

# HERREOS

AVIATION

Buy and Fly with Confidence



Helicopter Factsheet of

2009 EUROCOPTER

**EC 145T1/ BK117C2**

Aircraft Total Time: appx. 6.396 hrs

EMS Configuration





## 2009 Eurocopter EC145T1

- **Overview**
- Highlights

### Additional Equipment

- Avionics
- Interior
- Miscellaneous

### Maintenance and Inspection Status

### Helivalue evaluation

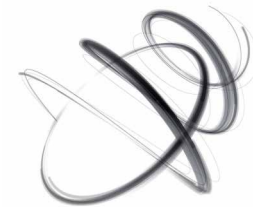
### Service

### Contact

## Overview



Manufacturer	Eurocopter/Airbus
Year of Manufacturing	2009
First Registration	2010
Type	EC145T1/ BK117C2
Serial Number	9293
Configuration	EMS (Medical)
Engines	Arriel 1E2
ACTT	6.396 hrs
Engines	On transferable SBH Contract
Location	Germany



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## Highlights

- New Paint in White Color
- Certification
  - Single & Dual Pilot
  - IFR & VFR, Day & Night
- Color 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
- M<sup>2</sup>ARMS Cockpit Cockpit Voice and Flight Data Recorder
- Has been operated and maintained by a single owner since new
- Excelent maintenance record and history
- No damage history





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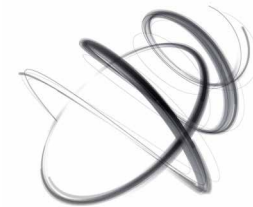
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## Additional Equipment - Avionics



### 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



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Maintenance and  
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## Additional Equipment - Interior



- 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





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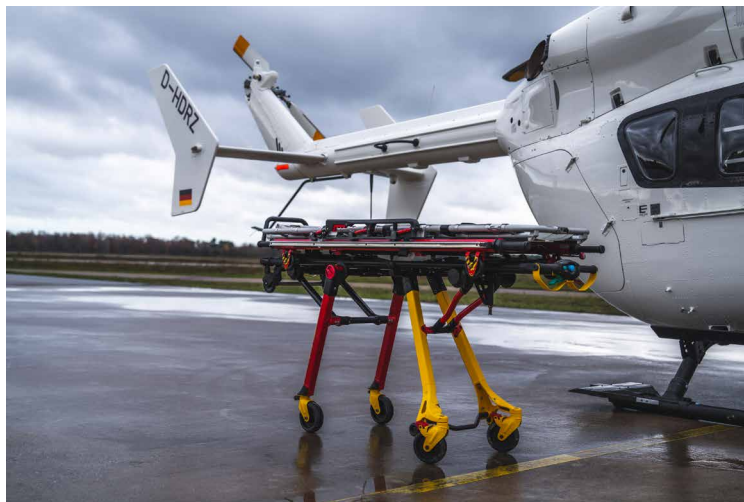
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## Additional Equipment



Stryker Stecher System



SX 5 Landing and Search Light  
400/200W NVG compatible



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Maintenance and  
Inspection Status

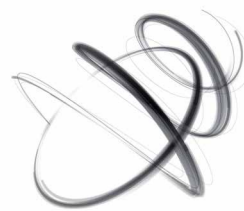
Helivalue evaluation

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## Additional Equipment - Miscellaneous

- 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



# Maintenance Status

Component		Interval	Remain			Used	
			in hrs.	in hrs.	Percent	in hrs.	Percent
<b>Engine Arriel 1E2 ENGINE I + II</b>		<b>E1. SN 47057 - TTSN 4311:04</b>					
		<b>E2. SN 47213 - TTSN 6395:39</b>					
<i>On transferable SbH contract</i>	<b>Module 1</b>	15 years	5.475 days	<b>E1. 3.731 days E2. 277 days</b>	<b>100 %</b>	0	<b>0 %</b>
<i>for that reason 0 % used</i>	<b>Module 2</b>		7.200	<b>E1. 5.339 E2. 2.133</b>	<b>100 %</b>	0	<b>0 %</b>
	<b>Module 3</b>		3.600	<b>E1. 3.596 E2. 3.596</b>	<b>100 %</b>	0	<b>0 %</b>
	<b>Module 4</b>		7.200	<b>E1. 5.689 E2. 6.872</b>	<b>100 %</b>	0	<b>0 %</b>
	<b>Module 5</b>		3.600	<b>E1. 2.893 E2. 1.318</b>	<b>100 %</b>	0	<b>0 %</b>
	<b>FCU</b>		3.600	<b>E1. 3.294 E2. 3.344</b>	<b>100 %</b>	0	<b>0 %</b>
		10 years	3.650 days	<b>E1. 1.399 days E2. 2.612 days</b>	<b>100 %</b>	0	<b>0 %</b>
<b>Main rotor blades</b>	<b>1</b>		25.000	18.090	<b>72 %</b>	6.910	<b>28 %</b>
	<b>2</b>		25.000	23.929	<b>96 %</b>	1.071	<b>4 %</b>
	<b>3</b>		25.000	19.775	<b>79 %</b>	5.225	<b>21 %</b>
	<b>4</b>		25.000	18.614	<b>74 %</b>	6.386	<b>26 %</b>
<b>Rotor Star</b>			26.800	26.474	<b>99 %</b>	326	<b>1 %</b>
<b>Tension Torsion Strap</b>		4 ea	30.000 LC	19.551 LC	<b>65 %</b>	10.449 LC	<b>35 %</b>
		12 years	4.380 days	1.026 days	<b>23 %</b>	3.354 days	<b>77 %</b>
<b>MRH Bolts</b>		4 ea	31.200 LC	20.751 LC	<b>67 %</b>	10.449 LC	<b>33 %</b>
			4.800	1.838	<b>38 %</b>	2.962	<b>62 %</b>
<b>Main Gearbox</b>			5.000	884	<b>18 %</b>	4.116	<b>82 %</b>
<b>Intermediate Gearbox</b>			1.500	781	<b>52 %</b>	719	<b>48 %</b>
<b>Tail Rotor Gearbox</b>			1.800	1.474	<b>82 %</b>	326	<b>18 %</b>
<b>Tail Rotor Blade</b>	<b>1, 2</b>		9.300	8.227	<b>88 %</b>	1.073	<b>12 %</b>
<b>Main Rotor Actuator</b>	<b>1, 2, 3</b>		7.500	4.820	<b>64 %</b>	2.680	<b>36 %</b>
<b>Free Wheel clutch</b>			3.600	2.133	<b>59 %</b>	1.467	<b>41 %</b>
<b>Total</b>				Percent Remaining <b>83 %</b>		Percent Used <b>17 %</b>	

This is for reference only and must be checked against the maintenance records.





# Inspection Status

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			365	<b>100 %</b>		0
400FH inspection	400		400	<b>100 %</b>			0	
400FH/12M inspection	400	365	400	<b>100 %</b>	365	<b>100 %</b>	0	0
800FH/36M inspection	800	1.095	800	<b>100 %</b>	1.095	<b>100 %</b>	0	0
1600FH inspection	1600		803	<b>50 %</b>			797	
1600FH/4Y inspection	1600	1.460	1.586	<b>99 %</b>	1.230	<b>84 %</b>	14	230
2400FH inspection	2400		2.074	<b>86 %</b>			326	
3200FH/6Y inspection	3200	2.190	2.874	<b>90 %</b>	1.152	<b>53 %</b>	326	1.038
<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			388	<b>100 %</b>		5.087
<b><i>under transferable SBH contract</i></b>								
15Y Inspection ENGINE II due at Feb. 2034	15Y	5.475			3.842	<b>100 %</b>		1.633
<b><i>under transferable SBH contract</i></b>								
<b>Total</b>				Percent Remaining flighthours <b>92 %</b>		Percent Remaining flighttime <b>91 %</b>		



# Helivalue evaluation

## 2009 Eurocopter EC145T1

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## Maintenance and Inspection Status


## Helivalue evaluation

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### BK-117 C2 (EC145T1)



Make: Airbus  
Engine: Arriel 1E2  
Year: 2009

Model: BK-117 C2 (EC145T1)  
Usage: 20 %  
HMP: Engine HMP

Conversion: None  
Configuration: EMS  
Option:

Resale pricing is based on actual sales transactions and current market conditions such as overall trends in asking prices, increase or decrease in supply, demand, and sales volume. We obtain sales pricing data from owners and operators, lenders and lessors, brokers and equipment manufacturers worldwide.

Default values represent the manufacture's standard aircraft and options before customer customization.

Manufacturer's Historical Price			Blue Book Resale Values Weighted Average Component Life at							
Model Year	Serial Number	Base Price	100% Used	80% Used	60% Used	50% Used	40% Used	20% Used	0% Used	
2000	View	\$N/A	\$1,350,000	\$1,625,000	\$2,120,000	\$2,397,500	\$2,675,000	\$3,605,000	\$4,350,000	
2001	View	\$N/A	\$1,350,000	\$1,625,000	\$2,120,000	\$2,397,500	\$2,675,000	\$3,605,000	\$4,350,000	
2002	View	\$3,719,000	\$1,350,000	\$1,625,000	\$2,120,000	\$2,397,500	\$2,675,000	\$3,605,000	\$4,350,000	
2003	View	\$3,831,000	\$1,350,000	\$1,625,000	\$2,120,000	\$2,397,500	\$2,675,000	\$3,605,000	\$4,350,000	
2004	View	\$3,946,000	\$1,350,000	\$1,625,000	\$2,120,000	\$2,397,500	\$2,675,000	\$3,605,000	\$4,350,000	
2005	View	\$5,012,000	\$1,350,000	\$1,625,000	\$2,120,000	\$2,397,500	\$2,675,000	\$3,605,000	\$4,350,000	
2006	View	\$5,120,000	\$1,350,000	\$1,625,000	\$2,120,000	\$2,397,500	\$2,675,000	\$3,605,000	\$4,350,000	
2007	View	\$4,329,000	\$1,350,000	\$1,675,000	\$2,170,000	\$2,460,000	\$2,750,000	\$3,680,000	\$4,425,000	
2008	View	\$5,538,000	\$1,350,000	\$1,725,000	\$2,220,000	\$2,522,500	\$2,825,000	\$3,755,000	\$4,500,000	
2009	Displayed Below	\$5,807,000	\$1,350,000	\$1,775,000	\$2,270,000	\$2,585,000	\$2,900,000	<b>\$3,830,000</b>	\$4,575,000	
2010	View	\$5,990,000	\$1,350,000	\$1,825,000	\$2,320,000	\$2,647,500	\$2,975,000	\$3,905,000	\$4,650,000	
2011	View	\$6,137,000	\$1,350,000	\$1,875,000	\$2,370,000	\$2,710,000	\$3,050,000	\$3,980,000	\$4,725,000	
2012	View	\$6,282,000	\$1,350,000	\$1,925,000	\$2,420,000	\$2,772,500	\$3,125,000	\$4,055,000	\$4,800,000	
2013	View	\$6,564,000	\$1,350,000	\$1,975,000	\$2,470,000	\$2,835,000	\$3,200,000	\$4,130,000	\$4,875,000	
2014	View	\$N/A	\$1,350,000	\$2,025,000	\$2,520,000	\$2,897,500	\$3,275,000	\$4,205,000	\$4,950,000	
2015	View	\$N/A	\$1,350,000	\$2,075,000	\$2,570,000	\$2,960,000	\$3,350,000	\$4,280,000	\$5,025,000	
2016	View	\$N/A	\$1,350,000	\$2,125,000	\$2,620,000	\$3,022,500	\$3,425,000	\$4,355,000	\$5,100,000	
2017	View	\$N/A	\$1,450,000	\$2,275,000	\$2,770,000	\$3,185,000	\$3,600,000	\$4,530,000	\$5,275,000	
2018	View	\$N/A	\$1,560,000	\$2,435,000	\$2,930,000	\$3,357,500	\$3,785,000	\$4,715,000	\$5,460,000	

2009 Serial Numbers											
9217	9220	9228	9229	9232	9235	9236	9238	9240	9241	9242	9250
9251	9253	9255	9258	9259	9263	9265	9266	9268	9274	9276	9278
9279	9281	9283	9286	9288	<b>9293</b>	9295	9296	9298	9301	9302	9303
9306	9308	9310	9311	9312	9319	9321	9322	9327			

Value  
EC145T1/C2 S/N 9293

20% used Status

US\$ 3.830.000

Current Percent Used  
Status 17 %

Upgrade on Airbus PbH Tip to  
Tail Contract are available on  
request

First Registration 2010



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## Service

- Helicopter evaluation and recommendation
- 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
- Organization Transport current location to final destination

## Contact

### **Eberhard Herr**

Managing Director / Owner

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E-Mail [e.herr@herreos.eu](mailto:e.herr@herreos.eu)

### **Cedric Herr**

Management Assistant



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