



MFR	MODEL	ENGINE COMMENTS: COST OF PARTS
CFE	CFE738	Very expensive
CFE	CFE738	Outrageous
CFE	CFE738	We are just acquiring this aircraft, so our experience has been limited.
GE	CF34	Mostly reasonable
GE	CF34	High
GE	CF34	Typical
GE	CF34	Expensive!
GE/Snecma	CFM56	Expensive
Honeywell	T53 turboshaft	List price +5%
Honeywell	TFE731	Thank you MSP. One aircraft operated without MSP and parts costs are so outrageous that they would force MSP enrollment.
Honeywell	TFE731	N/A
Honeywell	TFE731	Warranty
Honeywell	TFE731	High
Honeywell	TFE731	None
Honeywell	TFE731	Not applicable for me. I have an MSP Gold program.
Honeywell	TFE731	MSP Gold
Honeywell	TFE731	Could be better
Honeywell	TFE731	Under MSP Gold program.
Honeywell	TFE731	Fair. Most covered by MSP Gold.
Honeywell	TFE731	Depends on what it is; some things are higher than other parts
Honeywell	TFE731	On MSP program
Honeywell	TFE731	All right
Honeywell	TFE731	High
Honeywell	TFE731	Covered by program
Honeywell	TFE731	We have not purchased any; in this aspect MSP Gold is a marvel.
Honeywell	TFE731	On MSP
Honeywell	TFE731	Too expensive
Honeywell	TFE731	Expensive
Honeywell	TFE731	Maintenance service plan (MSP)
Honeywell	TFE731	High
Honeywell	TFE731	Good
Honeywell	TFE731	High
Honeywell	TFE731	MSP
Honeywell	TFE731	Good
Honeywell	TFE731	Not used yet
Honeywell	TFE731	Could be better
Honeywell	TFE731	No issues
Honeywell	TFE731	Good
Honeywell	TFE731	Expensive
Honeywell	TFE731	High
Honeywell	TFE731	Expensive, without MSP it would be very difficult for us.
Honeywell	TPE331 turboprop	Better than jet engines.



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Honeywell	TPE331 turboprop	Makes you think a 731 might be cheaper to operate sometimes.
Honeywell	TPE331 turboprop	Good
P&WC	JT15D	Expensive
P&WC	JT15D	Too much
P&WC	JT15D	OK
P&WC	JT15D	Average
P&WC	JT15D	OK
P&WC	JT15D	Need to be lower on legacy engines.
P&WC	JT15D	Excessive markup
P&WC	PT6A turboprop	Some parts have a price that it looks like they are made of gold.
P&WC	PT6A turboprop	High
P&WC	PT6A turboprop	Expensive
P&WC	PT6A turboprop	Good
P&WC	PT6A turboprop	Fair
P&WC	PT6A turboprop	Reasonable, considering the age of the engines.
P&WC	PT6A turboprop	Good
P&WC	PT6A turboprop	Moderate.
P&WC	PT6A turboprop	Fair
P&WC	PT6A turboprop	Expensive
P&WC	PT6A turboprop	Could be better
P&WC	PT6A turboprop	Average
P&WC	PT6T/B/C turboshaft	High
P&WC	PW200 turboshaft	Regular
P&WC	PW300 series	Good
P&WC	PW300 series	It's an airplane.
P&WC	PW300 series	ESP program so far
P&WC	PW300 series	Very good
P&WC	PW300 series	OK
P&WC	PW300 series	Good
P&WC	PW300 series	All warranty so far
P&WC	PW300 series	ESP Gold program; noncovered parts are a little high.
P&WC	PW500 series	Fair
P&WC	PW500 series	Exceedingly expensive parts cost from Pratt & Whitney—even after commercial support program contribution. Way too expensive.
P&WC	PW500 series	Fair
P&WC	PW500 series	Expensive
P&WC	PW500 series	Typically too expensive for routine parts.
P&WC	PW500 series	No labor support, so what good is a warranted part that should have not needed to be changed?
P&WC	PW500 series	Ridiculously high
P&WC	PW500 series	A little on the high side.
P&WC	PW600 series	Expensive
Rolls-Royce	250 turboshaft	Still unreasonably high from Bell.



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Rolls-Royce	250 turboshaft	Were it not for pressure from PMA holders, the OEM would not have competitive pricing.
Rolls-Royce	250 turboshaft	Good
Rolls-Royce	250 turboshaft	Too much
Rolls-Royce	250 turboshaft	Always high
Rolls-Royce	AE3007	High
Rolls-Royce	AE3007	We don't normally need engine parts.
Rolls-Royce	AE3007	Very good
Rolls-Royce	AE3007	OK
Rolls-Royce	AE3007	Corporate Care airplane.
Rolls-Royce	AE3007	Good
Rolls-Royce	AE3007	Not needed so far
Rolls-Royce Deutschland	BR700 series	Astronomical
Rolls-Royce Deutschland	BR700 series	Outrageous
Rolls-Royce Deutschland	BR700 series	Power by the hour...
Rolls-Royce Deutschland	BR700 series	We have a Corporate Care for our engines, so we pay by the hour.
Rolls-Royce Deutschland	Spey	High, but repaired alternatives to internal components help.
Rolls-Royce Deutschland	Tay	Good
Rolls-Royce Deutschland	Tay	Engines on RR Corporate Care. Monthly payment is high. Very difficult to reach an agreement regarding flight time/year.
Rolls-Royce Deutschland	Tay	Bad
Rolls-Royce Deutschland	Tay	High, partly due to the fact that Rolls does not allow as many alternative repair processes on internal parts, leaving new the only option.
Rolls-Royce Deutschland	Tay	Average
Rolls-Royce Deutschland	Tay	Slightly better than average
Rolls-Royce Deutschland	Tay	Can be over the top.
Turbomeca	(all models)	Still too expensive
Turbomeca	(all models)	Fair
Turbomeca	(all models)	Stunning at times. I'm in the wrong business.
Turbomeca	(all models)	Too high
Turbomeca	(all models)	Average
Turbomeca	(all models)	Too expensive
Turbomeca	(all models)	Very expensive
Williams	FJ44	Covered with TAP Elite
Williams	FJ44	OK
Williams	FJ44	Good