

Airbus H145D2

Mercedes-Benz VIP
Limited Edition

Year: 2016
MSN: 20062
Hours: 450 hrs
Location: UK



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Year:	2016
MSN:	20062
Hours:	450 hrs
Configuration:	VIP – Mercedes-Benz
Engine:	Arriel 2E
Passengers:	8 pax
Status:	In Preservation
Availability:	Q4 2026 / Q1 2027

The offer for sale of this aircraft is subject to contract, and the aircraft may at any time be withdrawn from the market without prior notice. Specification is subject to verification by the purchaser.



H145D2 MSN 20062 Equipment

- Energy absorbing fuselage
- 7" copilot instrument panel with glare shield Tinted sunshades for cockpit windshield
- Ventilation for avionics deck
- Air Conditioning System
- Two wide passenger sliding doors with window of pushout type
- Fuzz burner for engines, main transmission and Fenestron gearbox
- Emergency Float fixed provisions
- Smoke detector cargo bay Headset holder in the cockpit, rotatable
- Bleed air heating system
- Ram-air and electrical ventilating system for cockpit and cabin
- Instrument panel with extension on pilot's side and glare shield
- Settling protectors fixed provisions
- ELT AP-H INTEGRA (ER) (Kannad)
- Battery SAFT 44AH
- LED strobe light
- Utility light in the cockpit
- Map case in pilot's & copilot's door
- Copilot flight controls
- Built-in maintenance steps and grips
- Windscreen wiper for pilot and copilot
- HTAWS
- Two hinged cockpit doors with sliding window
- Long boarding steps, LH and RH
- Door open warning
- Intercomm system
- ELT Remote Control



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H145D2 MSN 20062 Avionics

- 3 Attitude and Heading Reference Sensors (AHRS)
- Mode S Transponder GTX 33H 2 Three Axis Magnetometers (TAM)
- Integrated Electronic Standby Instrument (IESI)
- Standby Compass
- COM/NAV/GPS #1 - Garmin GTN 750
- Collins DME 4000 Audio Control Selector 1 & 2 Cockpit Voice and Flight Data Recorder L3 FA5001
- ULB DK120
- 2 Air Data sensors Radar Altimeter Warning unit
- Data Transfer Device (DTD)
- Magnetic Compass
- COM/NAV/GPS #2 - Garmin GTN 750
- Engine switch panel
- Audio Control Unit - Becker 6100-2
- RIPS for FA5001 CVFDR
- Remote Marker Receiver

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Power Plant

- Two SAFRAN ARRIEL 2E turbine engines with electronic engine control (double channel FADEC)
- Crash resistant fuel system with a flexible bladder-type fuel main tank and supply tank
- Two independent oil cooling and lubrication systems of the engines
- Chip detectors with quick-disconnect plugs
- Twin-engine OEI-training mode
- Automatically controlled variable rotor speed system
- Fire detection and extinguishing system

Rotor & Flight Controls

- Basic provisions for an easy integration of a balancing system
- Dual hydraulic boost system for cyclic and collective blade control of the main rotor
- Tail rotor control system with flexball cable and dual hydraulic booster
- Vector Mast Moment System (VMMS)
- Dual Duplex 4-axis Digital Automatic Flight Control System including upper modes

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