

Bell 427 56069 ZK-HHI

Desktop Evaluation

SN: 56069 | **Reg.:** ZK-HHI | **Date:** May 2026

Client: Raiffeisen Leasing Prague



The Helicopter

Helicopter model Bell 427			
Helicopter Serial Number	56069	Helicopter Registration No.	ZK-HHI
Date of manufacture	2008	Date placed in service	TBA
Total time (as of 11.03.2026)	7 508:54	Total Landings (as of 11.03.2026)	TBA
Engine model Pratt & Whitney PW207D (As of 11.03.2026)			
Engine 1 S/N	BF-0066	Engine 2 S/N	BF-0169
Engine 1 Total time	5652:52	Engine 2 Total time	5271:36
Engine 1 Total cycles	6731	Engine 2 Total cycles	7136

SUPPORT PROGRAM

None

LAST PERFORMED MAINTENANCE

Several overdue tasks listed in the provided maintenance tracking report

1200 FH / 24M Airframe components inspection due in 07/2026

600 FH Airframe Components Inspection due 68.5 FH

OTHERS

- The helicopter has been operated and maintained in FAA, CASA and CAA NZ environment.
- Garmin Aera 660 GPS
- ADS-B Out
- Dual controls
- Partial interior seats refurbishment performed (assumption)
- New paint in 2023 (assumption)
- Both VIP & Utility Configuration

Value Estimate

We derive our value estimates by looking at the marketplace and seeing how the aircraft 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 aircraft 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. JETRON s.r.o. has not carried out any visual appraisal of the aircraft prior to determining the value presented below.

Bell 427

The Bell 427 is a twin-engine light utility helicopter from the Bell Helicopter range. It fulfils certification requirements for both VFR and IFR operation, having received US FAA dual pilot IFR certification, making it suitable for a wide range of civil and public-service operations by day and night.

The Bell 427's design was undertaken with the following goals in mind:

- A comfortable multi-passenger transport, practical, versatile, high-performing and refined, intended to meet the requirements of the civil, corporate, EMS, and public-services markets.
- Reduced operating costs through modern twin-engine efficiency.
- Simplified maintenance supported by a modular mechanical design.

The Bell 427 was the first aircraft in the Bell fleet to be designed entirely on computer, reflecting a commitment to precision engineering and modern manufacturing. The aircraft features a Rogerson-Kratos NeoAV dual LCD instrument panel and an electronic flight instrumentation system (EFIS), a global positioning system, navigation map display, weather radar, and non-precision approach capability — providing a fully integrated as options, capable cockpit for both VFR and IFR missions.

With a Maximum Takeoff Weight of 6,550 lb (2,971 kg), the Bell 427 is a helicopter of the new generation whose concept stands out by:

- A cost-effective use of modern technology
- A spacious, comfortable cabin seating up to seven passengers in a two-three-three arrangement
- A user-friendly cockpit with dual LCD EFIS displays and an automatic flight control system options
- A modern design, featuring energy-absorbing landing gear with dynamically tuned cross tubes to decrease ground resonance, and a crashworthy fuel system

Power is supplied by two Pratt & Whitney Canada PW207D turboshaft engines, each producing 529 kW (709 shp), equipped with FADEC for precise engine management and reduced pilot workload.

The Bell 427 achieves a maximum speed of 251 km/h (156 mph), a range of 716 km (395 nm), and a climb rate of 10.16 m/s (2,000 ft/min) — delivering strong performance across its full range of civil and public-service missions.

General Market Statistics

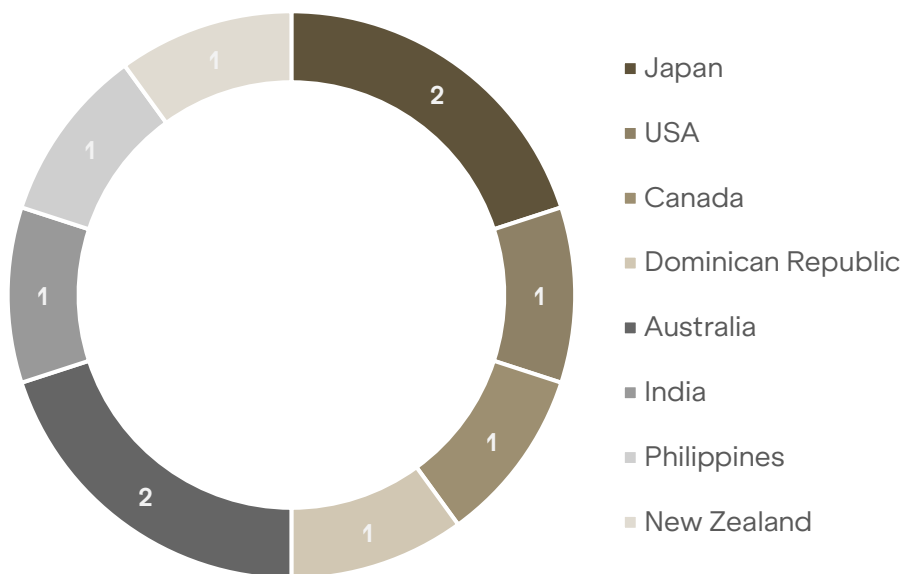
Current market conditions:

Based on our research, there are currently 10 Bell 427 available on the open market. This number represents 13,34% from all actively flying Bell 427s. 3 of them are located in North America, 2 in Australia, 2 are in Poland. 1 in India, 1 in Philippines and 1 in New Zealand (56069)

The average Bell 427 currently offered on the pre-owned market has 3 257 hours of Total time and Year of manufacture 2005. The asking prices span from around \$995,000 up to \$3,200,000, based on the technical conditions, YOM, upgrades, and equipment.

So far this year, there have been 0 transactions involving Bell 427, 2 transactions in 2025 and 5 transactions in 2024. Most off the transactions took place off market and without brokerage services.

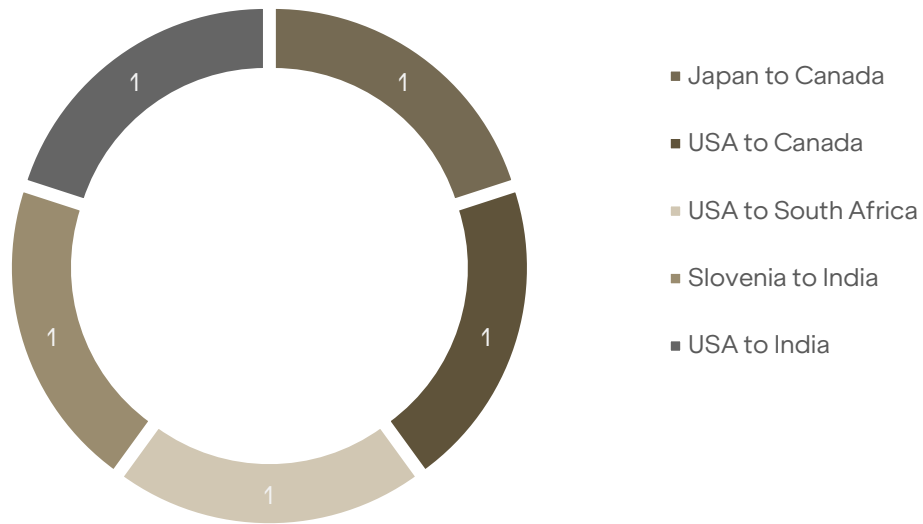
Bell 427 for sale worldwide



Transactions in 2024:

Of the tracked sales in 2024, most of the sellers domiciled in USA. 1 Transaction between seller from Japan and buyer from Canada, 1 Transaction between seller from USA and buyer from Canada, 1 Transaction between seller from USA and buyer from South Africa, 1 Transaction between seller from Slovenia and buyer from India and 1 Transaction between seller from USA and buyer from India.

Bell 427 transactions in 2024



How ZK-HHI / 56069 relates to other available helicopters

ZK-HHI is currently second youngest and second highest total time Bell 427 on the pre-owned market. Within this aircraft model, on the pre-owned market it currently only competes with YOM 2009 and older units.

Helicopters total time of 7 509 hours is approximately 4 200 hours above current market average.

Exterior paint and interior were not physically evaluated but in relation to the age we expect that they are at good condition and as such would not need a further discount.

Competing Helicopters

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

The most relevant data points are:

Aircraft currently on the market

Serial Number	Registration	Location	Year	Hours	Avionics	ADS-B Out	Asking Price \$
56010	VH-XSQ	Australia	2000	2 700	GNS 530W/530	●	1,200,000
56019	N427PG	U.S.A.	2000	2 316	GNS 530	●	1,195,000
56032	SP-KKU	Poland	2002	1 472	GNS 430	TBD	1,250,000
58002	RP-C238	Philippines	YOM2001 EIS 2003	1 202	King series	TBD	3,200,000 ESP Gold Engine program
56047	VH-TOR	Australia	2005	9 076	GNS430	TBD	995,000
56054	C-GVCN	Canada	2006	2 954	GNS530A/430A	●	1,088,000
56056	VT-PBS	India	2007	3 099			Make Offer
56064	SP-ABS	Poland	2007	2 942	GNS 530/430	●	1,290,000
56069	ZK-HHI	New Zealand	2008	7 284	Garmin Aera660	●	995,000
56077	N427UV	Dominican Republic	2009	1 115	GNS530W	●	1,950,000 ESP Gold Engine program

56010 — VH-XSQ

This is a 2000 YOM unit based in Australia. It has 2,700 hours total time with engines at TSN 2,700/2,700 — no engine program. VIP cabin, dual controls, air conditioning. Interior was refurbished in 2020, with original exterior. Avionics include dual Garmin GNS 530W/530. ADS-B Out equipped. Note: deal reportedly pending. The aircraft is currently listed at an asking price of **\$1,200,000**.

56019 — N427PG

This is a 2000 YOM unit based in the U.S.A. It has 2,316 hours total time with engines at TSN 2,316/2,263 — no engine program. 24-month/1,200-hour maintenance completed March 2025. VIP cabin, dual controls, air conditioning. Original interior and exterior. Avionics include a Garmin GNS 530. ADS-B Out equipped. The aircraft is currently listed at an asking price of **\$1,195,000**.

56032 — SP-KKU

This is a 2002 YOM unit based in Poland. It has 1,472 hours total time with engines at TSN 1,453/1,423 — no engine program. VIP cabin configuration, air conditioning. Interior and exterior are original. Avionics include a Garmin GNS430. The aircraft is currently listed at an asking price of **\$1,250,000**.

56047 — VH-TOR

This is a 2005 YOM unit based in Australia. It has 9,076 hours total time with engines at TSN 6,001/5,461 — no engine program. VIP cabin configuration, dual controls, air conditioning. Interior and exterior are both new. Avionics include a Garmin GNS430. The aircraft is currently listed at an asking price of **\$995,000**.

56054 — C-GVCN

This is a 2006 YOM unit based in Canada. It has 2,954 hours total time with engines at TSN 2,954/2,954, no engine program. 24-month/1,200-hour maintenance completed June 2025. VIP cabin, dual controls. Original exterior, original interior. Avionics include Garmin GNS530A/430A. ADS-B Out equipped. The aircraft is currently listed with an asking price of **\$1,088,000**.

56056 — VT-PBS

This is a 2007 YOM unit based in India. It has 3,099 hours total time with engines at TSN 3,099/3,099, no engine program. Annual maintenance completed July 2025. VIP cabin, dual controls. Interior refurbished in 2024, original exterior. No Garmin avionics fitted, no ADS-B Out. The aircraft is currently listed as **Make Offer**.

56064 — SP-ABS

This is a 2007 YOM unit based in Poland. It has 2,942 hours total time with engines at TSN 2,942/2,942, no engine program. VIP cabin, single control, air conditioning. Interior refurbished in 2023, original exterior. Avionics include Garmin GNS 530W/430. ADS-B Out equipped. The aircraft is currently listed with an asking price of **\$1,290,000**.

Value Estimate for ZK-HHI / 56069

In estimating the value of ZK-HHI 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 50 USD
- 1 Flight Engine Hour to Overhaul is worth approximately 130 USD
- High Utilization (above fleet average \cong 2,500 FH) deduction is worth approximately 150,000 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.

- Exterior paint condition
- Interior condition
- ADS-B Out Mandate
- Partial avionics upgrade

Note: Due to the lack of available data from recent sales, the calculations below are based on the current asking prices of helicopters presently available on the market. Please note that final sales prices usually differ from asking prices by approximately 5% to 10%.

When compared to SN 56010

The helicopter is currently available with an asking price of \$1,200,000.

$1,200,000 + 200,000$ /for vintage difference/ - $50 * (7,508 - 2,700)$ /for Total Time difference/ + $74,490$ /for engine nr.1 to OVH difference/ + $243,360$ /for engine nr.2 to OVH difference/ - $150,000$ /for high utilization/ = $1,327,450$

1,327,450 USD would be the fair market value when compared to SN 56010.

When compared to SN 56019

The helicopter is currently available with an asking price of \$1,195,000.

$1,195,000 + 200,000$ /for vintage difference/ - $50 * (7,508 - 2,316)$ /for Total Time difference/ + $22,360$ /for engine nr.1 to OVH difference/ + $191,230$ /for engine nr.2 to OVH difference/ - $150,000$ /for high utilization/ = $1,198,990$

1,198,900 USD would be the fair market value when compared to SN 56019.

When compared to SN 56032

The helicopter is currently available with an asking price of \$1,250,000.

$1,250,000 + 150,000$ /for vintage difference/ $- 50 * (7,508 - 1,472)$ /for Total Time difference/ $- 87,620$ /for engine nr.1 to OVH difference/ $+ 81,250$ /for engine nr.2 to OVH difference/ $- 150,000$ /for high utilization/ = 941,830

941,830 USD would be the fair market value when compared to SN 56019.

When compared to SN 56054

The helicopter is currently available with an asking price of \$1,088,000.

$1,088,000 + 50,000$ /for vintage difference/ $- 50 * (7,508 - 2,954)$ /for Total Time difference/ $+ 107,510$ /for engine nr.1 to OVH difference/ $+ 276,380$ /for engine nr.2 to OVH difference/ $- 150,000$ /for high utilization/ = 1,144,190

1,144,190 USD would be the fair market value when compared to SN 56054.

When compared to SN 56064

The helicopter is currently available with an asking price of \$1,290,000.

$1,290,000 + 25,000$ /for vintage difference/ $- 50 * (7,508 - 2,942)$ /for Total Time difference/ $+ 105,950$ /for engine nr.1 to OVH difference/ $+ 274,820$ /for engine nr.2 to OVH difference/ $- 150,000$ /for high utilization/ = 1,317,470

1,317,470 USD would be the fair market value when compared to SN 56064.

With the above references to current offerings and real-world trading conditions as a guideline, we believe that ZK-HHI / 56069 has a retail value in today's market of approximately 925,000 – 1,025,000 USD.

Subject to the currently OVD inspection tasks completed.

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

VREF helicopter valuation



2008 BELL 427

JETRON

GENERATED: 5/22/26

REPORT #: 38749

CATEGORY: Twin Engine

TAIL NUMBER: ZK-HHI

SERIAL NUMBER: 56069

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JETRON



2008 BELL 427

GENERATED: 5/22/26 | REPORT #: 38749
PREPARED FOR: | PREPARED BY: Jakub Lenar
COMPANY: JETRON | EMAIL: sales@jetron.aero



AIRCRAFT OVERVIEW

AIRCRAFT INFORMATION

Registration #	ZK-HHI
Serial #	56069
Airframe Total Time (AFTT)	7,508
AFTT Avg	2,190
Since Major Overhaul (SMOH)	
PW207D	2,127
PW207D	828

CONDITION & HISTORY

PAINT	INTERIOR
\$0	\$0

VALUATION SUMMARY

ITEM	\$ RETAIL/FAIR MARKET	\$ WHOLESALE
Basic Price	1,402,191	1,219,906
Adds/Deducts	0	0
Airframe	-319,080	-277,600
Engine	60,729	52,834
Condition	0	0
TOTAL	1,143,839	995,140

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& Asset Advisory**

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