

Helicopter Factsheet of

2009 EUROCOPTER  
EC 145T1/ BK117C2

Aircraft Total Time: appx. 6.396 hrs

EMS Configuration

# HERREOS

AVIATION

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# Overview

## 2009 Eurocopter EC145T1

- Overview
- Highlights

### Additional Equipment

- Avionics
- Miscellaneous

### Interior

- Passenger Configuration
- EMS Medical Configuration

### Maintenance and Inspection Status

### Service

### Contact



Manufacturer	Eurocopter/Airbus
Year of Manufacturing	2009
First Registration	2010
Type	EC145T1/ BK117C2
Serial Number	9293
Configuration	EMS (Medical)
Engines	Arriel 1E2
ACTT	6.392 hrs
Engines	On transferrable SBH Contract
Location	Germany



# Highlights

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- New Paint in White Color
- Certification
  - Single & Dual Pilot
  - IFR & VFR Day & Night
- Weather Radar RDR 2000
- NVG Certification
  - Illuminated Chart Holders
  - NVG Search Light
  - NVG compatible Interior
  - NVG compatible Exterior Lighting
- MEGAHAS Automatic Flight Control Display System (FCDS) Dual 2 x SMD45/1 & 1 x SMD68
- MASTERMIS Cockpit Cockpit Voice and Flight Data Recorder
- Operated and maintained by a single operator since new
- Flawless maintenance records
- No damage history





# Additional Equipment - Avionics

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### Avionic Pack AV PACK DP IFR G430

- Audio/Comm Control System ACU 6100
- Remote Electronic Unit 6100 (Becker)
- GTX 330 Mode S Transponder (NVG Friendly)
- Flite Line CDM451 DME
- KR21 Marker Beacon (Honeywell)
- 2x GPS/NAV/COM GNS 430 (Garmin)
- Radar Altimeter KRA 405 B (Honeywell)
- MEGAHAS Automatic Flight Control  
Display System
- Cockpit Voice and Flight Data Recorder (CVFDR)
- EURONAV IV-RN6CM (EURO Avionics)  
interfaced with FCDS fix provisions





## Additional Equipment - Miscellaneous

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- Bleed Air Heating System
- 40 Ah / 24V Battery
- 2nd Portable Fire Extinguisher
- ELT C406N HM incl. NAV Option (Artex)
- Separation Curtain Cockpit / Cabin
- Fuzz Burners for Gearboxes (TGB and Intermediate) and Main Transmission
- Fuzz Burner for Engines
- Engine Compressor Wash Kit
- Sliding Door Fastener LH & RH
- Performance Improvement Kit for Bleed Air Heating
- Fuel Management System
- Tail Flood Lights
- Vector Mast Moment System (VMMS)
- Tinted sun shades for cockpit windshield roof section
- Additional electrical interface for mission equipment
- Ground Handling wheels
- Cover Bag with Covers Engine Inlet, Static System, In and outlet Engines, Main and Tail Rotorblade tie downs



# Interior - Passenger Configuration

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- **Passenger Configuration**
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- Floor railings offer flexible seating arrangements
- Capacity up to 9 Passengers
- Photo example 3-2-3 configuration
- Interior specifications up to customer request
- Convertible Passenger – EMS Interior
- Suitable for
  - VIP Transport
  - Passenger Flights
  - Cargo Flights (Seats Removed)
  - EMS Missions





# Interior - EMS Medical Configuration

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## Interior

- Passenger Configuration
- **EMS Medical Configuration**

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- Night Vision Compatible EMS (Medical) Interior
- Comfort Improvement Kit
- Height Adjustable Pilot and Co-pilot Seat
- Jettisonable Cockpit Doors
- Attachment Rails in Cabin Ceiling
- Multi Purpose Fittings in Cabin L H& RH
- SX 5 Landing and Search Light  
400/200W NVG compatible
- Stryker Stretcher System
- Convertible EMS – Passenger Interior





# Maintenance and Inspection Status

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Component		Interval in hrs.	Remain			Used		
			in hrs.	Percent	in hrs.	Percent		
Engine Arriel 1E2 ENGINE I + II		E1. SN 47057 - TTSN 4311:04 E2. SN 47213 - TTSN 6395:39						
<i>On transferable SbH contract</i>	Module 1	15 years	5.475 days	E1. 3.393 days E2. 515 days	100 %	E1. 2.082 days E2. 4.960 days	0 %	
<i>for that reason 0 % used</i>	Module 2		7.200	E1. 5.339 E2. 2.133	100 %	E1. 1.861 E2. 5.087	0 %	
	Module 3		3.600	E1. 3.596 E2. 3.596	100 %	E1. 4 E2. 4	0 %	
	Module 4		7.200	E1. 5.689 E2. 6.872	100 %	E1. 1.511 E2. 328	0 %	
	Module 5		3.600	E1. 2.893 E2. 1.318	100 %	E1. 707 E2. 2.282	0 %	
	FCU		3.600	E1. 3.294 E2. 3.344	100 %	E1. 306 E2. 256	0 %	
		10 years	3.650 days	E1. 1.061 days E2. 2.274 days	100 %	E1. 2.589 days E2. 1.376 days	0 %	
Main rotor blades	1		25.000	18.090	72 %	6.910	28 %	
	2		25.000	23.929	96 %	1.071	4 %	
	3		25.000	19.775	79 %	5.225	21 %	
	4		25.000	18.614	74 %	6.386	26 %	
Rotor Star			26.800	26.474	99 %	326	1 %	
Tension Torsion Strap		4 ea	30.000 LC	19.551 LC	65 %	10.449 LC	35 %	
		12 years	4.380 days	577 days	13 %	3.803 days	87 %	
MRH Bolts		4 ea	31.200 LC	20.751 LC	67 %	10.449 LC	33 %	
			4.800	1.838	38 %	2.962	62 %	
Main Gearbox			5.000	884	18 %	4.116	82 %	
Intermediate Gearbox			1.500	781	52 %	719	48 %	
Tail Rotor Gearbox			1.800	1.474	82 %	326	18 %	
Tail Rotor Blade	1, 2		9.300	8.227	88 %	1.073	12 %	
Main Rotor Actuator	1, 2, 3		7.500	4.820	64 %	2.680	36 %	
Free Wheel clutch			3.600	2.133	59 %	1.467	41 %	
<b>Total</b>			Percent Remaining <b>81 %</b>			Percent Used <b>19 %</b>		



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Inspection	Intervall		Remain			Used		
	hrs.	days	hrs.	% FH	days	% Time	hrs.	days
<b>Airframe FH / Cal Inspections</b>								
1Y Inspection due at Dez. 2024		365			33	<b>9 %</b>		332
400FH inspection	400		400	<b>100 %</b>			0	
400FH/12M inspection	400	365	400	<b>100 %</b>	33	<b>9 %</b>	0	332
800FH/36M inspection	800	1.095	800	<b>100 %</b>	763	<b>70 %</b>	0	332
1600FH inspection	1600		803	<b>50 %</b>			797	
1600FH/4Y inspection	1600	1.460	1.586	<b>99 %</b>	771	<b>53 %</b>	14	689
2400FH inspection	2400		2.074	<b>86 %</b>			326	
3200FH/6Y inspection	3200	2.190	2.874	<b>90 %</b>	693	<b>32 %</b>	326	1.497
<b>Engine Inspections</b>								
30FH inspection	30		27	<b>90 %</b>			3	
400FH inspection ENGINE	400		397	<b>99 %</b>			3	
800FH inspection ENGINE	800		797	<b>100 %</b>			3	
1200FH inspection ENGINE	1200		1.197	<b>100 %</b>			3	
15Y Inspection ENGINE I due at Sept. 2024	15Y	5.475			3.393	<b>100 %</b>		2.082
<b>under transferable SBH contract</b>								
15Y Inspection ENGINE II due at Feb. 2034	15Y	5.475			515	<b>100 %</b>		4.960
<b>under transferable SBH contract</b>								
<b>Total</b>			Percent Remaining flighthours			Percent Remaining flighttime		
			<b>92,20 %</b>			<b>53,17 %</b>		



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- Demand evaluation and recommendation
- Helicopter evaluation
- Process orientation
- Preparation of all necessary contracts
  - Offer to Purchase (OtP)
  - Aircraft Purchase Agreement (APA)
- Accompanying the Pre Purchase Inspection (PPI)
- Ensuring an unencumbered transfer of ownership
  - Transfer via an ESCRWO Agent
- Relocation of the helicopter incl. planning and execution from current location to your destination



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