



MFR	MODEL	ENGINE COMMENTS: COST-PER-HOUR PROGRAMS
CFE	CFE738	A very long time and difficult time getting answers for transferring the current program to us.
GE	CF34	I'm still young in the program, but so far it has run smoothly and the support has been outstanding.
GE	CF34	N/A
GE	CF34	Pricey
GE	CF34	JSSI
GE	CF34	On-Point seems to be the way to go with GE engines. Smart Parts for engines is an OK alternative but lacks some critical issues.
GE/Snecma	CFM56	Very costly for what you receive
Honeywell	HTF7000	MSP, nothing more to say
Honeywell	T53 turboshaft	I have no data at this moment.
Honeywell	TFE731	Reasonable for the engines but ridiculous for an older APU. APU costs went up more than 25% in one year.
Honeywell	TFE731	As an operator you pay a lot of money for each flown hour and when it comes to a MSP replacement of a part the operator first has to pay for the part and afterwards it can be claimed. In my opinion this is strange.
Honeywell	TFE731	Excellent
Honeywell	TFE731	A little bit high. Each year they increase the cost more than we expect.
Honeywell	TFE731	Excellent
Honeywell	TFE731	N/A
Honeywell	TFE731	Based on today's economy it is fair.
Honeywell	TFE731	Good
Honeywell	TFE731	Way too expensive but great coverage.
Honeywell	TFE731	Reasonable
Honeywell	TFE731	MSP usage reporting has drastically improved.
Honeywell	TFE731	Reporting used not user-friendly via Web site.
Honeywell	TFE731	Expensive
Honeywell	TFE731	Adequate
Honeywell	TFE731	OK
Honeywell	TFE731	JSSI
Honeywell	TFE731	Very high cost
Honeywell	TFE731	None
Honeywell	TFE731	Getting higher all the time
Honeywell	TFE731	MSP Gold program has been very beneficial. I recommend it.
Honeywell	TFE731	We use JSSI.
Honeywell	TFE731	Not subscribed to.
Honeywell	TFE731	Seems to get higher each year. Factory needs to watch this closely.
Honeywell	TFE731	MSP is getting more expensive as the aircraft gets older.
Honeywell	TFE731	Expensive
Honeywell	TFE731	Excellent
Honeywell	TFE731	300
Honeywell	TFE731	High
Honeywell	TFE731	Honeywell can improve the costs; they will need to create SBs to standardize known problematic issues. They just don't want to. This keeps the problem on them and the rising prices on the operators.
Honeywell	TFE731	Good
Honeywell	TFE731	Yes, MSP. No issues.



MFR	MODEL	ENGINE COMMENTS: COST-PER-HOUR PROGRAMS
Honeywell	TFE731	They are almost a must to keep a reliable flight schedule.
Honeywell	TFE731	Good
Honeywell	TFE731	Too expensive
Honeywell	TFE731	Pay now or pay later.
Honeywell	TFE731	MSP is overly expensive but a necessary evil.
Honeywell	TFE731	It is too expensive
Honeywell	TPE331 turboprop	Good
P&WC	JT15D	OK
P&WC	JT15D	I have no data at this moment.
P&WC	JT15D	N/A
P&WC	JT15D	Don't have but they are expensive with our hourly usage.
P&WC	JT15D	Not needed for the JT15
P&WC	JT15D	OK
P&WC	PT6A turboprop	Fair
P&WC	PT6A turboprop	N/A
P&WC	PT6A turboprop	Don't use
P&WC	PT6A turboprop	Good
P&WC	PT6A turboprop	Don't have a program that works for owner-pilots that fly 100 to 200 hours a year and that makes financial sense.
P&WC	PT6A turboprop	Not needed
P&WC	PT6A turboprop	Good
P&WC	PT6T/B/C turboshaft	N/A
P&WC	PW200 turboshaft	OK
P&WC	PW300 series	Very good
P&WC	PW300 series	Good program
P&WC	PW300 series	Fair
P&WC	PW300 series	Quite expensive compared to MSP. P&WC is hard to deal with on contracts. They assume you will be using their program, and are extremely unwilling to throw in anything with their program (like manual subscriptions, which should be included).
P&WC	PW300 series	ESP Gold is an excellent program.
P&WC	PW300 series	Good
P&WC	PW300 series	Good
P&WC	PW300 series	Little expensive
P&WC	PW300 series	OK
P&WC	PW300 series	OK, but reporting program in the dark ages.
P&WC	PW500 series	Fair
P&WC	PW500 series	Fair
P&WC	PW500 series	Good value for the operator who is in it for the long haul.
P&WC	PW500 series	N/A
P&WC	PW500 series	Fair
P&WC	PW600 series	Too expensive
Rolls-Royce	250 turboshaft	Good
Rolls-Royce	250 turboshaft	Don't have; usage too low.
Rolls-Royce	250 turboshaft	Good



MFR	MODEL	ENGINE COMMENTS: COST-PER-HOUR PROGRAMS
Rolls-Royce	250 turboshaft	No comment
Rolls-Royce	AE3007	OK
Rolls-Royce	AE3007	Good
Rolls-Royce	AE3007	OK
Rolls-Royce	AE3007	Good
Rolls-Royce	AE3007	When your AE3007A engine is on condition the cost can become steep at a moment's notice. Corporate Care is a must-have for the engine.
Rolls-Royce	AE3007	The fixed-rate maintenance is affordable and covers everything for us without hassle.
Rolls-Royce	AE3007	High
Rolls-Royce	AE3007	Very pleased to be involved
Rolls-Royce	AE3007	Very good
Rolls-Royce	AE3007	Cost is average and goes up a little every year. No problems.
Rolls-Royce Deutschland	BR700 series	OK
Rolls-Royce Deutschland	BR700 series	Corporate Care
Rolls-Royce Deutschland	BR700 series	Customers being driven to RRCC by business practices.
Rolls-Royce Deutschland	BR700 series	Corporate Care is confusing, difficult to update engine times and we still don't have reliable engine trend monitoring.
Rolls-Royce Deutschland	BR700 series	Corp. Care is a joke. Way overpriced and Rolls covers only the bare bones minimum while finding a way to increase prices every year. Last year after the worst year aviation has seen in decades they managed to raise prices.
Rolls-Royce Deutschland	BR700 series	Good but expensive
Rolls-Royce Deutschland	BR700 series	Very valuable for the overall value of the airplane.
Rolls-Royce Deutschland	BR700 series	Expensive
Rolls-Royce Deutschland	Tay	Good
Rolls-Royce Deutschland	Tay	Expensive
Rolls-Royce Deutschland	Tay	Good
Rolls-Royce Deutschland	Tay	Average
Turbomeca	(all models)	Necessary but expensive
Turbomeca	(all models)	Bad
Turbomeca	(all models)	Average
Turbomeca	(all models)	Good program
Williams	FJ44	We have had some issues with bills for hours not paid from years past and then charges that had been resolved showing up again later.
Williams	FJ44	Good
Williams	FJ44	Too expensive
Williams	FJ44	OK
Williams	FJ44	Good