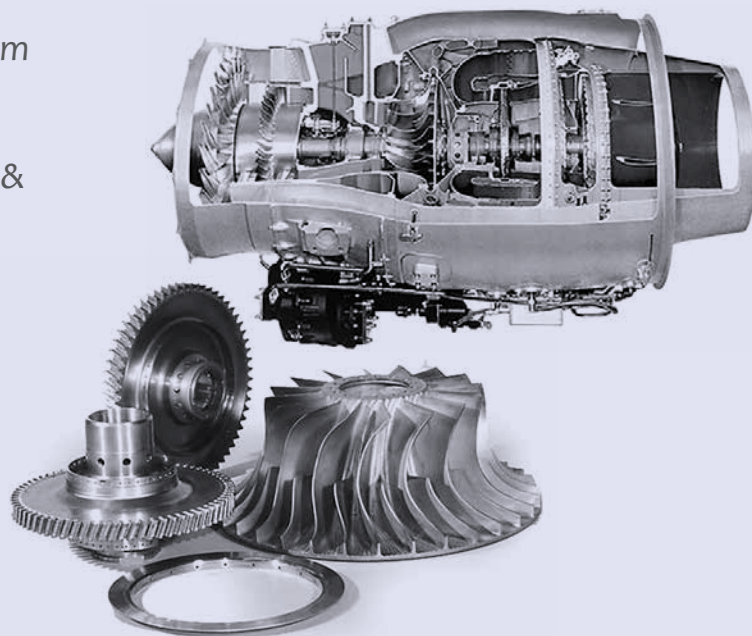




FLEX - the Fanjet Life Extension program is a cost-effective solution for legacy aircraft owners to extend the useful life of their Pratt & Whitney JT15D or Williams FJ44 engines. It provides an affordable alternative to expensive engine overhaul or replacement options, while ensuring the safety of the existing engines through a comprehensive maintenance regime.







FLEX: ENGINE LIFE EXTENSION



FLEX FACTS

The FLEX program provides an attractive alternative to engine overhaul, allowing you to safely operate your engines to 5,000 hours or more. For many legacy aircraft owners, this could mean a decade or more of flying without incurring the substantial expense of engine overhaul or replacement.

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Can TBO be truly trouble-free? Yes.

SkyWay MRO now offers a cost-effective engine life extension plan for the Pratt & Whitney JT15D and Williams FJ44 engine families. Known as the **Fanjet Life EXTension (FLEX)** program, it is a comprehensive engine inspection and monitoring program that allows qualifying engines to extend TBO to as much as 5,250 hours.

As with any engine, there are costs associated with both scheduled and unscheduled maintenance of the engine. The most expensive part of jet engine ownership can be the engine overhaul. Because of this, owners and operators of legacy aircraft are often looking at undesirable alternatives to overhaul, such as selling the aircraft for salvage.

JT15D Engine Maintenance Overview

Pratt & Whitney's JT15D turboprop engine made its first appearance in 1966 with the JT15D-1 powering the original Cessna Citation (known as the Fanjet 500). In total, over 6000 JT15D engines have been produced, achieving over 30 million hours of operation.

The FLEX program can extend the useful operating life of your **JT15D engines to well over 5,000 hours**, depending upon times, cycles and condition of the internal components. Aircraft owners may enroll in the FLEX program at any time up to TBO and in some cases even beyond.

FJ44 Engine Maintenance Overview

The Williams FJ44 is a family of small, two-spool, turboprop engines produced by Williams International/Rolls-Royce for the light business jet market. The FJ44 first flew on July 12, 1988 on the Scaled Composites/Beechcraft Triumph aircraft.

The FLEX program extends the useful operating life of your **FJ44 engines to 5,000 hours or more**, depending upon times, cycles and condition of the internal components. Aircraft owners may enroll in the FLEX program at any time up to TBO and in some cases even beyond.



FLEX: ENGINE LIFE EXTENSION



How does the FLEX program work?

FLEX extends engine TBO by increasing the frequency and thoroughness of routine engine inspections. Early identification and correction of problems is the key to long-term health, allowing the engine to remain operational in the FLEX program. This supports an FAA-approved increase in the engine overhaul interval.



The primary requirements of the FLEX program are:

A. Initial Inspection and Evaluation. SkyWay will collect data on your engines along with service history and current condition to determine eligibility and program costs.

This establishes an initial baseline for the present condition of the engine. An AIP (Approved Inspection Program) is required to enroll, along with a notice to the FAA informing them that the engine will be maintained per FLEX program specifications.

B. Required Inspections. Once the engines are enrolled into the program, FLEX requires a Hot Section Inspection, to be performed by an authorized Service Center. This cost may vary by service center and is not included in the program fees.

C. Engine Performance Monitoring. Once enrolled in the SkyWay FLEX program, engine performance monitoring allows continued evaluation of the engine on a scheduled basis and is designed to detect gradual changes over that time that will help pinpoint problems early.

D. Oil Analysis. At scheduled time intervals, SkyWay will provide you with a simple non-invasive kit to take an oil sample to return to us for spectroanalysis. Oil analysis can help detect excessive wear of components and can provide early warnings of deterioration and impending failure of engine parts.

E. Borescope Inspections. Periodic borescope inspections of the internal parts of the engine hot section and compressor are used to identify engine problems in their early stages and to enable corrective action. SkyWay's FLEX program utilizes borescope inspection of internal parts without the need to disassemble the engine and can be done in your facility and at your convenience by our mobile service team.


For more detailed information, please contact the program administrator at **1-830-900-7032** or email flexadmin@skyway-MRO.com.


THE FLEX MISSION


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FLEX FACTS

FLEX offers seamless integration with most maintenance tracking programs on the market. Integrating the engine program with overall maintenance tracking streamlines inspection alerts and scheduling, centralizes record keeping and provides a single point of contact for administrative and regulatory concerns.

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FLEX program benefits

Aside from the obvious financial benefit of avoiding engine overhaul or replacement, SkyWay's FLEX program offers additional benefits to legacy Citation owners:

Cost Reduction / Control

Preferential discounted flat rate inspection pricing for FLEX-required Hot Sections, engine inspections and other aircraft phase inspections.

Extensive Engine Experience

Preferred access to SkyWay's extensive Citation engine and airframe knowledge base, including both Pratt & Whitney and Williams engine models.

FAA Compliance Support

SkyWay representation and support in the event of FAA compliance issues.

Program enrollment and subscription pricing

Funding Schedule:

1. The initial (non-refundable) Evaluation fee includes a very comprehensive review of the engine logs and component histories. From this review we will provide the client with a % eligibility and full disclosure of expected costs. It is anticipated that travel to the aircraft location to view the engines and logs including a boroscope inspection may be required.
2. The Program Documents Generation and Submittal fee covers all the work to create a AAIP and submit it to the FAA FSDO (Flight Standards District Office) including in-person visits with an FAA inspector if necessary. The acceptance of the FLEX AAIP is conditional upon the individual FSDO office and inspector and while there is no guarantee, this process has been proven and approved in most of the FAA FSDO's nationwide. This fee is also not refundable. The LUIP option must be declared in advance of this body of work.
3. The FLEX Mandated Engine Inspection requires a hot section inspection at an authorized Service Center. Inspection pricing may vary from one facility to another and may include "over and above" expenses, including additional parts, rework, inspection, repair or replacement of discrepant parts during the inspection.
4. The Final payment is due upon FAA approval of the AAIP.



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FLEX Funding Schedule

Pratt & Whitney Engine Model	JT15D-1 / -1A / -1B	JT15D-4 / -4B	JT15D-5A / -5D
Williams International Engine Model	FJ44-1A	FJ44-2A / -2C	FJ44-3AP
Evaluation / Enrollment*	\$2,995.00	\$2,995.00	\$2,995.00
Broker letter of eligibility (optional)	\$2,500.00	\$2,500.00	\$2,500.00
Program Documents Generation and submittal	\$9,750.00 (both)	\$10,975.00 (Pratt) \$10,962.50 (Williams)	\$12,300.00 (Pratt) \$12,281.88 (Williams)
FLEX Mandated Engine Inspections	FLEX requires a Hot Section Inspection, to be performed by an authorized Service Center. This cost is not included here.		
Upon FAA Approval	\$8,750.00 (both)	\$9,250.00 (Pratt) \$9,220.00 (Williams)	\$10,500.00 (Pratt) \$10,535.50 (Williams)
FLEX Program Pricing (Pratt)	\$21,495.00	\$23,220.00	\$25,795.00
FLEX Program Pricing (Williams)	\$21,495.00	\$23,177.50	\$25,812.38

*non-refundable

Not included in this pricing is:

- FLEX requires a Hot Section Inspection, to be performed by an authorized Service Center.
- Travel specific to the incorporation of SkyWay FLEX program on your aircraft and engines. This includes but is not limited to face to face meetings with the FAA and/or travel to your facility to perform inspections or maintenance.
- Any freight packaging or shipping required during the FLEX life extension maintenance activities.
- Engine parts, repair, overhaul or non-standard supplies associated with the SkyWay FLEX life extension maintenance activities.
- Any SB or AD compliance required to be eligible under the SkyWay FLEX program.
- Periodic boroscope inspections are provided free of charge if done by SkyWay (travel excluded) however, if done by a 3rd party provider, it will be at the customer's expense.
- A Transfer Fee of \$7,500 is required when the aircraft ownership changes.

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FLEX: ENGINE LIFE EXTENSION



Frequently Asked Questions

Can the FLEX program be used by Part 135 operators?

While the FLEX program was primarily designed for US registered FAR Part 91 aircraft we can tailor the program for FAR Part 135 operators as well. (Acceptance by your Part 135 PMI may vary from FSDO to FSDO.)

Can FLEX inspections (oil sample, borescope) be done by other MRO facilities?

Absolutely. In the case of the taking of oil samples this can even be done by the operator as it is non-invasive and does not require a mechanic to perform. Borescope inspections can be done by SkyWay MRO in our facilities or by our mobile service teams as well as other 3rd party providers.

What happens if I sell my aircraft? Can the new owner continue the subscription?

The FAA Approval for the FLEX program is specific to each operator and must be resubmitted by a new owner. SkyWay will handle this effort completely for an effortless transition from one owner to the next. Note – there will be a transfer fee involved.

What happens if I choose to remove my engine(s) from the FLEX program?

You may remove your engines from the SkyWay FLEX program at any time, however the TBO would revert back to the manufacturer's approved limit in effect prior to enrollment.

Does the FLEX program offer any other benefits?

If your average aircraft utilization is less than 150 hours per year, you can opt for the Low Utilization Inspection Package to be added to the FLEX program. This LUIP option can extend major aircraft inspections and thereby reduce your overall maintenance costs. Ask our FLEX representative for more information.

Is an extension of the TBO safe?

Both Pratt and Whitney and Williams International have been offering TBO extensions to fleet operators or PBTH (power by the hour) subscribers for years based on the same concepts that SkyWay has incorporated into the FLEX program. SkyWay has been operating engines under this program with excellent success. When properly maintained and monitored under the SkyWay FLEX program, an operator can be assured of safe operation throughout the extended TBO period.

Will my insurance company approve the FLEX program?

SkyWay has worked with many of the industry insurance providers to gain acceptance of the FLEX program. If your insurer is not already on our list we will do the work to gain that acceptance for you as part of our service.

FLEX FACTS

The FLEX program covers **Pratt & Whitney's JT15D** engine models:

- JT15D-1, 1A, 1B,
- JT15D-4, 4B
- JT15D-5, -5A and -5D

These are engines common to the Cessna 500/550/560 series and the Beechjet series.

FLEX also covers the **Williams International FJ44** family of engines:

- FJ44-1A
- FJ44-2A, -2C
- FJ44-3AP

These engines are utilized in the Cessna CitationJet / CJ series and Beechcraft Premier 1, as well as Sierra Industries' Citation re-engineing programs (Eagle II, Super II and Super SII).

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Enroll in FLEX

Enrollment in the FLEX program is easy, requiring completion of only a few simple steps to ensure that your engines and aircraft meet the requirements of the TBO extension.

FLEX enrollment steps:

- Fill out the FLEX Enrollment Agreement. Submit the Agreement and return it to SkyWay MRO, along with copies of the pertinent engine logbook pages and current CESCO / CAMP (or equivalent) reports. A non-refundable payment of \$2995.00 is due with the submission of the FLEX Questionnaire.
- SkyWay will respond back to you after detailed review of your information with complete program details and pricing specific to your aircraft and engines. With your acceptance and payment of the enrollment fee, we will move into the next phase of incorporating the SkyWay FLEX program to your aircraft.
- SkyWay will schedule an initial engine inspection at your convenience. A complete survey of the engine will be performed – logbook review, boroscope both ends, 5 point ground run, oil analysis and initial trend monitoring. We will use this information to establish baseline data on your engines and to prepare for the life extension maintenance inspections and work.

Life in the FLEX Program

- From the start of your enrollment, your aircraft will be monitored by SkyWay personnel with all the information you need to ensure timely compliance of inspections and component maintenance.
- Every 100 hours, SkyWay will prompt you submit your engine trend data for evaluation. This can be as easy as taking a photo of the engine displays with your smartphone and emailing or texting it to us. We will review this information and record the pertinent data for trending your engines' health.
- Every 150 hours, SkyWay will send you an oil collection kit for easy and non invasive capture of an oil sample for our analysis. These will come in self-addressed and prepaid packaging for effortless submission to SkyWay.
- Every 300 hours, a boroscope inspection of the cold and hot sections of your engines is required to confirm that there is no excessive deterioration or imminent damage. These boroscope inspections can be done in your facility and at your convenience, by our mobile service teams or by a 3rd party provider.

Following the structure in the SkyWay FLEX program, you can be assured of many hours of engine life beyond the manufacturer's recommended TBO, knowing that we have developed this program from years of operating, experience and with the concurrence of the FAA.

THE FLEX MISSION

SkyWay's Fanjet Life EXtension program (FLEX) is a cost-effective solution for legacy aircraft owners to extend the useful life of their Pratt & Whitney JT15D engines. It provides an affordable alternative to expensive engine overhaul or replacement options, while ensuring the safety of the existing engines through a comprehensive maintenance regime.

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