



Hart Aircraft Appraisal

USPAP COMPLIANT AIRCRAFT APPRAISAL REPORT *

2010 Eurocopter (Airbus) EC145-C2 (BK117 C-2)

Serial Number: 9365

Registration Number: N14UH

USPAP 8-2(b)(iii)

Project Identification Number: 20260218N14UH

PREPARED FOR

GOVDEALS



PREPARED BY

Richard Hart

**Accredited Senior Appraiser (ASA)-MTS-Aircraft
AOA Certified Member**

**Hart Aircraft Appraisal Senior Appraiser
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Effective Date: February 18, 2026

Report Date: February 18, 2026

USPAP 8-2(b)(vi)

***Compliant Appraisal – Uniform Standards of Professional Appraisal Practice
(USPAP 2024 Edition) (Current with 2026-2027 USPAP Update Course**

Appraisal Report #20260218N14UH



Hart Aircraft Appraisal

February 18, 2026

Intended user(s):

GovDeals
10011 S. Centennial Parkway, Ste. 275
Sandy, UT 84070

Attention: Mr. Doug Christensen – (801) 304-5930 - doug@cirqueproperty.com

AIRCRAFT APPRAISAL

Per your aircraft appraisal request, the undersigned has completed an appraisal for the subject aircraft. The purpose of this aircraft appraisal report is to arrive at an opinion of the Current Market Value (MV) of the subject aircraft with the intent of using the value(s) for **Equipment Lending and Collateralized Financing Purposes** (100% ownership interest in US Dollars) as of the effective date and in consideration of all data contained in our appraisal analysis.

This aircraft appraisal report should not intimate that there could not be any fluctuations of the values expressed in the future. The subject aircraft is considered to be free and clear of all liens and encumbrances unless noted in the report. The fee for this report is for our expressed opinion at the time of appraisal/evaluation with no warranties or guarantees as to the outcome at any future date, if tested.

This appraisal sets forth our opinion of the Requested Market Value(s) based upon an investigation of conditions affecting Current Market Value and is subject to the Statement of Assumptions and Limiting Conditions and Definitions contained in this appraisal. Reviewing the Statement of Extraordinary Assumptions/Assumptions/ Limiting Conditions and Terms & Definitions as well as the General Appraisal Details and Assignment Specifics will assist in avoiding erroneous interpretation of this appraisal. Additionally, it is important to understand the Valuation Methodology. We have prepared this appraisal based on the information you or your representative provided. We do not warrant the accuracy of information provided to Hart Aircraft Appraisal. Please review this document carefully to ensure that there are no omissions or misstatements of material data or information.

Thank you for the opportunity to be of service with this appraisal. If there are any questions regarding the method of appraisal or valuation concept, please do not hesitate to call upon me at any time.

Richard Hart
Accredited Senior Appraiser (ASA)-MTS-Aircraft
AOA Certified Member
Hart Aircraft Appraisal Senior Appraiser





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Effectivity Statement

This USPAP Compliant Appraisal is not intended to be used by or to influence any person, persons or class of persons which might take some action in reliance upon it. Unless otherwise noted, I am not aware that you intend to transmit any information contained in this report to any persons or parties' other than the intended users listed herein. Regardless of who receives a copy of this report, my liability is limited to you, your agent and the identified intended users of this report as indicated herein to the exclusion of all others. Parties other than those specifically listed as authorized intended users of this report who take some action in reliance upon this appraisal do so at their own risk.

Proprietary Notice

This report is intended to be used by GovDeals for the stated purpose of determining suitability for financing. The entire report is based on the subject aircraft, its records made available on or before the date of this report and information gathered from named sources herein. It should not be used for any other purpose, nor should it be considered valid after the effective date expressed in the report. Any other use of this valuation report renders it null and void.

Confidentiality and Privacy Statement

In conformance with the Gramm-Leach-Bliley Act of 1999, Hart Aircraft Appraisal is totally committed to safeguarding the confidential information of our clients. Please know that we hold all our client's personal information provided to our appraisal service company in the strictest confidence and in accordance with the USPAP (Uniform Standards of Professional Appraisal Practices), ASA, ISA, and AOA ethics standards of confidentiality. These records include information that we collect from clients about any of the personal property appraisal services provided by our company. At no time in the past have we ever disclosed information to third parties, except as specifically authorized by our clients, or as required by law, and we do not anticipate doing so in the future. If we were to anticipate such a change in the company policy, we would be prohibited under federal law, USPAP, the ASA, ISA, and AOA ethics codes from doing so without advising you first and obtaining your permission. As you know, we use the personal property information provided by our clients to help meet their appraisal requests, while guarding against any real or perceived infringements of their rights of privacy.

Our policy with respect to personal information about our clients is as follows:

- We retain a digital copy of your full report, in a workfile, but will not allow others access to these records without your written permission unless so ordered by a court of law.
- We limit employee and agent access to information only to those who have a business or professional reason to know, and only to non-affiliated parties as required by law. We maintain a secure office and computer environment to ensure that your information is not placed at unreasonable risk.
- The categories of non-public personal information that we collect from a client depend upon the scope of the client's appraisal engagement. This includes information about personal property assets, information about tax identification numbers, and other non-public information necessary.
- Unaffiliated third parties that require access to our client's personal information, such as Federal and State tax regulators, insurance companies, and the like, may only review company records as permissible under the law.
- We do not provide client information to mailing list vendors or solicitors for any reason whatsoever.

Any personally identifiable information will be maintained during the time a client is a client of the company and for the appropriate time thereafter that such records are required to be maintained by USPAP, and consistent with the National Association of Professional Appraisers, the American Society of Appraisers, and the Association of Online Appraisers ethics codes. After this required period of record retention, all such information will be destroyed in a manner consistent with providing confidentiality to our clients.



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➤ DOCUMENTATION (on file at Hart Aircraft Appraisal)

ATTACHMENTS:

- Aircraft Owner/Customer Supplied Data/Photographs
- Resume (Richard Hart)



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EXECUTIVE SUMMARY

Introduction & Appraisal Services Request:

Ms. Angela Jones has requested this aircraft appraisal assignment via electronic mail on February 5, 2026. Hart Aircraft appraisal has been retained to provide GovDeals with a representation of current market value for the subject aircraft and provide GovDeals with a written Appraisal Report consistent with the guidelines established by the Uniform Standards of Professional Appraisal Practice (USPAP).

Intended Use/Intender User:

The values reported within this report are intended to be utilized for financing and/or leasing transactions for the sole use and benefit of GovDeals for determining the Current Market Value for **Equipment Lending and Collateralized Financing Purposes** via a "**Desktop Appraisal**" on the subject aircraft and may be assigned to any third party and may be used for the purpose described above by any person(s) or entity other than GovDeals as determined by the addressee. It may be transmitted in any form to any other party without the prior written consent of Hart Aircraft Appraisal. Possession of this Aircraft Appraisal Report or a copy thereof does not carry with it the right of publication.

Aircraft Inspection:

The subject aircraft was **not** physically evaluated for this report.

Scope of Work: (Valuation Assignment)

For this valuation assignment, a narrative Appraisal Report has been prepared outlining the appraisal techniques and procedures utilized in evaluating the subject aircraft for certain values as requested below. This entire appraisal report is based on the appraiser's visual examination of the subject aircraft and its available maintenance records on the effective date of this report.

This report is not intended to be an evaluation of the airworthiness or mechanical condition of the subject aircraft, nor is any of the data herein intended to be used for evaluating the airworthiness or mechanical condition of the subject aircraft. The appraiser urges the client and/or purchaser of the subject aircraft to engage an FAA licensed A&P mechanic or an FAA Approved Repair Station who has knowledge of a this or similar make and model aircraft to inspect the subject aircraft for condition and mechanical defects prior to completing the purchase.

This Appraisal Report includes the results of:

- A. An examination and evaluation of the aircraft information provided by the client, its representative and/or its designee.
- B. Determination whether the Sales Comparison, Cost, or Income approach is relevant to the subject aircraft. The Cost and Income approaches were deemed to lack relevance with regard to this aircraft as this type of aircraft is priced based on market activity. No income generating information was provided to support an Income Approach valuation. The Cost approach was considered and not used because there are aircraft of similar utility that exist and constructing a new one of equal utility is not required.
- C. Determination of Current Market Value (MV).
- D. The appropriate research that includes many sources including, but not limited to, aircraft advertised for sale, published value information and the use of proprietary databases.
- E. The preparation of this appraisal report.
- F. The registered owner of this aircraft was established using the aircraft's registration and FAA records as verification. It appears that the ownership does not have a bearing on the value of this aircraft. The registered owner is assumed to have full and legal title to the aircraft, and it is further assumed that the registered owner has the unconditional power to dispose of the property as it sees fit.
- G. No hypothetical conditions have been established in this report.



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2010 Eurocopter (Airbus) EC145-C2 (BK117 C-2)

SERIAL NUMBER: 9365

REGISTRATION NUMBER: N14UH

PREPARED FOR

GovDeals

Angela Jones

February 18, 2026



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CERTIFICATE OF APPRAISAL

A desktop examination and evaluation of the aircraft information provided, the available aircraft's logbooks, equipment lists, and other data was performed on the aircraft N14UH.

Based on an evaluation of the current market conditions and the specific characteristics associated with the subject aircraft, as defined in this report, it is the opinion of this appraiser that the requested Market Value(s) as of the effective date of this report on February 18, 2026, are:

MV - \$3,750,000.00

OLV - \$3,050,000.00

AV - \$2,450,000.00

This APPRAISAL CERTIFICATE is valid when accompanied by the complete Appraisal Report #20260218N14UH and signed by an authorized appraiser of Hart Aircraft Appraisal.

Richard Hart

Hart Aircraft Appraisal Senior Appraiser
Accredited Senior Appraiser (ASA)-MTS-Aircraft
AOA Certified Member
Date: 2/18/2026



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AIRCRAFT SPECIFICATIONS

The following are the specifications of the subject aircraft based on information provided, some information may have been provided by published sales brochures, advertisements, or proprietary databases.

DESCRIPTION OF SUBJECT AIRCRAFT: (As is – Where is)
Registration Number N14UH Serial Number 9365

Total Aircraft Time February 18, 2026 <small>(information from client)</small>	
Total Airframe Hours	10,585.1 Hours
Total Airframe Landings (Cycles)	25,874

Engine(s) Manufacturer/Model	Safran Arriel 1E2 (Turbomeca)	
Serial Number(s)	18195	18800
Engine Hours TSN/TSO Cycles	7528.4 / 385.7 TSO 10029.4N1/13194.5N2	13,022.2 / 385.7 TSO 16146.9N1/13194.5N2
Average Component Times (%) <small>(for calculation purposes used 50%)</small>	≈ 50% Remaining	

ENGINE(s): The engines are not reported to be on a “power by the hour” maintenance plan. Overhaul interval is 3,600 hours.

INTERIOR: The interior condition was not personally evaluated; from photos it is assumed to be rated 8 for this report.

EXTERIOR: The exterior condition was not personally evaluated; from photos it is assumed to be rated 8 for this report.

AIRFRAME CONDITION: Assumed to be in airworthy condition per its last Phase/Annual inspection.

LOGBOOKS: The actual logbooks were not reviewed; component time sheets were reviewed.

WINDOW CONDITION: The windows and windshields are assumed to be in excellent condition.

PANEL LAYOUT: Assumed to be factory standard and laid out logically.

SIGNIFICANT AVIONICS FOR THIS AIRCRAFT: Avionics that may have an impact on market value include but are not limited to the following: The avionics currently installed in this aircraft are considered to be above average when compared to other aircraft of a similar make, model, usage, and year. Please see the specification sheet in the Appendix.

SIGNIFICANT EQUIPMENT/ADDITIONAL FEATURES: Equipment/options that may have an impact on the market value included but not limited to the following: The equipment currently installed in this aircraft are considered to be above average when compared to other aircraft of a similar make, model, usage, and year. Please see the specification sheet in the Appendix.

Note: The appraised value of avionics and additional features are depreciated off the original cost of purchase/installation. The market expects certain avionics and optional equipment on this aircraft. In these cases, no additional value is added. This may not be a comprehensive list of installed equipment or modifications.

REPORTED AIRFRAME/ENGINE DAMAGE OR DISCREPANCIES:

Current Damage: None assumed, listed, or noted.
Historical Damage: None assumed, listed, or noted.
Significant Events: None assumed, listed, or noted.
Known Discrepancies: None assumed, listed, or noted.

MAINTENANCE AND OPERATIONAL NOTES:

Operated and maintained under FAA Part 135 operations and maintenance requirements.

Subject Aircraft Specifics:



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Positive Points:

- Operated under an excellent in-house maintenance program.
- Recent engine overhauls.
- Above Average paint and interior.
- Valuable and desirable avionic and optional equipment.

Negative Points:

- Repainting and removal of logos may be required.
- Higher accumulated flight hours than average for the 2010 vintage EC145-C2.
- Slightly high number of landings for the accumulated flight hours.

Aircraft Registration and Airworthiness Certificates:

Certificates not provided, operated under a Standard Airworthiness Certificate.



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EVALUATIONS AND OTHER CONSIDERATIONS

Eurocopter EC145-C2 Market Data and Commentary:

Overview of the 2010 Airbus EC145-C2 Pre-Owned Market:

The Airbus EC145-C2 (also known as the BK117 C-2) is a twin-engine light utility helicopter originally developed by Eurocopter (now Airbus Helicopters) in collaboration with Kawasaki. Introduced in the early 2000s, it's versatile for missions like emergency medical services (EMS), corporate transport, law enforcement, and utility operations. For 2010 models specifically, the market reflects broader trends in pre-owned twin-engine helicopters: stable supply, rising prices amid reduced sales volume, and strong demand for well-maintained aircraft in high-utility sectors. This data is drawn from industry reports and listings as of early 2026, noting that the EC145 line has evolved into the H145 (with upgrades like fenestron tail rotors and more powerful engines), which influences competition and upgrade paths for older C-2 variants.

Market Pricing Trends:

Pre-owned twin-engine helicopter prices have reached five-year highs, with median transaction prices (MTP) up 7-11% year-over-year (YOY) in 2024-2025, driven by resilient demand despite supply fluctuations. For the EC145-C2 specifically, average asking prices for 2010 models range from \$3-6 million, depending on hours flown (typically 3,000-6,000 total time), configuration, and maintenance history. Pricing has surged 19% YOY in related single-engine segments, suggesting similar upward pressure on twins like the EC145-C2 due to limited new production and strong residual values. 2010 models often sell 10-13% below asking price, reflecting buyer negotiations on condition.

Year | Avg. Pre-Owned Price (USD) | Trend Notes

- 2010 EC145-C2 | \$4.5M - \$6M | Stable to rising; influenced by low sales volume and high demand for EMS configs.
- Comparable H145 (post-2014) | \$5M - \$8.7M | Newer variants command premiums due to upgrades; EC145-C2 prices benefit from retrofit potential.

Market Dynamics, Demand, and Competition:

The pre-owned twin-engine market saw sales sink to five-year lows in the first half of 2025, with retail volume down 19% YOY, but absorption rates (months of supply) rose to 22 months, indicating slower turnover. Demand remains robust for the EC145-C2 in EMS, corporate, and utility roles, particularly in North America and Europe, where it's praised for reliability and low noise (6.7 dBA below ICAO limits). Competition comes from newer H145 variants (D2/D3) and rivals like the Bell 429 or Leonardo AW109, which performed well in liquidity rankings. The supply is stable (down 3% YOY), with ~1,500 EC145 family units built total, but availability for 2010 models is limited due to fleet retention in high-demand sectors. Market dynamics favor quality aircraft with engine programs enrolled, as most buyers are value-conscious amid rising costs.

Operational Costs:

Based on 300 annual flight hours and \$7/gallon fuel, total operational costs for an EC145-C2 are approximately \$1.22 million annually (\$4,077/hour), split ~41% variable and 59% fixed. Variable costs: \$498,000/year (fuel ~\$1,000/hour, maintenance ~\$1,200/hour including parts/labor/inspections). Fixed costs: \$725,000/year (crew, hangar, insurance, annuals). Fuel consumption is ~210 kg/hour. These estimates can vary depending on area of operation.

Maintenance Costs and Programs:

Maintenance costs average \$150-250/hour for routine items, with high TBO (time between overhauls) on gearbox and airframe reducing downtime. Airbus offers HCare programs, including power-by-the-hour (PBH) options that cap unscheduled costs while operators handle scheduled events. Engine maintenance (Turbomeca Arriel 1E2) can be enrolled in Safran support plans, with overhauls every 3,500-4,000 hours. Annual inspections cost \$25,000-35,000.

Hull and Liability Insurance Costs:

Estimates range from \$50,000-100,000/year for hull (\$8M-12M value) and liability, depending on operator experience, location, and mission type (e.g., EMS typically incurs higher premiums).

Cost of Hangaring:

Hangar costs are \$60,000-80,000/year for a dedicated helicopter facility, varying by region (e.g., higher in urban areas like Hawaii).

EC145-C2s Currently for Sale and Days on Market:

Availability is low, with 5-7 listings globally as of February 2026. Days on market average ≈ 400-500 days, reflecting slow absorption. Examples (prices often POA - price on application):



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- 2008 EC145 (S/N AH-1232, 3,273 hours): Europe, corporate/utility config.
- 2011 EC145 (S/N AH-1063, 5,951 hours): Europe, EMS config.
- 2010 EC145 (S/N TBD, 6,980 hours): Austria, utility.

Listings on sites like HeliTrader, AvBuyer, and Controller; there were no 2010-specific U.S. listings noted, but global supply favors Europe.

Pre-Owned EC145-C2s Sold (Dates and Amounts):

Public data on specific sales is limited due to privacy in aviation transactions. Recent reports indicate general prices of \$3M-6M for similar models, with a 2010-era EC145-C2 selling in late 2024 for ~\$4.9M (estimated based on averages; exact dates/amounts not disclosed in Aero Asset or similar trackers). One noted 2011 model (EMS config) sold in mid-2025 for ~\$5.2M. Overall, sales volume is low (4-year low in 2025), with MTP up 19% YOY.

Upgrade Options with Costs:

Upgrades enhance performance and value; Airbus catalogs list options like avionics refreshes (e.g., Garmin glass cockpit for ~\$200,000-300,000) or NVG compatibility (~\$50,000-100,000). Retrofit to H145 standards (fenestron, Arriel 2E engines) costs \$1M+, increasing payload by 150 kg. Other: anti-slip roof (~\$10,000), EMS kits (~\$600,000-1,200,000).

Interior Configurations:

Versatile cabin (213 cu ft volume) supports:

Corporate: 8 club seats (energy-absorbing, leather options).

High-density: Up to 9-10 passengers.

EMS: 1-2 stretchers + 3 crew, with medical racks and drainage floors.

Utility/Law Enforcement: Modular with operator consoles, no partitions for easy loading.

Stylence VIP variant adds luxury (e.g., Mercedes-Benz interiors for 4-8 pax).

Differences Between EC145 Variants:

EC145 (BK117 C-2): Base model with Arriel 1E2 engines (738 shp each), conventional tail rotor, max takeoff 3,585 kg.

EC145e (BK117 C-2e): Lighter (~200-300 lbs. payload increase), VFR-focused, lower cost by removing IFR/autopilot features.

H145 (EC145 T2/D2): Upgraded with Arriel 2E engines (FADEC, more power), fenestron tail, Helionix avionics; max takeoff 3,650 kg.

H145 (D3): 5-blade rotor, +150 kg payload, max takeoff 3,800 kg; retrofittable to earlier models.

C-2 requires differences training to D2/D3 due to engine and avionics changes.

Data Limitations: Exact year-by-year asking prices are not fully public, as detailed transaction data, which does not include actual sales prices, requires subscription services like HeliValue\$ Blue Book, Aircraft Bluebook Price Digest, AMSTAT, or JETNET or other data sources. The above figures are averages from industry sources and may not reflect specific sales.

Price Variability: Listed prices are asking prices, and final sale prices may be lower due to negotiations, trade-ins, or bundled maintenance packages or higher if “sweeteners” (pilot transition or training, mechanic training, fuel allowance, future maintenance allowance, hangar allowance, etc.) are part of the selling price.

I found approximately 7 (5 verified and 2 unverified according to AMSTAT) pre-owned EC145-C2's on the US and International markets. These 7 EC145-C2's represents approximately two (2.13%) percent of the approximately 329 EC145-C2's listed in the active fleet, 167 in North America, 162 in Other Regions, and 403 in other states or not tracked. Published asking prices range from \$1.4M to \$6M (Avg. is \$4.5M, with most of the pre-owned year of manufacture EC145-C2s are listed as “Make Offer”). The model year does have an effect on the range of values for aircraft of this vintage, however buyers are generally more concerned with airframe total time, engine time since overhaul, installed options, operational history, maintenance history and damage history. The Eurocopter EC145-C2 is no longer in production with 773 having been produced, production ended in 2024. The Eurocopter EC145-C2 series currently typically remains on the market for an average/median of an estimated 511/471 days for FMV sales, OLV sales are very unpredictable as many times when an aircraft is sold under these conditions there are significant airworthiness items requiring correction that can seriously affect a buyer's interest in purchasing the aircraft.

It is generally accepted that a correlation exists between the strength of the resale market and the time it takes to sell an aircraft. While most will agree that this is true, the “time on market” is also partially a function of price. Still, in a “normal market,” it usually takes approximately six to eight months to effectively market a properly priced, well-equipped, and maintained aircraft. Traditionally, when 10% of the operational fleet of a particular model aircraft is for sale, it is considered normal sales activity, less than 5% is a “seller's” market and more than 15% is a “buyer's” market. With approximately 2% of the fleet for sale, this is within the range of what would be considered a seller's market.

With respect to Market Value, the following conditions are assumed to be accurate:

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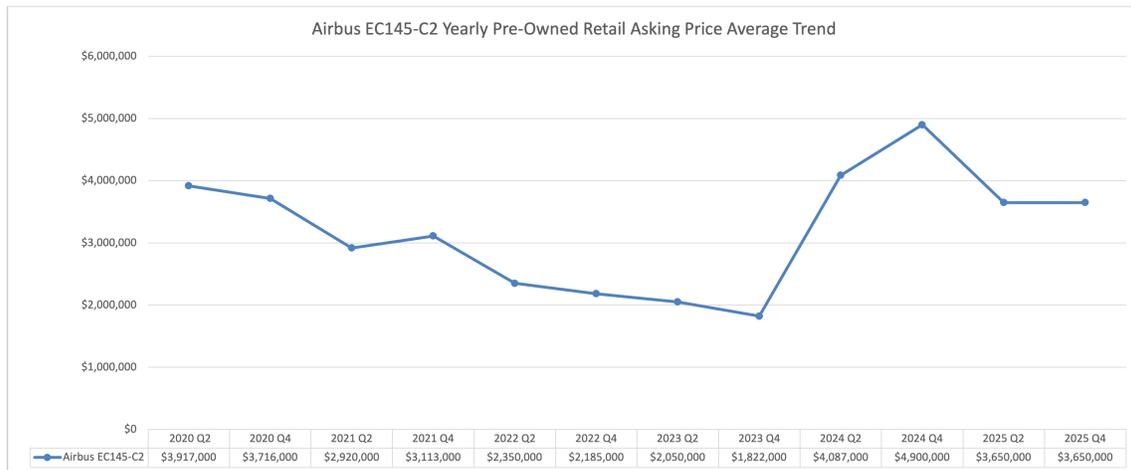


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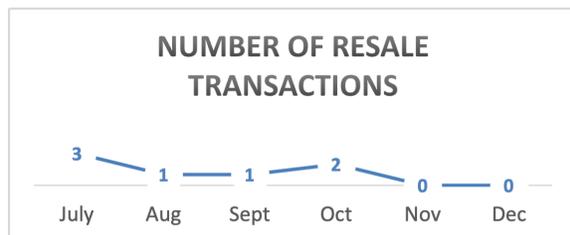
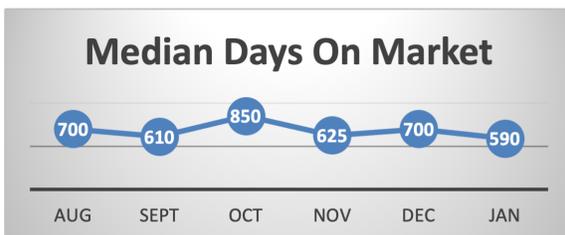
- The subject aircraft is not part of a “forced, liquidation, bulk or distressed” sale.
- The buyer and the seller are each acting in an “arms-length” transaction.
- Adequate time has passed for a sales transaction to occur.
- There are no regulatory, technological, worldwide economic, or severe political problems that have arisen suddenly that would materially affect or detract from the marketability or serviceability of the subject aircraft.
- There are no liens, legal claims, encumbrances on the aircraft and the previous chain of title is free and clear.
- There is not an extraordinary number of similar makes and models of the subject aircraft being marketed by the current owner of the subject aircraft or in the marketplace.
- Future revenue generation is not a consideration in the derived value.

Hart Aircraft Appraisal's appraisal of the subject aircraft indicates that our conclusions are consistent with the data we reviewed. GovDeals , AMSTAT, Jetnet, The Aircraft Bluebook Price Digest, The Airliner Price Guide, Asset Insight, Avitas, Aircraft Post, ADN, and review of aircraft that have sold; or are publicly listed for sale may have provided this data. In addition, the appraiser analyses industry outlook reports, and data from select Financial Institutions, Banks, Market Analysis publications, Aircraft Manufacturers, and aircraft aftermarket modification suppliers in order to gain insight for anticipated future trends in both manufacturing and anticipated new and pre-owned aircraft values.

Historical Trend Chart(s) (Compilations and Averages of Data from Multiple Sales Tracking and Other Databases):



Above and below values shown are averaged from several sources and are a **Multi-year of manufacture fleet average**, not for an individual aircraft, all of which may be equipped differently and have accumulated significantly different total times. No adjustments have been made for inflation. All values are given in US dollars and are net retail prices.





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ADN List of Aircraft Currently Listed for Sale (may be a partial list, may have duplicates – not verified):

Added	Year	Make/Model	Listed As	Price	Total Time	Reg #	Area
01-13-2026	2004	Eurocopter EC	EUROCOPTER EC145		2,280	Unlisted	See Ad
10-21-2025	2008	Eurocopter EC	Eurocopter EC145		3,273	Unlisted	Monaco
02-13-2026	2011	Eurocopter EC	EUROCOPTER EC145		5,951	Unlisted	See Ad
12-18-2025	2011	Eurocopter EC	EUROCOPTER EC145		6,249	Unlisted	See Ad
11-04-2024	2011	Eurocopter EC	Eurocopter EC145		6,349	Unlisted	TX
01-30-2026	2012	Eurocopter EC	Eurocopter EC145		3,004	PS-DET	FL

AMSTAT List of Aircraft Currently Listed for Sale (may be a partial list, may have duplicates – not verified):

Make Serial#	Model Reg#	Year Location	Owner	FS Status Date Ent. FS	Asking \$ TTAF	Broker/Seller Excl. Status
Eurocopter EC145 9122 N452MH		2007 Houston, TX, U.S.A.	Memorial Hermann Health System	For Sale 16-Dec-2025	\$1,350,000 11,750 hrs	Airbus Helicopters Inc.
Eurocopter EC145 9145 RP-C5678		2008 Metro Manila, Philippines	Asian Aerospace Corporation	For Sale 25-Jan-2024	\$6,000,000 1,527 hrs	Asian Aerospace Corporation Exclusive
Eurocopter EC145 9146 RP-C5679		2008 Metro Manila, Philippines	Asian Aerospace Corporation	For Sale 25-Jan-2024	\$6,000,000 1,527 hrs	Asian Aerospace Corporation Exclusive
Eurocopter EC145 9191 ZT-HEL		2008 Cape Town, WC, South Afri	Aerios Global Aviation Pty.Ltd.	For Sale 28-Oct-2025	Inquire	Blueberry Aviation Ltd.
Eurocopter EC145 9400 PP-BCS		2011 Rio de Janeiro, RJ, Brazil	Pacific Administracao e Participacao Ltda	For Sale 20-Apr-2022	Make Offer	
Eurocopter EC145 9460 4X-BIU		2011 Israel	Not Available - For Sale	FS (Unverified 04-Nov-2024	Make Offer 6,249 hrs	Austin Jet Aircraft Sales
Eurocopter EC145 9514 PS-DET		2024 Juiz de Fora, MG, Brazil	Instituto Oncologico SA	FS (Unverified 30-Jan-2026	Inquire 3,004 hrs	Global Aircraft

Aircraft Bluebook Price Digest (from the current on-line version of the Aircraft Bluebook Price Digest):

The latest edition of the Aircraft Bluebook Price Digest published/posted that the Current Basic Retail Value of a 2010 EC145-C2 without any adjustments made as approximately \$4,000,000. The factory new list average equipped purchase price was \$7,094,000.



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Sales Comparison Chart¹

(Summary chart is for appraisal comparison purposes only)

	N14UH	Comp 1	Comp 2
Year (YOM)	2010	2007	2009
Model	EC145-C2	EC145-C2	EC145-C2
Serial Number	9365	9122	Confidential
Airworthiness	Standard	Standard	Standard
Asking Price	Unknown	\$1,350,000	\$6,000,000
Last Known Previous Asking Price/Date (if available)	N/A	N/A	N/A
Exposure Time (days) (DOM)	N/A	≈ 65 days	≈ 50 days
Selling Price	N/A	N/A	N/A
Condition – rating given are assumed per Information provided. (P&I)	Paint: assumed rated 8 Interior: assumed rated 8	Paint: photos, assumed rated 8 Interior: photos, assumed rated 8	Paint: photos, assumed rated 8 Interior: photos assumed rated 8
Airframe Time	10,585	11,750 (estimated 11,802)	≈ 6,700
Engine Time (TSN/O)⁽²⁾	385/385 (MO3) TSO	1143/1143 (MO3) TSO Axial compressor to be OH upon sale	Engine on plan valued @ 0:0 TSO
Component Times Remaining (CT)	@ ≈ 50%	@ ≈ 50%	@ ≈ 50%
Maintenance Plans(s)	None	None	Safran SBH
Configuration Options/Avionics (by value)	EMS As described previously	EMS Appears Similar/Similar	EMS Appears Superior/Superior
Notes			
Significant Additional Installed Equipment, Work Performed, Year of Manufacture, DOM, or Other Extraordinary Value Adjustment +/-		-\$1,750,000 +Compressor TSO -YOM, ACTT, ENGTSO (MO3)	+\$1,200,000 +ACTT, ENG Maintenance Plan, Options, Avionics, NVG -YOM
Market Specific Condition Adjustment³	\$0	\$0	\$0
Notes			
Adjusted Sell/Ask Price⁴		\$1,500,000	\$4,900,000
Notes			
Subject Aircraft Reconciled Appraised Current Market Value⁵	\$3,750,000.00		
Typical current exposure time of ≈ 500/400 Days on Market.⁶			

Similar = within 5% of time or value.

* See Market Value Analysis section.

¹ This chart is a summary table. It is included to help the reader of this report understand the Sales Comparison approach methodology. Certain sales data, adjustment values, airframe & engine times in this chart are de-identified to protect source confidentiality.

² TSO = Time Since Overhaul. TSHSI = Time Since Hot Section Inspection, TSN = Time Since New.

³ The value relationship between the marketplace and a specific aircraft.

⁴ This is the adjusted value (rounded) of the selling or asking price of a comparison aircraft. **Adjustment is to the subject aircraft.**

⁵ The Subject Appraised Value forms the opinion of Market Value for the Subject Aircraft and is derived from the weighted average of the Comps "Adjusted Sell/Ask Price". When using weighted average, a greater weight is given to the adjusted price of comparison aircraft more similar to the subject aircraft, with lesser weight to comparison aircraft that are less similar to the subject aircraft. (In airworthy condition)

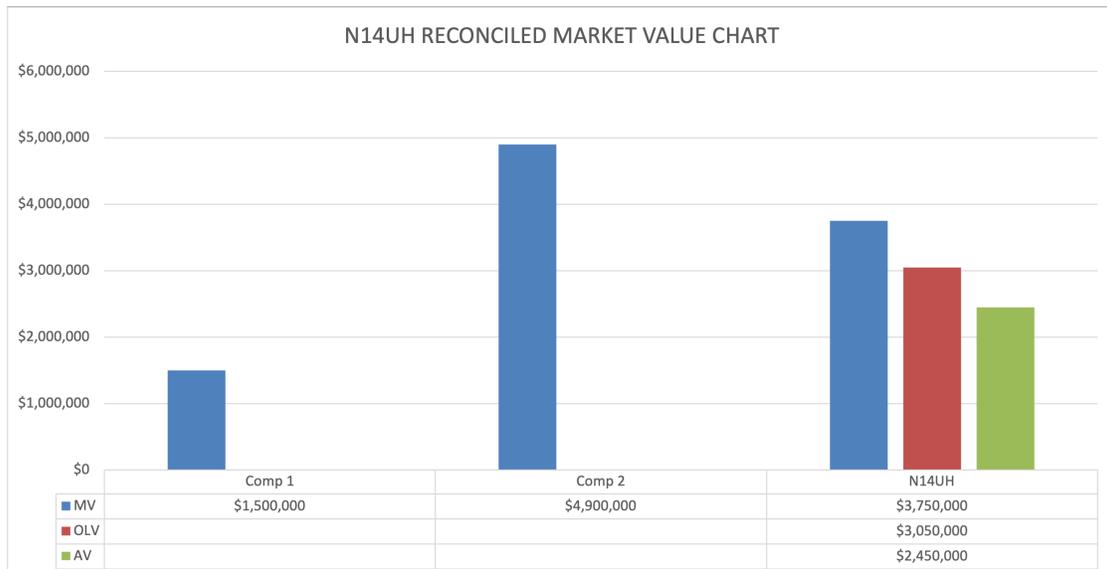
⁶ The advertising, marketing and negotiation time required resulting in a sale for the average aircraft of similar make, model, and year of manufacture as the subject aircraft. The 2 numbers represent average/median, the median value may be due to several of the aircraft listed for sale being out of a reasonable asking price range.

Hart Aircraft Appraisal obtained at least two (2, unless otherwise noted) comparable aircraft, which were recently sold or available for sale on or about the Effective Date listed in this report. They were compared to the subject aircraft and adjusted (reconciled) as necessary against the characteristics of the subject aircraft. All the comparable aircraft were selected and taken into consideration for different reasons specific to this valuation. Representations of the comparable aircraft analyzed, and comparable adjustments are listed in the Sales Comparison Chart. These aircraft were selected from various industry sources such as AMSTAT, Jetnet, Aircraft Post, The Airliner Price Guide, Avitas, Asset Insight, ADN select industry periodicals, broker and dealer information, actual sellers and relationships and databases that include the entire aircraft market, histories, and information regarding cost analyses. When possible, indexes and the basis for costs are primarily from information supplied by sales and market tracking databases, the manufacturer and FAA and manufacturer approved service facilities. All applicable valuation methods were considered. The most reliable data can be taken from actual sales, which are often times difficult to acquire due to confidentiality agreements, or offerings and asking prices. All applicable methods were considered and examined to determine value.

As described in 15 USC, Subchapter, Sec. 6801, protection of nonpublic personal information (Gramm-Leach-Bliley Act), Hart Aircraft Appraisal and its affiliates reserve the right to withhold certain registration markings or "N" numbers and serial numbers related to appraisal comparisons. This is appropriate to protect the anonymity and privacy of certain individual aircraft owners, aircraft dealers and aircraft brokers so as to attain the most accurate data available regarding a specific aircraft valuation.



Hart Aircraft Appraisal



The N14UH Reconciled Market Value Chart above compares our opinion of the adjusted and the calculated values of the comparable aircraft found listed for sale or sold.

Comp 1 & Comp 2 are our opinions of the adjusted asking prices of comparable aircraft (to the subject aircraft) found sold or listed for sale. N14UH is our opinion of the calculated reconciled current market value of the subject aircraft.

While gathering sales data on comparison aircraft, I may have had confidential communications with principles involved with the aircraft sale or individuals with first-hand knowledge of the comparison aircraft. Where there are significant differences in optional equipment, engine life remaining, accumulated airframe time and avionics compared to the subject aircraft, I have adjusted out these differences. After adjusting the value differences to the subject aircraft, the data was reconciled, and a weighted average of the comparison aircraft values was used to arrive at the Market Value of the subject aircraft shown on the appraisal certificate.

Please Note: This is not an appraisal of the comparison aircraft; it is only an evaluation based on information supplied by parties involved in the divestiture of the comparison aircraft and publicly available data. A true appraisal can only be completed after the aircraft, and its records are independently and objectively examined. The subject aircraft and the comparison aircraft are all similar in some respects and dissimilar in others. I am not listing all of their reported attributes because there is no way to verify the condition of the comparison aircraft and their records, the equipment inventory, and the quality of the maintenance that they have received. For a desktop appraisal I have examined the logbooks and historical records of the subject aircraft provided me by the Client/owner/operator, for an onsite appraisal I have personally reviewed the available aircraft logbooks and records.

Hart Aircraft Appraisal **did not** physically (on-site) evaluate the subject aircraft.

We **do not** determine airworthiness or maintenance condition; we assume the logbooks with entries signed by properly licensed mechanics and/or inspectors, or FAA Certificated Repair Facilities are accurate and legal. The typical evaluation and records review is for our appraisal/valuation process only. We **do not** investigate ownership or operator status. For this report, unless otherwise stated in the scope of work, we **will not** assess prior damage or prolonged maintenance history on the subject aircraft or its components.

We are doing an **As Is-Where Is** analysis as of the effective date of the appraisal. We **do not** ascertain warranty status (existence, term, expiration or payment status) of the aircraft, engines, APU (if installed) or components. We **do not** verify enrollment of any Engine, APU, Avionic or Airframe maintenance programs.

The reader(s) of this appraisal document may contact Richard Hart (cell: 818-570-3877 email: Richard@HartAircraftAppraisal.com) for any additional explanations or clarifications.

Calculations are based on the assumption the aircraft will fly an average of approximately 400 hours per year.

It is assumed the aircraft does not experience any major damage through its life, remains on the maintenance plans in which it is/may be currently enrolled and regular routine and required maintenance is completed on schedule.

The orderly liquidation market values were calculated with an exposure time of 90 days; higher or lower exposure times will likely and dramatically affect the values. From my experience, exposure times of less than 90 days are on the verge of being considered forced liquidation. The above computations are based on, if available, extrapolating published current historical sales trend information from, if possible, several sources for the same or similar make, model and vintage aircraft into the future as well as analyzing general published historical trend information for similar aircraft in general and assumes that manufacturers aircraft support will continue into the future. No impairment factors were considered in these calculations, lease parameters, end of lease conditions, market conditions and other external factors if considered, will likely affect these values.

The above forecast and estimated orderly and future market value(s) (if requested and provided) calculations are for informational and planning purposes only. The calculations are an opinion and are not certified. The above calculations represent the informed opinion of Hart Aircraft Appraisal and any authorized appraiser as of this date only. Any changes to installed equipment, installed options, specifications or underlying assumptions may significantly alter the above estimated opinions of value. The stated market values may be subject to change based on changes in the actual aircraft condition, unknown issues and/or total engine and airframe times that may be outside of the parameters in the above assumptions.



Hart Aircraft Appraisal

CURRENT MARKET VALUE STATEMENT

BASED ON THE ENCLOSED VALUATION, OUR APPRAISED CURRENT MARKET VALUE OF THIS 2010 EUROCOPTER EC145-C2, SERIAL NUMBER 9365, & REGISTRATION NUMBER N14UH IS:

Current Market Value (MV)
\$3,750,000.00
Current Orderly Liquidation Value (OLV)
\$3,050,000.00
Current Auction Value (AV)
\$2,450,000.00

The information herein has been prepared from many different sources and is believed to be correct. Hart Aircraft Appraisal does not warrant the accuracy of the source material. The forecasted and estimated future market values, orderly liquidation values, and net orderly liquidation values are based on data in this appraisal report and are for planning purposes only

Limitation of Liability: It is understood and agreed that in the event of any error or omission on the part of Hart Aircraft Appraisal any such liability is limited and may not in any event, exceed the amount paid to Hart Aircraft Appraisal for the services rendered. Hart Aircraft Appraisal reserves the right to recall all copies of this report to correct any omission or errors. This valuation is null and void and may not be relied upon by GovDeals, or any third-party user for any purpose after the effective date of this appraisal. Further, Hart Aircraft Appraisal accepts no responsibility for usage of the report unless signed by an approved appraiser of Hart Aircraft Appraisal.

The information contained in this report is private, confidential, and may be protected by appraiser/client/work-product privilege. It is intended only for the use of the entity or individual named above and the privileges are not waived by virtue of this having been sent by mail. If the person actually receiving this report or any other reader of the report is not the named recipient or the employee or agent responsible to deliver it to the named recipient, any use, dissemination, distribution, or copying of the communication is strictly prohibited. If you have received this communication in error, please immediately notify us by return e-mail and/or telephone and then destroy this original report.

The reader(s) of this appraisal document may contact Richard Hart (cell: 818-570-3877 email: Richard@HartAircraftAppraisal.com) for any additional explanations or clarifications.

Unless otherwise stated, the value given in this appraisal report represents the professional opinion of value on February 18, 2026.

Richard Hart
Hart Aircraft Appraisal Senior Appraiser
Accredited Senior Appraiser (ASA)-MTS-Aircraft
AOA Certified Member





Hart Aircraft Appraisal

General Appraisal Details and Assignment Specifics

While **not** working as a licensed airframe and powerplant mechanic, the physical condition of the property described herein was based upon visual evaluation by the appraiser/evaluator *if a limited audit was conducted*. No responsibility is assumed for latent defects of any nature whatsoever, which may affect its value, nor for any expertise require disclosing such conditions.

The client must be cautioned that a comprehensive physical evaluation and a detailed audit of the associated maintenance and historical records may discover discrepancies, unrepaired damage, non-airworthy physical anomalies, systems failures, record and recording errors and omissions that may impact the subject aircraft's airworthiness, physical quality, remaining useful life and utility and subsequently its market value. As these conditions or events may impact the estimate of value in excess of the assumed conditions (physical or analytical) or conversely may result in a value less than stated in this report. If additional valuation accuracy is necessary or required, a comprehensive detailed pre-buy inspection and an associated thorough review and audit of the aircraft's complete records may be desired to be completed by a third party expert in the maintenance and care of the specific aircraft or aircraft series which may include an invasive inspection, non-destructive testing, system and functional tests, engine power assurance checks, borescope inspections, a test flight as well as a complete audit of the historical records.

An aircraft's physical condition, storage conditions, areas and type of use, maintenance record quality and completeness and other possible factors relative to industry expectations and standards for the make and model of aircraft can significantly affect the market value. The stated opinion of value is limited in scope. Hart Aircraft Appraisal did not complete an independent investigation as to the aircraft' ownership, pedigree, date of manufacture, damage history (unless provided and described by the client operator) nor has it taken into consideration any leased or rented equipment, intangible items (operating certificates, lease or charter contracts, previous celebrity ownership, historical usage (provenance), storage, preservation, finance charges, liens or encumbrances (including mechanics liens) that may be in effect or any consequences from taxation.

Values are stated in United States Dollars, rounded to the nearest significant digit and subject to descriptions, assumptions, parameters, limiting conditions, standards and methodologies as contained in this appraisal report. The values stated in this report are submitted without prejudice and as such, any comments, opinions or recommendations contained within this appraisal report including, but not limited to, statements made by hart Aircraft Appraisal, relative to values and/or economic projections associated with the subject aircraft or this appraisal assignment which may have impact on any parties involved in the ownership, operation, certification, or financing either past or present, either directly or indirectly, are deemed to be circumstantial in scope and are rendered only as assumptions or general opinions.

Our Work contains general information pertinent to the determination of value and the methodology utilized by hart Aircraft Appraisal. Details and descriptions of the subject aircraft are included where known. The information in this appraisal report has been prepared from Client, owner and/or operator sources and is believed to be correct. Hart Aircraft Appraisal and any named appraiser(s) herein do not warrant the accuracy of the source materials. Hart Aircraft Appraisal disclaims any and all responsibility for cause and circumstances that may result in loss or damages incurred by any and all parties, Hart Aircraft Appraisal has relied on oral and written information, data, and documents, as provided to Hart Aircraft Appraisal, for all material facts. Provided or researched information that does not accurately represent the aircraft, may contain errors and omissions significantly affecting the valuations conclusions in this report.

This report is intended to be merely advisory in nature. This appraisal is not given for, or prepared, as an inducement to any sale, financial transaction, or insurance settlement. Any use or reliance on or decisions made, based upon the data presented is the responsibility of the users. Hart Aircraft Appraisal accepts no responsibility for damages, if any, suffered by any party as a result of, decisions made, or actions taken based on the contents of this appraisal report.

A "desktop" (no onsite evaluation performed) or "hypothetical" appraisal (one which is in accordance with 2024 USPASP, "hypothetical condition". A condition directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results but is used for the purpose of analysis., the client may want the appraiser to evaluate the value impact and confirm any physical condition, post inspection, post logbook and/or historical records review, restoration, and modifications, which may have been assumed. These additional steps aid in the judgmental determination of physical condition, record quality, specific maintenance status, configuration, and desirability, consequently, to determine the monetary value adjustments that correspond to these various factors. Hart aircraft Appraisal has relied solely on the equipment schedules and other pertinent data provided by the client or his/her representative along with other public information used by the appraiser and the appraiser's notes, most if not all are retained in the appraiser's work file.

As opposed to an "onsite appraisal" where the appraiser (or his representative) personally evaluates the aircraft and its maintenance records, for a "desktop appraisal" the subject aircraft and its associated maintenance records are not personally evaluated for general condition, completeness, specific characteristics, quality, flight readiness, and evidence of repairs or unrepaired physical damage that would render the subject aircraft unairworthy or have a significant effect on its value. Also, the subject aircraft's actual logbooks and historical records are not reviewed (we do not audit) in support of the appraisal process. In addition, none of the documents supplied, electronic or otherwise, by the Client/owner/operator were verified as to accuracy or completeness.

Valuation Methodology

USPAP requires that each of three approaches to value (Cost, Sales Comparison, and Income) be considered when it is necessary for credible assignment results. The valuation of certain assets or the valuation definition under consideration for the assets may make the development and use of all three approaches impractical. The cost approach, without sufficient research and quantification of depreciation and obsolescence, may not accurately reflect the value of a particular asset. It may not be possible to use the income approach to determine the in-use value of an aircraft because it may be impossible to use for a one-of-a-kind aircraft that has never been exposed to, or sold in, the marketplace. The valuation circumstances involving a particular aircraft may not allow the application or correlation of all three approaches to value. This is consistent with Standards Rule 7-4 of USPAP, which requires the appraiser to consider all three approaches to value and decide which approach is applicable to the engaged assignment.

The analytical methodology utilized by Hart Aircraft Appraisal for this assignment was based on the **Sales Comparison Approach**. The Sales Comparison Approach is most commonly referred to as the **Market Approach** to value. The market approach is that approach to value where recent sales and offering prices of similar aircraft are analyzed to arrive at an indication of the most probable selling price of the aircraft being evaluated. This approach has its theoretical basis in the Principle of Substitution, which states, the value of a property tends to be determined by the cost of acquiring an equally desirable substitute.

In general, Market Value analyses are based on quantitative elements with the traditional industry standard of the origin being at Half-Life (Half-Life between overhaul or Replacement) and/or maturing to a delineated maintenance status, with respect to the aircraft's major and traditionally high-cost maintenance items, i.e., Airframe, Engine(s), APU, Components, Landing Gear, etc., and then adjusting for the specific status of the subject aircraft. To estimate the value of a specific aircraft by utilizing the market approach to value, monetary value adjustments are calculated from the base aircraft in relation to its identified characteristics, physical deterioration (condition), obsolescence (technological, functional, and economic), maintenance overhaul, inspection, and repair status.

Fair Market Value as utilized for this appraisal, to include the base value amount was defined by both the Valuing Machinery and Equipment: The Fundamentals of Appraising machinery and Technical Assets, Fourth Edition (2020), by machinery and Technical Specialties Committee of the American Society of Appraisers, which states "Fair Market Value is an opinion expressed in money, at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts, as of a specific date" and the definition which is sanctioned by the Appraisal Standards Board, Then Appraisal Foundation and the American Society of Appraisers (USPAP Advisory Opinions 2024 Edition. Fair market Value was herein defined as the most probable price which a property (aircraft or aircraft related parts) should bring in a competitive and open market under all conditions, requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in these definitions are the consummation of a sale of a specific date and the passing of title from seller to buyer under conditions whereby:

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised, and each acting, in what they consider, their own best interests.

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Hart Aircraft Appraisal

- A reasonable time is allowed for exposure in the open market.
- Payment is made in terms of cash in the United States dollars or in items or financial arrangements comparable thereto.
- The price represents the normal consideration for the subject property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

The following definition of CURRENT MARKET VALUE was utilized for this appraisal to include the MARKET VALUE assumption and is sanctioned by The Appraisal Foundation and the American Society of Appraisers as: The most probable monetary amount which a property (aircraft) should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the monetary amount is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: (1) neither party under compulsion to buy or sell (2) both parties are informed or advised, and each acting in what they consider their own best interests; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; (5) the value represents the normal consideration for the property (aircraft) sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Value* is the amount, relative worth, utility, or importance of an item (not necessarily equal to price or cost).

Price* is the amount a particular purchaser agrees to pay, and a particular seller agrees to accept under the circumstances surrounding their transaction. Price may not necessarily be equal to value.

**Definitions from "Valuing Machinery and Equipment: The Fundamentals of Appraising Machinery and Technical Assets" Fourth Edition, American Society of Appraisers.*

Useful Life is the period-of-time over which property may reasonably be expected to perform the function for which it was designed. Normal useful life is the physical life, usually estimated in terms of years and hours, that a new aircraft will actually be used before it is retired from service. An aircraft's normal useful life relates to how long similar aircraft actually tend to be used, as opposed to the more theoretical economic life calculation of how long an aircraft can profitably be used. The best evidence of normal useful life is statistical or actuarial data derived from the study of aircraft that are similar to the subject under actual operating conditions. An aircraft's useful life may be longer than its economic life because the owner may elect not to retire the aircraft from service upon expiration of the aircraft's economic life (unbearable operating costs.) **Helicopter** manufacturers design and build commercial helicopter airframes specifically with no need for a scheduled or finite retirement life, either in calendar time or in accumulated flight hours. This infinite service life is applicable to any commercial helicopter airframe in any mission environment operated within the approved flight envelope as defined by the approved Rotorcraft Flight Manual. An operator may benefit from the true on-condition airframe life simply by operating the aircraft in accordance with the manufacturers approved maintenance and overhaul recommendations, complying with the applicable bulletins recommended by the manufacturer and using only parts and processes acceptable to the manufacturer.

Hart Aircraft Appraisal's projected (*for calculation purposes as many aircraft can operate well past this time frame*) **Useful Life** (including economic useful life) for the subject aircraft is approximately 40-years from its date of manufacture if the aircraft is operated in accordance with the aircraft's approved maintenance and overhaul recommendations, complying with the applicable bulletins recommended by the aircraft's manufacturer and using only parts and processes acceptable to the aircraft's manufacturer (there are some aircraft that have finite airframe operational limits determined by the manufacturer that must be followed). The airframe can be repaired at this time using standard industry practices and readily available materials innumerable times, as such the **Remaining Useful Life** of an aircraft can effectively be considered to be refreshed at the major overhaul intervals established by the manufacturer (unless the aircraft manufacturer has established a maximum airframe total time limit) as long as the operator follows those recommendations as published in each manufacturer's recommended limits of operation.

There is always a possibility that a situation can suddenly arise with an aircraft version that is no longer being manufactured, where a problem can develop that creates a situation where a repair is beyond being economically feasible or that a critical part is no longer available and cannot be manufactured or procured. At this time, there does not appear to be an issue with this aircraft model.

There are other scenarios, which can end the productive or useful life of an aircraft such as unwillingness by insurance companies to insure due to a change in the underwriter's criteria, or a regulatory change that eliminates or dramatically changes an area of operation in which a particular type of aircraft operates. However, as I mentioned previously, I am not aware of anything pending on either of these remote possibilities.

We **do not** determine airworthiness or maintenance condition; we assume the aircraft airworthiness status is as described in the logbooks and maintenance records. The typical evaluation and records review is for our appraisal/valuation process only, not to verify the veracity of the logbook or maintenance records. We do not investigate ownership or operator status. We will not assess prior damage or prolonged maintenance history on the subject aircraft or its components.

We are doing an "As Is-Where Is" analysis as of the effective date of the appraisal. We do not ascertain warranty status (existence, term, expiration or payment status) of the aircraft, engines, APU (if installed) or components. We do not verify enrollment of any Engine, APU, or Airframe maintenance programs.

Residual Values:

If requested and indicated in the scope of work that an estimate of the aircraft's residual value is required, the following information will apply: the values listed in the residual value chart are described as Future Market Values (FMV) and represent Hart Aircraft Appraisal's opinion of the future value on a yearly basis of the aircraft based on the Market Value (MV) shown on the Current Market Value Statement. The economic data assumptions associated with the value derived are based on a zero-inflation rate and in US Dollars as of the effective date of this report.

Future Market Values (FMV) as a representation of the projected Market Value (MV) of the aircraft represents a percentage of the current Market Value and is depicted in constant dollars. These values as well as all of the values expressed in this report are based on Hart Aircraft Appraisal's knowledge of the fixed-wing, helicopter, business jet and other categories of aircraft industry. Hart Aircraft Appraisal follows these mentioned markets including inventory levels, current pricing and pricing changes, days on market and general manufacturer news. These markets tend to be cyclical in nature, typically following the domestic and world economic environment.

Further, the term Future Market Value as it is used in this report is derived from general industry data, sales tracking, interaction with brokers and dealers and other intrinsic information available from published documentation including Hart Aircraft Appraisal files. Any information used on its own and taken from this report should not be used in any manner outside the context of how it is used in this report. The report must be used as a complete package.

The Future Market Values shown in this report are presented under several assumptions: the paint and interior remain in above average condition compared to other aircraft of similar make and model, required maintenance and inspections are kept up-to-date complying with a manufacturer's recommended schedule, with all enrolled power-by-the-hour or other maintenance programs maintained current and in-force, the logbooks and other maintenance records are complete and original, no additional damage is incurred and engine and component times remaining shall be acceptable to market expectations which are to be at a minimum, mid-time.

Cape Town Convention:

The Cape Town Treaty refers to The Convention on International Interest in Mobile Equipment, and its Protocol on Matters Specific to Aircraft Equipment – (Ratified March 1999). Engines that have a takeoff shaft horsepower greater than 550 and helicopters that are certificated to carry at least five persons including crew or goods in excess of 990lbs are eligible to be recorded as collateral in most security instruments, including those subjects to the Cape Town Convention.

This aircraft and these engine(s), therefore, are eligible to be recorded as collateral in most security instruments, including those subject to the Cape Town Convention.



Hart Aircraft Appraisal

STATEMENT OF ASSUMPTIONS/EXTRAORDINARY ASSUMPTIONS/LIMITING CONDITIONS

- (1) Ownership interest in the subject aircraft is not known and the appraiser renders no opinion as to the legal fee or title. Any prevailing liens, mortgage debt, leases, special assignments, or other encumbrances were disregarded, and the aircraft was valued as if free and clear (unless otherwise specifically stated).
- (2) All estimates of value presented in this report are the appraisers considered opinion.
- (3) That appraisal has not taken into consideration any consequences from taxation.
- (4) If this is a Restricted Appraisal; it is limited in scope and purpose. Hart Aircraft Appraisal invokes the following stated departure Provisions from sections of the Uniform Standards of Professional Appraisal Practice (USPAP) to include: (a) Standards Rule 7-2(e)(iii) physical condition, alteration, restoration, and modification status will not be fully considered; and (b) Standards Rule 8-2(b)(iv) state the property being appraised (ownership interest being appraised will not be identified nor considered).
- (5) This aircraft appraisal report was not written as hypothetical because the subject aircraft was assumed, by the client, to be located, have physical characteristics and in the condition as valued on the effective date of this report.
- (6) Resale pricing adjustments are 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. Asking prices are predominately used for comparables as there is no requirement, government or otherwise, for an actual sales price to be entered in the aircraft FAA Bill of Sale, in reality the typical entry is \$1.00 and other remuneration or \$1,00 and OVC (other valuable consideration).
- (7) Actual aircraft condition, time, operation history and modifications are far more important than age. Values can vary widely based on the maintenance and modification status. Maintenance history and refurbishment restoration quality can vary values from a low to high extremes. Actual values must be determined by actual appraisals.
- (8) In accordance with the Client's engagement criteria or unless otherwise stated within this report, this appraisal assignment assumes for both the current market values (as of the effective date) and all future market values (where performed) to have/be:
 - a. The interior cabin configuration was market desirable in layout and tastefully appointed.
 - b. Had accomplished all required maintenance performed since new (including Airworthiness Directives and mandatory Manufacturers Service Bulletins) by and in accordance with an internationally approved maintenance program.
 - c. The aircraft status as delineated in the Client/owner/operator provided documentation is accurate.
 - d. In physical existence and in good operating condition and unless there were obvious signs to the contrary, all system and installed equipment were assumed to be in good working order.
 - e. All required maintenance information and logbooks, both physical and electronic were in existence, with no deficiencies (no record errors, omissions or translations to English) in an original or digital format and for sophisticated aircraft and helicopters are on a computerized maintenance planning (tracking) program or system, well organized and retrievable to include at a minimum: aircraft and engine logbooks, flight reports or records, Airworthiness Directive compliance, Service Bulletin compliance, life limited part and/or component documents (historical record cards), FAA Form 337', 8110-3's (EASA or JAA equivalents where necessary), inspection/maintenance work order packages, and all other applicable regulatory documents required for certification and operation. It is assumed that all records and logbook entries are complete, authentic and all maintenance releases were signed and provided by appropriately rated and licensed personnel.
 - f. The aircraft was capable of being operated and flown on the effective date, unless otherwise noted in the report.
 - g. If and where applicable, for multiple aircraft fleets, any aircraft sold will be on an individual basis while remaining in active and continuous operations.
 - h. Airworthiness related pre-purchase inspection discrepancies (if any) are corrected to the buyer's satisfaction unless otherwise noted in the report.
 - i. Unless otherwise stated in the report the engines, APU, airframe parts and components and avionics were not enrolled on or in a power-by-the-hour (PBH) manufacturer approved Maintenance Service Program including but not limited to: ESP/MSP/CSP/HAPP/CASP/TAP Elite/Power Advantage/ProParts/Smart Parts/JSSI/On-Point/RRCC/EEC Enhanced.
 - j. No undocumented or unreported accident, substantial damage, incident, or significant repair history exists, and the aircraft has not suffered from abuse or recent prolonged storage.
 - k. Is equipped as an average aircraft in this category of Corporate/Air Charter/Air Transport aircraft.
 - l. Hart Aircraft appraisal has no control over asset depreciation, these factors could be one or more of the following: Technical Obsolescence, Functional Obsolescence, Economic Obsolescence, Physical Deterioration.
 - m. The exterior paint scheme (livery) was in accordance with the Clients direction and expectation and the value adjusted by the appraiser where and if representative photographs (or appraiser personal evaluation for an onsite appraisal report) provided for review and assumed is in market acceptable condition with the interior cabin also tastefully appointed and in market acceptable condition (color combinations, wood veneer, seat covering/carpet/headliner/sidewall/fabric types and condition).
 - n. The marketplace ultimately will establish the Market Value.
- (9) A physical evaluation was **not** performed.
- (10) No historical record audit or logbook review was performed (in the case of an onsite appraisal a limited review of the records and logbooks is performed). The appraiser assumes in both cases that the historical records and logbooks were adequate for certification and registration in a developed nation. The maintenance status and characteristics as provided by the Client/owner/operator forms the basis of this report.
- (11) In the case of a desktop appraisal, various adjustments to value may not have been made because the appraiser did not perform a comprehensive physical inspection and/or a detailed records audit. In determining value adjustments for those cases where data was not provided or known, Hart Aircraft Appraisal has assumed that the item was in average operating condition, in average physical condition (at least to equal or standard industry levels for its vintage) and was at half-time or half-life and/or maturing inspection status. The limitations and assumptions as stated in this article may either increase or decrease the market value of the subject aircraft.
- (12) In the case of an onsite appraisal, although the appraiser may be a licensed Airframe and Powerplant mechanic or a licensed Pilot, the appraiser is not working, observing, or evaluating the aircraft and/or its maintenance records as such. The FAA has very specific definitions of "inspection" and the review being performed does not fall within the scope of those definitions. The appraiser does/will not make any logbook or maintenance record entries as the appraiser does not energize the aircraft, remove any cowlings, or access any panels that are not operational without tools (such as those that would be opened by a pilot on a pre-flight walkaround). The appraiser is not a professional photographer, for tax and other uses of this appraisal a professional photographer may be required, this possibility determination is the responsibility of the client.
- (13) Values reflect the marketplace as of the date specified in the report and subsequent events may materially impact the stated values. Therefore, Hart Aircraft Appraisal reserves the right to recall the report and reevaluate the subject aircraft if any of the above extraordinary assumptions or limiting conditions are materially modified. We reserve the right to make such adjustments to the estimate of value herein reported as may be required by consideration of additional or more reliable information that may become available. If any of the extraordinary assumptions change in any manner, this report is void unless and until required adjustments are completed.
- (14) The "market" is most often not consistent, orderly, or rational existing under one mind but is a great many individuals acting on their own preferences according to their own criteria. Through their actions, trends become discernible; the probability of these trends continuing will vary with their consistency and the number of actions (sales) realized over time.
- (15) Our analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- (16) Hart Aircraft Appraisal reserves the right to recall all copies of this report to correct any omission or errors. Any adjustment, review, or legal consultation regarding this appraisal report is not considered part of the scope of this engagement.



Hart Aircraft Appraisal

GLOSSARY OF VALUATION TERMS AND DEFINITIONS AS USED IN THIS REPORT

Absorption Rate is the supply for sale divided by retail sales resulting in the time to exhaust the supply in a market if no further supply is added.

Age/Life Analysis is an arithmetic process used to calculate a property expired life and/or remaining useful life.

Appraisal Date is the specific date to which the values contained within an appraisal apply.

Asset is property of all kinds, both tangible and intangible.

Average Life is the normally expected life of a property.

Average Remaining Life is the average remaining term of service for asset(s) under investigation, usually expressed in years.

Base Aircraft is the standard list of equipment and systems installed by the OEM including avionics, props, engines, landing gear, floorplan.

Base Value is an open, unrestricted, stable market environment with a reasonable balance of supply and demand and assumes consideration of its "highest and best use".

Book Value is the capitalized cost of an asset less the depreciation taken for financial reporting.

Chronological Age is the number of years elapsed since an item of property was originally built.

Cost Approach is one of the three recognized approaches used in appraisal analysis. This approach is based on the proposition that the informed purchaser would pay no more for a property than the cost of producing a substitute property with the same utility as the subject property. It considers that the maximum value of a property to a knowledgeable buyer would be the amount currently required to construct or purchase a new asset of equal utility. When the subject asset is not new, the current cost new for the subject must be adjusted for all forms of depreciation and obsolescence as of the date of the appraisal.

Depreciation (Accounting) is the mathematical procedure for recovering the original cost of an asset in consistent installments over a specific period.

Depreciation (Accumulated) is an account in which depreciation provisions are recorded and totaled: the total depreciation accrued to a given date.

Depreciation (Appraisal) is the actual loss in value of a property from all causes including those resulting from physical deterioration, functional obsolescence, and economic obsolescence.

Desktop Appraisal is an analysis of the subject aircraft that is predicated on client-supplied information. The appraiser does not physically survey the aircraft or equipment subject to the report. The desktop appraisal can be a complete or restricted report.

Economic Obsolescence is a form of depreciation or loss in value caused by unfavorable external conditions.

Economic Useful Life is the estimated period of time over which it is anticipated an asset may be profitably used for the purpose for which it was intended. This time span may be limited by changing factors of obsolescence and/or physical life.

Effective Age is the apparent age of an asset in comparison which a new asset of like kind. It is often calculated by deducting the Remaining Useful Life of an asset from the Normal Useful Life.

Estimated Remaining Life is the period over which an item or groups of items are estimated to remain in use (also known as *estimated remaining useful life*).

Fixed Assets are permanent properties synonymous with "capital assets," usually consisting of land, buildings, machinery, and equipment permanently employed in the rendering of a service or the production of a product.

Forced Liquidation Value is the estimated gross amount expressed in terms of money that could be typically realized from a property advertised and conducted public sale, with the seller being compelled to sell, as of a specific date, with a sense of immediacy on an as-is/where-is basis, without regard to the relevant marketplace.

Functional Obsolescence is a form of depreciation in which the loss in value is due to factors inherent in the property itself and changes in design, materials, or process resulting in inadequacy, over capacity, excess serial, lack of functional utility, excess operating costs, etc.

Future Market Values (Prospective)

The most probable price in terms of cash, or other precisely revealed terms, for which the property would change hands under required and limiting conditions in an orderly manner, generally advertised, with reasonable time constraints, in an appropriate and relevant marketplace, with knowledge buyers on an as is, where is bases.

Historical Cost is the initial capitalized cost of an asset at the time it was first put into service.

Hypothetical Condition is contrary to what exists but is supposed for the purpose of analysis. Hypothetical conditions assume conditions contrary to known facts about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis.

Income Approach is one of the three recognized approaches used in appraisal analysis. This approach considers value in relation to the present worth of future benefits derived from ownership and is usually measured through the capitalization of a specific level of income.

Inspection vs. Evaluation the term evaluation is used instead of the term inspection and the Federal Aviation Administration (FAA) has specific definitions for "Inspection" in its various types with regard to aircraft. It is stated that the appraiser of the subject aircraft is not acting in relation to his/her Aircraft & Powerplant license (A&P or IA) and is not inspecting the subject aircraft to the standards required by that license or the FAA.

Insurable Value is the value of that portion of a property covered by insurance in accordance with the terms of the insurance policy or other agreement.

Insurable Value Depreciated is the insurance replacement cost less accrued depreciation considered for insurance purposes, as of a specific date and as defined in the insurance policy or other agreement.

Insurable Replacement Cost New is the replacement cost new as defined in the insurance policy less the cost new of the items specifically excluded in the policy, as of a specific date.



Hart Aircraft Appraisal

Market or Sales Comparison Approach is one of the three recognized approaches used in appraisal analysis; this approach involves the collection of market data pertaining to the subject assets being appraised. This approach is also known as the "Comparison Sales Approach". The primary intent of the market approach is to determine the desirability of the assets through recent sales or offerings of similar assets currently on the market in order to arrive at an indication of the most probable selling price for the assets being appraised. If the comparable sales are not exactly similar to the asset being appraised, adjustments must be made to bring them as closely in line as possible with the subject property.

Mid-Life is the halfway point, and the amount of time left on an engine or powerplant indicating there is 50% (Fifty Percent) time remaining to an Overhaul.

MORE Program : This is an FAA Approved STC'd program that allows these engines to be operated beyond the Pratt & Whitney recommended overhaul limit to an overhaul limit of 8,000 hours as long as the maintenance procedures delineated in the STC instructions are followed.

Normal Useful Life is the life, usually in terms of years, that an asset will endure before it deteriorates to an unusable condition. It is derived from mortality data and the study of specific assets under actual operating conditions. (See Economic Life)

Orderly Liquidation Value is the estimated gross amount expressed in terms of money, which could be typically realized from a sale, as of a specific date, given a reasonable period of time to find a purchaser(s), with the seller being compelled to sell on an as-is/where-is basis, in an appropriate and relevant marketplace with knowledgeable buyers.

Net Orderly Liquidation Value (NOLV) is the estimated net amount after sales expenses (brokerage fee, insurance, time value of money and may include hangaring, maintenance required to maintain airworthiness if specified) that the aircraft would bring in a liquidation sale. It retains the terms and conditions present in an orderly liquidation resale scenario but subtracts an amount for the sales expenses and possibly other expenses as requested. Rather than detailing individual sales expenses and estimating a cost for each, which inevitably overestimates the sales expenses and provides an unrealistic NOLV value, Hart Aircraft Appraisal surveyed several aircraft sellers and lenders to learn their experience with average sales expense percentages over several years. The current averages range from 4% to 6% of the sales cost. We will use 5% when asked to include this value.

Original Cost is the initial capitalized cost of the asset in hands of its present owner.

Overhaul is a major maintenance event and is the complete disassembly of an engine, evaluation, repairs as necessary, reassembly, testing, and approval for return to service within the fits and limits specified by the manufacturer's overhaul data.

Physical Deterioration is a form of depreciation where the loss in value or usefulness of an asset is attributable solely to physical causes such as wear and tear and exposure to the elements.

Power-By-The-Hour Programs - PBH-covered parts and components are considered to always be guaranteed to be either actually in, or to be qualified for restoration to, a "zero" or "low" time service life condition. They retain a high dollar value, regardless of their actual service life status, by virtue of remaining in "like new" condition as a result of the paid-up PBH program. For instance, if a subject helicopter is under a Tip to Tail PBH program, the weighted average of the component life is considered to be 0% Used. If a subject aircraft is under an Engine PBH program the weighted average of the components may be considered 20% better than the total weighted average of all the components. If a subject helicopter is under an Engine/Gearbox PBH program, the weighted average of the components is normally 30% better than the total weighted average of all the components.

Price is the amount or cost of an item. (Not necessarily equal to value). U. S. Dollars are the representative currency used in this report.

Property is the lawful right of ownership of future benefits from tangible and intangible assets. Any asset including cash, in which the title is ordinarily transferable between parties.

Prospective Value is the analysis of market trends to provide support for forecasted income and expense or sell-out opinions, absorption periods, capitalization rates and discount rates as of the effective date of the appraisal. Economic trends such as growth in population, employment and future competition is analyzed.

Provenance: 1. Origin, Source; 2. The history of ownership of a valued object, or work of art, or literature. (Merriam-Webster)

Reconciliation is the process by which the appraiser evaluates, chooses, and selects from among alternative conclusions to reach a final value estimate.

Remaining Economic Life is the estimated period, usually expressed in terms of year, during which property will continue to contribute value.

Remaining Useful Life is the remaining physical life of the asset. It is calculated by deducting the effective age of the asset from the normal useful life.

Replacement Cost (New) is the current cost, new, or a similar new property having the nearest equivalent utility as the property being appraised.

Reproduction Cost (New) is the current cost of reproducing a new replica of a property with the same or closely similar materials.

Residual Value in connection with a tangible asset, it is the term, which refers to the value of an asset after expiration of its normal useful life.

Residual Value (Accounting) is the estimated net scrap, salvage, or trade-in value of a tangible asset at the estimated date of disposal; also called salvage value or disposal value.

Residual Value (Forecast) is the estimated Current Market Value in exchange as of a future date with no consideration given to the effects of inflation or deflation measured from the appraisal date; assuming the aircraft is in good condition and will continue to be maintained in good operating condition with normal preventive maintenance; and assuming the market for used aircraft of the nature at the future date will not reflect unusual conditions of supply and demand.

Residual Value (Lease) is the value of the leased equipment at the conclusion of the lease term. To qualify the lease as a "true lease" for tax purposes, the estimated residual value of the leased equipment at the end of the lease term must equal at least 20 percent of the original cost of the equipment, without regard to inflation. (However, the lessor is not required to book any residual for financial accounting purposes.

Restricted Appraisal A restricted appraisal report communicates in less detail than would an appraisal report. The current edition has expanded the restricted appraisal report option to additional named non-client intended users, as-long-as the stated information remains sufficient for them to comprehend. While you can now have other intended users in a restricted appraisal report, they must be named and not simply identified by type. A named intended user can be an individual, a group, and/or an entity. The content of a Restricted Appraisal Report must be appropriate for consistent with the intended use of the appraisal and, at a minimum: state the identity of any other intended user(s) by name; A Restricted Appraisal Report may be provided when the client is the only intended user; or, when additional intended users are identified by name; A party receiving a copy of a Restricted Appraisal Report in order to satisfy disclosure requirements does not become an intended user of the appraisal unless the appraiser identifies such party as an intended user as part of the assignment. The report must clearly and conspicuously state a restriction that limits use of the report to the client and the named intended user(s); and clearly and conspicuously warn that the report may not contain supporting rationale for all the opinions and conclusions set forth in the report.

Retail Sales is the number of pre-owned aircraft (units) sold to end-user, on & off market. It does not include the sale of a new aircraft, lease sale lease back, internal transaction, early buy-out, sale to government, or sale for part-out.



Hart Aircraft Appraisal

Retrospective Market Value Retrospective valuation is the act of valuing a property at a specific point in the past. It involves the use of historical market value data to determine the value of the property at a particular date. This type of valuation is often required for various reasons, including tax assessments, estate settlements, and legal disputes.

Salvage Value is the estimated amount, expressed in terms of money that may be expected for the whole property or a component of the whole property that is retired from service for use elsewhere.

Scrap Value is the estimated amount, expressed in terms of money, that could be realized for the property, as of a specific date, if it were sold for its material content not for a productive use.

Supply for sale is the number of pre-owned aircraft (units) available for sale in the market.

Tangible Assets are any physical properties such as land, building, machinery, and equipment.

Useful Life is the period of time over which property may reasonably be expected to perform the function for which it was designed.

Value is the amount, relative worth, utility, or importance of an item (not necessarily equal to price or cost).

VALUE: What is it worth?

Value=supply, demand, condition – Value can be thought of as the sum total of quality, physical condition, maintenance status/history, and age/component times/cycles.

OBSOLESCENCE FACTORS

- Technological Obsolescence is impairment of desirability arising from rapid change of technology and/or operational environment and/or technological alternatives.
- Functional Obsolescence is loss in value due to functional capacity, efficiency issues as well as technical and operational difficulties.
- Economic Obsolescence is loss in value due to external influence.
- Physical Deterioration is a form of depreciation where the loss in value or usefulness of an asset is attributable solely to physical causes such as wear and tear and exposure to the elements.

The aircraft appraiser uses the sales comparison approach to indicate value by analyzing recent sales (or offering prices) of properties that are similar (i.e., comparable) to the subject property. If the comparables are not exactly like the properties being appraised, the selling prices of the comparables are adjusted to equate them to the characteristics of the properties being appraised. The basic procedure is to gather data on sales and offerings of similar aircraft, determine their comparability to the subject property, determine the appropriate units of comparison, collect and array the data, analyze and adjust the data, and apply the results to the subject. Like the cost and income approaches, the sales comparison assumes that the informed purchaser would pay no more for a property than the cost of acquiring a comparable property with the same utility.

This approach focuses on the actions of actual buyers and sellers. In theory, the approach measures the loss in value from all forms of appraisal depreciation that are inherent in the individual aircraft, assuming appropriate adjustments are made to the comparables to reflect differences between them and the subject.

The used market is an established means of buying and selling aircraft. The used market consists of used aircraft dealers, auctions, and public and private sales, and is usually the most reliable method of determining certain types of value for certain types of aircraft.

The sales comparison approach is most reliable when there is an aircraft market providing a sufficient number of sales of comparable aircraft that can be independently verified through reliable sources. The important concepts are "active market" and "verifiable/reliable information." An active market has truly independent transactions occurring under free market conditions. When researching market sales, the appraiser should verify that the sales are independent rather than being conducted by one seller or buyer (the latter situation could create a false appearance of an active market). There is no set number of sales that make a market.

Comparable Sales and Adjustments

Recent sales of aircraft *identical* to the subject often cannot be found. If so, it is necessary to find sales of aircraft providing comparable or equivalent utility. It should be understood that "comparables" would often be just that, comparable but not identical to the subject.

If the comparable sale is not identical to the subject, the selling price of the comparable must be adjusted to indicate what the selling price of the comparable would have been if the comparable had been identical to the subject. The appraiser should remember that adjustments are made to the comparables, not to the subject property. Adjustments are made for difference between the comparables and subject's condition, aircraft times, cycles, specification, effective age, date of sale, circumstances of sale (level of trade or to a dealer, "as-is, where-is" condition, etc.), location environmental compliance, safety compliance, and other factors that would have affected the sale price of the comparable.

When adjusting a comparable sale, the appraiser is determining how much more or how much less the comparable would have sold for if it had been identical to the subject in a given single characteristics, such as effective age. For example, if the comparables effective age was ten years, compared to the subject's effective age of five years, the appraiser would normally make an upward adjustment to the comparables actual selling price (i.e., increase the comparables selling price) to reflect the appraiser's opinion of what the comparables selling price would have been if its effective age (when it sold) was five years instead of its actual effective age of ten years.

Comparable sales are not the only value indicators an appraiser may use. Current offerings or listings may also be considered.

In and of itself, the number of comparable aircraft that are currently available in the used market may have a bearing on the value of the subject. If many comparables are being offered for sale, prices may be depressed and there may be little demand for the subject property.

The appraiser should be familiar with the market applicable to the subject aircraft. This market may be local, regional, national, or in some instances international. The international market requires consideration when older aircraft are sold to operators in developing countries. An aircraft that is obsolete or unable to be operated competitively in the United States may be profitably used in developing economies where there is lower labor, raw material, or other costs.



Hart Aircraft Appraisal

Appraisal Method:

Market value is defined as the estimated amount at which the aircraft might exchange between a willing buyer and a willing seller, neither being under compulsion and each having knowledge of all relevant facts.

The market value of an aircraft can be determined through the comparable appraisal method. This approach is based upon the premise that an informed buyer would pay no more for an aircraft than the cost of a comparable one. Actual sales prices are used to establish the value of a hypothetical aircraft, like the one under review. However actual sales data is extremely confidential and very difficult to obtain, especially the truth and actual price. The degree of similarity between each aircraft actually sold, and the hypothetical aircraft, determines the weight given to each sale. Assumptions regarding the configuration, condition and status of the hypothetical aircraft are developed and presented. Although there are no mathematical formulas for calculating hypothetical value, it is not a guess or an unsupported estimate. Hypothetical aircraft value is qualified by weighing all relevant and factual comparable sales data. Adjustments are then made to the hypothetical value to determine the market value of the aircraft under review. These adjustments are based upon the configuration, condition, status and history of the aircraft, as revealed by evaluation of the aircraft and its maintenance records. This procedure was used in every valuation (except Restricted Appraisals) conducted by Hart Aircraft Appraisal.

Certain commercial firms publish aircraft guides, or bluebooks available for a fee or by subscription, which contain opinions (a representative average value) on typical prices. These reference books are useful in many ways, but their opinions (a representative average value) on values are not based upon actual and identifiable sales and can be as much as 30 to 90 days behind the current market conditions. The most accurate bases for an aircraft market value are comparable sales offering, including aircraft serial number, the date of sale, specific status, the seller, the buyer, and the actual price paid.

The information herein is prepared from many sources, is edited, and believed to be correct. Hart Aircraft Appraisal does not warrant the accuracy of the source material and assume no responsibility to any person or person in connection with the use of this guide. In case of error or omission, the liability of the Hart Aircraft Appraisal, if any, is limited and may not, in any event, exceed the amount paid for the service during the period covered by the guide in which the error or omission occurred.

Actual sales should be used in estimating the base value of a Real aircraft. Assumptions regarding the status and configuration of the subject aircraft are made. Information regarding transaction dates, serial numbers, and the parties involved should be obtained from the FAA registry branch Oklahoma City, if obtainable. Sales prices should be obtained directly from the principals involved and verified by a sales or purchase agreement, or other reliable sources. There are sources that provide current market offerings that are obtained and updated daily by publications like JETNET and AMSTAT among others.

Appraisal points relative to any aircraft require that it have original logs maintenance records, excellent paint and interior and minor insignificant damage history. In addition, an aircraft should be no more than six months out of an annual evaluation and/or have recently completed a phase or progressive maintenance event and be in-compliance-with all Airworthiness Directives and mandatory service bulletins. The engine times remaining should be of an acceptable and established limit, which is, generally speaking, mid-time on most aircraft, but could possibly vary from aircraft to aircraft. Variations from these appraisal points must be considered and the comparable aircraft referenced have their values adjusted accordingly.

In the event that it becomes necessary for either party to institute legal proceedings with respect to any of the parties' obligations herein, whether contractual or otherwise, the parties hereby agree to submit any such dispute in its entirety to binding arbitration, conducted by and under the rules and regulations of the American Arbitration Association, as their sole means of resolving the dispute between them, rather than institute any legal proceedings in any Federal District Court or any State Court in any State. GovDeals also agrees that in the event of any litigation between the parties, each party hereby waives a trial by jury. GovDeals also agrees that in the event of litigation, including any arbitrations between the parties (hereinafter "Litigation"), the prevailing party in any such Litigation shall be entitled to its costs and reasonable attorneys' fees from the non-prevailing party. In the event of error or omission, the liability of HART AIRCRAFT APPRAISAL or Richard Hart, if any, is limited and may not, in any event, exceed the amount paid for the appraisal, less actual expenses. This Agreement is a contract executed under and to be construed under the laws of the State of Arizona. HART AIRCRAFT APPRAISAL makes representations concerning the value of the subject aircraft. Anyone using this appraisal should recognize that this appraisal is limited in scope and that discrepancies and conditions may exist in the aircraft which were not discovered or recorded during this appraisal/valuation. HART AIRCRAFT APPRAISAL accepts no responsibility for damages, if any, suffered by any party as a result of decisions made or actions taken based on the aircraft appraisal report. GovDeals by authorizing this appraisal/evaluation has covenanted not to sue, agreed to defend, indemnify, and hold HART AIRCRAFT APPRAISAL harmless from and against all claims asserted by GovDeals or any third party. HART AIRCRAFT APPRAISAL is also clear from all damages, losses and expenses, including attorney's fees, arising out of, or resulting from this appraisal/valuation or the condition of the aircraft evaluation/inspection. This is regardless of whether or not resulting in whole or in part of any negligence of HART AIRCRAFT APPRAISAL.

To assist in drafting non-valuation content, the appraiser may have utilized AI generated information as a supplemental research and writing tool. In full compliance with the Uniform Standards of Professional Appraisal Practice (USPAP), particularly the Competency Rule, the appraiser exercised independent judgment, verified all AI-assisted content using credible sources, and assumes full responsibility for the accuracy and reliability of all information presented.

No analyses, opinions of value, market comparables, condition assessments, or conclusions were based on AI-generated output. In accordance with the Ethics Rule and Scope of Work, the appraiser-maintained impartiality, objectivity, and due diligence throughout the development and reporting processes. The use of AI was limited to supporting the narrative presentation of contextual information and did not influence the appraisal problem, intended use, or final opinion of value.

Information Sources (partial list of the most commonly used sources that may have been reviewed for this report, used only for comparison and support)

- **AMSTAT** is a subscription sale and market tracking database of primarily Business Jet and jet engine aircraft. (www.AMSTAT.com)
- **Airfax** is an advertising outlet and tracking service with Monthly Market Reports and availability listing of Regional and Commuter Aircraft. This is a subscription service. (www.airtrading.com)
- **Airliner Price Guide** is published to assist lessors, lenders, and purchase in arriving at a Fair Market Value for most Commercial, Regional and Commuter aircraft. The values assigned to each aircraft by year, make and model were developed to specifically represent and "average" aircraft. (www.airlinerpriceguide.com)
- **Aircraft.com** is a website listing aircraft for sale including past advertisements for sale as well as aircraft specifics. (www.aircraft.com)
- **Jetnet** is a subscription sale and market tracking database of turbine powered aircraft. (www.jetnet.com)



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- **AVITAS** produces a bi-annual Bluebook of Commercial Turbo Prop values. The values are based on Average Airframe Time and midlife components. Sale data is provided on a confidential basis by Aircraft Brokers, Lessors, Banks, and other sources. (www.avitas.com)
- **Aircraft Cost Calculator** is an intuitive global web application that easily allows users to access to determine the actual cost of aviation, designed for private owners, commercial operators, flight departments, financial institutions, and charter operators. "Real World" data for over 500+ Aircraft types. (www.aircraftcostcalculator.com)
- **Global Jet Capital** is an aircraft sales website that tracks sales data and provides aircraft financial services. (www.globaljetcapital.com)
- **Iba** provides market and valuation insight and perspective for the aircraft market and values. (www.iba.aero)
- **The Aircraft Bluebook Price Digest** is a subscription-based database of sales and market data. (www.aircraftbluebook.com). **NOTE:** It is the opinion of this appraiser that any values used from the /aircraft /bluebook Price Digest may be either overstated, understated, out of date and possibly not relevant to current market conditions or values. Any Blue Book values mentioned in the report are only used for a comparative valuation and are not relied upon to determine a opinion of value in any way.
- **CIRIUM Fleets Analyzer** Airline Database, Fleets Analyzer was designed to replace ACAS, Ascend Fleets, HeliCAS and MiliCAS. It is a unified online tool that provides access to Cirium's full fleets database. Updated every 24 hours, Fleets Analyzer allows complex queries to be configured, and the results of those queries to be viewed in a highly customizable output grid. Provides data on individual Aircraft, fleets of aircraft and operator data. (www.cirium.com)
- **Controller.com** includes thousands of aircraft for-sale paid listings, including parts and salvage aircraft. These listings are displayed through a searchable, user-friendly interface, which lets visitors access for-sale listings from anywhere in the world 24 hours a day, seven days a week. We believe this to currently be the most comprehensive aircraft for sale listing site. (www.controller.com)
- **Helitrader** Lists helicopters for sale on a weekly basis. (www.helitradetrader.com)
- **Trade-A-Plane** includes thousands of aircraft for-sale paid listings, including parts and salvage aircraft. These listings are displayed through a searchable, user-friendly interface, which lets visitors access for-sale listings from anywhere in the world 24 hours a day, seven days a week. (www.trade-a-plane.com)
- **Holstein Aviation** is an Aviation Brokerage that publishes sales and trend information for select business jets and turboprops. (holsteinaviation.com/)
- **PlanePHD** is a database researching and listing aircraft specifications, operating costs, and values.
- **Barnstormers** is a classified advertisement compilation of aircraft and aircraft parts for sale specializing in unique, homebuilt, experimental, and other aircraft. (www.barnstormers.com)
- **ADN** is an aircraft for sale database that as a subscriber one can customize a search for a specific aircraft make and model for sale as well as access historical sales data including actual sales prices. (www.findaircraft.com)
- **AIC Lynx** is an escrow and title search company that compiles and releases actual sales prices of aircraft for which they have provided escrow services. (<https://app.aicllynx.com>)
- **Personal Aircraft Operating Cost Calculator** provides spreadsheet templates for calculating operating costs. (www.jasonblair.com)



Hart Aircraft Appraisal

USPAP CERTIFICATION STATEMENT

Appraisal Report 20260218N14UH
Effective Date of Report: February 18, 2026
Report Prepared on February 18, 2026

Prepared in compliance with the Uniform Standards and Practices of Professional Appraisal Practice.

I certify that to the best of my knowledge and belief:

- A. The statement of facts contained in this report are true and correct.
- B. The reported analyses, opinion, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
- C. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
- D. I have no bias with respect to the property that is the subject of this report or to the parties involved with the assignment.
- E. My engagement in this assignment is not contingent upon developing or reporting predetermined results.
- F. My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal report.
- G. My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
- H. I have not made a personal examination of the property that is the subject of this report.
- I. No one provided significant professional or personal property appraisal assistance to the person signing this certification and report.
- J. I have not performed services as an appraiser regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- K. Because of the appraiser's background, experience, education and membership in professional associations, the appraiser is qualified to make appraisals of the type of property being valued.
- L. This appraiser understands that a substantial or gross valuation misstatement resulting from an appraisal that the appraiser knows, or reasonably should have known, would be used in connection with an IRS tax return or claim for refund, may subject the appraiser to a civil penalty under IRS IRC 6695A.
- M. Photographs included in this report are taken at random or may be from other sources and may or may not include all of those processed. Some photographs may be of poor quality and/or insignificant to the study. Some photographs are used for recall in correlation work. The selected photographs are an additional effort when included in the formal report and, unless otherwise noted, there are no requested criteria for those selected by the appraiser.
- N. This valuation study has been made by Richard Hart, and it will be held confidential by both he and Hart Aircraft Appraisal. It has been prepared by an experienced appraiser and is based on information gained where possible, from brokers, sales comparables, dealers, etc. The analysis and final conclusion are arrived at from many years of experience in the appraisal, sales, operation, and maintenance of aircraft. The final form of this report is made possible by omitting many details used in estimating yet not considered essential to the submitted report. Due to the complexities and variables required on the many individual component items of fixed assets, itemized values of components become the guideline for justification rather than individual summaries for each conclusion.
- O. I did not act or evaluate the subject aircraft under the requirements or conditions of my aircraft & powerplant (A&P) license.
- P. The writer of this report reserves the right to recall all copies of this report to correct any omission or error.
- Q. The American Society of Appraisers (ASA) has mandatory reaccreditation programs for Senior members. I am in compliance with these programs.
- R. In performing and arriving at the determination of value for this report, the undersigned has not been improperly influenced in any matter by the race, ethnicity, gender, sexual orientation, disability, familial status, religion, or national origin of any person.

Date: February 18, 2026

Richard H. Hart, Hart Aircraft Appraisal Senior Appraiser
Accredited Senior Appraiser (ASA)-MTS-Aircraft
AOA Certified member

Appraisal Report #20260218N14UH



Hart Aircraft Appraisal

Appendix

PHOTOGRAPHS/DATA/RESUME



"N" Number	S/N	Model	Max Gross Weight	Year of MFR
N14UH	9365	BK117C2	3585 KG	2010

Refurb/Comp/Added to Cert and Date	Refurb or Comp Vendor	Only Painted	Date/Vendor Painted	Autopilot Airbus or HeliSaS
Added 2020			2010/Metro	Airbus

HTAWS	MARK 21, GARMIN or GENESYS EFIS	WAAS	Garmin GNC255	GNS-430	GNS-530	G500H	G650 or G750 or Bell G1000 or G1000
YES	MARK 21	YES	NO	G430/G430	N/A	N/A	N/A

TCAS/TCAD	TAS600 Series	GTS800	XM Weather	GDL69 XM Radio ID#	Single Pilot IFR Type	406-2HM or 406-1HM ELT
TCAD	YES	NO	YES	6JNCT00J	METRO 145M-150	NO

ELT with GPS Nav 406-NHM	ELT Programming Dongle	ELT HEX ID and REG. EXP. DATE	ARTEX SB1000 Rev A	NVG Mod	Transponder
YES	NO	ADC6492674AF251 - 6-09-24		ASU	GTX 330 W/ES

ADS-B Out	FDM/Cameras - Appaero or North Flight Data or Outerlink	Radar Altimeter Type	ISAT 100 - ISAT 200 - SkyConnect - Outerlink - Guardian G3	ACFT Phone Number
YES	NO	KRA-405B	Outerlink	

IBF System	Pulse Lights	SearchLight	Lead Acid Battery - Concorde or Gill or True Blue	Polycarbonate Windshield	AS350 Crashworthy Fuel Cell
NO	NO	Metro STC SR09405RC	Concorde	NO	NO

Floats	EMS STC Installed	EMS Litter	Gaseous O2 or LOX	Medical Inverter PN	Medical Inverter Power VA	NEO Capable - Isollet type and Number
NO	Metro SR09403RC	Metro	Gaseous	SS101	1000VA	NO

TR Flood Lights - Metro or DeVore or Lifepoint Lights	Tanis - Battery or Gearboxes or Both	Wire Strike	EMS Radio TDFM Series - TFM500	Unit Project Code	Balloon Pump
Metro	NO	YES	500		NO



Aircraft Status Report

Med-Trans Corporation
2200 Westcourt Rd
Denton, Texas 76207

Aircraft #	Model # / Config Class	Aircraft Parameter	Aircraft Base / Last Flight Date and Time	Engine Parameter
N14UH	EC145 / C2	10585.10FH ~ 25874.00FC	- / 1/21/2026 10:37	Eng-Position Code: ENGINE 1 ~ PN: 0292005460 ~ SN: 18195 ~ 7528.40FH ~ 10029.40N1 ~ 13121.40N2 Eng-Position Code: ENGINE 2 ~ PN: 0292005460 ~ SN: 18800 ~ 13022.20FH ~ 16146.90N1 ~ 13194.50N2

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-ACFT-INSP-0659 30 DAY FIRE EXTINGUISHER INSPECTION			INSP	30 Days			1/19/2026	CAL	7 Days	2/18/2026	2/18/2026
	EC145-ACFT-INSP-0606 800 HR / 12 MO HYDRAULIC PUMP DRIVE SHAFT SPLINE LUBE - LUB/SVC 29/00/00/000/000/007			INSP	12 Month End 800 FH			2/24/2025 10199.40 FH	CAL	17 Days 414.30 FH	2/28/2026 10999.40 FH	2/28/2026
	EC145-ACFT-ICA-0675 50 FH METRO AIR CONDITIONER INSPECTION			INSP	50 FH			10584.60 FH	FH	49.50 FH	10634.60 FH	3/17/2026
	EC145-ACFT-INSP-0638 60 DAY FLASHLIGHT INSPECTION -VC 25/60/00/000/000/005			INSP	60 Days			1/19/2026	CAL	37 Days	3/20/2026	3/20/2026
	EC145-ACFT-ICA-0625 100 HR TAILBOOM BALLAST INSPECTION			INSP	100 FH			10572.70 FH	FH	87.60 FH	10672.70 FH	4/12/2026
	EC145-ACFT-ICA-0627 100 FH ASU NVIS INSPECTION			INSP	100 FH			10572.70 FH	FH	87.60 FH	10672.70 FH	4/12/2026

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg- Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-ACFT-INSP-0661 100 HR AIRFRAME INSPECTION			INSP	100 FH			10572.70 FH	FH	87.60 FH	10672.70 FH	4/12/2026
	EC145-ACFT-INSP-0693 100 FH / 12 MO ICA AAIP INSPECTION GUIDE			INSP	12 Month End 100 FH			12/4/2025 10572.70 FH	FH	323 Days 87.60 FH	12/31/2026 10672.70 FH	4/12/2026
	EC145-ACFT-INSP-0692 90 DAY MTC AIRFRAME CORROSION CONTROL AND PREVENTION INSPECTION			INSP	90 Days			1/19/2026	CAL	67 Days	4/19/2026	4/19/2026
	EC145-ACFT-ICA-0700 6 MO ISOLETTE / LITTER LUBE AND INSPECTION			OTH	6 Month End			10/27/2025	CAL	78 Days	4/30/2026	4/30/2026
	EC145-ACFT-ICA-0626 600 FH / 12MO TAILBOOM BALLAST INSPECTION			INSP	12 Month End 600 FH			4/20/2025 10297.00 FH	CAL	78 Days 311.90 FH	4/30/2026 10897.00 FH	4/30/2026
	EC145-ACFT-AAIP-1061 800 FH POWER PLANT GASKET INSPECTION LH AND RH - DI 71/00/00/000/000/007			INSP	Threshold 800 FH 800 FH			9932.10 FH	FH	147.00 FH	10732.10 FH	5/23/2026
	EC145-ACFT-INSP-1076 1600 HR PILOT AND COPILOT SEAT TRACKS INSPECTION - DI SEATS REMOVED 25/12/00/000/000/007			INSP	Threshold 1600 FH 1600 FH			9139.00 FH	FH	153.90 FH	10739.00 FH	5/28/2026
	EC145-ACFT-INSP-1077 1600 HR PASSENGER SEAT ATTACHING DEVICE AND FLOOR RAILS INSPECTION - DI SEATS REMOVED 25/22/01/000/000/007			INSP	Threshold 1600 FH 1600 FH			9139.00 FH	FH	153.90 FH	10739.00 FH	5/28/2026

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-ACFT-ICA-0631 400 FH / 12 MO METRO BK117 C2 SERIES AVIONICS			INSP	Threshold 12 Month End 400 FH 12 Month End 400 FH			5/12/2025 10341.40 FH	FH	109 Days 156.30 FH	5/31/2026 10741.40 FH	5/29/2026
	EC145-ACFT-INSP-0616 12 MO TAIL ROTOR SLIDING SLEEVE ASSEMBLY LUBE – LUB/SVC 67/20/00/000/000/012			INSP	12 Month End			5/17/2025	CAL	109 Days	5/31/2026	5/31/2026
	EC145-ACFT-MTCSPCL-1070 6 MONTH STATUS SHEET SERIAL NUMBER VERIFICATION			INSP	Threshold 6 Month End 6 Month End			11/26/2025	CAL	109 Days	5/31/2026	5/31/2026
	EC145-ACFT-INSP-0669 12 MO AIRFRAME INSPECTION			INSP	12 Month End			10/15/2025	CAL	139 Days	6/30/2026	6/30/2026
	EC145-ACFT-INSP-0671 12 MO AIRFRAME INSPECTION 0523			INSP	12 Month End			10/15/2025	CAL	139 Days	6/30/2026	6/30/2026
	EC145-ACFT-ICA-0628 12 MO ASU NVIS INSPECTION			INSP	12 Month End			6/27/2025	CAL	139 Days	6/30/2026	6/30/2026
	EC145-ACFT-ICA-0776 300 FH / 12 MO CONCORDE LEAD ACID BATTERY INSPECTION			INSP	Threshold 12 Month End 300 FH 12 Month End 300 FH			10/15/2025 10507.00 FH	FH	262 Days 221.90 FH	10/31/2026 10807.00 FH	7/13/2026
	EC145-ACFT-INSP-1084 2 YR PORTABLE FIRE EXTINGUISHER INSPECTION – VC AND WGH HALON FIRE EXTINGUISHER 26/25/00/000/000/007 AND 26/25/00/000/000/013			INSP	Threshold 2 Years 2 Years			8/19/2024	CAL	189 Days	8/19/2026	8/19/2026

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-ACFT-INSP-0648 400 HR SWASHPLATE INSPECTION – SDI POST ASB MBB BK117C-2-62A- 007 REV.5 62/32/00/000/000/014			INSP	400 FH			10474.80 FH	FH	289.70 FH	10874.80 FH	8/29/2026
	EC145-ACFT-INSP-0662 300 HR AIRFRAME INSPECTION			INSP	300 FH			10584.60 FH	FH	299.50 FH	10884.60 FH	9/5/2026
	EC145-ACFT-INSP-0633 400 HR INTERMEDIATE INSPECTION			INSP	400 FH			10507.00 FH	FH	321.90 FH	10907.00 FH	9/20/2026
	EC145-ACFT-INSP-0663 1600 HR AIRFRAME INSPECTION			INSP	1600 FH			9311.80 FH	FH	326.70 FH	10911.80 FH	9/24/2026
	EC145-ACFT-FAR-0618 36 MO Aircraft Weighing 14 CFR 135.185(a)			INSP	36 Month End			9/13/2023	CAL	231 Days	9/30/2026	9/30/2026
	EC145-ACFT-INSP-1087 2400 HR TAIL ROTOR DRIVE SHAFT INSPECTION FOR PLAY – DI 65/11/00/000/000/035			INSP	Threshold 2400 FH 2400 FH			8522.60 FH	FH	337.50 FH	10922.60 FH	10/1/2026
	EC145-ACFT-INSP-0608 12 MO SWASHPLATE BEARING LUBE – LUB/SVC 62/13/00/000/000/009			INSP	Threshold 12 Month End 12 Month End			10/15/2025	CAL	262 Days	10/31/2026	10/31/2026
	EC145-ACFT-INSP-0610 600 HR / 12 MO MAIN GEARBOX OIL CHANGE – LUB/SVC AFTER 63/21/00/000/000/044 63/21/00/000/000/050			INSP	Threshold 50 FH 12 Month End 600 FH			10/15/2025 10507.00 FH	CAL	262 Days 521.90 FH	10/31/2026 11107.00 FH	10/31/2026

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg- Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-ACFT-INSP-0613 600 HR / 12 MO TAIL GEARBOX OIL CHANGE – LUB/SVC POST SB MBB-BK117 C-2-65-004 AFTER 65/22/00/000/000/025 65/22/00/000/000/026			INSP	Threshold 50 FH 12 Month End 600 FH			10/27/2025 10507.00 FH	CAL	262 Days 521.90 FH	10/31/2026 11107.00 FH	10/31/2026
	EC145-ACFT-INSP-0615 600 HR / 12 MO INTERMEDIATE GEARBOX OIL CHANGE – LUB/SVC POST SB MBB-BK117 C-2-65-004 AFTER 65/32/00/000/000/013 65/32/00/000/000/014			INSP	Threshold 600 FH 12 Month End 600 FH			10/27/2025 10507.00 FH	CAL	262 Days 521.90 FH	10/31/2026 11107.00 FH	10/31/2026
	EC145-ACFT-INSP-0605 800 HR / 12 MO HYDRAULIC FLUID AND FILTER CHANGE- DRN/SVC 29/00/00/000/000/002			INSP	12 Month End 800 FH			11/26/2025 10556.30 FH	CAL	292 Days 771.20 FH	11/30/2026 11356.30 FH	11/30/2026
	EC145-ACFT-INSP-0670 24 MONTH EMERGENCY EXIT FUNCTIONAL TEST – FT EFFECTIVITY: NON-JETTISONABLE SLIDING DOORS 56/30/00/000/000/002			INSP	24 Month End			11/27/2024	CAL	292 Days	11/30/2026	11/30/2026
	EC145-ACFT-INSP-1067 12 MO MAIN ROTOR ACTUATOR NUTS INSPECTION - VC 67/33/00/000/000/013			INSP	Threshold 12 Month End 12 Month End			1/19/2026	CAL	354 Days	1/31/2027	1/31/2027
	EC145-ACFT-INSP-0611 800 HR / 36 MO ROTOR BRAKE FLUID CHANGE - DRN 63/51/00/000/000/006			INSP	36 Month End 800 FH			5/17/2025 10362.70 FH	FH	840 Days 577.60 FH	5/31/2028 11162.70 FH	3/15/2027

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg- Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-ACFT-ICA-0632 600 FH / 24 MO ICA AAIP INSPECTION GUIDE			INSP	Threshold 24 Month End 600 FH 24 Month End 600 FH			1/19/2026 10584.60 FH	FH	719 Days 599.50 FH	1/31/2028 11184.60 FH	3/31/2027
	EC145-ACFT-INSP-1086 5600 HR HYDRAULIC SYSTEM PLATE ASSEMBLY INSPECTION - DI 29/14/00/000/000/004			INSP	Threshold 5600 FH 5600 FH				FH	614.90 FH	11200.00 FH	4/10/2027
	EC145-ACFT-INSP-1088 5600 HR MAIN ROTOR CONTROLS BREAKOUT FORCE MEASUREMENT - DI 67/10/00/000/000/012			INSP	Threshold 5600 FH 5600 FH				FH	614.90 FH	11200.00 FH	4/10/2027
	EC145-ACFT-INSP-1089 5600 HR MAIN ROTOR CONTROLS HYDRAULIC UNIT / BELLCRANK CONTROL ROD INSPECTION - DI 67/10/00/000/000/014			INSP	Threshold 5600 FH 5600 FH				FH	614.90 FH	11200.00 FH	4/10/2027
	EC145-ACFT-INSP-1090 5600 HR CYCLIC SHAFT INSIDE INSPECTION - DI 67/10/00/000/000/015			INSP	Threshold 5600 FH 5600 FH				FH	614.90 FH	11200.00 FH	4/10/2027
	EC145-ACFT-INSP-1238 5600HR MEASURE THE BREAKOUT FORCES OF THE TAIL ROTOR CONTROLS - VC- 67/20/00/000/000/024			INSP	Threshold 5600 FH 5600 FH				FH	614.90 FH	11200.00 FH	4/10/2027
	EC145-ACFT-INSP-0649 4800 HR / 6 YR ENGINE / GEARBOX INPUT SHAFT INSPECTION - DI 63/11/00/000/000/003			INSP	72 Month End 4800 FH			4/6/2021 7555.50 FH	CAL	443 Days 1770.40 FH	4/30/2027 12355.50 FH	4/30/2027

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg- Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-ACFT-AAIP-1053 2400 HR ENGINE MOUNT TRUSS SUPPORT INSPECTION - DI 71/21/00/000/000/023			INSP	Threshold 2400 FH 2400 FH			8833.30 FH	FH	648.20 FH	11233.30 FH	5/3/2027
	EC145-ACFT-AAIP-1054 2400 HR ENGINE MOUNT SIDE MOUNT INSPECTION - DI 71/21/00/000/000/024			INSP	Threshold 2400 FH 2400 FH			8833.30 FH	FH	648.20 FH	11233.30 FH	5/3/2027
	EC145-ACFT-AAIP-1055 2400 HR ENGINE MOUNT FLEXIBLE BUSHING INSPECTION - DI 71/21/00/000/000/025			INSP	Threshold 2400 FH 2400 FH			8833.30 FH	FH	648.20 FH	11233.30 FH	5/3/2027
	EC145-ACFT-AAIP-1056 2400 HR ENGINE MOUNT REAR MOUNT INSPECTION - DI 71/21/00/000/000/026			INSP	Threshold 2400 FH 2400 FH			8833.30 FH	FH	648.20 FH	11233.30 FH	5/3/2027
	EC145-ACFT-INSP-0654 2400 HR / 6 YR TAIL ROTOR HEAD INSPECTION - DI 64/20/00/000/000/001			INSP	72 Month End 2400 FH			4/12/2023 8834.10 FH	FH	1174 Days 649.00 FH	4/30/2029 11234.10 FH	5/4/2027
	EC145-ACFT-INSP-0634 800 HR / 36 MO PERIODICAL INSPECTION			INSP	36 Month End 800 FH			10/15/2025 10507.00 FH	FH	993 Days 721.90 FH	10/31/2028 11307.00 FH	6/23/2027
	EC145-ACFT-INSP-0607 800 HR / 3 YR MAIN ROTOR VIBRATION ABSORBERS OIL LEVEL CHECK - SVC 62/13/00/000/000/010			INSP	36 Month End 800 FH			10/27/2025 10507.00 FH	FH	993 Days 721.90 FH	10/31/2028 11307.00 FH	6/23/2027

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg- Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-ACFT-ICA-0686 800 FH / 36 MO METRO SPIFR/DUAL PILOT IFR AVIONICS INSPECTION			INSP	36 Month End 800 FH			10/15/2025 10507.00 FH	FH	993 Days 721.90 FH	10/31/2028 11307.00 FH	6/23/2027
	EC145-ACFT-FAR-0620 24 MO Altimeter 14 CFR Part 91.411			INSP	24 Month End			10/15/2025	CAL	627 Days	10/31/2027	10/31/2027
	EC145-ACFT-FAR-0622 24 MO Transponder 14 CFR Part 91.413			INSP	24 Month End			10/15/2025	CAL	627 Days	10/31/2027	10/31/2027
	EC145-ACFT-INSP-0651 2400 HR / 6 YR TAIL ROTOR BLADE CLOSE-TOLERANCE BOLTS INSPECTION - VC 64/10/00/000/000/002			INSP	72 Month End 2400 FH			8/7/2023 9139.00 FH	FH	1297 Days 953.90 FH	8/31/2029 11539.00 FH	11/30/2027
	EC145-ACFT-INSP-0636 1600 HR / 3 YR GENERATOR BONDING / GROUNDING TERMINAL INSPECTION – SDI AFTER 24/00/00/000/000/003 24/00/00/000/000/004			INSP	Threshold 72 Month End 2400 FH 36 Month End 1600 FH			12/26/2024 10166.80 FH	CAL	688 Days 1181.70 FH	12/31/2027 11766.80 FH	12/31/2027
	EC145-ACFT-INSP-0691 1200 HR HORIZONTAL STABILIZER WITH END PLATES INSPECTION – DI HORIZONTAL STABILIZER REMOVED 53/53/00/000/000/001			INSP	1200 FH			10430.80 FH	FH	1045.70 FH	11630.80 FH	2/1/2028

Airframe / Component Inspection

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	EC145-ACFT-INSP-0645 1200 HR HORIZONTAL STABILIZER SCREW HOLE INSPECTION – DI HORIZONTAL STABILIZER REMOVED 53/53/00/000/000/002			INSP	1200 FH			10430.80 FH	FH	1045.70 FH	11630.80 FH	2/1/2028
	EC145-ACFT-RPL-1253 3200HR REPLACEMENT OF THE AVIONICS COOLING BLOWER MOTOR (C2 - 21/21/02/000/000/003) (C2e - 21/21/02/000/000/005)			OTH	Threshold 3200 FH 3200 FH			8451.60 FH	FH	1066.50 FH	11651.60 FH	2/15/2028
	EC145-ACFT-INSP-1074 36 MO COLLECTIVE SHAFT INSPECTION – DI AFTER 67/12/00/000/000/004 IF NO CORROSION IS DETECTED 67/12/00/000/000/007			INSP	Threshold 36 Month End 36 Month End			10/15/2025	CAL	993 Days	10/31/2028	10/31/2028
	EC145-ACFT-INSP-0655 1800 HR COWLINGS AND FARINGS INSPECTION - DI 71/10/00/000/000/003			INSP	1800 FH			10584.60 FH	FH	1799.50 FH	12384.60 FH	7/4/2029
	EC145-ACFT-INSP-1072 2400 HR N2 CONTROLS OVERRIDE SPRING ASSEMBLY INSPECTION – DI AFTER 76/12/00/000/000/002 76/12/00/000/000/003			INSP	Threshold 2400 FH 2400 FH			10243.10 FH	FH	2058.00 FH	12643.10 FH	12/29/2029

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
	ACFT-MTCSPL- Registration-0001 Verify Registration Is Current and Properly Installed In Aircraft (Due Date Is Expiration Date)			OTH	Threshold 7 Years 7 Years				CAL	1478 Days	2/28/2030	2/28/2030
	EC145-ACFT-INSP- 0664 2400 HR AIRFRAME INSPECTION			INSP	Threshold 2400 FH 2400 FH			10507.00 FH	FH	2184.60 FH	12769.70 FH	3/27/2030
	EC145-ACFT-INSP- 0665 3200 HR / 6 YR TAIL ROTOR AIRFRAME INSPECTION			INSP	72 Month End 3200 FH			3/7/2024 9577.90 FH	CAL	1509 Days 2192.80 FH	3/31/2030 12777.90 FH	3/31/2030
	EC145-ACFT-INSP- 1008 3200 HR / 6 YR FLIGHT CONTROL AIRFRAME INSPECTION			INSP	Threshold 72 Month End 3200 FH 72 Month End 3200 FH			3/7/2024 9577.90 FH	CAL	1509 Days 2192.80 FH	3/31/2030 12777.90 FH	3/31/2030
	EC145-ACFT-INSP- 0643 2400 HR LANDING GEAR INSPECTION - DI 32/10/00/000/000/003			INSP	Threshold 2400 FH 2400 FH			10507.00 FH	FH	2321.90 FH	12907.00 FH	6/29/2030
	EC145-ACFT-INSP- 0642 5600 HR 7 YR HYDRAULIC LINES AT HYDRAULIC MODULE PLATE INSPECTION - VC 29/15/00/000/000/007			INSP	84 Month End 5600 FH			6/29/2024 9734.10 FH	CAL	1965 Days 4749.00 FH	6/30/2031 15334.10 FH	6/30/2031
	EC145-ACFT-INSP- 1071 5000 HR OIL COOLER AND FAN INSPECTION - VC 79/00/00/000/000/003			INSP	Threshold 5000 FH 5000 FH			8833.30 FH	FH	3248.20 FH	13833.30 FH	3/28/2032
	EC145-ACFT-INSP- 1075 5600 HR FLEXBALL CABLE INSPECTION FOR MOVEMENT - DI 67/10/00/000/000/017			INSP	Threshold 5600 FH 5600 FH			9311.80 FH	FH	4326.70 FH	14911.80 FH	4/10/2034

Airframe / Component Inspection

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B621M1002104 / 1182 LOWER FITTING 1.10.1	COMP-INSP-1008 100 HR BLADE FITTINGS INSPECTION – VC AFTER 62/11/00/000/000/030 62/11/00/000/000/031		B621M1002201 ~ Blade Fitting ~ 3620	INSP	Threshold 100 FH 100 FH	5414.60 FH		5402.20 FH	FH	87.60 FH	10672.70 FH	4/12/2026
B621M1002104 / 550 LOWER FITTING 1.9.1	COMP-INSP-1008 100 HR BLADE FITTINGS INSPECTION – VC AFTER 62/11/00/000/000/030 62/11/00/000/000/031		B621M1002201 ~ Blade Fitting ~ 527	INSP	Threshold 100 FH 100 FH	5515.10 FH	156.00 FH INS	5502.70 FH	FH	87.60 FH	10672.70 FH	4/12/2026
B621M1002104 / 550 UPPER FITTING 1.9.2	COMP-INSP-1008 100 HR BLADE FITTINGS INSPECTION – VC AFTER 62/11/00/000/000/030 62/11/00/000/000/031		B621M1001201 ~ Blade Fitting ~ 527	INSP	Threshold 100 FH 100 FH	5515.10 FH	156.00 FH INS	5502.70 FH	FH	87.60 FH	10672.70 FH	4/12/2026
B621M1002104 / 926 LOWER FITTING 1.11.1	COMP-INSP-1008 100 HR BLADE FITTINGS INSPECTION – VC AFTER 62/11/00/000/000/030 62/11/00/000/000/031		B621M1002201 ~ Blade Fitting ~ 1092	INSP	Threshold 100 FH 100 FH	8535.50 FH	2063.90 FH INS	8523.10 FH	FH	87.60 FH	10672.70 FH	4/12/2026
B621M1002104 / 1144 LOWER FITTING 1.8.1	COMP-INSP-1008 100 HR BLADE FITTINGS INSPECTION – VC AFTER 62/11/00/000/000/030 62/11/00/000/000/031		B621M1002201 ~ Blade Fitting ~ 281	INSP	Threshold 100 FH 100 FH	10195.40 FH		10183.00 FH	FH	87.60 FH	10672.70 FH	4/12/2026
EMER POWER 1.58	COMP-INSP-1092 3 MO EMERGENCY POWER SUPPLY INSPECTION – VC 501-1228-03 (PS- 835C) (24/33/00/000/000/014) (BK117)		501-1228-03 ~ Emergency Power Supply ~ 5184	INSP	3 Month End		4 MO INS	1/19/2026	CAL	78 Days	4/30/2026	4/30/2026
B621M1002104 / 1144 UPPER FITTING 1.8.2	COMP-INSP-0999 200 HR MAIN ROTOR BLADE FITTING INSPECTION - VC MORE THAN 800 FH TSN 62/11/00/000/000/025		B621M1001201 ~ Blade Fitting ~ 281	INSP	Threshold 800 FH 200 FH	10195.40 FH		10117.30 FH	FH	121.90 FH	10707.00 FH	5/5/2026

Airframe / Component Inspection

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
B621M1002104 / 926 UPPER FITTING 1.11.2	COMP-INSP-0999 200 HR MAIN ROTOR BLADE FITTING INSPECTION - VC MORE THAN 800 FH TSN 62/11/00/000/000/025		B621M1001201 ~ Blade Fitting ~ 1092	INSP	Threshold 800 FH 200 FH	8535.50 FH	2063.90 FH INS	8457.40 FH	FH	121.90 FH	10707.00 FH	5/5/2026
B621M1002104 / 1144 LOWER FITTING 1.8.1	COMP-INSP-0999 200 HR MAIN ROTOR BLADE FITTING INSPECTION - VC MORE THAN 800 FH TSN 62/11/00/000/000/025		B621M1002201 ~ Blade Fitting ~ 281	INSP	Threshold 800 FH 200 FH	10195.40 FH		10117.30 FH	FH	121.90 FH	10707.00 FH	5/5/2026
B621M1002104 / 926 LOWER FITTING 1.11.1	COMP-INSP-0999 200 HR MAIN ROTOR BLADE FITTING INSPECTION - VC MORE THAN 800 FH TSN 62/11/00/000/000/025		B621M1002201 ~ Blade Fitting ~ 1092	INSP	Threshold 800 FH 200 FH	8535.50 FH	2063.90 FH INS	8457.40 FH	FH	121.90 FH	10707.00 FH	5/5/2026
B621M1002104 / 550 UPPER FITTING 1.9.2	COMP-INSP-0999 200 HR MAIN ROTOR BLADE FITTING INSPECTION - VC MORE THAN 800 FH TSN 62/11/00/000/000/025		B621M1001201 ~ Blade Fitting ~ 527	INSP	Threshold 200 FH 200 FH	5515.10 FH	156.00 FH INS	5437.00 FH	FH	121.90 FH	10707.00 FH	5/5/2026
B621M1002104 / 550 LOWER FITTING 1.9.1	COMP-INSP-0999 200 HR MAIN ROTOR BLADE FITTING INSPECTION - VC MORE THAN 800 FH TSN 62/11/00/000/000/025		B621M1002201 ~ Blade Fitting ~ 527	INSP	Threshold 200 FH 200 FH	5515.10 FH	156.00 FH INS	5437.00 FH	FH	121.90 FH	10707.00 FH	5/5/2026
B621M1002104 / 1182 UPPER FITTING 1.10.2	COMP-INSP-0999 200 HR MAIN ROTOR BLADE FITTING INSPECTION - VC MORE THAN 800 FH TSN 62/11/00/000/000/025		B621M1001201 ~ Blade Fitting ~ 3620	INSP	Threshold 800 FH 200 FH	5414.60 FH		5336.50 FH	FH	121.90 FH	10707.00 FH	5/5/2026
B621M1002104 / 1182 LOWER FITTING 1.10.1	COMP-INSP-0999 200 HR MAIN ROTOR BLADE FITTING INSPECTION - VC MORE THAN 800 FH TSN 62/11/00/000/000/025		B621M1002201 ~ Blade Fitting ~ 3620	INSP	Threshold 800 FH 200 FH	5414.60 FH		5336.50 FH	FH	121.90 FH	10707.00 FH	5/5/2026

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B651M1003101 / 1123 FLEX COUPLING 2 1.98.5	COMP-INSP-1108 800 HR / 36 MO TAIL ROTOR FWD DRIVE SHAFT (16) SHEET METAL PACKS INSPECTION - VC 65/11/00/000/000/015		B651M1006101 ~ Flex Coupling ~ 2527	INSP	36 Month End 800 FH	7406.70 FH		5/17/2025 7184.30 FH	FH	840 Days 577.60 FH	5/31/2028 11162.70 FH	3/15/2027
B651M2001101 / 0249 FLEX COUPLING 1 1.100.4	COMP-INSP-1107 800 HR / 36 MO TAIL ROTOR AFT DRIVE SHAFT (12) SHEET METAL PACKS INSPECTION - VC 65/11/00/000/000/014		B651M2004101 ~ Flex Coupling ~ 1669	INSP	36 Month End 800 FH	8306.70 FH		5/17/2025 8084.30 FH	FH	840 Days 577.60 FH	5/31/2028 11162.70 FH	3/15/2027
B651M2001101 / 0249 FLEX COUPLING 2 1.100.5	COMP-INSP-1107 800 HR / 36 MO TAIL ROTOR AFT DRIVE SHAFT (12) SHEET METAL PACKS INSPECTION - VC 65/11/00/000/000/014		B651M2004101 ~ Flex Coupling ~ 0833	INSP	36 Month End 800 FH	10585.10 FH		5/17/2025 10362.70 FH	FH	840 Days 577.60 FH	5/31/2028 11162.70 FH	3/15/2027
B651M1001101 / 1163 FLEX COUPLING 1.99.5	COMP-INSP-1108 800 HR / 36 MO TAIL ROTOR FWD DRIVE SHAFT (16) SHEET METAL PACKS INSPECTION - VC 65/11/00/000/000/015		B651M1006101 ~ Flex Coupling ~ 2523	INSP	36 Month End 800 FH	7406.80 FH		5/17/2025 7184.40 FH	FH	840 Days 577.60 FH	5/31/2028 11162.70 FH	3/15/2027
B621M1002104 / 550 LOWER FITTING 1.9.1	COMP-INSP-1005 800 HR / 3 YR BLADE FITTINGS AND LUGS INSPECTION - DI AFTER 62/11/00/000/000/027 62/11/00/000/000/028		B621M1002201 ~ Blade Fitting ~ 527	INSP	Threshold 3 Years 800 FH 3 Years 800 FH	5515.10 FH	2 MO INS 156.00 FH INS	11/27/2024 5359.10 FH	FH	654 Days 644.00 FH	11/27/2027 11229.10 FH	4/30/2027
B621M1002104 / 550 UPPER FITTING 1.9.2	COMP-INSP-1005 800 HR / 3 YR BLADE FITTINGS AND LUGS INSPECTION - DI AFTER 62/11/00/000/000/027 62/11/00/000/000/028		B621M1001201 ~ Blade Fitting ~ 527	INSP	Threshold 3 Years 800 FH 3 Years 800 FH	5515.10 FH	2 MO INS 156.00 FH INS	11/27/2024 5359.10 FH	FH	654 Days 644.00 FH	11/27/2027 11229.10 FH	4/30/2027
B621M1002104 / 926 LOWER FITTING 1.11.1	COMP-INSP-1005 800 HR / 3 YR BLADE FITTINGS AND LUGS INSPECTION - DI AFTER 62/11/00/000/000/027 62/11/00/000/000/028		B621M1002201 ~ Blade Fitting ~ 1092	INSP	Threshold 3 Years 800 FH 3 Years 800 FH	8535.50 FH	2 MO INS 2063.90 FH INS	10/15/2025 8457.40 FH	FH	977 Days 721.90 FH	10/15/2028 11307.00 FH	6/23/2027

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B621M1002104 / 1182 LOWER FITTING 1.10.1	COMP-INSP-1005 800 HR / 3 YR BLADE FITTINGS AND LUGS INSPECTION – DI AFTER 62/11/00/000/000/027 62/11/00/000/000/028		B621M1002201 ~ Blade Fitting ~ 3620	INSP	Threshold 3 Years 800 FH 3 Years 800 FH	5414.60 FH		10/15/2025 5336.50 FH	FH	977 Days 721.90 FH	10/15/2028 11307.00 FH	6/23/2027
B621M1002104 / 1182 UPPER FITTING 1.10.2	COMP-INSP-1005 800 HR / 3 YR BLADE FITTINGS AND LUGS INSPECTION – DI AFTER 62/11/00/000/000/027 62/11/00/000/000/028		B621M1001201 ~ Blade Fitting ~ 3620	INSP	Threshold 3 Years 800 FH 3 Years 800 FH	5414.60 FH		10/15/2025 5336.50 FH	FH	977 Days 721.90 FH	10/15/2028 11307.00 FH	6/23/2027
B651M1003101 / 1123 FLEX COUPLING 1 1.98.4	COMP-INSP-1108 800 HR / 36 MO TAIL ROTOR FWD DRIVE SHAFT (16) SHEET METAL PACKS INSPECTION - VC 65/11/00/000/000/015		B651M1006101 ~ Flex Coupling ~ 5396	INSP	36 Month End 800 FH	78.10 FH			FH	870 Days 721.90 FH	6/30/2028 11307.00 FH	6/23/2027
B621M1002104 / 1144 LOWER FITTING 1.8.1	COMP-INSP-1005 800 HR / 3 YR BLADE FITTINGS AND LUGS INSPECTION – DI AFTER 62/11/00/000/000/027 62/11/00/000/000/028		B621M1002201 ~ Blade Fitting ~ 281	INSP	Threshold 3 Years 800 FH 3 Years 800 FH	10195.40 FH		10/15/2025 10117.30 FH	FH	977 Days 721.90 FH	10/15/2028 11307.00 FH	6/23/2027
B621M1002104 / 926 UPPER FITTING 1.11.2	COMP-INSP-1005 800 HR / 3 YR BLADE FITTINGS AND LUGS INSPECTION – DI AFTER 62/11/00/000/000/027 62/11/00/000/000/028		B621M1001201 ~ Blade Fitting ~ 1092	INSP	Threshold 3 Years 800 FH 3 Years 800 FH	8535.50 FH	4 MO INS 2063.90 FH INS	10/15/2025 8457.40 FH	FH	977 Days 721.90 FH	10/15/2028 11307.00 FH	6/23/2027
B621M1002104 / 1144 UPPER FITTING 1.8.2	COMP-INSP-1005 800 HR / 3 YR BLADE FITTINGS AND LUGS INSPECTION – DI AFTER 62/11/00/000/000/027 62/11/00/000/000/028		B621M1001201 ~ Blade Fitting ~ 281	INSP	Threshold 3 Years 800 FH 3 Years 800 FH	10195.40 FH		10/15/2025 10117.30 FH	FH	977 Days 721.90 FH	10/15/2028 11307.00 FH	6/23/2027
B621M1002104 / 550 VIBRATION ABSORBER 1.9.3	COMP-INSP-1001 1600 HR / 4 YR VIBRATION ABSORBER INSPECTION - DI 62/13/00/000/000/007		B621M3001101 ~ Vibration Absorber ~ 550	INSP	48 Month End 1600 FH	5515.10 FH	15 MO INS 156.00 FH INS	11/17/2024 5359.10 FH	FH	1023 Days 1444.00 FH	11/30/2028 12029.10 FH	11/1/2028

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B621M1002104 / 1144 VIBRATION ABSORBER 1.8.3	COMP-INSP-1001 1600 HR / 4 YR VIBRATION ABSORBER INSPECTION - DI 62/13/00/000/000/007		B621M3001101 ~ Vibration Absorber ~ 5739	INSP	48 Month End 1600 FH	4631.30 FH		10/15/2025 4553.20 FH	FH	1358 Days 1448.20 FH	10/31/2029 12033.30 FH	11/4/2028
B621M1002104 / 926 VIBRATION ABSORBER 1.11.3	COMP-INSP-1001 1600 HR / 4 YR VIBRATION ABSORBER INSPECTION - DI 62/13/00/000/000/007		B621M3001103 ~ Vibration Absorber Assy ~ 8136	INSP	48 Month End 1600 FH	3245.20 FH		10/15/2025 3167.10 FH	FH	1358 Days 1448.20 FH	10/31/2029 12033.30 FH	11/4/2028
MAIN TRANSMISSION 1.12	COMP-INSP-1028 1600 HR MAIN GEARBOX SPACER TUBE INSPECTION - DI 63/21/00/000/000/055		B632K1001-051 ~ Main Transmission ~ KA- 0759	INSP	1600 FH	4920.60 FH		4842.50 FH	FH	1521.90 FH	12107.00 FH	12/25/2028
FIRE EXTINGUISHER AFT 1.67	COMP-INSP-1096 5 YR ENGINE FIRE EXTINGUISHER BOTTLE WEIGHING - WGH 26/21/00/000/000/011		33000061-1 ~ FIRE EXTINGUISHER ~ 66907A1	INSP	60 Month End		23 MO INS	3/8/2024	CAL	1144 Days	3/31/2029	3/31/2029
MAIN ROTOR HEAD 1.3	ACFT-INSP-0597 4800 HR / 6 YR TO 5280 FH / 8 YR 9 MO MAIN ROTOR HEAD INSPECTION - DI AFTER 62/21/00/000/000/003 62/21/00/000/000/007 PERFORM ONCE		B622M1002101 ~ Main Rotor Head ~ 0239	INSP	Threshold 96 Month End 72 Month End 4800 FH	7828.00 FH	35 MO INS 851.00 FH INS	4/8/2023 6076.20 FH	CAL	1174 Days 3048.20 FH	4/30/2029 13633.30 FH	4/30/2029
B622M1002101 / 0239 HEX BOLT 1 1.3.5	COMP-INSP-1015 2400 HR MAIN ROTOR HEAD SECONDARY BOLTS INSPECTION - DI 62/21/00/000/000/002		B621M1061202 ~ HEX BOLT SMALL ~ 5217- G	INSP	2400 FH	3356.70 FH		3278.60 FH	FH	2321.90 FH	12907.00 FH	6/29/2030
B622M1002101 / 0239 HEX BOLT 2 1.3.6	COMP-INSP-1015 2400 HR MAIN ROTOR HEAD SECONDARY BOLTS INSPECTION - DI 62/21/00/000/000/002		B621M1061202 ~ HEX BOLT SMALL ~ 5220-B	INSP	2400 FH	3356.70 FH		3278.60 FH	FH	2321.90 FH	12907.00 FH	6/29/2030

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B622M1002101 / 0239 HEX BOLT 3 1.3.7	COMP-INSP-1015 2400 HR MAIN ROTOR HEAD SECONDARY BOLTS INSPECTION - DI 62/21/00/000/000/002		B621M1061202 ~ HEX BOLT SMALL ~ 5248-R	INSP	2400 FH	3356.70 FH		3278.60 FH	FH	2321.90 FH	12907.00 FH	6/29/2030
B622M1002101 / 0239 HEX BOLT 4 1.3.8	COMP-INSP-1015 2400 HR MAIN ROTOR HEAD SECONDARY BOLTS INSPECTION - DI 62/21/00/000/000/002		B621M1061202 ~ HEX BOLT SMALL ~ 5221-Y	INSP	2400 FH	3356.70 FH		3278.60 FH	FH	2321.90 FH	12907.00 FH	6/29/2030
B622M1002101 / 0239 MAIN BOLT 1 1.3.1	COMP-INSP-1013 2400 HR MAIN ROTOR HEAD PRIMARY BOLTS INSPECTION - DI 62/21/00/000/000/001		B621M1060201 ~ Bolt ~ 6597	INSP	2400 FH	2596.40 FH		2518.30 FH	FH	2321.90 FH	12907.00 FH	6/29/2030
B622M1002101 / 0239 MAIN BOLT 2 1.3.2	COMP-INSP-1013 2400 HR MAIN ROTOR HEAD PRIMARY BOLTS INSPECTION - DI 62/21/00/000/000/001		B621M1060201 ~ Bolt ~ 6598	INSP	2400 FH	2596.40 FH		2518.30 FH	FH	2321.90 FH	12907.00 FH	6/29/2030
B622M1002101 / 0239 MAIN BOLT 3 1.3.3	COMP-INSP-1013 2400 HR MAIN ROTOR HEAD PRIMARY BOLTS INSPECTION - DI 62/21/00/000/000/001		B621M1060201 ~ Bolt ~ 6606	INSP	2400 FH	2596.40 FH		2518.30 FH	FH	2321.90 FH	12907.00 FH	6/29/2030
B622M1002101 / 0239 MAIN BOLT 4 1.3.4	COMP-INSP-1013 2400 HR MAIN ROTOR HEAD PRIMARY BOLTS INSPECTION - DI 62/21/00/000/000/001		B621M1060201 ~ Bolt ~ 6812	INSP	2400 FH	2596.40 FH		2518.30 FH	FH	2321.90 FH	12907.00 FH	6/29/2030
FIRE EXTINGUISHER FWD 1.66	COMP-INSP-1096 5 YR ENGINE FIRE EXTINGUISHER BOTTLE WEIGHING - WGH 26/21/00/000/000/011		33000061-1 ~ FIRE EXTINGUISHER ~ 89002A1	INSP	60 Month End		8 MO INS	6/22/2025	CAL	1600 Days	6/30/2030	6/30/2030
B622M1002101 / 0239 INNER SLEEVE 3 1.3.38	COMP-INSP-1291 4800HR / 6YR MAIN ROTOR HEAD INNER SLEEVE ASSEMBLY INSPECTION - DI - 62/21/00/000/000/008 AFTER 62/21/00/000/000/009		B622M1009201 ~ Inner Sleeve ~ B10893-B	INSP	6 Years 4800 FH	7827.20 FH	35 MO INS 1751.00 FH INS	3/16/2023 6076.20 FH	CAL	1611 Days 3049.00 FH	7/11/2030 13634.10 FH	7/11/2030

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B622M1002101 / 0239 INNER SLEEVE 4 1.3.39	COMP-INSP-1291 4800HR / 6YR MAIN ROTOR HEAD INNER SLEEVE ASSEMBLY INSPECTION - DI - 62/21/00/000/000/008 AFTER 62/21/00/000/000/009		B622M1009201 ~ Inner Sleeve ~ B10896-R	INSP	6 Years 4800 FH	7827.20 FH	35 MO INS 1751.00 FH INS	3/16/2023 6076.20 FH	CAL	1611 Days 3049.00 FH	7/11/2030 13634.10 FH	7/11/2030
B622M1002101 / 0239 INNER SLEEVE 1 1.3.36	COMP-INSP-1291 4800HR / 6YR MAIN ROTOR HEAD INNER SLEEVE ASSEMBLY INSPECTION - DI - 62/21/00/000/000/008 AFTER 62/21/00/000/000/009		B622M1009201 ~ Inner Sleeve ~ B10872-Y	INSP	6 Years 4800 FH	7827.20 FH	35 MO INS 1751.00 FH INS	3/16/2023 6076.20 FH	CAL	1611 Days 3049.00 FH	7/11/2030 13634.10 FH	7/11/2030
B622M1002101 / 0239 INNER SLEEVE 2 1.3.37	COMP-INSP-1291 4800HR / 6YR MAIN ROTOR HEAD INNER SLEEVE ASSEMBLY INSPECTION - DI - 62/21/00/000/000/008 AFTER 62/21/00/000/000/009		B622M1009201 ~ Inner Sleeve ~ B10885-G	INSP	6 Years 4800 FH	7827.20 FH	35 MO INS 1751.00 FH INS	3/16/2023 6076.20 FH	CAL	1611 Days 3049.00 FH	7/11/2030 13634.10 FH	7/11/2030
B632K1001-051 / KA- 0759 SWASHPLATE 1.12.24	COMP-INSP-1093 5000 HR SWASHPLATE INSPECTION - DI 62/32/00/000/000/015		B623M2002102 ~ SWASHPLATE ~ 05- 0182	INSP	Threshold 5000 FH 5000 FH	4920.60 FH		2304.90 FH	FH	2384.30 FH	12969.40 FH	8/11/2030
CYCLIC HORIZONTAL CNTRL 1.138	COMP-INSP-1110 9200 HR CYCLIC TUBE HORIZONTAL CONTROL ROD INSPECTION - DI 67/13/00/000/000/009		D671M4201202 ~ Horizontal Control Rod ~ 9365	INSP	9200 FH	10585.10 FH		9139.00 FH	FH	7753.90 FH	18339.00 FH	9/27/2040
105-13122 / 1879 ROD END UPPER 1.6.2	COMP-INSP-1106 20400 HR ROTATING CONTROL ROD INSPECTION - DI M10x1.5 62/33/00/000/000/011		D623M3301121 ~ Rod End ~ 7065	INSP	20400 FH	3029.60 FH			FH	17370.40 FH	27955.50 FH	11/17/2058
105-13122 / 1887 ROD END UPPER 1.5.2	COMP-INSP-1106 20400 HR ROTATING CONTROL ROD INSPECTION - DI M10x1.5 62/33/00/000/000/011		D623M3301121 ~ Rod End ~ 7070	INSP	20400 FH	3029.60 FH			FH	17370.40 FH	27955.50 FH	11/17/2058

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105-13122 / 1889 ROD END UPPER 1.7.2	COMP-INSP-1106 20400 HR ROTATING CONTROL ROD INSPECTION - DI M10x1.5 62/33/00/000/000/011		D623M3301121 ~ Rod End ~ 7079	INSP	20400 FH	3029.60 FH			FH	17370.40 FH	27955.50 FH	11/17/2058
105-13122 / 1881 ROD END UPPER 1.4.2	COMP-INSP-1106 20400 HR ROTATING CONTROL ROD INSPECTION - DI M10x1.5 62/33/00/000/000/011		D623M3301121 ~ Rod End ~ 7096	INSP	20400 FH	3029.60 FH			FH	17370.40 FH	27955.50 FH	11/17/2058
105-13122 / 1881 ROD END LOWER 1.4.1	COMP-INSP-1105 20400 HR ROTATING CONTROL ROD INSPECTION - DI M10x1 62/33/00/000/000/010		D623M3301111 ~ Rod End ~ 9504	INSP	20400 FH	1751.80 FH			FH	18648.20 FH	29233.30 FH	4/16/2061
105-13122 / 1889 ROD END LOWER 1.7.1	COMP-INSP-1105 20400 HR ROTATING CONTROL ROD INSPECTION - DI M10x1 62/33/00/000/000/010		D623M3301111 ~ Rod End ~ 9412	INSP	20400 FH	1751.80 FH			FH	18648.20 FH	29233.30 FH	4/16/2061
105-13122 / 1887 ROD END LOWER 1.5.1	COMP-INSP-1105 20400 HR ROTATING CONTROL ROD INSPECTION - DI M10x1 62/33/00/000/000/010		D623M3301111 ~ Rod End ~ 9500	INSP	20400 FH	1751.80 FH			FH	18648.20 FH	29233.30 FH	4/16/2061
105-13122 / 1879 ROD END LOWER 1.6.1	COMP-INSP-1105 20400 HR ROTATING CONTROL ROD INSPECTION - DI M10x1 62/33/00/000/000/010		D623M3301111 ~ Rod End ~ 9502	INSP	20400 FH	1751.80 FH			FH	18648.20 FH	29233.30 FH	4/16/2061

Engine: ENGINE 1 ; Part# 0292005460 ; Serial# 18195

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
ENGINE 1 1.1	ENG-INSP-0088 ARRIEL 1E2 INSPECTION AT 30 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	30 FH	7528.40 FH	0.50 FH INS	7527.90 FH	FH	29.50 FH	7557.90 FH	3/3/2026
ENGINE 1 1.1	ENG-INSP-0090 ARRIEL 1E2 INSPECTION AT 100 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	100 FH	7528.40 FH	0.50 FH INS	7527.90 FH	FH	99.50 FH	7627.90 FH	4/20/2026

Engine: ENGINE 1 ; Part# 0292005460 ; Serial# 18195

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
ENGINE 1 1.1	ENG-AAIP-0106 ARRIEL 1E2 100 FH CLEANING		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	Threshold 100 FH 100 FH	7528.40 FH	0.50 FH INS	7527.90 FH	FH	99.50 FH	7627.90 FH	4/20/2026
ENGINE 1 1.1	ENG-AAIP-0107 ARRIEL 1E2 100 FH POWER CHECK		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	Threshold 100 FH 100 FH	7528.40 FH	0.50 FH INS	7527.90 FH	FH	99.50 FH	7627.90 FH	4/20/2026
ENGINE 1 1.1	ENG-INSP-0092 ARRIEL1E2 INSPECTION AT 200 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	200 FH	7528.40 FH	0.50 FH INS	7499.60 FH	FH	171.20 FH	7699.60 FH	6/8/2026
ENGINE 1 1.1	ENG-INSP-0093 ARRIEL 1E2 INSPECTION AT 300 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	300 FH	7528.40 FH	0.50 FH INS	7418.10 FH	FH	189.70 FH	7718.10 FH	6/21/2026
ENGINE 1 1.1	ENG-INSP-0094 ARRIEL 1E2 INSPECTION AT 400 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	400 FH	7528.40 FH	0.50 FH INS	7527.90 FH	FH	399.50 FH	7927.90 FH	11/13/2026
ENGINE 1 1.1	ENG-INSP-0103 ARRIEL 1E2 INSPECTION AT 400 HR / 12 MO INSPECTION		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	12 Month End 400 FH	7528.40 FH	1 MO INS 0.50 FH INS	1/19/2026 7527.90 FH	FH	354 Days 399.50 FH	1/31/2027 7927.90 FH	11/13/2026
ENGINE 1 1.1	ENG-INSP-0112 ARRIEL 1E2 INSPECTION AT 800 HR / 24 MO INSPECTION		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	Threshold 24 Month End 800 FH 24 Month End 800 FH	7528.40 FH	1 MO INS 0.50 FH INS	1/24/2025 7142.70 FH	FH	354 Days 414.30 FH	1/31/2027 7942.70 FH	11/23/2026
ENGINE 1 1.1	ENG-INSP-0095 ARRIEL 1E2 INSPECTION AT 800 HR FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	800 FH	7528.40 FH	0.50 FH INS	7142.70 FH	FH	414.30 FH	7942.70 FH	11/23/2026
ENGINE 1 1.1	ENG-INSP-0097 ARRIEL 1E2 INSPECTION AT 1200 HR FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	1200 FH	7528.40 FH	0.50 FH INS	7142.70 FH	FH	814.30 FH	8342.70 FH	8/26/2027
ENGINE 1 1.1	ENG-INSP-0098 ARRIEL 1E2 INSPECTION AT 1600 HR FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	1600 FH	7528.40 FH	0.50 FH INS	7142.70 FH	FH	1214.30 FH	8742.70 FH	5/27/2028

Engine: ENGINE 1 ; Part# 0292005460 ; Serial# 18195

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
0292005460 / 18195 FUEL CONTROL UNIT 1.1.6	COMP-OH-0962 Overhaul Fuel Control Unit		0164851330 ~ FCU Assembly, Adjusted ~ 1229M	OVH	120 Month End 3600 FH	11074.00 FH	47 MO OVH 2311.10 FH OVH	3/31/2022 8762.90 FH	FH	2240 Days 1288.90 FH	3/31/2032 8817.30 FH	7/18/2028
0292005460 / 18195 M01 ACCESSORY GEARBOX 1.1.1	COMP-INSP-1125 3600 FH M01 GEARBOX INTERMEDIATE INSPECTION (05-20-10-201-886-A01)		70BM013110 ~ M01 Accessory Gearbox ~ 7113	INSP	3600 FH	7385.90 FH	385.70 FH INS	7000.20 FH	FH	3214.30 FH	10742.70 FH	3/5/2032
70BM053110 / 14324 COUPLING SLEEVE 1.1.5.1	COMP-RTR-0539 Retire Equipped Sleeve		0292708020 ~ Equipped Sleeve ~ 2390DMP	RTR	Threshold 3600 FH	385.70 FH			FH	3214.30 FH	10742.70 FH	3/5/2032
70BM053110 / 14324 LH THREADED NUT 1.1.5.2	COMP-RTR-0540 Retire Free Turbine Nut		0292701370 ~ Free Turbine Nut ~ 11754	RTR	Threshold 3600 FH	385.70 FH			FH	3214.30 FH	10742.70 FH	3/5/2032
0292005460 / 18195 M02 AXIAL COMPRESSOR 1.1.2	COMP-INSP-0961 3600 FH M02 AXIAL COMPRESSOR INTERMEDIATE INSPECTION POST TU275 (05-20-10-201-886-A01)		70BM027300 ~ M02 Axial Compressor ~ 15302	INSP	3600 FH	7528.40 FH	385.70 FH INS	7142.70 FH	FH	3214.30 FH	10742.70 FH	3/5/2032
0292005460 / 18195 M03 GAS GENERATOR 1.1.3	COMP-OH-0953 Overhaul M03 Gas Generator		70BM033150 ~ M03 Gas Generator ~ 14325	OVH	3600 FH	7528.40 FH	385.70 FH OVH	7142.70 FH	FH	3214.30 FH	10742.70 FH	3/5/2032
0292005460 / 18195 M04 FREE TURBINE ASSY 1.1.4	COMP-INSP-1124 3600 FH M04 POWER TURBINE ASSY INTERMEDIATE INSPECTION (05-20-10-201-886-A01)		70BM043110 ~ M04 Free Turbine ~ 14325	INSP	3600 FH	7528.40 FH	385.70 FH INS	7142.70 FH	FH	3214.30 FH	10742.70 FH	3/5/2032
0292005460 / 18195 M05 FT REDUCTION GEAR 1.1.5	COMP-OH-0955 Overhaul M05 Reduction Gear		70BM053110 ~ M05 Reduction Gear ~ 14324	OVH	3600 FH	7528.40 FH	385.70 FH OVH	7142.70 FH	FH	3214.30 FH	10742.70 FH	3/5/2032
ENGINE 1 1.1	ENG-INSP-0100 ARRIEL 1E2 INSPECTION AT 3600 HR FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18195	INSP	3600 FH	7528.40 FH	0.50 FH INS	7142.70 FH	FH	3214.30 FH	10742.70 FH	3/5/2032
70BM033150 / 14325 NVG HUB FRONT 1.1.3.5	COMP-RTR-0522 Retire Front NGV Hub		2292401800 ~ NGV HUB FRONT ~ 60MPP	RTR	Threshold 3600 FH	385.70 FH			FH	3214.30 FH	10742.70 FH	3/5/2032
70BM033150 / 14325 NVG HUB REAR 1.1.3.6	COMP-RTR-0523 Retire Rear NGV Hub		2292401810 ~ NGV HUB REAR ~ 2286COU	RTR	Threshold 3600 FH	385.70 FH			FH	3214.30 FH	10742.70 FH	3/5/2032

Engine: ENGINE 1 ; Part# 0292005460 ; Serial# 18195

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
70BM027300 / 15302 WHEEL 1.1.2.1	COMP-RTR-0862 Retire Axial Compressor Wheel		2292152910 ~ Axial Compressor Wheel ~ 3135FB	RTR	Threshold 22000 N1	15622.30 N1			N1	6377.70 N1	16407.10 N1	9/12/2032
0292005460 / 18195 STRATING DRAIN VALVE 1.1.7	COMP-OH-0514 Overhaul Starting Drain Valve Assembly		0174078030 ~ Valve Assy ~ 2392	OVH	Threshold 10 Years				CAL	3214 Days	11/30/2034	11/30/2034
0292005460 / 18195 ADJUSTED DRAIN VALVE 1.1.8	COMP-OH-0513 Overhaul Drain Valve Assembly		0174120130 ~ Overspeed / Adjusted Drain Valve ~ D121B	OVH	Threshold 10 Years				CAL	3214 Days	11/30/2034	11/30/2034
70BM043110 / 14325 FREE TURBINE DISC 1.1.4.2	COMP-RTR-0532 Retire HP Turbine Disc		2292802500 ~ DISC, HP Turbine ~ AE10333AD	RTR	Threshold 10000 N2	1042.80 N2			N2	8957.20 N2	22078.60 N2	2/5/2035
70BM033150 / 14325 2ND STAGE T DISC 1.1.3.4	COMP-RTR-0973 Retire Turbine Disc		0292251210 ~ Disk, Turbine ~ AE7485AD	RTR	Threshold 10000 N1	1013.00 N1			N1	8987.00 N1	19016.40 N1	5/23/2035
70BM033150 / 14325 2ND STAGE T WHEEL 1.1.3.8	COMP-RTR-0971 Retire Second Stage Blade		029225A1J0 ~ HP TURBINE BLADE ~ 188826	RTR	Threshold 6000 FH 10000 N1	385.70 FH 1013.00 N1			N1	5614.30 FH 8987.00 N1	13142.70 FH 19016.40 N1	5/23/2035
70BM033150 / 14325 1ST STAGE T DISC 1.1.3.3	COMP-RTR-0527 Retire Turbine Disc		0292253240 ~ Turbine Disc ~ AE10535AD	RTR	Threshold 10000 N1	1013.00 N1			N1	8987.00 N1	19016.40 N1	5/23/2035
70BM033150 / 14325 INJECTION WHEEL 1.1.3.2	COMP-RTR-0526 Retire Injection Wheel		0292254010 ~ Injection Wheel ~ 15007AD	RTR	Threshold 10000 N1	1013.00 N1			N1	8987.00 N1	19016.40 N1	5/23/2035
70BM033150 / 14325 1ST STAGE T WHEEL 1.1.3.7	COMP-RTR-0970 Retire First Stage Blade		229225A1Z0 ~ REAR INNER PART ~ 73200	RTR	Threshold 6000 FH 12000 N1	385.70 FH 1013.00 N1			FH	5614.30 FH 10987.00 N1	13142.70 FH 21016.40 N1	9/14/2036
0292005460 / 18195 M04 FREE TURBINE ASSY 1.1.4	COMP-OH-0954 Overhaul M04 Free Turbine		70BM043110 ~ M04 Free Turbine ~ 14325	OVH	7200 FH	7528.40 FH	385.70 FH OVH	7142.70 FH	FH	6814.30 FH	14342.70 FH	12/19/2038
0292005460 / 18195 M02 AXIAL COMPRESSOR 1.1.2	COMP-OH-0952 Overhaul M02 Axial Compressor		70BM027300 ~ M02 Axial Compressor ~ 15302	OVH	7200 FH	7528.40 FH	385.70 FH OVH	7142.70 FH	FH	6814.30 FH	14342.70 FH	12/19/2038
70BM053110 / 14324 BEARING 1 1.1.5.3	COMP-RTR-0537 Retire Bearing		9609000247 ~ BEARING ~ 15095	RTR	Threshold 7200 FH	385.70 FH			FH	6814.30 FH	14342.70 FH	12/19/2038
70BM053110 / 14324 BEARING 2 1.1.5.4	COMP-RTR-0537 Retire Bearing		9609000247 ~ BEARING ~ 15174	RTR	Threshold 7200 FH	385.70 FH			FH	6814.30 FH	14342.70 FH	12/19/2038

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NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
70BM043110 / 14325 FREE TURBINE BLADES 1.1.4.1	COMP-RTR-0533 Retire Free Turbine Blades		029280A6G0 ~ Turbine Blades, Free ~ 15712	RTR	Threshold 7200 FH	385.70 FH			FH	6814.30 FH	14342.70 FH	12/19/2038
70BM033150 / 14325 IMPELLER 1.1.3.1	COMP-RTR-0972 Retire Centrifugal Impeller		0292254050 ~ CENTRIFUGAL IMPELLER ~ 7096CAR	RTR	Threshold 14000 N1	1013.00 N1			N1	12987.00 N1	23016.40 N1	7/10/2039
0292005460 / 18195 M03 GAS GENERATOR 1.1.3	ENG-INSP-0101 ARRIEL 2B1, 2D AND 1E2 MODULE 3 INSPECTION AT 15 YEARS		70BM033150 ~ M03 Gas Generator ~ 14325	INSP	180 Month End			1/24/2025	CAL	5102 Days	1/31/2040	1/31/2040
0292005460 / 18195 M01 ACCESSORY GEARBOX 1.1.1	COMP-OH-0951 Overhaul M01 Accessory Gearbox		70BM013110 ~ M01 Accessory Gearbox ~ 7113	OVH	180 Month End		13 MO OVH	1/24/2025	CAL	5102 Days	1/31/2040	1/31/2040

Engine: ENGINE 2 ; Part# 0292005460 ; Serial# 18800

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
ENGINE 2 1.2	ENG-INSP-0088 ARRIEL 1E2 INSPECTION AT 30 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	30 FH	13022.20 FH	0.50 FH INS	13021.70 FH	FH	29.50 FH	13051.70 FH	3/3/2026
ENGINE 2 1.2	ENG-INSP-0090 ARRIEL 1E2 INSPECTION AT 100 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	100 FH	13022.20 FH	0.50 FH INS	13021.70 FH	FH	99.50 FH	13121.70 FH	4/20/2026
ENGINE 2 1.2	ENG-AAIP-0106 ARRIEL 1E2 100 FH CLEANING		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	Threshold 100 FH 100 FH	13022.20 FH	0.50 FH INS	13021.70 FH	FH	99.50 FH	13121.70 FH	4/20/2026
ENGINE 2 1.2	ENG-AAIP-0107 ARRIEL 1E2 100 FH POWER CHECK		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	Threshold 100 FH 100 FH	13022.20 FH	0.50 FH INS	13021.70 FH	FH	99.50 FH	13121.70 FH	4/20/2026
ENGINE 2 1.2	ENG-INSP-0092 ARRIEL 1E2 INSPECTION AT 200 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	200 FH	13022.20 FH	0.50 FH INS	12993.40 FH	FH	171.20 FH	13193.40 FH	6/8/2026
ENGINE 2 1.2	ENG-INSP-0093 ARRIEL 1E2 INSPECTION AT 300 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	300 FH	13022.20 FH	0.50 FH INS	12911.90 FH	FH	189.70 FH	13211.90 FH	6/21/2026

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NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
ENGINE 2 1.2	ENG-INSP-0094 ARRIEL 1E2 INSPECTION AT 400 FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	400 FH	13022.20 FH	0.50 FH INS	13021.70 FH	FH	399.50 FH	13421.70 FH	11/13/2026
ENGINE 2 1.2	ENG-INSP-0103 ARRIEL 1E2 INSPECTION AT 400 HR / 12 MO INSPECTION		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	12 Month End 400 FH	13022.20 FH	1 MO INS 0.50 FH INS	1/19/2026 13021.70 FH	FH	354 Days 399.50 FH	1/31/2027 13421.70 FH	11/13/2026
ENGINE 2 1.2	ENG-INSP-0112 ARRIEL 1E2 INSPECTION AT 800 HR / 24 MO INSPECTION		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	Threshold 24 Month End 800 FH 24 Month End 800 FH	13022.20 FH	1 MO INS 0.50 FH INS	2/5/2025 12636.50 FH	FH	382 Days 414.30 FH	2/28/2027 13436.50 FH	11/23/2026
ENGINE 2 1.2	ENG-INSP-0095 ARRIEL 1E2 INSPECTION AT 800 HR FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	800 FH	13022.20 FH	0.50 FH INS	12636.50 FH	FH	414.30 FH	13436.50 FH	11/23/2026
0292005460 / 18800 FUEL CONTROL UNIT 1.2.6	COMP-OH-0962 Overhaul Fuel Control Unit		0164851840 ~ Fuel Control ~ 209TEC	OVH	120 Month End 3600 FH	6629.50 FH	3029.60 FH OVH		FH	1874 Days 570.40 FH	3/31/2031 13592.60 FH	3/10/2027
ENGINE 2 1.2	ENG-INSP-0097 ARRIEL 1E2 INSPECTION AT 1200 HR FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	1200 FH	13022.20 FH	0.50 FH INS	12636.50 FH	FH	814.30 FH	13836.50 FH	8/26/2027
ENGINE 2 1.2	ENG-INSP-0098 ARRIEL 1E2 INSPECTION AT 1600 HR FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	1600 FH	13022.20 FH	0.50 FH INS	12636.50 FH	FH	1214.30 FH	14236.50 FH	5/27/2028
0292005460 / 18800 M01 ACCESSORY GEARBOX 1.2.1	COMP-INSP-1125 3600 FH M01 GEARBOX INTERMEDIATE INSPECTION (05-20- 10-201-886-A01)		70BM013110 ~ M01 Accessory Gearbox ~ 14282	INSP	3600 FH	15236.40 FH	385.70 FH INS	14850.70 FH	FH	3214.30 FH	16236.50 FH	3/5/2032
0292005460 / 18800 M02 AXIAL COMPRESSOR 1.2.2	COMP-INSP-0961 3600 FH M02 AXIAL COMPRESSOR INTERMEDIATE INSPECTION POST TU275 (05-20-10-201- 886-A01)		70BM027300 ~ M02 Axial Compressor ~ 15234	INSP	3600 FH	12936.50 FH	385.70 FH INS	12550.80 FH	FH	3214.30 FH	16236.50 FH	3/5/2032
0292005460 / 18800 M03 GAS GENERATOR 1.2.3	COMP-OH-0953 Overhaul M03 Gas Generator		70BM033150 ~ M03 Gas Generator ~ 14059	OVH	3600 FH	9483.20 FH	385.70 FH OVH	9097.50 FH	FH	3214.30 FH	16236.50 FH	3/5/2032

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NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
0292005460 / 18800 M04 FREE TURBINE ASSY 1.2.4	COMP-INSP-1124 3600 FH M04 POWER TURBINE ASSY INTERMEDIATE INSPECTION (05-20-10-201-886-A01)		70BM043110 ~ M04 Free Turbine ~ 14258	INSP	3600 FH	12504.30 FH	385.70 FH INS	12118.60 FH	FH	3214.30 FH	16236.50 FH	3/5/2032
70BM033150 / 14059 NVG HUB FRONT 1.2.3.5	COMP-RTR-0522 Retire Front NGV Hub		2292401800 ~ NGV HUB FRONT ~ 225MPP	RTR	Threshold 3600 FH	385.70 FH			FH	3214.30 FH	16236.50 FH	3/5/2032
70BM033150 / 14059 NVG HUB REAR 1.2.3.6	COMP-RTR-0523 Retire Rear NGV Hub		2292401810 ~ NGV HUB REAR ~ 2214COU	RTR	Threshold 3600 FH	385.70 FH			FH	3214.30 FH	16236.50 FH	3/5/2032
70BM053110 / 23074 COUPLING ASSY 1.2.5.1	COMP-RTR-0539 Retire Equipped Sleeve		0292708020 ~ Equipped Sleeve ~ 2488DMP	RTR	Threshold 3600 FH	385.70 FH			FH	3214.30 FH	16236.50 FH	3/5/2032
70BM053110 / 23074 LH TREADED NUT 1.2.5.2	COMP-RTR-0540 Retire Free Turbine Nut		0292701370 ~ Free Turbine Nut ~ 11780	RTR	Threshold 3600 FH	385.70 FH			FH	3214.30 FH	16236.50 FH	3/5/2032
ENGINE 2 1.2	ENG-INSP-0100 ARRIEL 1E2 INSPECTION AT 3600 HR FLIGHT HOURS		0292005460 ~ Arriel 1E2 Engine Assembly ~ 18800	INSP	3600 FH	13022.20 FH	0.50 FH INS	12636.50 FH	FH	3214.30 FH	16236.50 FH	3/5/2032
0292005460 / 18800 M05 FT REDUCTION GEAR 1.2.5	COMP-OH-0955 Overhaul M05 Reduction Gear		70BM053110 ~ M05 Reduction Gear ~ 23074	OVH	3600 FH	6416.80 FH	385.70 FH OVH	6031.10 FH	FH	3214.30 FH	16236.50 FH	3/5/2032
70BM043110 / 14258 FREE TURBINE DISC 1.2.4.2	COMP-RTR-0532 Retire HP Turbine Disc		2292802500 ~ DISC, HP Turbine ~ AC956AD	RTR	Threshold 10000 N2	3277.40 N2			N2	6722.60 N2	19917.10 N2	8/27/2032
70BM033150 / 14059 IMPELLER 1.2.3.1	COMP-RTR-0972 Retire Centrifugal Impeller		0292254050 ~ CENTRIFUGAL IMPELLER ~ 1257FRF	RTR	Threshold 14000 N1	5430.20 N1			N1	8569.80 N1	24716.70 N1	9/10/2034
0292005460 / 18800 ADJUSTED DRAIN VALVE 1.2.8	COMP-OH-0513 Overhaul Drain Valve Assembly		0174120130 ~ Overspeed / Adjusted Drain Valve ~ 522M	OVH	Threshold 10 Years 10 Years				CAL	3153 Days	9/30/2034	9/30/2034
0292005460 / 18800 STRATING DRAIN VALVE 1.2.7	COMP-OH-0514 Overhaul Starting Drain Valve Assembly		0174078030 ~ Valve Assy ~ B624B	OVH	Threshold 10 Years 10 Years				CAL	3244 Days	12/30/2034	12/30/2034
70BM033150 / 14059 1ST STAGE T DISC 1.2.3.3	COMP-RTR-0527 Retire Turbine Disc		0292253240 ~ Turbine Disc ~ AE8499AD	RTR	Threshold 10000 N1	1011.80 N1			N1	8988.20 N1	25135.10 N1	2/10/2035
70BM033150 / 14059 2ND STAGE T DISC 1.2.3.4	COMP-RTR-0973 Retire Turbine Disc		0292251210 ~ Disk, Turbine ~ AE7459AD	RTR	Threshold 10000 N1	1011.80 N1			N1	8988.20 N1	25135.10 N1	2/10/2035

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NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
70BM033150 / 14059 2ND STAGE T WHEEL 1.2.3.8	COMP-RTR-0971 Retire Second Stage Blade		029225A1J0 ~ HP TURBINE BLADE ~ 191219	RTR	Threshold 6000 FH 10000 N1	385.70 FH 1011.80 N1			N1	5614.30 FH 8988.20 N1	18636.50 FH 25135.10 N1	2/10/2035
70BM033150 / 14059 INJECTION WHEEL 1.2.3.2	COMP-RTR-0526 Retire Injection Wheel		0292254010 ~ Injection Wheel ~ GN685CTF	RTR	Threshold 10000 N1	1011.80 N1			N1	8988.20 N1	25135.10 N1	2/10/2035
70BM033150 / 14059 1ST STAGE T WHEEL 1.2.3.7	COMP-RTR-0970 Retire First Stage Blade		229225A1Z0 ~ REAR INNER PART ~ 75390	RTR	Threshold 6000 FH 12000 N1	385.70 FH 1011.80 N1			FH	5614.30 FH 10988.20 N1	18636.50 FH 27135.10 N1	9/14/2036
70BM043110 / 14258 FREE TURBINE BLADES 1.2.4.1	COMP-RTR-0533 Retire Free Turbine Blades		029280A6G0 ~ Turbine Blades, Free ~ 21447	RTR	Threshold 7200 FH	385.70 FH			FH	6814.30 FH	19836.50 FH	12/19/2038
70BM053110 / 23074 BEARING 1 1.2.5.3	COMP-RTR-1323 Retire Bearing		9609000394 ~ Bearing ~ 4659	RTR	Threshold 7200 FH	385.70 FH			FH	6814.30 FH	19836.50 FH	12/19/2038
70BM053110 / 23074 BEARING 2 1.2.5.4	COMP-RTR-1323 Retire Bearing		9609000394 ~ Bearing ~ 4710	RTR	Threshold 7200 FH	385.70 FH			FH	6814.30 FH	19836.50 FH	12/19/2038
0292005460 / 18800 M04 FREE TURBINE ASSY 1.2.4	COMP-OH-0954 Overhaul M04 Free Turbine		70BM043110 ~ M04 Free Turbine ~ 14258	OVH	7200 FH	12504.30 FH	385.70 FH OVH	12118.60 FH	FH	6814.30 FH	19836.50 FH	12/19/2038
0292005460 / 18800 M02 AXIAL COMPRESSOR 1.2.2	COMP-OH-0952 Overhaul M02 Axial Compressor		70BM027300 ~ M02 Axial Compressor ~ 15234	OVH	7200 FH	12936.50 FH	385.70 FH OVH	12550.80 FH	FH	6814.30 FH	19836.50 FH	12/19/2038
70BM027300 / 15234 WHEEL 1.2.2.1	COMP-RTR-0972 Retire Centrifugal Impeller		2292150190 ~ Axial Compressor Wheel ~ 8385FB	RTR	Threshold 14000 N1	1011.80 N1			N1	12988.20 N1	29135.10 N1	2/12/2039
0292005460 / 18800 M01 ACCESSORY GEARBOX 1.2.1	COMP-OH-0951 Overhaul M01 Accessory Gearbox		70BM013110 ~ M01 Accessory Gearbox ~ 14282	OVH	180 Month End		12 MO OVH	2/5/2025	CAL	5131 Days	2/29/2040	2/29/2040
0292005460 / 18800 M03 GAS GENERATOR 1.2.3	ENG-INSP-0101 ARRIEL 2B1, 2D AND 1E2 MODULE 3 INSPECTION AT 15 YEARS		70BM033150 ~ M03 Gas Generator ~ 14059	INSP	180 Month End			2/5/2025	CAL	5131 Days	2/29/2040	2/29/2040

Component Due Items

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
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Component Due Items

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
B642M1002105 / 0153 FITTED BOLT 1 1.61.2	COMP-RTR-1044 Retire Fitted Bolt		B642M1003201 ~ Fitted Bolt ~ 3400	RTR	Threshold 2630 FH 17100 FC	6617.00 FC 2492.40 FH			FH	137.60 FH 10483.00 FC	10722.70 FH 36357.00 FC	5/16/2026
B642M1002105 / 0153 FITTED BOLT 2 1.61.3	COMP-RTR-1044 Retire Fitted Bolt		B642M1003201 ~ Fitted Bolt ~ 3426	RTR	Threshold 2630 FH 17100 FC	6617.00 FC 2492.40 FH			FH	137.60 FH 10483.00 FC	10722.70 FH 36357.00 FC	5/16/2026
EMER POWER 1.58	COMP-INSP-1100 12 MO EMERGENCY POWER SUPPLY CAP CHECK (REPLACEMENT) – 501-1228-03 & 501- 1228-04		501-1228-03 ~ Emergency Power Supply ~ 5184	INSP	12 Month End		4 MO INS	5/30/2025	CAL	109 Days	5/31/2026	5/31/2026
B673M30A1002 / 00577 LATERAL AXIS 1.15.3	COMP-OH-1090 Overhaul Lateral Actuator		B673M30A1301 ~ ACTUATOR, MHA LAT. ~ 00610	OVH	7500 FH	7339.20 FH			FH	160.80 FH	10745.90 FH	6/1/2026
AC DRIVE BELT 1.147	COMP-RTR-1131 Retire A/C Drive Belt		9385 ~ AC BELT ~ 1086	RTR	Threshold 12 Month End 1000 FH	137.80 FH			CAL	139 Days 862.20 FH	6/30/2026 11447.30 FH	6/30/2026
TRUSS SCREW 1 1.116	COMP-RTR-1067 Retire Screw		B712M0003201 ~ Screw ~ 23508	RTR	Threshold 2400 FH	2062.50 FH			FH	337.50 FH	10922.60 FH	10/1/2026
TRUSS SCREW 2 1.117	COMP-RTR-1067 Retire Screw		B712M0003201 ~ Screw ~ 23386	RTR	Threshold 2400 FH	2062.50 FH			FH	337.50 FH	10922.60 FH	10/1/2026
TRUSS SCREW 3 1.118	COMP-RTR-1067 Retire Screw		B712M0003201 ~ Screw ~ 23500	RTR	Threshold 2400 FH	2062.50 FH			FH	337.50 FH	10922.60 FH	10/1/2026
TRUSS SCREW 4 1.119	COMP-RTR-1067 Retire Screw		B712M0003201 ~ Screw ~ 23521	RTR	Threshold 2400 FH	2062.50 FH			FH	337.50 FH	10922.60 FH	10/1/2026
TRUSS SCREW 5 1.120	COMP-RTR-1067 Retire Screw		B712M0003201 ~ Screw ~ 23501	RTR	Threshold 2400 FH	2062.50 FH			FH	337.50 FH	10922.60 FH	10/1/2026
TRUSS SCREW 6 1.121	COMP-RTR-1067 Retire Screw		B712M0003201 ~ Screw ~ 23429	RTR	Threshold 2400 FH	2062.50 FH			FH	337.50 FH	10922.60 FH	10/1/2026

Component Due Items

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TRUSS SCREW 7 1.122	COMP-RTR-1067 Retire Screw		B712M0003201 ~ Screw ~ 23461	RTR	Threshold 2400 FH	2062.50 FH			FH	337.50 FH	10922.60 FH	10/1/2026
TRUSS SCREW 8 1.123	COMP-RTR-1067 Retire Screw		B712M0003201 ~ Screw ~ 23399	RTR	Threshold 2400 FH	2062.50 FH			FH	337.50 FH	10922.60 FH	10/1/2026
MAIN BATTERY 1.17	COMP-ICA-0097 1000 HR / 12 MO BATTERY REPLACEMENT		RG380E44 ~ BATTERY, SEALED LEAD ACID ~ 70047725	INSP	Threshold 12 Month End 1000 FH 6 Month End 500 FH	78.10 FH			CAL	262 Days 921.90 FH	10/31/2026 11507.00 FH	10/31/2026
STARTER 2 1.27	COMP-OH-1135 Overhaul Starter		23081-072 ~ STARTER- GENERATOR ~ P1044/CA	OVH	1000 FH	385.70 FH	385.70 FH OVH	0.00 FH	FH	614.30 FH	11199.40 FH	4/10/2027
STARTER 1 1.26	COMP-OH-1135 Overhaul Starter		23081-072 ~ STARTER- GENERATOR ~ P1394/CA	OVH	1000 FH	2489.70 FH	16.70 FH OVH	2473.00 FH	FH	983.30 FH	11568.40 FH	12/20/2027
B632K1001-051 / KA- 0759 FREEWHEEL LH 1.12.1	COMP-RTR-1022 Retire Freewheeling Clutch		4639302044 ~ Freewheel Clutch ~ 5616	RTR	Threshold 3600 FH	2615.70 FH			FH	984.30 FH	11569.40 FH	12/21/2027
B632K1001-051 / KA- 0759 FREEWHEEL RH 1.12.2	COMP-RTR-1022 Retire Freewheeling Clutch		4639302044 ~ Freewheel Clutch ~ 5673	RTR	Threshold 3600 FH	2615.70 FH			FH	984.30 FH	11569.40 FH	12/21/2027
INT GEARBOX 1.96	COMP-OH-1101 Overhaul Intermediate Gearbox		4639002011 ~ Intermediate Gearbox ~ 3081	OVH	Threshold 1500 FH 1500 FH	1954.90 FH	319.80 FH OVH	1635.10 FH	FH	1180.20 FH	11765.30 FH	5/4/2028
TRUSS BOLT 1 1.112	COMP-RTR-1066 Retire Bolt Lug		B712M0002201 ~ Bolt (lug) ~ 9083	RTR	Threshold 3000 FH	1751.80 FH			FH	1248.20 FH	11833.30 FH	6/19/2028
TRUSS BOLT 2 1.113	COMP-RTR-1066 Retire Bolt Lug		B712M0002201 ~ Bolt (lug) ~ 9128	RTR	Threshold 3000 FH	1751.80 FH			FH	1248.20 FH	11833.30 FH	6/19/2028
TRUSS BOLT 3 1.114	COMP-RTR-1066 Retire Bolt Lug		B712M0002201 ~ Bolt (lug) ~ 9103	RTR	Threshold 3000 FH	1751.80 FH			FH	1248.20 FH	11833.30 FH	6/19/2028

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TRUSS BOLT 4 1.115	COMP-RTR-1066 Retire Bolt Lug		B712M0002201 ~ Bolt (lug) ~ 9126	RTR	Threshold 3000 FH	1751.80 FH			FH	1248.20 FH	11833.30 FH	6/19/2028
B642M1002105 / 0153 LAMINATED PILE 1.61.1	COMP-RTR-1042 Retire Laminated Pile Assembly		B642M1005101 ~ Laminated Pile Assy ~ 3976	RTR	Threshold 2153 FH 14000 FC	2297.00 FC 851.00 FH			FH	1302.00 FH 11703.00 FC	11887.10 FH 37577.00 FC	7/27/2028
TAIL GEARBOX 1.97	COMP-OH-1103 Overhaul Tail Rotor Gearbox		4639003013 ~ Tail Rotor Gearbox ~ 3811	OVH	1800 FH	458.70 FH			FH	1341.30 FH	11926.40 FH	8/23/2028
CARTRIDGE AFT 1.28	COMP-OH-0083 Overhaul Motor Pump Cartridge		130100 ~ FUEL PUMP CARTRIDGE ~ 2005	OVH	Threshold 5000 FH 5000 FH	8634.30 FH			FH	1357.10 FH	11942.20 FH	9/3/2028
B622M1002101 / 0239 TT STRAP 4 1.3.43	COMP-RTR-0994 Retire Tension Torsion Strap		B622M10T1001 ~ Tension Torsion Strap ~ LK16870	RTR	Threshold 144 Month End 30000 FC	14081.00 FC			CAL	962 Days 15919.00 FC	9/30/2028 41793.00 FC	9/30/2028
B622M1002101 / 0239 TT STRAP 1 1.3.40	COMP-RTR-0994 Retire Tension Torsion Strap		B622M10T1001 ~ Tension Torsion Strap ~ LK16885	RTR	Threshold 144 Month End 30000 FC	14081.00 FC			CAL	962 Days 15919.00 FC	9/30/2028 41793.00 FC	9/30/2028
33000061-1 / 89002A1 EXPL CARTRIDGE RH 1.66.2	COMP-RTR-0929 Retire Explosive Cartridge		30903896 ~ Cartridge Explo ~ 0376WG	RTR	Threshold 120 Month End				CAL	1023 Days	11/30/2028	11/30/2028
B621M1002104 / 1182 VIBRATION ABSORBER 1.10.3	COMP-INSP-1001 1600 HR / 4 YR VIBRATION ABSORBER INSPECTION - DI 62/13/00/000/000/007		B621M3001201 ~ Upper Vibration Absorber ~ 10224	INSP	Threshold 4 Years 1600 FH 4 Years 1600 FH	78.10 FH			FH	1358 Days 1521.90 FH	10/31/2029 12107.00 FH	12/25/2028
SIDEWARD LINK BEARING 1 1.134	COMP-RTR-1069 Retire Rod End Bearing		117-601071.10 ~ Rod End Bearing ~ 1955	RTR	Threshold 9000 FH	7406.70 FH			FH	1593.30 FH	12178.40 FH	2/12/2029
33000061-1 / 89002A1 EXPL CARTRIDGE LH 1.66.1	COMP-RTR-0929 Retire Explosive Cartridge		30903896 ~ Cartridge Explo ~ 4124WK	RTR	Threshold 120 Month End				CAL	1144 Days	3/31/2029	3/31/2029

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FIRE EXTINGUISHER FWD 1.66	COMP-OH-1122 Overhaul Fire Extinguisher		33000061-1 ~ FIRE EXTINGUISHER ~ 89002A1	OVH	120 Month End				CAL	1174 Days	4/30/2029	4/30/2029
B622M1002101 / 0239 BOLT 1 1.3.12	COMP-RTR-0984 Retire Bolt		B622M1006201 ~ Bolt ~ 5649	RTR	Threshold 4800 FH 31200 FC	7999.00 FC 3028.80 FH			FH	1771.20 FH 23201.00 FC	12356.30 FH 49075.00 FC	6/15/2029
B622M1002101 / 0239 BOLT 6 1.3.17	COMP-RTR-0984 Retire Bolt		B622M1007201 ~ Bolt ~ 13002	RTR	Threshold 4800 FH 31200 FC	7999.00 FC 3028.80 FH			FH	1771.20 FH 23201.00 FC	12356.30 FH 49075.00 FC	6/15/2029
B622M1002101 / 0239 BOLT 7 1.3.18	COMP-RTR-0984 Retire Bolt		B622M1007201 ~ Bolt ~ 13007	RTR	Threshold 4800 FH 31200 FC	7999.00 FC 3028.80 FH			FH	1771.20 FH 23201.00 FC	12356.30 FH 49075.00 FC	6/15/2029
B622M1002101 / 0239 BOLT 8 1.3.19	COMP-RTR-0984 Retire Bolt		B622M1007201 ~ Bolt ~ 13010	RTR	Threshold 4800 FH 31200 FC	7999.00 FC 3028.80 FH			FH	1771.20 FH 23201.00 FC	12356.30 FH 49075.00 FC	6/15/2029
B622M1002101 / 0239 BOLT 2 1.3.13	COMP-RTR-0986 Retire Bolt		B622M1006201 ~ Bolt ~ 5660	RTR	Threshold 4800 FH 31200 FC	7999.00 FC 3028.80 FH			FH	1771.20 FH 23201.00 FC	12356.30 FH 49075.00 FC	6/15/2029
B622M1002101 / 0239 BOLT 3 1.3.14	COMP-RTR-0986 Retire Bolt		B622M1006201 ~ Bolt ~ 5669	RTR	Threshold 4800 FH 31200 FC	7999.00 FC 3028.80 FH			FH	1771.20 FH 23201.00 FC	12356.30 FH 49075.00 FC	6/15/2029
B622M1002101 / 0239 BOLT 4 1.3.15	COMP-RTR-0986 Retire Bolt		B622M1006201 ~ Bolt ~ 5696	RTR	Threshold 4800 FH 31200 FC	7999.00 FC 3028.80 FH			FH	1771.20 FH 23201.00 FC	12356.30 FH 49075.00 FC	6/15/2029
B622M1002101 / 0239 BOLT 5 1.3.16	COMP-RTR-0986 Retire Bolt		B622M1007201 ~ Bolt ~ 12980	RTR	Threshold 4800 FH 31200 FC	7999.00 FC 3028.80 FH			FH	1771.20 FH 23201.00 FC	12356.30 FH 49075.00 FC	6/15/2029
C406-NHM / 09779 BATTERY 1.137.1	COMP-RTR-0060 Retire ELT Battery		452-0133 ~ ELT Battery ~ 1015467-010	RTR	Threshold 60 Month End				CAL	1478 Days	2/28/2030	2/28/2030
B622M1002101 / 0239 NUT 1 1.3.32	COMP-RTR-0990 Retire Nut		B622M1003201 ~ Nut ~ 1050-B	RTR	Threshold 10123 FH 65800 FC	24953.00 FC 7827.20 FH			FH	2295.80 FH 40847.00 FC	12880.90 FH 66721.00 FC	6/11/2030
B622M1002101 / 0239 NUT 2 1.3.33	COMP-RTR-0990 Retire Nut		B622M1003201 ~ Nut ~ 1030-G	RTR	Threshold 10123 FH 65800 FC	24953.00 FC 7827.20 FH			FH	2295.80 FH 40847.00 FC	12880.90 FH 66721.00 FC	6/11/2030

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B622M1002101 / 0239 NUT 3 1.3.34	COMP-RTR-0990 Retire Nut		B622M1003201 ~ Nut ~ 1047-R	RTR	Threshold 10123 FH 65800 FC	24953.00 FC 7827.20 FH			FH	2295.80 FH 40847.00 FC	12880.90 FH 66721.00 FC	6/11/2030
B622M1002101 / 0239 NUT 4 1.3.35	COMP-RTR-0990 Retire Nut		B622M1003201 ~ Nut ~ 1042-Y	RTR	Threshold 10123 FH 65800 FC	24953.00 FC 7827.20 FH			FH	2295.80 FH 40847.00 FC	12880.90 FH 66721.00 FC	6/11/2030
MAIN TRANSMISSION 1.12	COMP-OH-1026 Overhaul Main Transmission		B632K1001-051 ~ Main Transmission ~ KA-0759	OVH	5400 FH	4920.60 FH	2615.70 FH OVH	2304.90 FH	FH	2384.30 FH	12969.40 FH	8/11/2030
O2 BOTTLE 1 1.145	COMP-INSP-0150 5 Year Hydrostatic Test and Cleaning		4110-120-3 ~ 77CF CYL ASSY ~ ALT281-68907	INSP	Threshold 60 Month End 60 Month End				CAL	1692 Days	9/30/2030	9/30/2030
O2 BOTTLE 2 1.146	COMP-RTR-0057 Retire Oxygen Cylinder		4110-120-3 ~ 77CF CYL ASSY ~ ALT281-34486	RTR	Threshold 180 Month End				CAL	1753 Days	11/30/2030	11/30/2030
O2 BOTTLE 2 1.146	COMP-INSP-0150 5 Year Hydrostatic Test and Cleaning		4110-120-3 ~ 77CF CYL ASSY ~ ALT281-34486	INSP	Threshold 60 Month End 60 Month End				CAL	1815 Days	1/31/2031	1/31/2031
TAIL ROTOR BLADE 2 1.60	COMP-RTR-1039 Retire Tail Rotor Blade		B641M1001101 ~ Tail Rotor Blade Assy ~ 812	RTR	Threshold 9300 FH	6097.00 FH			FH	3203.00 FH	13788.10 FH	2/26/2032
TAIL ROTOR BLADE 1 1.59	COMP-RTR-1039 Retire Tail Rotor Blade		B641M1001101 ~ Tail Rotor Blade Assy ~ 1457	RTR	Threshold 9300 FH	5538.40 FH			FH	3761.60 FH	14346.70 FH	3/17/2033
B712M1002104 / 1685/1700 CONNECTING PIN 1 1.13.4	COMP-RTR-1068 Retire Connecting Pin		B712M0006201 ~ Connecting Pin ~ 5357	RTR	Threshold 7200 FH	3386.40 FH			FH	3813.60 FH	14398.70 FH	4/22/2033
B712M1002104 / 1685/1700 CONNECTING PIN 2 1.13.5	COMP-RTR-1068 Retire Connecting Pin		B712M0006201 ~ Connecting Pin ~ 5385	RTR	Threshold 7200 FH	3386.40 FH			FH	3813.60 FH	14398.70 FH	4/22/2033
B712M2002104 / 1659/1668 CONNECTING PIN 1 1.14.4	COMP-RTR-1068 Retire Connecting Pin		B712M0006201 ~ Connecting Pin ~ 5352	RTR	Threshold 7200 FH	3386.40 FH			FH	3813.60 FH	14398.70 FH	4/22/2033

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B712M2002104 / 1659/1668 CONNECTING PIN 2 1.14.5	COMP-RTR-1068 Retire Connecting Pin		B712M0006201 ~ Connecting Pin ~ 5341	RTR	Threshold 7200 FH	3386.40 FH			FH	3813.60 FH	14398.70 FH	4/22/2033
FIRE EXTINGUISHER AFT 1.67	COMP-OH-1122 Overhaul Fire Extinguisher		33000061-1 ~ FIRE EXTINGUISHER ~ 66907A1	OVH	120 Month End		23 MO OVH	3/8/2024	CAL	2970 Days	3/31/2034	3/31/2034
HAND FIRE EXTINGUISHER 1 1.62	COMP-OH-0149 120 MO Fire Ext O/H		HAL1-74-00 ~ Hand Fire Extinguisher ~ A036806	INSP	Threshold 120 Month End 120 Month End				CAL	3000 Days	4/30/2034	4/30/2034
HAND FIRE EXTINGUISHER 2 1.63	COMP-OH-0149 120 MO Fire Ext O/H		HAL1-74-00 ~ Hand Fire Extinguisher ~ A036811	INSP	Threshold 120 Month End 120 Month End				CAL	3000 Days	4/30/2034	4/30/2034
CARTRIDGE FWD 1.29	COMP-OH-0083 Overhaul Motor Pump Cartridge		130100 ~ FUEL PUMP CARTRIDGE ~ 13270	OVH	Threshold 5000 FH 5000 FH	607.40 FH			FH	4392.60 FH	14977.70 FH	5/26/2034
CARTRIDGE LH 1.30	COMP-OH-0083 Overhaul Motor Pump Cartridge		130100 ~ FUEL PUMP CARTRIDGE ~ 7166	OVH	Threshold 5000 FH 5000 FH	5528.60 FH	607.40 FH OVH	4921.20 FH	FH	4392.60 FH	14977.70 FH	5/26/2034
CARTRIDGE RH 1.31	COMP-OH-0083 Overhaul Motor Pump Cartridge		130100 ~ FUEL PUMP CARTRIDGE ~ 7175	OVH	Threshold 5000 FH 5000 FH	5528.60 FH	607.40 FH OVH	4921.20 FH	FH	4392.60 FH	14977.70 FH	5/26/2034
B651M1001101 / 1163 HEX SCREW AFT 1 1.99.9	COMP-RTR-1051 Retire Hexagonal Head Screw		B651M0004201 ~ Hexagonal Head Screw ~ 2610	RTR	Threshold 15000 FH	10585.10 FH			FH	4414.90 FH	15000.00 FH	6/10/2034
B651M1001101 / 1163 HEX SCREW AFT 2 1.99.10	COMP-RTR-1051 Retire Hexagonal Head Screw		B651M0004201 ~ Hexagonal Head Screw ~ 2493	RTR	Threshold 15000 FH	10585.10 FH			FH	4414.90 FH	15000.00 FH	6/10/2034
B651M1001101 / 1163 HEX SCREW AFT 3 1.99.11	COMP-RTR-1051 Retire Hexagonal Head Screw		B651M0004201 ~ Hexagonal Head Screw ~ 2469	RTR	Threshold 15000 FH	10585.10 FH			FH	4414.90 FH	15000.00 FH	6/10/2034
B651M1001101 / 1163 HEX SCREW FWD 1 1.99.6	COMP-RTR-1051 Retire Hexagonal Head Screw		B651M0004201 ~ Hexagonal Head Screw ~ 2672	RTR	Threshold 15000 FH	10585.10 FH			FH	4414.90 FH	15000.00 FH	6/10/2034

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B651M1001101 / 1163 HEX SCREW FWD 2 1.99.7	COMP-RTR-1051 Retire Hexagonal Head Screw		B651M0004201 ~ Hexagonal Head Screw ~ 2578	RTR	Threshold 15000 FH	10585.10 FH			FH	4414.90 FH	15000.00 FH	6/10/2034
B651M1001101 / 1163 HEX SCREW FWD 3 1.99.8	COMP-RTR-1051 Retire Hexagonal Head Screw		B651M0004201 ~ Hexagonal Head Screw ~ 2676	RTR	Threshold 15000 FH	10585.10 FH			FH	4414.90 FH	15000.00 FH	6/10/2034
B673M30A1002 / 00577 COLLECTIVE AXIS 1.15.2	COMP-OH-1089 Overhaul Collective Actuator		B673M30A1203 ~ ACTUATOR, MHA COLL. ~ 00472	OVH	7500 FH	8675.80 FH	2839.70 FH OVH		FH	4660.30 FH	15245.40 FH	11/26/2034
FITTING 1 1.86	COMP-RTR-1033 Retire Fitting		B633K1172-201 ~ Fitting ~ 1497 LHAFT	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035
FITTING 2 1.87	COMP-RTR-1033 Retire Fitting		B633K1172-201 ~ Fitting ~ 1496-LHFWD	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035
FITTING 3 1.88	COMP-RTR-1033 Retire Fitting		B633K1172-201 ~ Fitting ~ 1499-RHAFT	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035
FITTING 4 1.89	COMP-RTR-1033 Retire Fitting		B633K1172-201 ~ Fitting ~ 1498-RHFWD	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035
FITTING ASSY LF AFT 1.82	COMP-RTR-1034 Retire Fitting		B633K1170-101 ~ Fitting Assy ~ 1437	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035
FITTING ASSY LH FWD 1.83	COMP-RTR-1034 Retire Fitting		B633K1170-101 ~ Fitting Assy ~ 1407	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035
FITTING ASSY RH AFT 1.84	COMP-RTR-1034 Retire Fitting		B633K1170-101 ~ Fitting Assy ~ 1438	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035
FITTING ASSY RH FWD 1.85	COMP-RTR-1034 Retire Fitting		B633K1170-101 ~ Fitting Assy ~ 1436	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035

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ROD ASSY LH FWD 1.90	COMP-RTR-1035 Retire Stay (Rod) Assy LH (FWD)		B633K1181-101 ~ Stay (Rod) Assy LH (FWD) ~ 0352	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035
ROD ASSY RH FWD 1.91	COMP-RTR-1036 Retire Stay (Rod) Assy RH (FWD)		B633K1181-102 ~ Stay (Rod) Assy RH (FWD) ~ 0369	RTR	Threshold 15400 FH	10585.10 FH			FH	4814.90 FH	15400.00 FH	3/13/2035
B622M1002101 / 0239 TT STRAP 2 1.3.41	COMP-RTR-0994 Retire Tension Torsion Strap		B622M10T1001 ~ Tension Torsion Strap ~ LK21741	RTR	Threshold 144 Month End 30000 FC	4639.00 FC			CAL	3335 Days 25361.00 FC	3/31/2035 51235.00 FC	3/31/2035
B622M1002101 / 0239 TT STRAP 3 1.3.42	COMP-RTR-0994 Retire Tension Torsion Strap		B622M10T1001 ~ Tension Torsion Strap ~ LK21715	RTR	Threshold 144 Month End 30000 FC	4639.00 FC			CAL	3335 Days 25361.00 FC	3/31/2035 51235.00 FC	3/31/2035
B673M30A1002 / 00577 LONGITUDINAL AXIS 1.15.1	COMP-OH-1088 Overhaul Longitudinal Actuator		B673M30A1101 ~ ACTUATOR, MHA LONG. AXIS ~ 10312	OVH	7500 FH	2564.90 FH			FH	4935.10 FH	15520.20 FH	6/4/2035
33000061-1 / 66907A1 EXPL CARTRIDGE LH 1.67.1	COMP-RTR-1244 Retire Cartridge Explosive		M30903894 ~ Cartridge Explosive ~ 03092	RTR	Threshold 12 Years				CAL	3678 Days	3/8/2036	3/8/2036
33000061-1 / 66907A1 EXPL CARTRIDGE RH 1.67.2	COMP-RTR-1244 Retire Cartridge Explosive		M30903896 ~ Cartridge, Explosive ~ 02271	RTR	Threshold 12 Years				CAL	3678 Days	3/8/2036	3/8/2036
B622M1002101 / 0239 INNER SLEEVE 1 1.3.36	COMP-RTR-0992 Retire Inner Sleeve		B622M1009201 ~ Inner Sleeve ~ B10872-Y	RTR	Threshold 13300 FH	7827.20 FH			FH	5472.80 FH	16057.90 FH	6/8/2036
B622M1002101 / 0239 INNER SLEEVE 2 1.3.37	COMP-RTR-0992 Retire Inner Sleeve		B622M1009201 ~ Inner Sleeve ~ B10885-G	RTR	Threshold 13300 FH	7827.20 FH			FH	5472.80 FH	16057.90 FH	6/8/2036
B622M1002101 / 0239 INNER SLEEVE 3 1.3.38	COMP-RTR-0992 Retire Inner Sleeve		B622M1009201 ~ Inner Sleeve ~ B10893-B	RTR	Threshold 13300 FH	7827.20 FH			FH	5472.80 FH	16057.90 FH	6/8/2036
B622M1002101 / 0239 INNER SLEEVE 4 1.3.39	COMP-RTR-0992 Retire Inner Sleeve		B622M1009201 ~ Inner Sleeve ~ B10896-R	RTR	Threshold 13300 FH	7827.20 FH			FH	5472.80 FH	16057.90 FH	6/8/2036

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ENGINE MOUNT BOLT 1 1.124	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20216	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036
ENGINE MOUNT BOLT 10 1.133	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20154	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036
ENGINE MOUNT BOLT 2 1.125	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20205	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036
ENGINE MOUNT BOLT 3 1.126	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20190	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036
ENGINE MOUNT BOLT 4 1.127	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20179	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036
ENGINE MOUNT BOLT 5 1.128	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20141	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036
ENGINE MOUNT BOLT 6 1.129	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20215	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036
ENGINE MOUNT BOLT 7 1.130	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20143	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036
ENGINE MOUNT BOLT 8 1.131	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20186	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036
ENGINE MOUNT BOLT 9 1.132	COMP-RTR-1070 Retire Bolt		B712M0004201 ~ Bolt ~ 20151	RTR	Threshold 8100 FH	2492.40 FH			FH	5607.60 FH	16192.70 FH	9/9/2036

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4639002011 / 3081 BEVEL GEAR 1.96.1	COMP-RTR-1055 Retire Input Shaft (Bevel Gear)		4639310082 ~ Input Shaft (Bevel Gear) ~ 1236	RTR	Threshold 6200 FH	319.80 FH			FH	5880.20 FH	16465.30 FH	3/16/2037
4639002011 / 3081 BEVEL PINION 1.96.2	COMP-RTR-1056 Retire Output Shaft (Bevel Gear Pinion)		4639310083 ~ Output Shaft (Bevel Gear Pinion) ~ 1203	RTR	Threshold 6200 FH	319.80 FH			FH	5880.20 FH	16465.30 FH	3/16/2037
4639003013 / 3811 BEVEL PINION 1.97.2	COMP-RTR-1053 Retire Input Shaft (Bevel Gear Shaft)		4639311054 ~ Input Shaft (Bevel Gear Shaft) ~ 1037	RTR	Threshold 6700 FH	458.70 FH			FH	6241.30 FH	16826.40 FH	11/20/2037
4639003013 / 3811 BEVEL GEAR 1.97.1	COMP-RTR-1054 Retire Output Shaft (Bevel Gear)		4639311053 ~ Output Shaft (Bevel Gear) ~ 921	RTR	Threshold 6700 FH	458.70 FH			FH	6241.30 FH	16826.40 FH	11/20/2037
ROD ASSY RH AFT 1.93	COMP-RTR-1038 Retire Stay (Rod) Assy RH (FWD)		B633K1182-102 ~ Stay (Rod) Assy RH (FWD) ~ 0237	RTR	Threshold 15400 FH	8581.00 FH			FH	6819.00 FH	17404.10 FH	12/23/2038
B622M1002101 / 0239 QUAD NUT TOP 1.3.10	COMP-RTR-0980 Retire Quad Nut		B622M1004201 ~ Quad Nut ~ 1287	RTR	Threshold 9230 FH 60000 FC	4639.00 FC 1751.00 FH			FH	7479.00 FH 55361.00 FC	18064.10 FH 81235.00 FC	3/21/2040
B622M1002101 / 0239 QUAD NUT BOTTOM 1.3.11	COMP-RTR-0982 Retire Quad Nut		B622M1005201 ~ Quad Nut ~ 1266	RTR	Threshold 9230 FH 60000 FC	4639.00 FC 1751.00 FH			FH	7479.00 FH 55361.00 FC	18064.10 FH 81235.00 FC	3/21/2040
O2 BOTTLE 1 1.145	COMP-RTR-0057 Retire Oxygen Cylinder		4110-120-3 ~ 77CF CYL ASSY ~ ALT281- 68907	RTR	Threshold 180 Month End				CAL	5345 Days	9/30/2040	9/30/2040
ROD ASSY LH AFT 1.92	COMP-RTR-1037 Retire Stay (Rod) Assy LH (FWD)		B633K1182-101 ~ Stay (Rod) Assy LH (FWD) ~ 0298	RTR	Threshold 15400 FH	7622.60 FH			FH	7777.40 FH	18362.50 FH	10/13/2040
B632K1001-051 / KA- 0759 CASE ASSY 1.12.6	COMP-RTR-1019 Retire Main Transmission Case		B632K1020-101 ~ Main Transmission Case Assy ~ KA-5027	RTR	Threshold 15000 FH	6689.80 FH			FH	8310.20 FH	18895.30 FH	10/15/2041
SIDEWARD LINK BEARING 2 1.135	COMP-RTR-1069 Retire Rod End Bearing		117-601071 ~ Rod End Bearing ~ 7360	RTR	Threshold 9000 FH	385.70 FH			FH	8614.30 FH	19199.40 FH	5/13/2042
B622M1002101 / 0239 STUD BOLT 1 1.3.20	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 2948	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 10 1.3.29	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 3116	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043

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B622M1002101 / 0239 STUD BOLT 11 1.3.30	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 3118	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 12 1.3.31	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 3120	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 2 1.3.21	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 2952	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 3 1.3.22	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 2996	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 4 1.3.23	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 3025	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 5 1.3.24	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 3031	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 6 1.3.25	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 3038	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 7 1.3.26	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 3042	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 8 1.3.27	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 3044	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B622M1002101 / 0239 STUD BOLT 9 1.3.28	COMP-RTR-0988 Retire Bolt		B622M1002201 ~ Bolt ~ 3067	RTR	Threshold 17000 FH	7827.20 FH			FH	9172.80 FH	19757.90 FH	6/1/2043
B632K1001-051 / KA- 0759 BEVEL PINION 1.12.8	COMP-RTR-1029 Retire Bevel Pinion		B632K1215-201 ~ Bevel Pinion ~ KA-0819	RTR	Threshold 15300 FH	4920.60 FH			FH	10379.40 FH	20964.50 FH	9/10/2045
B632K1001-051 / KA- 0759 SUPPORT ASSY 1 1.12.11	COMP-RTR-1020 Retire Support Assembly		B632K1321-101 ~ Support Assy ~ KA- 3730	RTR	Threshold 15400 FH	4920.60 FH			FH	10479.40 FH	21064.50 FH	11/18/2045

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B632K1001-051 / KA-0759 SUPPORT ASSY 2 1.12.12	COMP-RTR-1020 Retire Support Assembly		B632K1321-101 ~ Support Assy ~ KA-3732	RTR	Threshold 15400 FH	4920.60 FH			FH	10479.40 FH	21064.50 FH	11/18/2045
B632K1001-051 / KA-0759 SUPPORT ASSY 3 1.12.13	COMP-RTR-1020 Retire Support Assembly		B632K1321-101 ~ Support Assy ~ KA-3731	RTR	Threshold 15400 FH	4920.60 FH			FH	10479.40 FH	21064.50 FH	11/18/2045
B632K1001-051 / KA-0759 SUPPORT ASSY 4 1.12.14	COMP-RTR-1020 Retire Support Assembly		B632K1321-101 ~ Support Assy ~ KA-3733	RTR	Threshold 15400 FH	4920.60 FH			FH	10479.40 FH	21064.50 FH	11/18/2045
B632K1001-051 / KA-0759 BEVEL GEAR 1.12.10	COMP-RTR-1031 Retire Bevel Gear		B632K1253-201 ~ Bevel Gear ~ KA-5257	RTR	Threshold 17000 FH	4982.80 FH			FH	12017.20 FH	22602.30 FH	10/12/2048
B632K1001-051 / KA-0759 HEX SCREW 1 1.12.15	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 22441	RTR	Threshold 15000 FH	2615.70 FH			FH	12384.30 FH	22969.40 FH	6/22/2049
B632K1001-051 / KA-0759 HEX SCREW 2 1.12.16	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 22448	RTR	Threshold 15000 FH	2615.70 FH			FH	12384.30 FH	22969.40 FH	6/22/2049
B632K1001-051 / KA-0759 HEX SCREW 3 1.12.17	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 22455	RTR	Threshold 15000 FH	2615.70 FH			FH	12384.30 FH	22969.40 FH	6/22/2049
B651M1001101 / 1163 SHAFT ASSY 1.99.1	COMP-RTR-1048 Retire Long Shaft		B651M1002102 ~ Long Shaft ~ 1163	RTR	Threshold 15000 FH	1007.20 FH			FH	13992.80 FH	24577.90 FH	7/4/2052
4639003013 / 3811 SCREW 1 1.97.3	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 27603	RTR	Threshold 15000 FH	458.70 FH			FH	14541.30 FH	25126.40 FH	7/17/2053
4639003013 / 3811 SCREW 2 1.97.4	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 27596	RTR	Threshold 15000 FH	458.70 FH			FH	14541.30 FH	25126.40 FH	7/17/2053
4639003013 / 3811 SCREW 3 1.97.5	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 27593	RTR	Threshold 15000 FH	458.70 FH			FH	14541.30 FH	25126.40 FH	7/17/2053
4639002011 / 3081 SCREW 1 1.96.3	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 34525	RTR	Threshold 15000 FH	319.80 FH			FH	14680.20 FH	25265.30 FH	10/21/2053
4639002011 / 3081 SCREW 2 1.96.4	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 34522	RTR	Threshold 15000 FH	319.80 FH			FH	14680.20 FH	25265.30 FH	10/21/2053

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4639002011 / 3081 SCREW 3 1.96.5	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 34519	RTR	Threshold 15000 FH	319.80 FH			FH	14680.20 FH	25265.30 FH	10/21/2053
4639002011 / 3081 SCREW 4 1.96.6	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 34515	RTR	Threshold 15000 FH	319.80 FH			FH	14680.20 FH	25265.30 FH	10/21/2053
4639002011 / 3081 SCREW 5 1.96.7	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 34507	RTR	Threshold 15000 FH	319.80 FH			FH	14680.20 FH	25265.30 FH	10/21/2053
4639002011 / 3081 SCREW 6 1.96.8	COMP-RTR-1023 Retire Hexagonal Head Screw		B651M0003201 ~ Hexagonal Head Screw ~ 34502	RTR	Threshold 15000 FH	319.80 FH			FH	14680.20 FH	25265.30 FH	10/21/2053
B671M7018102 / 745 FORK 1.141.1	COMP-RTR-1063 Retire Fork Lever		B671M7007201 ~ Fork ~ 745	RTR	Threshold 22500 FH	7406.70 FH			FH	15093.30 FH	25678.40 FH	8/1/2054
Z MOUNT FITTING LH AFT 1 1.68	COMP-RTR-1016 Retire Z Mount Fitting Assembly		B533K3124-101 ~ Z Mount Fitting Assy ~ 9365-2	RTR	Threshold 26000 FH	10585.10 FH			FH	15414.90 FH	26000.00 FH	3/11/2055
Z MOUNT FITTING LH AFT 2 1.72	COMP-RTR-1016 Retire Z Mount Fitting Assembly		B533K3124-102 ~ Z Mount Fitting Assy ~ 9365-2	RTR	Threshold 26000 FH	10585.10 FH			FH	15414.90 FH	26000.00 FH	3/11/2055
Z MOUNT FITTING LH FWD 1 1.69	COMP-RTR-1016 Retire Z Mount Fitting Assembly		B533K3124-101 ~ Z Mount Fitting Assy ~ 9365-1	RTR	Threshold 26000 FH	10585.10 FH			FH	15414.90 FH	26000.00 FH	3/11/2055
Z MOUNT FITTING LH FWD 2 1.73	COMP-RTR-1016 Retire Z Mount Fitting Assembly		B533K3124-102 ~ Z Mount Fitting Assy ~ 9365-1	RTR	Threshold 26000 FH	10585.10 FH			FH	15414.90 FH	26000.00 FH	3/11/2055
Z MOUNT FITTING RH AFT 1 1.70	COMP-RTR-1016 Retire Z Mount Fitting Assembly		B533K3124-101 ~ Z Mount Fitting Assy ~ 9365-4	RTR	Threshold 26000 FH	10585.10 FH			FH	15414.90 FH	26000.00 FH	3/11/2055
Z MOUNT FITTING RH AFT 2 1.74	COMP-RTR-1016 Retire Z Mount Fitting Assembly		B533K3124-102 ~ Z Mount Fitting Assy ~ 9365-4	RTR	Threshold 26000 FH	10585.10 FH			FH	15414.90 FH	26000.00 FH	3/11/2055

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Z MOUNT FITTING RH FWD 1 1.71	COMP-RTR-1016 Retire Z Mount Fitting Assembly		B533K3124-101 ~ Z Mount Fitting Assy ~ 9365-3	RTR	Threshold 26000 FH	10585.10 FH			FH	15414.90 FH	26000.00 FH	3/11/2055
Z MOUNT FITTING RH FWD 2 1.75	COMP-RTR-1016 Retire Z Mount Fitting Assembly		B533K3124-102 ~ Z Mount Fitting Assy ~ 9365-3	RTR	Threshold 26000 FH	10585.10 FH			FH	15414.90 FH	26000.00 FH	3/11/2055
MR BLADE Y 1.8	COMP-RTR-0997 Retire Main Rotor Blade 62/11/00/000/000/018		B621M1002104 ~ Main Rotor Blade ~ 1144	RTR	Threshold 25000 FH	8601.50 FH			FH	16398.50 FH	26983.60 FH	1/17/2057
MR BLADE R 1.11	COMP-RTR-0997 Retire Main Rotor Blade 62/11/00/000/000/018		B621M1002104 ~ Main Rotor Blade ~ 926	RTR	Threshold 25000 FH	8535.50 FH			FH	16464.50 FH	27049.60 FH	3/3/2057
MR BLADE B 1.10	COMP-RTR-0997 Retire Main Rotor Blade 62/11/00/000/000/018		B621M1002104 ~ Main Rotor Blade ~ 1182	RTR	Threshold 25000 FH	7880.30 FH			FH	17119.70 FH	27704.80 FH	5/29/2058
B651M1003101 / 1123 SHORT FRONT SHAFT 1.98.3	COMP-RTR-1046 Retire Short Front Shaft		B651M1005101 ~ Short Front Shaft ~ 1123	RTR	Threshold 28000 FH	10585.10 FH			FH	17414.90 FH	28000.00 FH	12/18/2058
B712M1002104 / 1685/1700 HINGE COVER 1 1.13.2	COMP-RTR-1065 Retire Detent		B712M0001201 ~ Detent ~ 1685	RTR	Threshold 29400 FH	10585.10 FH			FH	18814.90 FH	29400.00 FH	8/8/2061
B712M1002104 / 1685/1700 HINGE COVER 2 1.13.3	COMP-RTR-1065 Retire Detent		B712M0001201 ~ Detent ~ 1700	RTR	Threshold 29400 FH	10585.10 FH			FH	18814.90 FH	29400.00 FH	8/8/2061
B712M2002104 / 1659/1668 HINGE COVER 1 1.14.2	COMP-RTR-1065 Retire Detent		B712M0001201 ~ Detent ~ 1659	RTR	Threshold 29400 FH	10585.10 FH			FH	18814.90 FH	29400.00 FH	8/8/2061
B712M2002104 / 1659/1668 HINGE COVER 2 1.14.3	COMP-RTR-1065 Retire Detent		B712M0001201 ~ Detent ~ 1668	RTR	Threshold 29400 FH	10585.10 FH			FH	18814.90 FH	29400.00 FH	8/8/2061
TRUSS FWD RH 1.14	COMP-RTR-1065 Retire Detent		B712M2002104 ~ TRUSS FWD RH ~ 1659/1668	RTR	Threshold 29400 FH	10585.10 FH			FH	18814.90 FH	29400.00 FH	8/8/2061

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TRUSS FWD LH 1.13	COMP-RTR-1259 RETIRE TRUSS FWD LH B712M1002104		B712M1002104 ~ TRUSS FWD LH ~ 1685/1700	RTR	Threshold 29400 FH	10585.10 FH			FH	18814.90 FH	29400.00 FH	8/8/2061
B622M1002101 / 0239 ROTORSTAR 1.3.9	COMP-RTR-0978 Retire Rotor Star		B622M1001201 ~ Rotor Star ~ B3189	RTR	Threshold 26800 FH	7827.20 FH			FH	18972.80 FH	29557.90 FH	11/25/2061
LAT CYCLIC TUBE 1.143	COMP-RPL-1074 Replace Control Rod Tube		B291M1015201 ~ Control Rod Tube ~ 1144	RTR	Threshold 30000 FH	10585.10 FH			FH	19414.90 FH	30000.00 FH	9/26/2062
LONG CYCLIC TUBE 1.144	COMP-RPL-1074 Replace Control Rod Tube		B291M1015201 ~ Control Rod Tube ~ 1130	RTR	Threshold 30000 FH	10585.10 FH			FH	19414.90 FH	30000.00 FH	9/26/2062
COLL CYCLIC TUBE 1.142	COMP-RPL-1074 Replace Control Rod Tube		B291M1015201 ~ Control Rod Tube ~ 1134	RTR	Threshold 30000 FH	10585.10 FH			FH	19414.90 FH	30000.00 FH	9/26/2062
CYCLIC CONTROL ROD 1.136	COMP-RPL-1074 Replace Control Rod Tube		B291M1015201 ~ Control Rod Tube ~ 9365	RTR	Threshold 30000 FH	10585.10 FH			FH	19414.90 FH	30000.00 FH	9/26/2062
BOLT 1 1.110	COMP-RTR-1061 Retire Bolt		B671M7033201 ~ BOLT ~ 0762	RTR	Threshold 30000 FH	10585.10 FH			FH	19414.90 FH	30000.00 FH	9/26/2062
BOLT 2 1.111	COMP-RTR-1061 Retire Bolt		B671M7033201 ~ BOLT ~ 0831	RTR	Threshold 30000 FH	10585.10 FH			FH	19414.90 FH	30000.00 FH	9/26/2062
MR BLADE G 1.9	COMP-RTR-0997 Retire Main Rotor Blade 62/11/00/000/000/018		B621M1002104 ~ Main Rotor Blade ~ 550	RTR	Threshold 25000 FH	5515.10 FH			FH	19484.90 FH	30070.00 FH	11/13/2062
B622M1002101 / 0239 HEX BOLT 1 1.3.5	COMP-RTR-0976 Retire Bolt		B621M1061202 ~ HEX BOLT SMALL ~ 5217- G	RTR	Threshold 25000 FH	3356.70 FH			FH	21643.30 FH	32228.40 FH	12/9/2066
B622M1002101 / 0239 HEX BOLT 2 1.3.6	COMP-RTR-0976 Retire Bolt		B621M1061202 ~ HEX BOLT SMALL ~ 5220-B	RTR	Threshold 25000 FH	3356.70 FH			FH	21643.30 FH	32228.40 FH	12/9/2066
B622M1002101 / 0239 HEX BOLT 3 1.3.7	COMP-RTR-0976 Retire Bolt		B621M1061202 ~ HEX BOLT SMALL ~ 5248-R	RTR	Threshold 25000 FH	3356.70 FH			FH	21643.30 FH	32228.40 FH	12/9/2066

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B622M1002101 / 0239 HEX BOLT 4 1.3.8	COMP-RTR-0976 Retire Bolt		B621M1061202 ~ HEX BOLT SMALL ~ 5221-Y	RTR	Threshold 25000 FH	3356.70 FH			FH	21643.30 FH	32228.40 FH	12/9/2066
B622M1002101 / 0239 MAIN BOLT 1 1.3.1	COMP-RTR-0974 Retire Bolt		B621M1060201 ~ Bolt ~ 6597	RTR	Threshold 25000 FH	2596.40 FH			FH	22403.60 FH	32988.70 FH	5/16/2068
B622M1002101 / 0239 MAIN BOLT 2 1.3.2	COMP-RTR-0974 Retire Bolt		B621M1060201 ~ Bolt ~ 6598	RTR	Threshold 25000 FH	2596.40 FH			FH	22403.60 FH	32988.70 FH	5/16/2068
B622M1002101 / 0239 MAIN BOLT 3 1.3.3	COMP-RTR-0974 Retire Bolt		B621M1060201 ~ Bolt ~ 6606	RTR	Threshold 25000 FH	2596.40 FH			FH	22403.60 FH	32988.70 FH	5/16/2068
B622M1002101 / 0239 MAIN BOLT 4 1.3.4	COMP-RTR-0974 Retire Bolt		B621M1060201 ~ Bolt ~ 6812	RTR	Threshold 25000 FH	2596.40 FH			FH	22403.60 FH	32988.70 FH	5/16/2068
B623M2002102 / 05-0182 CONTROL RING ASSY 1.12.24.1	COMP-RTR-1018 Retire Control Ring		B623M2001101 ~ Control Ring Assy ~ 2888	RTR	Threshold 27600 FH	4920.60 FH			FH	22679.40 FH	33264.50 FH	11/22/2068
B632K1001-051 / KA-0759 ROTOR SHAFT ASSY 1.12.18	COMP-RTR-1032 Retire Main Rotor Shaft		4639205027 ~ Main Rotor Shaft ~ 7318	RTR	Threshold 30000 FH	5046.50 FH			FH	24953.50 FH	35538.60 FH	3/8/2073
CONTROL ROD 2 1.109	COMP-RTR-1062 Retire Control Rod		B671M7032102 ~ CONTROL ROD ASSY ~ 1449	RTR	Threshold 30000 FH	78.10 FH			FH	29921.90 FH	40507.00 FH	7/22/2082

Airworthiness Directives

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
	GNRL-2800-EO-297 AD 2025-04-10 Operational check of the fuel emergency off switches. (Reference EASA AD 2024-0249)			OTH	Threshold 12 Month End 12 Month End				CAL	48 Days	3/31/2026	3/31/2026

Airworthiness Directives

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-6400-EO-333 AD 2025-16-02 One-time check for play of the spherical bearings of the rotating control rods.			OTH					FH	99.50 FH	10684.60 FH	4/20/2026
	EC145-6200-EO-116 AD 2021-10-21/ ASB MBB-BK117 C-2-62A-007 Removal of Swashplate Bellows and Inspection of Swashplate Assembly			OTH	Threshold 400 FH 400 FH			10507.00 FH	FH	321.90 FH	10907.00 FH	9/20/2026
	EC145-7600-EO-112 AD 2016-01-14 Recurring Inspection of the N2 Control Arm			OTH	12 Month End			11/26/2025	CAL	292 Days	11/30/2026	11/30/2026
TAIL GEARBOX 1.97	EC145-6500-EO-115 AD 2019-06-05/ASB MBB-BK117 C-2-65A-007 Repetitive Inspection of Tail Rotor Gearbox Housing		4639003013 ~ Tail Rotor Gearbox ~ 3811	OTH	100 FH	458.70 FH		446.30 FH	FH	87.60 FH	10672.70 FH	4/12/2026

Engineering Documents

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
	EC145-8500-EO-314 ASB MBB-BK117-25-97-0012 External load systems - Hook conversion			OTH	Threshold 12 Month End				CAL	170 Days	7/31/2026	7/31/2026
B673M30A1002 / 00577 LONGITUDINAL AXIS 1.15.1	EC145-6700-EO-118 AD 2021-12-16 / ASB MBB-BK117 C-2-67A-028 Visual Inspection of the Nuts on the Pistons of the MRA for Cracks, Damage, Black Coloring and Corrosion		B673M30A1101 ~ ACTUATOR, MHA LONG. AXIS ~ 10312	OTH	300 FH	2564.90 FH		2454.60 FH	FH	189.70 FH	10774.80 FH	6/21/2026
B673M30A1002 / 00577 COLLECTIVE AXIS 1.15.2	EC145-6700-EO-118 AD 2021-12-16 / ASB MBB-BK117 C-2-67A-028 Visual Inspection of the Nuts on the Pistons of the MRA for Cracks, Damage, Black Coloring and Corrosion		B673M30A1203 ~ ACTUATOR, MHA COLL. ~ 00472	OTH	300 FH	8675.80 FH		8597.70 FH	FH	221.90 FH	10807.00 FH	7/13/2026

Engineering Documents

NHA Part/Serial Position Code Level Code	Task # Task Description	AME #	Part # ~ Part Desc ~ Serial	Task Type	Interval	Since New	Since Overhaul / Inspection	Last Performed	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
B673M30A1002 / 00577 LATERAL AXIS 1.15.3	EC145-6700-EO-118 AD 2021-12-16 / ASB MBB-BK117 C-2-67A- 028 Visual Inspection of the Nuts on the Pistons of the MRA for Cracks, Damage, Black Coloring and Corrosion		B673M30A1301 ~ ACTUATOR, MHA LAT. ~ 00610	OTH	300 FH	7339.20 FH		7261.10 FH	FH	221.90 FH	10807.00 FH	7/13/2026
MAIN ROTOR ACTUATOR 1.15	EC145-6700-EO-118 AD 2021-12-16 / ASB MBB-BK117 C-2-67A- 028 Visual Inspection of the Nuts on the Pistons of the MRA for Cracks, Damage, Black Coloring and Corrosion		B673M30A1002 ~ MAIN ROTOR ACTUATOR - MHA ~ 00577	OTH	300 FH	8166.70 FH		8088.60 FH	FH	221.90 FH	10807.00 FH	7/13/2026

Open MEL Items

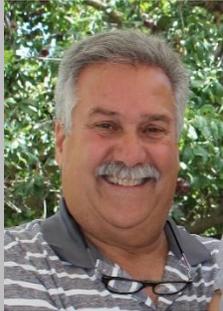
Discrepancy #	Discrepancy Description	Log Item #	AME #	ATA	Trigg. Param	Remaining Units	Due Value	Forecasted / Due at Date
	NIL							

RICHARD H. HART, II

PROFILE

HART AIRCRAFT APPRAISAL, LLC

➤ Owner



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STE 118-467
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Member of:



EDUCATION

University of Southern California – Marshall School of Business
B.S. Business Administration - Finance
1971 – 1975

Los Angeles Airport College
Inspector Authorization Course
Completed June 1988

National Uniform Standards of Professional Appraisal Practice (USPAP)
15-hour Course and renewal seminars
2006 – 2024

Robinson Helicopter R22/R44 Series Factory Maintenance
60-hour Training Course
Completed, June 2009

Embry-Riddle Aeronautical University
120-hour Course – Machinery & Technical Specialties (MTS) – Aircraft
Appraisal Program
Completed April 2019

Has attended many factory schools and seminars for Bell Helicopter,
Airbus (eurocopter), MD Helicopters, Rolls Royce Engines (Allison),
Honeywell Engines (Lycoming Gas Turbines) and Safran (Turbomeca).

EMPLOYMENT

Hart Aircraft Appraisal, LLC – Owner
Accredited Senior Appraiser (ASA) – MTS – Aircraft
2016 – Present
www.hartaircraftappraisal.com

Richard Hart Aircraft Appraisal (DBA)
1980 – 2016

National Helicopter Service – Owner
Elite Helicopter Tours – Owner
1975 – 2021
Founded 1957

AVIATION EXPERIENCE

Have held various positions over the years for National Helicopter Service beginning as a repairman. I received my Airframe/Powerplant license 4-13-85.

Between 1988 and 2021, I was Director of Maintenance, Chief Inspector, Accountable Manager and President.

National Helicopter was a FAR Part 145 FAA Approved Repair Station BKFR493C as well as being certificated under FAR Part 135, 133, and 137.

40+ years of maintaining helicopters of all types. Expertise in manufacturing helicopter accessories and obtaining FAA approvals through the Supplemental Type Certificate process.

30+ years as company President under FAR Parts 133, 135, 137, 145 and FAA Approved Motion Picture Manual.

30+ years as Director of Maintenance, Accountable Manager and Chief Inspector under FAR Parts 135, 133, 137 and 145.

36+ years as Aerial Coordinator for motion picture production under a FAA approved Motion Picture Manual.

APPRAISAL EXPERIENCE

40+ years appraising aircraft of all types, including helicopters, homebuilts, warbirds, piston-engine and jet aircraft of all sizes, makes and models. I have also appraised aircraft in all states of disassembly or completion as well as individual components, parts, and engines. I was a member of the National Aircraft Appraisers Association (NAAA) from 1997 to 2018 being qualified as Senior Certified. (NAAA is no longer in existence).

I am now an Accredited Senior Appraiser (ASA) – MTS – Aircraft, and as such I am qualified for and have completed thousands (in excess of \$4 Billion worth) of aircraft appraisals for all purposes including for donation purposes, along with signing the required IRS forms and certifications. (Current with USPAP requirements). Please see last page for listing of appraised aircraft.

I have been qualified as an ***expert witness*** numerous times with several cases going through trial, including trial in Federal Court. Contact information regarding expert witness cases can be provided upon request.

INSTRUCTION EXPERIENCE

Instructor – NAAA Helicopter Appraisal Familiarization Course
2009, 2011, 2013, 2015, 2017

Instructor – NAAA Expert Witness Course
2016, 2018

ASSOCIATION MEMBERSHIPS

American Society of Appraisers (ASA)
Accredited Senior Appraiser (ASA)-MTS-Aircraft
www.appraisers.org

Association of Online Appraisers (AOA)
Certified Member www.aoaonline.org

Vertical Aviation Int'l (VAI) - www.verticalavi.org

National Business Aviation Association (NBAA) – www.nbaa.org

National Aircraft Finance Association (NAFA) – www.nafa.aero

Partial list of aircraft appraised by Hart Aircraft Appraisal:

Helicopter	Aircraft	Aircraft
Aerospatiale SA-313B	Aermacchi Impalia MB-326M	Eclipse EA500
Aerospatiale SA-315B	Aero Commander 690B, 690C	Embraer EMB 300, 500, 505
Agusta 109 Series	Aero Vodochody L39	Embraer Legacy 500, 600, 650
Agusta 119	Aeronca Champion	Embraer Phenom 100, 300
Agusta AW139	Aerospatiale/Socata TBM 700 Series	Embraer CRJ 190
Airbus (MBB) BK117 Series	Aerostar 601/601P	Epic LT
Airbus AS350/H125 Series, AS350 FX2	Air Tractor AT-401, AT-402 Series	Ercoupe 415-C
Airbus AS355, AS365 Series	Air Tractor AT-502, AT-602, AT-802	Extra 300L
Airbus EC130 (AS350B4)/H130	Alon A2	F-84F
Airbus EC120/H120 Series	American Champion 8KBAC	Fairchild Metro III
Airbus EC135/H135 Series	Astra 1125	Fairchild PT-19, PT-26A, SA-227TT
Airbus EC145/H145 Series	Avion Mudry CAP 10B	Falcon 50, 50EX, 900, 2000, LXS
Bell 204 Series	Ayers Thrush S2R-T34	Flugzeugbau Extra 300/L
Bell 205 Series	Beech T-34 Mentor	Fouga Magister
Bell 206 Series, Bell 505	Beechcraft 76 Duchess, 77 Skipper	FW 190 Warbird
Bell 206L Series	Beechcraft 90 / B100 / 200 / 300 / 350	General Motors FM-2
Bell 212 Series	Beechcraft 1900 Series	Gippsland GA8 Airvan
Bell 214 Series	Beechcraft A36 Series, B55	Global 7000
Bell 222 Series	Beechcraft C23, C24 Series	Gulfstream GII, GIV, GIV SP
Bell 407 Series	Beechcraft G17, S35	Gulfstream G150, G200, G400, G450
Bell 412 Series	Beechcraft 390 Premier 1A	Gulfstream G550, G650, G700, III
Bell 429	Beechcraft Bonanza G36	Hawker 125/400
Bell 47 Series	Beechcraft Hawker 800XP, 4000	Hawker 800, 800XP, 850, 900XP
Bell OH-58	Bellanca/Champion 7GCAA	Hawker 4000
Bell UH-1 Series, Huey II	Bellanca Citabria	HondaJet HA420
Brantly B2B	Boeing BBJ	Interstate S-1A
California Helicopter S58T	Bombardier Challenger 300, 350	Israel Aircraft 1124 II
Enstrom F28 Series	Bombardier Global 5000, 7500	Jetprop 840, DCX
Enstrom F-280	Bombardier BD700-IA10	Kodiak 900
Eurocopter AS-332 Series	Bombardier CRJ-200	Lancair Series
Eurocopter BK117 Series	Bombardier DHC-8 (Q400)	Lear 31, Lear 35, 40 XR, 45, 55, 60
Eurocopter BO105 Series	Bombardier G6000	Martin B-26
Fairchild FH1100	Britten Norman Islander BN2A	Maule MT-7-235
Helicopters Guimbal Cabri G2	Canadair T-33	Mooney M20
Helicycle G1 Series	Cap 10B	Nanchang CJ6A
Hiller UH-12 Series	Cessna 162,170, 172, 177 Series	North American P51 Series, Texan T6
Hughes 269, 369 Series	Cessna 180, 182, 185, 195 Series	North American Trojan T-28 Series
Kaman K-MAX	Cessna 205, 206, 207, 208, 210 Series	Northrop T-38A Talon
Leonardo AW139	Cessna 310, 320, 330, 340 Series	Phenom 100
MD 500 Series / 369 Series	Cessna 337 Skymaster	Pilatus PC 12/45, PC 12/47
MD 530 Series	Cessna 402, 408, 414 Series	Piper Jetprop DLX, J-3 Series
MD 600 Series	Cessna 421, 425, 441 Series	Piper Malibu, Meridian
MD 900 Series	Cessna Caravan 208B	Piper M600
Messerschmidt MD Bo-105	Cessna Citation 525, 551, 560	Piper PA-12, 22, 24 & 28 Series
Mosquito XEL	Cessna Citation 650, 680, 750	Piper PA-30, 31, 34, 36 Pawnee
Robinson R22 Series, R44 Series	Cessna Citation IISP, III, IV, S11	Piper PA-46 Series, PA-260, PA-235
Robinson R66	Cessna Citation CJ1, CJ2, CJ3, CJ4	Pitts S-2B
Schweizer 333 Series	Cessna Citation Bravo	Rockwell Turbo Commander 690B
Sikorsky H34	Cessna Citation Excel and Longitude	Ryan PT-22
Sikorsky S-55 Series	Cessna Citation Mustang	Sabreliner 60, 65
Sikorsky S-58 Series	Cessna Citation Sovereign, Ultra	Scottish Bulldog MPL120
Sikorsky S-61 Series including Shortskey	Cessna Citation X, XLS	Sherpa 600
Sikorsky S-62 Series	Cessna M2, T182, T337	Shorts Tucano MK1, S-312
Sikorsky S64 Series	Challenger 601, 604, 605	Socata TBM 900 Series
Sikorsky S-76 Series	Cirrus SR-20, SR 22, SF50G2	Superior/Culver Cadet LFA
Sikorsky S92	Convair 240, 880	Swearingen Merlin III, IIIB
Sikorsky UH-60 Blackhawk	Convair F106B Delta Dart	Taylorcraft DCO-65/LM-2
WSK-Swidnik MIL 2	Curtis P-40	Tecnam P2006T, P2012
	Daher Kodiak 900	Temco GC-1B Swift
	Dassault Falcon 50, 200, 900	Thrush S2R Series
	de Havilland dHC-2 Beaver	TL Ultralight Stream
	de Havilland dHC-3T Otter	Vans RV8, RV-9A
	Diamond DA 20, DA 24NG, DA40, DA42	Volmer Jensen VJ-24
	Douglas A-20G, A-24B, B26	Wheeler Express
		Zlin 242L