

HONEYWELL **BOMBARDIER GCC UPDATES** **SPRING 2025 - MECHANICAL**

BOMBARDIER OEM

Advisory Board Topics Update



HTF Thrust Reverser – Mapaero Coating

Special Topic - Upcoming Agenda Item

- Process improvements and reduced variation.
- Eliminate complete strip and recoating with a focus on making repair options available in-shop or on-wing
 - RS-478 Rev H localized topcoat only spray/brush method primer intact – published
 - RS-705 Rev C (BA approval pending) localized primer and topcoat repair for bare metal



HTF Electronic Control Unit (ECU) shortages

- SB released for conversion for the AS907-1-1A ECU. Currently working capacity issues in Tucson, including additional test stands



HTF IGV Arms

- GCC Top 25 issue (RAIL item M1049 – Agenda Item)
- Redesigned hardware under test/evaluation



Thermal Anti-Ice Valve / Pressure Switch

- GCC Que item (Agenda Item M1090)
- Proposed switch redesign under review

Bombardier Advisory Board Meetings

Spring and Fall
(Mar/Apr – Sep/Oct)

Challenger 300 & 600
Global 5000/6000 & 7500



HONEYWELL **DASSAULT GCC UPDATES** **SPRING 2025 - MECHANICAL**

2025 GCC MECHANICAL - DASSAULT



CFE738 Rental Engine Availability (CZI) – Falcon 2000 Classic

- Phx R&O Recovery MOS and leadership monitoring & report out established weekly “say-do” commit on clear to build tracking
- CFE now has test cell priority
- Cross training technicians to improve capability and capacity
- Currently, 15 3rd party leases for CFE engines supporting operators (includes support for non-CZI heavy maintenance and MPI Service)
- Long TATs largely driven by part shortages (70% GE, 30% Honeywell)
- 11 engine completions/shipments out of Honeywell R&O through mid-April 2025 against goal of 4 per month (3 MTD in April 2025)



TFE731-60-1C Rental Engine Availability – Falcon 900

- Inconsistent performance from suppliers increasing TAT on engine repairs at service centers
- Suppliers such as Pacific Piston, Cassavant (casting & forging), Eaton (fuel pumps, seals, hydraulic systems, electrical power systems), NHBB (bearings) are chronically past due on shipments to Honeywell
- Key actions in work to recover include purchasing raw material on behalf of suppliers, funding additional shifts, establishing second sources
- ERB no budget for capital acquisition in 2025 - Actively searching for 3rd party assets to either lease or add to the Rental Bank



CFE738 Expanded R&O Capability – Turbine Engine Specialists (TES)

- Inducted 26 engines since May 2024
- 2 engines completed and shipped with 2 add'l completions expected June 2025
- Continue to increase RO capability via LRIs (licensing repair instructions) approved by Honeywell
- TES techs to Honeywell R&O for balance training March 2025
- Expect stand alone test cell facility completion Q3 2025
- Test cell approvals Q4 2025



HONEYWELL **EMBRAER GCC UPDATES** **SPRING 2025 - MECHANICAL**

EMBRAER OEM

Embraer EOC Fleet Topics



HTF7500 Engine Rental Bank

- Rental bank has increased to 21 engines currently supporting the fleet. With three additions per year since 2022.
- HON and EMB working together to continue trend additions moving forward.



36-150EMB APU Engine Rental Bank

- HON added two 36-150 APUs to the TES-managed ERB late 2024 for a total of 7 units.
- Two additional APUs added in Q1 2025 for a total pool size to 9 units.
- C&PS working with CBT, EMB, and TES for remaining orders to bring ERB to 12 APUs by YE 2025.



APU Low Oil Pressure Switch PN 3876001-4 (RAIL 1084)

- RCCA identified internal O-ring material needs to be improved, and switch needs to be redesigned to avoid over-torquing.
- New design prototype fabrication and test are ongoing, customer design review (CDR) scheduled for May 2025.
- Production release scheduled for November 2025.

Embraer Executive Operator Conferences March 2025 – Orlando, FL

- Frequency: 1x/Year – Cover all platforms flown within region at each conference.
- Structure: General sessions on platform updates (fleet stats, field issues, RMU's)
- Workshops – customer support & services, maintenance, flight safety.



Phenom 100/300
Legacy 450/500
Praetor 500/600



HONEYWELL **GULFSTREAM GCC UPDATES** **SPRING 2025 - MECHANICAL**

GULFSTREAM OEM

Mechanical – CAB Topics Update



G280 HTF Thrust Reverser – Mapaero Coating

Special Topic - Upcoming Agenda Item

- Eliminate complete strip and recoating with a focus on making on-wing repair options available at customer site or at service center.
- Repair Scheme Touch Up Kits (TUKs) available by May 2025.

G280 HTF V2G Electronic Control Unit (ECU)

Ref. Service Bulletin 76-9014; AD 2023-24-04

- Group A campaign in coordination with Gulfstream thru Jan 2026
 - 64 A/C with Standard Flow compressor
 - 48 A/C have been upgraded (75% complete for group A)
 - Available dates as early as May and June.

G500/600 High Stage Valve

- PN 63216054-5 to -7 upgrade (73% fleet penetration)
- G500: 80 of 116; G600: 91 of 117 – converted

Gulfstream Customer Advisory Board

Spring and Fall (Feb–Aug)

G280

G450/G550

G500/G600

G650/G650ER



HONEYWELL **TEXTRON GCC UPDATES** **SPRING 2025 - MECHANICAL**

TEXTRON OEM

GCC Committee Meeting Topics



HTF7700 Engine

- HTF7700 engine proven to be robust from a safety and operational standpoint; no major In-Service SRDs underway
 - IGV Arm Production/SB release planned before year-end
- ERB Size Increasing
 - ERB size 9 today and growing further in 2026.
- HON Phoenix R&O and CP output increasing and TAT coming down



36-150EMB APU Engine Rental Bank

- HON added two 36-150 APUs to the TES-managed ERB late 2024 for a total of 7 units.
- Two additional APUs added in Q1 2025 for a total pool size to 9 units.
- C&PS working with CBT, TAI, and TES for remaining orders to bring ERB to 12 APUs by YE 2025.



RE-100XL/CS APU

- ERB Availability Increasing
 - RE-100XL ERB Size: 15
 - RE-100CS ERB Size: 12
- HON Phoenix R&O and CP output increasing and TAT coming down
- Continue to incorporate Stiffened Nosecone, P10 Connector, and Spline Adapter [XL only] Service Bulletins

NBAA Tech Committee Meeting
Feb 2025 - Wichita



Citation Longitude/Latitude
Citation CJ4 / CJ3 / M2
Citation Sovereign / XLS

APPENDIX - DASSAULT

3060540-2 FUEL NOZZLE- QPE- 12PCS

Summary

Issues

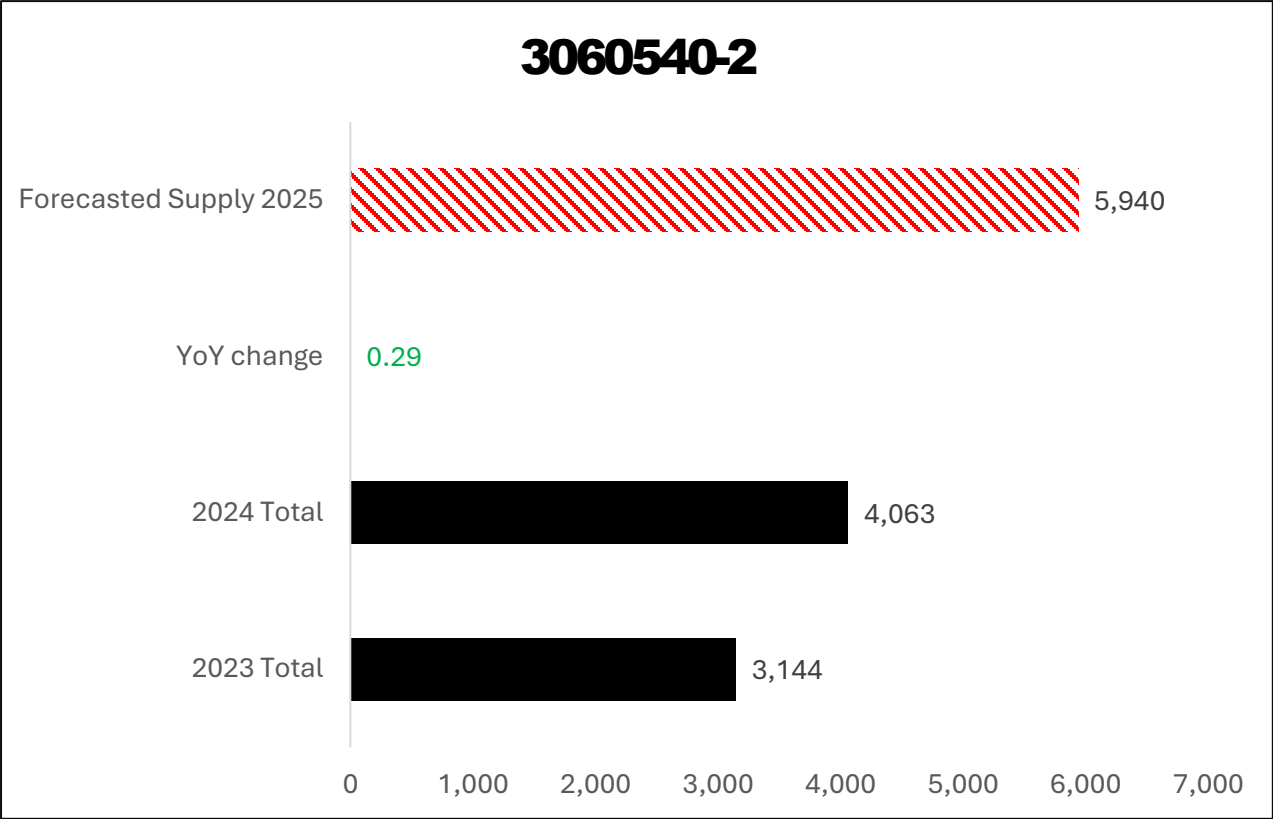
No major issues affect repairs currently.
There are currently 51 engines held for this part.

Highlights

- 29% increase YoY from 2023.
- Based on previous repair rates, expect ~6K in repairs + NEW supply that is being requested.
- Anticipated Go-Green Q3 2025.

Actions

- Complete transfer of repairs from Parker Malaysia to Parker Glendale
- Have customers go through HAT instead of R&O making shipping easier
- Work with supplier (Parker, Malaysia) to get a burndown plan and pull in opportunites- Buyer: N. Ochoa



Material	MRP Element	PD	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
3060540-2	Demand	560	430	430	430	430	430	430	430	430	430	430	430	430
Fuel Nozzle	Actuals		343	443										
	Supply		500	470	470	500	500	500	500	500	500	500	500	500
	Balance	-560	-647	-634	-594	-524	-454	-384	-314	-244	-174	-104	-34	36

3073605-1 HARNESS THERMOCOUPLE- QPE- 1PC

Summary

Issues

Nov-Dec higher than expected fall out in probe quality causing lower shipments.

There are currently 47 engines held for this part.

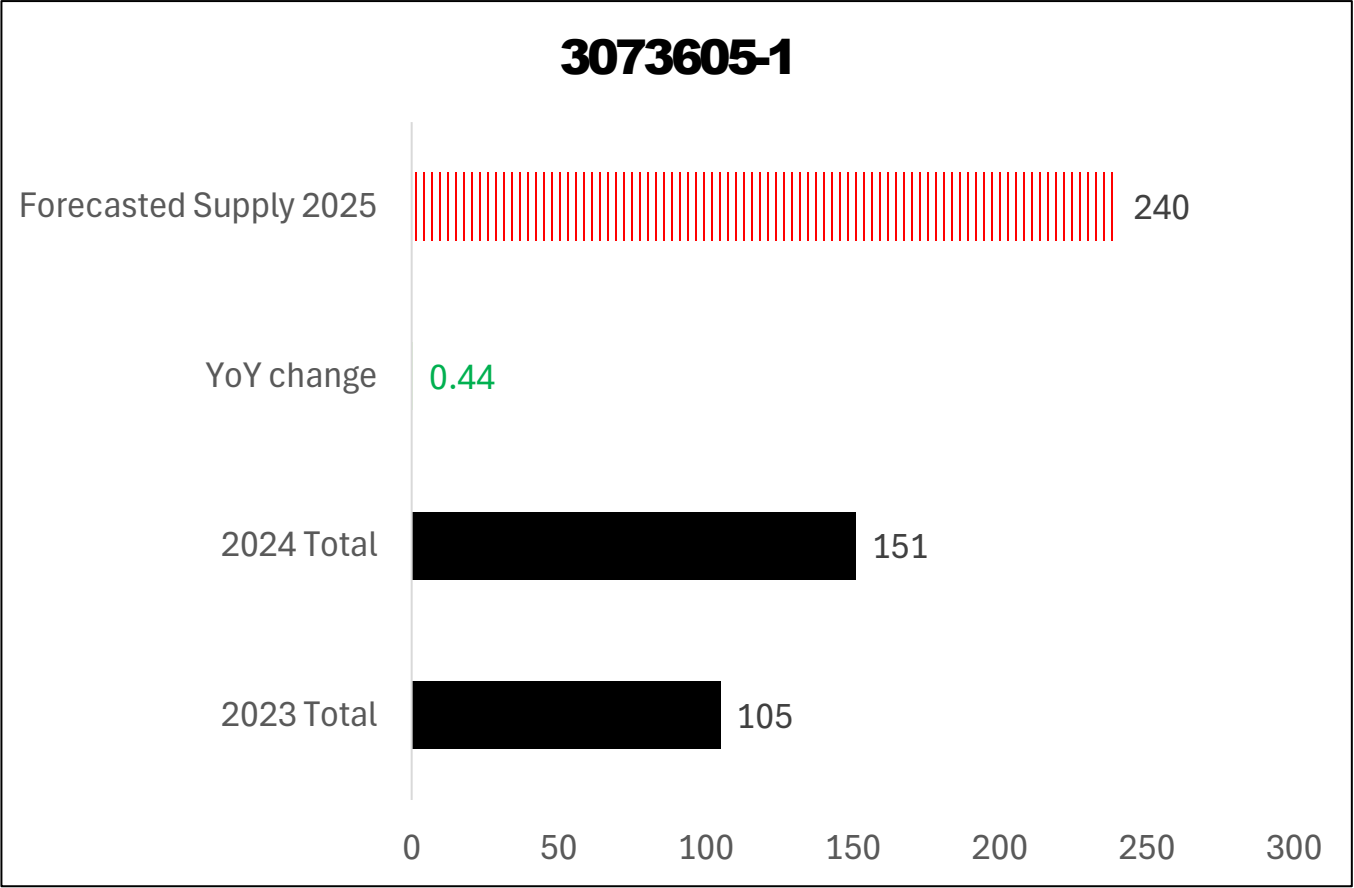
Highlights

44% increase in shipments from 2023.

2025's Must-Do

- Get 2nd source online in 2025
- Work with supplier (**TEMPTRON**) to get a proper burndown plan to clear backlog before 2026-FSR: C. Rogan

Action	Status	Due
Labor	8 positions total to be filled	Apr-25
Line Mapping	Material process flow and Visual Management Implementation	Feb-25
X-Ray Equipment	On-site x-ray equipment will decrease lead time by more than 1 week.	Jan-25
Dual-Source	Cleveland Electric Laboratories in development	Oct-26



Material	MRP Element	PD	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec
3073605-1	Demand	113	18	19	18	19	18	19	18	19	18	19	18	19
Harness Thermocouple	Actuals		10	6										
	Supply		20	20	20	20	20	20	20	20	20	20	20	20
	Balance	-113	-121	-134	-132	-131	-129	-128	-126	-125	-123	-122	-120	-119

3060556-1 HPT BLADES- QPE- 56PCS

Summary

Issues

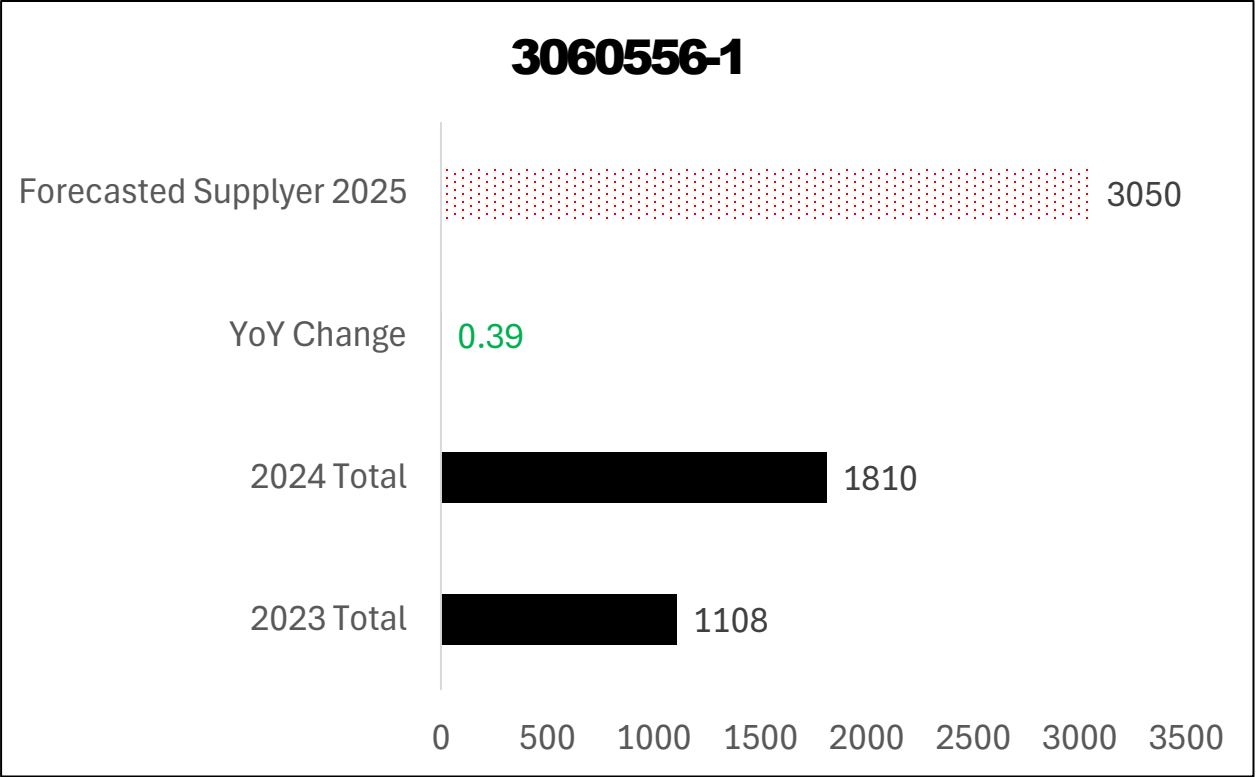
- Engineering and quality issues plagued castings end of Q3 into Q4
- There are currently 2 engines held for this part.

Highlights

- 39% increase YoY from 2023.
- ENG analysis completed end NOV 2024, and parts were released to move to machining supplier CAZ.
- Anticipated Go-Green Q1 2025.

2025's Must-Do

Work with supplier to get a proper burndown plan.



Material	MRP Element	PD	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec
3060556-1	Demand	55	236	180	252	234	217	246	247	227	250	236	203	180
BLADE, TURBINE ROTOR, HP	Actuals		290	136										
	Supply	0	200	300	300	250	250	250	250	250	250	250	250	250
	Balance	-55	-1	-45	3	19	52	56	59	82	82	96	143	213

3074785-8 HPT BLADE- QPE- 62PCS

Summary

Issues

Howmet to resubmit DFAI #1879 this has been holding up production since Nov 2024.

This was to be completed by 12/31 but is currently on hold until after the holidays. This was restarted Week 2.

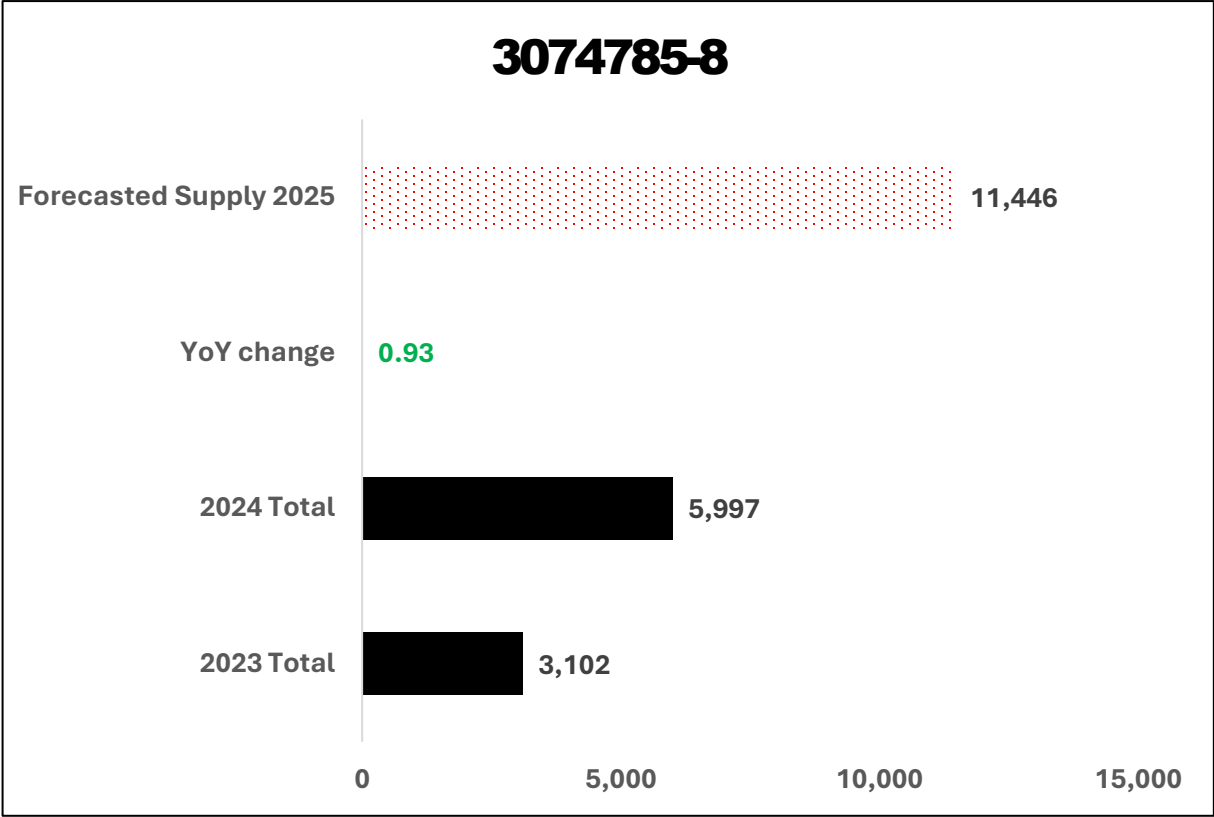
There are currently 10 engines held for this part.

Highlights

- 93% increase in supply from 2023
- Work with supplier to get a proper burndown plan to clear backlog before 2026

2025’s Must-Do

Work with supplier (Honeywell site HCMO) to get a burndown plan to clear backlog before 2026.- Planner: M. Bustillos.



Material	MRP Element	PD	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
3074785-8	Demand	3701	700	700	750	725	725	725	725	725	700	700	700	700
BLADE, HPT	Actuals		124	1259										
	Supply		600	1100	950	1100	950	1100	950	950	950	950	950	950
	Balance	-3701	-4277	-3718	-3518	-3143	-2918	-2543	-2318	-2093	-1843	-1593	-1343	-1093

3060207-19 BUSHING- QPE- 8PCS

Summary

Issues

Lower shipments in 2024 are due to reduced demand and raw material procurement issues
Raw material procurement issues didn't get resolved until late December.

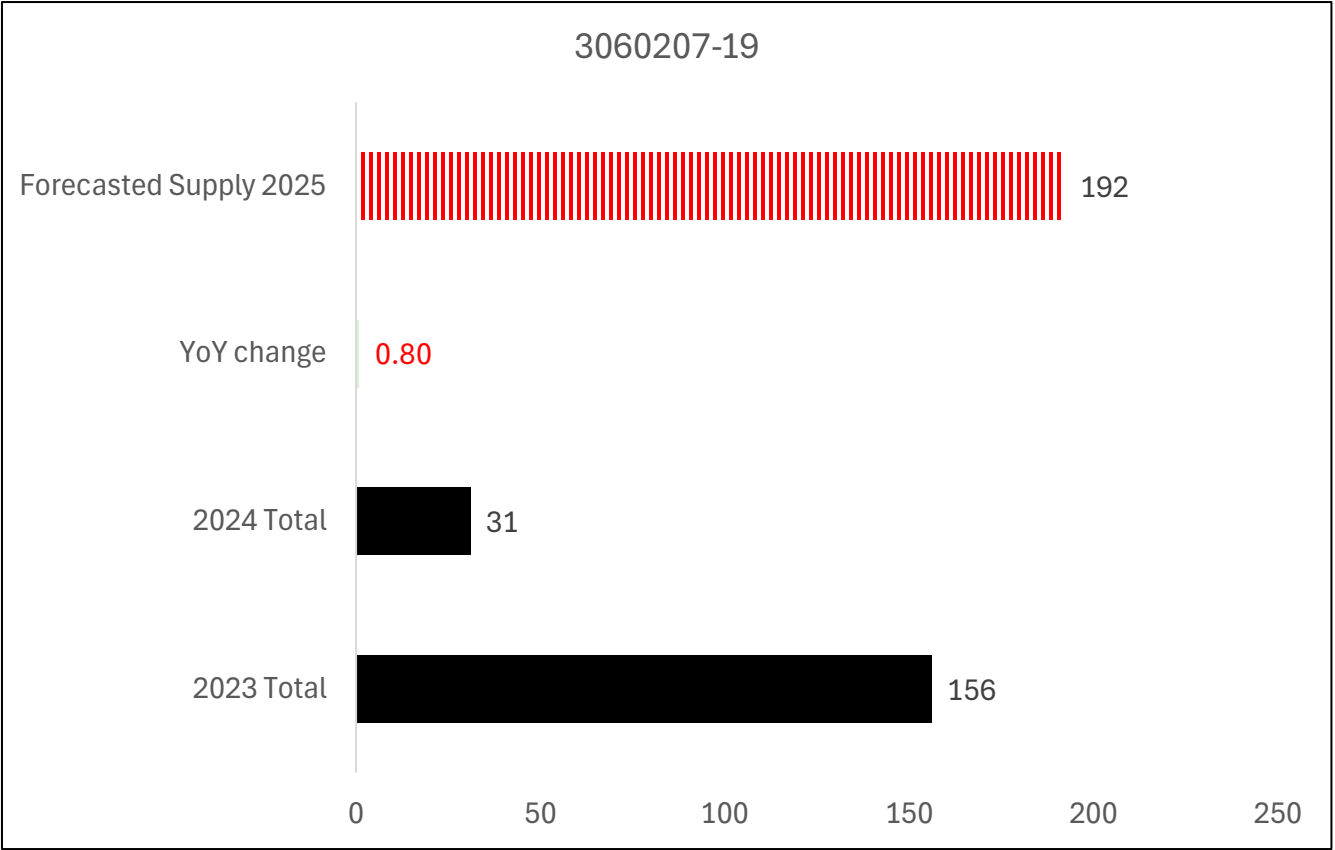
There are currently 5 engines held for this part.

Highlights

Raw materials delivered to supplier early Jan.
Anticipated Go-Green Q2 2025.

2025's Must-Do

- Negotiate long-term contracts with key raw material suppliers.
- Engage in collaborative planning sessions with supplier Nelson Numeric
- Identify potential risks and mitigating action
- Increase supply to stay green 2025



Material	MRP Element	PD	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec
3060207-19	Demand	109	7	7	7	7	7	7	7	7	7	7	7	7
Bushing	Actuals		0	0										
	Supply		0	0	100	0	100	0	0	0	0	0	0	0
	Balance	-109	-116	-123	-30	-37	56	49	42	35	28	21	14	7

3002780-4 VALVE FILTER BYPASS- QPE- 1PC

Summary

Issues

Current issues with casting supplier PCC San Leandro due to pricing negotiations.

Yield issues at supplier **CURTIS WRIGHT** caused <50% usable material for assembly.

- Castings were sent to CW OOT with the expectation they would be able to bring back in tolerance a produce good parts.

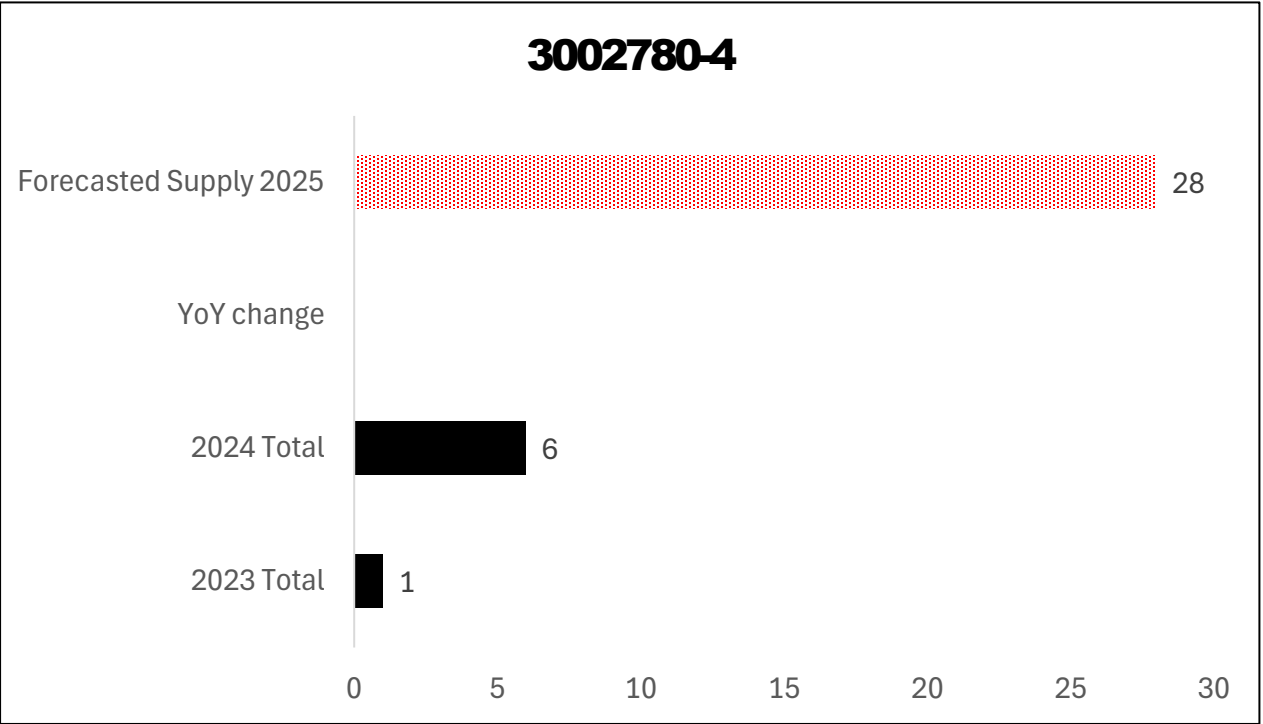
There are currently 2 engines held for this part.

Highlights

- 8 pcs enroute to assembly, then OSP and then back to CW for final assembly and shipment.

2025's Must-Do

Work with supplier (**CURTIS WRIGHT**) to get a burndown plan to clear backlog before 2026.- FSR: E. Slover.



Material	MRP Element	PD	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug	25-Sep	25-Oct	25-Nov	25-Dec
3002780-4	Demand	20	1	1	1	1	1	1	1	1	1	1	1	1
VALVE ASSEMBLY FILTER BYPASS	Actuals		0	9										
	Supply		0	9	0	0	0	10	0	0	0	0	0	0
	Balance	-20	-21	-13	-14	-15	-16	-7	-8	-9	-10	-11	-12	-13

DASSAULT FEEDBACK | CUSTOMER SUPPORT

OAB feedback and recent SPEX performance

- 1 – Efforts to listen to Falcon customers through the OAB (March 24) was appreciated and raised legitimate expectations.
Similar meeting will be needed to update the OAB (June ?).
- 2 – Performance improvements have been noted through SPEX service level over the last 6 months,
but mechanical performance remains way behind avionics.

Mechs situation

- 3 – However, we faced new deteriorated situations with Heat Exchangers (F7/F8X) ruining Dassault inventory situation for in service fleet support (AOG with aircraft grounded for several weeks). **Recovery is to be confirmed.**

Engines critical situation

- 4 – TFE731-60 engine situation has been deteriorating over the last 12 months, and is now critical
(no loaner engine available for the last 6 months).
- 5 – **Commitment made to customers (OAB) to add 3 assets (TFE731-60 engines) has been cancelled : this is not acceptable.**
- 6 – Very little visibility with the recovery plan for -60 engines, with several parts issues holding many engines at repair shops. This situation is no longer sustainable and confirms **the need to increase loaner engines pool** to prevent future issues to support the fleet long-term.

Performance monitoring request

- 7 – Dassault wants to **reinforce regular performance monitoring** with Honeywell (Spex, Engines, recovery plans, ...) for consolidating go back to normal follow-up.