

**Issue Date: 01/01/2026 Effective Date:**  
01/01/2026 - Until Further Notice

**ATTENTION:** All Honeywell Engine & Auxiliary Power Unit (APU) Operators and Authorized Service Centers regarding CFE738, HTF, HTS900, TFE731.

**SUBJECT: Rental Engine and APU Program Requirements; Rental Rates**

The contact information for the Honeywell Engine Rental Bank is [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com) or call USA 1-800-601-3099 / International 1-602-365-3099. Europe, Middle East, Africa and India customers are recommended to contact [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com) or +1 800 601 3099 and follow the phone prompts to the Engine Rental Bank (option 1 then option 4).

## **A. ENGINE RENTAL POLICY & PRICING GENERAL ENGINE RENTAL POLICY**

### **1. Operator / Service Center Notes:**

**Business & General Aviation Operator Notes:** Rental assets are made available to Business and General Aviation (BGA) Operators through Honeywell authorized Service Center channel partners. In the interest of asset liability, safety, and approved capabilities, rental requests for BGA Operators will require utilization of a Honeywell authorized Service Center only.

**Business & General Aviation Service Center Notes:** Rental assets are made available to Honeywell's Service Center channel partners to support Operator needs and their Service Center selection. Honeywell owns final allocation of all rental assets. As such, rental availability should, in no way, be used as a service differentiator. Honeywell requires a purchase order from the Service Center installing the rental engine or APU.

**Air Transport & Regional Operator Notes:** Rental assets are made available to air transport and regional (ATR) Operators with the understanding that Operators are properly qualified, under their operating certificate, to remove and install Honeywell equipment. Honeywell will require all documentation prior to shipment. Upon removal of a rental asset, the APU logbook must be updated with removal date, TSN, CSN, reason for removal and NIS (non-incident statement) provided

### **2. Requirements/Obligations:**

As a condition of renting an engine or APU, the following documents are required to be submitted in electronic form to [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com). These documents can be found via the link: <https://aerospace.honeywell.com/us/en/products-and-services/product/services/asset-availability/engine-rental-bank>

**Purchase Order - PO** - Honeywell requires a Purchase Order and Rental Worksheet completed from the Authorized Service Center (BGA) or operator (ATR) prior to shipment of the engine or APU, from storage to the installation location.

- The BGA General Terms Agreement (GTA) and Mechanical Service Center Authorization (MSCA) terms and conditions will apply to the Purchase Order.

**Bailment Agreement** - A current Honeywell or CFE Company Equipment Bailment Agreement must be fully completed and signed by the Operator and Authorized Service center (when applicable) in strict accordance with its terms without any modifications and returned to the Honeywell Engine Rental Bank prior to shipment of the engine or APU from storage to the installation location. Delays in bailment signature will delay shipment. Honeywell will not incur extra fees or expedite shipment if there is a delay in signature. Electronic signatures are acceptable and available. Bailment agreements are sent in PDF format for signature & no modifications are permitted.

- Rentals are to be used exclusively to support the end user serial number (SN) listed on the bailment. For other end user SN support, different from the one stated on bailment, removals are required to close current rental event. New paperwork, PO, COI and bailment are required and approval from Honeywell ERB prior to installing HON rentals for new rental event.
- Failure to provide new paperwork or gain approval from Honeywell prior to installing on a new A/C or in support of another customer serial number then the PO will be charged twice the current daily published rate until paperwork and approval is gained.
- Rental billings or EUF begin on the bailment commencing date. Commencing Date is intended to be the requested delivery date of the rental Engine or APU.
- Rentals are not to be held on site without being installed and flown even if customer unit is still in repair. Knowledge of rentals being requested and stored on customer site will result in rental fees, late fees, shipping fees, and recertification fees invoiced to the PO and at the operators' responsibility.

**Certificate of Insurance - COI (BGA only)** - The Bailment Agreement requires Operator's insurance carrier to provide evidence of liability and property loss coverage in the amounts specified in the Bailment Agreement and this insurance verification document is to be provided to the Honeywell Engine Rental Bank in the form of an acceptable Certificate of Insurance (COI). Honeywell will only accept a COI that is in the English language. An engine or APU can be shipped while waiting for the COI from the Operator. However, the COI must be delivered to Honeywell by the bailment commencement date. If the insured period is close to expiring, or becomes expired while rental is installed, it is the responsibility of the service center to acquire a valid COI or Honeywell has the right to request the rental to be uninstalled. If a valid COI has not been provided by the bailment commencement date or by the COI expiration date, then a \$1200 fee per day per engine will be invoiced and not covered by a contract. As set forth in the Mechanical Service Center Authorization (MSCA), the Service Center is liable for the value of the authorized equipment, damage, or any other loss during shipment.

The Certificate of Insurance requirements can be found on the portal: <https://aerospace.honeywell.com/us/en/learn/services/asset-availability/engine-rental-bank>,

Refer to document "2026 BGA APU Rental Document All-In-One" tab Insurance Guide.

- Reservations: Honeywell will only hold reservations for a maximum of 2 weeks. If Honeywell has not received the rental documentations within the 2 weeks, then a reservation will be released.
- Pricing referenced therein will apply for events not supported under contract. Questions related to maintenance agreements should be directed to the appropriate Honeywell Contract Manager.

- Honeywell holds the right to refuse shipment until all documents are received. BGA engines & APUs must be installed and removed by a Honeywell Authorized Service Center.
- If an operator or service center becomes blocked or otherwise disbarred pursuant to a US government enforcement action, HON may pursue appropriate recourse.
- If a service center is acquiring a rental for a MSP operator, an MSP service authorization approval number must be obtained prior to a rental request. If not, then the rental would be a billable event.
- If an engine or APU is received with missing parts/logbook prior to install it is the responsibility of the Authorized Service Center to notify the engine rental bank prior to install at [enginerentals@honeywell.com](mailto:enginerentals@honeywell.com).

**NOTE: Due to product liability risk, Honeywell reserves the right to recall the rental engine or APU and/or if the aircraft is released prior to the return of these documents, Honeywell will invoice a fee of \$1200.00 per document per day until all documents are received.**

### **3. BGA Rental Charge Computation:**

Daily rental fee charges will begin according to the Commencing Date stated on the bailment. The Commencing Date is intended to be the requested delivery date of the rental Engine or APU. The End Date on the bailment is driven by the customer unit repair completion date. For example, standard bailment end dates are 60 days. However, if the customer unit in repair is completed prior to the bailment end date, the rental is expected to be returned within 15 days locally and 20 days internationally.

Rental fee or Extended Usage Fee (EUF) are computed based on the customer unit repair completion date and the actual rental removal date. If an Operator continues to maintain possession of the rental engine or APU, past the contracted term, either installed or not, regardless of the return of the Operator's own engine or APU, the Daily Late Return Fee or Extended Usage fee will be assessed in addition to the rental calculations until the engine or APU is returned.

Rental charges are computed by multiplying the number of hours utilized by the hourly rate for the duration of the rental period, except as modified below.

- a) If the Minimum Fee is not exceeded in the rental period, the Minimum Fee is applicable.

BGA Operator engines or APUs repaired at non-authorized Honeywell Service Centers that are supported by a rental asset will be subject to a fifty percent (50%) premium above the contracted rental rate.

Concessions: Honeywell will not reduce rental fees or provide any other price concession not specifically stated in a contract between Honeywell and the Operator or Authorized Service Center.

Scheduling: Honeywell requests a minimum of two (2) weeks' notice for scheduled maintenance events to ensure rental support without delay or extra shipping charges.

Delays in Customer Repairs: Any required documentation, customer holds or approval to proceed with repairs that exceed 3 days will be subject to \$2150 per day until addressed.

#### 4. Rental Return to Service Delay Charge:

All engines or APUs must be returned in a timely manner to an Authorized Service Center or Honeywell Repair Facility with all parts and operating information intact in the original configuration supplied and in the original Honeywell container provided. Parts are not to be removed or exchanged without authorization from the Engine Rental Bank. Any engine or APU returned for post-rental inspection that is missing parts, logbooks missing or not updated/missing information, missing the Honeywell storage container or complete removal information that will delay the "return to service" of that engine or APU will be subject to a \$2150.00 per day "Return to Service Delay Charge", starting on the day the engine or APU was received at the Authorized Service Center or Honeywell Repair Facility. "Return to Service Delay Charge" will also apply when the return of the removed engine or APU is delayed by the Operator/Service Center's lack of communication and/or failed actions?

- If an engine or APU is received with missing parts or missing logbooks prior to install it is the responsibility of the Authorized Service Center to be notify the engine rental bank prior to install at [enginere rentals@honeywell.com](mailto:enginere rentals@honeywell.com).
- The missing parts must be forwarded within three (3) business days from the date of notification to avoid additional charges. Parts received after three (3) business days will be subject to Replacement Cost and immediate billing at full list price.
- Information (logbook or other missing information) not received after three (3) business days will be subject to additional fees equal to the cost Honeywell incurs to obtain information or replacement documents and parts. Return to Service Delay Charges will not be covered by contractual maintenance agreements.
- If digital copies required per APIL #6, are not provided upon completion of the PLI, then a \$800 fee per day per engine will be invoiced and not covered by a contract.

#### 5. Extended Usage Fee (EUF):

The prompt return of the rental engine or APU is required, and the application of the Extended Usage Fee (EUF) will be enforced. For the overall benefit of all Operators, the Extended Usage fee will be administered as follows:

- **Extended Usage** fees will become effective beginning on the sixteenth (16th) calendar day after the Operator's engine or APU repair is completed. EUF are in addition to current applicable rental rates.
- **If Operator's engine or APU** is ready for reinstallation in United States of America and shipped outside of the continental United States of America, Extended Usage fees will become effective beginning on the twenty-second (22nd) calendar day. The same grace period will be provided to engines shipping to different regions whether the Americas to Europe, Middle East, and North Africa, or to Asia Pacific and vice versa. For shipments within European Union member countries, the 15-day requirement stands, and Extended Usage Fees will be applicable on the 16th day.
- **The time measurement begins** the day the Operator engine repair completes and ends the day before the rental engine is removed or when new paperwork is received if Asset Manager approved re-rental request.

## **BGA Only:**

- Extended Usage Fee (EUF) are in addition to the daily rate (where applicable)
- Extended Usage Fee (EUF) are not covered by MSP.

## **ATR Only:**

- When the customer repair is performed at a Honeywell repair site, Extended Usage Fee (EUF) begins the 16th or 22nd day, as described above, after the customer unit is made serviceable (shipped or not) and are re-billed every consecutive thirty (30) days after the first EUF charge until returned. The EUF fee will be the Out of Network pricing.
- When the customer repair is performed at a non-Honeywell site, there are no Extended Usage Fees (EUF) as the Operator is billed monthly at the Network Partner or Out of Network Partner rates.
- The rental is required to be returned to Honeywell within ten (10) days after removal to avoid being charged Out of Network Partner fees.

**Note: Operator repair completion date is required within 24 hours of removal of the rental engine or APU. A Rental is considered rented, with all applicable fees, until removal paperwork is provided.**

The above terms do not preclude Honeywell's right to request the return of the rental engine or APU within five (5) days from being notified by Honeywell, per terms of Honeywell's or CFE Company standard Engine Rental Bailment Agreement.

## **6. Restocking Fee:**

If a loaner asset is shipped and not installed within 5 days, the following charges will apply:

- Restocking fee of \$2150.00 per day
- All freight charges
- Any other costs to return unit back to service

## **7. Timely Operator Engine/APU Repair After Loaner Installation:**

Repair on customer engines that are supported by a Honeywell loaner need to begin repair within 10 days after the commencement date on bailment including all necessary paperwork and logbook. If the customer engine or APU repair has not started by the 10th day, daily loaner rates will apply whether the loaner is covered under a maintenance contract or not. If the customer engine or APU is being shipped from South America, China, or India to out-of-country repair facility, the customer engine or APU repair should commence by the 21st day after receipt of loaner engine or APU after the commencement date on bailment including all necessary paperwork and logbook

## **8. Deposit/Advanced Cash Payments:**

Operators and/or Service Centers that do not carry sufficient credit terms with Honeywell will be required to submit a deposit in advance prior to release of rental engine or APU shipment. The repair on the customer's engine or APU must be approved and work started within 20 days of receipt of loaner engine, or all deposits will be forfeited. The Honeywell Authorized Service Center is responsible for verification of their BGA Customer's credit worthiness and will independently require a deposit or advanced cash payment this will also be needed if MSP contract is not in good standing.

Asset Type	Advanced Deposit Requirement
BGA APU	Three times (3x) the Daily Rate x 30 days
BGA Engines	Three times (3x) the Minimum Fee
ATR APU	Three times (3x) the Out of Network Rate

**9. Honeywell Rental Engine Removal and Storage Procedure:** Upon removal of all fan engines and/or APUs, the Service Center or Honeywell repair facility will perform the Post Loan inspection and repair.

- Perform 5 pt. MEDRA Run and record TSN/CSN, T5 & N2 margins on HON Rental Engine Worksheet (ONLY TFE)
- Perform Visual Inspection. If there is evidence of FOD, perform borescope inspection and determine cause. Service Center will be responsible for FOD repairs on rental engines.
- Perform inspections, maintenance requirements, and preservation requirements in accordance with instructions in the latest revisions of the applicable Maintenance Manual. All engines and APUs must be preserved for 24 months unless otherwise authorized by the Honeywell Engine Rental Bank. For clarifications, contact [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com).
- If additional work or parts are required for the rental engine or APU, submit a Service Authorization (SA) through the Honeywell Portal for review and approval by the respective Asset Manager. Ensure the detailed work scope is clearly explained in the SA before submission.
- a) For TFE 20/40/50/60 engines, perform cavity pressure check.
- Hazmat shipping requirements mandate purging of both oil and fuel lines prior to shipment of engines and APUs. Purge certification must be emailed. If not purged, the Service Center will bear the cost of hazardous goods shipping, even if normally covered under a maintenance contract (MSP Gold).
- Create and attach a new airworthiness certificate to the logbook (FAA 8130-3 and EASA Form 1, plus any other relevant certifications based on shipping location). If not certified for dual release, contact [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com).
- Email a digital copy of the new airworthiness certificate and logbook entry to [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com). (Refer to APIL #6).
- The following records are mandatory (per APIL #6) and must be emailed digital copies to [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com), after each PLI service event:
  - a) **Dual Release Certificate** (FAA 8130-3 and EASA Form 1), plus any additional certifications required for the shipping destination.
  - b) **Logbook page showing last service**, including engine TSN and CSN.
  - c) List of incorporated Airworthiness Directives (ADs) and Service Bulletins (SBs).
  - d) **Documentation of Line Replaceable Unit (LRU)** Part Numbers and Serial Numbers.
  - e) **Life Limited Parts (LLP) status**, including a separate page listing each LLP with current TSN/CSN.
  - f) **Serviceability record**, including next scheduled inspections (e.g., MPI/CZI) and logbook review.



- Inspect the Honeywell shipping container before loading the engine into the rate and before shipping. The sender and receiver must inspect containers to ensure they are not damaged, broken, leaky, or structurally degraded. To order replacement containers, contact [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com). Additional charges apply if containers are returned damaged or unserviceable.
- Completion and submission of “**Step 4 – Removal Worksheet**” within the All-in-One form is a mandatory requirement upon conclusion of any rental event. The rental event shall not be considered closed until this documentation is received and verified. The completed form must be submitted to [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com). No exceptions will be made to this requirement.
- Check all rental engines on premises every thirty (30) days for store time expiration per Engine/Maintenance Manual. Perform periodic engine runs as appropriate per the manual. Report findings to [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com).

Refer to APIL #6 for Post Loan Inspection labor allowances. For exceptions, contact [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com) with a detailed explanation.

Honeywell Rental must be returned in serviceable condition. If parts are missing or damaged, the Service Center is responsible for the cost.

If the Service Center cannot complete the Post Loan Inspection (PLI), they must ship the engine—at their own expense—to a qualified facility capable of performing the inspection.

## 10. Shipping & Shipping Charges

The Operator or Authorized Service Center is responsible for all rental engine or APU shipping expenses unless otherwise stated in a Honeywell contract (i.e., MSP Gold).

Shipments of rented Honeywell assets should be coordinated through Honeywell and failure to do so will result in additional charges.

Honeywell will make every attempt to execute next-day delivery requests received after 3pm Phoenix Arizona time. Service Centers and Operators requiring expedited delivery are encouraged to submit their requests prior to 3pm Phoenix, AZ time. Due to logistics provider cut-off times and customs broker's office hours, requests for next-day delivery received after 3pm Phoenix, AZ time, may be delivered the following business day.

All logistics providers are required to have adequate insurance coverage and CFE, HTF, TFE engines require air-ride equipped trucks for ground transportation.

**BGA Only:** rental assets supporting MSP-covered MPI/CZI scheduled maintenance events will be shipped at standard service level. If premium shipping is required, please provide a shipping account number. As previously stated, Honeywell will not incur shipping costs due to delays in paperwork signature.

**Shipping:** The Operator shall be responsible for all transportation charges involved in the rental event unless covered by a contractual program that specifically mentions alternative treatment, such as MSP Gold or CSP Gold. MSP, CSP, FMP, MCAP, MSA, NTE and ISS customers should note that terms and conditions related to rental engines or APU specified in their maintenance agreements take precedence but do not modify the terms and conditions of the Bailment Agreement.

## 11. Other

All Honeywell rentals come with end unit assembly 8130 certification & EASA Form One only. Honeywell Engine Rental Bank will make a reasonable attempt to obtain other 8130's; however, they may not be available and is not a service provided by Honeywell Rental Bank.

### Warranty:

- Rental BGA APUs are not provided free of charge for rental events Supporting an in-warranty APU.
- Rental BGA Engines are provided free of charge for unscheduled heavy events supporting an in-warranty engine.
- Rental ATR APUs do not cover warranty events at no charge. If Honeywell confirms customer unit to be a warranty event, the Operator may file a warranty claim to cover both rental expenses and shipping costs.

### Replacement Cost:

If at the end of the rental period the Operator retains the asset against Honeywell's request to return it, the Operator or Service Center will be billed the Replacement Cost as defined for each model below. Replacement Cost charges are in addition to any unpaid rental fees or charges accrued.

- If a problem arises with loaner – contact Honeywell ATS to trouble shoot and advise course of action needed.
- If Operator is not on MSP – Channel Partner/Operator must report loaner hours and cycles each month to [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com)
- If Operator is on MSP - Operators must report hours to MSP as usual.
- Operators are responsible for maintenance/inspections that are due while installed.
- Channel Partners are responsible for monitoring and notifying the Asset Manager when MPI/CZI or major inspections are due.
- Test Cell Correlation Support: Upon availability, Honeywell supports service center test cell correlation activities with rental engines and APUs. Charges in accordance with the table below begin upon release/shipment of loaner unit. Charges stop when the engine is removed from the Service Center and Long Term Preserved. All freight charges to & from Honeywell and to the final storage location are Service Center / ATR Operator responsibility. Extended Usage Fees will be assessed on the first day of each successive 30-day period. Service Center Discounts do not apply to this event.

Model Type:	ATR APU	BGA APU	CFE	HTF	TFE
Correlation Fee	\$600/day	\$600/day	\$900/day	\$900/day	\$800/day
Duration (Max)	30 Days	30 Days	30 Days	30 Days	30 Days
EUF	1.5x Flat Fee	1.5x Flat Fee	1.5x Flat Fee	1.5x Flat Fee	1.5x Flat Fee

## 12. Re-rental Request (subject to ERB approval):

When repair on customer unit is completed and operator would like to continue to use loaner engine (re-rent), the Authorized Service Center must:

- Submit a new request to [EngineRentals@Honeywell.com](mailto:EngineRentals@Honeywell.com)
- Provide removal paperwork to close out current ERB Case.
- Receive approval from the Asset Manager to continue the use of the engine.
- Provide new paperwork (Bailment, COI, etc.) once re-rental request is approved.
- If re-rental request is not approved, ERB can and will request rental to be returned.



Re-rental requests must be submitted and approved within 15 days of the repair completion date of operator engine on the current bailment and within 21 days if operator engine is shipped out of region for re-installation.

EUF charges will apply from day 16 of operator's engine completion date until either loaner is removed or approval to re-rent is received. EUF charges will apply from day 22 if operator engine is shipped out of region.

Once ERB approves re-rental request, CP/operator has 48hrs to provide required paperwork or charges of twice the current daily published rate will apply.

Failure to provide new paperwork AND gain approval from Honeywell prior to installing on a new a/c or in support of another customer SN, then the PO will be charged twice the current daily published rate until paperwork and approval is gained.

If rental engine will remain on the same aircraft stated in previous bailment, servicer center or operator must fill out removal paperwork (step 4 of All-in-one document) and state in the additional notes that the engine will remain on wing and inform of any maintenance or repairs performed on the rental engine during lease term.

**All rates and fees in this Policy are quoted in US Dollars.**

**END OF SECTION A**

## **B. ENGINE RENTAL POLICY: TFE731**

### **TFE731 Rental Fees:**

In addition to standard rental rates, EUF will be applicable if the rental engine is not removed within 15 days after Operator's engine completion, EUF apply as follows: 16th – 25th day: \$1,120/day; 26th day until removal: \$2,240/day (If Operator's engine is completed and shipped from U.S. to outside of U.S., EUF apply as follows: 22nd – 31st day: \$1,120.00/day; 32nd day until removal: \$2,240/day.)

<b>2026 TFE731 Rental Fees</b>						
<b>Model</b>	<b>Hourly Fee</b>	<b>Minimum Fee</b>	<b>Daily Extended Usage Fee (EUF)</b>		<b>Test Cell Fee*</b>	<b>Replacement Cost</b>
TFE731-2	\$605	\$6,710	\$1,120	\$2,240	\$10,620	\$558,860
TFE731-2C	\$570	\$6,710	\$1,120	\$2,240	\$10,620	\$558,860
TFE731-3	\$620	\$7,280	\$1,120	\$2,240	\$10,620	\$726,520
TFE731-3C/D	\$560	\$7,280	\$1,120	\$2,240	\$10,620	\$726,520
TFE731-4	\$1,280	\$7,830	\$1,120	\$2,240	\$12,020	\$726,520
TFE731-5	\$1,320	\$8,950	\$1,120	\$2,240	\$13,420	\$1,100,100
TFE731-5B	\$1,320	\$8,950	\$1,120	\$2,240	\$13,420	\$894,170
TFE731-20	\$1,320	\$11,180	\$1,120	\$2,240	\$13,420	\$1,341,260
TFE731-40	\$1,320	\$11,180	\$1,120	\$2,240	\$13,420	\$1,341,260
TFE731-50	\$1,320	\$11,180	\$1,120	\$2,240	\$13,420	\$1,341,260
TFE731-60	\$1,320	\$11,180	\$1,120	\$2,240	\$13,420	\$1,341,260

\* NON-COMPLIANCE OF PRE-REMOVAL RUNS = TEST CELL FEES

END OF SECTION B

## C. ENGINE RENTAL POLICY: HTF

### HTF Rental Fees:

2026 HTF Rental Fees:						
Model	Hourly Fee	Daily Rate	Minimum Fee	Daily Extended Usage Fee (EUF)	Test Cell Fee*	Replacement Cost
HTF7000	\$ 2,580	\$ 4,870	\$ 16,770	\$ 1,120	\$ 12,860	\$ 3,500,000
HTF7250	\$ 2,680	\$ 5,060	\$ 16,770	\$ 1,120	\$ 12,860	\$ 5,800,000
HTF7350	\$ 2,620	\$ 4,920	\$ 16,770	\$ 1,120	\$ 12,860	\$ 5,800,000
HTF7500	\$ 2,510	\$ 4,750	\$ 16,770	\$ 1,120	\$ 12,860	\$ 5,800,000
HTF7700	\$ 2,630	\$ 4,990	\$ 16,770	\$ 1,120	\$ 12,860	\$ 5,800,000

\* NON-COMPLIANCE OF PRE-REMOVAL RUNS = TEST CELL FEES

\*\*The Honeywell Engine Rental Bank will offer HTF engines for lease; however, Honeywell may refer loaner requests with the following Channel Partners - Standard Aero, Turbine Engine Specialists (TES), and Duncan Aviation - as they have established rental banks for HTF engines. Channel Partner engine rental banks are owned and operated independent of the Honeywell Engine Rental Bank. Honeywell price, terms and policies for these independent Channel Partner rental banks are not applicable.

END OF SECTION C

## D. ENGINE RENTAL POLICY: CFE738

2026 CFE738 Rental Fees:					
Model	Hourly Fee	Daily Rate	Daily Extended Usage Fee (EUF)	Test Cell Fee*	Replacement Cost
CFE738	\$1,490	\$4,330	\$1,680	\$13,970	\$2,900,000

\* NON-COMPLIANCE OF PRE-REMOVAL RUNS = TEST CELL FEES

END OF SECTION D

## E. ENGINE RENTAL POLICY: HTS900-2-1D

2026 HTS900 Rental Fees:						
Model	Hourly fee	Daily Rate	Minimum Fee	Daily Extended Usage Fee (EUF)	Test Cell Fee*	Replacement Cost
HTS900-2-1D	\$215	\$230	\$5,590	\$275	\$5,590	\$1,005,940

END OF SECTION E

## F. BUSINESS AND GENERAL AVIATION APU RENTAL POLICY:

### APU Rental Fee:

The Rental Fees are computed as follows: total daily fee charges will be the greater of the minimum daily fee or the daily fee rate multiplied by the number of days that the Operator has the APU in its possession (excluding installation), plus the accumulated APU operating hourly fees.

The above terms do not preclude Honeywell's right to request the return of the rental APU within five (5) days, per terms of Honeywell's standard Aircraft Engine Rental & Bailment Agreements.

Model	Hourly Rate	Daily Rate	Min Daily Fee	Daily (EUF) Fee	Test Cell Fee	Replacement Cost	Optional FOD Coverage Fee – increase fees (\$25K, \$50K, \$100K)		
36-150RJ	\$255	\$717	\$3,361	\$679	\$10,312	\$465,936	\$1,602	\$2,402	\$3,871
RE100BR	\$255	\$704	\$3,591	\$679	\$11,985	\$432,637	\$1,602	\$2,402	\$3,871
RE100CS	\$255	\$704	\$3,591	\$679	\$11,985	\$432,637	\$1,602	\$2,402	\$3,871
RE100LJ	\$255	\$717	\$3,591	\$679	\$11,985	\$599,044	\$1,602	\$2,402	\$3,871
RE100XL	\$255	\$717	\$3,591	\$679	\$11,985	\$465,936	\$1,602	\$2,402	\$3,871
RE220GV	\$280	\$692	\$6,405	\$679	\$11,985	\$865,285	\$1,602	\$2,402	\$3,871
RE220GVI	\$280	\$935	\$6,405	\$935	\$11,985	\$931,846	\$1,602	\$2,402	\$3,871
RE220GX	\$280	\$935	\$6,405	\$935	\$11,985	\$998,406	\$1,602	\$2,402	\$3,871
HGT400	\$280	\$935	\$6,405	\$935	\$11,985	\$665,604	\$1,602	\$2,402	\$3,871

\*NON-COMPLIANCE OF PRE-REMOVAL RUNS = TEST CELL FEES.

As noted in the Channel Partner communication sent 12/21/20 titled CP and **OEM TES APU Transition Announcement**, effective December 2020, **all BGA APU 36-100/150** Engine Rental Bank assets were transitioned to Turbine Engine Specialists (TES) located in Fort Worth Texas. All rental requests to be sent to TES. You can reference the following for pricing:

<https://www.tesservice.com/apu-services/apu-rental/>

## TES Contact information

- Email Address [rentalbank@tesservice.com](mailto:rentalbank@tesservice.com)
- Phone (24hr/AOG) [1-817-625-6100](tel:1-817-625-6100)

## APU FOD REPAIR PROGRAM

Honeywell offers a service identified as "**APU FOD Repair Program**." FOD (foreign object damage) means damage caused by and incidental to impact or ingestion of any substance or element external to the equipment, including but not limited to birds, hail stones or debris.

In a FOD event, without the "APU FOD Repair Program," customers pay list price for parts damaged due to FOD of the rented APU. This "APU FOD Repair Program," if elected when rental is initiated, would be a flat fee charge and Honeywell would pay for repair(s) on the APU including normal wear and tear, up to the maximum value purchased by Operator. Honeywell will direct the APU to the repair facility of its choice. In no case will Honeywell and its affiliates be liable for incidental or consequential damages.

## END OF SECTION F

## G. AIR TRANSPORT AND REGIONAL AUXILIARY POWER UNIT:

**APU Rental Charge Computation:** the below APU models are billed on a monthly basis, regardless of utilization, with the initial invoice at time of rental.

### HONEYWELL REPAIR

- Operators sending their APUs to Honeywell Repair & Overhaul (R&O) sites for repair will be billed a discounted monthly rental fee upon shipment of rental asset, labeled below as 'Honeywell Repair Rates'.
- Operator will not be billed for additional months as long as:
  - The Operator's APU, logbook, purchase order, and any other documentation required to start repair has been provided to Honeywell within ten (10) days of the rental being delivered to the Operator.
  - Any required documentation and approval to proceed with repairs does not exceed 3 days and return policy is adhered to (see Extended Usage Fees above)
- Operators must provide the serial number of the APU being sent in for repair at the time the rental order is placed.
- The bailment agreement will state both the 'Honeywell Repair' and 'Out of Network' rental rates.
- Bailments are for a period of two months. Extensions must be approved by Honeywell Asset Manager.
- Operator will be liable for full 'Out of Network' rental rates if Operator APU repair cannot be confirmed at a Honeywell R&O site (see below)
- Extended Usage Fee (EUF):
  - When the customer repair is performed at a Honeywell repair site, Extended Usage Fees (EUF) begin the 16<sup>th</sup> or 22<sup>nd</sup> day, as described above, after the customer unit is made serviceable (**shipped or not**) and are re-billed every consecutive thirty (30) days after the first EUF charge until returned.
  - When the customer repair is performed at a non-Honeywell site, there are no Extended Usage Fees (EUF) as the Operator is billed monthly at the Network Partner or Out of Network Partner rates.
  - The rental is required to be returned to Honeywell within ten (10) days after removal to avoid being charged Extended Usage Fee (EUF).
  - If Operator APU is considered unrepairable or Beyond Economic Repair (BER), the Operator has 30 days to return the Honeywell asset or bailment Extended Usage Fee (EUF) will be assessed.

## HONEYWELL NETWORK PARTNER REPAIR & OUT OF NETWORK REPAIR:

- APU's rented by customers that are not sending an APU to Honeywell for repair will be billed, upon shipment of rental asset, either the 'Network Partner Repair Rate' or 'Out of Network' rates as determined at order receipt.
- Operators will be billed every thirty (30) days until engine is returned. Credit will not be given for early return.
- Operator will be liable for full 'Out of Network' rental rates if Operator engine repair cannot be confirmed at a Honeywell Network Partner Repair facility or there is an excessive delay in returning the unit.
- If Operator APU is considered unrepairable or Beyond Economic Repair (BER), the Operator has 30 days to return the Honeywell asset or bailment Extended Usage Fee will be assessed.

## One rental unit per each customer unit being repaired:

- Operators must provide the serial number of the APU being sent in for repair at the time the loaner order is placed.
- The rental rate is applicable for the serial number provided only. If the loaner APU is required to support another customer serial number to be repaired, a new bailment must be completed, and another loaner transaction will be billed.

2026 APU Rental Fees:								
APU Model	Honeywell Repair Rates	Network Partner Repair Rate	Out of Network Repair	Test Cell Fee	Replacement Cost	Optional FOD Coverage Fees		
131-9A	\$107,429	\$144,730	\$181,220	\$13,659	\$865,285	\$1,796	\$3,009	\$4,998
131-9B	\$102,419	\$137,974	\$172,751	\$13,659	\$1,198,075	\$1,796	\$3,009	\$4,998
131-9C	\$113,432	\$152,821	\$191,348	\$13,659	\$865,285	\$1,796	\$3,009	\$4,998
331-200ER	\$111,650	\$160,937	\$220,704	\$11,658	\$465,936	\$1,796	\$3,009	\$4,998
331-500	\$213,207	\$290,115	\$363,274	\$14,655	\$1,996,800	\$1,796	\$3,009	\$4,998
331-500B2	\$225,944	\$307,438	\$384,964	\$14,655	\$1,996,800	\$1,796	\$3,009	\$4,998
331-600	\$238,270	\$308,772	\$385,789	\$14,655	\$1,331,196	\$1,796	\$3,009	\$4,998
36-150RJ	\$34,852	\$51,737	\$69,254	\$10,336	\$266,242	\$1,602	\$2,402	\$3,871
36-280D	\$96,875	\$145,410	\$196,285	\$10,336	\$266,242	\$1,602	\$2,402	\$3,871
36-300A	\$99,350	\$149,121	\$201,318	\$10,336	\$399,363	\$1,602	\$2,402	\$3,871
RE220-RJ	\$98,901	\$146,829	\$196,516	\$11,998	\$931,846	\$1,602	\$2,402	\$3,871
331-350C	\$168,288	\$228,989	\$286,730	\$14,655	\$798,726	\$1,796	\$3,009	\$4,998

\* NON-COMPLIANCE OF PRE-REMOVAL RUNS = TEST CELL FEES

### \*\*\*Engine Rental Policy: 331-500\*

Honeywell has selected Piedmont Aviation Component Services, LLC, located in Greensboro, North Carolina, USA to be Honeywell's exclusive 331-500 APU Rental Provider for all Honeywell customers on MSA, NTE and other long term repair contracts. As part of this partnership agreement, Honeywell has sold all of our 331-500 rental APUs in the Honeywell Engine Rental Bank to Piedmont, who will own, manage and rent the APUs to Honeywell customers and other customers, going forward. All 331-500 APU Rental Bank requests should be directed to Piedmont Aviation, to the following point of contact:

#### **Barry W Startz**

Sr. Director of APU Operations & Commercial Business

7102 Cessna Dr, Greensboro, N.C. 27409

USA

T: +1-336-776-6366 | M: +1-602-909-2859

E: [barry.startz@piedmontaviation.com](mailto:barry.startz@piedmontaviation.com)

### **HGT1700**

Lufthansa Technik (LHT) Honeywell's exclusive supplier of HGT1700 rental APUs: all requests for rentals must be directed to LHT.

Contact information for LHT rentals:

#### **Karl-Heinz Timm**

Phone: +49-40-5070-1653

[karl-heinz.timm@lht.dlh.de](mailto:karl-heinz.timm@lht.dlh.de)

#### **Marina Huber**

Phone: +49-40-5070-1215

[marina.huber@lht.dlh.de](mailto:marina.huber@lht.dlh.de)

### **LHT Aog-Desk**

Phone: +49 40 5070 5077

Fax: +49 40 5070 5070

SITA: HAMMDLH

E-mail: [lufthansa-technik-aog-desk@lht.dlh.de](mailto:lufthansa-technik-aog-desk@lht.dlh.de)

### **APU FOD REPAIR PROGRAM**

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ATR APU coverage fees are as stated below:

MAXIMUM COVERAGE OF \$100,000 IS FLAT FEE OF \$4,628

MAXIMUM COVERAGE OF \$50,000 IS FLAT FEE OF \$2,786

MAXIMUM COVERAGE OF \$25,000 IS FLAT FEE OF \$1,663

\* Fees apply per rental event/bailment



## H. ENGINE RENTAL POLICY: Thrust Reversers

### Thrust Reverser Rental Fees:

In addition to standard rental rates, EUF will be applicable if the TR is not removed within 15 days after Operator's engine completion, EUF apply as follows: 16<sup>th</sup> – 25<sup>th</sup> day: \$1,120/day; 26<sup>th</sup> day until removal: \$2,240/day (If Operator's engine is completed and shipped from U.S. to outside of U.S., EUF apply as follows: 22<sup>nd</sup> – 31<sup>st</sup> day: \$1,120.00/day; 32<sup>nd</sup> day until removal: \$2,240/day.)  
T&Cs can be found on the bailment.

2026 Thrust Reverser Rental Fees:					
Model	Monthly Fee	Minimum Fee	Daily Extended Usage Fee (EUF)		Replacement Cost
13A012-04-0G	\$32,400	\$32,400	\$1,210	\$2,419	\$602,340
13A013-04-0G	\$32,400	\$32,400	\$1,210	\$2,419	\$602,340
33A012-03-0G	\$32,400	\$32,400	\$1,210	\$2,419	\$635,178
33A013-03-0G	\$32,400	\$32,400	\$1,210	\$2,419	\$635,178
31A512-04-0G	\$32,400	\$32,400	\$1,210	\$2,419	\$627,359
31A513-04-0G	\$32,400	\$32,400	\$1,210	\$2,419	\$627,359
32A712-04-0G	\$32,400	\$32,400	\$1,210	\$2,419	\$635,178
32A713-04-0G	\$32,400	\$32,400	\$1,210	\$2,419	\$635,178

## I. APPENDICES

### Shipping Container Guidelines

Check General Exterior Condition of Container for:

- Condition of bottom skid: the skid must be in a condition that allows the engine container to be loaded safely. A broken or missing skid can allow the engine to slide on the forklift forks. Additionally, the center portion of the skid helps support the engine weight during shipping.
- Condition of the sides/walls/top integrity prior to using for integrity of use.
- Check Repairs of Container:
  - Containers that have been repaired with material from the local hardware store and leaving the United States may not be acceptable to some countries that require a US-4541 (HTTP) stamp and or certification documenting that the container meets specific insect deterrent requirements.
  - Check to ensure repairs to the container will not cause an unsafe condition. i.e., screws, nails, etc. protruding into the container in such a manner that would cause an unsafe condition to the engine, the shipper, or the end user.
- Review Box Size for Correct Engine Model:
  - i.e., 72x48x54 = 731-2 /3 ..... 80x48x54 =731-5, etc.
- Inspect the Foam shipping material in the container for deterioration due to extended use, contaminates or exposure to the elements.
  - Is the foam's thickness adequate to ensure it will absorb any unanticipated shock during the shipping process?
  - Has the foam been exposed to major levels of fuel and oil that would create a shipping

- hazmat condition or cause damage to the engine or its components, i.e., corrosion, electrical connections, etc.
  - Has the foam been exposed to the elements in such a manner that it has become brittle due to heat or soaked due to snow or rain?
  - Is the condition of the plastic liner in an acceptable condition to help prevent damage to the foam should it be exposed to engine fuel and oil?
  - Is the container free of trash and debris?
- Containers labeled as **Honeywell ERB** are intended only for the use of Engine Rental Bank (ERB) assets. Service Centers / Operators utilizing Honeywell ERB identified containers for the shipment of Operators assets will be invoiced for the replacement cost of the container.

**END OF SECTION I**