



Agusta AW139

Year 2010 – MSN 31292

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2010 Agusta AW139 | S/N: 31292 | N927AH

Specifications Subject To Verification upon Inspection

TOTAL HOURS:

8331:48 Hours Since New

ENGINES:

Pratt & Whitney PT6C-67C

#	TSN
ENG ①	9214:59
ENG ②	8116:10

Times and cycles as of April 2023

Date of Phased Out: 03-JAN-2019**HIGHLIGHTS:**

4-Axis DAFCS

Enhanced Vision System EVS-1000

CONFIGURATION:

Standard Offshore Fleet

LOCATION:

Ra's Tanura, KSA

**Helicopter's additional equipment (exceeding fleet configuration):**

- SKYTRAC ISAT-100

List of Supplemental Type Certificates (exceeding fleet configuration):

- none

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Standard Configuration

Airframe

- Aluminium alloy fuselage
- Glass Windshields
- Overhead cockpit windows
- Lower cockpit windows
- Cockpit ram air adjustable outlets
- Forced fan ventilation
- Bleed air heater and defroster with air noise suppressions heated pitot tubes (2) with pitot heat failure warning (2)
- Heated static intakes (2)
- Failure warning (2)
- One cockpit and one pilot cabin fire extinguisher
- Pilot doors (2) with push-out emergency exit window (with "storm window" on pilot side)
- Plug in sliding doors (2) for passenger cabin access with four locking latches
- Six cabin push-out emergency exit windows (two on each passenger cabin door)
- Baggage compartment with 2 lockable baggage compartment doors, LH & RH side
- Baggage compartment cargo tie-down fittings
- Wheeled retractable tricycle landing gear (two wheels on nose gear and brakes on main landing gear)
- Structural provisions for nose landing gear doors
- Landing gear mooring
- Upper deck mooring provisions
- Jacking fittings
- Tail boom and vertical fin
- Stabilizers with composite „winglets“
- Pilot and co-pilot windshield wipers
- Maintenance steps for access to upper deck on both sides
- Upper deck cowlings (one front forward sliding, two side opening for engine access)
- Steps for cockpit access
- Anti-vibration masses (2) under cabin floor

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Rotors and Controls

- Fully articulated Main Rotor (M/R) with five composite blades, five elastomeric bearings and five hydraulic dampers
- Rotating M/R flight controls
- Main rotor hub beanie
- Three main dual servo actuators
- Fully articulated Tail Rotor (T/R) with four composite blades, four elastomeric bearings and four elastomeric dampers
- Rotating T/R controls
- One T/R dual servo actuator
- Force trim system
- Pilot fixed flight controls (cyclic, collective, anti-torque pedals)
- Co-pilot fixed flight controls (cyclic, collective, anti-torque pedals)
- Dual digital 3-axis linear actuators
- Rotor brake
- Provision for main rotor tracking (magnetic pick-up)
- Chip burning capability for intermediate and tail rotor gearboxes

Electrical System

- DC primary power generation: 28V DC regulated voltage provided by two independent 300A starter generators
- DC External Power Receptacle
- Two Nickel-Cadmium Batteries: one 40Ah main battery plus one 13 Ah auxiliary battery
- Starter Generator Control Units (2)
- Navigation lights (3)
- Anti-collision light
- External emergency landing lights on the sponsons (2)
- Fixed landing/taxi lights on the sponsons (2)
- Rotating/retracting landing light
- Baggage compartment lighting (3) and smoke sensor

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Transmission / Drive System and Hydraulic System

- Main transmission with two direct drive engine inputs
- Three main transmission chip detectors/debris collectors with burning capability
- Two freewheel units
- Four strut rods for upper deck attachment and one anti-torque plate
- Intermediate gearbox with sight gauge and magnetic drain plug/chip detector, with chip burning capability.
- Tail gearbox with sight gauge and magnetic drain plug/chip detector, with chip burning capability
- Dual independent, redundant hydraulic systems
- Two hydraulic Power Control Modules (PCMs)
- Three main transmission driven hydraulic mechanical pumps for controls, landing gear and wheel brake actuation
- One electrical pump for control checks on ground (engines off)
- Air conditioning compressor quill

Power Plant and fuel system

- Two Pratt & Whitney Canada PT6C-67C engines
- Two independent FADEC systems (one on each engine) with auto start and engine control functions for normal, emergency and training operations
- Two magnetic chip detectors
- Two integrated and independent engine oil coolers
- Separate firewall protection for each engine
- Fire detection system
- Fire extinguisher system (2 bottles)
- Engine exhausts and ejectors
- Two independent crashworthy fuel cells
- Two supply pumps on engines
- Two booster pumps submerged in fuel tanks
- Two fuel filter assemblies
- Two engine back-up controls, mechanical and electrical
- Two manual engines start and ignition system
- Engine chip detectors, with chip burning capability

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Standard Avionics Package

- 1st PFD (Pilot Primary Flight Display 8" x 10" colour Active Matrix Liquid Crystal Display) as part of Honeywell Primus Epic System for visualization of flight and navigation data
- 2nd PFD (Co-pilot Primary Flight Display 8" x 10" colour Active Matrix Liquid Crystal Display) as part of Honeywell Primus Epic System for visualization of flight and navigation data
- 1st MFD (Pilot Multifunction Display 8" x 10" colour Active Matrix Liquid Crystal Display) as part of Honeywell Primus Epic System for visualization of flight and navigation data
- 2nd MFD (Co-pilot Multifunction Display 8" x 10" color Active Matrix Liquid Crystal Display) as part of Honeywell Primus Epic System for visualization of flight and navigation data
- One Electronic Standby Instrument System (ESIS) (attitude, airspeed, altitude, vertical speed, compass, and ILS data)
- Two Attitude and Heading Reference Systems (AHRS)
- Two Air Data Modules (ADMs)
- Two flux valves
- Two Display Controllers (DCs)
- Two Cursor Control Devices (CCDs)
- One Reversion Control Panel (RCP)
- One Display Dimming Control Panel (DCP)
- One Stability Augmentation System (SAS) control panel
- Two Remote Instrument Controllers (RICs)
- Two Modular Avionic Units (MAUs) incorporating the following major subsystems and/or functions:
 - Vehicle Monitoring System -VMS (dual)
 - Monitor Warning System -MWS (dual)
 - Aural Warning Generator-AWG (single)
 - Central Maintenance Computer-CMG (single)
 - 3-Axis Digital Automatic Flight Control System -DAFCS (dual) with auto-trim function
 - Provision for CVR/FDR data interface (single)
 - Flight Director System (dual)
- Pilot and co-pilot microphone and headset
- Pilot and Co-pilot interphone control (cyclic grip and floor switches) Left Modular Radio Cabinet (MRC) with the following modules:
 - One VHF Comm.
 - One VOR/LOC/GS/MB

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- Right Modular Radio Cabinet (MRC) with the following modules:

- One VHF Comm.
- One Mode-S diversity transponder
- One VOR/LOC/GS/MB
- One ADF
- One DME

- Two pedestals mounted MCDUs (Multi Control Function Display Units)
- 1st Radar Altimeter (RT-300)
- 2nd Radar Altimeter System (RT-300)
- Emergency Locator Transmitter (EL T -121.5/243/406 MHz)
- One Flight Guidance Controller
- Honeywell GPS module with Flight Plan Management System (FPMS)
- Pilot and co-pilot digital audio panels with remote ICS audio port for ground operation
- Pilot clock (digital)
- One magnetic compass
- One Outside Air Temperature indicator
- Two Master Warning Lights (MWLs)
- Two Master Caution Lights (MCLs)

- Engine 1 Fire Light
- Engine 2 Fire Light
- Baggage compartment smoke detector light
- Dual electrical power connection for CVR/FDR (FAA requirement compliant)
- Cockpit Voice Recorder & Flight Data Recorder (CVR/FDR) with Underwater Locator Beacon (ULB)

Interior Trim

- Cabin, cockpit and baggage compartment utility finishing
- interior Pilot/ Co-pilot crashworthy seats (with inertial reels and safety belts) Cockpit dome/storm light
- Cockpit utility lights (2)
- 28V DC cockpit/cabin power outlet
- Cockpit panel sun-glare shields
- Overhead cockpit windows sun shades
- Floor provisions for 15-seat configuration
- Fluorescent lighted emergency exit signs

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Exterior Painting

- Polyurethane painting in accordance with AgustaWestland standard painting scheme

Miscellaneous

- Manuals: a aircraft log, engines operations, flight and maintenance and overhaul, illustrated parts catalogue
- Tie down-assemblies for amin rotor blades (5)
- Main landing gear wheel chocks (2)
- Nose landing gear canter pin (1) and landing gera handle locking pin (1)

Additional Installed Equipment

- Air Conditioning
- Approach plates chart holders lighted for both pilot/co-pilot
- Emergency floats removable parts
- Life Rafts (2) up to 17 passengers each
- External loudspeakers provisions & installation
- Auxiliary fuel tanks provisions
- Cup holders for both pilot/co-pilot
- Weather/search radar Honeywell Primus 701 provisions including AC inverter & weather/search radar Honeywell Primus 701
- Flexcomm II multiband radio V/UHF RT5000 provisions
- Flexcomm II multiband radio V/UHF RT5000 system
- HUMS (Health & Usage Monitoring System):
 - Structural / electrical provisions
 - Fixed Parts (sensors | accelerometers | velocity sensors)
 - Removable Parts (computer control boxes+ control panel+ rotor track & balance sensor)
 - Ground station {Laptop+ Software+ License}

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- TCAS I provision
- TCAS I Bendix King (KTA-970 model)
- HEELS (Helicopter Emergency Exit Lighting System)
- ADELTA (Automatic Deployable ELT w/ Nav interface)
- Tinted overhead Cockpit Window
- Storm Window (Co-Pilot)
- ICS 12 Pax
- 12 Pax Headsets Std. David Clark H10-13H
- Cabin tinted windows
- 2nd refueling point and protection plates (1 point close circuit)
- High visibility main rotor blades
- Hydraulic pulsation damper
- 4-Axis Digital Automatic Flight Control System – DAFCS (add. To std. 3-axis)
- EGPWS (Enhanced Ground Proximity Warning System) provisions
- EGPWS (Enhanced Ground Proximity Warning System) full kit
- Medevac kit 4 places provisions
- Improved additional soundproofing
- Enhanced Vision System EVS-1000
- Additional anti-collision light
- P.A. System PBS 250
- Pilot/Co-Pilot adjustable seats in lieu of standard seats
- Cargo Net in Baggage Compartment and Cargo Tie Down Fittings
- Nose Landing Gear Door
- Provision for VIP Interior
- HUMS
- FLOATS & Life RAFTS Kits
- EGPWS KIT (enhanced ground proximity warning system)
- TCAS (Traffic alert collision avoidance system)
- MAX VIZ Camera Kit
- Loudspeaker Kit
- Weather Radar Kit Primus 701
- V/UHF Flexcomm 2 Kit
- Kit 5 Display
- Kit 2nd ADF
- Fin Camera Kit

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List of Supplements

- Emergency Floats Control Panel relocation on inter seat console
- Increase of Aircraft Maximum Take Off Weight (MTOW) up to 6800kg
- Mast Vibration Absorber Kit P/N 4G1860f00113
- Installation of Power Parking Brake Module, Kit P/N 3G3240f00111
- STC- Installation of AFS Inlet Barrier Filter System
- Installation of Lifeport Dual Litter System
- Ceiling liner split retro-modification P/N 3G2506P07812
- Quick Access Recorder Kit P/N 4G3130F00411
- Installation of Instrument Panel Improved Fixing Supports
- Installation of Additional Cowling latches Kit P/N 4G7110F00111

List of Supplemental Type Certificates

- STC – Installation of Cargo/Cabin floor Protector Kit – Dart
- STC – Installation of AFS Inlet Barrier Filter System

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Component Remaining Hours	Task Interval	Remaining
Main Gearbox	6000 hrs (OH)	2132
Main Rotor Blade #1	50200 ldgs	21327
Main Rotor Blade #2	50200 ldgs	25583
Main Rotor Blade #3	50200 ldgs	29807
Main Rotor Blade #4	50200 ldgs	39442
Main Rotor Blade #5	50200 ldgs	39908
Tail Gearbox	7500 hrs (OH)	3674
Tail Rotor Blade #1	40000 cyc	19374
Tail Rotor Blade #2	40000 cyc	25429
Tail Rotor Blade #3	40000 cyc	30106
Tail Rotor Blade #4	40000 cyc	32528

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Engines Remaining Hours	Task Interval	Remaining
Engine #1		
Power Section Overhaul	5000hrs	662
HP Turbine Disk 1st stage	12000cyc	7275
HP Turbine Disk 2nd stage	12000cyc	1396
Engine #2		
Power Section Overhaul	5000hrs	1874
HP Turbine Disk 1st stage	12000cyc	8338
HP Turbine Disk 2nd stage	12000cyc	8338

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Last Inspections Performed	Aircraft Flight Hours	Date
50hr Airframe	tbd	01-Mar-2019
200hr Airframe	tbd	01-Mar-2019
400hr Airframe	tbd	01-Mar-2019
12 months airframe	tbd	01-Mar-2019

Preservation status:

Once helicopter was parked, basic preservation was performed including preservation fluids, oils, etc. Parts were removed to prevent from doing work such as turning the engines or the gear box etc.. No further action has been done since then.

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DISCLAIMER

These particulars have been prepared by AvionMar from information provided by the sellers and are intended as a general guide to the aircraft. AvionMar cannot, however, be liable for any inaccuracy.

AvionMar strictly advises any purchaser to check the current and remaining hours themselves in the provided document “Aircrafts – Planner Board”.

It is up to the purchaser to confirm details of concern to him by survey, inspection and/or enquiry of the seller and to ensure that the purchase contract properly reflects his concern and specific details upon which he may rely. AvionMar always advises an independent survey.

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