SPECIFICATIONS

BELL 407GXi

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Bell's Modern Long Light Single

BUILT FOR YOUR LIGHT HELICOPTER MISSION

A big part of completing any mission starts with putting together the right team. At Bell, our goal is to produce aircraft that are dependable, flexible, and can fit almost any need, which is why so many operators choose Bell 407GXi helicopters to be part of their teams.

The reliability, speed, performance, and maneuverability of the Bell 407GXi helicopter is integrated with a cabin configurable for a wide variety of missions and payloads. It features a spacious interior with room for up to five passengers to enjoy wide-open, club seating. Passenger comfort is enhanced with a quiet and smooth ride in virtually all weather conditions. The Rolls Royce 250-C47E/4 turbine FADEC engine delivers exceptional hot and high performance along with a cruise speed of 133 kts (246 kph). Bell's products are backed by our renowned in-service support, voted #1 by our customers for 23 years running. The Bell 407GXi proves you don't have to sacrifice comfort for performance.

The superior performance of the Bell 407GXi with the Garmin G1000H® NXi flight deck provides critical flight information for crews at a glance, allowing for greater situational awareness and safety.

TAKING THE BELL 407 PRODUCT LINE EVEN FURTHER

No matter what today's mission might be, the Bell 407GXi provides the performance, reliability and capability you need to safely accomplish it.

Federal Aviaton Administration (FAA) NextGen Capability Now: Under the FAA's NextGen air traffic management system, all aircraft in controlled airspace must be equipped with ADS-B "Out" technology by 2020. The Bell 407GXi exceeds this requirement today. The Bell 407GXi is certified for ADS-B "Out" and ADS-B "In". The GTX 335R ES transponder provides the ADS-B "Out" capability required by NextGen. For more complete situational awareness that exceeds the FAA's NextGen requirements, an optional Garmin GTX 345R ES transponder is available for the Bell 407GXi. The GTX 345R transponder gathers information about the Bell 407GXi position, track and speed from the G1000H® NXi WAAS GPS and combines it with the ADS-B "In" data for a more precise picture of what's happening in the sky. This allows for better pilot situational awareness and leads to safer air traffic separation capabilities. The GTX 345R also receives subscription-free Flight Information Service-Broadcast (FIS-B) weather broadcasts from ADS-B ground stations.

Specification Summary (U.S. Units)

WEIGHTS (LB)

Empty Weight (Base Aircraft) [1]	2700	Max Gross Weight with External Load	6,000
Max Internal Gross Weight (Normal / Optional [2])	5,000 / 5,250	Maximum External Load (Cargo Hook Limit)	3,100
Useful Load (Base Aircraft, Normal / Optional [2])	2,300 / 2,550		

PERFORMANCE SUMMARY [3] (International Standard Day except as noted)

			Takeoff Gross Weight (lb)			
			4,000	4,500	5,000	5,250 [2]
IGE Hovering Ceiling	ISA	ft	19,900	16,790	13,550	5,420
	ISA + 20 °C	ft	17,160	13,410	9,960	3,140
	ISA + 30 °C	ft	15,380	11,580	7,880	2,070
OGE Hovering Ceiling	ISA	ft	18,720	15,260	11,940	5,420
	ISA + 20 °C	ft	15,540	11,730	8,270	3,140
	ISA + 30 °C	ft	13,720	9,760	5,850	2,070
Service Ceiling (MCP)	ISA	ft	20,000+	20,000+	18,940	17,490
	ISA + 20 °C	ft	20,000+	19,230	16,050	14,510
	ISA + 30 °C	ft	20,000+	17,720	14,320	12,650
Maximum Cruise Speed (True Airspeed)	SL, ISA	ktas	136	135	133	132
	SL, ISA + 20 °C	ktas	138	136	134	133
	4,000 ft, ISA	ktas	141	140	136	134
	4,000 ft, ISA + 20 °C	ktas	141	138	134	131
Cruise at Long Range Cruise Speed (LRC)						
Range (Standard Fuel, No Reserve)	SL, ISA	nmi	350	344	337	332
LRC Speed (Average True Airspeed)		ktas	118	118	120	120
Range (Standard Fuel, No Reserve)	4000 ft, ISA	nmi	393	383	373	365
LRC Speed (Average True Airspeed)		ktas	118	119	120	120
Endurance at Loiter (60 kias)	SL, ISA	hr	4.2	4.1	4.0	3.9
(Standard Fuel, No Reserve)	4,000 ft, ISA	hr	4.7	4.5	4.3	4.2

ENGINE RATING

Rolls-Royce 250-C47E/4 with Full Authority Digital Electronic Control		
Takeoff Horsepower	Uninstalled Thermodynamic Capability	862 SHP
	Mechanical Limit	674 SHP
Maximum Continuous	Uninstalled Thermodynamic Capability	761 SHP
	Mechanical Limit	630 SHP

TRANSMISSION RATING (Engine Output)

Takeoff Horsepower (5 minutes)	674 SHP
Maximum Continuous	630 SHP

FUEL CAPACITY (Usable)

Standard	127.8 US Gallons
Auxiliary (Optional)	19.0 US Gallons

Notes: [1] The Empty Weight (base aircraft) includes 7-place upholstered interior with individual seat belts, carpeting, and soundproofing material. Ballast is not included since it is a function of installed optional equipment. 13 pounds of oil is included.

[2] Operation at Internal Gross Weight above 5,000 pounds requires the Optional Increased Internal Gross Weight Kit.

[3] Refer to demonstrated takeoff and landing and maximum operating altitude notes on the performance charts.

Specification Summary (Metric Units)

WEIGHTS (KG)

Empty Weight (Base Aircraft) [1]	1,224	Max Gross Weight with External Load	2,722
Max Internal Gross Weight (Normal / Optional [2])	2,268 / 2,381	Maximum External Load (Cargo Hook Limit)	1,406
Useful Load (Base Aircraft, Normal / Optional [2])	1,043 / 1,156		

PERFORMANCE SUMMARY [3] (International Standard Day except as noted)

			Takeoff Gross Weight (kg)			
			1,814	2,041	2,268	2,381 [2]
IGE Hovering Ceiling	ISA	m	6,066	5,118	4,130	1,652
	ISA + 20 °C	m	5,230	4,087	3,036	957
	ISA + 30 °C	m	4,688	3,530	2,402	631
OGE Hovering Ceiling	ISA	m	5,706	4,651	3,639	1,652
	ISA + 20 °C	m	4,737	3,575	2,521	957
	ISA + 30 °C	m	4,182	2,975	1,783	631
Service Ceiling (MCP)	ISA	m	6,096+	6,096+	5,773	5,331
	ISA + 20 °C	m	6,096+	5,861	4,892	4,423
	ISA + 30 °C	m	6,096+	5,401	4,365	3,856
Maximum Cruise Speed (True Airspeed)	SL, ISA	km/h	252	249	246	244
	SL, ISA + 20 °C	km/h	255	253	248	246
	1,200 m, ISA	km/h	262	259	252	248
	1,200 m, ISA + 20 °C	km/h	261	256	248	243
Cruise at Long Range Cruise Speed (LRC)						
Range (Standard Fuel, No Reserve)	SL, ISA	km	649	637	624	616
LRC Speed (Average True Airspeed)		km/h	218	219	221	223
Range (Standard Fuel, No Reserve)	1,200 m, ISA	km	728	710	690	676
LRC Speed (Average True Airspeed)		km/h	218	221	222	222
Endurance at Loiter (111 km/h)	SL, ISA	hr	4.2	4.1	4.0	3.9
(Standard Fuel, No Reserve)	1,200 m, ISA	hr	4.7	4.5	4.3	4.2

ENGINE RATING

Rolls-Royce 250-C47E/4 with Full Authority Digital Electronic Control		
Takeoff Horsepower	Uninstalled Thermodynamic Capability	643 kW
	Mechanical Limit	503 kW
Maximum Continuous	Uninstalled Thermodynamic Capability	567 kW
	Mechanical Limit	470 kW

TRANSMISSION RATING (Engine Output)

Takeoff Horsepower (5 minutes)	503 kW
Maximum Continuous	470 kW

FUEL CAPACITY (Usable)

Standard	484 Liters
Auxiliary (Optional)	72 Liters

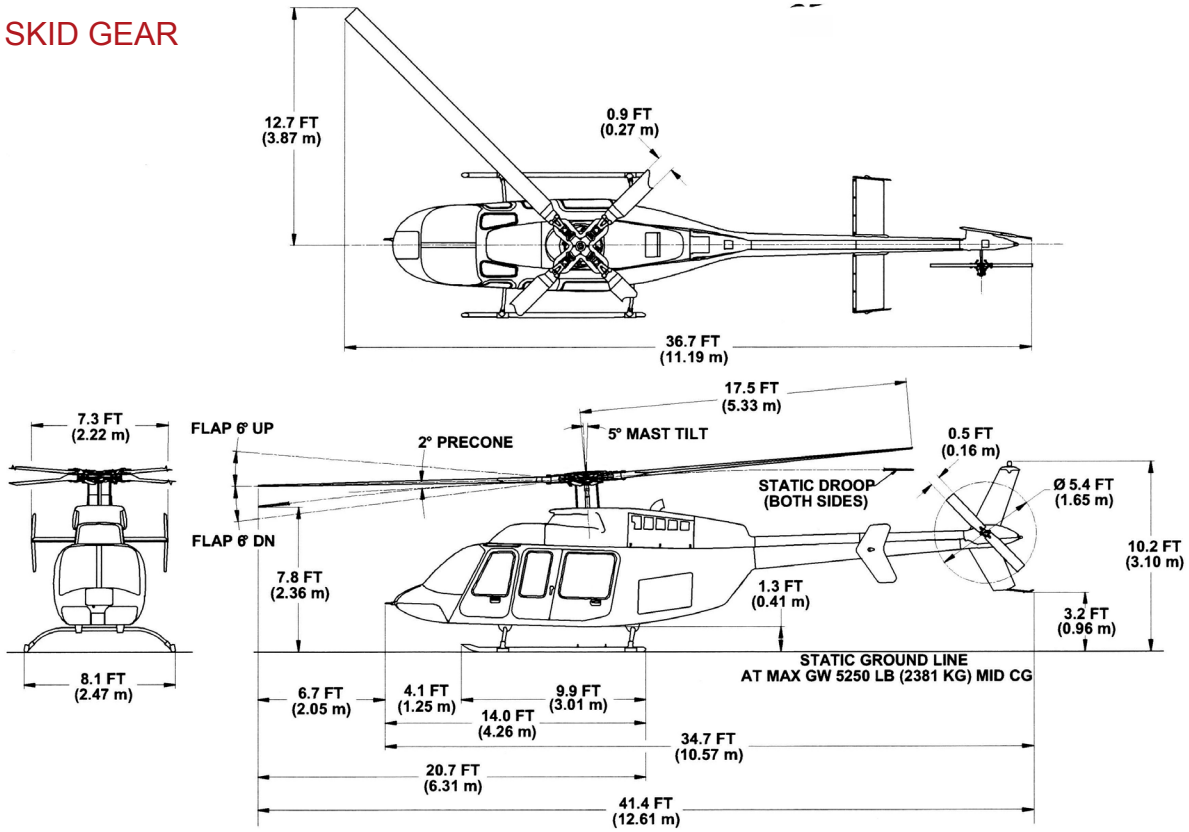
Notes: [1] The Empty Weight (base aircraft) includes 7-place upholstered interior with individual seat belts, carpeting, and soundproofing material. Ballast is not included since it is a function of installed optional equipment. 5.9 kilograms of oil is included.

[2] Operation at Internal Gross Weight above 2,268 kilograms requires the Optional Increased Internal Gross Weight Kit.

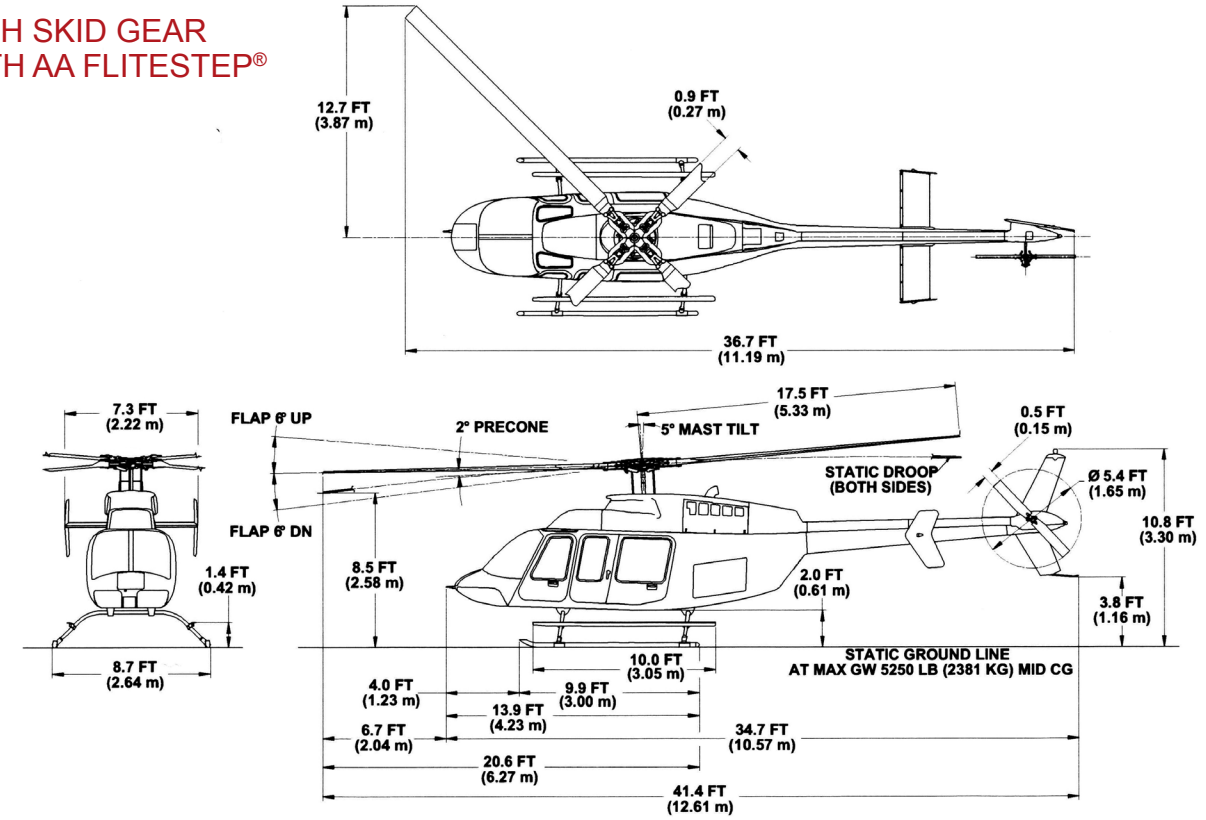
[3] Refer to demonstrated takeoff and landing and maximum operating altitude notes on the performance charts.

Helicopter Dimensions

LOW SKID GEAR

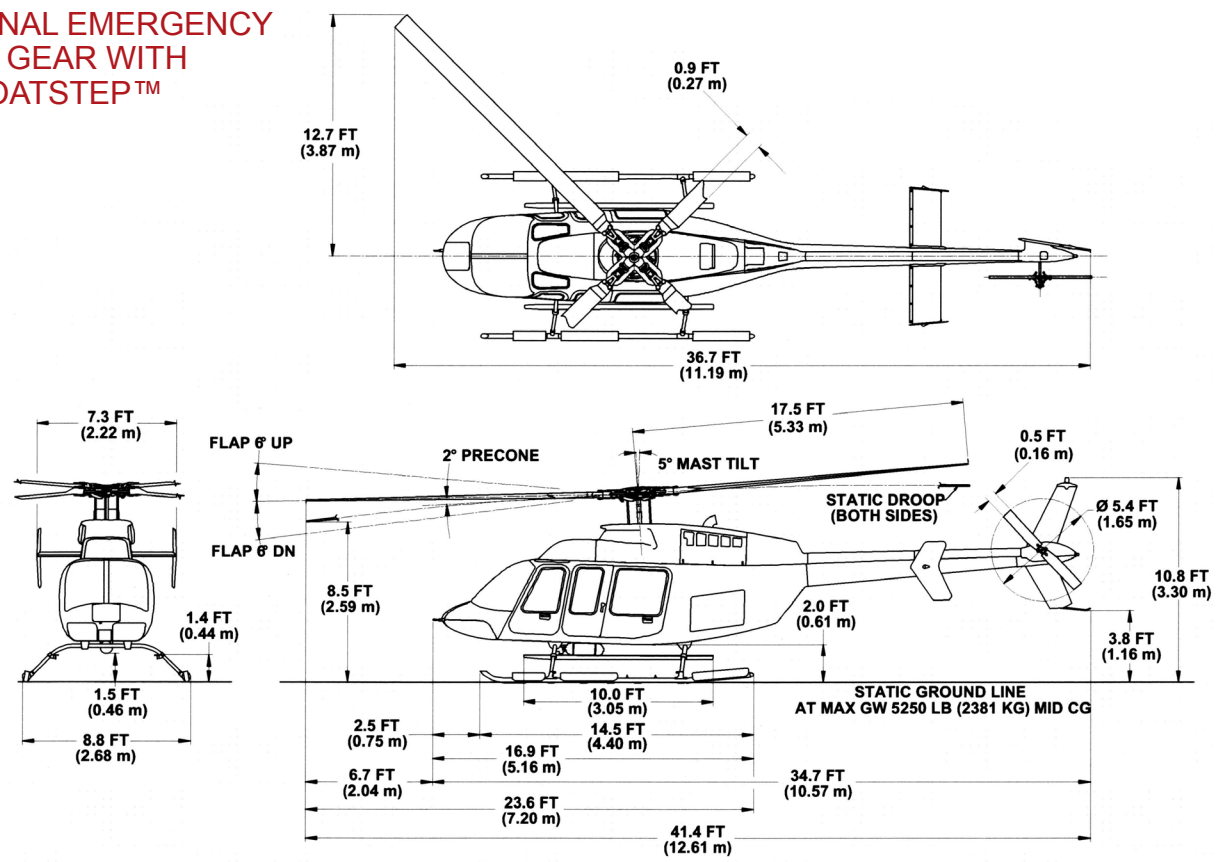


HIGH SKID GEAR WITH AA FLITESTEP®

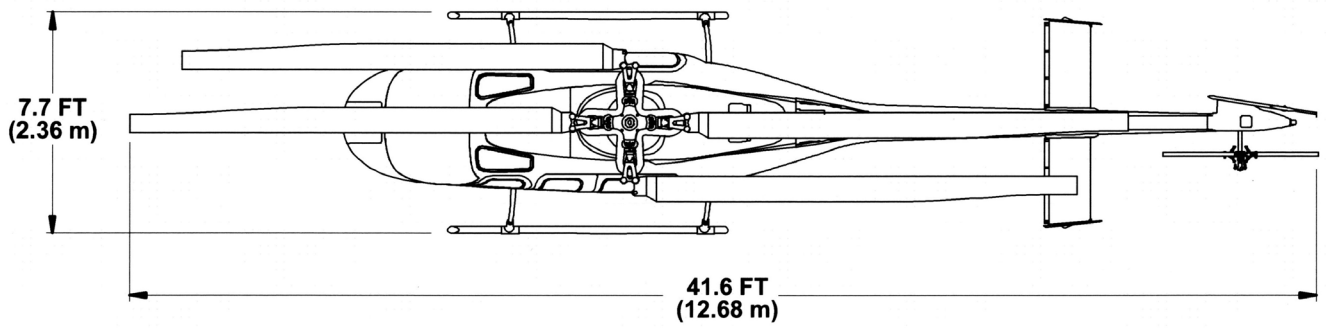


Helicopter Dimensions

OPTIONAL EMERGENCY FLOAT GEAR WITH AA FLOATSTEP™



OPTIONAL BLADE FOLDING KIT DIMENSIONS



MINIMUM HANGAR SIZE

	US Units	Metric Units
Rotor not Folded	25.1 ft x 36.7 ft	7.7 m x 11.2 m
Rotor Folded	7.7 ft x 41.6 ft	2.4 m x 12.7 m

Note: Allowance should be made for high skid gear, ground wheels, empty fuel condition and door lip when considering hangar door width and height

Helicopter Dimensions

Landing gear loading at Maximum Gross Weight (5,000 lb), based on one “G” static conditions at most structural cg limit

HELIPAD LOADING (5,000 lb)

GEAR TYPE	LOADING POUNDS		CONTACT AREA SQ.IN.		CONTACT PRESSURE PSI	
	FORWARD	AFT	FORWARD	AFT	FORWARD	AFT
Standard Skid	1338	3662	16.5 x 2	16.5 x 2	41	111
High Skid	1307	3693	16.5 x 2	16.5 x 2	40	112
Emer Float Skid	1307	3693	16.5 x 2	16.5 x 2	40	112

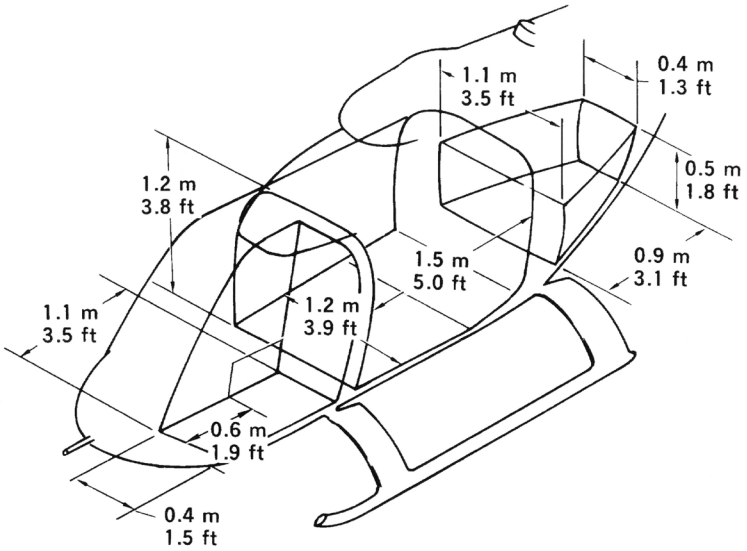
Landing gear loading at Maximum Gross Weight (5,250 lb), based on one “G” static conditions at most structural cg limit

HELIPAD LOADING (5,250 LB)

GEAR TYPE	LOADING POUNDS		CONTACT AREA SQ.IN.		CONTACT PRESSURE PSI	
	FORWARD	AFT	FORWARD	AFT	FORWARD	AFT
Standard Skid	1405	3845	16.5 x 2	16.5 x 2	43	117
High Skid	1372	3878	16.5 x 2	16.5 x 2	42	118
Emer Float Skid	1372	3878	16.5 x 2	16.5 x 2	42	118

Helicopter Dimensions

CABIN DIMENSIONS



Approximate Cargo Space		
Aft cabin	85 ft^3	2.4 m^3
Left front	20 ft^3	0.6 m^3
Baggage compartment	16 ft^3	0.45 m^3
Floor Loading		
Cabin	75 lb/ft^2	3.7 kg/m^2
Baggage	86 lb/ft^2	4.2 kg/m^2
Max baggage weight	250 lb	113 kg

Garmin G1000H® NXi

RAISING THE PROVEN PERFORMANCE AND RELIABILITY OF THE BELL 407 TO A HIGHER LEVEL

The Bell 407GXi's Garmin Flight Deck.

The Garmin G1000H® NXi Integrated Avionics System in the Bell 407GXi has been designed to improve situational awareness and reduce pilot workload through easy to read displays of critical flight information, tuning of communication and navigation frequencies, and simple flight planning management. The Bell 407GXi's standard configuration G1000H® NXi includes the Synthetic Vision System (SVS) and initial installation of the HTAWS and Navigation database [1]. The system has two SD card slots to facilitate data Input/Output tasks such as flight plan and database uploading or critical flight data downloads. The system takes advantage of the latest in display, computer processing, and digital data bus technology to provide a high degree of redundancy, reliability, and flexibility.

The main components of the Garmin G1000H® NXi Integrated Avionics system includes:

- Two 10.4" (26.4 cm) GDU 1050H high definition LCD displays (interchangeable PFD/MFD)
- Two GIA 64H Integrated Avionic Units, including:
  - GPS / WAAS Receiver
  - VHF COM Transceiver
  - VHF NAV and Glideslope Receivers
  - Aural Alert Generation
- GEA 71HB Engine and Airframe Unit (signal processing of engine parameters and major system sensors)
- GSU 75 Air Data and Attitude Heading Reference System and GMU 44 Magnetometer
- GMA 350Hc Audio System [2]
- GTX 335R Extended Squitter (ES) Mode S Transponder

Notes: [1] Database subscription updates are the responsibility of the helicopter owner/operator.

[2] Integrated Marker Beacon Receiver capability is available with customizing of a Marker Beacon Antenna, and 3D Audio capability is available with customizing of stereo headsets.

Garmin G1000H® NXi

INTEGRATED GARMIN G1000H® NXi FLIGHT DECK

Feature	
Two-Display System	Twin 10.4” (26.4 cm) flat panel high definition LCDs, interchangeable for Primary Flight Display (PFD) or Multi Function display (MFD)
Flight Instruments	Integrated on PFD with stand-by airspeed, altimeter, compass
Engine Instruments	Integrated on PFD / MFD with Power Situation Indicator (PSI), Engine Indication System (EIS), fuel flow, automated power assurance check
EICAS & Audio Alerts	Engine Indicating and Crew Alerting System (EICAS) integrated on PFD / MFD. Audio alerts integrated into intercom system
COM/NAV	Dual COM / NAV / GPS, WAAS, Mode S Transponder with Extended Squitter (ES), ADS-B out, FMS, auto-tuning
Situational Awareness	Integrated on PFD / MFD, Traffic Information System (TIS), HTAWS, Synthetic Vision System, Moving Map, Fuel and NAV range, Tail Rotor Camera display on MFD, optional TAS, optional transponder with ADS-B “In” is available
Intercom	ICS with recorder / playback, cell phone and MP3 jack, Automatic Speech Recognition, Bluetooth capability

Garmin G1000H® NXi

DISPLAYS

The Garmin G1000H® NXi presents critical flight information to the pilot at a glance for greater situational awareness, simplicity and safety. The pilot can easily and quickly select the information formats to display on the interchangeable Primary Flight Display (PFD) and Multi Function Display (MFD). The Power Situation Indicator (PSI), located in the lower left-hand corner of the PFD provides a “one stop shop” for power indications and limits.

The displays accept both NTSC and PAL format composite video signals from external sources, including the Bell 407GXi’s standard configuration Tail Rotor Camera and optional imaging devices such as multi-sensor camera thermal imaging systems for operations.

Primary Flight Display (PFD) Typical User Selected Formats

The PFD displays all major flight parameters in an intuitive, easy to scan layout: Attitude, Airspeed, HSI, Altitude and VSI. Primary and inset screens can be user-selected to display a variety of additional functions, including “Pathways in the Sky”, Flight Path Vector, Synthetic Vision, HTAWS, and Traffic Information System (TIS) [1].

PFD Main Screen Display

PFD Map Overlay in HSI

PFD Flight Planning Display

PFD ‘Pathways in the Sky’ Display

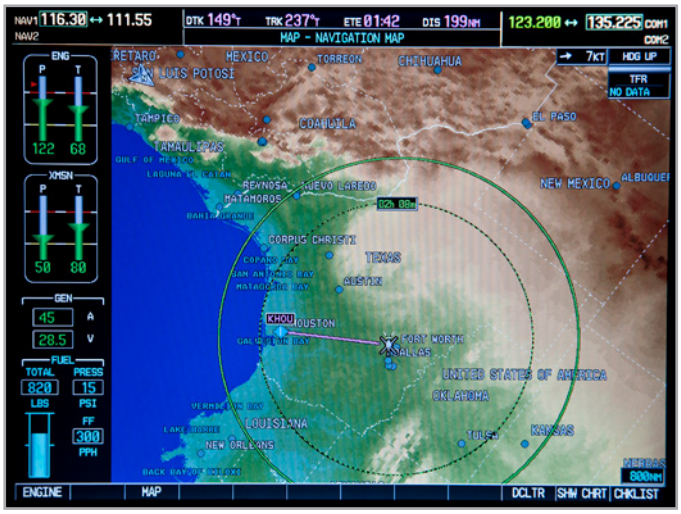
Notes: [1] The GTS 800 TAS (Traffic Advisory System) is available as an optional kit.

Garmin G1000H® NXi

Multi Function Display (MFD) Typical User Selected Formats

User-selectable MFD display options in the standard configuration G1000H® NXi Flight Deck include System Status, checklists, flight planning, maintenance pages, engine pages, Power Assurance Screen, NAV map, Traffic Information System (TIS), engine and transmission information, fuel status, and calculated range.

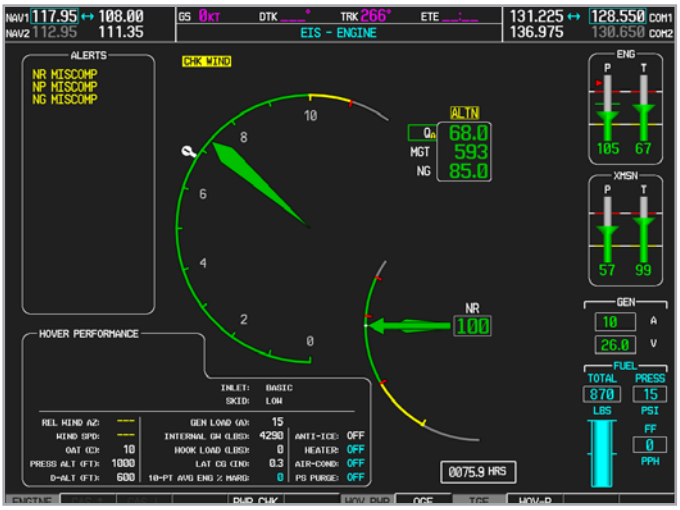
Optional features include satellite weather through an XM satellite datalink [1] (North America) or Iridium® [2] Voice/Data transceiver [3] (worldwide), and the Garmin GTS 800 Traffic Advisory System.



MFD Range Ring Display.

MFD Flight Planning Display.

MFD Tail Rotor Camera / Map Display.



MFD Power Assurance with HOGE performance in real time mode.

Notes: [1] Subscription to XM Satellite Weather and/or Radio is the responsibility of the helicopter owner/operator.

[2] Iridium® is a registered trademark of Iridium Satellite LLC.

[3] Subscription to Iridium® Voice/Data service is the responsibility of the helicopter owner/operator.

Garmin G1000H® NXi

Need new picture

Power Situation Indicator (PSI)

The PSI is a single indicator section of the PFD that provides the pilot quick information about power settings. The color-coded parameter display automatically highlights normal performance (green), near limits (yellow) or exceedence (red).

Power Situation Indicator.

COMMUNICATIONS AND NAVIGATION

Each of the standard configuration dual Garmin GIA 64H Integrated Avionics Units includes a GPS/WAAS receiver, VHF COM Transceiver and VHF NAV and Glideslope receivers. It also maintains a prioritized queue of aural alerts for Aural Alert Generation.

AUDIO SYSTEM [1]

The GMA 350Hc Audio Control Panel incorporate Bluetooth technology for wireless access to music, phone and more. This adds to an impressive list of features including industry-first Telligence Voice Command technology, 3D audio processing and enhanced auto squelch capability and more. These features decrease heads-down time and increase overall situational awareness in the cockpit.The GMA 350Hc provides cockpit ICS, pilot and copilot volume control and dual stereo entertainment inputs. The COM interface supports up to three (3) transceivers and the NAV interface supports up to five (5) radios. The system can accommodate up to seven (7) mono/stereo headsets (two (2) for pilot/copilot and five (5) for passengers), and provides ICS audio isolation modes for the pilot, copilot and passenger headset positions.

The GMA 350Hc features two (2) entertainment inputs (MUSIC 1 and MUSIC 2), with identical streaming content from the optional GDL 69H XM Radio Datalink [2]. A 3.5 mm front panel mini-jack on the GMA 350Hc can be used as an entertainment input or as a telephone input when the optional GSR 56H Iridium® Voice/Data Transceiver [3] is installed.

EXTENDED SQUITTER (ES) MODE S TRANSPONDER

The GTX 335R Extended Squitter (ES) Mode S Transponder functions are controlled by the PFD display, and support European Mode S mandates for Extended Squitter, Elementary Surveillance and Enhanced Surveillance. In addition, the GTX 335R ES provides Automatic Dependent Surveillance-Broadcast (ADS-B) “Out”capability. With ADS-B “Out” capability, position velocity and heading information are automatically transmitted to other aircraft and ground stations to improve situational awareness and flight safety.

Notes:
[1] Integrated Marker Beacon Receiver capability is available for the GMA 350H by installing a marker beacon antenna.
[2] Subscription to XM Satellite Weather and/or Radio is the responsibility of the helicopter owner/operator.
[3] Subscription to Iridium® Voice/Data service is the responsibility of the helicopter owner/operator.

Need new picture

Garmin G1000H® NXi

GARMIN SOFTWARE FEATURES

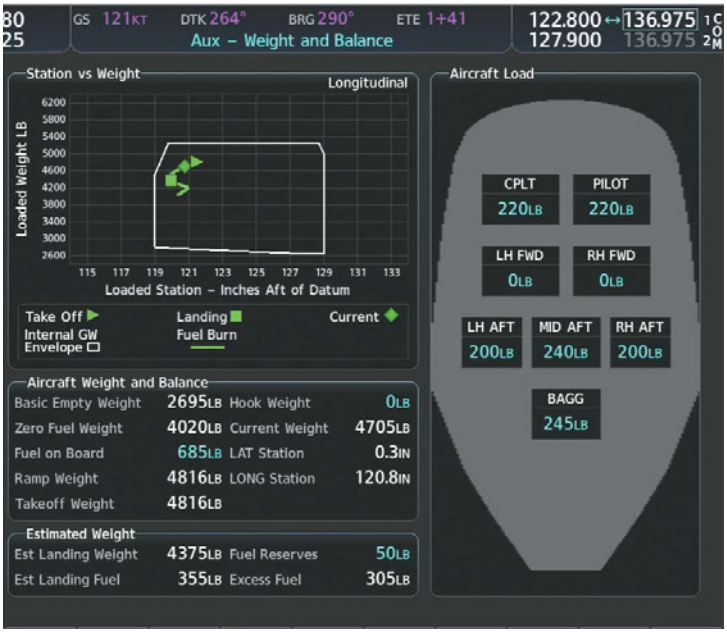
The Weight and Balance Multi-Function Display (MFD) page provides information about the helicopter weight and center of gravity. It uses pilot data entry for the crew, passengers, baggage loads, helicopter empty weight and the fuel load. It can synchronize with fuel quantity indication instead of relying on manual entry. Longitudinal and lateral aircraft CG are automatically calculated and displayed graphically with a digital readout. The Longitudinal CG slider indicator includes a cyan bar to show CG migration due to fuel burn.

The Hover Performance page presents the pilot with real-time or pre-flight planning power required to perform OGE or IGE hover operations when OAT and altitude are in the certified envelope. The page consists of a Hover Power Indicator (HPI) and the Hover Performance Display section.

The HPI indicator displays power required to hover OGE or IGE at the current aircraft weight, OAT, pressure altitude, and wind condition. The PSI displays predicted power required to hover OGE or IGE at the pilot's entered destination aircraft weight, OAT, pressure altitude, and wind condition. This improves hot/high operations by letting pilots know ahead of time if they can take-off at a hot/high landing site.

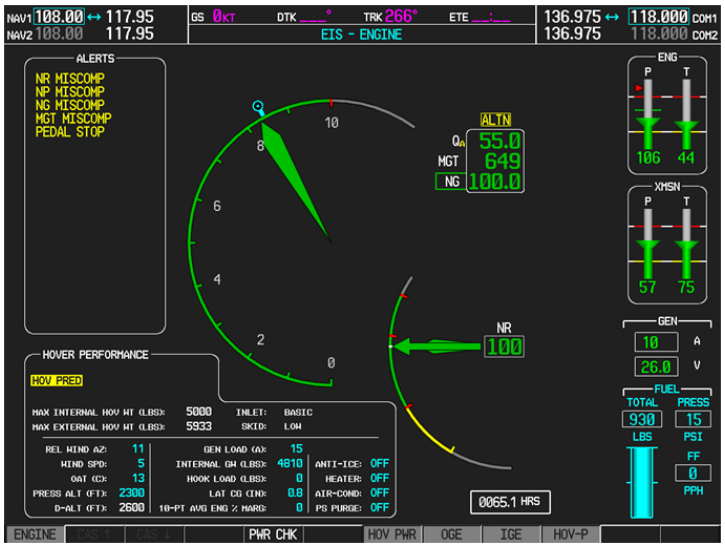
In real time operation, the avionics system function displays the HPI indicator based on the largest hover power margin condition between the installed engine hover performances, all these being in terms of Q-HOV, MGT-HOV or NG-HOV. This indication aids pilots with respect to the appropriate engine setting. The automated tool, represented by the power performance check, helps further reduce pilot workload.

In hover predictive mode, the parameters in the Hover Performance Display section can be manually adjusted and are displayed in cyan. The HPI is also displayed in cyan. The avionics system displays the MAX INTERNAL HOV WT and MAX EXTERNAL HOV WT, information which is suppressed in real time. This hover performance prediction function allows the internal/external hover weight predictions based on the Pilot adjustable parameters or additional inputs;



Weight and Balance CG Display Page.

Weight and Balance Data Entry Page.



Pre-flight planning hover performance check (HOV-Predictive Mode).

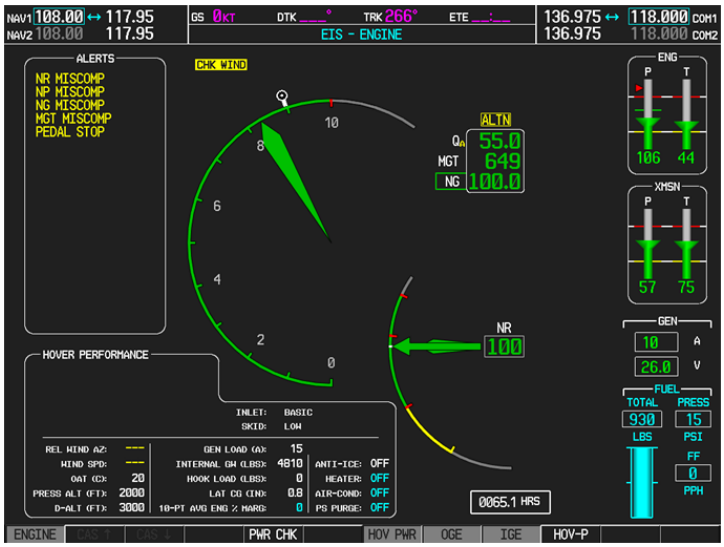
Garmin G1000H® NXi (Continued)

e.g. anti-ice aircraft kits configuration, pressure altitude, OAT, wind speed, engine margin (i.e. this is a pilot input, which represents the average of the last ten power assurances checks), generator load, and hook weight.

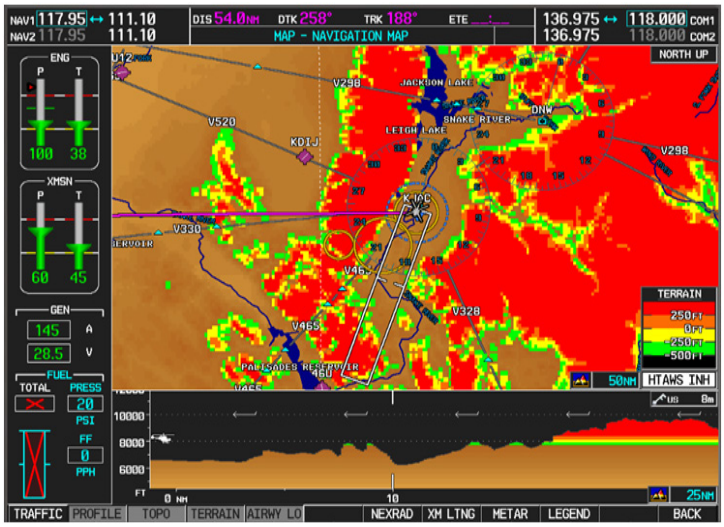
The impending exceedance alert tone provides an aural alert to the pilot before encountering an engine exceedance. The aural alert tone is generated when any of the engine parameters are operating in a time-limited range. This capability especially benefits Bell 407GXi missions where it is common practice for the pilot to operate the aircraft at high power settings while also looking outside the aircraft. Profile and Path views are selectable and displayed on the Navigation Map MFD page. When the Profile View is enabled, it is displayed in a window below the Navigation Map. Altitude is shown along a vertical scale, with an aircraft icon positioned at the current altitude. Distance is represented horizontally along the bottom of the Profile View, and increases from left (present position) to right.

The Profile View is based on the current aircraft track (or heading if track is unavailable) and shows the highest known terrain or obstacles within a predetermined width from the present aircraft position to the end of the profile range.

The Profile Path displays the horizontal and lateral boundaries of the Profile View. The path is shown as a white rectangle on the Navigation Map Page and is only available when Profile View is enabled. White range markers both edges of the Profile Path rectangle match the range markers along the distance scale inside the Profile View display window whenever the profile range is at least 4 nm.



Real-time hover performance check.



Profile Path.

for Bell 407 aircraft. It features greater capabilities at a lower cost and is the only kit that is fully- integrated with the Garmin G1000H® NXi avionics suite to display autopilot modes, hold references, audio alerts and CAS messages. These kits provide enhanced lateral, longitudinal, and yaw stability in low- speed flight and a cyclic force trim release switch, a beep reference switch, pitch/roll hands-on stability augmentation, and pilot-initiated automatic recovery.

Garmin G1000H® NXi

OPTIONAL EQUIPMENT ENHANCEMENTS

The following optional kits are available to further enhance the capabilities of the Bell 407GXi helicopter's Integrated Avionics System.

GDL 69AH XM Weather Radio Datalink
A remote-mounted XM satellite radio receiver capable of receiving digital datalink weather and digital audio entertainment from an XM satellite. XM Weather and Radio operate in the S-band frequency range to provide continuous uplink capabilities at any altitude throughout North America. An individual 3rd party XM / WX subscription is required to receive XM / WX data signals. Subscriptions are available for either weather or digital audio entertainment services separately or for both services.

GDL 59H Datalink Management Unit
Provides a flight parameter recorder function and a high speed data link between the aircraft systems and ground computers using 802.11 g ("Wi-Fi") while the aircraft is on the ground, and a required interface to the optional GSR 56H Iridium® Voice/Data Transceiver.

GSR 56H IRIDIUM® Voice/Data Transceiver
Provides low speed data transmission via the Iridium® satellite network supporting both Iridium® RUDICS (Internet) or Iridium® Short Burst data formats, fully integrated satellite phone functionality which can be dialed through the MFD, SMS Text Messaging, and Worldwide Weather capability. Subscription to Iridium® Voice / Data service is the responsibility of the helicopter owner / operator.

GTS 800 TAS (Traffic Advisory System)

Provides expanded traffic alerts through both active and passive surveillance capabilities, and the ability to process 1090 MHz ADS-B extended squitter from other aircraft. When installed, the optional GTS 800 TAS System replaces the standard configuration TIS (Traffic Information System), using active interrogation of Mode S and Mode C transponders to provide Traffic Advisories to the pilot independent of the air traffic control system.

GRA 55 RADAR ALTIMETER

Provides a smooth and consistent readout of your altitude Above Ground Level (AGL) utilizing the same technology as the GRA 5500. The GRA 55 is designed to work in a multitude of environments, allowing you to go from rough terrain to tree canopies, to sand, to choppy water and know exactly how much altitude you have to maneuver.

BELL 407GXi Autopilot Kit
The 2-axis and 3-axis autopilot kits are a Bell 407GXi alternative to other third-party autopilots currently on the market

Bell 407GXi Flight Deck with Autopilot.

Garmin G1000H® NXi

The modes and annunciations of the Bell 407GXi autopilot include:

- Autopilot (AP) Modes
  - Attitude hold
  - Heading hold
- Coupled AP Pitch Axis Modes
  - Altitude hold
  - Altitude preselect
  - Airspeed hold
  - Glideslope capture and track (with Radar Altimeter installed)
- Coupled AP Roll Axis Modes
  - Heading select
  - FMS flight plan following
  - VOR capture and track (with Radar Altimeter installed)
  - Localizer capture and track
- PFD Annunciations
  - Pitch/Roll mode indications
  - Beep/Hold references
  - Out-of-Detent indications
  - AFCS-related CAS messages

Transponder GTX 345R

THE GARMIN GTX 345R TRANSPONDER (ADS-B IN & OUT) CAPABILITY REPLACES THE BASIC SHIP GTX 335R

The Bell 407GXi autopilot Stability and Control Augmentation System (SCAS) significantly reduces pilot workload by providing precise control during all modes of flight, regardless of wind conditions or the aircraft's center of gravity. It also features a recovery mode which allows the aircraft to safely exit inadvertent IMC or unusual attitudes if a pilot loses visual reference due to limited visibility conditions. Upon initiating the auto-pilot "Go Around" mode using the collective or mode panel switch, the Bell 407GXi autopilot system will level the pitch and roll attitude of the aircraft. The pilot can then apply power using the collective for a wings-level climb at best climb rate airspeed (70 KIAS) to safely navigate through the appropriate emergency or initiate a go-around procedure..

Flight Stream 510

Wireless cockpit connectivity unlocks more capabilities from within the G1000 NXi integrated flight deck. Available as an option, Flight Stream 510 enables Database Concierge, the wireless transfer of aviation databases from the Garmin Pilot™ app on a mobile device to the G1000 NXi system. Flight Stream 510 also supports two-way flight plan transfer, the sharing of traffic, weather, GPS information, back-up attitude information and more, between the G1000 NXi and compatible mobile devices running Garmin Pilot or ForeFlight mobile.

- 1090 MHz ADS-B "Out" enables aircraft to operate at any altitude, in airspace around the globe
- Combines Mode S Extended Squitter (ES) transponder and optional WAAS/GPS position source in a single unit
- Provides access to dual-link ADS-B "In" traffic and subscription-free weather on compatible displays
- Wirelessly stream weather, traffic, GPS position and backup attitude via Connext link to Garmin Pilot and ForeFlight Mobile apss as well as the aera 795/796 Garmin portables
- Compatible with a variety of Garmin cockpit displays including G1000 and GTM 750/650 series which offer transponder code entry and control

Search and Rescue (SAR) charts

The Garmin G1000H® NXi software includes Search and Rescue (SAR) charts. The Search and Rescue feature has four basic search patterns (Parallel Track, Sector, Expanding Square and Circular) to provide air crews with step by step tracking procedures for search and rescue missions. Normal SAR patterns are accessible via one unlock card. Enhanced SAR charts, featuring circular SAR patterns, are accessible via a second unlock card.

All patterns have adjustable parameters. The most effective pattern may be chosen based on available information about the search object, the weather and the terrain. Typical flight planning parameters, such as time, speed, distance and fuel remaining, are given throughout the search mission on the flight plan pages.

Distinctly Different

Precise Flight Pulse Light ® The Precise Flight Pulselite® system will now be included as standard equipment on all new Bell 407GXi purchases that are signed and firmed after January 1st, 2020. When enabled, the Pulselite® system alternately pulses the landing and taxi lights to enhance the visibility of the aircraft to traffic and birds. It can also be linked to automatically respond to a Traffic Collision Avoidance System (TCAS) input. According to the manufacturer, the Pulselite® system has a direct impact on reducing the number of bird strikes. The system will also be made available by Bell as an aftermarket installation.

Foresight MX Health and Usage Monitoring System (HUMS) (Aeronautical Accessories)

Offered exclusively through Aeronautical Accessories, the Foresight MX 407 Health and Usage Monitoring System (HUMS) utilizes next generation technology to provide enhanced visibility into your Bell 407GXI helicopter. This saves time, cost and offers improve safety and reliability at a low cost and is lightweight at only 8.8 lbs. The system provides flight data monitoring, mechanical diagnostics, monitors exceedances and offers maintenance predictability by monitoring engine performance and vibration of critical components so you get early warning of potential maintenance problems. In addition. the system also streamlines the Rotor Track and Balance (RTB) maintenance process. Through a required subscription, operators receive text message and email notifications regarding the status of their 407, and a single model or entire fleet can be monitored in one clean dashboard that is simple to use and provides a color-coded diagnosis of the 407's condition.

POLYCARBONATE WINDSHIELD

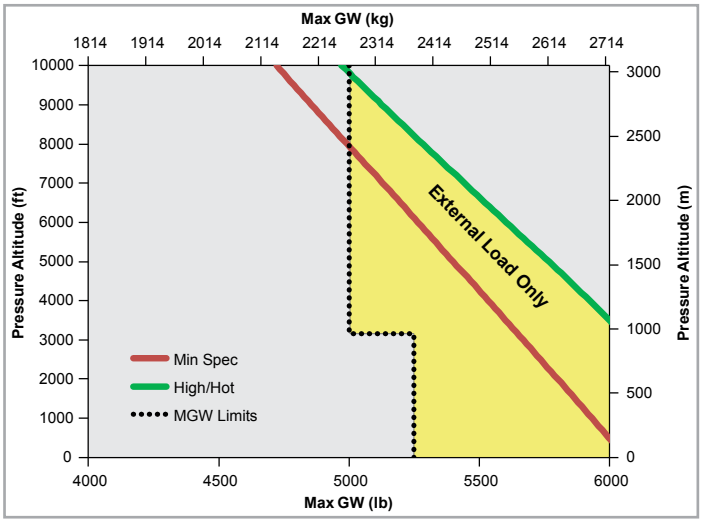
A polycarbonate windshield offers enhanced bird strike resistance compared to the standard acrylic windshield and is available as a customizing option on all new Bell 407GXi aircraft as well as a replacement for fielded aircraft.

HOT AND HIGH OPERATIONS

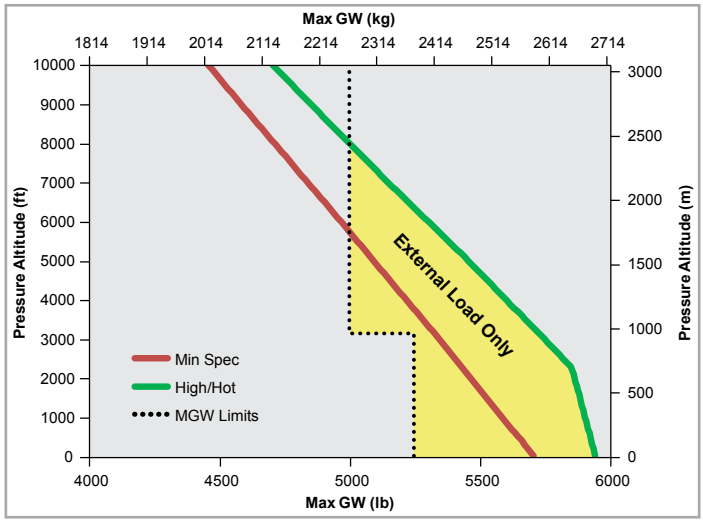
Bell customers require more from their aircraft and the Bell 407GXi delivers. The upgraded Rolls-Royce M250-C47E/4 engine in the Bell 407GXi provides more power at hot & high conditions. This provides for significantly more external payload at attitude or a higher hover ceiling for the same gross weight. For example, at
6,000 ft, ISA +20°C the Bell 407GXi provides 325 lb more payload for external load operations.

With the approval of BHT-407-FMS-12, *Hot and High Operations*, fleeted Bell 407s equipped with R250 engines with sufficient power margins, may also take advantage of the performance increase. No additional equipment is required for installation.

As shown in the charts below, the capability gained with the Hot and High performance allows for significantly more payload at altitude. Additionally, operators flying at a given gross weight can now hover higher than before.



Hover In Ground Effect (HIGE)



Hover Out of Ground Effect (HOGE)

Seating and Interiors

CREW SEATING

Two individual, ergonomically designed seats, with adjustable lumbar support, each equipped with seat belt, double strap shoulder harness and inertia reel, are located in the cockpit. The color and upholstery material for the seats and interior trim of the cockpit match that which is selected for the cabin. The seat belts are black.

STANDARD SEATING AND INTERIOR TRIM

The standard cabin seating consists of five, ergonomically designed seats with individual seat belts and single strap shoulder harness, arranged with three equal width, forward facing seats across the rear of the cabin and two individual, rearward facing seats aft of the cockpit. Available with black or grey upholstery fabric with black seat belts. All vinyl seat upholstery is also available at no additional cost. The standard interior trim consists of full plastic closeouts on all airframe areas, vinyl covered arm rests, and molded plastic outboard headliners. The floor is covered in low loop blend carpet, or optional reinforced Aermat vinyl floor covering at no added cost. The standard seating and interior trim are included in the basic aircraft weight.

Standard Seating and Interior Trim.

EXECUTIVE SEATING AND INTERIOR TRIM

The executive cabin seating consists of five 'overstuffed style' seats with individual seat belts and single strap shoulder harnesses, arranged with two extra wide forward facing outboard seats and a middle seat for occasional use across the rear of the cabin (with a fold down arm rest between the outboard seats) and two individual rearward facing seats aft of the cockpit. The seats are available in grey, blue & grey, black and tan two-tone leather with color coordinated seat belts (crew seat belts are black). The executive interior trim consists of full plastic closeouts on all airframe areas, fabric covered outboard headliner blankets, and armrests covered with color coordinated leather. The flooring is 100% wool cut pile carpet. Selection of the executive interior trim also specifies installation of executive soundproofing, which provides a reduced interior noise level. The executive seating and interior trim (and executive soundproofing) increase the basic aircraft empty weight 21 lb (9 kg).

Executive Seating and Interior Trim.

Mission Profiles

CORPORATE

This high performance single-engine helicopter provides comfortable seating for seven occupants with an available Quiet Cruise™ kit for decreased cabin noise. The Bell 407GXi's spacious 85 ft^3 (2.4 m^3) cabin accommodates five passengers. It's all composite, four-blade rotor provides superior hover performance, speed and a smooth quiet ride. The dual digital FADEC (Full Authority Digital Engine Control) fuel management system of the Rolls-Royce 250-C47E/4 turbine engine enhances safety and reduced operating costs. The Bell 407GXi is supported by Bell's globally acclaimed Customer Support and Services.

HEMS

Helicopter emergency medical services is demanding. The Bell 407GXi is the ideal helicopter for HEMS operations. It strikes the perfect balance between performance, reliability and mission flexibility. A smooth ride is essential to the mission and the Bell 407GXi delivers due to the all-composite, four-bladed rotor system that also provides excellent hover performance and speed. The Bell 407GXi is ideal for extreme environments: high altitudes, arctic conditions or even the hottest locals. Quick and easy patient loading and unloading is provided by a standard bi-fold door with a 61-inch (155 cm) opening. Safety features include a rupture resistant fuel system, engine exceedence monitoring and a collective-mounted throttle that keeps power at the pilot's fingertips.

Mission Profiles

UTILITY

A high performance helicopter known for its reliability, the Bell 407GXi offers single-engine operators proven technology combined with Bell's globally acclaimed customer support. The helicopter's spacious 85 ft^3 (2.4 m^3) cabin accommodating five passengers in club seating and high useful load makes the Bell 407GXi a workhorse for utility operators. Superb overall performance is delivered by an 862 SHP FADEC-controlled Rolls-Royce 250-C47E/4 turbine engine. The all composite, four-blade rotor provides superior hover performance, speed and a smooth, quiet ride. Safety features include a rupture resistant fuel system, engine exceedence monitoring and a collective-mounted throttle that keeps power at the pilot's fingertips. The Bell 407GXi delivers value to utility operators every day.

You protect, we serve. The Bell 407GXi is a high-tech, single-engine helicopter with an airframe that has a track record of performance and reliability, not to mention tangible cost benefits for your organization. Its all-composite, four-blade rotor provides superior hover performance, speed and a smooth quiet ride. Safety features include a rupture resistant fuel system, engine exceedence monitoring and a collective-mounted throttle that keeps power at the pilot's fingertips. The Bell 407GXi's spacious 85 ft^3 (2.4 m^3) cabin is configurable for many different missions and has an abundant capacity for law enforcement equipment (multi-sensor camera, searchlight, etc) with nearly 4-hours of loitering capabilities for surveillance missions.

External Paint Schemes

For more color options, please visit www.BellFlight.com or speak with a Sales Representative.

Notes:

1. Color renderings (original) must be provided for any deviation to the standard schemes (all models).
2. Custom paint schemes to customer specification are available, and a price quote will be provided on request. Please provide as much detail as possible when describing special instructions and custom paint schemes.
3. The danger arrow is always applied on the tail boom between the horizontal stabilizer and the tail rotor, not withstanding any other illustrations.
4. Unless clearly specified (location, dimension, color), registration markings will be applied per FAA regulations (all models).
6. Placement of Bell model logos is effected by individual paint schemes, and will be applied at the discretion of Bell unless otherwise specified by the customer.

Basic Bell 407GXi Configuration

AIRFRAME

- Cabin; bonded aluminum honeycomb, and semimonocoque structure with composite side panels and aft fuselage skins
- Doors (five), one hinged double door and copilot door on left side, pilot and passengers on right side, all doors are composite material
- Landing gear, tubular skid type with replaceable skid shoes
- Locks for cabin doors and luggage compartment
- Luggage compartment with composite door
- Provisions for mooring, jacking and single point lifting
- Tail boom, monocoque structure with vertical fin and fixed stabilizer
- Tail skid (tail rotor guard)
- Windows (except windshield), gray tinted plexiglass
- Three color exterior paint schemes

INTEGRATED AVIONICS SYSTEM with GARMIN G1000H® NXi SUITE

- Two 10.4” high definition display units, providing Primary Flight Display (PFD) and Multi-Function Display (MFD) functionalities
- Two Integrated Avionics Units, each consisting of a 16-watt VHF communication transceiver with 8.33 kHz spacing, VHF navigation, WAAS GPS navigation, and glideslope receiver
- One audio control panel with clearance recording and Automatic Speech Recognition (ASR) capability
- One digital Air Data Computer (ADC) with Outside Air Temperature (OAT) probe
- One Air Data and Attitude Heading Reference System (ADAHRS) and magnetometer
- One mode S transponder with extended squitter, including Traffic Information Service (TIS), with ADS-B “Out” capability
- One engine and airframe interface unit
- One engine signal conditioner
- Tail rotor video camera system with capability to view approximately 25 feet in complete darkness
- Synthetic Vision System (SVS), and Helicopter Terrain Awareness and Warning System (HTAWS) features

INTEGRATED AVIONICS SYSTEM with GARMIN G1000H® NXi SUITE (continued)

- Integrated Engine Indication and Crew Alerting System (EICAS), including Power Situation Indicator (PSI) that provides an integrated display presentation of all critical engine parameters into a single indicator to present the power “margin” remaining
- Fuel flow indication with range ring display capability
- Flight Data Recording of 60 standard aircraft and engine parameters and 40 customer selectable parameters

ELECTRICAL

- 28 volt DC system
- Battery, 17 amp-hour nickel cadmium
- External power and grounding receptacle
- Starter-generator (180 ampere)
- Solid state voltage regulator
- 28 volt outlet in cockpit
- Heated pitot tube and Static ports
- LED lighting:
  - Anticollision strobe
  - Cockpit / map
  - Instrument
  - Landing
  - Position

INTERIOR

- 7-place interior with soundproofing, carpeting, and data case. Color options available for upholstery and carpet
- 7-place shoulder harnesses, dual straps in cockpit, single strap in cabin
- Fire extinguisher, cabin
- First aid kit
- Parcel shelf (behind aft seat)
- Ram air ventilation system
- Storage area behind pilot and copilot seats

Basic Bell 407GXi Configuration

LOOSE EQUIPMENT (not included in empty weight)

- Garmin Pilot's Handbook
- Garmin Cockpit Reference Guide
- Covers, engine inlet and exhaust stack
- Cover pitot tube
- Flight bag
- Ground handling wheels with lift tube
- Operating manuals:
  - Rotorcraft flight manual
  - Aircraft log book
  - Engine log book
- Aircraft maintenance manuals are available on ePubs located here: mybell.com
- Tie-down assemblies, main rotor and tail rotor

POWERPLANT

- Rolls-Royce Model 250-C47E/4 turboshaft engine with dual digital FADEC.
- Fuel pump, engine driven
- Fuel pumps (4 canister type) with 2 boost pumps submerged in main tank, and 2 transfer pumps in the forward fuel tanks
- Crashworthy Fuel System
- Oil system with sight glass
- Compressor wash provisions
- Engine mounted 10-micron oil filter
- Airframe Fuel Filter

ROTORS AND CONTROLS

- Main rotor, soft in plane flex beam hub with four fiberglass blades
- Tail rotor; two fiberglass blades, semirigid
- Hydraulic boost system for Main and Tail Rotor (separate pump and reservoir)
- Mechanical flight control linkages throughout
- Airspeed Activated Pedal Stop (AAPS) with built in test function, electrical override release switch, and manual override release

TRANSMISSION DRIVE SYSTEM

- Soft mounted pylon isolation system
- Freewheeling unit (between engine and main transmission)
- Kaflex input drive shaft
- Gearbox, tail rotor, 90° reduction
- Main transmission
- Oil cooler
- Oil filter with replaceable type cartridge
- Oil pump, constant pressure

Standard Configuration

ADDITIONAL KITS

Jettisonable doors (crew only)	Auxiliary fuel tank provisions	Dual controls
Wire Strike Protection System	High skid gear (including AA Flitestep®)	Rotor brake
28 Amp-hour Sealed Lead Acid (SLA) battery (replaces 17 amp battery)	High visibility main rotor blades	Sliding windows
Rubber Mounted Chin Bubbles	Pulse Light	

STANDARD CONFIGURATION EMPTY WEIGHT

	lb	kg
Items included in price list	2,802	1,271

Bell 407GXi Optional Accessories

Refer to notes for kit compatibility. Additional kits and STC items may be available for factory installation. Please consult sales or contract personnel regarding special needs prior to selection of final configuration.

OPTIONAL ACCESSORIES

Kit Description	Weight		Notes
	lb	kg	
AIRFRAME			
5,250 lb Max. Gross Weight	0	0	
Aerodynamic Hub Cover and Mounts (without Hub Frahm)	7.5	3.4	
Air Conditioner with Dual Forward Evaporators (Air Comm)	105.6	47.9	1, STC
Auxiliary Fuel Tank Equipment (19 USG / 72 L)	30.4	13.8	
Baggage Floor Protector (AA)	4.5	2	STC
Bleed Air Heater with Windshield and Chin Bubble Defrost (Air Comm)	26.0	11.8	2, STC
Cargo Mirror Kit (AA)	2.0	0.9	STC
Cockpit/Cabin Floor Protector Kit (AA)	8.5	3.9	STC
Door Openers - Automatic - Baggage Door (AA)	0.9	0.4	STC
Door Openers - Automatic - Cabin Doors (AA)	1.2	0.5	STC
Door Openers - Automatic - Crew Doors (AA)	2.8	1.3	STC
Door - sliding L/H (AA)	10.5	4.8	3, STC
Door - sliding R/H (AA)	10.5	4.8	3, STC
Emergency Floats Landing Gear Only (including Floatstep™)	84.5	38.3	4, 5, 6
Emergency Floats Reservoir	68.7	31.2	7
Flotation Equipment with Landing Gear (including Floatstep™)	173.2	78.6	4, 5, 6, 7
Foreign Certification - Russia (C.I.S) or China or Japan or Arabic or Mexico or Brazil or Argentina	0.1	0	
Hub Frahm (includes Hub Cover)	50.5	22.9	
Locking Fuel Cap (AA)	0.1	0.0	STC
Rappelling Fixture Kit LH & RH (AA)	7.0	3.2	STC
Rescue Hoist - 300 lb Capacity (Breeze Eastern)	58.4	26.5	8, STC
Rescue Hoist Retrofit Kit - 353 lb Capacity (Breeze Eastern)	58.4	26.5	8, STC
Skid Gear Fairings - Low Skid Only	11.7	5.3	
WINDOWS			
Polycarbonate Windshields (AA)	20.4	9.3	STC
AVIONICS			
Aft Cabin ICS - 5 Place (includes David Clark Headsets)	8.4	3.8	
ICS – 7 Place - Bose LEMO jacks (No Headsets included)	3.0	1.4	
ICS – Cabin Call -w- LED Light	0.2	0.1	
Artex C406-NHM ELT with PGM Adaptor	6.2	2.8	
Autopilot – 2-Axis AFCS	27.6	12.5	
Autopilot – 3rd-Axis AFCS (requires 2-Axis AFCS)	9.0	4.1	
Garmin GDL 59H Wi-Fi Data Link and Storage (GSR56H installation is required with GDL 59H)	4.3	2.0	
Garmin GDL 69AH XM Weather with Audio	4.4	2.0	

Bell 407GXi Optional Accessories

OPTIONAL ACCESSORIES

Kit Description	Weight		Notes
	lb	kg	
AVIONICS (continued)			
Garmin GSR 56H Iridium Link	8.5	3.9	
Garmin GTS 800 TAS	20.7	9.4	9
Garmin Flight Stream 510	0	0	
Garmin Transponder GTX 345R	0	0	
Mid-Continent MD-302 Standby Attitude Module (SAM) (AA)	1.8	0.8	STC
Radar Altimeter - GRA 55 (Garmin)	9.9	4.5	9
EQUIPMENT			
Cargo Hook Equipment	8.9	4.0	
Cargo Hook Provisions	5.3	2.4	
Cargo Restraint Internal Provisions	1.9	0.9	
Cockpit Storage Kit	1.4	0.6	
Litter Equipment (One)	-13.3	-6.0	10
Litter Provisions	5.7	2.6	
Litter Ski Provisions	1.5	0.7	10
Main Rotor Blade Expandable Bolts (2)	1.5	0.7	4
Main Rotor Blade Folding Kit with 2 Expandable Bolts (Paravion)	0	0	11, STC
Snow Baffles	5.2	2.4	
INTERIOR			
Armrests - Corporate	0.3	0.1	4, 12
Headliner - Standard with AC Ducting	4.7	2.1	4
Interior Trim - Corporate	7.3	3.3	4, 12
Passenger and Crew Seats - Corporate	0.9	0.4	4
Soundproofing - Corporate	8.2	3.7	4, 12
Spacemaker and Cover (Aeronautical Accessories)	6	2.7	STC
POWERPLANT			
Engine Fire Detector	2.0	0.9	
Increased Starter Generator	1.0	0.5	
Inducer Vent Filter	2.8	1.3	STC
Inlet Barrier Filter with Access Door (Aeronautical Accessories)	12.2	5.5	STC
Particle Separator With Engine Bleed Air Network	16.9	7.7	2, 4
Quiet Cruise	0.2	0.1	
OTHER			
No Ground Handling Wheels	0	0	4
Paint - No Exterior Paint	-16.7	-7.6	
Paint - White Paint Only	0	0	
Health Usage Monitoring System (HUMS) (AA)	8.8	4.0	
Single Pilot IFR (FAA STC – Other counties validation pending)	56.1	25.4	13

Bell 407GXi Optional Accessories

EXPLANATORY NOTES

All equipment kits require Provision Kits prior to installation.

Notes: For commonality, notes shown below are identical in Product Specification and Price List.

1. Requires Standard Headliner with A/C ducts.
2. Particle separator and Bleed Air Heaters both include Bleed Air Network. If both kits are installed subtract 3.8 lb (1.7 kg).
3. Sliding door(s) require sliding door armrest(s) which subtracts 1.9 lb (0.9 kg) per door.
4. Price and/or Weight includes credit for basic ship hardware removed.
5. Kit includes Floatstep™ (STC # 407-303-003) (29 lb [13 kg]).
6. The High Skid Gear (including AA Flitestep®) included in the Standard Configuration Empty Weight, is not required when a Float Landing Gear is installed, therefore remove 32.1 lb (14.6 kg) from Standard Configuration Empty Weight.
7. A Complete Emergency Flotation System requires Flotation Equipment with Landing Gear (including Floatstep™) and Emergency Float Reservoir.
8. Weight assumes the L/H FliteStep® is removed (14.5 lb [6.6 kg])
9. Avionic Shelf Kit must be installed prior to or concurrently with the installation of this kit.
10. Requires installation of Litter provisions. Delta weight of this Litter Equipment shown includes removing the Copilot's Seat, L/H Aft-facing, L/H Forward-facing, and Center Forward-facing Passenger Seats.
11. Weight is for provisions only.
12. Corporate interior requires corporate soundproofing and corporate arm rests.
13. Single Pilot IFR Kit (STC) requires the Autopilot - 3-Axis AFCS kit and 28 Amp-hour Sealed Lead Acid (SLA) Battery installed
14. Autopilot - 3-Axis AFCS requires the Mid-Continent MD-302 Standby Attitude Module (AA), Radar Altimeter - GRA 55, Autopilot - 2-Axis AFCS installed under PART 135 requires a Marker Beacon installed.

STC Kits: Select Supplemental Type Certificated Optional Equipment Kits are available for installation at the Bell Textron Inc. factory. Please contact your Bell Sales Representative for availability and pricing information.

Helicopter Performance Charts

IGE and OGE hover, and service ceiling performance chart data based on the following:

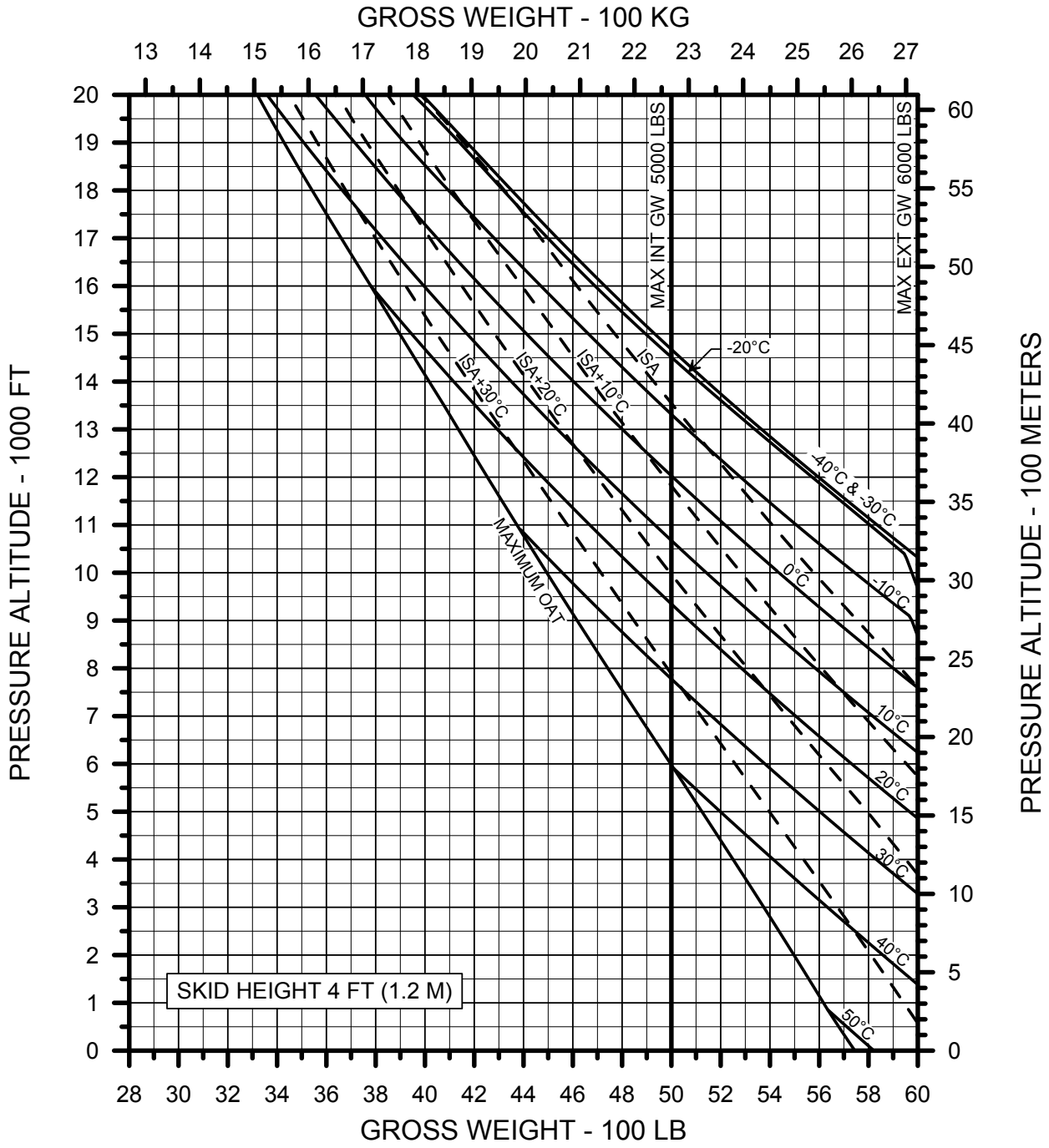
- Rolls-Royce 250-C47E/4 engine
- Basic inlet installed
- FMS-12 engine data

Helicopter Performance Charts

IGE HOVER CEILING

Conditions:

- Rolls-Royce 250-C47E/4 engine at takeoff power
- Basic inlet installed



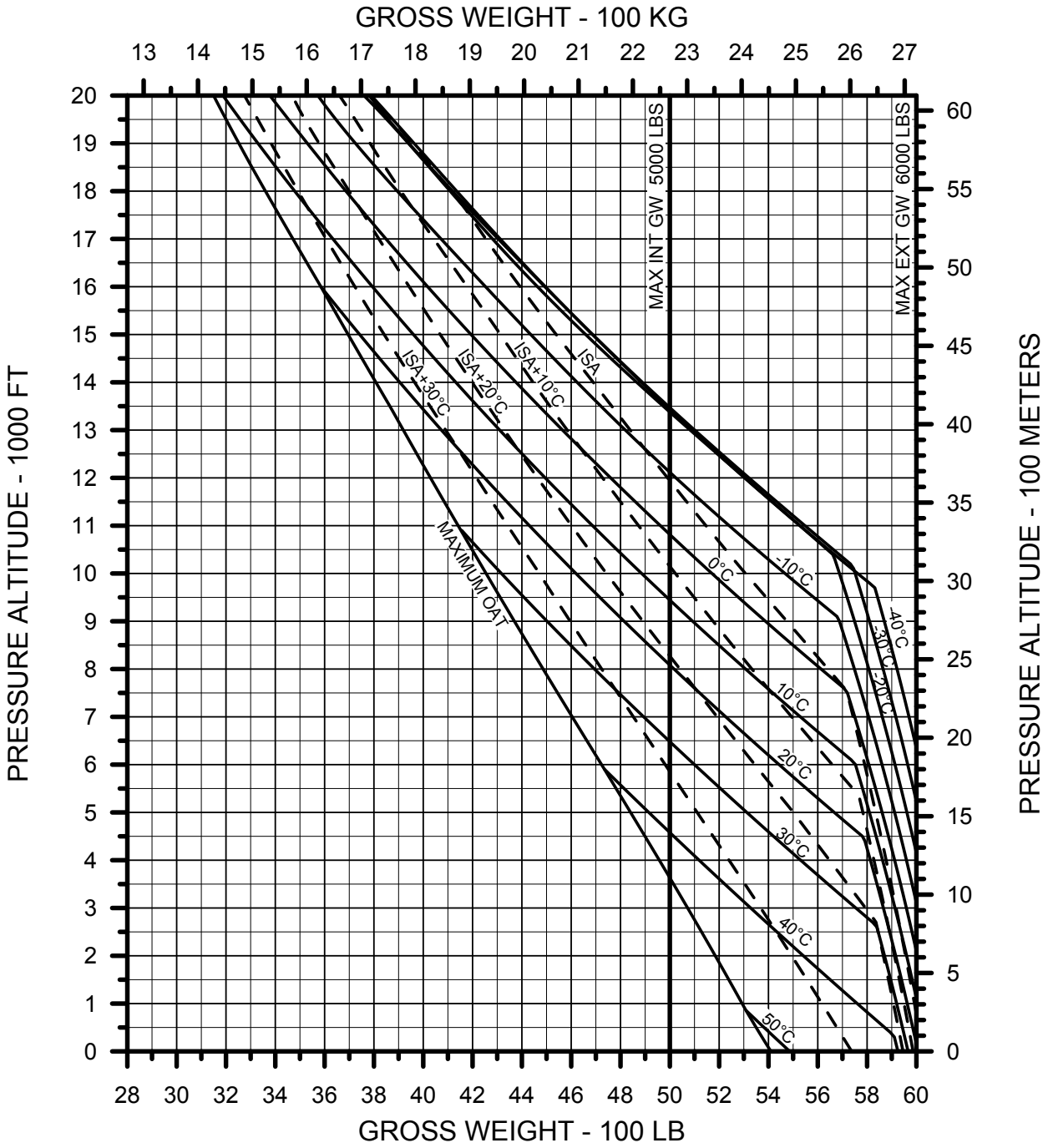
Note: Takeoff and Landing was demonstrated up to 19,000 feet (5,791 meters) density altitude, and is approved up to 20,000 feet (6,096 meters) density altitude.

Helicopter Performance Charts

OGE HOVER CEILING

Conditions:

- Rolls-Royce 250-C47E/4 engine at takeoff power
- Basic inlet installed



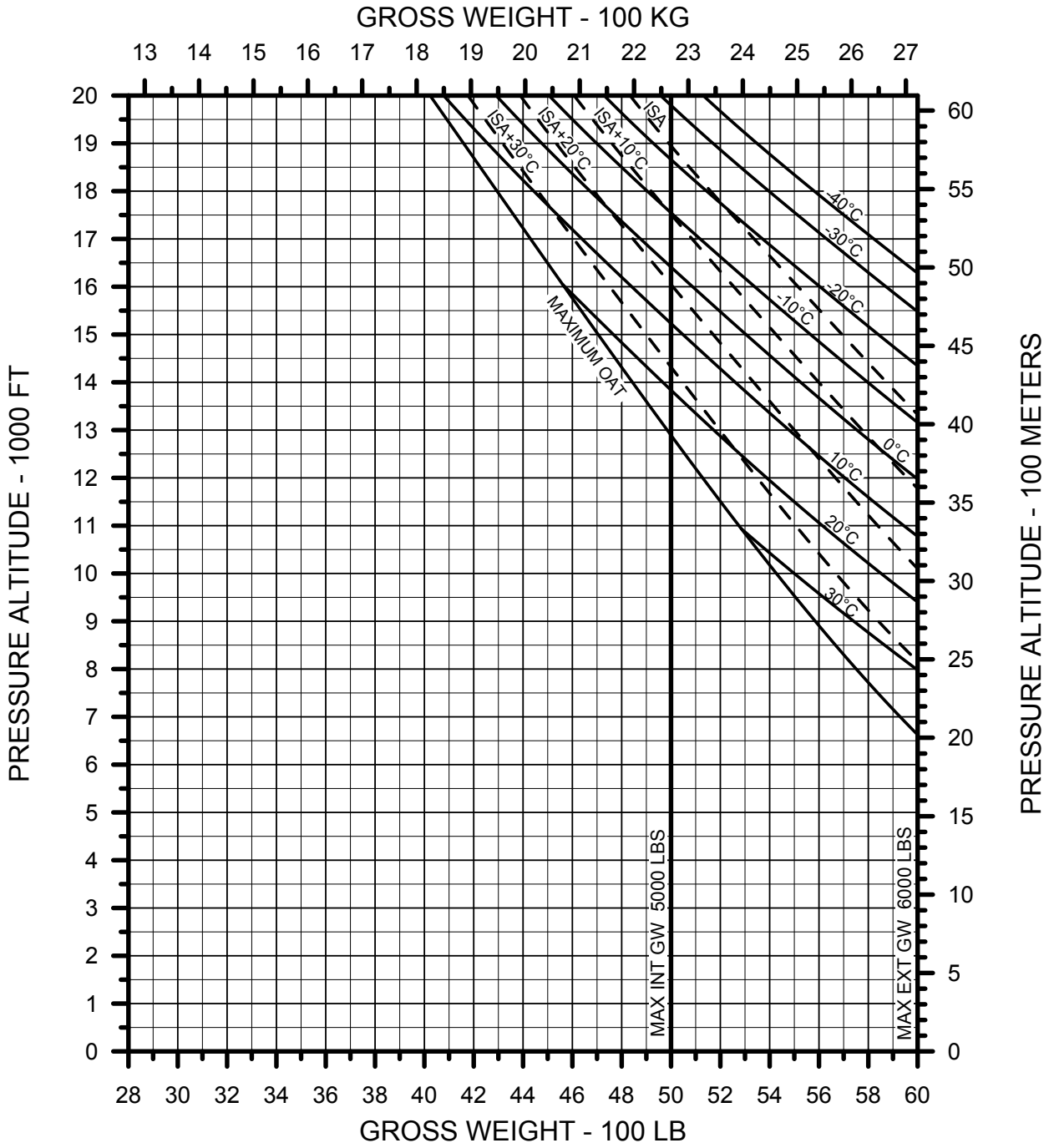
Note: Takeoff and Landing was demonstrated up to 19,000 feet (5,791 meters) density altitude, and is approved up to 20,000 feet (6,096 meters) density altitude.

Helicopter Performance Charts

SERVICE CEILING

Conditions:

- Rolls-Royce 250-C47E/4 engine at takeoff power
- Basic inlet installed



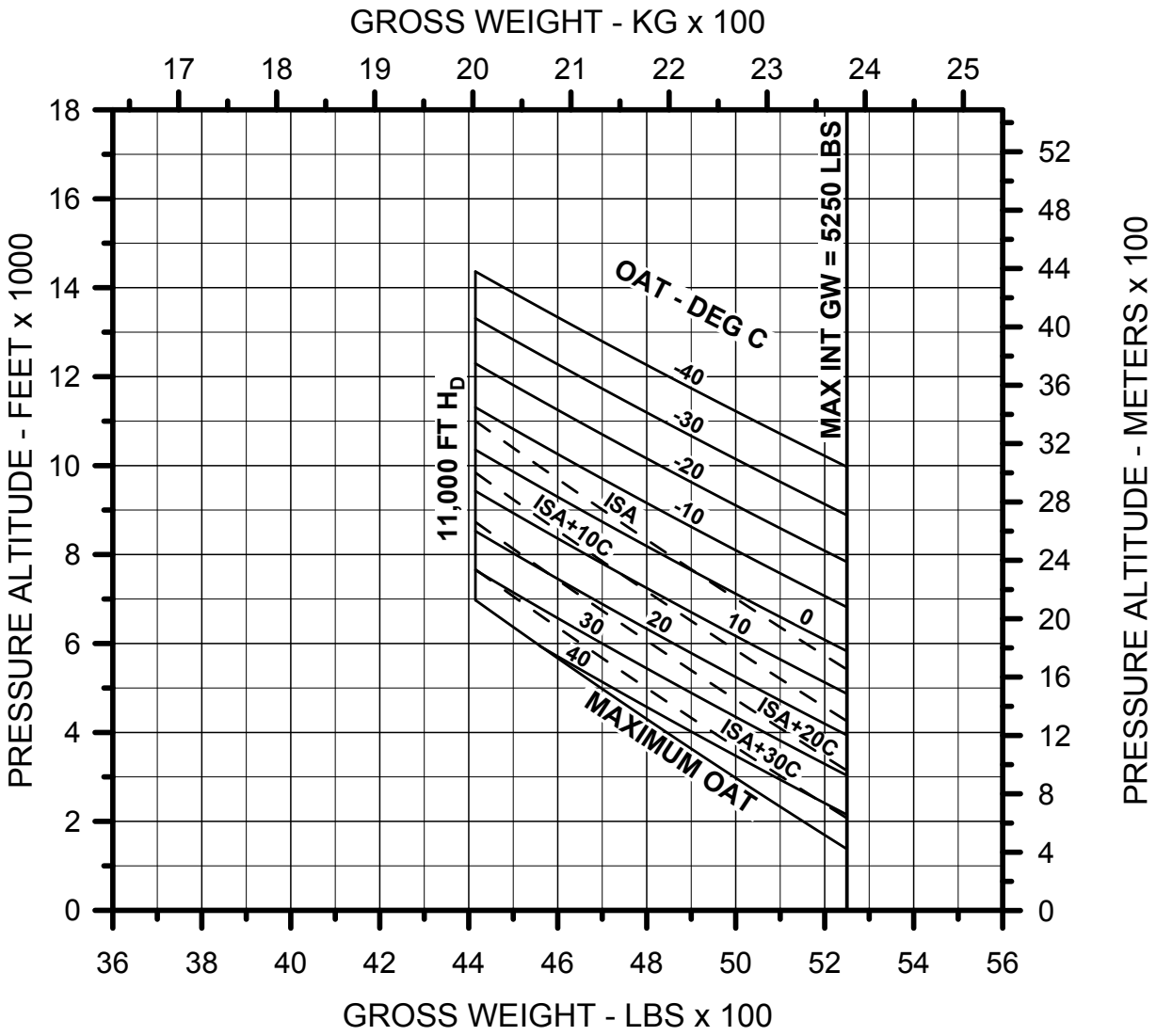
Note: Takeoff and Landing was demonstrated up to 19,000 feet (5,791 meters) density altitude, and is approved up to 20,000 feet (6,096 meters) density altitude.

Helicopter Performance Charts

TAKE-OFF AND LANDING LIMITATION

Conditions:

- Optional 5,250 lb / 2,381 kg Internal Gross Weight Kit
- Rolls-Royce 250-C47E/4 engine at takeoff power
- Basic inlet installed



Note: Takeoff and Landing was demonstrated up to 19,000 feet (5,791 meters) density altitude, and is approved up to 20,000 feet (6,096 meters) density altitude.

Fuel Flow vs. Airspeed Charts

Fuel Flow vs. Airspeed chart data based on the following conditions:

- ISA & ISA+20°C
- Rolls-Royce 250-C47E/4 engine
- Basic inlet installed
- Low skid gear without fairings with FMS-12 engine data

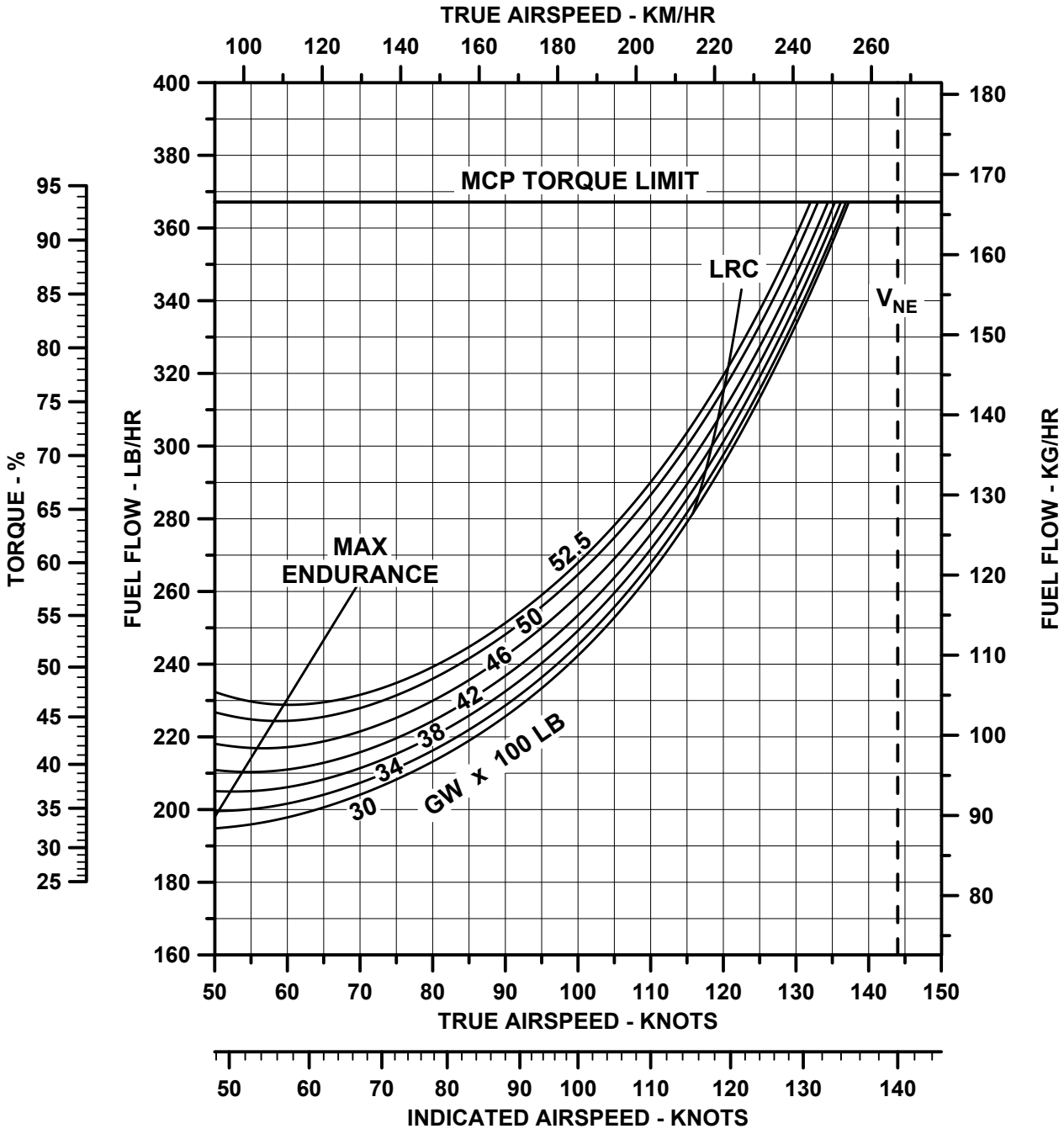
Notes: For particle separator installed: Increase fuel flow 2 lb/hr (1 kg/hr)

For cross tube fairings: Increase airspeed 3 knots (5 km/hr)

The best allowable Cruise Speed is either Long Range Cruise Speed (LRC), or when speed is limited by Maximum Continuous Cruise Power (MCP) or VNE , the maximum speed permitted.

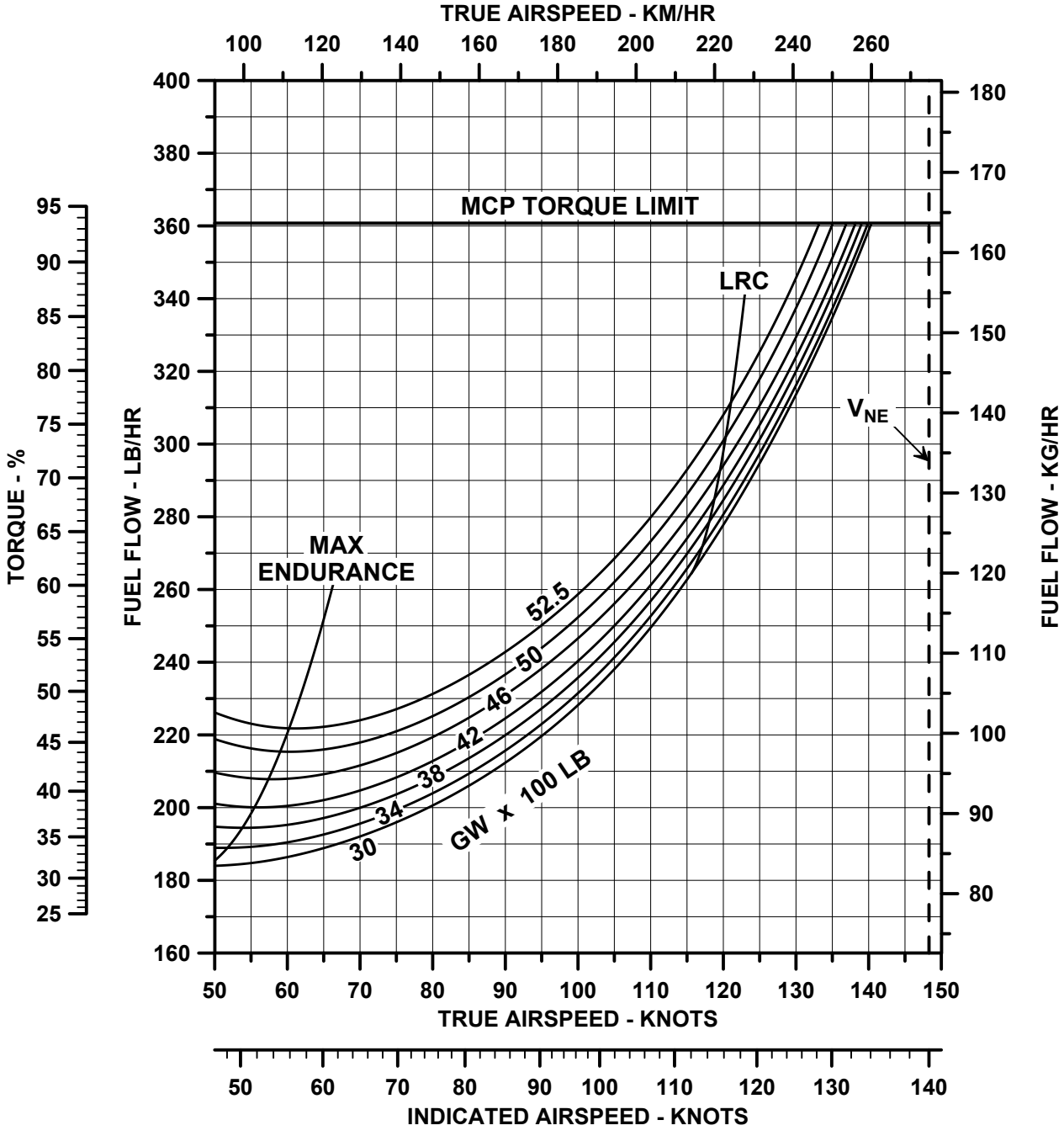
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = SEA LEVEL, OAT = 15°C (ISA)



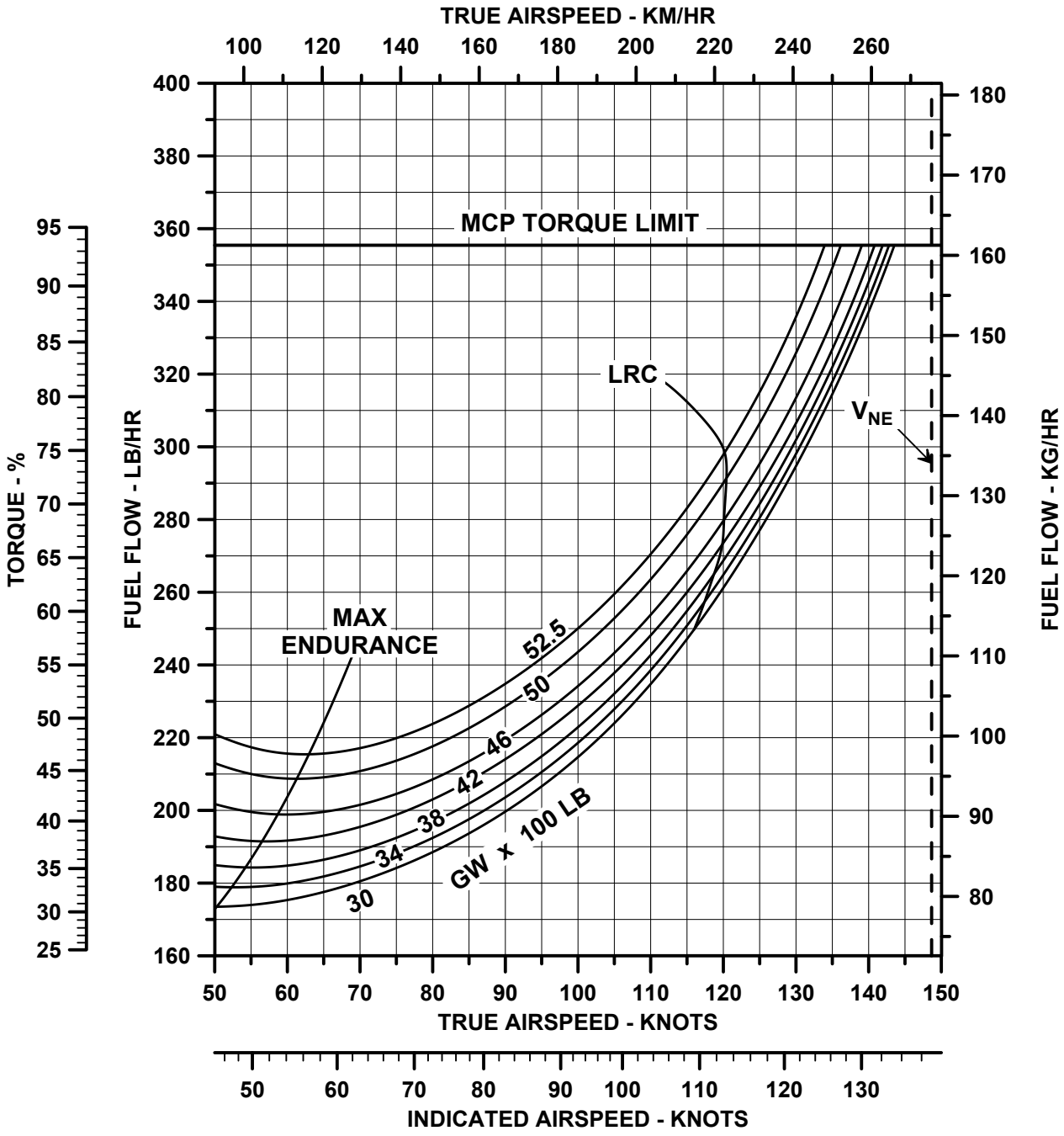
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 2,000 FT, OAT = 11°C (ISA)



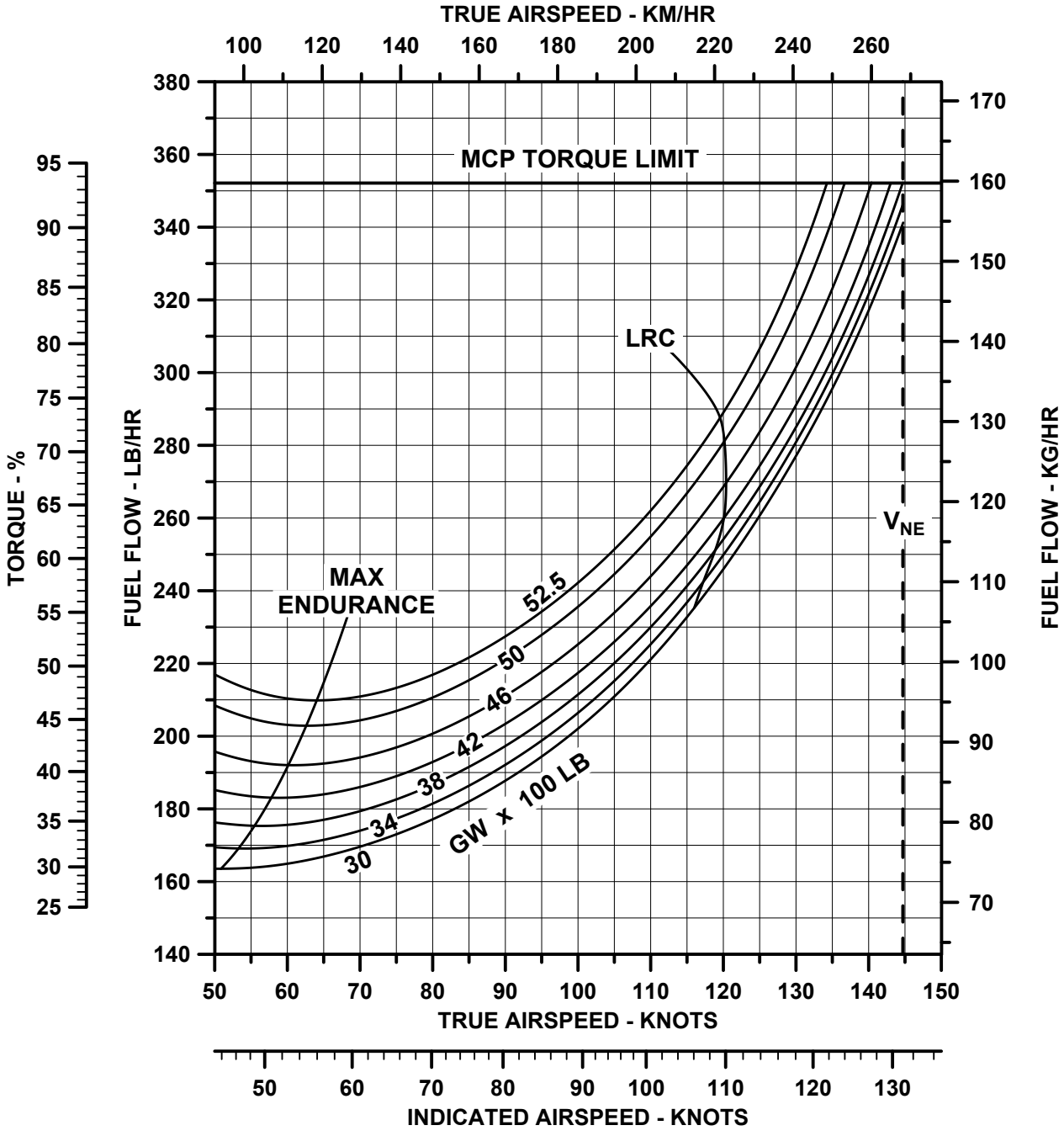
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 4,000 FT, OAT = 7°C (ISA)



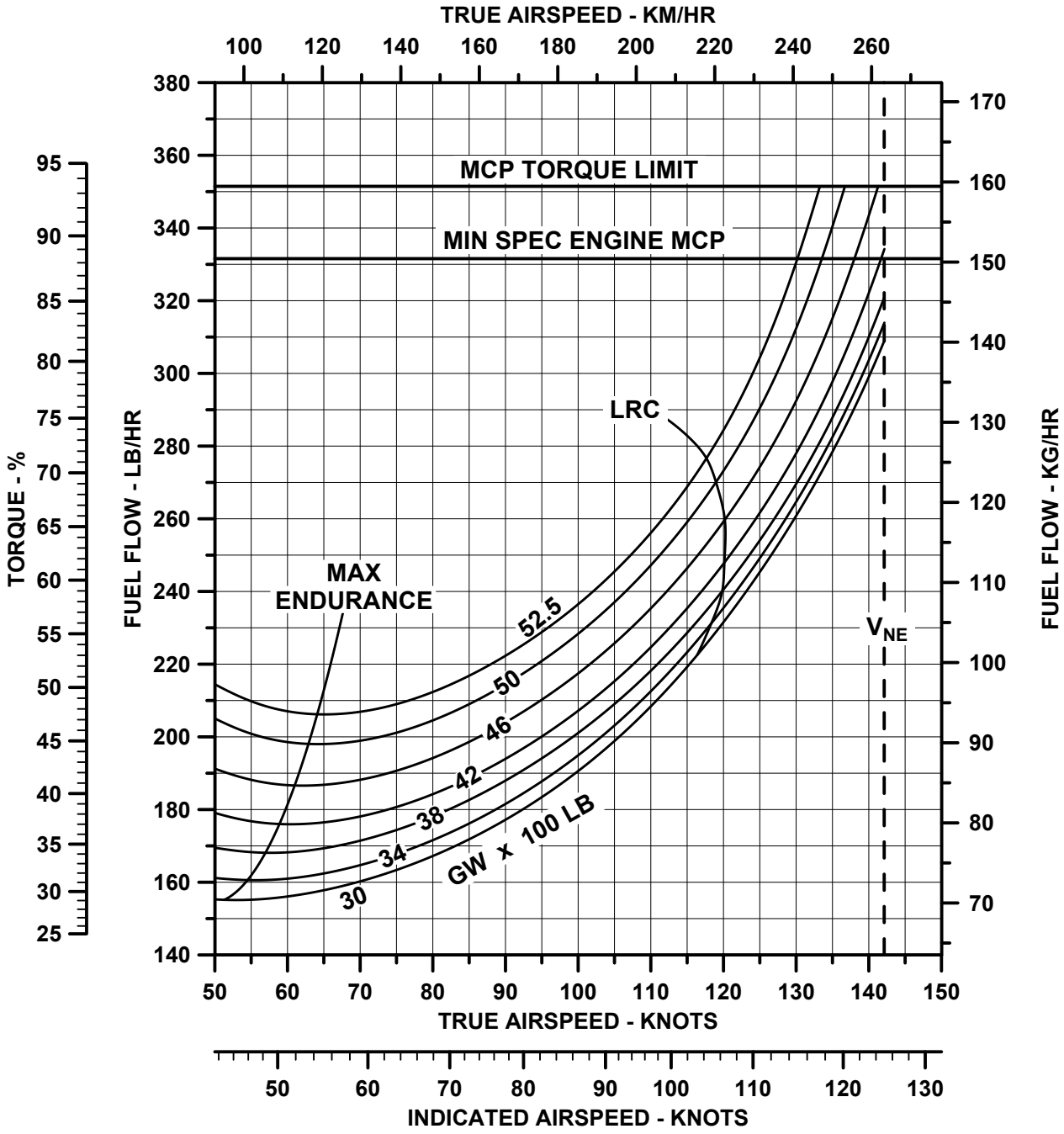
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 6,000 FT, OAT = 3°C (ISA)



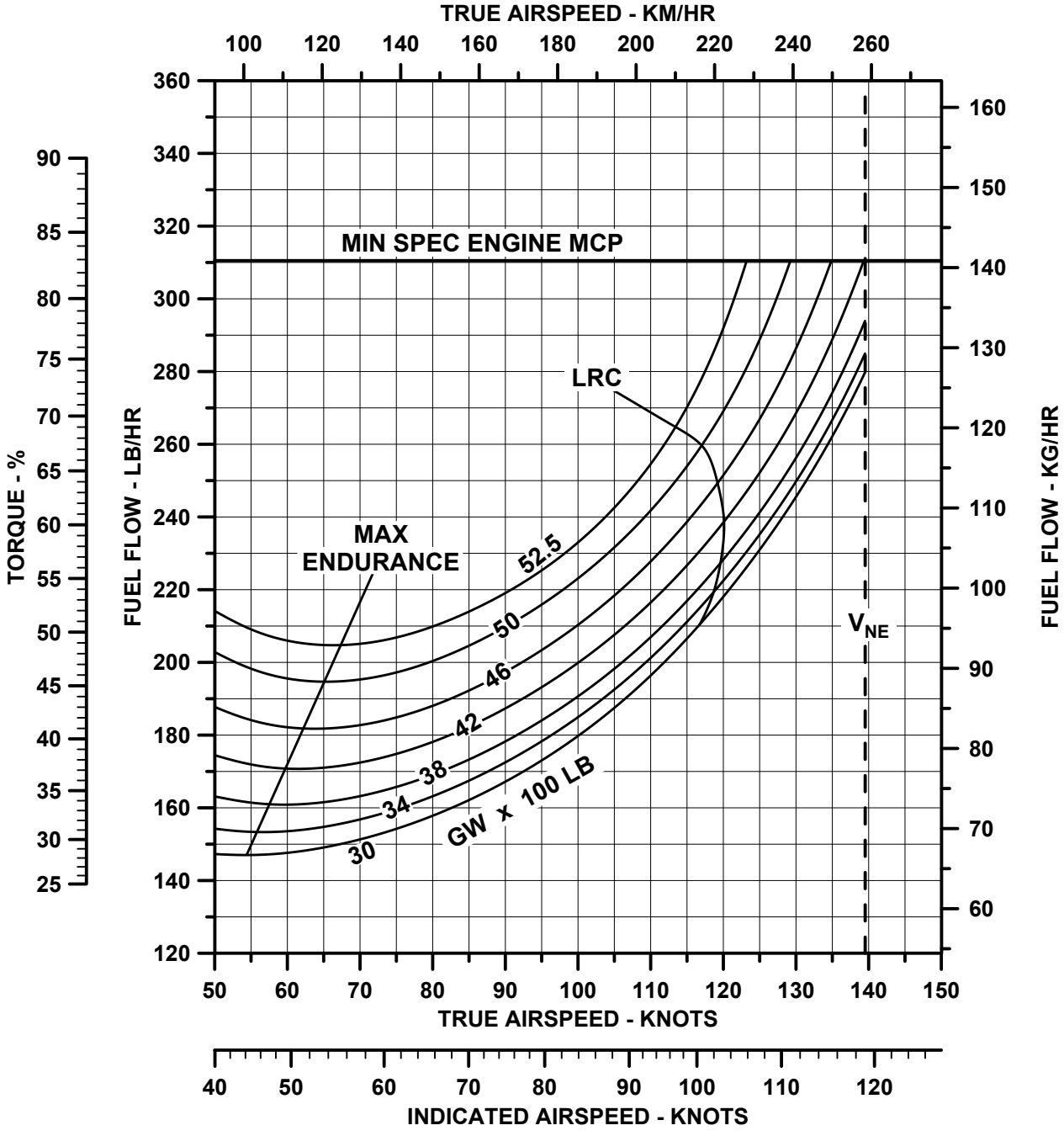
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 8,000 FT, OAT = -1°C (ISA)



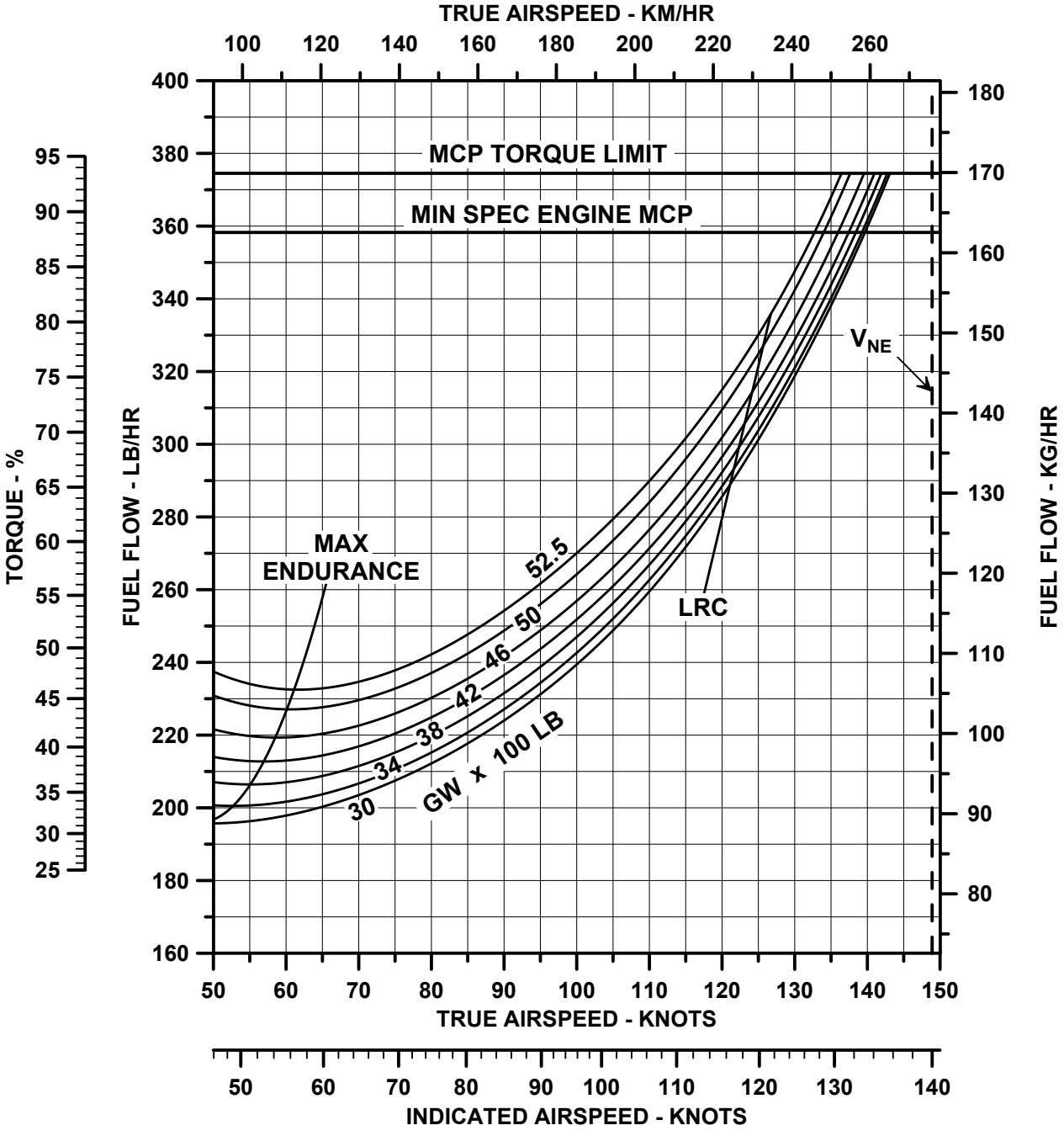
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 10,000 FT, OAT = -5°C (ISA)



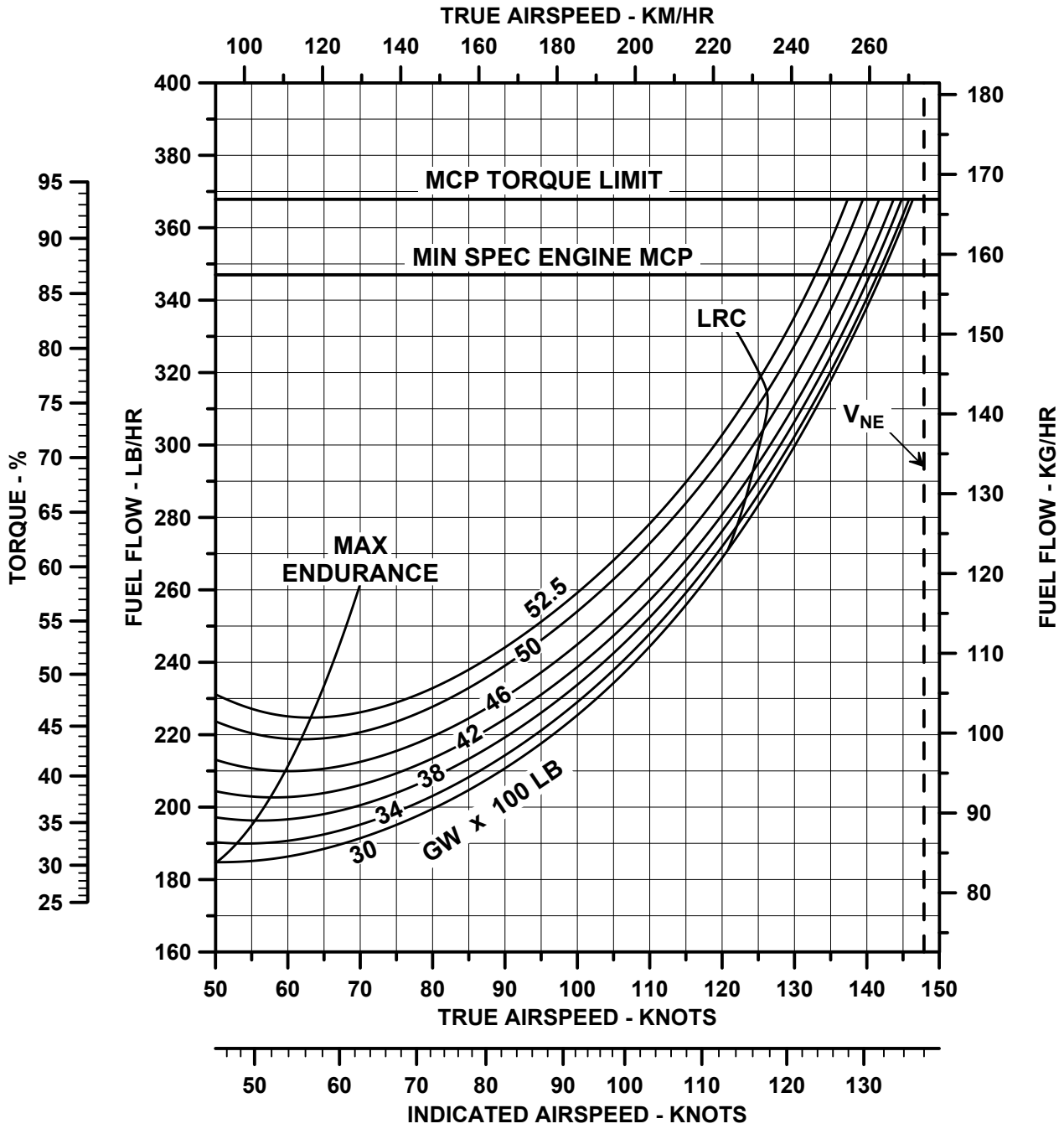
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = SEA LEVEL, OAT = 35°C (ISA + 20)



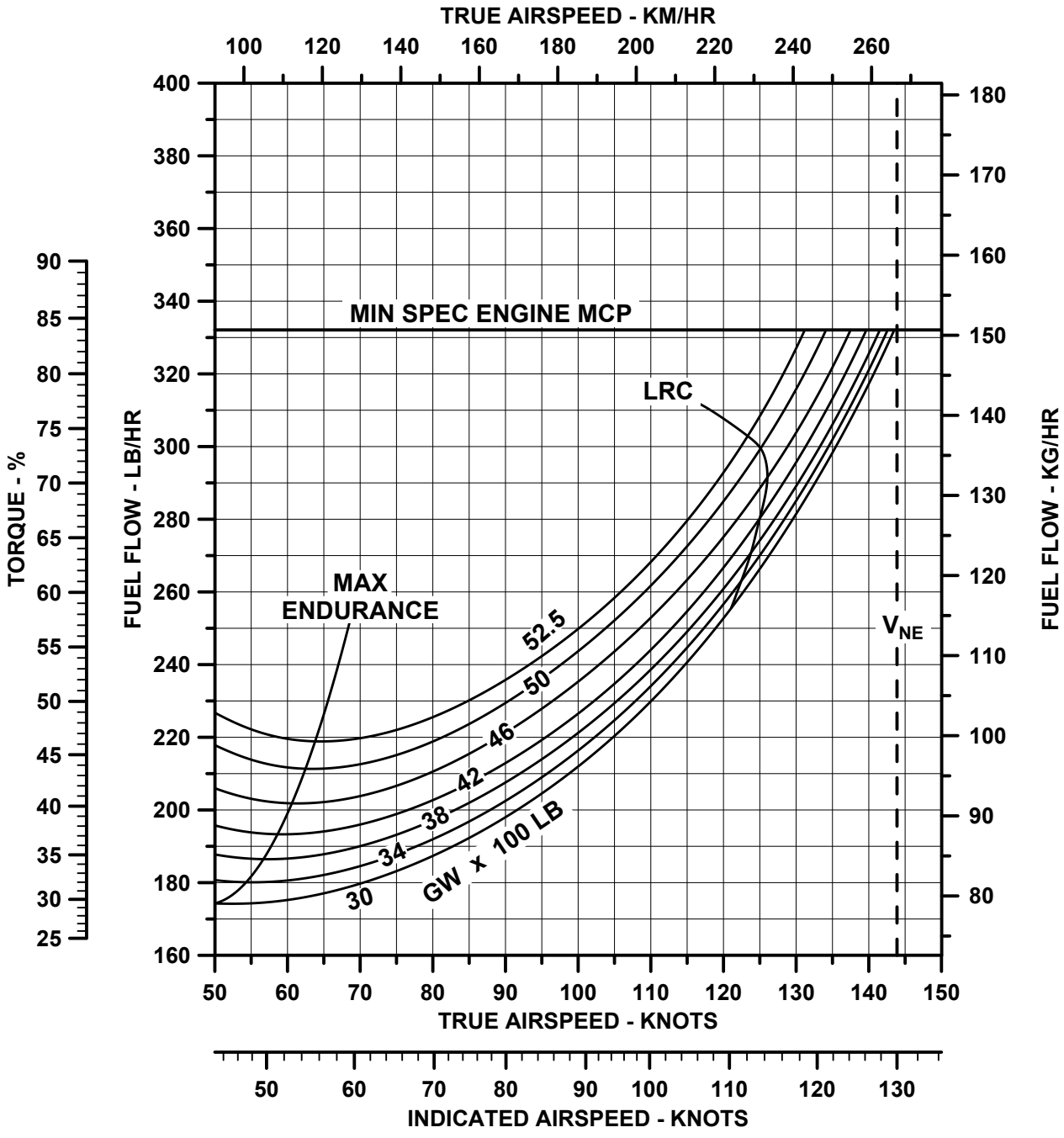
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 2,000 FT, OAT = 31°C (ISA + 20)



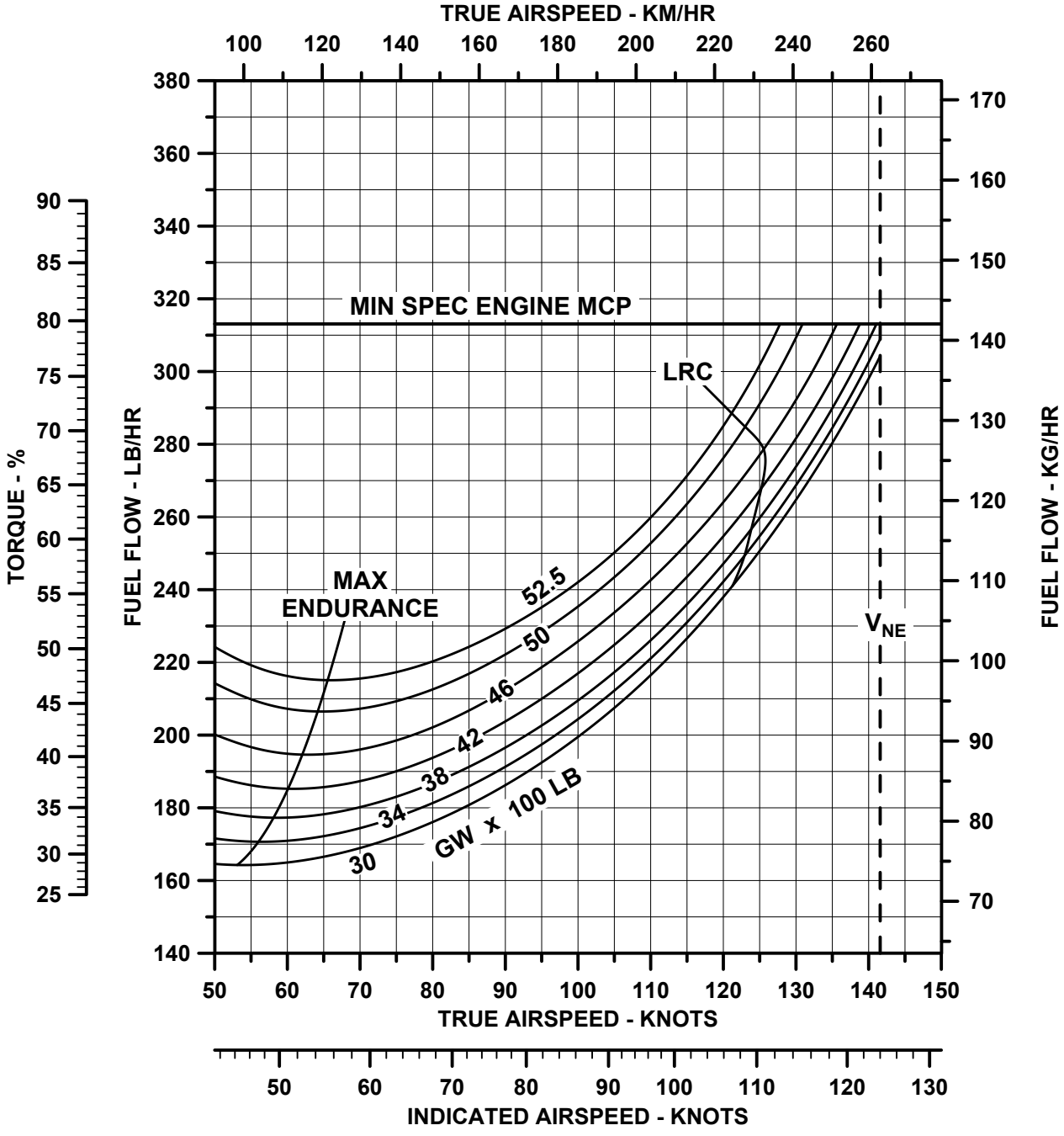
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 4,000 FT, OAT = 27°C (ISA + 20)



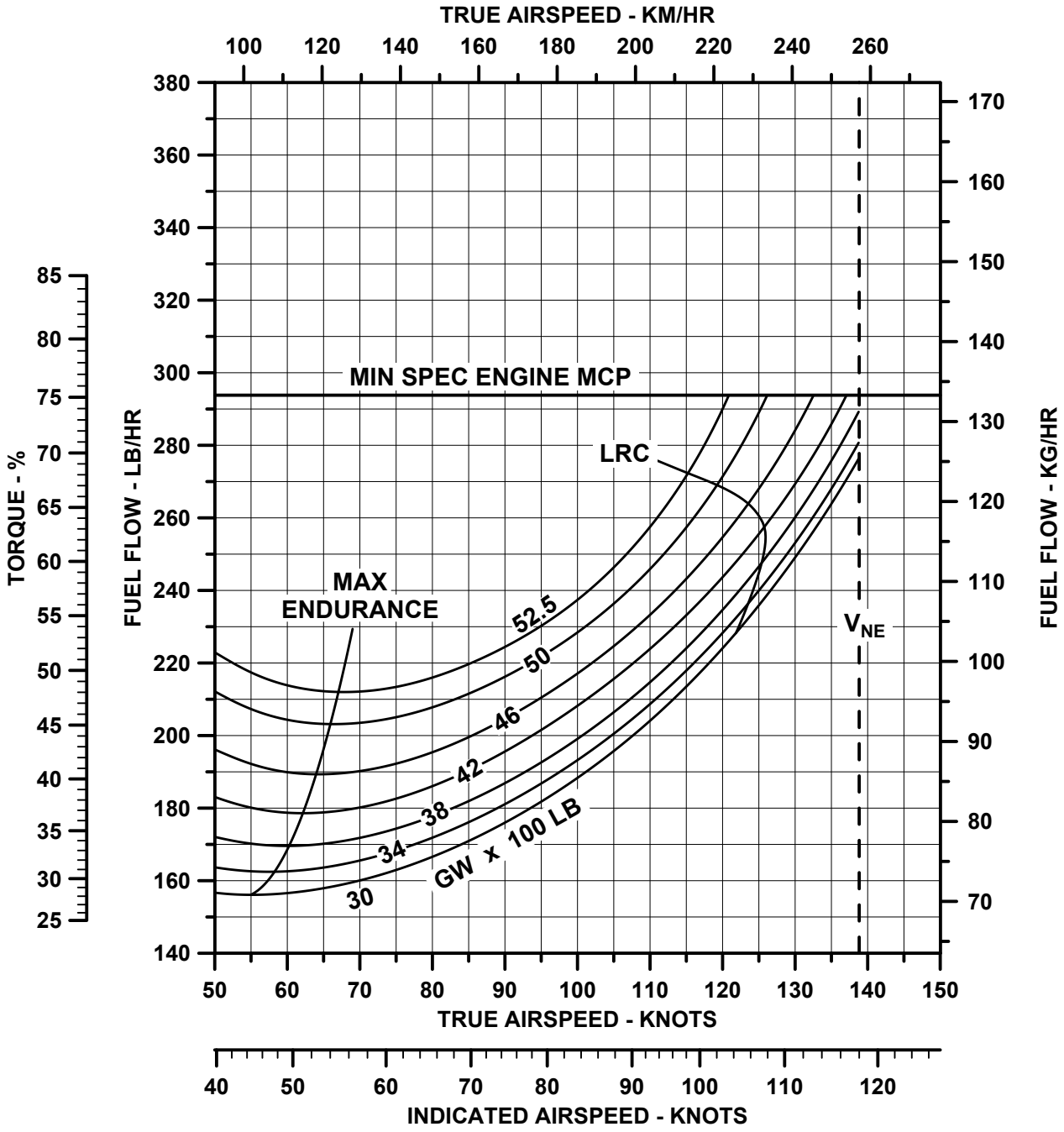
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 6,000 FT, OAT = 23°C (ISA + 20)



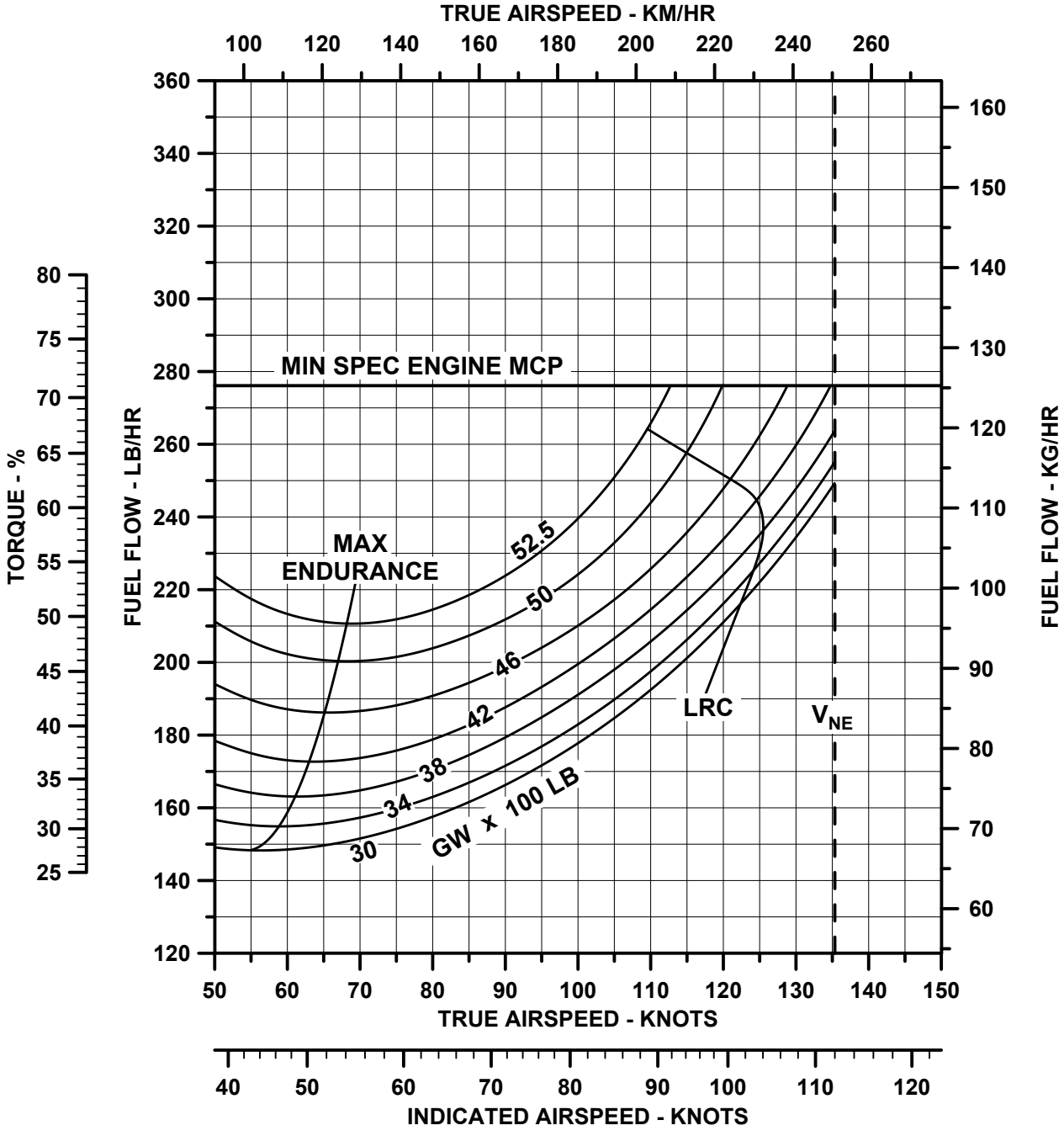
Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 8,000 FT, OAT = 19°C (ISA + 20)



Fuel Flow vs. Airspeed

PRESSURE ALTITUDE = 10,000 FT, OAT = 15°C (ISA + 20)



Cost of Operations

INTRODUCTION

Bell Textron Inc. cost of operations data for current production helicopters is based on information from Bell operators and service facilities. BHTI's Product Support organization accumulates cost data from a diverse group of operators - large, small; sub-polar, subtropical; inland, coastal; corporate, charter. This information is analyzed to generate sample data for each production model which are averages of the field experience. BHTI intends to continue monitoring actual costs and product improvements to enable annual updates of the data to maintain its currency. The following discussion is provided to review the variables involved in the helicopter's direct and indirect cost of operations as well as its cost of ownership.

The total cost of helicopter ownership and operation involves both direct and indirect costs. The direct costs are those which are incurred essentially by the flight hour and include:

- Fuel, Lubricants
- Basic Airframe Maintenance
- Powerplant Maintenance

The indirect costs are not directly dependent upon the number of hours flown and include:

- Insurance
- Facilities (hangar, workshop, etc.)
- Crew Compensation
- Financial Factors (depreciation, investment tax credit, financing costs, etc.)

Sample direct operating cost data is available for each current production model. Detailed estimates for total costs relating to specific operations are available through the BHTI regional marketing manager or corporate office using input data supplied by customer/prospect.

DIRECT COSTS

Fuel, Lubricants	A typical average value of fuel and lubricant costs is included in the sample data provided for each model. Fuel consumption depends upon speed, temperature, externally-mounted accessories, sling loads, etc. A band of approximately 10% more or less than sample value will cover these factors for normal operations. Fuel pricing varies considerably based on where the fuel is purchased geographically and whether it is purchased retail or in bulk. The sample cases use average retail purchase price prevalent at the time of the sample data are prepared.
Basic Airframe Maintenance	Airframe maintenance is divided into four categories: • Periodic Inspections • Overhauls • Replacement of Retirement Parts • Unscheduled Periodic inspections include those inspection tasks, with their part requirements, listed in the Maintenance Manual for each model. Man hours for periodic inspections can vary from the sample value provided because of differences in personal experience, tool and parts availability, facilities, environmental effects such as extremes in working temperatures. Man hour costs/ hour are also variable among the Authorized Service Centers as a result of differences in local costs, overhead expenses and volume of work. The sample value is an average of costs per hour at Authorized Service Centers at the time of publication.

Cost of Operations

DIRECT COSTS

Basic Airframe Maintenance (continued)	Overhauls include removal, disassembly, inspection, parts replacement, reassembly and reinstallation of certain components/assemblies at the perioReplaceds stated in the BHTI Maintenance Manual. Overhaul man hour and parts requirements are subject to considerable variation depending upon the helicopter's operations and environments. The sample data reflect average values. Retirement parts are those which are subject to disposal after an operating time stated in the Maintenance Manual. These are normally components of the rotors/control systems which are subject to oscillatory loads and are designed and tested for use over a finite number of flight hours rather than on their condition. The replacement at the required intervals requires some labor which is included in the man hour data in the sample. On-condition/Unscheduled maintenance encompasses labor and parts replacement for major maintenance not covered under the formal Maintenance Manual requirements for scheduled part retirements, periodic inspections and overhauls. It also includes those additional maintenance requirements imposed by the manufacturer through issue of Service Bulletins. The sample data for periodic inspections provide for some minor unscheduled maintenance tasks resulting from the inspection.
Powerplant Maintenance	The powerplant (engine) requires periodic inspection and overhauls. The overhaul periods are based on the number of operating hours or on the number of cycles, whichever is the first limit to be attained. Start cycles are a factor because thermal cycles are important in the design of the turbine engine's rotating components. Overhauls are performed by the engine manufacturer and/or at authorized facilities. Powerplant overhaul can be performed for the engine as a unit, or in some cases for individual modules. (Modules can be gearbox, compressor, turbine, for example.) Each module can have its own overhaul period. Modular overhaul can be cost-effective for some operations and its use should be evaluated. Engine or module exchanges can be made in lieu of overhaul. For details, contact the engine manufacturer or his authorized distributors/service centers. The sample costs are based on an average exchange. The powerplant may also require unscheduled maintenance (unscheduled removals for repair, parts replacement).

Cost of Operations

The following table is a sample of the Bell 407GXi direct cost of operations, in U.S. dollars per flight hour. This sample is developed by Bell using the *Guide for the Presentation of Helicopter Operating Cost Estimates* published in 2010 by Helicopter Association International.

SAMPLE BELL 407GXi DOC (PLUS FUEL ESTIMATE) SUMMARY SCHEDULE

	Parts	Labor [1]	Total
AIRFRAME MAINTENANCE			
Scheduled Inspections [2]	$4.26	$16.49	$ 20.75
Scheduled Retirements [3]	$40.54	$0.57	$41.11
Scheduled Overhauls [4]	$50.09	$8.58	$58.67
Provision for Unscheduled Maintenance and Service Bulletins on above Components	$10.83	$1.32	$12.15
On-condition Maintenance of Other Airframe Components	$61.03	$58.43	119.46
Subtotal	**166.76**	**$85.39**	**252.14**
POWERPLANT - ROLLS-ROYCE 250-C47E/4 (QUANTITY 1)			
Mfg. Estimate of Engine Cost per hour (Includes overhaul, accessories, impeller, 3 & 4 wheels)			$121.97
BHT Estimate of Additional Line Maintenance			$6.33
Subtotal			**$128.30**
Total DMC			**$380.44**
FUEL AND LUBRICANTS			
Fuel [5]			$206.80
Lubricants			$2.07
Subtotal			**208.87**
Grand Total with Fuel			**$589.31**

Notes:
[1] Labor rate figured at $95.00 per hour.
[2] Based on 600 flight hours / year.
[3] Based on 100% Life.
[4] Based on 100% TBO.
[5] Calculated at 46 GPH at $4.70 per gallon.

Other assumptions: Basic VFR helicopter with no optional equipment installed;
Mature helicopter (no warranty considerations);
Bell list price for spare parts.

Cost of Operations

INDIRECT COSTS

Insurance	Insurance rates are based on a number of factors including claim experience, type of operations, and crew qualifications. Rates can be obtained from insurance agent/broker.
Facilities	Facilities can include hangar, workshop, parts storage area, tools, ground support equipment and administrative area as appropriate to the specific operation.
Crew Compensation	The number of aircrew personnel depends on the individual operation; i.e., whether the normal crew consists of one or two pilots, hours per day flown, backup requirements for illness, vacation, etc. Bell regional marketing managers can advise typical local costs for estimation purposes.
Financial Factors	Funding a helicopter purchase can be accomplished in a variety of ways, including cash, short term note, long term note, partnership, etc. For investment accounting, several depreciation methods also exist; straight line, double declining, sum of the years digits, etc. Value of resale is a significant factor.
Miscellaneous Factors	Staff expenses (other than aircrew and direct maintenance personnel), utilities, office expenses, etc.

OWNERSHIP ANALYSIS PROGRAM

Bell uses the most recently published edition of the Life Cycle Cost computer program provided by Conklin & de Decker Associates, Inc. to determine total ownership costs for an operators planned period of utilization for the aircraft. Conklin's Rotorcraft Analysis Office may be contacted at: Phone; (817) 277-6403 or Fax; (817) 277-6402.

Bell's regional marketing managers or corporate office personnel will be able to assist in preparing an ownership analysis which is customized for our customers specific individual conditions and needs.

Component Overhaul

COMPONENT OVERHAUL INTERVALS

Component	Hours
M/R Hub	2,500
Mast Assy	2,500
Transmission	5,000
Freewheeling Assy	3,000

Component	Hours
Swashplate	2,500
Tail Rotor Gearbox	5,000
Tail Rotor Hub	2,500
K-Flex Drive Shaft	2,500

Component	Hours
Rotor Brake Caliper Assy	3,600
Rotor Brake Disk	12,000
Starter Generator	1,200

Note: Analysis of Lead-the-Fleet performance data continues to permit extension of TBOs beyond 2,500 hours for drive train components.

LIMITED LIFE COMPONENTS

Part Number	Component	Life Limit (hours)	Qty Per Aircraft
MAIN ROTOR HUB AND BLADES			
406-010-108-131	Main Rotor Grip	5,000	4
406-010-115-127	Main Rotor Upper Plate	2,500	1
406-010-117-125	Main Rotor Lower Plate	2,500	1
406-010-126-113	Drive Ring Set	100,000 RIN	1
MAIN ROTOR CONTROLS / SWASHPLATE ANTI-DRIVE			
406-010-432-101	Anti-Drive Link	5,000	1
406-010-431-109	Anti-Drive Lever	5,000	1
407-001-524-109	Collective Transmission Bellcrank	5,000	1
407-001-526-109	Cyclic Longitudinal Bellcrank	5,000	1
407-001-528-105	Cyclic Lateral Transmission Bellcrank	5,000	1
407-001-511-101	Bell Crank Support	5,000	1
TAIL ROTOR			
406-012-102-109	Tail Rotor Yoke	5,000	1
DRIVE SYSTEM			
407-040-038-123	Main Rotor Mast	5,000	1
PYLON SUPPORT			
407-010-201-105	Left Hand Pylon Side Beam	5,000	1
407-010-203-105	Right Hand Pylon Side Beam	5,000	1
407-010-206-103	Pylon Restraint Spring	5,000	2
LANDING GEAR			
407-722-101	Standard Landing Gear Aft Crosstube [1]	5,000 RIN	1
407-723-104	Standard Landing Gear Aft Crosstube [1]	5,000 RIN	1

Notes: Prices and hours are subject to change without notice. These data are provided for illustration purposes. Consult maintenance documents and BHTI spare parts pricing for current, official information.

[1] Assumes 1.5 RIN per flight hour.

Customer Support and Services

At Bell, we understand that our responsibility to our customers extends far beyond the aircraft sale. We are committed to providing the resources necessary to ensure the safe and reliable operation of our products, and we will be with you at every step of your aircraft's lifecycle. Frequently voted the #1 Customer Support & Services organization in the industry, Bell offers a wide range of products and services to support your mission requirements.

SUPPORT AND SERVICE OFFERINGS

2 Straightforward Customer Advantage Plans (CAP) covering basic aircraft configuration with optional coverage for non-standard kits

8 Bell service centers around the world with wide ranging maintenance, repair and overhaul capabilities

80+ Bell Training Academy employees with extensive experience, offering the most advanced pilot and maintenance courses

4,000 and **1,200** Unique Supplemental Type Certificates (STCs), all of which comply with FAA regulations and meet rigorous internal quality standards

Parts offered through the Aeronautical Accessories brand

100+ Bell authorized Customer Service Facilities (CSFs) with the ability to perform a wide range of aircraft services

Customer Support and Services

CUSTOMER ADVANTAGE PLANS (CAP)

CAP safeguard your direct maintenance costs and provide the ultimate in cost predictability. The plans protect your investment and provide confidence of knowing you're backed by the industry leader in customer support. With coverage options for non-standard kits, our customers experience the Bell Advantage.

SIMPLE COMPREHENSIVE PLANS

Bell offers two simple CAP options: Standard and Premier Plans.

Both offer holistic coverage of the standard helicopter configuration, with optional coverage for non-standard kits. Standard and Premier Plans are both designed to provide peace-of-mind that your aircraft is protected from day one of your aircraft ownership. Why overcomplicate your OEM support?

Don't just think you're covered…
Know it.

PROGRAM BENEFITS
• DMC competitive
• Optional non-standard kit coverage
• Preferred rates for aircraft serviced by any of the 100+ Bell Customer Service Facilities (CSFs)
• Streamlined budgeting
• Residual value protection
• Improved financing terms
• Transferable upon aircraft resale*
• Fleet customers may be eligible for no "Buy-Ins"

BELL GLOBAL NETWORK ADVANTAGE
Bell has the largest and highest rated service network in the industry. CAP members who use a CSF for their local maintenance are rewarded with preferred "in-network" rates for their aircraft.

PREMIER ACCESS TO INCREASE AIRCRAFT AVAILABILITY
CAP members have preferred access to Bell's dedicated rotable pool of parts. This inventory reduces traditional repair or replace turnaround times.

**Upon sale of aircraft, any remaining funds in the aircraft's Premier CAP account may be transferred with execution of new contract.*

Customer Support and Services

CAP FEATURES

		Premier	Standard
Typical Customer	Aircraft ownership	New aircraft or fleet customers	New aircraft only
	Years of aircraft ownership	5+	<5
	Annual flight hours	High	Low
Coverage	Standard helicopter configuration parts	☑	☑
	Optional coverage for kits installed by Bell	☑	☑
	Optional OEM engine coverage	Varies by model	
	Parts used for scheduled maintenance	☑	
	Parts used for unscheduled maintenance	☑	☑
	Life-limited component coverage	☑	
	Overhauls	☑	
	OEM-original or authorized parts	☑	☑
	Alert Service Bulletins	☑	☑
Contract	Minimum annual flight hours	No minimum	No minimum
	Renewable	☑	☑ **
	Transferable	☑ *	☑ **
	Preferred rates for using Bell Authorized Customer Service Facilities	☑	☑
	Choice pricing under warranty	☑	☑
Support	Access to Bell Customer Portal	☑	☑
	On-site technical assistance	☑	☑
	24/7/365 Aircraft on Ground (AOG) support	☑	☑

* *Upon sale of aircraft, any remaining funds in the aircraft's Premier CAP account may be transferred with execution of a new contract.*
** *Conditions may apply*

NEW AIRCRAFT COVERAGE

CAP provides the confidence of knowing you're backed by the industry leader in customer support. For new aircraft, the plans are designed to provide peace-of-mind that your aircraft is protected from day one of your aircraft ownership.

KEY BENEFITS

LOWER RATES DURING WARRANTY

SAVINGS ON OVERALL AIRCRAFT SUPPORT

RESIDUAL VALUE PROTECTION ON AIRCRAFT

To learn more about how CAP can assist you with your aircraft operations, please contact CAP@bellflight.com or contact your Bell Sales Representative.

Customer Support and Services

SERVICE CENTERS

The wide-ranging capabilities of our Customer Support and Services organization provides complete and seamless support - offering Bell customers the advantages of a one-stop helicopter services experience - worldwide.

With services ranging from state-of-the art helicopter customization, aircraft refurbishment and helicopter accessory options to unparalleled maintenance, repair and overhaul solutions, combined with personalized service offerings, Bell provides you with local support in every corner of the world.

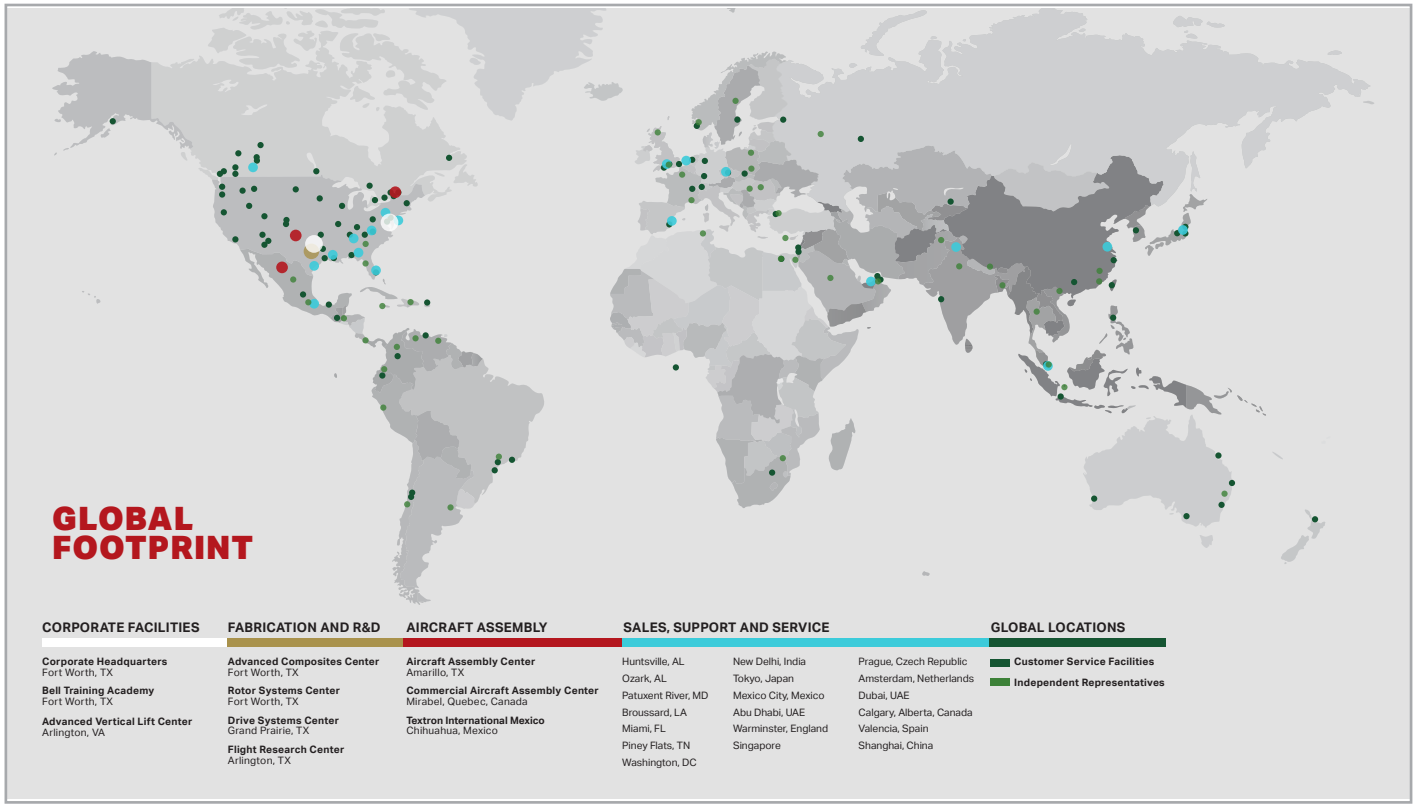
VALUE ADDED SERVICES

		Piney Flats	Miami	Ozark	Singapore	Prague	Broussard	RBI Hawker (UAE)	RBL (United Kingdom)
Component Repair & Overhaul Capabilities	Expanded repair	●		●					
	Transmission	●		●	●				
	Hubs	●		●	●				
	Avionics	●		●		●			
	Rotor blades						●	●	●
	Composite panels						●		
Additional Capabilities	Aircraft customizing	●		●	●	●			
	Aircraft refurbishment	●	●	●	●	●			
	Maintenance, repair & overhaul	●	●	●	●	●			
	Upgrades & mods install	●	●	●	●	●			
	Approved installer of Aeronautical Accessories parts & accessories	●	●	●	●	●			
	Paint service	●		●	●	●			
	Field maintenance & repair	●	●		●	●	●		
	Bell maintenance training	●			●				
	Bell warranty work	●	●	●	●	●	●	●	●

Customer Support and Services

CUSTOMER SERVICE FACILITIES (CSF)

At Bell, we understand the importance of maintaining the readiness of your aircraft. That is why we are committed to providing the helicopter industry's premier global customer support network. With more than 100 authorized facilities globally, the award-winning Bell CSF network is there to ensure your aircraft is ready—whenever or wherever you need it.



QUALITY ASSURED AND OEM APPROVED

Customers who choose an authorized CSF for maintenance, repair and overhaul work can be assured that both the staff members and the facility itself meet Bell's stringent internal standards for quality and safety. Authorized CSFs have factory-trained maintenance technicians and are equipped with the training and expertise required to process Bell warranty claims. In addition, these facilities maintain guaranteed parts inventories to service aircraft and possess the most up-to-date technical and safety information available. All of this combines to provide in-region support you can trust.

Training

BELL TRAINING ACADEMY (BTA)

Bell's global training solutions are designed to equip customers with the knowledge and skills necessary to safely and efficiently perform their missions. Since 1946, the BTA has been committed to providing industry leading training programs that create better, safer flight operations. The BTA staff of highly skilled professional pilot and technical instructors leverages OEM data and expertise to deliver the finest helicopter training in the world. We continue to develop innovative programs that will take our customers' pilot and technical skills to a whole new level.

The BTA at Bell's headquarters in Fort Worth, Texas.

Pilot and maintenance training is complimentary with each new aircraft purchase. Supplemental, training courses are available at an additional cost.

STATE-OF-THE-ART TRAINING RESOURCES

Based at the Bell headquarters in Fort Worth, Texas, the BTA combines a track record of excellence with a wide variety of industry-leading amenities.

#1	Pilot and maintenance training consistently ranked #1 the industry.	**375+**	Years combined experience among Bell's technical instructors
25,000+	Square foot maintenance hangar	**8,500**	Average instructor pilot flight hours
200,000+	Pilot and maintenance technicians trained	**134+**	Countries represented by customers in every market segment
2	Full Flight Simulators for the Bell 407GX and Bell 525	**6**	Advanced Flight Training Devices (FTD) designed to train on seven models

Training

The BTA's 80+ staff members welcome students from all over the world, and are eager to share the knowledge gained from decades of hands-on experience within the military and across other professions. Instruction can be provided in English or Spanish. Language translation is available for an additional cost.

Recognized by the European Aviation Safety Agency (EASA) as an Approved Training Organization (ATO), the BTA has the authorization to provide Part-FCL flight training courses to European customers for the 407, 212/412, 429, and 505 models, including the use of Flight Training Devices (FTD) for the Bell 407 and 429 models. A Performance Based Navigation (PBN) Generic Non-Type or 412/429 Type Rating Specific courses are also approved.

The BTA is also authorized by various international regulatory agencies for type-specific technical training of engineers / mechanics. These agencies include the Civil Aviation Authority of Singapore (CAAS), Transport Canada (TC), European Aviation Safety Agency (EASA), Australian Civil Aviation Safety Authority (CASA), Civil Aviation Administration of China (CAAC), Director General Civil Aviation of India (DGCA), and the UAE General Civil Aviation Authority (GCAA).

GLOBAL TRAINING NETWORK

With nearly 70 percent of our commercial aircraft delivered internationally, Bell understands the need for training to be readily available where our customers perform their missions. Our training centers are equipped and certified to meet the needs of our customers around the globe. We are committed to having resources where our customers operate and are investing to provide world-class, global training solutions to meet a growing customer demand.

Europe: All pilot training classes at BTA – Valencia, powered by TRU Simulation + Training are instructed upon the Bell 429 EASA-certified Level D Full Flight Simulator (FFS). The Bell 429 FFS by TRU offers the largest standard visual field of view and the largest standard dome radius of any simulator on the market today. Additionally the FFS offers industry-leading motion performance with high-fidelity superior accelerations, smoothness, and responsiveness powered by REALFEEL® Control Loading System and REALVibe™ Secondary Cueing System.

BTA, Valencia, powered by TRU Simulation + Training offers three courses with plans for additional class offerings in the coming years. BTA-Valencia offers a 10-day Bell 429 EASA initial type rating and a Bell 429 recurrent course to reinforce the initial type rating. Additionally, BTA-Valencia offers wet and dry leasing that is custom tailored to each operator. For more information on wet and dry leasing please visit www.bellflight.com/training.

Singapore: BTA Singapore is approved by the Civil Aviation Authority of Singapore (CAAS), European Aviation Safety Agency (EASA), Australian Civil Aviation Safety Authority (CASA), and Director General Civil Aviation of India (DGCA), and the UAE General Civil Aviation Authority (GCAA). BTA Singapore offers regulatory classes for maintenance theory and practical training on all current Bell models and select legacy aircraft. Available courses include avionics maintenance, field maintenance and refresher courses, cable and connector training, and vibration monitoring system training.

Bell training at BHT Singapore.

Training

GENERAL INFORMATION

The operator and maintenance training provided by BTA establishes a foundation that supports mission tasks with aircraft pilot qualification.

Pilot Operator Training: Our pilot training program includes basic academics and initial flight training to transition current pilots into Bell aircraft. All training is conducted by certified Bell instructor pilots.

Maintenance Technician Training: Experience is important, however, instruction received in the classroom and training lab provides an undeniable enhancement. Facilitating more efficient maintenance manpower and improving logistics supportability ensures that the customer's Bell is operational and maintainable in all types of climate and terrain.

Academic training includes both state-of-the-art instructor-led computer presentations and hands-on maintenance training. Mechanical, electrical, and avionics training takes place in a temperature controlled shop and will include use of composite maintenance trainers and avionics bench trainers. The BTA also has operational cutaway mockups, a composite repair room, and an electrical/avionics lab. Over half of the maintenance training is hands-on, skill enhancing, and performance focused instruction. Training is determined complete, as defined by Bell, after each student demonstrates an ability to perform to the course standards for actual maintenance and operation of the equipment referencing technical manuals.

Training Aircraft: The BTA conducts flight training in Bell OEM-owned or newly delivered customer aircraft.

Training Materials and Language: Bell provides each maintenance and pilot training candidate a hard-copy course notebook in the English language for each course conducted by BTA instructor personnel. The training materials will be sufficient to train maintenance technicians and pilots who meet the course prerequisites in the maintenance and operation of the applicable model helicopters. Course instructional electronic media, syllabi, course outlines, and company intellectual property will be considered non-deliverables.

Training Technology: Bell is leading the industry in its use of engineering technology to more effectively teach pilots and maintainers around the world. The use of 3-D rendered, high-fidelity, interactive graphics provide students an authentic representation of each component. Smart Board technology allows for independent media manipulations such as assembly and disassembly of system subassemblies and replication maintenance actions without leaving the classroom. The adoption of 3-D modeling of aircraft components and system assemblies has greatly improved training efficiency by enhancing student retention.

Student Registration: The customer is responsible for submitting an enrollment request for each training candidate via Bell's on-line registration process at www.bellflight.com/training. It is encouraged that all training be scheduled at least ninety (90) days prior to the start of each established course date to ensure space and instructor availability.

Cancellation Policy: The customer agrees to comply with the BTA cancellation policy as set forth at www.bellflight.com/training.

Trainee Visas: Applying for and receiving a visa for students in a timely manner is the responsibility of the customer. To ensure timely approvals, students must register early.

Trainee Expenses: Arrangements and expenses associated with training, including but not limited to, air travel, ground transportation (car rental/taxi), meals, and lodging for each designated trainee will be the responsibility of the customer.

Training

TRAINING COURSES

The following table summarizes the complimentary training provided with each purchased Bell 407GXi. Additional training options are available at www.bellflight.com/training

BELL 407GXi TRAINING COURSE SUMMARY

Course	Complimentary
Pilot Training	
Bell 407GXi Initial Pilot Ground and Flight Procedures	1
Maintenance Training	
Bell 407 Field Maintenance	1
Bell 407 Electrical Maintenance	1
Bell 407GXi Avionics	1

COURSE DESCRIPTIONS

Please visit our website at www.bellflight.com/training for complete course descriptions.

Aeronautical ACCESSORIES™
A Bell Brand

Our Aeronautical Accessories brand offers more than 4,000 parts and 1,200 unique supplemental type certificates (STCs), allowing you to upgrade your aircraft to meet the latest mission requirements. Aeronautical Accessories offers a broad selection of competitively priced, proven replacement parts and accessories with the best and most respected customer service in the rotorcraft aftermarket industry.

INNOVATION RELIABILITY & PERFORMANCE

In aviation, innovation must be accompanied by a stringent focus on compliance to ensure your safety and that of your crew and passengers. To deliver on that commitment, Aeronautical Accessories places an uncompromising focus on safety and quality. Our components meet FAA requirements as well as exacting internal standards and are backed by an exceptional warranty—a benefit of being part of the Bell brand. In addition, we are registered under Bell as a certified ISO 9001 with AS9100 Revision D facility.

GLOBAL AVAILABILITY OF PRODUCTS

Through our global distribution and modern inventory management system, we minimize customer downtime for repairs, refurbishments and completions. Aeronautical Accessories is your solution for:

- Windows
- Interior and trim
- Landing gear
- Composites
- Safety and mission equipment
- Doors and seating
- Lighting and vision
- Fuel systems and filtration
- Floats
- Ground handling equipment

To view the full range of Aeronautical Accessories product offerings, please visit www.aero-access.com. To reach Sales & Support, please call 800.251.7094 or by email at sales@aero-access.com.

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