

Eurocopter EC120B 1256

Helicopter Valuation

SN: 1256 | **Reg.:** OK-SUT | **Date:** June 2025

Client: Raiffeisen Leasing Prague



The Helicopter

Helicopter model EC120B			
Helicopter Serial Number	1256	Helicopter Registration No.	OK-SUT
Date of manufacture	18.10.2001	Date placed in service	23.10.2001
Total time (as of 27.02.2025)	1425,6	Total Landings (as of 27.02.2025)	2580
Engine model Turbomeca Arrius 2F (As of 27.02.2025)			
Engine S/N	34279		
Engine Total time	1425,63		
Engine Total cycles (NG)	1747,64	Engine Total cycles (NF)	2020,5

SUPPORT PROGRAM

None

SCHEDULED AND RECENT MAINTENANCE

New ARC issued 13.02.2025

100H / 12M inspection c/w 24.02.2025

500H / 24M due at 1904,2 FH / 23.02.2026

144M inspection c/w in 23.02.2024

3000FH / 180M Engine inspection due at 3000 FH / 05.2031

OTHERS

- The helicopter has been operated and maintained in EASA environment.
- The helicopter is equipped with Garmin GNS650H Xi Avionics upgrade
- 2 AXIS SAGEM Autopilot equipped
- New Epicyclic Module (777,8hrs TT since OVH) installed 24/02/2025
- New Main Gearbox Module (296,3hrs TT since new) installed 24/02/2025
- **New Tail Gearbox module will be installed**
- Dual Controls
- Original Utility Interior

Value Estimate

We derive our value estimates by looking at the marketplace and seeing how the helicopter would compare in today's market conditions if it were to be put up for sale, marketed and sold to a reasonable buyer. We find that actual market conditions are a much more accurate method to estimate the value of an helicopter as it reflects true current conditions. JETRON s.r.o. has not been informed of any restrictions or impediments to legal rights, encompassed in the property being appraised.

Eurocopter EC120B

The COLIBRI EC120B is the entry level single-engine helicopter of the EUROCOPTER range. It fulfils the European regulation for VFR operation by day and night. The EC120 B is certified for a single pilot being either on the right or on the left side. The helicopter is delivered with right side controls as standard (removable dual controls are on option).

The EC120B design was undertaken with the following goals in mind :

- Comfortable five-seater, practical, versatile, performing and silent, intended to meet the requirements of the civil and public-services markets.
- Reduced operating costs
- Alleviated and simplified maintenance performed locally by the operator.

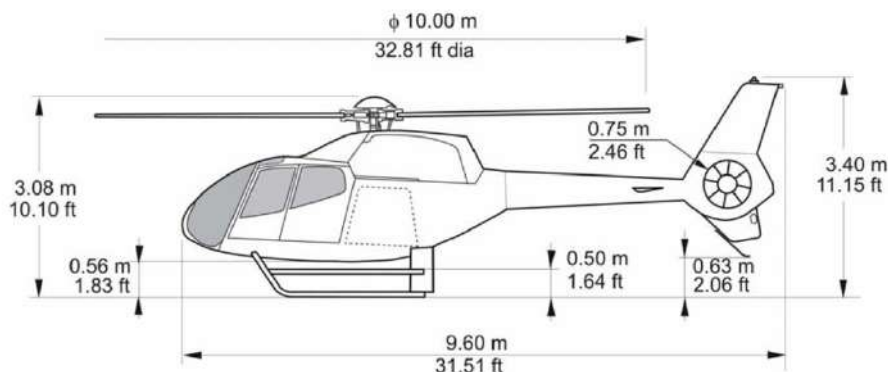
Starting from 2007, the EC120 B is fully equiped with VFR day-time radio navigation (standard “Ready to fly” package) associated with an integrated instrument panel (double colour screen Vehicle and Engine Multifunction Display (VEMD), GPS with colour map display) and has the capability of night-time VFR flight.

With a Maximum Gross Weight of 1,715 kg / 3,780 lb, the EC120 B is an helicopter of the new generation whose original concept stands out by:

- A cost effective use of modern technology
- A spacious cabin particularly comfortable and quickly transformable
- A user friendly cockpit featuring a VEMD to reduce pilot workload while improving safety and maintenance
- A modern design fully compliant with JAR 27 regulation featuring energy absorbing seats for pilot, copilot, passengers as well as a crashworthy fuel system
- A modular design of main mechanical components facilitating inspection, replacement and condition checkouts.

A TURBOMECA ARRIUS 2F turbine-engine, modular in design and with a low fuel consumption, its maximum take-off power rating at sea level, in ISA conditions, is 376 kW (504 shp – 511 ch).

An extremely low external noise levels which is 6.7 dB below the 85.4 dB required by the ICAO.



General Market Statistics

Current market conditions:

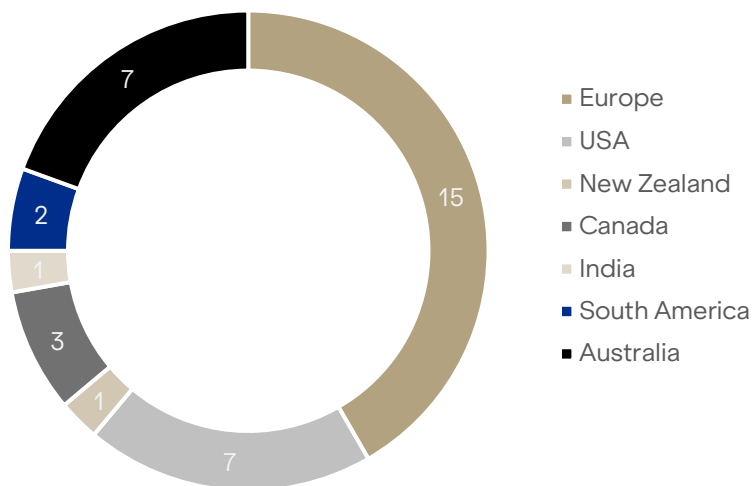
Based on our research, there are currently 36 Eurocopter EC120B available on the open market. This number represents 7,35% from all actively flying EC120B. 15 of these helicopters are based and registered in the Europe, while 7 are based in USA, 1 in New Zealand, 3 in Canada, 1 in India, 2 in South America and 7 in Australia.

The average EC120B currently offered on the pre-owned market has approximately 3 936 hours of Total time and Year of manufacture 2004. The asking prices span from around \$550,000 up to \$1,300,000, based on the technical conditions, YOM, upgrades, and equipment.

Many of the helicopters currently available on the market are not being represented by the exclusive brokerage service. Therefore, it becomes more challenging to ascertain if the helicopter is truly for sale, and the provided details may not always be accurate.

So far this year, there have been 21 transactions involving EC120B, 39 transactions in 2024 and 37 transactions in 2023. Most off the transactions took place off market and without brokerage services.

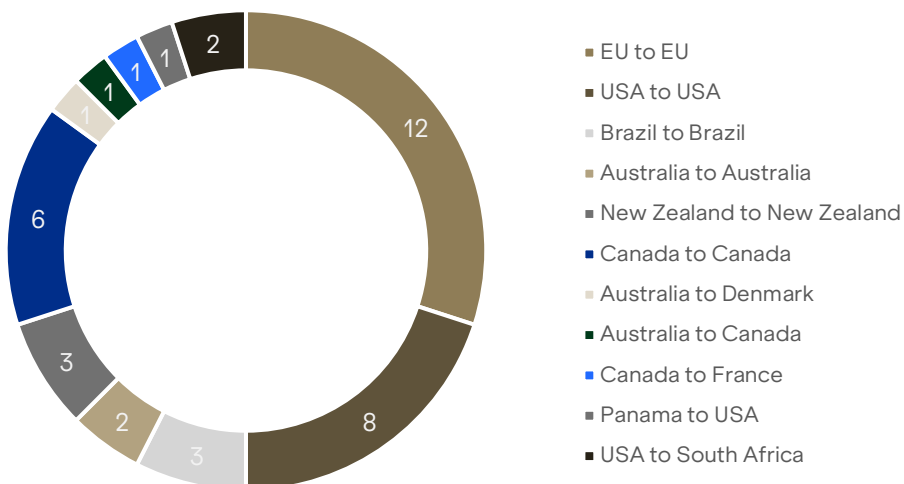
EC120B for sale worldwide



Transactions in 2024:

Of the tracked sales in 2024, 12 of 39 transactions took place between EU buyer and EU seller. 8 helicopters were sold within USA, 6 within Canada, 3 within Brazil, 2 were sold within Australia, 3 within New Zealand, 1 from Australia to Denmark, 1 from Australia to Canada, 1 from Canada to France, 1 from Panama to USA and 2 from USA to South Africa.

EC120B transactions in 2024



How OK - SUT / 1256 relates to other available helicopter

If OK-SUT were to enter the market at this moment, it would need to compete with 6 other YOM2001 units that are available on the market, 3 of these units are located in Europe.

Compared to others, the benefit would be the avionics (glass cockpit) upgrade, the helicopter is also upgraded with Garmin GNS650H avionics.

The exterior paint was previously refurbished, interior is also at good condition and as such would not need a further discount.

The epicyclic & main gearbox modules were recently replaced/overhauled. Tail gearbox module will be replaced as well. This has also a positive impact on the helicopter resale value.

Competing Helicopters

The value of a helicopter is only fully realized when it is put on the market and sold. As such, we find it very useful to look at the helicopter currently on the market, and to see how the target helicopter would compare if it were to be placed on the market in today's conditions. As such, we look at helicopter currently available, their characteristics and price points and relate the target helicopter to them after adjusting for the particulars of each plane.

The most relevant data points are:

Helicopter currently on the market

Serial Number	Registration	Location	Year	Hours	Asking Price	Notes
1008	SE-JMP	Sweden	1998	10 472	USD 750 000	
1052	RA-04116	Latvia	2000	1 530	USD 665 628	Engines Due OVH
1069	PH-RBC	Netherlands	1999	3 889	EUR 650 000	
1098	D-HHHE	Germany	2000	2 884	EUR 650 000	
1139	VH-JBY	Australia	2000	4 745	USD 820 000	
1171	VH-JYX	Australia	2000	10 839	USD 600 000	
1173	C-FSHR	Canada	2001	4 673	USD 750 000	
1182	F-GYLE	France	2001	5 383	Make Offer	
1206	G-FFRL	Ireland	2001	1 360	Make Offer	
1216	VT-SDG	India	2001	3 540	Make Offer	
1242	SE-JUB	Sweden	2001	4 417	USD 750 000	
1263	N524AL	Puerto Rico	2002		Make Offer	
1305	SE-JGL	Sweden	2002	8 550	Make Offer	
1307	F-GNBH	France	2002	1 900	Make Offer	
1311	F-HVPL	France	2002	3 406	EUR 850 000	
1347	VH-BGB	Australia	2003	6 536	USD 550 000	
1348	VH-XXR	Australia	2003	4 534	USD 690 000	
1350	C-GHWW	Canada	2003	2 020	USD 698 000	
1352	VH-JDZ	Australia	2003	3 093	USD 650 000	
1382	C-FDNK	Canada	2004	3 500	USD 830 000	
1388	SE-JJM	Sweden	2005	6 647	USD 920 000	Engine program

1391	N82PV	U.S.A.	2004	1 419	USD 815 000	
1393	F-HCPV	France	2007	4 092	EUR 890 000	Engine program
1454	VH-CZC	Australia	2007	1 348	USD 815 000	
1456	N822ET	USA	2007	1 674	USD 1 325 000	
1463	G-SKPP	England	2006	2 460	GPB 725 000	
1490	N373HS	U.S.A.	2007	6 388	USD 765 000	
1492	LN-OCD	Norway	2007	3 343	EUR 850 000	
1494	N715PJ	U.S.A.	2007	2 115	Make Offer	
1510	N383ED	U.S.A.	2008	2 535	Make Offer	
1526	XH-KXX	Australia	2008	5 319	USD 910 000	
1537	HB-ZLP	Switzerland	2008	550	CHF 920 000	
1545	PR-JCP	Brazil	2008		USD 1 300 000	
1570	ZK-INN	New Zealand	2009	2 500	Make Offer	
1636	N696HP	U.S.A.	2010	1 842	USD 1 165 000	Engine program
1699	N260WH	U.S.A.	2017	2 015	USD 1 100 000	

Serial number 1069

1999 helicopter based in Netherlands with 3 885 total time hours. Standard avionics, Dual controls, Engine M01 OVH due in 85hrs/2025, M02 due in 2061FH/2033. Epicyclic module OVH c/w 2024, Main gearbox module OVH due in 563FH/JAN2027, Tail gearbox module OVH due 1335FH/JAN2026. Asking price: €650 000.

Serial number 1311

2002 helicopter based in France with 3 406 total time hours. Standard avionics, Dual controls, new paint, Engine OVH due in 944hrs/2032. Epicyclic module due in 1 594hrs/MAY2026, MGB main module due in 4170hrs/AUG2041, Tail gearbox module OVH due in 4113hrs/JUN2040. Asking price: €850 000.

Serial number 1350

2003 helicopter based in Canada with 2 020 total time hours. Garmin GTN660/750 avionics upgrade, Dual controls, new paint in 2018, Engine OVH c/w JAN/2020 due in 2413hrs/2035. Epicyclic module due in 2 987hrs/JAN2026, MGB main module due in 2987hrs/JAN2026, Tail gearbox module OVH due in 2987hrs/JAN2026. Asking price: \$698 000.

Recent Sales

Serial Number	Registration	Location	Year	Hours	Asking Price	Sold Price
1108	OO-MMC	Belgium	2000	5 057	EUR 610 000	Unknown
1236	SE-JLN	Sweden	2001	4 475	Make Offer	EUR 540 000
1301	UP-	Kazakhstan	2002	2 275	Make Offer	„Around USD 500 000“
1340	F-GYLB	France	2002	3 585	USD 695 000	USD 290 000
1509	SP-WAB	Poland	2008	1 700	EUR 980 000	Unknown
1634	N120DL	USA	2010	1 036	USD 999 000	Unknown

Serial number 1108

2000 helicopter based in Belgium with 5 057 total time hours. Standard avionics, Dual controls, Engine OVH due in 811hrs/2029. Epicyclic module OVH c/w 842 hrs ago, due in 2907hrs/JAN2031, MGB main module OVH c/w 2187 hrs ago, due in 1562hrs/JAN2029, Tail gearbox module OVH c/w 1193hrs ago, due in 2556hrs/JUN2030. The helicopter was Sold 05/2025 with Asking price of €610 000

Serial number 1236

2001 helicopter based in Sweden with 4 475 total time hours. Standard Avionics, Equipped with ADS-B Out, Engine 15Y OVH performed due in 02/2026. The helicopter was Sold in 5/2024 for EUR 540 000.

Serial number 1301

2002 helicopter based in Kazakhstan with 2 275 total time hours. The helicopter was Sold in mid 2024 for around USD 500 000. The deal was set as “as is” with considerably maintenance OVD.

Serial number 1340

2002 helicopter based in France with 3 585 total time hours, standard Avionics. The helicopter was Sold 03/2025 “just below \$300 000”. The aircraft was in preservation for 3 years.

Serial number 1634

2010 helicopter based in USA with 1 036 total time hours. VIP seats, Dual screen Garmin G500H & Garmin GTN650/750 avionics upgrade. 12Y insp. c/w 01/2023, Epicyclic module, MGB main module & Tail gearbox module due in 2034. The helicopter was Sold 03/2025 with Asking price of \$999 000.

Value Estimate for OK-SUT / 1256

In estimating the value of OK SUT if it were to be placed on today's market, we would need to account for the specific characteristics in relation to the above helicopter currently on the market and for the recent completed transaction. In general, we estimate the following:

- Each year model is worth approximately 25,000 USD
- 1 Flight Hour is worth approximately 15 USD
- 1 Flight Engine Hour to Overhaul is worth approximately 100 USD
- 1 Year to Engine Overhaul is worth approximately 20,000 USD
- Avionics upgrade is worth approximately 80,000 USD
- 1 Year to Epicyclic module OVH is worth approximately 5,000 USD
- 1 Year to Main Gearbox module OVH is worth approximately 9,000 USD
- 1 Year to Tail Gearbox module OVH is worth approximately 3,000 USD

Unlike the vintage and low Total Time, all below is being considered as standard these days and the market won't pay any premium for it.

- Fresh paint job
- Fresh interior job

When compared to SN1069

The helicopter is currently available with an asking price of €650,000. The actual sales price usually differs from the asking price.

$650,000 + 50,000 \text{ /for Year of Make difference/} + 36,900 \text{ /for Total Time difference/} + 70,400 \text{ /for Engine to Overhaul difference/} + 80,000 \text{ /for Avionics upgrade/} + 180,000 \text{ /for Main Module OVH/} + 69,000 \text{ /for Tail Gearbox module OVH/} = 1,136,300 \text{ EUR}$

1,136,300 EUR would be the fair market value when compared to SN1069.

When compared to SN1108

The helicopter was sold in 05/2025 with an asking price of €610,000. The actual sales price usually differs from the asking price.

610,000 + 25,000 /for Year of Make difference/ + 53,850 /for Total Time difference/ + 41,100 /for Engine to Overhaul difference/ + 80,000 /for Avionics upgrade/ + 85,000 /for Epicyclic module OVH/ + 162,000 /for Main Module OVH/ + 57,000 /for Tail Gearbox module OVH/ = 1,113,950 EUR

1,113,950 EUR would be the fair market value when compared to SN1108.

When compared to SN1311

The helicopter is currently available with an asking price of €850,000. The actual sales price usually differs from the asking price.

850,000 - 25,000 /for Year of Make difference/ + 29,715 /for Total Time difference/ + 96,200 /for Engine to Overhaul difference/ + 80,000 /for Avionics upgrade/ + 110,000 /for Epicyclic module OVH/ + 54,000 /for Main Module OVH/ + 27,000 /for Tail Gearbox module OVH = 1,221,915 EUR

1,221,915 EUR would be the fair market value when compared to SN1311.

When compared to SN1350

The helicopter is currently available with an asking price of \$698,000, approximately €640,000. The actual sales price usually differs from the asking price.

640,000 - 50,000 /for Year of Make difference/ + 9,925 /for Total Time difference/ - 80,000 /for Engine to Overhaul difference/ + 110,000 /for Epicyclic module OVH/ + 189,000 /for Main Module OVH/ + 69,000 /for Tail Gearbox module OVH = 887,925 EUR

887,925 EUR would be the fair market value when compared to SN1350.

With the above references to current offerings and real-world trading conditions as a guideline, we believe that OK-SUT / 1256 has a retail value in today's market of approximately 875,000 – 925,000 EUR, subject to a new Tail Gearbox module installation.

The values stated above are without VAT or any applicable taxes.

Aircraft Records Review

March 2025

Additional review performed in June 2025

INTRODUCTION

Following report provides information about rotorcraft and its maintenance status based on documentation review after delivery before its deregistration. Review is limited to visual overview of the Rotorcraft physical status and Documentation review. The documentation was not complete at the moment of review.

Rotorcraft PH-LPH Type EC 120, Model EC 120 B manufactured by Airbus Helicopters, Marseille Provence, 13725 Marignane CEDEX France 18-OCT-2001.

Aircraft was previously owned by H.P.L. Beheer B.V.; Odiliadijk 24; 5435 XA SINT AGATHA, THE NEDERLANDS and operated by Heli Holland Air Service. New owner is SUTOR Property s.r.o., Starý Most 1, 434 01 Most.

CURRENT AIRCRAFT STATUS:

Current times as of 27.FEB 2025

AIRFRAME EC 120 B S/N 1256

FLIGHT HOURS : 1425,63

FLIGHT CYCLES : 2580

ENGINE SAFRAN TURBOMECA (SAFRAN) ARRIUS 2F

FLIGHT HOURS: 1425,63

CYCLES NG (N1) Gas producer: 1747,64

Cycles NF (N2) power turbine: 2020,5

AIRCRAFT TECHNICAL EVALUATION

AIRCRAFT ROTORCRAFT EC120B PH-LPH was operated under the EASA regulations as Light Rotorcraft Category and the Rotorcraft is fully compliant for EASA operations.

Exterior – Rotorcraft paint, windows, seals, blades are in excellent condition – no visible scratch and or damage found. GPS Antenna added

Interior – Seats, Carpet, and Sealing, Instrument panels are in excellent condition, and it provides good feeling of the Interior. No serious damage found.

Engines - Engine is close to 600 FH Inspection (199 FH remaining) last maintenance in the log is recorded is 27-FEB-2024 which is not corresponding with the Maintenance Status provided.

Documentation – Airframe, Engine Logs AFM and Pilots guide available maintained – Logs missing last records, No HIL, no Statements, no Dent & Buckle provided.

Modification – Modification Status not available – Three modifications found SAGEM ICDS-8A INSTALLATION and SFIM VFR AUTOPILOT. Modification installation information not complete certificates and RFMS, RMMS, ICA supplements not provided. STC documents for GPS Installation and authorization provided.

Maintenance Statuses –The Statuses are just chart export with some information, related scheduled inspection not complete. LLP status not provided. Work order for ATC and ELT CODE change not available.

There are issues which requires an attention:

- Complete Work Packages were not available for review
- Major, Minor repair Status not Available for review
- Avionics checks protocols not Available for review
- The modification & STC status not available/updated
- The modification installation information not complete
- EASA SIB inspection status not found No. 2011-15R2 and No. 2014-12

CONCLUSIONS

Rotorcraft is compliant with EASA requirement without any action.

Maintenance documents **were not provided**, logs are trackable to the birth of the aircraft and its components status is available.

Overall evaluation of the aircraft is considered as **ACCEPTABLE** primary due to available documents. When the listed documents will be available, then it may reach EXCELLENT or VERY GOOD CONDITION.

ITEM	STATUS NOTE
REGISTRATION	OK-SUT
PREVIOUS	PH-LPH
AIRCRAFT TYPE	EC 120 B EUROCOPTER
ROTORCRAFT SERIAL	1256
ROTORCRAFT OWNER	Raiffeisen – Leasing s.r.o., Hvězdova 1716/2b, Nusle, Praha 4
OPERATOR	BLUE SKY AVIATION s.r.o., Huppnerova 1169/1, Praha 6, Ruzyně

DETAILS	
AIRCRAFT TOTAL FH	1425,63
AIRCRAFT TOTAL FC	2580
ENGINE – ENGINE TYPE	TURBOMECCA
ENGINE – MFG No.	ARRIUS 2F
ENGINE – S/N / MFG DATE	34279 / 2001
ENGINE – TOTAL FH (TSN)	1425,6
ENGINE – TOTAL FC (CSN)	2020,5
ENGINE – MODUL 1 REDUCTION GEAR	P/N 70EM018000 S/N 00590
ENGINE – MODUL 2 GAZ GENERATOR	P/N 70EM028030 S/N 00592
MAIN ROTOR HUB C622A1002103	M292
MAIN ROTOR BLADE #1 P/N C621A1006102	S/N 934
MAIN ROTOR BLADE #2 P/N C621A1006102	S/N 944
MAIN ROTOR BLADE #3 P/N C621A1006103	S/N 3003
TAIL ROTOR HEAD #642A0101052	S/N M360
TAIL ROTOR BLADE #C642A0300103	S/N M24
TAIL ROTOR BLADE #C642A0300103	S/N M57
TAIL ROTOR BLADE #C642A0300103	S/N M72
TAIL ROTOR BLADE #C642A0300103	S/N M152
TAIL ROTOR BLADE #C642A0300103	S/N M163
TAIL ROTOR BLADE #C642A0300103	S/N M167
TAIL ROTOR BLADE #C642A0300103	S/N M261
TAIL ROTOR BLADE #C642A0300103	S/N M298
EPYCYCLIC MODULE #C632A0101052	S/N M542

AIRFRAME SCHEDULED INSPECTIONS	
100 FH INSPECTION	DUE 23-FEB-2026
500 FH INSPECTION	DUE 23-FEB-2026
1500 FH/72 M INSPECTION	DUE FH 2904/ 23-FEB-2030
48 M INSPECTION	DUE 22-FEB-2028
72 M INSPECTION	DUE 22-FEB-2030

144 M INSPECTION
AIRCRAFT WEIGHING

DUE 23-FEB-2036
PERFORMED 12.06.2025

SELECTED ENGINE INSPECTION

100 FH/12 M ENGINE INSPECTION	DUE 1525,6/23-FEB-2026
100 FH SPECTROMETER OIL ANALYSIS	NOT FOUND
400FH COMPONENTS	DUE 1547,5
500FH/24M ENGINE INSPECTION	DUE 1904,2 DATE 23-FEB-2026
600FH ENGINE INSPECTION	DUE 2625,0
600FH/24M ENGINE INSPECTION	DUE 1625,0 / TIME INTERVAL NOT SET?
2800FH COMPONENT INSPECTION	TIME INTERVAL NOT SET?
2800FH/180M	TIME INTERVAL NOT SET?

SELECTED COMPONENT INSPECTION

EPICYCLIC MODULE	DUE FH 5647,8 / 24-FEB-2049
TAIL ROTOR HUB	DUE FH 2147,5
TAIL GEARBOX	DUE FH 2500
ADAPTER END INSPECTION	DUE FH 78,6

AVIONICS

ELT BATTERY KIT	DUE 30-NOV-2028
ELT KANNAD 406AF	DUE 22-FEB-2026
GNS 430W	DUE 23-FEB-2026
PITOT STATIC	DUE 22-FEB-2026
TRANSPONDER	DUE 22-FEB-2026
IFR	NOT FOUND

ICA STCs INSPECTIONS

NOT PROVIDED	TBD
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AIRFRAME LLP LIST

NOT PROVIDED	TBD
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AD CROSSCHECK

CROSSCHECK	OK
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SB CROSSCHECK

SIB No. 2011-15R2	NOT LISTED
SIB No. 2014-12	NOT LISTED

DOCUMENT REVIEW	NOTES
ON-BOARD DOCUMENTS	
C of R	#05-JUN-2025
ARC	#241115/2 valid until 12-FEB-2026
C of A	#7086 issued 13-JUN-2026
NOISE CERTIFICATE	#2172-25 issued 13-JUN-2026
RADIO LICENSE/STATION LICENSE	#317906/LR Issued 27-MAY-2025 Valid 30-APR-2025
INSURANCE CERTIFICATE	#8082139315 valid until 24-FEB-2026
LOPA – EMERG. EQUIPMENT LOCATION	N/A
MEL/HIL/STATUS/DEFERRED ITEMS LIST	Not Available
INCIDENT ACCIDENT STATUS	TBD
AMP – MAINTENANCE PROGRAM APPROVAL	MP-OK-SUT-2025 06-MAY-2025
DENT&BUCKLE CHART	Not Available
AFM	RFM EC 120 B JUN 15, 2010
AFM SUPPLEMENTS REFERENCE	PROVIDED
FLIGHT MANUAL SUPPLEMENTS	PROVIDED
OPERATIONAL SUPPLEMENTS	PROVIDED
AFM W&B REPORT	PROVIDED
AFM ACCEPTANCE PAGE	Not Available
W&B MANUAL	AFM
LIST OF APPLICABLE AFM SUPPLEMENTS	NOT PROVIDED
ENGINE LOGBOOK	TURBOMECA ARRIUS 2F S/N 34279
AIRCRAFT LOGBOOK	PROVIDED
AIRCRAFT TECHNICAL BOOK	PROVIDED
PILOTS GUIDE (FMS, MFDS)	PROVIDED
PILOT QRH	NOT AVAILABLE
COCKPIT REFERENCE	NOT AVAILABLE
CHECKLIST EMERGENCY	NOT AVAILABLE
ABNORMAL/PROCEDURE	
LAST CRS	24-FEB-2025
LAST ENGINE INSPECTION	NOT AVAILABLE
LAST BOROSCOPE REPORT	NOT AVAILABLE
MAINTENANCE STATUS	PROVIDED
AD STATUS	PROVIDED
SB STATUS	PROVIDED
STC STATUS	NOT PROVIDED
LLP STATUS	NOT PROVIDED – SOME ITEMS IN MAINT STATUS
MAINTENANCE RECORDS	NOT PROVIDED – CRS AVAILABLE IN LOGS
AIRFRAME RECORDS (TECHLOGS)	AVAILABLE
INTERIOR DESIGN DRAWINGS	NOT PROVIDED
LIST OF AVIONICS EQUIPMENT	NOT PROVIDED
ON BOARD SOFTWARE LIST	NOT PROVIDED
STC PACKAGES/WORK REPORTS PACKAGES	PROVIDED PARTIALLY
EMERGENCY AND LOOSE EQUIPMENT LIST	NOT PROVIDED

INITIAL/BUILD DOCUMENTS	NOTES
ENGINE LOG SB INITIAL LISTING	PROVIDED
ENGINE LOG AD INITIAL LISTING	PROVIDED
ENGINE LOG COMPONENT INITIAL LISTING	PROVIDED
AIRFRAME LOG COMPONENT INITIAL LISTING	PROVIDED
AIRFRAME INITIAL SB LISTING	PROVIDED

MAJOR ALTERATIONS & MODS				STATUS NOTE		
MODIFICATION	ICA/AMMS	AFMS	FAA	LEGAL	EASA	CERT
SAGEM ICDS-8A INSTALLATION	L04-74000 REV IR	RFMS L09- 64003	SR09450- RC	EUROCTER	10027509	
SFIM VFR AUTOPILOT	PA-85- 120MMS-001	RFMS 120- FMS01	SR09263RC- D	EUROCOPTER	10016732	
Garmin GPS Installation GTN650Xi	190-01007-D1	190- 01007-D2	SR02120SE	GARMIN	10053621	

PHYSICAL VISUAL OVERVIEW	STATUS NOTE
EXTERIOR	
NO DISCREPANCY FOUND	

INTERIOR CABIN
NO DISCREPANCY FOUND

LOOSE EQUIPMENT
LIST NOT AVAILABLE

Helicopter Photo Documentation



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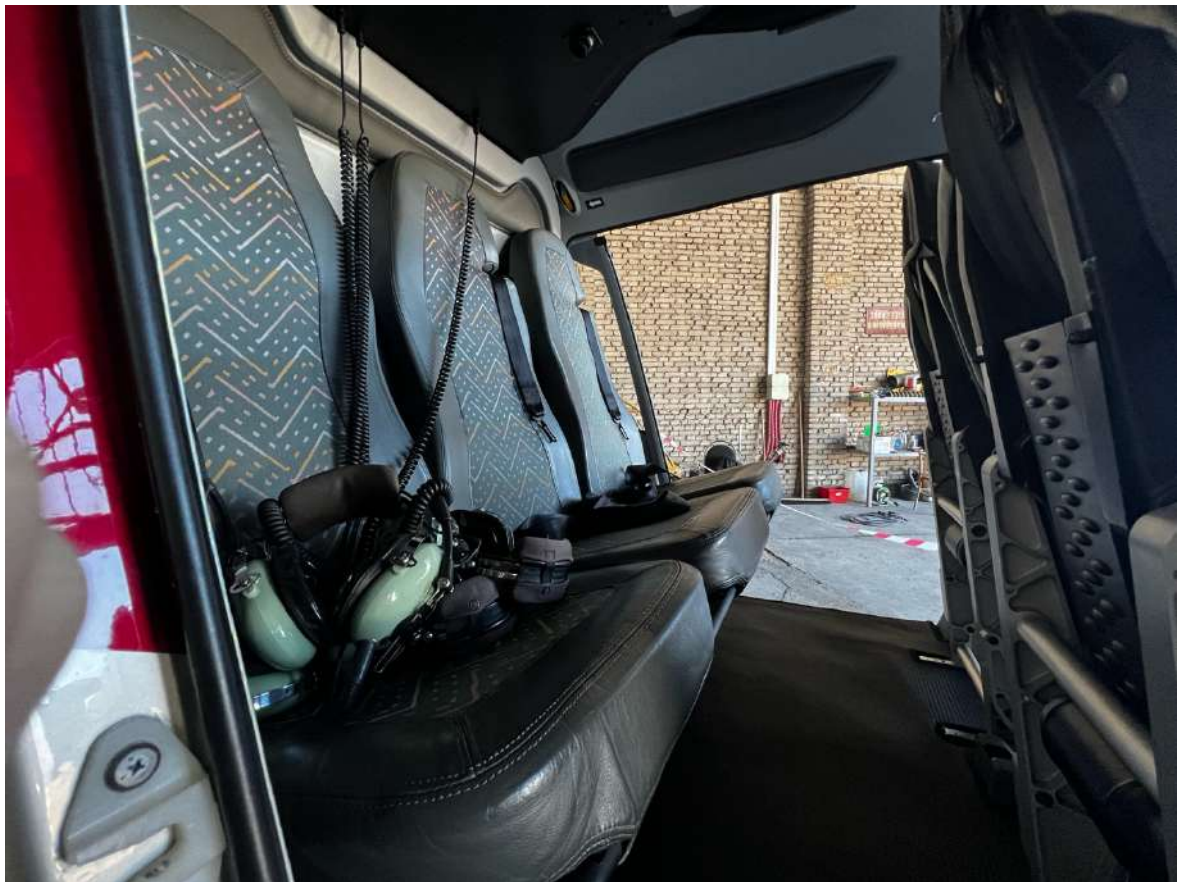
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