbr Allowance (Hrs)	FT
Thermal Anti-Ice Valve	1	3	Thermal Anti-Ice Valve	1	3	Thermal Anti-Ice Valve	1	3	Thermal Anti-Ice Valve	1	3
Thermal Anti-Ice Dual Pressure Switch	3	3	Thermal Anti-Ice Dual Pressure Switch	3	3	Thermal Anti-Ice Dual Pressure Switch	3	3	Thermal Anti-Ice Dual Pressure Switch	3	3
Pivot Door Actuator	4.25		Pivot Door Actuator	4.25		Pivot Door Actuator	4.25		Pivot Door Actuator	4.25	
Isolation Control Unit	1.75		Isolation Control Unit	1.75		Isolation Control Unit	1.75		Isolation Control Unit	1.75	
Directional Control Unit	4.25		Directional Control Unit	4.25		Directional Control Unit	4.25		Directional Control Unit	4.25	
Hydraulic Primary Lock	1		Hydraulic Primary Lock	1		Hydraulic Primary Lock	1		Hydraulic Primary Lock	1	
Electrol Hydraulic Primary Lock	3.25		Electrol Hydraulic Primary Lock	3.25		Electrol Hydraulic Primary Lock	3.25		Electrol Hydraulic Primary Lock	3.25	
IPPS and TR-mounted Wire Harness	4		IPPS and TR-mounted Wire Harness	4		IPPS and TR-mounted Wire Harness	4		IPPS and TR-mounted Wire Harness	4	
Inlet Assembly	4		Inlet Assembly	4		Inlet Assembly	4		Inlet Assembly	4	
Thrust Reverser Assembly	4		Thrust Reverser Assembly	4		Thrust Reverser Assembly	4		Thrust Reverser Assembly	4	
Thrust Reverser Deploy Switch (2ea)	2.25		Thrust Reverser Deploy Switch (2ea)	2.25		Thrust Reverser Deploy Switch (2ea)	2.25		Thrust Reverser Deploy Switch (2ea)	2.25	
Thrust Reverser Stow Switch (4ea)	4.5	2	Thrust Reverser Stow Switch (4ea)	4.5	2	Thrust Reverser Stow Switch (4ea)	4.5	2	Thrust Reverser Stow Switch (4ea)	4.5	2
Thrust Reverser Hydraulic Hoses	1		Thrust Reverser Hydraulic Hoses	1		Thrust Reverser Hydraulic Hoses	1		Thrust Reverser Hydraulic Hoses	1	
Upper and Lower Fan Cowl Doors (RH&LH)	2 each		Upper and Lower Fan Cowl Doors	2 each		Upper and Lower Fan Cowl Doors	2 each		Upper and Lower Fan Cowl Doors	2 each	
Engine Driven Pump Hydraulic Hoses	3		Engine Driven Pump Hydraulic Hoses	3		Engine Driven Pump Hydraulic Hoses	3		Engine Driven Pump Hydraulic Hoses	1	
Fire Detection and Supression System	2		Fire Detection and Supression System	2		Fire Detection and Supression System	2		Fire Detection and Supression System	2	
Fuel Hoses	4		Fuel Hoses	4		Fuel Hoses	4		Fuel Hoses	4	
Generator Cooling Duct	0.5		Generator Cooling Duct	0.5		Generator Cooling Duct	0.5		Generator Cooling Duct	0.5	
Generator Power Cables	1.5		Generator Power Cables	1.5		Generator Power Cables	1.5		Generator Power Cables	1.5	
Engine Mounts	See HTF Labor		Engine Mounts	See HTF Labor		Mount Isolators - Fwd & Aft	See HTF Labor		Engine Mounts	See HTF Labor	
HP and LP Bleed Ducts	2		HP and LP Bleed Ducts	2		HP and LP Bleed Ducts	4		HP and LP Bleed Ducts	2	
Fire Suppression Hardware	1		Fire Suppression Hardware	1		High Pressure Shutoff Valve (HPSOV)	4		Fire Suppression Hardware	1	
						Fire Suppression Hardware	1		Hydraulic Pump	2	
									Remote Oil Level Sensor (ROLS)	2	
									Generator	3	

Section II:

TPE CLAIM FILING GUIDELINES AND PRODUCT LINE POLICIES

TPE CLAIM FILING INFORMATION

This Section provides instructions for completing and submitting Honeywell MSP and Warranty claims unique to the TPE product line.

TPE MSP CONTRACT COVERAGE

TPE engines enrolled in the MSP program enjoy the following coverage.

- Up to 10 hours troubleshooting
- Parts listed in engine IPC (including consumables, reworked and new)
  Exception: Any item listed in the Engine IPC identified as “customer supplied or customer unit”
- Component repair labor
- Labor for hot section, gearbox, and overhaul/CAM inspections
- Rental engine (from Honeywell engine bank at special MSP rates) for qualifying unscheduled and scheduled events
- Unscheduled TPE engine removals, internal TPE hot section entries, compressor entries, and gearbox entry must be pre-authorized by MSP via a Honeywell Service Authorization

Refer to APIL5.0 for authorization guidelines for events such as unscheduled engine removals, internal hot section, compressor, and gearbox entries, etc.

Note: MSP Gold is not offered for the TPE product line. TPE engine and LRU removal and reinstallation labor is not eligible for reimbursement under the TPE Standard MSP contract.

SERVICE CENTER PROGRAM PROCESSING GUIDELINES FOR TPE MSP, MSP/GMP, RENTAL BANK AND WARRANTY ENGINES (REV 01-29-15)

Definition: The following guidelines apply to all MSP, MSP/GMP, Rental, and Warranty as specified below.

- MSP – means engines that are only on the Honeywell MSP program
- Rental – means Honeywell rental engine bank engines
- Warranty Engine – means repairs performed with Honeywell warranty repair approval
- Fair Market value calculation is defined as:

1. Average of two or more aftermarket price quotes, or
2. 50% of Honeywell’s last published list price

Note: For PRES parts usage guidelines see the section labeled Service Program Parts Reclamation Engine Surplus Part Usage Guidelines

The intent of these guidelines is to establish a processing procedure for MSP, MSP/GMP, Rental, and Warranty engines equivalent to engine events for a "retail" or "time and material" customer using market competitive pricing, including use of serviceable parts to reduce the overall event cost.

TPE EVENT LABOR ALLOWANCE POLICY

Published labor allowance tables are found under "Section III: Labor Allowance Guidelines." These guidelines detail the Flat Rate Labor Allowances (in hours) applicable to many maintenance activities and repair services performed on the turboprop engine (TPE).

The Channel Partner will be reimbursed up to the hourly allowance noted, multiplied by their current Channel Partner agreed upon labor rate.

Important notes:

- Published labor allowances are maximum values. If lesser workscope is required, claim should reflect actual hours invested
- Each allowance includes all labor hours required for that specific action and depth of maintenance.
- Within a particular maintenance zone, the individual labor allowances are non-additive

Note: All costs incurred by the channel partner which are attributable to either workmanship related problems or the use of discrepant or gray market parts will not be covered by MSP, warranty, or any special program. See APIL2.0 and 3.0 for further details.

It is important that MSP not be charged for "no charge" items. Under certain circumstances, Honeywell may elect to furnish parts at "no-charge" to Operators under a special program, service bulletin, field evaluation program, or similar situation. Claims submitted for reimbursement for such parts will not be accepted.

Claims for "no-charge" parts must be listed on claim at zero dollars ($0.00), listing serial numbers off and on (if applicable) for traceability purposes.

CHANNEL PARTNER COMPONENT PRICING SALES DISCOUNT

Channel Partner acquisition cost is equal to the net invoice amount (list minus applicable discount).

PERIODIC ROUTINE INSPECTION, SCHEDULED INSPECTION AND UNSCHEDULED MAINTENANCE CLAIMS TPE PRODUCT LINES

	PROGRAM CODE	CONTRACT TYPE STD MSP	MSP GOLD	AMOUNT CLAIMED
Parts	MSP	Covered	N/A	List Price
Labor (non-LRU & Component Repair)[1]	MSP	Covered	N/A	Actual Hours
Troubleshooting Labor - first 10 hour	MSP	Covered	N/A	Actual Hours
Troubleshooting Labor - over 10 hours[2]	Not Covered	Not Covered	N/A	N/A
LRU R&R Labor[1]	Not Covered	Not Covered	N/A	N/A
Engine Access Labor[1]	Not Covered	Not Covered	N/A	N/A
Engine R&R Labor[3]	Not Covered	Not Covered	N/A	N/A
Freight/Shipping	Not Covered	Not Covered	N/A	N/A
Routine Inspection Labor[4]	Not Covered	Not Covered	N/A	N/A
Unscheduled maintenance adjustment	N/A	N/A	N/A	N/A

1. See Labor Allowance Guideline section for published maximum values. If lesser workscope is required, claim should reflect actual hours worked.
2. Troubleshooting exceeding 10 hours is not covered under TPE MSP contract.
3. Unscheduled engine R&R requires Honeywell Technical Support concurrence (See APIL 5).
4. At routine inspection, fuel nozzle removal and replacement (R&R) and clean/flow/test labor is not eligible for MSP reimbursement. Fuel nozzle replacement/exchange (component) is eligible for reimbursement when fuel nozzle does not pass flow test.

MSP policy limits the reimbursement of rotable/repairable components to Honeywell exchange/rework prices regardless of the condition of the component installed in the engine. In other words, if Honeywell offers a component in repaired or refurbished condition (aka “B” condition); MSP requires prior authorization to install new condition hardware.

TPE MSP UNSCHEDULED EVENT GUIDELINES

All unscheduled maintenance actions should include the following pertinent information in the claim and/or authorization notes:

- Why the customer brought the engine in (squawk)
- A brief description of the findings
- Corrective actions taken to resolve the problem

Only **confirmed engine related squawks** are eligible for MSP reimbursement. If troubleshooting does not confirm an engine related problem, the troubleshooting is not reimbursed by MSP.

MSP requires notification and approval via the Honeywell claims system as well as participation from a Honeywell Technical Support Representative before beginning any unscheduled maintenance event which involves the following:

- An entry into either the gearbox, hot section or core section (otherwise known as an “engine entry”)
- Engine removal and replacement

Reference APIL 5.0 at https://aerospace.honeywell.com/ for policy guidelines.

Authorization must be issued for each unscheduled maintenance action and such authorization must be referenced on the MSP claim when submitted for reimbursement.

MSP policy limits the reimbursements of rotable/repairable components to exchange/rework prices regardless of the condition of the component installed in the engine.

Please review APIL 2.0 for parts procurement guidelines.

TPE HONEYWELL WARRANTY CLAIM FILING

Channel Partners seeking reimbursement for work performed on engines under new engine warranty and spare part warranty follow a slightly different set of claim filing guidelines than a typical MSP claim.

- Warranty/Special Program claims must include, as applicable, all qualifying information including the date part(s) last procured/installed, vendor from which the removed part was originally procured, engine delivery date, etc.
- Warranty claims will be honored for work accomplished at Honeywell Authorized Channel Partner facilities
- Warranty programs take precedence over the MSP program
- Warranty information in published warranty brochure for specific TPE engine model takes precedence over general information in this publication

Refer to related special program for the appropriate special program code.

Note: For PRES parts usage guidelines, see the section labeled: Service Program Parts Reclamation Engine Surplus Part Usage Guidelines

TPE Handling Fee Statement:

Component handling fees for warranty work performed on TPE Product Lines and Honeywell bank engines are not available.

WARRANT CLAIMS TPE PRODUCT LINES			
	PROGRAM CODE	**MSP GOLD AND GNLI**	**AMOUNT CLAIMED**
Parts	A1W, ACW, Special[5]	N/A	Acquisition Cost
Labor (non-LRU)[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor - first 10 hour	A1W, ACW, Special[5]	N/A	Actual Hours
Troubleshooting Labor - over 10 hours[2]	A1W, ACW, Special[5]	N/A	Actual Hours
LRU R&R Labor	A1W, ACW, Special[5]	N/A	Actual Hours
Engine Access Labor[1]	A1W, ACW, Special[5]	N/A	Actual Hours
Engine R&R Labor[1, 3]	A1W, ACW, Special[5]	N/A	Actual Hours
Freight[4]	Not filed on claim	N/A	N/A
Road Trip Expenses	N/A	N/A	N/A
Unscheduled maintenance adjustment	Does Not Apply		
Parts Handling	Does Not Apply		

1. See Labor Allowance Guideline section for published maximum hours. If lesser workscope is required, claim should reflect actual hours worked. If work is related to a special program, labor guidelines and contained in special program apply.
2. Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5).
3. Engine R&R requires Honeywell Technical Support concurrence (See APIL 5). Engine R&R Labor reimbursement under warranty is dependent on TPE model. See appropriate TPE model warranty brochure for applicability.
4. Freight should not appear on any claim (See APIL 4) - use Honeywell freight account numbers per guideline if applicable under specific model warranty coverage.
5. “Special” program codes apply when special programs cover expenses associated with event. Refer to related special program for the appropriate special program code.

Section III:

TPE LABOR ALLOWANCE GUIDELINES

TPE331-1 through -12 “Small Block” Engine Unscheduled Labor Allowance

COMPONENT	MAXIMUM HOURS
Engine R&R	Not covered by MSP
Compressor Seal	30
Rear Turbine Seal	11
Propeller Shaft Seal	14
Torque Compensator and Calibrate	2
Beta Tube and Set Flight Idle	1
Tailpipe	Not covered by MSP
ITT Probe Replacement	7

TPE331-1 through -12 “Small Block” Engine WARRANTY LABOR Allowance

Removal and installation labor at posted standard shop rates will be allowed by Honeywell for removal and installation time actually experienced, but not to exceed the allowance listed below.

For any accessory component not specified below, the allowance is actual time not to exceed one-half (.5) hour.

COMPONENT	MAXIMUM HOURS ALLOWED
Engine	53
Compressor Seal	30
Fuel Control/Pump	15
Rear Turbine Seal	11
Propeller Governor	6
Propeller Pitch Control	8
Propeller Shaft Seal	14
Speed Switch	1
Fuel Manifold-Primary	4
Fuel Manifold-Secondary	4
Flow Divider	2
Fuel Pressure Regulator/ Start Module	2
Anti-icing Valve	1

Continued

COMPONENT	MAXIMUM HOURS ALLOWED
Oil Pressure Regulator	1
Oil Pressure Vent Valve	1
Fuel/Oil Heat Exchanger	1
Torque Compensator and Calibrate	2
Beta Tube and Set Flight Idle	1
Tailpipe	6
ITT Probe Replacement	7
E.G.T. Thermocouple Harness	2
TURBINE SCAVENGE PUMP	6
INLET SENSOR	2
IGNITION EXCITER	1
IGNITER PLUG	1
FUEL SHUTOFF VALVE	1
OIL TANK	2
OIL FILTER BYPASS VALVE	1
BETA PRESSURE SWITCH	1
N.T.S. PRESSURE SWITCH	1
COMPENSATING RESISTOR	1
EMISSION CONTROL SOLENOID VALVE	2
FEATHERING VALVE	2
TORQUE TRANSDUCER	1
ANTI-ICE LOCKOUT SOLENOID VALVE	1
TORQUE LIMITER BYPASS VALVE	1
TORQUE AND/OR TEMPERATURE CONTROL	1
P TRANSDUCER	1
SINGLE RED LINE COMPUTER	1
N.T.S. SOLENOID VALVE	1
CHIP DETECTOR/MAGNETIC DRAIN	1

TPE331-14A/B801Y WARRANTY LABOR ALLOWANCE SCHEDULE LRU REPLACEMENT

COMPONENT	MAXIMUM HOURS ALLOWED
Engine R&R	45
Anti-Ice Valve LH	2.5
Anti-Ice Valve RH	1.5
Anti-Ice Pressure Switch	1.0
Auto Ignition Switch	1.0
Beta Pressure Switch	1.0
Compensating Resistor	.5
EGT Harness	2.0
Feather Valve	2.0
Fuel Control	6.0
Flow Divider	2.0
Fuel Nozzles	8.0
Fuel Pump	5.0
Fuel Shutoff Valve	2.0
Gear Scavenge Pump	7.0
Integrated Eng Cont (IEC)	2.5
Ignition Exciter	1.0
Igniter Plug	0.5
Lube Pump	3.0
Monopole Speed Pickup	0.5
NTS Load Arm	1.0
NTS Valve	0.5
Oil Tank	4.0
P2T2 Inlet Sensor	4.0
Prop Governor	3.0
Prop Pitch Control	4.0
RPA Accumulator	1.0
Start Enrich Valve	2.0
T2 Inlet Sensor	3.0
Torque Temp Limiter	2.0
Turbine Scavenge Pump	2.0

MODULE REPLACEMENT

COMPONENT	MAXIMUM HOURS ALLOWED
Combustor Module	19.0
Combustor Module	22.0
Diaphragm Module	5.5
Input Housing Module	18.0
Output Housing Module	4.0
Power Section Module	10.0
Turbine Module	5.0

TPE Honeywell Rental Bank Engine Labor Allowance Policy

Unscheduled Maintenance

All unscheduled maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

Scheduled Inspections

All scheduled maintenance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work if labor requested exceeds post rental inspection labor allowance.

Post Rental Inspection and Preservation

Post rental inspection and preservation does not require prior approval by the Honeywell Rental Bank Engine Manager.

Please refer to APIL 6.0 “Honeywell Rental Bank Engine Post Removal

Preservation for complete details on Post Rental Inspection and Preservation

Guidelines

A maximum of 16 hours of labor will be reimbursed to Authorized Honeywell Channel Partners through the Honeywell claims filing system. See APIL 6.0 for complete details. Any labor claimed over and above Post Rental Inspection Labor allowance (including routine inspection labor) requires pre-approval by Honeywell Rental Bank Engine Manager.

Section II:

CFE CLAIM FILING GUIDELINES AND PRODUCT LINE POLICIES

CFE CLAIM FILING INFORMATION

This Section provides instructions for completing and submitting Honeywell MSP and Warranty claims unique to the CFE product line. CFE coverage is under the MSP program. For the purposes of this document, CSP and MSP terms might be used interchangeably.

Any terms and conditions in active contract agreements between the CFE Company and Channel Partner take precedence over the Service Center Guidebook.

CFE MSP CONTRACT COVERAGE

CFE engines enrolled in the MSP program enjoy the following coverage.

- Up to 10 hours troubleshooting
- Parts listed in engine IPC (including consumables, reworked and new) o Exception: Any item listed in the Engine IPC identified as “customer supplied or customer unit”
- Component repair labor
- Labor for hot section, gearbox, and overhaul/heavy inspections
- Rental engine (from Honeywell engine bank at special MSP rates) for qualifying unscheduled and scheduled events
- Unscheduled CFE removals, internal CFE hot section entries, compressor entries, and gearbox entry must be pre-authorized by MSP (see APIL5.0).

Refer to APIL5.0 for authorization guidelines for events such as unscheduled engine removals, internal hot section, compressor, and gearbox entries, etc

Note: CFE engine and LRU removal and reinstallation labor is not eligible for reimbursement under a Standard MSP contract.

CFE EVENT LABOR ALLOWANCE POLICY

Published labor allowance tables are found under “Section III: Labor Allowance Guidelines.” These guidelines detail the Flat Rate Labor Allowances (in hours) applicable to many maintenance activities and repair services performed on the CFE738 engine. Each table addresses a distinct group of maintenance tasks.

- Scheduled Maintenance Activities and Repair Services
- Engine Component (Non-LRU) Unscheduled Maintenance and Repair Services
- LRU Unscheduled Maintenance and Repair Services (certain charges are only covered by MSP Gold contracts)

The Channel Partner will be reimbursed up to the hourly allowance noted, multiplied by the current Channel Partner agreed upon labor rate for engine mechanics.

Important notes:

- Published labor allowances are maximum values. If lesser workscope is required, claim should reflect actual hours invested
- Each allowance includes all labor hours required for that specific action and depth of maintenance.
- Within a particular maintenance zone, the individual labor allowances are non-additive
- Engine access time is non-additive within a particular maintenance zone. Engine access labor is only covered by MSP Gold and CFE new engine warranty

CFE CHANNEL PARTNER COMPONENT PRICING SALES DISCOUNT

Part and labor are submitted for reimbursement based on the following guidelines:

- Labor is reimbursed per the Service Center agreement for specified rate and labor allowances, or at a reasonable time basis if allowance is not published. Information from Honeywell technical personnel, or authorized service centers, or from similar work scopes are used to efine “reasonable time” allowances
- CFE labor is reimbursed at the CFE Company labor rates as defined in APIL 19.0, “CFE Company MSP & Warranty Reimbursement”
- CFE authorized “Major” and “Heavy” level service centers performing Midpoint and CZI scheduled maintenance events as well as other “Line” level maintenance are reimbursed for maintenance as defined in APIL 19.0, “CFE Company MSP & Warranty Reimbursement”

All unscheduled maintenance actions should include the following pertinent information in the claim notes:

- Why the customer brought the engine in (squawk)
- A brief description of the findings
- Corrective actions taken to resolve the problem

Only confirmed engine related squawks are eligible for MSP reimbursement. If troubleshooting does not confirm an engine related problem, the troubleshooting is not reimbursed by MSP.

It is important that MSP not be charged for **“no charge”** items. Under certain circumstances, Honeywell may elect to furnish parts at “no-charge” to Operators under a special program, service bulletin, field evaluation program, or similar situation. Claims submitted for reimbursement for such parts will not be accepted.

MSP policy limits the reimbursements of rotable/repairable components to Honeywell exchange/ rework prices regardless of the condition of the component installed in the engine. In other words, if Honeywell offers a component in repaired or refurbished condition (aka “B” condition); MSP requires prior authorization to install new condition hardware.

MSP Claim Filing Reimbursement Guidelines:

MINOR, FLIGHT LINE & LINE SERVICE CENTERS		MSP	WARRANTY AND BANK ENGINES
Routine Maintenance and Unscheduled Maintenance such as field events, AOG support & road trips	New Parts	List	List less 5%
	Special Priced New	List	Acquisition Cost
	Rework Parts	List	List less 5%
MAJOR AND HEAVY SERVICE CENTERS		**MSP**	**WARRANTY AND BANK ENGINES**
Routine Maintenance all Hon parts	New Parts	Acquisition Cost	Acquisition Cost
Unscheduled Maintenance such as field events, AOG support & road trips all Hon parts acquisition cost +10%	Special Priced New	Acquisition Cost	Acquisition Cost
Scheduled Maintenance all Hon parts	Rework Parts	Acquisition Cost	Acquisition Cost

UNSCHEDULED MAINTENANCE CLAIMES CFE738			
	PROGRAM CODE	CONTRACT TYPE STD MSP	MSP GOLD
Parts	MSP	Covered	Covered
Labor (non-LRU)[1]	MSP	Covered	Covered
Troubleshooting Labor - first 10 hours	MSP	Covered	Covered
Troubleshooting Labor - over 10 hours[2]	MSB	Not Covered	Covered
LRU R&R Labor[1]	MSB	Not Covered	Covered
Engine Access Labor[1]	MSB	Not Covered	Covered
Engine R&R Labor[1, 3]	MSB	Not Covered	Covered
Unscheduled maintenance adjustment	N/A	N/A	N/A

1. See Labor Allowance Guideline section for published maximum values. If lesser workscope is required, claim should reflect actual hours worked.
2. Troubleshooting exceeding 10 hours requires participation of Honeywell Technical Support and MSP Administration approval (See APIL 5).
3. Unscheduled engine R&R requires Honeywell Technical Support concurrence (See APIL 5).

CFE738 MSP MIDPOINT / CZI CLAIM GUIDELINES

Midpoint and/or CZI labor should not exceed published flat rate allowances. (See "CFE Scheduled Maintenance Actions Flat Rate Labor Allowances" found in Section 3).

Midpoint event labor cap includes all hours for event. Any labor associated with components sent to Honeywell (Phoenix R&O) for rework will be deducted from total event labor.

- Test cell charges are reimbursed only when directed by maintenance manual or pre-approved by Honeywell Technical Support and MSP Claims Administration. Test cell charges are reimbursed over and above event flat rate labor allowance
- All inspections performed during Midpoint/CZI are included in the flat rate labor allowances
- Rework ("R" coding) is defined as the reprocessing of nonconforming material to make it conform to applicable manufacturer's manuals, drawings, specifications, contract requirements or other OEM requirements
- Service bulletin labor should be itemized by service bulletin number, not entered as a lump sum
- Miscellaneous charges should not exceed $1,000 without an explanation in the claim notes
- Proof of Purchase (Invoice) may be requested by MSP Administration for audit purposes at any time

Note: All costs incurred by the channel partner which are attributable to either workmanship related problems or the use of discrepant or gray market parts will not be covered by MSP, warranty, or any special program. See APIL2.0 and 3.0 for further details.

Replacement of Life-Cycle-Fatigue (LLP) Engine Components:

Life-Cycle-Fatigue (LLP) Components are those having a defined service life limit based on the number of Engine Operating Cycles recorded. (Cycle-Life Limited parts/hardware are also used synonymously for LLP components.) The method of counting and recording Engine Cycles shall be in accordance with current Honeywell publications, manuals, service bulletins, information letters and/or other instructions issued from time to time.

The MSP policy regarding replacement of certain LLP Engine Components is as follows:

1. If the remaining service life of any LLP component is sufficient to continue operating to within 50 hours of the next scheduled MPI or to within 100 hours of the next scheduled CZI, as applicable, said LLP part will be reinstalled into the engine. This decision will be based on the current cycle-to-hour ratio in effect at the time and not upon any estimated utilization forecasted to occur in the future.
2. If the remaining service life of any LLP component is not sufficient to continue operating to within 50 hours of the next scheduled MPI or to within 100 hours of the next scheduled CZI, as applicable, said LLP part will not be reinstalled into the engine. **This decision will be based on the current cycle-to-hour ratio in effect at the time and not upon any estimated utilization forecasted to occur in the future.**

Note: The decision to not reinstall an LLP component into a particular engine does not necessarily mean it is automatically scrapped. Depending on the circumstances, including the number of cycles remaining on the removed component and the cycle-to-hour ratio used in the calculations, it is possible the removed LLP component could be used in another engine. For this reason, all removed LLP components must be returned to Honeywell in accordance with the Honeywell partsreturn policy.

Based on the above criteria, when an LLP component is reinstalled into an MSP engine, the Operator and/or Channel Partner personnel having access to the Aircraft and Engine Logbooks should periodically review the flight activity and monitor the cycle consumption rate of these LLP components in relation to said flight hours. A midpoint and/or CZI will be scheduled with sufficient lead time corresponding to anticipated expiration of the cycle life limits. This midpoint/CZI will be conducted without any financial penalty for an early engine entry being incurred by the Operator, if the total cycle life consumed will be within 50 cycles of its published service life limit when received for the midpoint/CZI.

Any exceptions to the above parameters must be approved by MSP Claims Administration prior to performing the engine work.

CFE MSP UNSCHEDULED EVENT GUIDELINES

MSP Claims Administration requires notification and approval via the Honeywell claims system as well as participation from a Honeywell Technical Support Representative before beginning any unscheduled maintenance event which involves the following:

- An entry into either the hot section or core section (otherwise known as an “engine entry”)
- Engine removal and replacement Reference APIL 5.0 at https://aerospace.honeywell.com/ for policy guidelines

Authorization will be issued for each unscheduled maintenance action and such authorization must be referenced on the MSP claim when submitted for reimbursement.

WARRANTY CLAIMS CFE738			
	PROGRAM CODE	**MSP GOLD**	**AMOUNT CLAIMED**
Parts	ACW, Special [5]	N/A	Acquisition Cost
Labor (non-LRU) [1]	ACW, Special [5]	N/A	Actual Hours
Troubleshooting Labor - first 1 hours	ACW, Special [5]	N/A	Actual Hours
Troubleshooting Labor - over 10 hours [2]	ACW, Special [5]	N/A	Actual Hours
LRU R&R Labor [1]	ACW, Special [5]	N/A	Actual Hours
Engine Access Labor [1]	ACW, Special [5]	N/A	Actual Hours
Engine R&R Labor [1, 3]	ACW, Special [5]	N/A	Flat Rate
Freight [4]	Not filed on claim	N/A	N/A
Road Trip Expenses	MSB	Covered	Actuals
Unscheduled maintenance adjustment	Does Not Apply		
PARTS HANDLING	Does Not Apply		

1. See Labor Allowance Guideline section for published maximum hours. If lesser workscope is required, claim should reflect actual hours worked. Warranty events follow MSP Gold Labor Allowance Guidelines. If work is related to a special program, labor guidelines and contained in special program apply.
2. Troubleshooting exceeding 10 hours requires Honeywell Technical Support participation and MSP Administration approval (See APIL 5).
3. Engine R&R requires Honeywell Technical Support concurrence (See APIL 5).
4. Freight should not appear on any claim (See APIL 4) - use Honeywell freight account numbers per guideline.
5. “Special” program codes apply when special programs cover expenses associated with event. Refer to related special program for the appropriate special program code.

Section III:

CFE LABOR ALLOWANCE GUIDELINES

MSP GOLD: Routine Inspection Labor Allowances

Note: Labor covered exclusively by a MSP Gold contract should reflect the program code of MSB on the claim. Routine Inspection **(150/200/300/400/600/800/1200/1600)** done simultaneously or separately. Early Routine Periodic Inspection reimbursement requests will be denied. Please refer to applicable technical publication for intervals.

PERIODIC ROUTINE INSPECTION LABOR ALLOWANCES	INDIVIDUAL INTERVAL INSPECTION ALLOWANCE	TOTAL ALLOWANCE INCLUDING ACCESS, ALL INTERVAL SIGNOFFS & LEAK CHECK
200	1	3
200/400	4	7
200/600	1	4
200/400/800	4	11
200/400/600/1200	2	10
200/400/600/1200 NO BORESCOPE		25
200/400/800/1600 WITH BORESCOPE		29.5

Notes:
* One 2-hour leak check is included in "Total Allowance."
Oil Filter p/n 3105867-1 or 3001436-1 is required at routine inspection.
SOAP kit p/n 5836072-4 is only reimbursed when required by LMM.
Fuel Filter kit p/n 351073 is required at 600hr inpsection.

* At the 1200 hr. inspection, MSP authorizes the 1600 hr. Borescope inspection to be complied with along with s/b 75-8006 at time. The 29.5 hour labor allowance at the 1600 hr. inspection will apply. Service bulletin labor should be claimed in addition (if MSP Gold).r

OIL CONTAMINATION FLUSHING PROCEDURE	
STAND ALONE	5 hours
POST MPI or engine R&R	Included in R&R allowance
POST CZI/TEST CELL RUN	No flusing procedure required

MSP GOLD: ENGINE REMOVAL COVERAGE GUIDELINES	
ENGINE REMOVAL, REINSTALLATION & ACCESS	
Major Maintenance (without MSP rental)	80 Hours / 1 R&R
Heavy Maintenance (with rental)	80 Hours / 2 R&Rs
Consumables	$500 U.S.

PERIODIC ROUTINE INSPECTION CLAIMS INTERVAL: 200/400/600/800/1200/1600 CFE738			
	PROGRAM CODE	CONTRACT TYPE STANDARD MSP (MSP)	MSP GOLD (MSPG)
Parts	MSP	Covered	Covered
Labor	MSB	Not Covered	Covered
Unscheduled maintenance adjustment	N/A	Does not Apply	Does not Apply

All **unscheduled** engine removals **MUST** be done at the recommendation of Honeywell Technical Support and have approval from MSP Administration. A service authorization **MUST** be entered and MSP Administration notified for approval in the Honeywell claims system.

- See APIL 5 "Authorizations – Aftermarket Programs" for MSP/WTY engine removal policy (https://aerospace.honeywell.com/)
- Troubleshooting guidelines provided by Honeywell Technical Support should be followed for engines with performance issues. Contact a Honeywell CSE or FSE PRIOR to removal of the engine.
- R&R's with or without a rental engine will be reimbursed at the applicable workscope labor allowance multiplied by the posted shop labor rate
- All R&R's will be reimbursed a flat rate allowance for consumables

Note: R&R labor hours are all inclusive (i.e., removing engine from wing, removing hardware, positioning engine onto engine stand, installing rental engine, installing hardware, all tests performed, and all associated administrative costs).

Note: See APIL 23 for Rental Bank engine qualifications for MSP covered engines.

SHOULD ABOVE GUIDELINES **NOT** BE FOLLOWED, MSP GOLD COVERAGE MAY BE DISALLOWED.

CFE MSP Gold - LABOR ALLOWANCES - LRU & Components

Note: Labor covered exclusively by a MSP Gold contract should reflect the **program code of MSB** on the claim.

LINE REPLACEABLE UNITS (LRUs):

As defi ed in the MSP contract, LRUs are components supplied by or through Honeywell, as referenced in the Engine Illustrated Parts Catalog, which may normally be removed and replaced without the disassembly of any of the primary rotating components of the Engine. Line Replaceable Units are as follows:

CFE MSP GOLD – LABOR ALLOWANCES – LRU

MAINTENANCE ACTION	R&R HOURS		
Afterbodies & Greysheets	17	Airframe	access only* - Ref S/B 73-8003
Alternator	1	Airframe	access only*
Alternator Duct	.5	Airframe	access only*
Breather Pad Carbon Seal	.5		
Chip Detector	.5		
Composite Panels	1		
Engine Cowling	1	Airframe	access only* - for 2 people, 1hr total
FADEC	1		
Fan Spinner	.5		
Fuel Nozzle	1		15 nozzle per engine
Fuel Flowmeter	1		
Fuel Injectors (set)	4		
Fuel Injectors (single)	1		
Fuel Heater Oil Cooler	2		
HMU	5		
HMU Carbon Seal Pad	.5		
Hyd Pump - Aft	.5	Airframe	access only*
Hyd Pump Carbon Seal - Aft	.5	Airframe	access only*
Hyd Pump - Forward	.5	Airframe	access only*
Hyd Pump Carbon Seal - Forward	.5	Airframe	access only*
Ignition Unit	.5		
Ignition Lead	1		
Ignitors	1		after access 2 per engine
Inlet (Intake)	4	Airframe	access only*
N1 Monopole & Gasket	1		
Oil Filter/Regulator Adapter Assy	1		
Oil Pump	3		after access
Oil Pump Splitline Gasket	1		after access
Start Bleed Valve	2		after access
Start Bleed Valve Actuator	2		after access
Air Turbine Starter	1	Airframe	access only*
Starter Pad	.5		QAD - access only
Starter Pad Carbon Seal	.5		after access
Tailpipe/Mixer	1		after access
VG Actuator	3		after access
Service Bulletins			
S/B 72-8017	1		
S/B 72-8030	8		
S/B 72-8036	4		after access - borescope

NOTES:

1. Each amount includes all labor hours required for that specific action and depth of maintenance
2. Access time is non-additive. Within a particular maintenance action, the labor amounts are non-additive.
3. Component repairs shall not exceed 20% of then current CFE COMPANY catalog list price.
4. Access Time and R & R Labor Hours are covered only by MSP Gold.
5. Labor hours stated above are maximum values. If lesser workscope is required, claim should reflect actual hours worked

*** Air Turbine Starter & Engine Mount along with other airframe items and are not covered by MSP**

Honeywell does not reimburse for optional service bulletins under MSP Gold (or New Engine Warranty). Nor does Honeywell reimburse for airframe access labor associated with optional service bulletins under MSP Gold (or New Engine Warranty).

CFE Scheduled Midpoint Flat Rate Labor Allowance

MAINTENANCE ACTION	LABOR CAP HOURS
Major Periodic Inspection/ Midpoint	322 hours

NOTES:

1. Labor allowance for major periodic inspection/midpoint includes known Service Bulletin and Special Inspection requirements as of the date of this publication.
2. Allowances are per engine including rejects/multiple tests. Engines requiring multiple tests due to performance or material defects (excluding workmanship) will be reviewed on a case by case basis and the associated test cell costs will be agreed upon by both parties.
3. Major Periodic Inspection/ Midpoint event labor cap includes all hours for event. Any labor associated with components sent to Honeywell (Phoenix R&O) for rework will be deducted from total event labor.
4. Component repairs shall not exceed 20% of catalog list price.
5. LP Turbine Section: If the following assemblies are claimed at MPI (3050526-X, 3050509-X & 3057111-X), and rework is accomplished at Honeywell R&O, deduct 3.3 hours per assy from MPI labor NTE amount.
6. HP Turbine Section: If the following assemblies are claimed at MPI (6083T73GXX – Rotor and 5087TG42XX - Stator), and rework is accomplished at Honeywell R&O, deduct 64 hrs from MPI labor NTE amount.

CFE Flat Rate Labor Allowance for Non-LRU Engine Components Unscheduled Maintenance Actions

MAINTENANCE ACTION	FLAT RATE LABOR HOURS
Accessory Gearbox R&R	6
#1 Seal R&R	4
#3 Bearing and Seal R&R	8
#4 Bearing and Seal R&R	12
#4.5 Seal R&R	8
#5 Seal R&R	4
A-Sump Maintenance	8
B-Sump R&R	6
Combustor R&R	14
Spinner R&R	1
Fan Assembly R&R	1
Fan Inlet R&R	8
Bypass Stator R&R	6
Engine Harness R&R	4
LP Turbine Section	15
HP Turbine Section	80
Troubleshooting	10

NOTES:

1. Each amount includes all labor hours required for that specific maintenance action and depth of maintenance.
2. Within a particular maintenance action, the labor amounts are non-additive (i.e., to R&R the combustor, the B-Sump is accessed, allowance is 14 hours, not 20 hours.).
3. Troubleshooting (if necessary) which results in the identification and isolation of a malfunctioning or failed engine unit is allowable up to a maximum of ten (10) hours. This amount may be added to the other Flat Rate Labor Hours, as listed herein, as appropriate.
4. The labor hour caps are good faith estimates only. Any changes made will be published in this service center guidebook.
5. *LP Turbine Section: If the following assemblies are claimed at MPI (3050526-X, 3050509-X & 3057111-X), and rework is accomplished at Honeywell R&O, deduct 3.3 hours per assy from MPI labor NTE amount.
6. HP Turbine Section: If the following assemblies are claimed at MPI (6083T73GXX – Rotor & 5087TG42XX - Stator), and rework is accomplished at Honeywell R&O, deduct 64 hrs from MPI labor NTE amount.

CFE Flat Rate Labor Allowances Unscheduled Maintenance Actions

MAINTENANCE ACTION	FLAT RATE LABOR HOURS
Engine Left/Right Converstion (*)	6
Outer Ducts (Remove and Replace)	3
Line Replacement Units (average time for R&R) (*) (MSP Gold contracts Only)	See LRU Labor Allowance Table
Thrust Reverser (Remove and Replace) (*) (MSP Gold contracts Only)	6
Service Bulletins	Refer to S/B
Fan Balance (if both engines done at same event = 3 hours)	3
Power Assurance Run	3
Leak Check -or- Functional Test -or- Engine Run	2
Borescope - Outside of scheduled routine inspection	4
Vibe Survey	4

NOTE: CFE engines do not routinely require a vibe survey – vibe survey only necessary when replacing fan rotor assembly, fan disc, or fan blades.
The (*) denotes the time required “after access to the affected area”.

CFE Honeywell Rental Bank Engine Labor Allowance Policy

Unscheduled Maintenance

Note: All unscheduled maintenance should be pre-approved via a Honeywell service authorization by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work, exception routine maintenance authorization not required.

When prior approval is granted by the Honeywell Rental Bank Engine Manager, labor allowances mirror the CFE labor allowance guidelines.

Scheduled Inspections

Note: All scheduled maintenance over and above post rental inspection labor allowance should be pre-approved via the Honeywell claims authorization system by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

When prior approval is granted by the Honeywell Rental Bank Engine Manager, routine inspection labor mirrors the CFE Gold labor allowance guideline:

Post Rental Inspection and Preservation

Post rental inspection and preservation does not require prior approval by the Honeywell Rental Bank Engine Manager. Please refer to APIL 6.0 “Honeywell Rental Bank Engine Post Removal Preservation” for complete details on Post Rental Inspection and Preservation Guidelines. A maximum of 16 hours of labor will be reimbursed to Authorized Honeywell Channel Partners through the Honeywell claims filing system. See APIL 6.0 for complete details.

Any labor claimed over and above Post Rental Inspection Labor allowance (including routine inspection labor) requires pre-approval by Honeywell Rental Bank Engine Manager.

Note: All unscheduled maintenance should be pre-approved via a Honeywell service authorization by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

Scheduled Inspections

Note: All scheduled maintenance should be pre-approved via a Honeywell service authorization by the appropriate Honeywell Rental Bank Engine Manager prior to beginning work.

Post Rental Inspection and Preservation

Post rental inspection and preservation does not require prior approval by the Honeywell Rental Bank Engine Manager. Please refer to APIL 6.0 “Honeywell Rental Bank Engine Post Removal Preservation” for complete details on Post Rental Inspection and Preservation Guidelines. A maximum of 16 hours of labor will be reimbursed to Authorized Honeywell Channel Partners through the Honeywell claims filing system. See APIL 6.0 for complete details.

Any labor claimed over and above Post Rental Inspection Labor allowance (including routine inspection labor) requires pre-approval by Honeywell Rental Bank Engine Manager.

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N61-2015-000-006 I11/22
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