

# EC-135 T2 PH-EMS (S/N 374)

date 03Nov 2013

For lease or sale



This Report contains all technical and operational data of the helicopter. Sale and/ or lease terms are mentioned in a separate document.

## 1 About ANWB Medical Air Assistance

ANWB Medical Air Assistance (ANWB MAA) is 24h a day, 7 days a week HEMS provider in the Netherlands. ANWB MAA is one of the first European civilian operators using Night Vision goggles for night flying operations. ANWB MAA operates 6 helicopters (Eurocopter EC-135's) in the Netherlands. Medical evacuations are performed under supervision of ANWB MAA with a Piaggio P.180 twin prop aircraft.

ANWB MAA holds:

- JAR OPS 3 AOC approval (NL-AOC-15/46),
- EASA part M CAMO approval (NL.MG.0015),
- JAR FCL Type Rating Training Organisation approval (NL-TRTO-309/4)
- Night Vision System (NVG) Training organisation approval (NL-AOC-15/46)

More information on: [helicopter.sales@alt-heliservice.de](mailto:helicopter.sales@alt-heliservice.de)

## 2 Information

### 2.1 General

Type:	Eurocopter EC-135T2
Registration:	PH-EMS
Serial Number	374
Year of Manufacture:	2004
Basic Colour:	RAL 1016
Total Time:	1888:38
Total landings:	10193
Engines:	Turbomeca Arrius 2B2
Engine 1 S/N:	32168
Engine 2 S/N:	32169
Engine 1 total time:	1678:33
Engine 2 total time:	1519:13

### 2.2 Optional equipment

EC 135 Standard aircraft according to technical Data 135.03.101.02E.

Eurocopter Options includes (but not limited to):

- Sliding window in copilot door
- Height adjustable pilot seat instead of standard pilot seat
- Dual controls, copilot (removable)
- Sliding door fastener, max position LH
- One hand latching system for clam-shell doors
- Strobe lights (white flash lights)
- Search- and landing light 450 W
- IFR pitch/roll SAS
- Enhanced sound proofing kit
- Cockpit / cabin separation curtain
- Dual AC system
- Mast moment indication
- Rotor brake system
- Starter/generator (2x200 A, 28 V DC) instead of standard starter/generator
- Engine compressor washing device
- Fuzz burner for engines
- bleed air heating system: EMS version
- Windshield wiper system
- Lengthened skids
- Lashing points (wind speeds up to 40 kts)
- Landing & searchlight, 450 W
- Engine fire extinguishing system
- Copilot pitot static system (electrically heated)
- Battery type VARTA, 40 Ah, 24 V instead of standard battery
- Settling protectors

## 2.3 Avionics

The avionics package is the Eurocopter "DUAL PILOT IFR" (DPIFR) version. This includes (but not limited to):

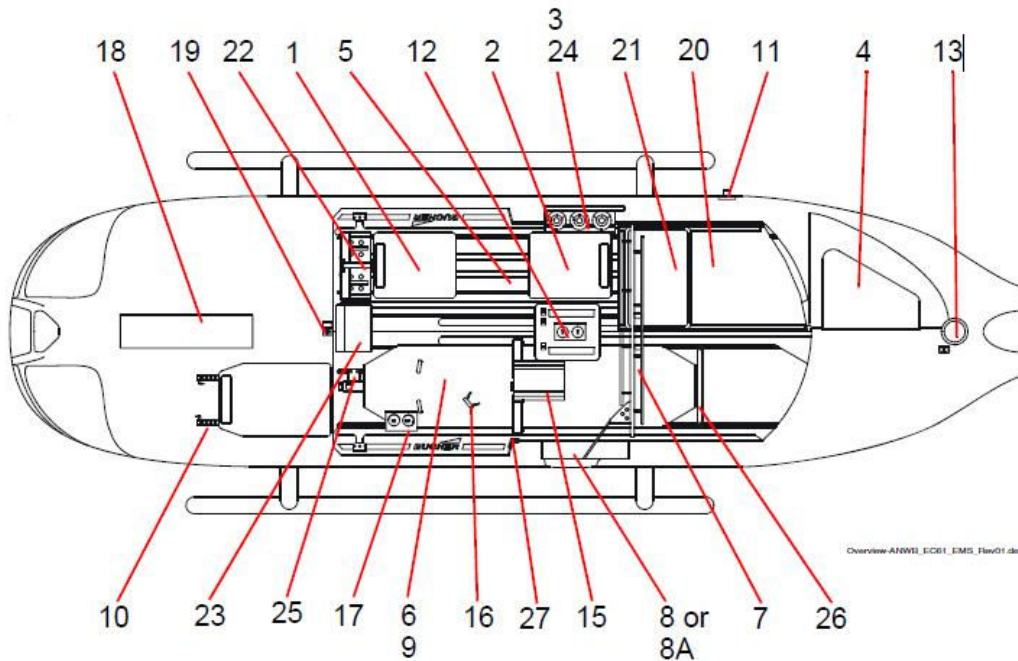
- Radar Altimeter KRA 405B, KNI 416
- ELT C406-2HM ARTEX (incl. antenna)
- 2nd directional gyro 205 1BL Goodrich
- 4" Artificial Horizon GH 14-391
- Gyro Magnetic Heading Sys. with HSI C14D
- Horizontal Situation Indicator KPI552
- VHF NAV/COM/GPS (pilot) with I-panel annunciation switch unit GNS 430 (Garmin) MD41 (Midcontinent)
- VHF NAV/COM/GPS (copilot) with I-panel annunciation switch unit GNS 430 (Garmin) MD41 (Midcontinent), (DUAL GARMIN)
- CDI 1(KI206)
- RMI (KI229)
- Marker Beacon KR 21
- Audio/COM control system pilot + intercom select panel (ICS mode selector) AS-3100-12 (LOW IMPEDANCE)
- Audio/COM control system Co-pilot AS-3100-12 (LOW IMPEDANCE)
- IC amplifier IC-3100-4 (LOW IMPEDANCE)
- DME Equipment KN63
- KDI 572
- Transponder (Mode S) GTX 330 (Garmin)
- 2"Standby horizon AI 804 DC (Goodrich), incl. emergency battery
- 4" Artificial Horizon GH 14-391, 2nd system
- 3" Airspeed indicator, 2nd system (copilot)
- 3" Altimeter (encoding), 2nd system (copilot)
- 3"Vertical speed indicator, 2nd system (copilot)

EASA STC options:

- TAS, Traffic Advisory System, Avidyne TAS 600 series
- Track and trace locator (RAM locator)
- TETRA, Digital Mobile phone for tactical communication
- GPS USB output signal (from the Garmin), for navigation tablet

## 2.4 Medical equipment

The helicopter is equipped and delivered with the Bucher medical interior, EC135-AC61. The numbers in the drawing are linked with the numbers mentioned below. This is just a basic overview of the installed options.



- 1 Medical Attendant Seat (Swivel)
- 2 Medical Attendant Seat (Fix)
- 3 Oxygen Bottle Retainer Assy
- 4 Rear Door Stowage Unit
- 5 Integral Floor
- 6 Bucher Side Load Stretcher Assy
- 7 Medical Equipment Wall Assy
- 8A Suction Unit
- 9 Bucher Side Loading Device
- 10 Seat Rail Extension (Copilot Seat)
- 11 EMS GPU Connector
- 12 Center Lighting Assy
- 13 Rear Area Light Assy
- 14 Power Supply 12/28 V DC (not shown)
- 15 Roof Rail Plate
- 16 Infusion Hook
- 17 FWD Light Inst.
- 18 Electr. System Center Console
- 19 FWD 12 V Outlet
- 20 Attachment Plate
- 21 Zarges Box
- 22 LSU Retainer
- 23 Center Cabinet
- 24 Side Cabinet RH (NOT INSTALLED)
- 25 Stop Assy
- 26 Stop Assy
- 27 Shroud Installation

## 2.5 Maintenance data

The overview below gives information about the maintenance status of the helicopter.

The helicopter is in flyable condition (with EASA Airworthiness Review Certificate) and is used as spare helicopter for ANWB MAA operations.

Description	Additional information	Time remaining (H:min)
400 Fh inspection	Eurocopter MSM	378:42
800 Fh inspection	Eurocopter MSM	778:42
800 Fh inspection Engine 1	Turbomeca MM	513:09
800 Fh inspection Engine 2	Turbomeca MM	513:09
Main transmission	Time since overhaul: 1032:24 TT	2967:36
Main rotor blade 1622	Life limit 12400:00 FH	9491:10
Main rotor blade 1120	Life limit 12400:00 FH	8854:21
Main rotor blade 127	Life limit 12400:00 FH	8116:22
Main rotor blade 747	Life limit 12400:00 FH	7335:43
Tail rotor gearbox	3000 Fh Tail rotor gearbox inspection	1111:22
12 month inspection	Due at 18-12-2013, with 3 months extension to 18-3-2014	-
EASA AD status	Up to date	-



### 3 Pictures



The helicopter on it's base



The cockpit (Dual Pilot IFR)



The Side loading stretcher (rear loading also possible)



The medical interior with the doctor swivel seat (LH) and passenger/ medic seat (RH) and oxygen bottle's installed.





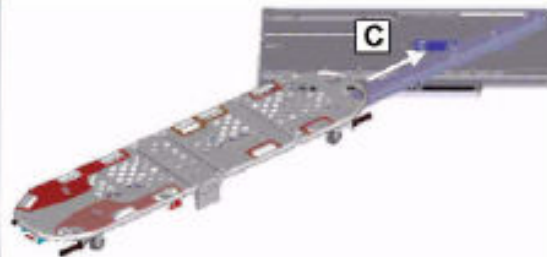
View from the rear



The medical wall (for installation of medical equipment)



The swivel doctor seat in the rear.



The Stretcher and the stretcher beam (side loading)