

bell 427 VFR

bell
Helicopter
A Textron Company



SPECIFICATIONS



**PRODUCT SPECIFICATIONS
JANUARY 2006**

For additional information visit the Bell Helicopter Textron Website

Homepage: www.bellhelicopter.com

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PUBLISHERS NOTICE

The data presented in this document is general in nature, and has been compiled from Bell Helicopter Textron, Inc. [BHTI] source materials including but not limited to; The Approved Rotorcraft Flight Manual, Maintenance Manual, Illustrated Parts Catalog, and other engineering design specifications.

This document is intended for the use of **BHTI Sales Personnel** and for **prospective customers** as an aid in determining estimated weight and performance of the helicopter when configured with equipment for specific missions.

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The listings of Optional Equipment [KITS] are subject to revision and change, and also may be different for specific serial number helicopters or special custom configurations. Please consult the *NOTES* found in the right margins of the optional equipment list pages for **equipment compatibility**. The continuing product improvement process of BHTI may cause some components, equipment, and compatibility to be changed or replaced.

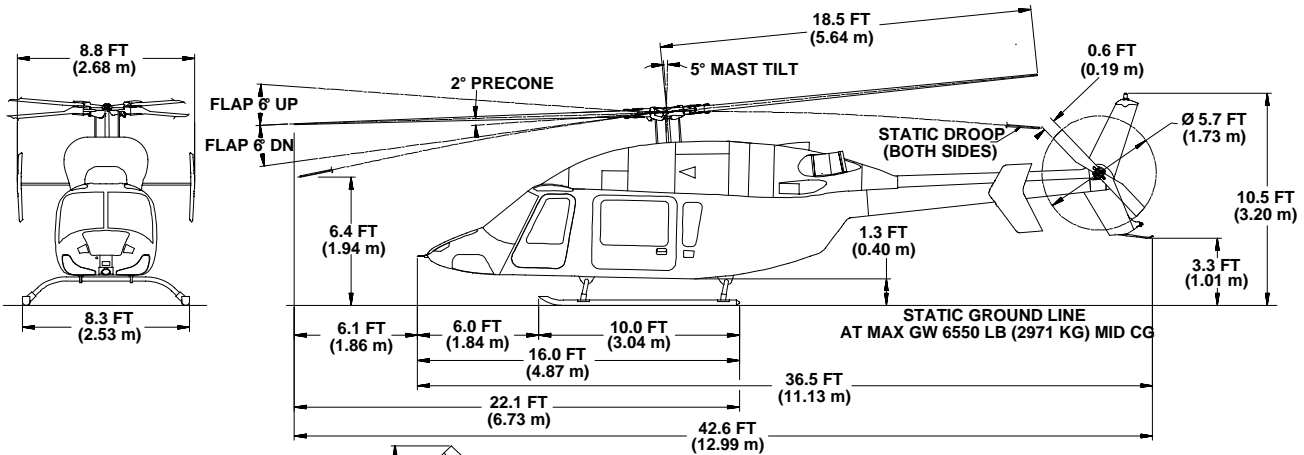
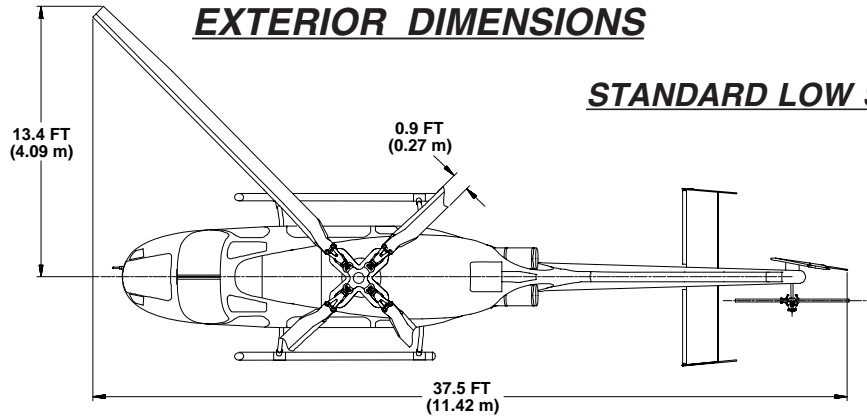
The SPECIFICATIONS, WEIGHTS, DIMENSIONS, AND PERFORMANCE DATA shown in this document are subject to change without notice.



EXTERIOR DIMENSIONS

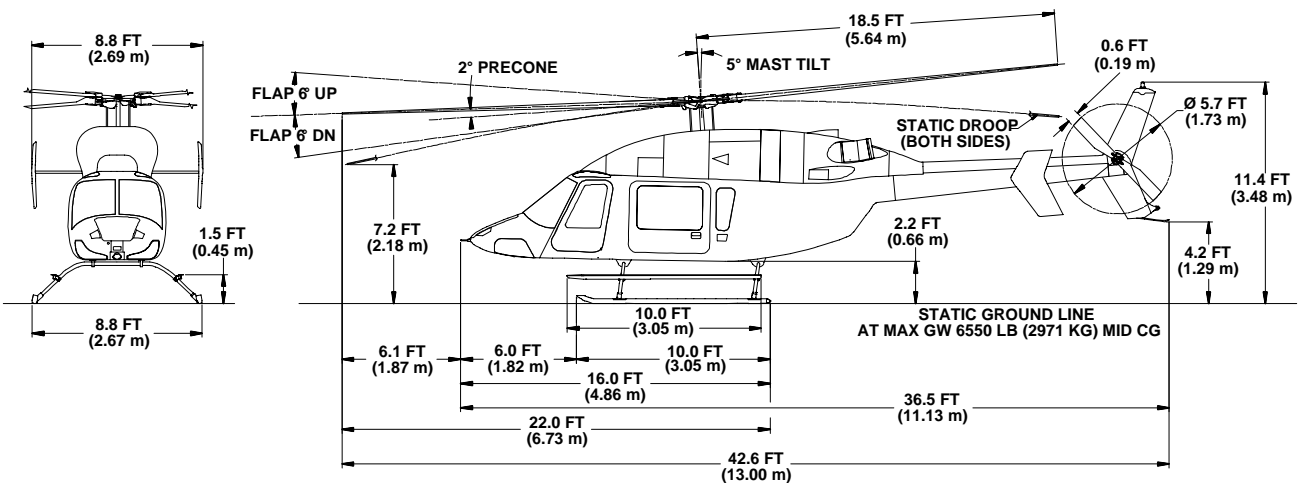
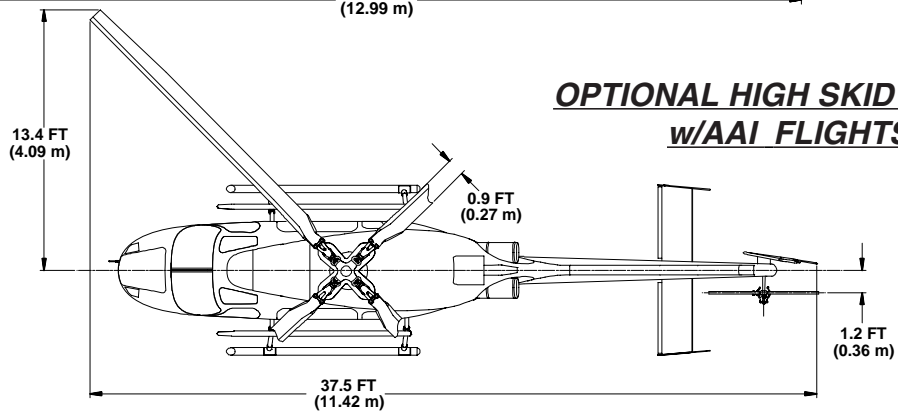
STANDARD LOW SKID GEAR

427
STD GEAR



**OPTIONAL HIGH SKID GEAR
w/AAI FLIGHTSTEP®**

427
HIGH SKID GEAR

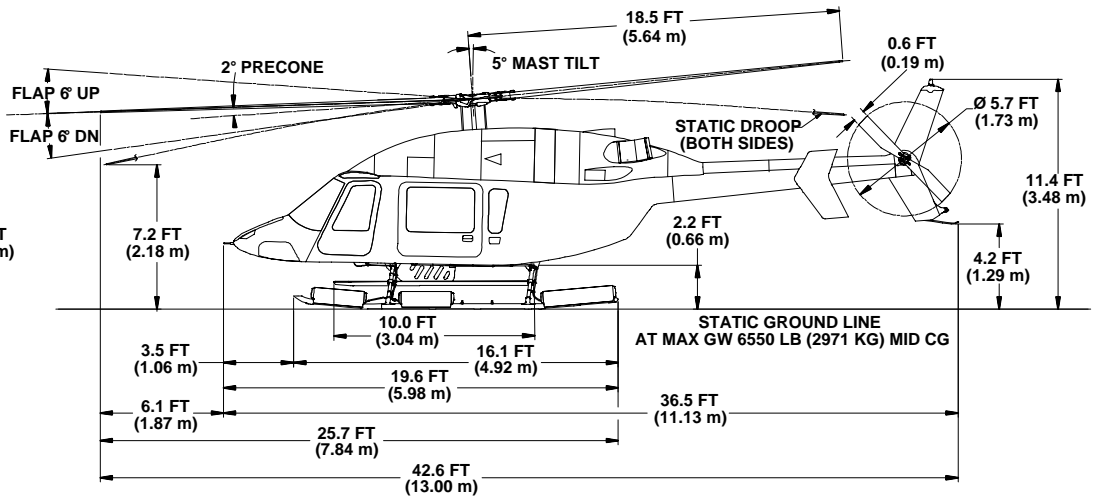
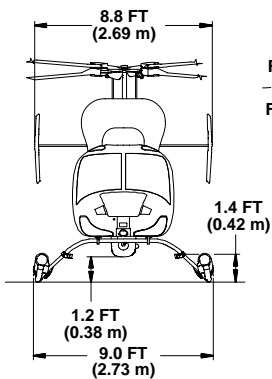
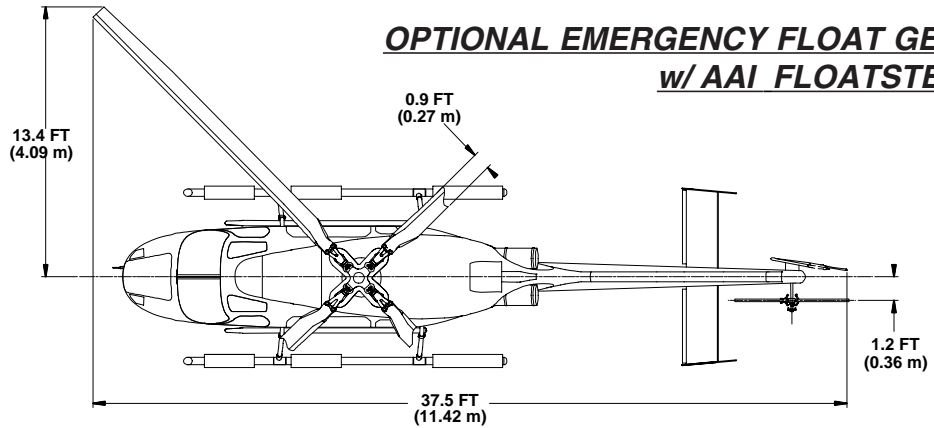


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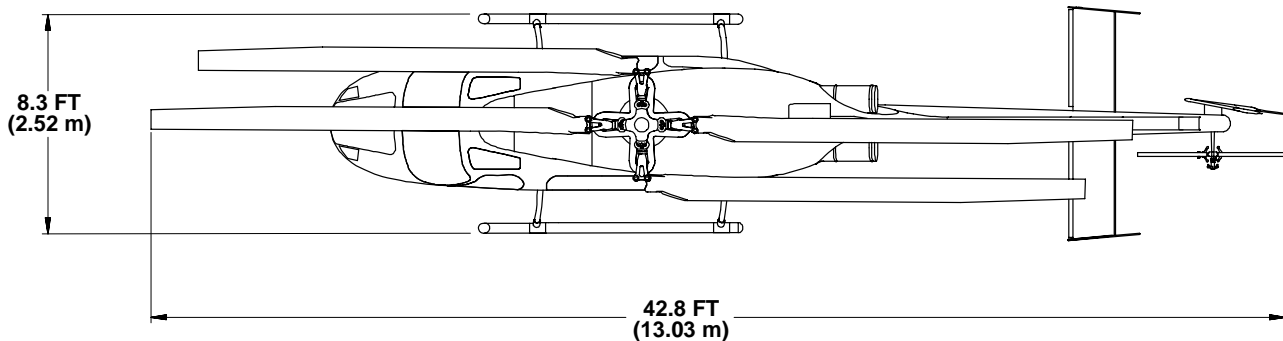


427
WITH FLOAT KIT

**OPTIONAL EMERGENCY FLOAT GEAR
w/ AAI FLOATSTEP®**



OPTIONAL BLADE FOLDING KIT DIMENSIONS



MINIMUM HANGAR SIZE*
ROTOR NOT FOLDED
30.0 FT X 40.0 FT
[9.0 M X 12.0 M]

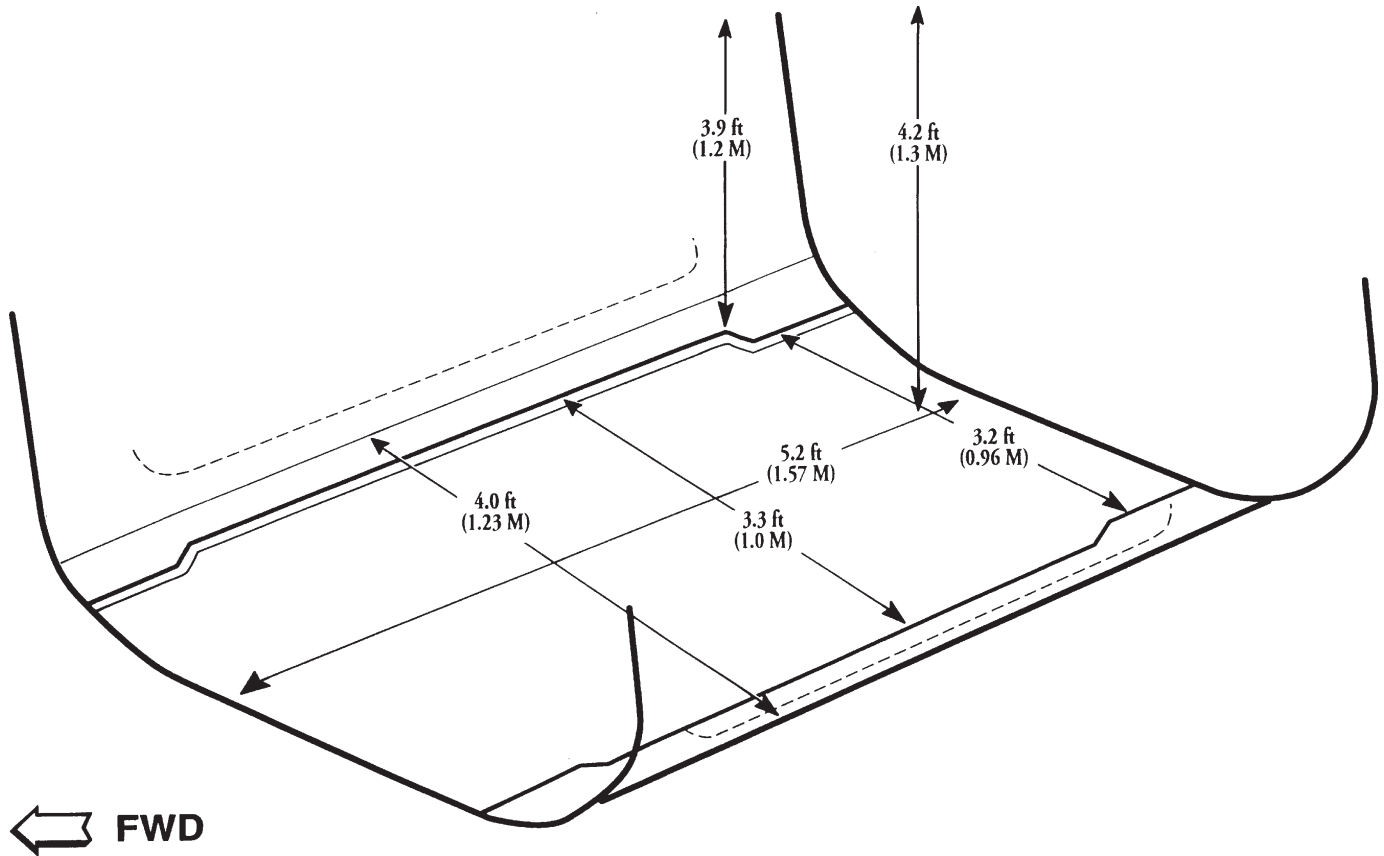
MINIMUM HANGAR SIZE*
ROTOR FOLDED
8.3 FT X 42.8 FT
[2.6 M X 13.1 M]

*ALLOWANCE SHOULD BE MADE FOR HIGH SKID GEAR, GROUND WHEELS, EMPTY FUEL CONDITION, AND DOOR LIP WHEN CONSIDERING HANGAR DOOR WIDTH AND HEIGHT



INTERNAL DIMENSIONS

PASSENGER CABIN FLOOR SPACE WITH SEATS REMOVED [APPROXIMATE]



Approximate cargo space:

Aft Cabin - 2.9 cubic meters (102 cubic feet)

Left front - 0.6 cubic meters (20 cubic feet)

Baggage compartment-0.76 cubic meters (27 cubic feet)

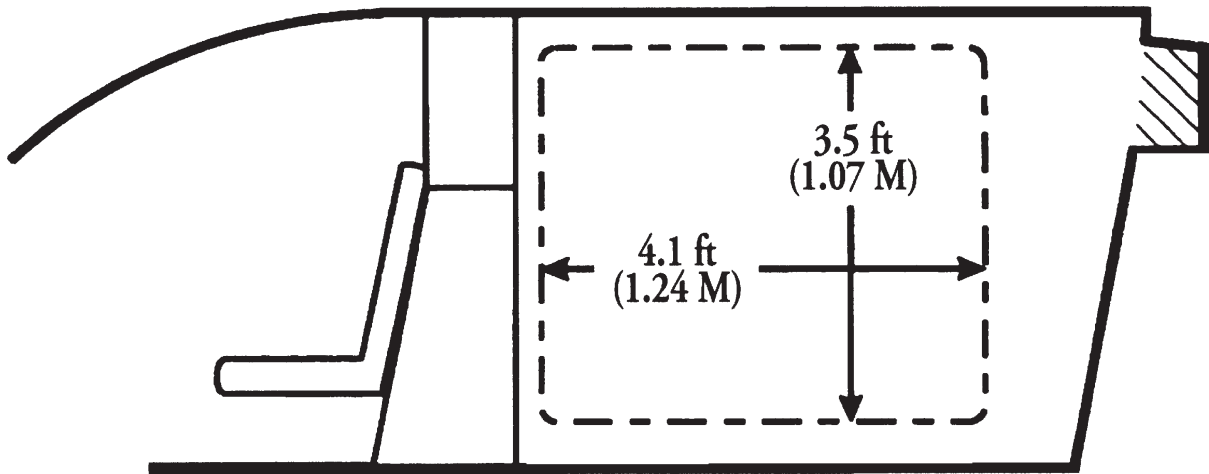
Max Floor Loading:

Aft Cabin - 366 kg/M² (75 lb/ft²); Maximum internal load -600 kg (1313 lb)

Baggage Compartment - 420 kg/M² (86 lb/ft²); Max Baggage weight-113 kg (250 lb)



PASSENGER CABIN DOOR DIMENSIONS





SPECIFICATION SUMMARY (U. S. Units)

(Serial No. 56047 & Subsequent)

WEIGHTS

LBS

Standard Configuration Weight (Note 1)	3881
Normal Gross Weight (Note 2)	6350/6550
External Gross Weight	6550
Standard Configuration Useful Load (Normal Gross Wt - Standard Configuration Wt)	2469/2669
Maximum External Load (Cargo Hook Limit)	3000

Note 1: Includes twenty-five pounds of engine oil. Ballast is not included in standard configuration weight (ballast is function of installed equipment).

Note 2: Alternate Maximum Gross Weight of 6550 lbs (2971kg) is permitted when operating within the limitations of FAA Approved Rotorcraft Flight Manual Supplement BHT-427-FMS-7.

PERFORMANCE SUMMARY:

• • • REFER TO DEMONSTRATED TAKEOFF & LANDING AND MAXIMUM OPERATING ALTITUDE NOTES ON THE PERFORMANCE CHARTS • • •

(Note 2)

<u>TAKEOFF, GROSS WEIGHT</u>	<u>LBS</u>	<u>5000</u>	<u>5500</u>	<u>6000</u>	<u>6350</u>	<u>6550</u>	
IGE Hovering Ceiling	ISA	ft	9000	9000	9000	9000	9000
	ISA+20C	ft	6729	6729	6729	6729	6729
OGE Hovering Ceiling	ISA	ft	10,000	10,000	10,000	6000	1750
	ISA+20C	ft	10,000	10,000	9300	3700	(6525lb@SL)
Service Ceiling (MCP) - AEO (30 minute) - OEI	ISA	ft	10,000	10,000	10,000	10,000	10,000
	ISA+20C	ft	10,000	10,000	10,000	10,000	10,000
	ISA	ft	10,000	10,000	10,000	8000	4600
	ISA+20C	ft	10,000	10,000	9450	6050	2500
No Height-Velocity Ceiling (Note 3)	ISA	ft	7000	7000	4080	2135	(6525lb@SL)
	ISA+20C	ft	4728	4728	1810	(6325lb@SL)	n/a
Cruise @ Sea Level ISA							
Maximum Cruise Speed		kn	143	142	140	138	136
Long Range Cruise Speed (avg GW)		kn	131	133	134	134	133
Range @LRC, No Reserve		nm	338	400	394	390	387
Endurance @ Loiter 60 kn (no reserve)	ISA, SL	hr					4.0

Note 3: Height-Velocity has been demonstrated up to 7000 ft Density Altitude per FAR Part 27.

ENGINE RATINGS:

	<i>Uninstalled Thermodynamic Shaft Horsepower</i>	<i>Engine Rated Shaft Horse- power</i>
Pratt & Whitney Canada PW207D		
with Full Authority Digital Electronic Control (FADEC).		
Takeoff (5 Minutes)	SHP	710
Maximum Continuous	SHP	625
OEI (30 seconds)	SHP	820
OEI (2 minute)	SHP	780
OEI (30 minute)	SHP	750
OEI (Continuous)	SHP	710

TRANSMISSION RATING:

Takeoff (5 Minutes) AEO	SHP	800
Continuous AEO	SHP	800
30 Second OEI	SHP	650
2 Minute OEI	SHP	605
Continuous OEI	SHP	460

FUEL CAPACITY (USABLE):

Standard 203.5 US Gallons

THE DATA SET FORTH ON THIS DOCUMENT ARE GENERAL IN NATURE AND MAY VARY WITH CONDITIONS. FOR PERFORMANCE DATA AND OPERATING LIMITATIONS FOR ANY SPECIFIC FLIGHT MISSION, REFERENCE MUST BE MADE TO THE APPROVED FLIGHT MANUAL.



SPECIFICATION SUMMARY (Metric Units)

(Serial No. 56047 & Subsequent)

WEIGHTS

	KG
Standard Configuration Weight (Note 1)	1760
Normal Gross Weight (Note 2)	2880/2971
External Gross Weight	2971
Std. Conf. Useful Load (Normal Gross Wt - Standard Configuration Wt) (Note 2)	1120/1211
Maximum External Load (Cargo Hook Limit)	1361

Note 1: Includes eleven kilograms of engine oil. Ballast is not included in standard configuration weight (ballast is function of installed equipment).

Note 2: Alternate Maximum Gross Weight of 6550 lbs (2971kg) is permitted when operating with the limitations of FAA Approved Rotorcraft Flight Manual Supplement BHT-427-FMS-7.

PERFORMANCE SUMMARY:

• • • REFER TO DEMONSTRATED TAKEOFF & LANDING AND MAXIMUM OPERATING ALTITUDE NOTES ON THE PERFORMANCE CHARTS • • •

<u>TAKEOFF, GROSS WEIGHT</u>		<u>KG</u>	<u>2268</u>	<u>2495</u>	<u>2722</u>	<u>2880</u>	<u>2971</u>
IGE Hovering Ceiling	ISA	m	2743	2743	2743	2743	2743
	ISA+20C	m	2051	2051	2051	2051	2051
OGE Hovering Ceiling	ISA	m	3048	3048	3048	1829	533
	ISA+20C	m	3048	3048	2835	1128 (2960kg@SL)	
Service Ceiling (MCP) - AEO	ISA	m	3048	3048	3048	3048	3048
	ISA+20C	m	3048	3048	3048	3048	3048
	(30 minute) - OEI	ISA	m	3048	3048	3048	2438
	ISA+20C	m	3048	3048	2880	1844	762
No Height-Velocity Ceiling (Note 3)	ISA	m	2134	2134	1244	651 (2962kg@SL)	
	ISA+20C	m	1441	1441	552 (2869kg@SL)	n/a	
Cruise @ Sea Level ISA							
Maximum Cruise Speed		km/h	265	263	259	256	251
Long Range Cruise Speed (avg GW)		km/h	243	246	248	248	246
Range @LRC, No Reserve		km	626	741	730	722	716
Endurance @ Loiter 111 km/h (no reserve)	ISA, SL	hr					4.0

Note 3: Height-Velocity has been demonstrated up to 2134 M Density Altitude per FAR Part 27.

ENGINE RATINGS:

		<i>Uninstalled Thermodynamic Power</i>	<i>Engine Rated Power</i>
Pratt & Whitney Canada PW207D with Full Authority Digital Electronic Control (FADEC).			
Takeoff (5 Minutes)	kW	529	410
Maximum Continuous	kW	466	410
OEI (30 seconds)	kW	611	485
OEI (2 minute)	kW	582	485
OEI (30 minute)	kW	559	410
OEI (Continuous)	kW	529	410

TRANSMISSION RATING:

Takeoff (5 Minutes) AEO	kW	597
Continuous AEO	kW	597
30 Second OEI	kW	485
2 Minute OEI	kW	451
Continuous OEI	kW	343

FUEL CAPACITY (USABLE):

Standard 770 Liters

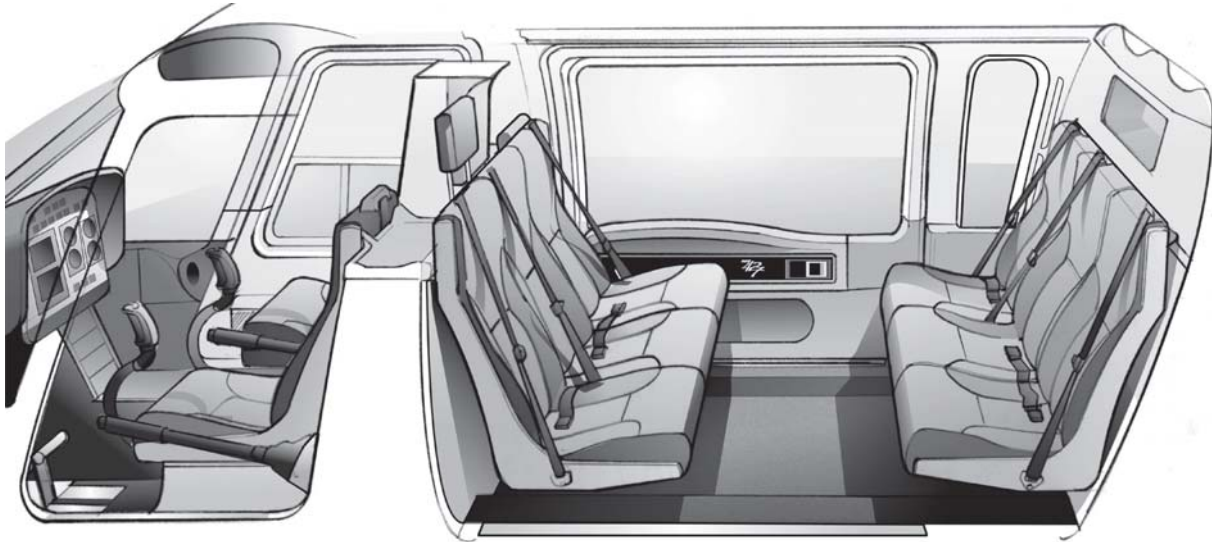
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427 SEATING

CREW SEATING - Two individual ergonomically designed **energy attenuating** 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 belt straps are black, with silver metal fasteners.

STANDARD EIGHT PLACE SEATING

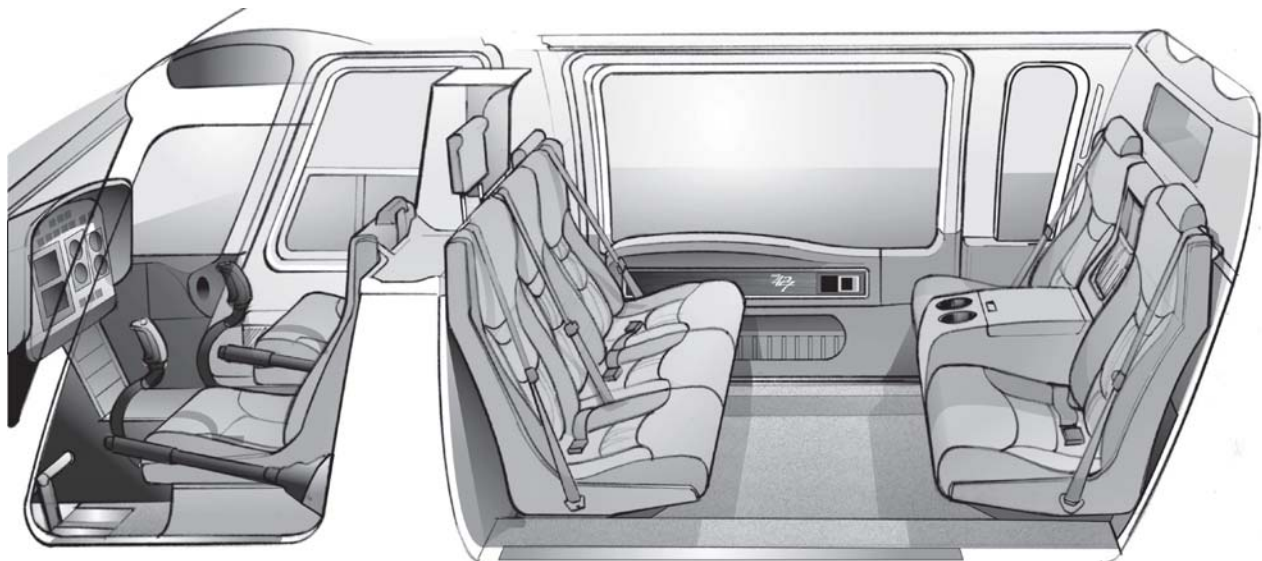


STANDARD SEATING AND INTERIOR TRIM

The standard configuration cabin seating is the traditional club format of two rows of three **energy attenuating** seats, with individual seat belts and single strap shoulder harness, arranged facing each other. Available with Grey, Blue, Red, or Tan fabric upholstery with Black seat belts (crew and passengers). Seats are upholstered in fabric or

at **extra cost** in all vinyl, with painted seat frames. **The standard interior trim** consists of full plastic closeouts on all airframe areas, vinyl covered arm rests, and molded plastic headliners. The floor is covered in a durable low loop Nylon blend carpet. The standard seating and interior trim are included in the standard configuration aircraft weight.

OPTIONAL CORPORATE CLUB SEATING



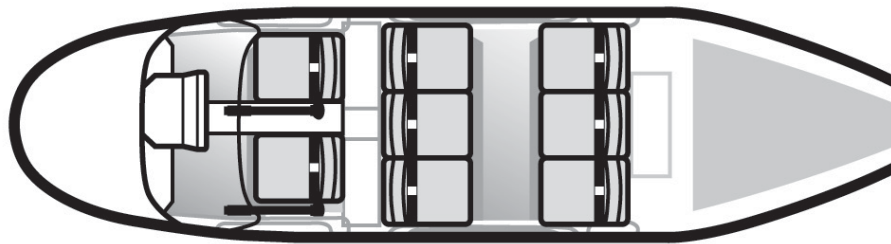
Specifications subject to change without notice.



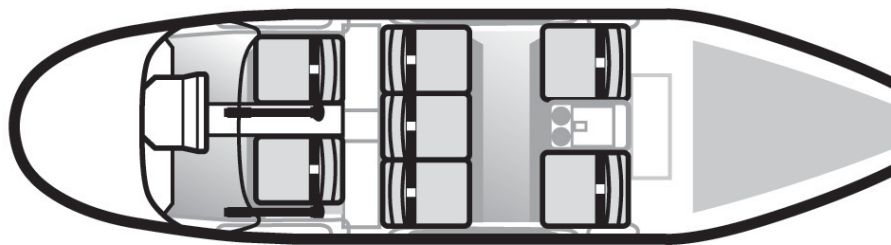
OPTIONAL CORPORATE CLUB SEATS AND INTERIOR TRIM

Corporate seating is available with main cabin club seating arrangements for **four or five passengers (all passenger seats are energy attenuating)**. **Five passenger** cabin arrangements include either three rear facing/two forward facing seats, or two rear facing/three forward facing seats. All **two seat** modules include a **center storage console***. The “Contoured Style” seats have leather covered side frames and are available with Pewter,

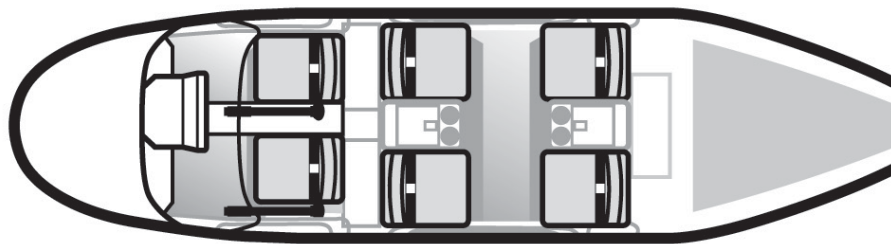
Mushroom, Dark Blue, Saddle, Burgundy, Smoke Grey, and Forest Green upholstery and color coordinated seat belts with silver metal fasteners (Crew seat belt straps are black). Seats can be either all fabric or all leather. **The corporate interior trim** consists of full plastic closeouts on all airframe areas, door pockets, and lower cabin sidewalls covered with color coordinated leather. Carpet is richly textured 100% wool cut pile.



6 place club



5 place club
with center console



4 place club
with 2 center consoles

* Any **center storage console** may be deleted from one of the Corporate Configurations to allow for the **Customized** installation of a Refreshment Center or an Entertainment System.

Specifications subject to change without notice.



Standard Configuration

(Items Included in List Price)

AIRFRAME

Fuselage, all composite exterior shell and internal bulkheads of graphite and nomex honeycomb construction (with aluminum honeycomb roof panel) attached to dual external main roof beams of 7050 aluminum alloy (connecting the fuselage to the transmission)

Fairings, all composite graphite and nomex honeycomb or BMI thermoplastic aerodynamic fairings for the flight controls, transmission, engine, and tail rotor driveshafting and tail rotor gearbox cover

Doors (four), two for pilot & passengers on right side, two for copilot and passengers on left side, all doors of composite material

Baggage compartment (27 ft³/0.76M³, 250 lbs/113 Kg capacity), with composite door (on the right side of aft fuselage)

Locks for cabin doors and baggage compartment

Landing gear, tubular aluminum skid type with replaceable skid shoes

Provisions for mooring, jacking and single point lifting

Fuselage Mounted Maintenance Steps and Step/Handgrips

Tail boom, monocoque aluminum structure with aluminum honeycomb vertical fin and composite fixed horizontal stabilizer and auxiliary finlets

Tail skid (tail rotor guard)

Windows, gray tinted plexiglass (windshields are clear plexiglass) [sliding vent windows in main cabin doors are available as a no-cost option]

Three color exterior paint schemes (3-color standard, additional colors and special paint schemes priced on request)

INTERIOR

8-place interior (STANDARD CLUB SEATING) with integral soundproofing, floor carpeting, and miscellaneous stowage. Color options available for upholstery and carpet

Cockpit-2 energy attenuating seats with seat belts, dual shoulder straps, and inertia reel

Cabin-6 energy attenuating passenger seats with seat belts, single shoulder strap, and inertia reel

Fire extinguisher, (1) cockpit

First aid kit (Canadian Registered helicopters only)

Floor covering throughout

Parcel shelf behind rear row of cabin seats

Ram air ventilation system for cockpit and cabin

POWER PLANT

Two fully isolated Pratt & Whitney Canada PW207D turboshaft engines with independent:

- Oil reservoir (integral to engine case)
- Oil cooler
- Titanium forward firewall
- Titanium center firewall & T/R Driveshaft tunnel
- Titanium aft firewall
- Titanium lower horizontal firewalls (L&R)
- Engine Fluid Containment Reservoirs (2)

Engine Air Particle Separators w/Bleed Air Lines

Engine Wash lines / equipment

Fire Detector and Extinguisher system

Fuel Heater (no anti-ice additive required)

Full authority digital electronic control (FADEC) {Electronic Engine Control-Hamilton Standard} {Fuel Management Module-Woodward Governor}

OEI Training Mode

Dual feed interconnected fuel system:
203.5 US gallons (770 liters) of usable fuel in 3 crash-resistant cells (with electrically controlled interconnect valve). Each feed tank is supplied by a transfer pump. Engines are supplied by engine mounted suction pumps. Each of the three tanks has a remote push-button fuel sump drain.

Automatic Fuel Burn Management System

Manual fuel shutoff system

TRANSMISSION AND DRIVE SYSTEMS

One 2 stage (dual spiral-bevel engine inputs, with a single helical collector gear) 15.18 :1 speed reduction transmission (capable of extended operation after loss of lubrication)

Two fluid filled pylon mounts [LIVE] suspension [left and right vertical axis mounts]

Two elastomeric forward / aft restraints

Three main transmission chip detectors

Internal wet-sump transmission lubrication with external oil cooler

One transmission-mounted hydraulic pump

One blank transmission drive pad (provision for #2 hydraulic pump or accessory drive)

Free-wheeling unit at each power input

Segmented tail rotor driveshaft

Single stage, bevel gear, 90 deg tail rotor gearbox with splash lubrication

One tail rotor gearbox chip detector

ROTORS AND CONTROLS

Pilot flight controls

Mechanical control linkages

Adjustable friction controls on cyclic and collective

Adjustable antitorque pedals

Single hydraulic system with separate pump, reservoir and filter with Ground test provisions

Hydraulic Off Trim System [HOTS] for the (2) cyclic servos

Composite soft-in-plane Main Rotor Hub

Main rotor [4-bladed, fiberglass and nomex honeycomb composite with stainless steel leading edge abrasion strip]

Tail rotor [2-bladed, fiberglass composite with stainless steel leading edge abrasion strip]

airspeed Activated Pedal Stop [AAPS] with built in test function, electrical override release switch, and manual override release

Specifications subject to change without notice.



Standard Configuration (continued)

INSTRUMENTS

1 electrically heated pitot/static system.
Airspeed indicator (knots)
Inclinometer
Altimeter
Vertical Speed Indicator
Magnetic compass
INTEGRATED INSTRUMENT DISPLAY SYSTEM (IIDS)
incorporating:
Triple torquemeter, engine 1 & 2, plus digital total,
Triple tachometer
Two measured gas temperature (MGT) indicators
Two gas producer tachometers (NG)
Transmission oil pressure and temperature indicator
Two engine oil pressure and temperature indicators
One dual ammeter
Generator(2) and battery voltage (digital)
Fuel quantity and totalizer
Fuel temperature
Caution/warning/advisory panel
Clock
Engine hourmeter (on time page)
Outside air temperature indicator
Maintenance functions, and power assurance checks
Exceedance monitoring, warning, and recording
OEI Training Mode

EMERGENCY, WARNING AND CAUTION INDICATORS

• INSTRUMENT PANEL MOUNTED

Engine Fire warning (2)
Engine out warning (2)
FADEC failure warning (2) (visual and audio)
Rotor RPM caution (visual and audio)
OEI Training Mode Selector Switch
Main Gearbox Compartment Hot (Left&Right)
Master Caution-direct attention to annunciation on IIDS indicating:

• IIDS WARNING, CAUTION, ADVISORY MESSAGES

Battery overheating
Battery hot
Battery relay
DC generator fail (2)
Emergency bus pwr (2)
Engine fuel pressure (2)
Engine fuel filter (2)
Engine fuel low (2)
Engine fuel valve (opening) (2)
Engine oil pressure, low (2)
Engine oil temperature (2)
External power door
Engine sump chip (2)

FADEC fail
FADEC degraded
Fuel Imbalance
Fuel tank interconnect valve open
Fuel temperature [high & low] (2)
Fuel transfer (2)
Fuel pressure low
IIDS fail
OEI flags
Starter energized
Transmission chips (3)
Transmission oil temperature and pressure
Pedal Stop
Tail rotor gearbox chip
Provisions for optional IIDS functions &
Spares for optional equipment kits

ELECTRICAL

Dual 28 volt dc system with 2 dc buses and 2 emergency buses
One 17 ampere-hour nickel cadmium battery
Two engine mounted 30 volt 200 ampere starter/generators (derated to 170 ampere)
Two solid state voltage regulators
Ground fault detection system
Interior lighting;
cockpit utility light
two cockpit dome lights
two cabin dome lights
White dimmable instrument lighting and utility light in cockpit
Position lights
External power receptacle
Landing lights (2 fixed angle - high/low)

MISCELLANEOUS

Keys for crew, passenger, and baggage compartment doors
Manuals - flight, parts and maintenance
Main and tail rotor tie downs
Cargo tie downs loose
Covers - engine air, oil cooler, exhaust and pitot
Ground handling wheels, hydraulic

Specifications subject to change without notice.



Optional Accessories BHT Factory Installed Kits

• • • • • REFER TO NOTES ON FOR KIT COMPATIBILITY • • • • •
ADDITIONAL KITS & STC ITEMS MAY BE AVAILABLE FOR FACTORY INSTALLATION. PLEASE CONSULT SALES OR CONTRACT PERSONNEL REGARDING SPECIAL NEEDS PRIOR TO SELECTION OF FINAL CONFIGURATION.

Kit Description	Wt (lbs)	Wt (Kg)	Notes
AIRFRAME			
HIGH SKID GEAR w/ Flitesteps	47.4	21.5	(1, 2)
EMERGENCY FLOATATION EQUIPMENT w/Floatsteps	245.5	111.4	(1, 3)
EMERGENCY FLOATATION PROVISIONS	3.2	1.5	
BOTTLE GUARD	0.8	0.4	(4)
CREW STEP LEFT for LOW & HIGH SKIDS	2.7	1.2	
CREW STEP RIGHT for LOW & HIGH SKIDS	2.7	1.2	
DUAL CONTROLS	16.3	7.4	
AUDIO			
AFT AUDIO ICS - 6 Station w/Headsets	15.3	6.9	
AVIONICS			
GPS DATABASE - AMERICAN	0.0	0.0	(5)
COMPASS SYSTEM KCS-55A PROV W/ KI-525A GYRO	12.5	5.7	(6, 7)
COMPASS SYSTEM KCS-55A EQUIPMENT W/ KI-525A GYRO	8.9	4.0	(6)
COMPASS SYS. KCS-55A PROV W/ KI-525A GPS CPL. TO KLN90B	1.4	0.6	(6, 7)
COMPASS SYS. KCS-55A EQUP W/ KI-525A CPL. TO GPS KLN90B	9.0	4.1	(6, 7)
TRANSPONDER PROVISION (KT-76C or KT-70)	0.8	0.4	(8)
TRANSPONDER EQUIPMENT (KT-76C)	2.4	1.1	(8)
TRANSPONDER EQUIPMENT (KT-70)	3.9	1.8	(8)
OMNI W/ CDI KI203 INDICATOR	4.2	1.9	
COMM #2 KY196A PROVISIONS	2.8	1.3	
COMM #2 KY196A EQUIPMENT	2.8	1.3	
GPS PROVISIONS (KLN-90B)	2.1	1.0	
GPS EQUIPMENT (KLN-90B)	6.3	2.9	(5, 8, 9)
ADF PROVISIONS (KR-87)	4.3	2.0	
ADF EQUIPMENT (KR-87)	3.8	1.7	
AVIONICS BLOWER	2.8	1.3	(9)
NAV / COMM / AUDIO PANEL PROVISION KIT	8.0	3.6	
NAV / COMM #1 EQUIPMENT (KX-155A)	3.4	1.5	(9)
NAV / COMM #1 EQUIPMENT (KX-165A W / GLIDESLOPE)	3.4	1.5	(9)
ENCODING ALTIMETER	0.9	0.4	(8)
FLIGHT INSTRUMENTS	8.2	3.7	(6)
ELT POINTER 4000	3.2	1.5	
CATEGORY "A" KIT	0.1	0.1	(12)
ENVIRONMENT			
CREW VENTILATION PANEL OUTLETS	7.9	3.6	

Specifications subject to change without notice.



Optional Accessories (continued)

BHT Factory Installed Kits

• • • • • REFER TO NOTES FOR KIT COMPATIBILITY • • • • •

Kit Description	Wt (lbs)	Wt (Kg)	Notes
EQUIPMENT			
28 AMPS BATTERY	24.9	11.3	(1)
ROTOR BRAKE	20.7	9.4	
CARGO HOOK EQUIPMENT	31.4	14.2	(4)
CARGO HOOK PROVISIONS	3.1	1.4	
INTERIOR			
SOUND-PROOFING, CORPORATE	7.4	3.4	
INTERIOR TRIM, CORPORATE	10.8	4.9	
CORPORATE HEADLINER KIT- 4 Lights	0.3	0.1	
CORPORATE HEADLINER KIT- w/Air Conditioner - 4 Lights	5.1	2.3	
CONSOLE AFT CABIN	12.0	5.4	
CONSOLE FORWARD CABIN	12.0	5.4	
4 PASS. CABIN CORPORATE CLUB SEATING	-6.9	-3.1	
5 PASS. CABIN CORP. SEATING w/ 3 AFT FACING	-6.5	-2.9	
5 PASS. CABIN CORP. SEATING w/ 2 AFT FACING	-0.5	-0.2	
INTERNAL FLOOR FITTINGS, LH (CARGO TIE DOWNS)	7.2	3.3	
INTERNAL FLOOR FITTINGS, RH (CARGO TIE DOWNS)	7.2	3.3	
PAINT			
MARKINGS FOR HIGH VIS. M/R BLADES (WHITE & ORANGE)	0.0	0.0	(10)
Credits			
EQUIPMENT			
GROUND HANDLING WHEELS	95.0	43.1	

Specifications subject to change without notice.



Optional Accessories (continued)

Vendor STC Kits

• • • • • REFER TO NOTES FOR KIT COMPATIBILITY • • • • •

Kit Description	Wt (lbs)	Wt (Kg)	Notes
STC's			
AIRFRAME			
DOOR HOLDER/OPENER (5 DOORS SET ,INCL. BAG. DOOR)	6.5	2.9	
SLIDING WINDOW WITH LOCKS CREW L/H & R/H	1.0	0.5	
SLIDING PASSENGER DOOR L/H	15.0	6.8	
SLIDING PASSENGER DOOR R/H	15.0	6.8	
ENVIRONMENT			
AIR CONDITIONING STD LH EVAP.	101.4	46.0	
AIR CONDITIONING OPT DUAL EVAP.	111.4	50.5	
AIR CONDITIONING OPT RH EVAP.	101.4	46.0	
HEATER W/CHIN BUBBLE DEFROSTER 427H-988-1	20.5	9.3	
EQUIPMENT			
LANDING LIGHT, MOVABLE (NIGHTSCANNER)	9.0	4.1	
RESCUE HOIST INCL. PROVISIONS	160.0	72.6	
RESCUE HOIST INCL. PROV. (FOR A/C W / EMER. FLTS.)	160.0	72.6	
RESCUE HOIST PROVISIONS ONLY	TBD	TBD	
WIRE STRIKE - RECOMMENDED KIT - SEE NOTE			
Low Gear	15.8	7.2 (11	
High Gear	16.3	7.4 (11	
INTERIOR			
FLOOR PROTECTOR (CREW)	1.4	0.6	
FLOOR PROTECTOR (PASSENGER)	8.3	3.8	
FLOOR PROTECTOR PAX FOR HEATER	7.6	3.4	
FLOOR PROTECTOR (BAGGAGE)	6.5	2.9	

Specifications subject to change without notice.



Optional Accessories (continued)

Explanatory Notes

• • • • • REFER TO NOTES FOR KIT COMPATIBILITY • • • • •

All equipment kits require Provision Kits prior to installation

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

- 1) Price and/or Weight includes credit for standard ship hardware removed.
- 2) Kit includes STC FlightSteps - steps (2) weigh 39.5 lbs (17.9kg).
- 3) Kit includes STC FloatSteps - steps (2) weigh 41.6 lbs (18.9kg).
- 4) Bottle Guard is required when Emergency Floats and Cargo Hook Equipment are both installed.
- 5) A GPS data base must be installed concurrently with the GPS Equipment (unit); Other geographic regions are available on request.
- 6) When a KCS-55A system is installed concurrently with the Flight Instruments, the Dir. Gyro. will be removed/credited by Sales Order (Kit Number is the same).
- 7) The GPS compatible KCS-55A requires BOTH the basic provisions kit AND the coupled provisions kit.
- 8) Encoding Altimeter or Blind Encoder (customizing) is required to enable Mode C/Mode S altitude reporting and/or GPS altitude input. Customer must obtain Aircraft ID code for Mode S.
- 9) The Avionics Blower Kit is required if not already installed.
- 10) Standard or High Visibility Main Rotor Blade Paint to be specified by Sales Order.
- 11) The Wire Strike Kit is a RECOMMENDED **extra cost** option. The customer must specify on the Purchase Agreement for the WSPS Kit **NOT** to be installed.
- 12) The Category "A" kit, and Radar Altimeter (**customized**), are required to perform Category A operations.

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

P.O.R. - Priced On Request.

Specifications subject to change without notice.



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IGE & OGE HOVER CEILINGS,
OEI & TWIN SERVICE CEILINGS,
PRATT & WHITNEY PW207D ENGINES
PARTICLE SEPARATOR INSTALLED
BLEED AIR OFF

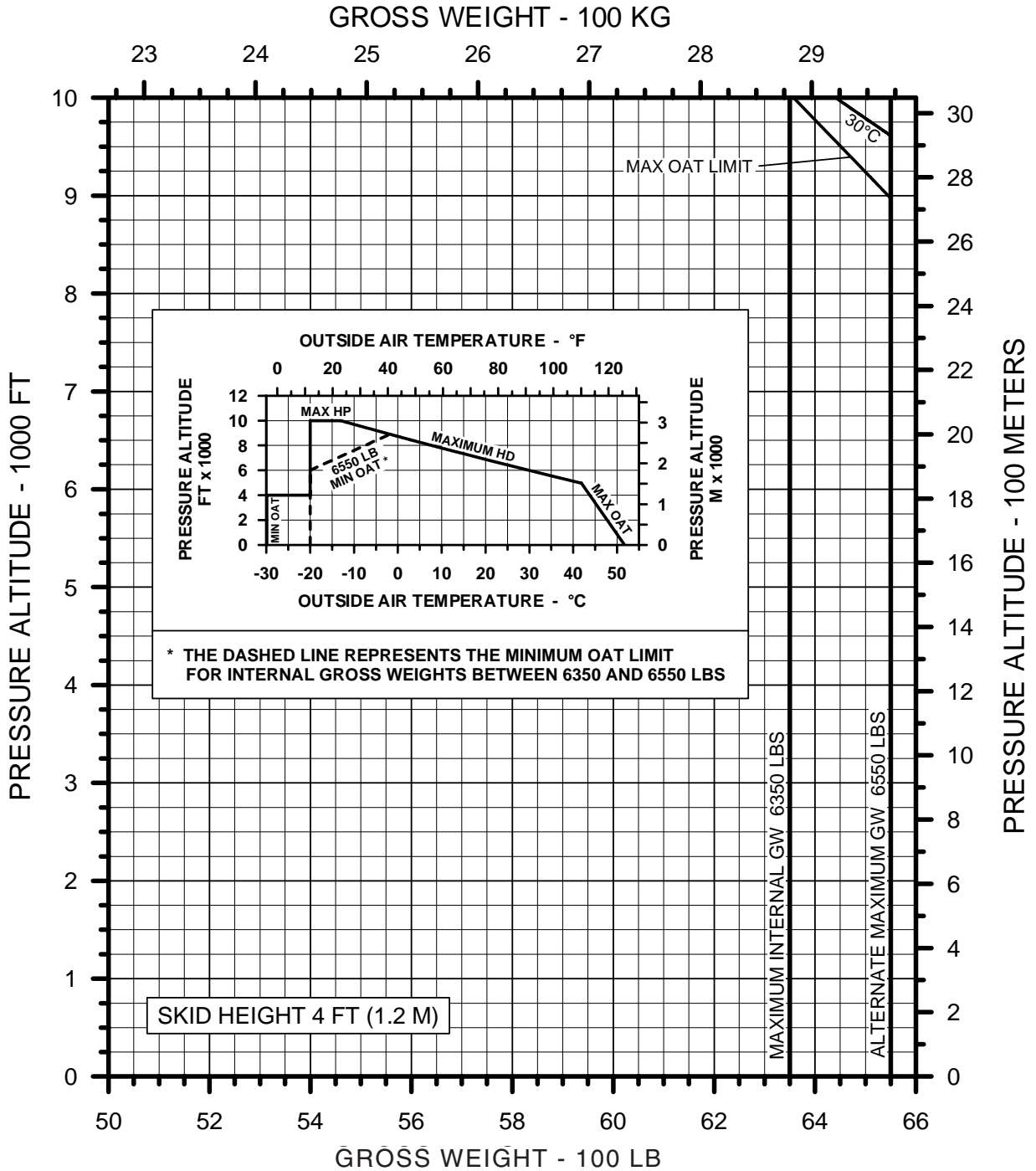
NOTES:

1) HOVER PERFORMANCE AND SERVICE CEILING CHARTS ARE BASED ON MINIMUM SPECIFICATION ENGINE POWER.

THE DATA SET FORTH ON THIS DOCUMENT ARE GENERAL IN NATURE AND MAY VARY WITH CONDITIONS. FOR PERFORMANCE DATA AND OPERATING LIMITATIONS FOR ANY SPECIFIC FLIGHT MISSION, REFERENCE MUST BE MADE TO THE APPROVED FLIGHT MANUAL.



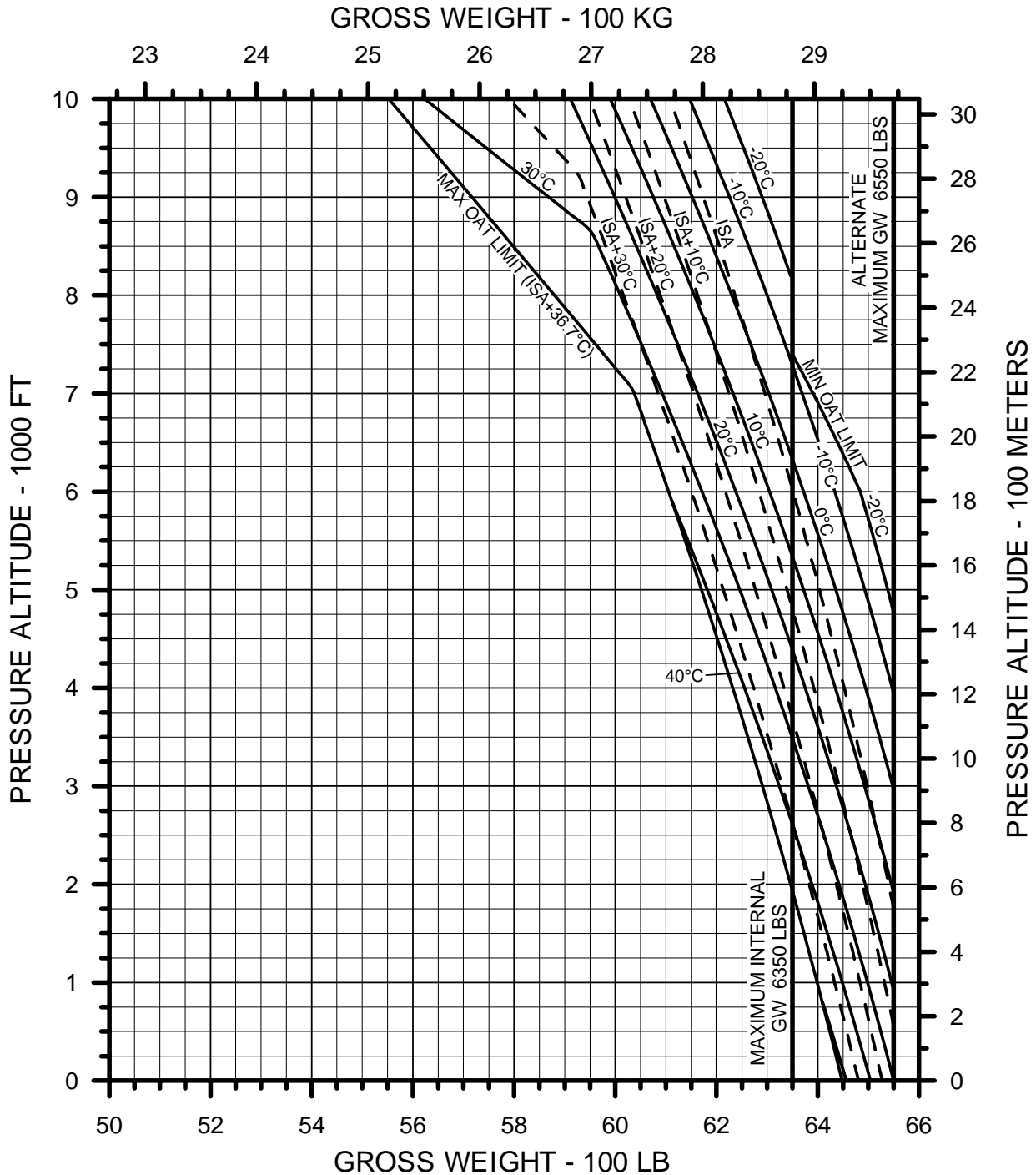
IGE HOVER CEILING
TWIN ENGINE OPERATION AT TAKEOFF POWER
ZERO WIND OR HEADWIND
PARTICLE SEPARATOR INSTALLED



THE DATA SET FORTH ON THIS DOCUMENT ARE GENERAL IN NATURE AND MAY VARY WITH CONDITIONS. FOR PERFORMANCE DATA AND OPERATING LIMITATIONS FOR ANY SPECIFIC FLIGHT MISSION, REFERENCE MUST BE MADE TO THE APPROVED FLIGHT MANUAL.



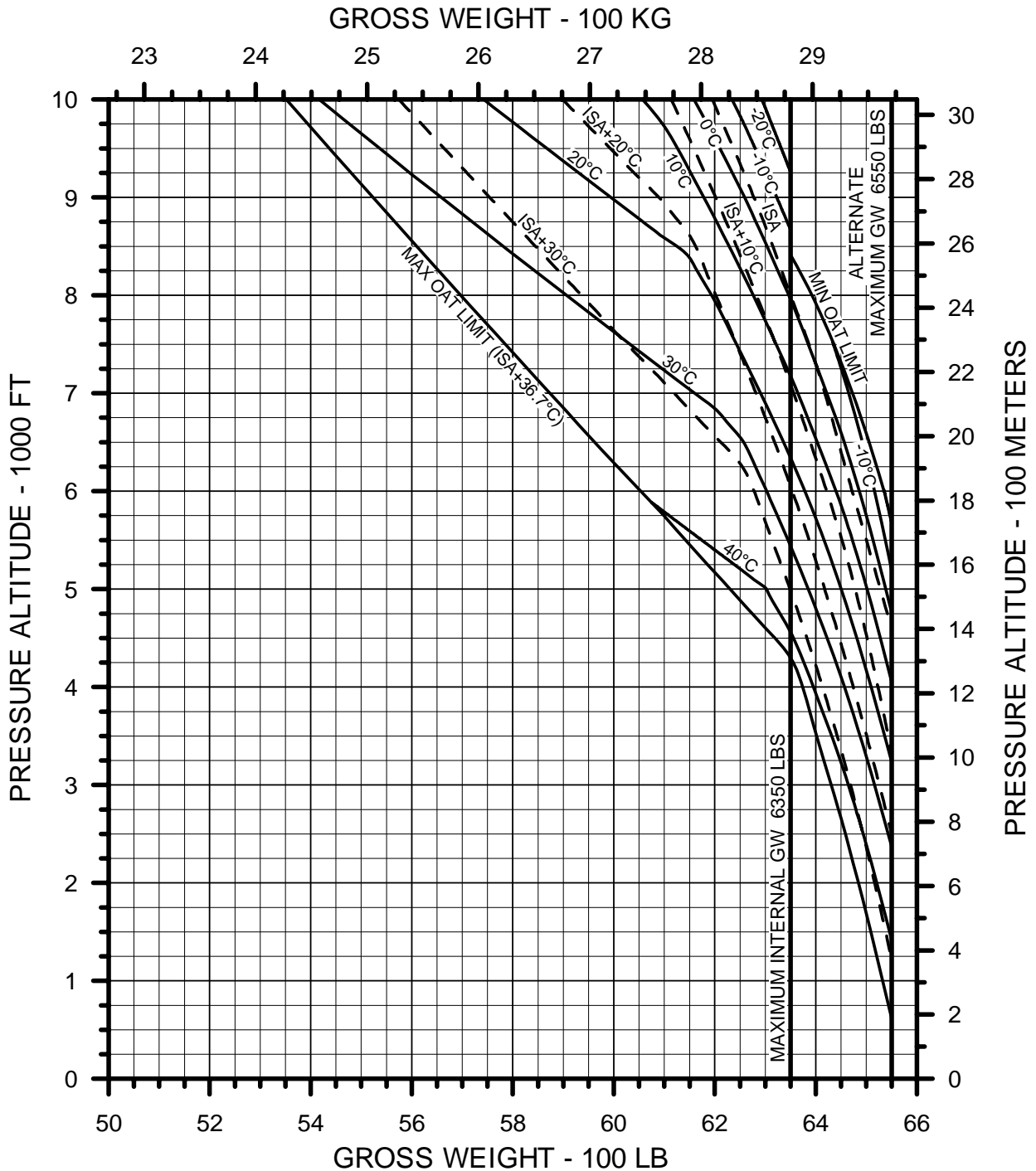
OGE HOVER CEILING
TWIN ENGINE OPERATION AT TAKEOFF POWER
ZERO WIND OR HEADWIND
PARTICLE SEPARATOR INSTALLED



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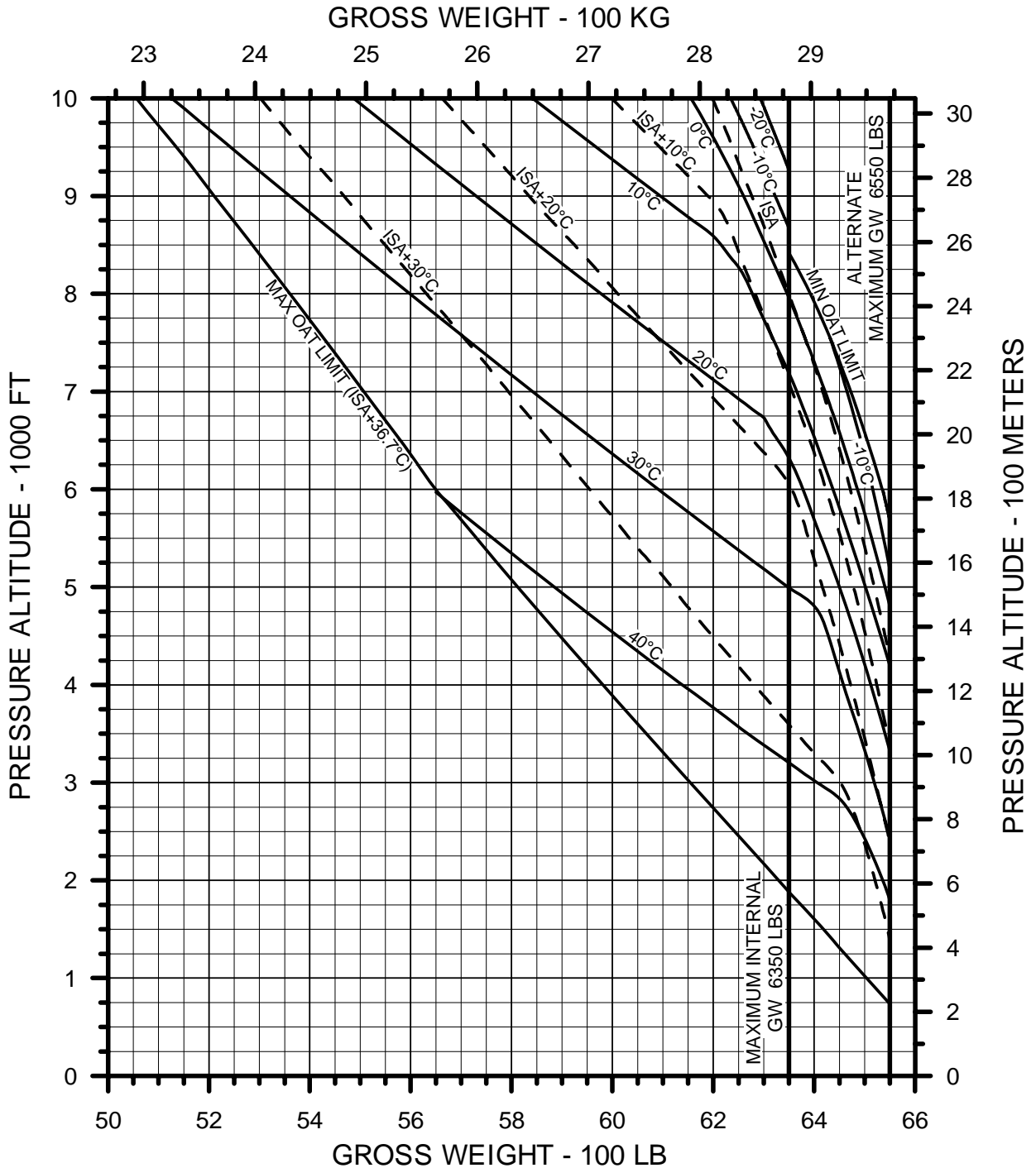
OEI SERVICE CEILING
OEI 30 MINUTE POWER
PARTICLE SEPARATOR INSTALLED



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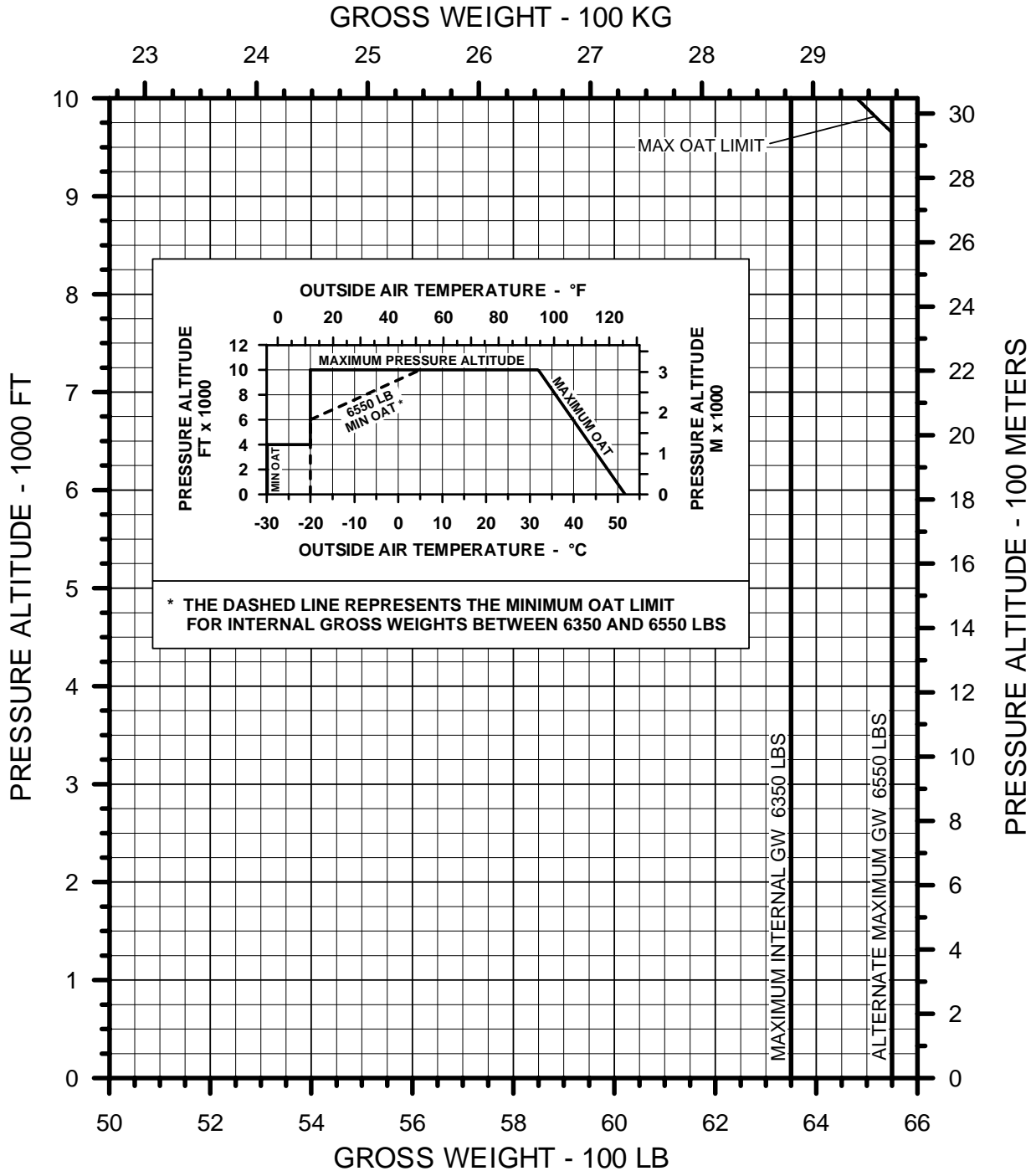
OEI SERVICE CEILING
OEI CONTINUOUS POWER
PARTICLE SEPARATOR INSTALLED



THE DATA SET FORTH ON THIS DOCUMENT ARE GENERAL IN NATURE AND MAY VARY WITH CONDITIONS. FOR PERFORMANCE DATA AND OPERATING LIMITATIONS FOR ANY SPECIFIC FLIGHT MISSION, REFERENCE MUST BE MADE TO THE APPROVED FLIGHT MANUAL.



SERVICE CEILING
TWIN ENGINE OPERATION
AT MAXIMUM CONTINUOUS POWER
PARTICLE SEPARATOR INSTALLED



THE DATA SET FORTH ON THIS DOCUMENT ARE GENERAL IN NATURE AND MAY VARY WITH CONDITIONS. FOR PERFORMANCE DATA AND OPERATING LIMITATIONS FOR ANY SPECIFIC FLIGHT MISSION, REFERENCE MUST BE MADE TO THE APPROVED FLIGHT MANUAL.



CATEGORY A PERFORMANCE

GROUND LEVEL OR ELEVATED HELIPAD

DAY AND NIGHT

PRATT & WHITNEY PW207D ENGINES

PARTICLE SEPARATOR INSTALLED

BLEED AIR OFF

THE FOLLOWING CHARTS PRESENT CATEGORY A PROCEDURES & PERFORMANCE FOR NORMAL TWIN ENGINE AS WELL AS ONE ENGINE INOPERATIVE TAKEOFF & LANDING OPERATIONS. THE MODEL 427 IS NOT CERTIFIED UNDER FAR 29 SYSTEMS STANDARDS. THE M427 IS APPROVED FOR CATEGORY A HELIPAD TAKEOFF & LANDING PROCEDURES UP TO A MAXIMUM GROSS WEIGHT OF 6500 LBS (2948 KG) AND A MAXIMUM DENSITY ALTITUDE OF 4000 FEET, AS LIMITED BY THE APPLICABLE WAT LIMIT CHART. ADDITIONAL CHARTS FOR COMPLETED/REJECTED TAKEOFF DISTANCE, CLIMB DISTANCE [TO 200 & 1000 FEET], AND FOR CATEGORY A RUNWAY PROCEDURES ARE AVAILABLE IN THE APPROVED ROTORCRAFT FLIGHT MANUAL SUPPLEMENT (BHT-427-FMS-1).

EQUIPMENT REQUIRED [INSTALLED AND FUNCTIONAL] TO PERFORM CATEGORY A OPERATIONS:

CATEGORY "A" KIT & RADAR ALTIMETER

NOTE: GROUND LEVEL OR ELEVATED HELIPAD CATEGORY A OPERATIONS MAY BE ACCOMPLISHED BY ONE PILOT.

INFORMATION ON THE FOLLOWING PAGES PROVIDES A **BRIEF** EXPLANATION OF CATEGORY A OPERATION CAPABILITY FOR THE BELL 427. THE WAT CHART INCLUDED MAY BE USED TO DETERMINE TAKEOFF OR LANDING WEIGHT CAPABILITY FOR BOTH GROUND LEVEL AND ELEVATED HELIPAD OPERATIONS. FOR SIMPLIFICATION, ONLY ILLUSTRATIONS DESCRIBING TAKEOFF ARE SHOWN.

DEFINITIONS:

CATEGORY "A" TAKEOFF; OPERATION OF THE HELICOPTER IN SUCH A MANNER THAT IF ONE ENGINE FAILS AT ANY TIME AFTER THE START OF THE TAKEOFF THE HELICOPTER CAN:

1. PRIOR TO THE **TDP** (TAKEOFF DECISION POINT) RETURN TO AND SAFELY STOP ON THE TAKEOFF AREA; **RTO** (REJECTED TAKEOFF); OR
2. AT OR AFTER THE TDP, CLIMB OUT FROM THE POINT OF FAILURE AND ATTAIN SINGLE ENGINE FORWARD FLIGHT; **CTO** (CONTINUED TAKEOFF).

CATEGORY "A" LANDING; OPERATION OF THE HELICOPTER IN SUCH A MANNER THAT IF ONE ENGINE FAILS AT ANY TIME DURING THE LANDING APPROACH THE HELICOPTER CAN:

1. AT OR PRIOR TO THE **LDP** (LANDING DECISION POINT) CLIMB OUT FROM THE POINT OF FAILURE AND ATTAIN SINGLE ENGINE FORWARD FLIGHT; OR
2. AFTER THE **LDP**, SAFELY STOP ON THE LANDING AREA.

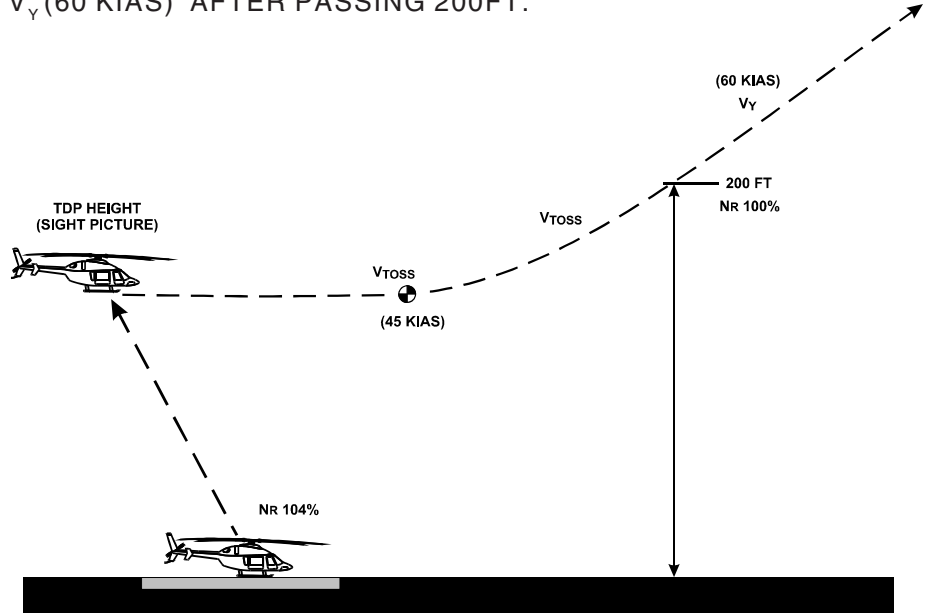


427 HELIPAD NORMAL TAKEOFF

GROUND LEVEL OR ELEVATED HELIPAD
NORMAL TAKEOFF
PROFILE
DAY AND NIGHT

THE HELIPAD NORMAL TAKEOFF TECHNIQUE CONSISTS OF A VERTICAL-REARWARD TAKEOFF TO THE CALCULATED **TDP**; THEN ACCELERATION TO V_{TOSS} (45 KIAS), WITH SUBSEQUENT CLIMBOUT AT V_Y (60 KIAS) AFTER PASSING 200 FT.

[HELIPAD SIZE
- 60 BY 60 FT -
18.2 BY 18.2 M]

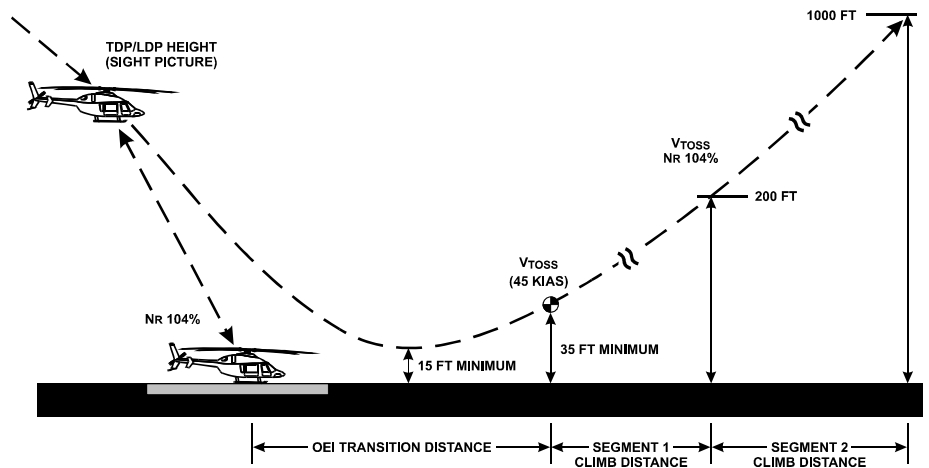


427 OEI HELIPAD TAKEOFF / REJECTED TAKEOFF

GROUND LEVEL OR ELEVATED HELIPAD
COMPLETED &
REJECTED
TAKEOFF PROFILE
DAY AND NIGHT

THE HELIPAD OEI TAKEOFF TECHNIQUE CONSISTS OF A VERTICAL REARWARD TAKEOFF TO THE CALCULATED **TDP**; THEN ACCELERATION TO V_{TOSS} (45 KIAS), WITH SUBSEQUENT CLIMBOUT AT V_{TOSS} UP TO 1000 FT ABOVE TAKEOFF SURFACE. ENGINE FAILURE PRIOR TO THE CALCULATED **TDP** REQUIRES RETURN TO THE HELIPAD.

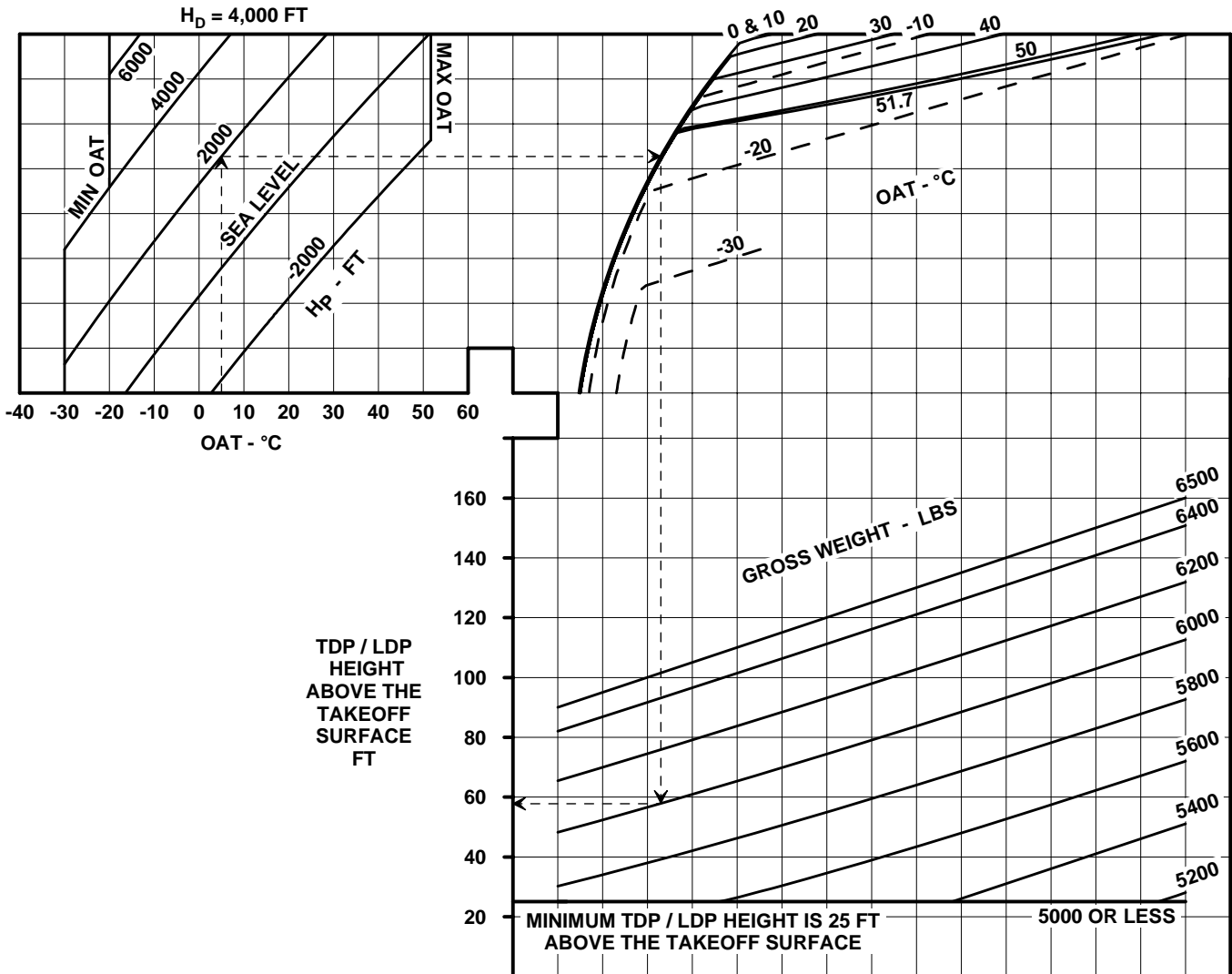
[HELIPAD SIZE
- 60 BY 60 FT -
18.2 BY 18.2 M]





HELIPAD TDP/LDP HEIGHT DETERMINATION CHART FOR A 15 FOOT MINIMUM GROUND CLEARANCE

NOTE: TO OBTAIN A MINIMUM GROUND CLEARANCE HIGHER THAN 15 FT, INCREASE THE TDP / LDP HEIGHT OBTAINED FROM THIS CHART, BY THE ADDITIONAL GROUND CLEARANCE REQUIRED.



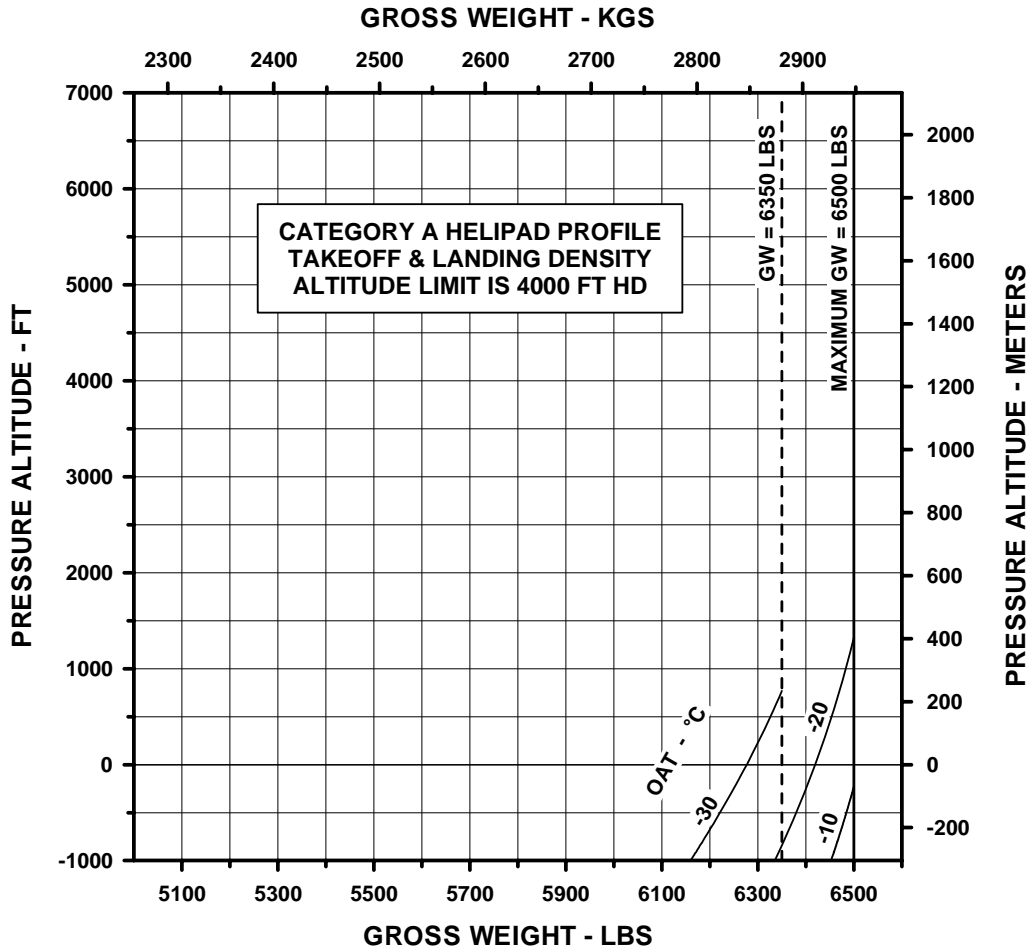
USING THE CHART:

1. ENTER THE CHART AT THE APPROPRIATE **OAT** (OUTSIDE AIR TEMPERATURE) AND MOVE UP VERTICALLY TO THE **PRESSURE ALTITUDE** (H_p) LINE CORRESPONDING TO THE HELIPAD.
2. MOVE RIGHT HORIZONTALLY TO THE APPROPRIATE **OAT** LINE.
3. MOVE DOWN VERTICALLY TO THE APPROPRIATE **GROSS WEIGHT** LINE.
4. MOVE LEFT HORIZONTALLY AND READ THE **TAKEOFF / LANDING DECISION POINT HEIGHT WITH ZERO HEADWIND**.

NOTE: CATEGORY A HELIPAD TAKEOFF AND LANDING HAS NOT BEEN DEMONSTRATED AND IS NOT APPROVED ABOVE 4,000 FEET / 1219 METERS **DENSITY ALTITUDE**.



CATEGORY A TAKEOFF AND LANDING WAT LIMIT
GROUND LEVEL AND ELEVATED HELIPAD (DAY AND NIGHT)
PRATT & WHITNEY PW207D ENGINE
PARTICLE SEPARATOR INSTALLED



USING THE CHART;

1. ENTER THE CHART AT THE **PRESSURE ALTITUDE** OF THE TAKEOFF / LANDING HELIPAD.
2. MOVE **RIGHT HORIZONTALLY** TO THE APPROPRIATE **OAT** (OUTSIDE AIR TEMPERATURE) LINE OR TO THE **MAX GROSS WEIGHT** LINE (WHICHEVER IS LESS).
3. MOVE **DOWN VERTICALLY** AND READ THE **TAKEOFF & LANDING CAPABILITY GROSS WEIGHT**.



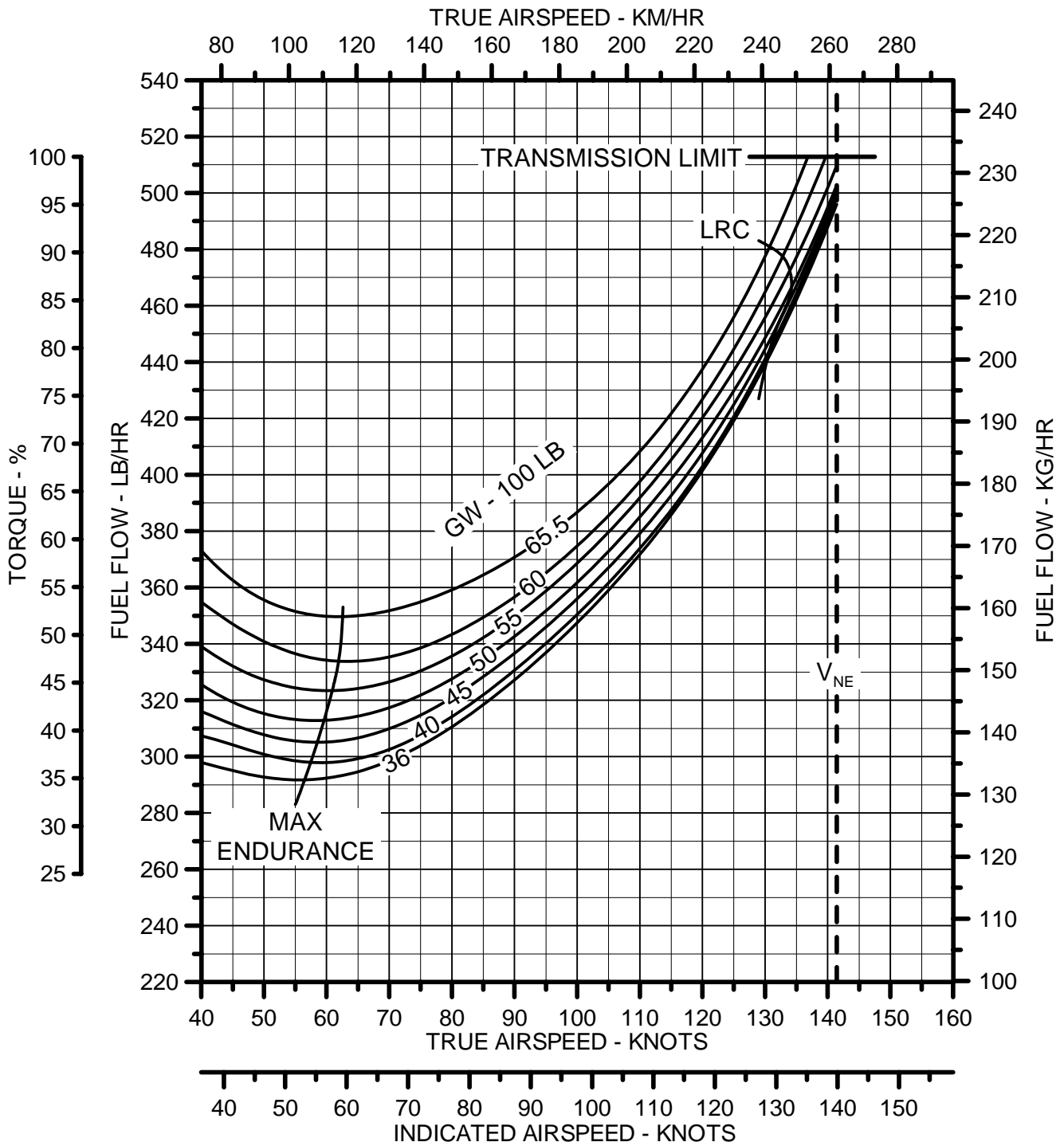
FUEL FLOW vs AIRSPEED
ISA & ISA+20° C
PRATT & WHITNEY PW207D ENGINES
PARTICLE SEPARATOR INSTALLED
BLEED AIR OFF

NOTES:

- 1) THE BEST ALLOWABLE CRUISE SPEED IS EITHER LONG RANGE CRUISE [LRC] SPEED , OR WHEN SPEED IS LIMITED BY MAXIMUM CONTINUOUS POWER [MCP] OR V_{ne} , THE MAXIMUM SPEED PERMITTED.**
- 2) FUEL FLOW vs AIRSPEED CHARTS ARE BASED ON AVERAGE NEW ENGINE POWER. FOR MINIMUM SPECIFICATION ENGINE FUEL FLOW ADD 3%.**



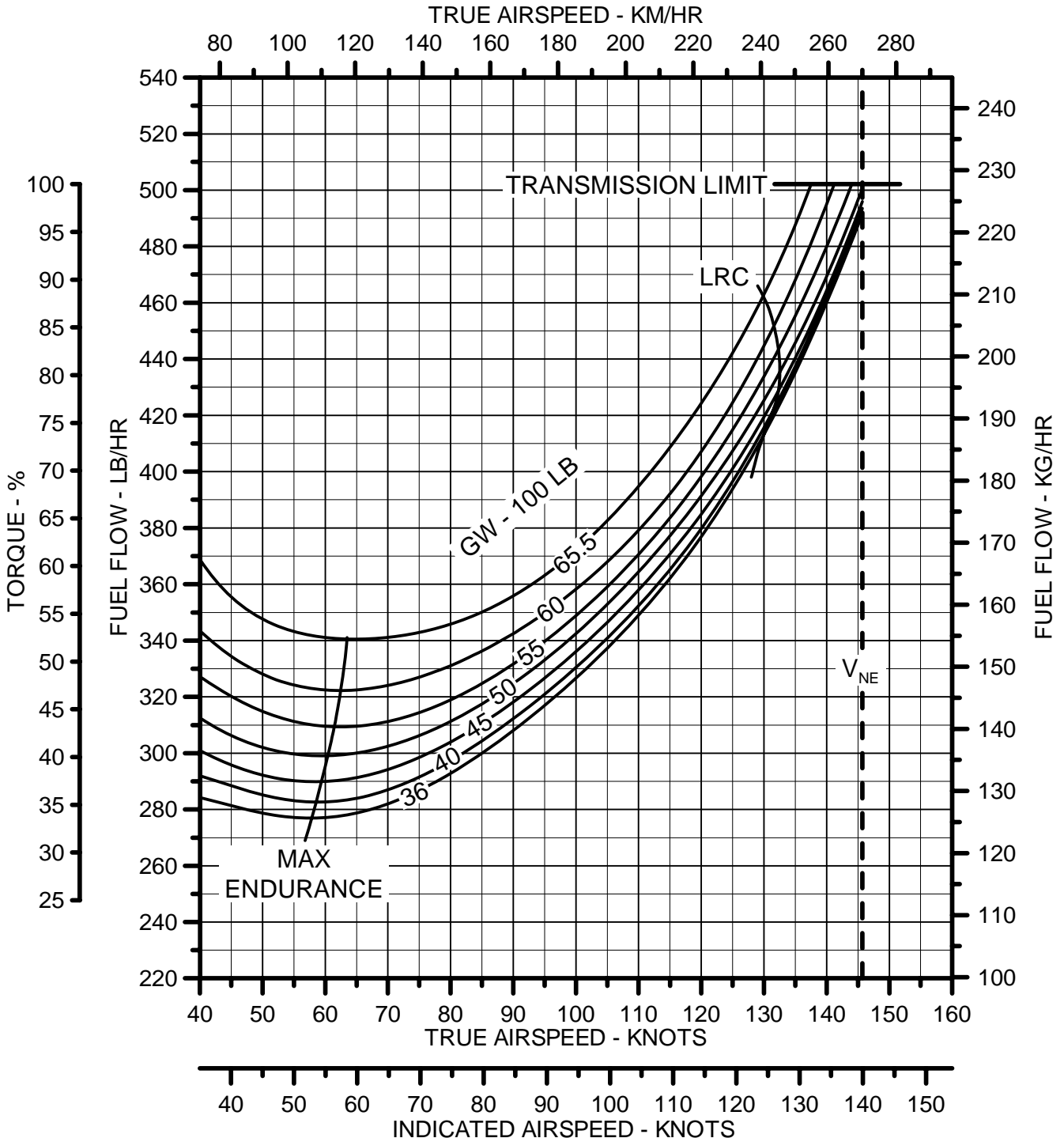
FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = SEA LEVEL
OAT = +15 °C
PARTICLE SEPARATOR INSTALLED



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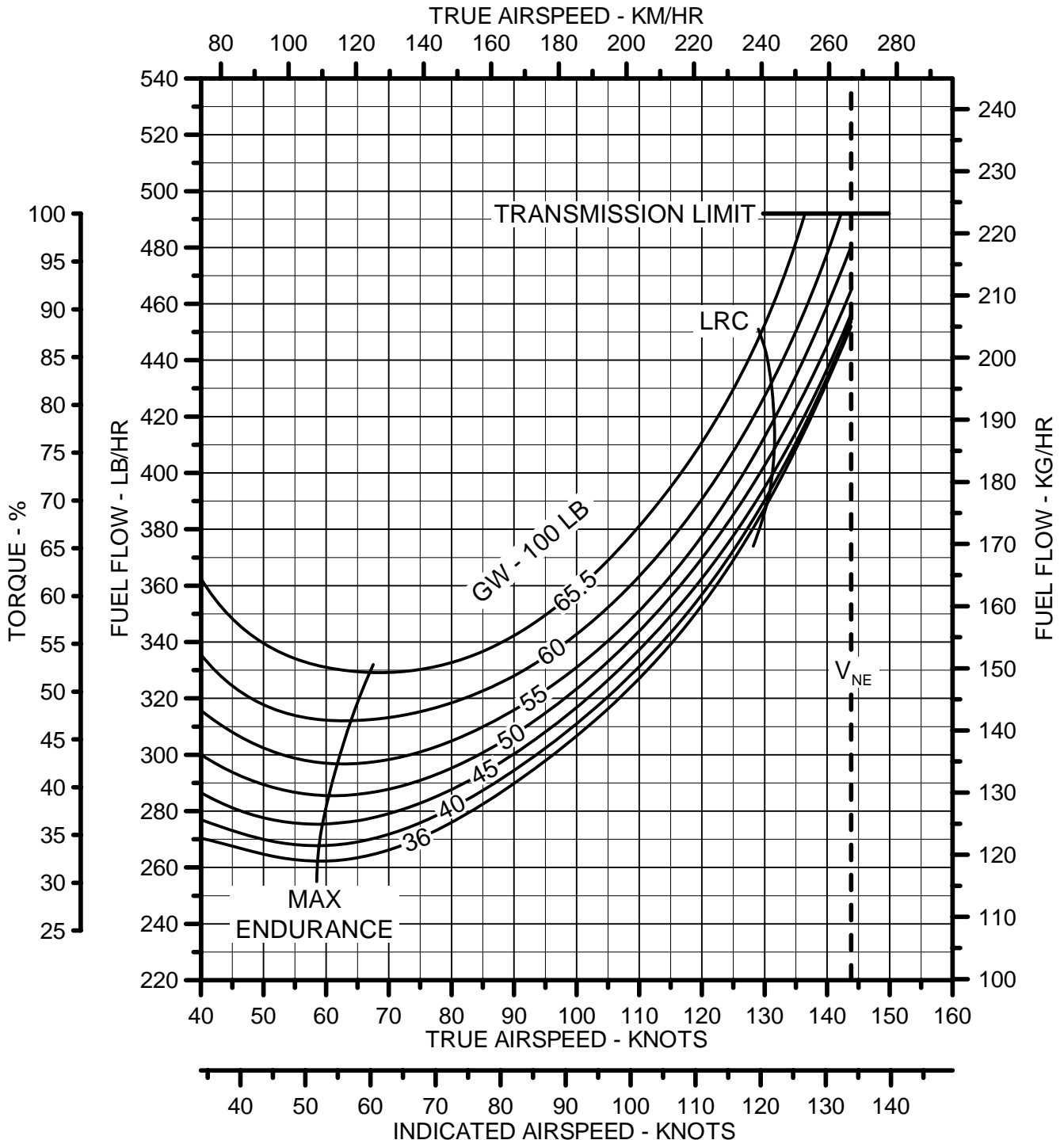
FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = 2000 FT
OAT = + 11 °C
PARTICLE SEPARATOR INSTALLED



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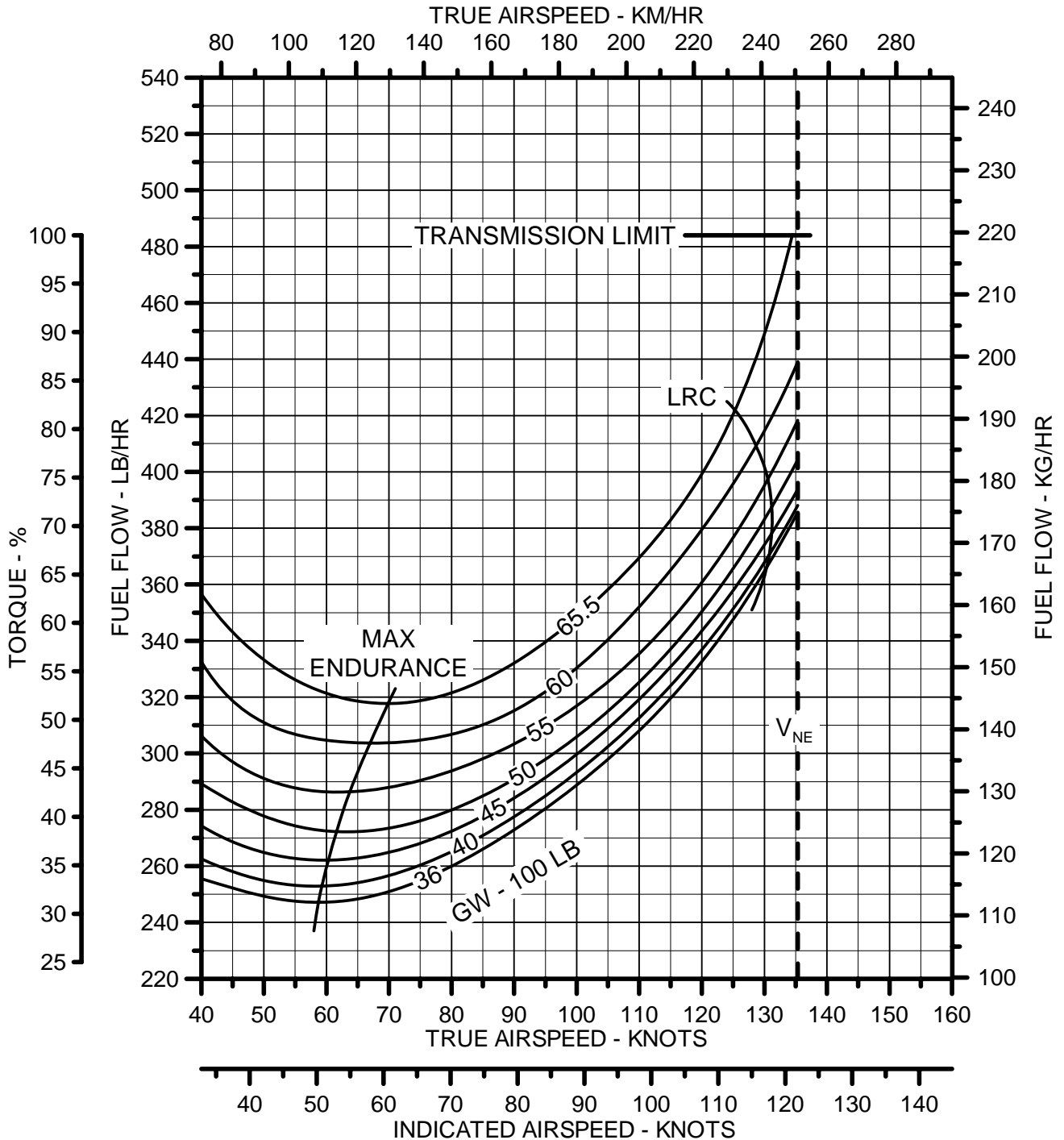
FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = 4000 FT
OAT = + 7 °C
PARTICLE SEPARATOR INSTALLED



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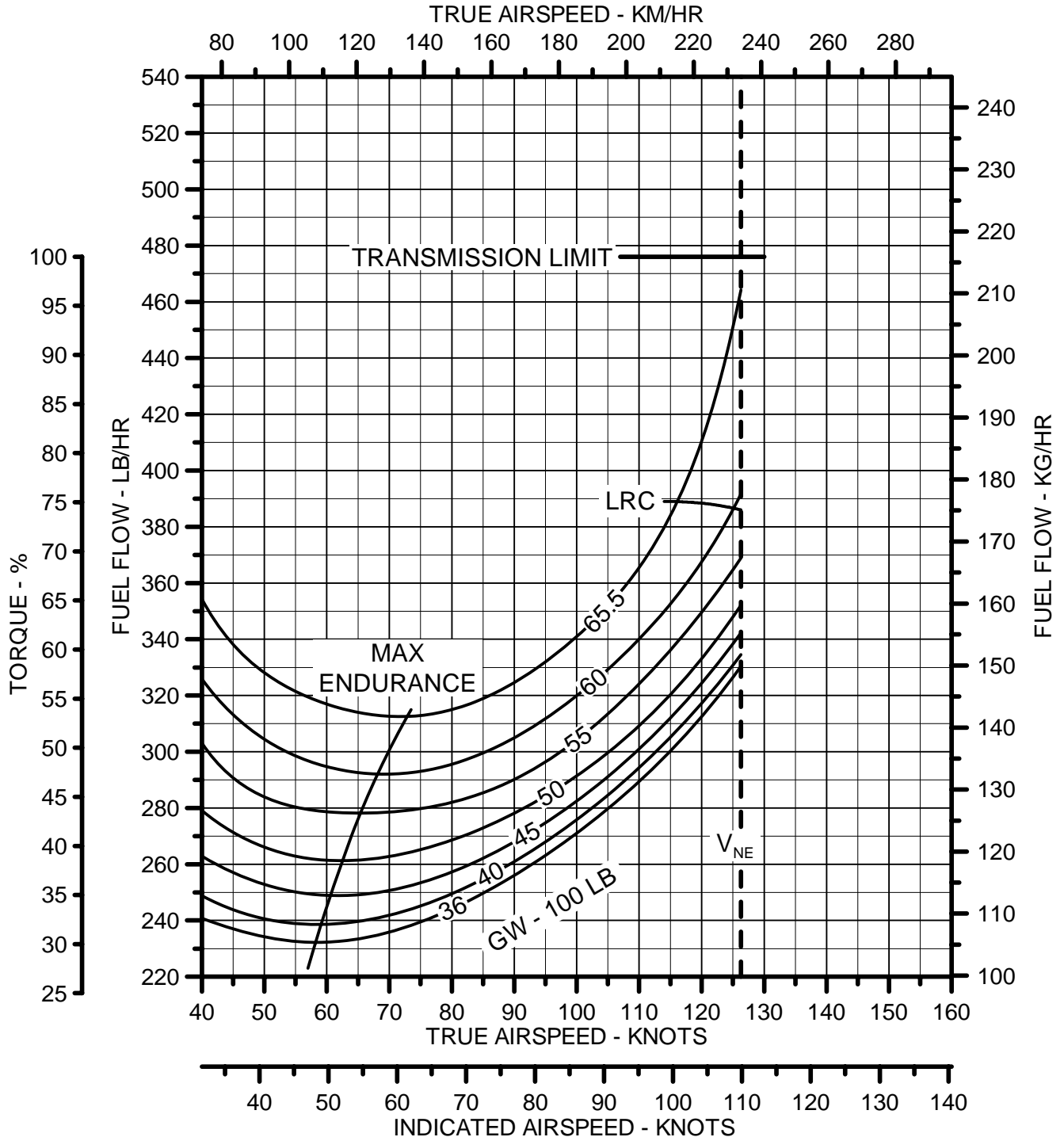
FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = 6000 FT
OAT = + 3 °C
PARTICLE SEPARATOR INSTALLED



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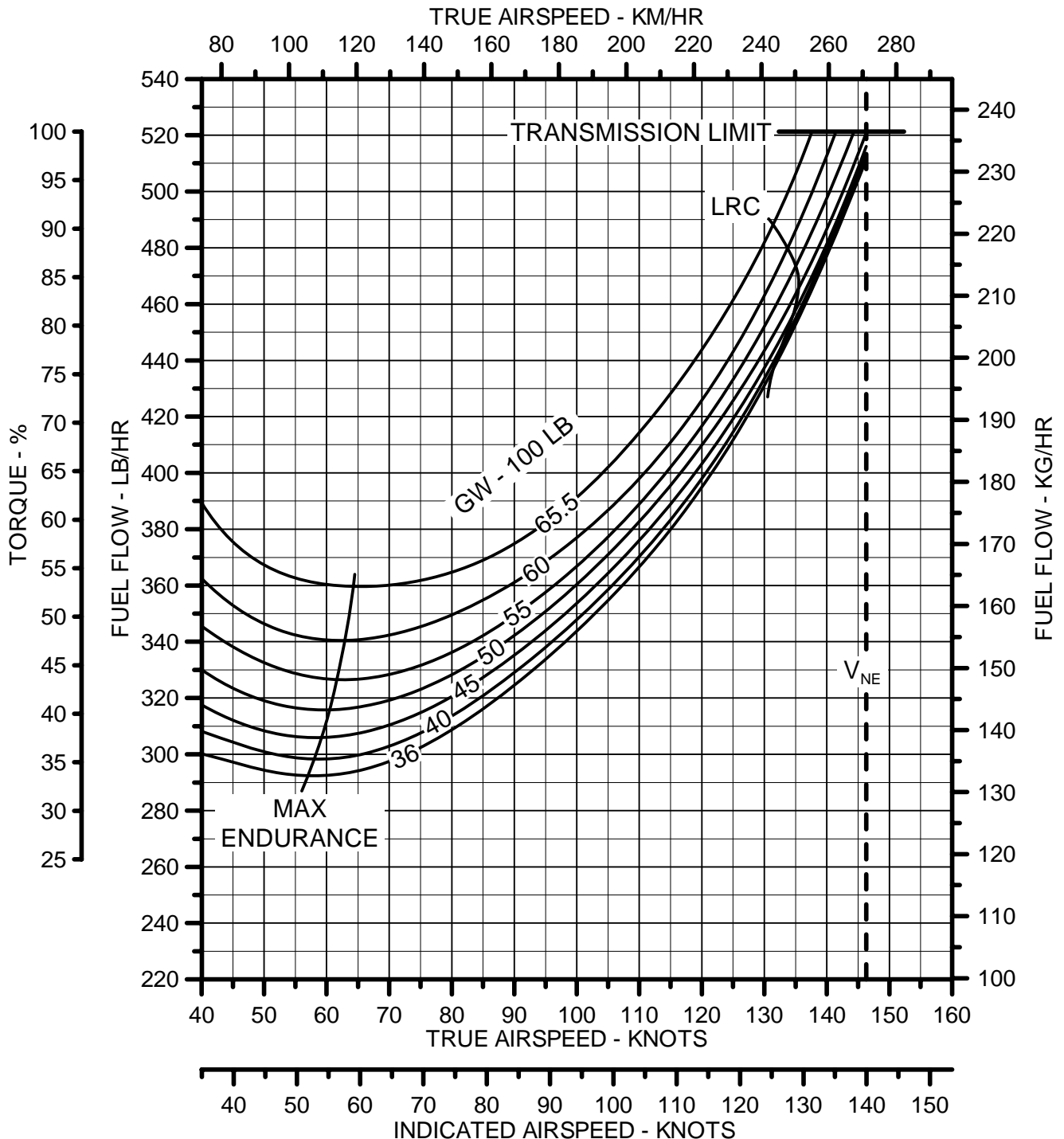
FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = 8000 FT
OAT = - 1 °C
PARTICLE SEPARATOR INSTALLED



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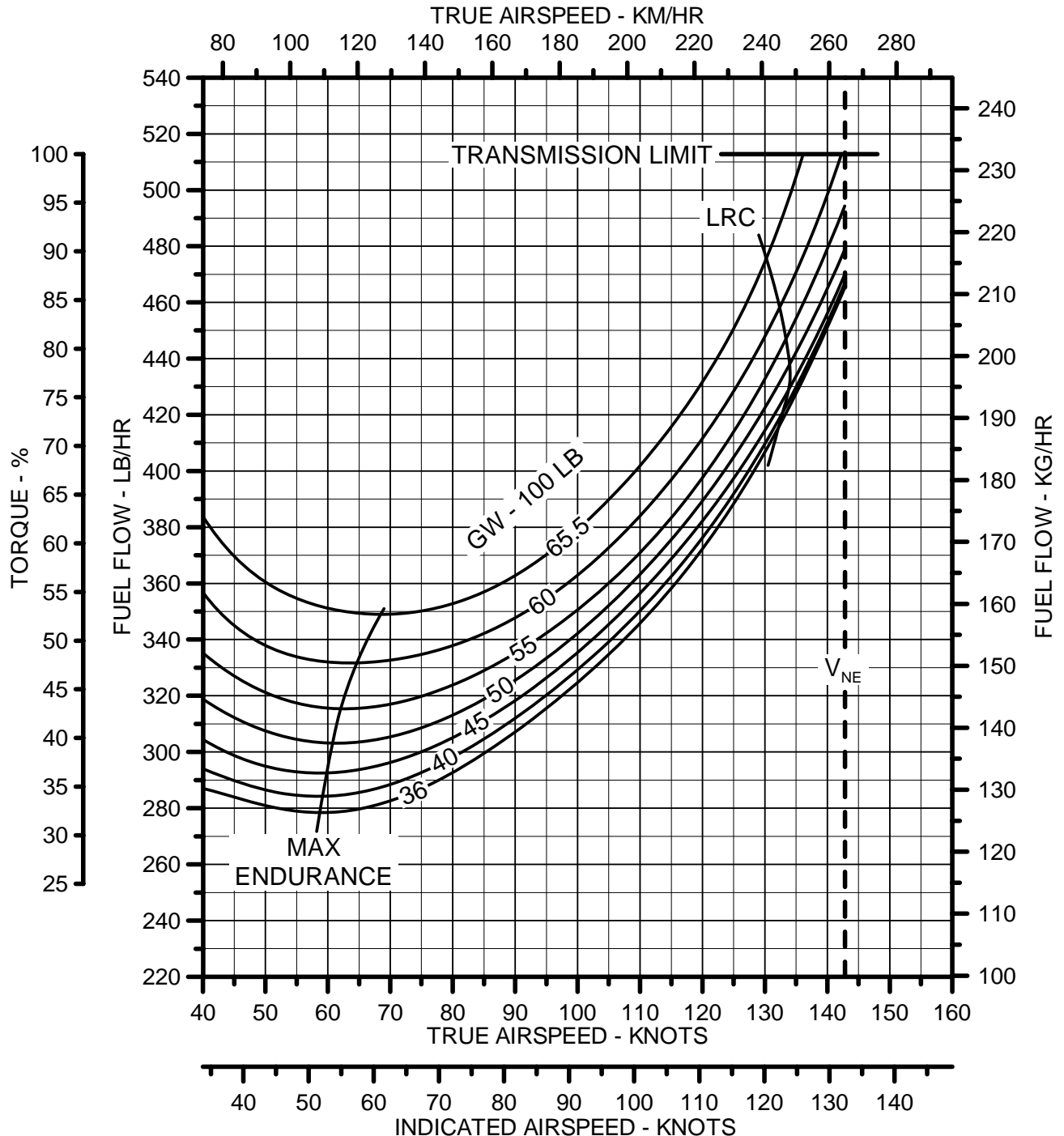
FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = SEA LEVEL
OAT = + 35 °C
PARTICLE SEPARATOR INSTALLED



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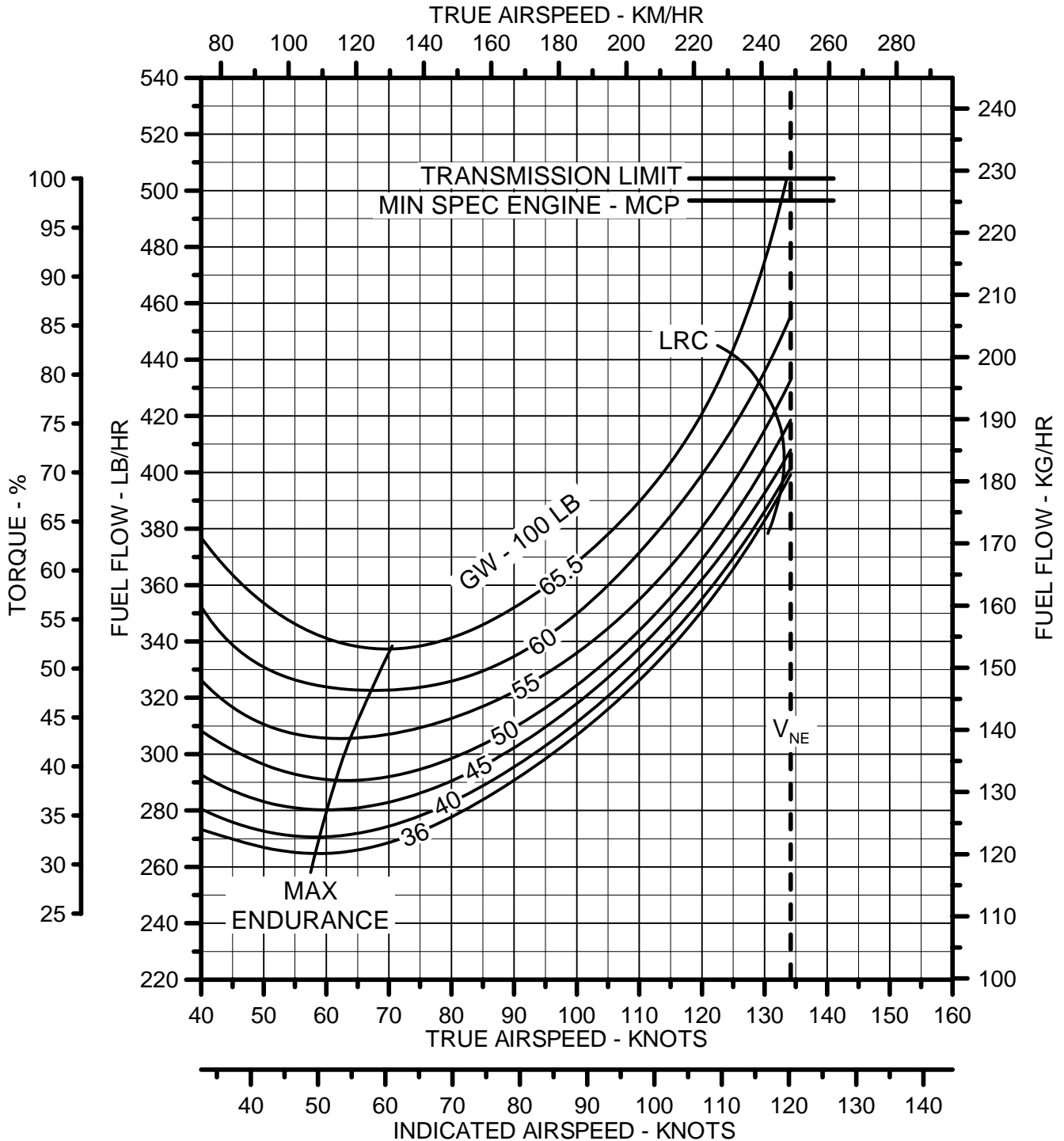
FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = 2000 FT
OAT = + 31°C
PARTICLE SEPARATOR INSTALLED



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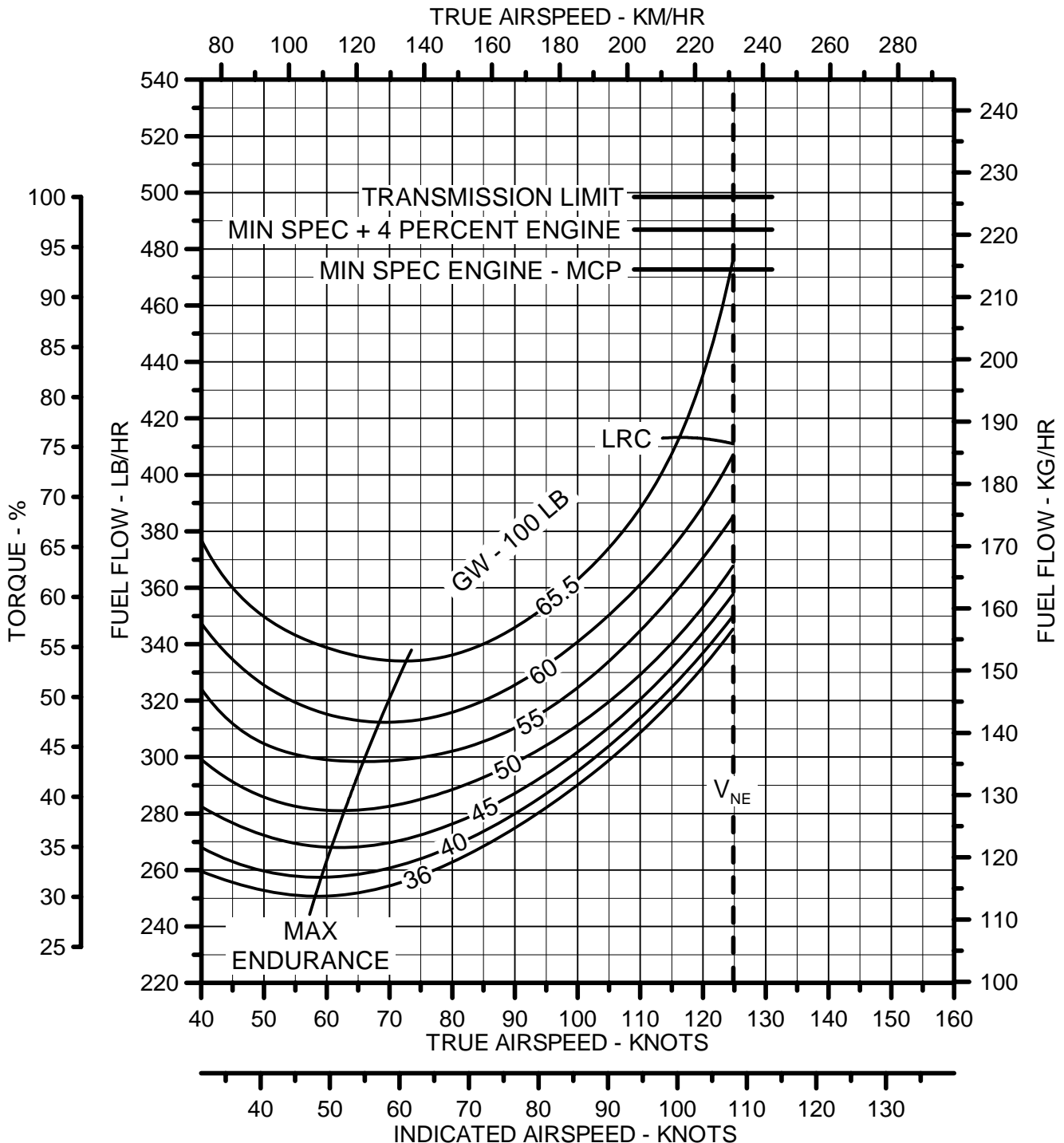
FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = 4000 FT
OAT = + 27 °C
PARTICLE SEPARATOR INSTALLED



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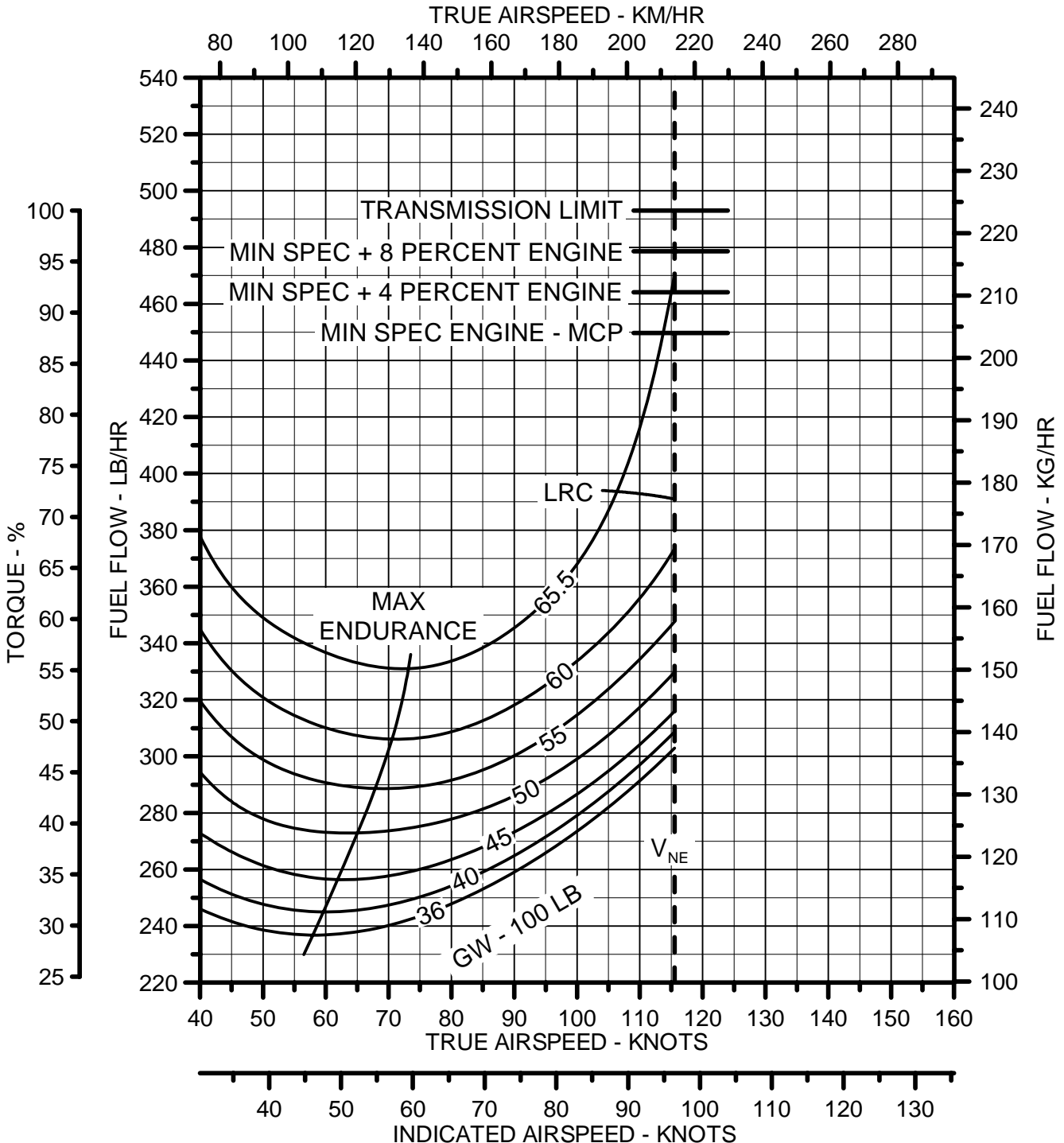
FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = 6000 FT
OAT = + 23 °C
PARTICLE SEPARATOR INSTALLED



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FUEL FLOW vs AIRSPEED
PRESSURE ALTITUDE = 8000 FT
OAT = + 19 °C
PARTICLE SEPARATOR INSTALLED



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COST OF OPERATIONS

INTRODUCTION

Bell Helicopter Textron's cost of operations data for current production helicopters is based on information from Bell operators and service facilities.

BHT's Product Support organization accumulates cost data from a diverse group of operators - large, small; subpolar, subtropical; inland, coastal; corporate, charter. This information is analyzed to generate sample data for each production model which are averages of the field experience.

BHT intends to continue monitoring actual costs 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 BHT 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.

Overhauls include removal, disassembly, inspection, parts replacement, reassembly and reinstallation of certain components/assemblies at the periods stated in the BHT 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.



COST OF OPERATIONS (continued)

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.

Unscheduled maintenance encompasses labor and parts replacement for major maintenance not covered under the formal Maintenance Manual requirements for 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 [s]) 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 it 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).

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 Helicopter Textron uses the **Life Cycle Cost 2006** computer program provided by **Conklin & de Decker Associates, Inc.** to determine 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.



**SAMPLE - DIRECT COST OF OPERATIONS
US DOLLARS PER FLIGHT HOUR**

		OPERATOR OVERHAUL
Fuel, Lubricants		
Fuel: (Note 1) [69 gallons per hour]		\$155.25
Lubricants: 3% of Fuel Cost		4.66
Airframe Direct Maintenance		
Labor: (Note 2)		
Inspection	(0.366 MH/FH)	23.76
Overhaul	(0.102 MH/FH)	6.64
Unscheduled and On-Condition	(0.744 MH/FH)	48.35
Parts:		
Inspection		3.45
Retirement		105.34
Overhaul		36.70
Unscheduled and On-Condition		82.92
Powerplant Direct Maintenance		
Engine Overhaul (Including Accessories- Note 3)		138.00
Line Maintenance (Labor)	(0.119 MH/FH)	7.75
<u>Total Average Cost Per Hour (Note 4)</u>		<u>\$612.82</u>

Note 1: Fuel at \$2.25 per gallon. Average fuel consumption for LRC at 1000 feet, ISA, (Jet-A at 6.8 Lb/Gal.)

Note 2: Labor rate assumed at \$65.00 per hour.

Note 3: Includes all scheduled and unscheduled maintenance and life limited parts replacement assuming normal operating environment.

Note 4: Increased Gross Weight Kit adds approximately **\$4.93** per Flight Hour.

COMPONENT OVERHAUL INTERVALS (Hours)

M/R Hub Assy	2,500	Swashplate Assembly	2,500	Starter Generator	1,000
Mast Assembly	3,000	T/R Gearbox	1,800	Rotor Brake Caliper	5,000
Transmission	3,000	T/R Hub Assembly	2,500	Fanshaft Hgr. Assy.	3,000



LIMITED LIFE COMPONENTS

<u>PART NUMBER</u>	<u>COMPONENT</u>	<u>LIFE IN FLIGHT HOURS</u>	<u>QTY PER A/C</u>	<u>LIST PRICE (EA)</u>	<u>TOTAL COST (FLT HR)</u>
<u>MAIN ROTOR HUB AND BLADE</u>					
406-010-108-135	Grip	1,500	4	7,699	\$20.53
406-010-115-131	Upper Plate Assembly	2,500	1	7,042	\$2.82
406-010-117-129	Lower Plate Assembly	2,500	1	6,414	\$2.57
406-010-120-105	Main Rotor Blade Bolt	10,000	8	2,125	\$1.70
407-010-103-115	Pitch Horn	2,500	4	4,326	\$6.92
427-010-103-105	Lower Cone Seat	5,000	1	24,832	\$4.97
427-010-105-107	Drive Ring Set	5,000	1	10,142	\$2.03
<u>MAIN ROTOR CONTROLS</u>					
406-010-413-141	Pitch Link Tube	5,000	4	5,806	\$4.64
<u>SWASHPLATE DRIVE ASSEMBLY</u>					
206-010-408-103	Lever Pin	5,000	1	189	\$0.04
406-010-407-101	Collective Idler Link	5,000	1	752	\$0.15
406-010-410-125	Inner Ring	5,000	1	9,248	\$1.85
406-010-411-117	Outer Ring	5,000	1	13,158	\$2.63
406-010-417-109	Bearing & Liner Assembly	5,000	1	1,134	\$0.23
406-010-419-117	Cap Assembly	2,500	1	2,066	\$0.83
406-010-432-101	Anti-Drive Link Assembly	5,000	1	2,937	\$0.59
427-010-403-101	Swashplate Pivot Sleeve Assembly	10,000	1	8,396	\$0.84
427-010-405-101	Swashplate Support Assembly	10,000	1	11,500	\$1.15
427-010-407-101	Collective Lever	10,000	1	5,977	\$0.60
427-010-408-101	Drive Lever	5,000	2	1,524	\$0.61
427-010-410-101	Drive Link	5,000	2	1,820	\$0.73
427-010-418-105	Anti-Drive Lever Assembly	10,000	1	8,937	\$0.89
<u>BOOSTED FIXED CONTROLS</u>					
407-001-022-149	Collective Tube - Lower	10,000	1	1,456	\$0.15
407-001-025-125	Collective Tube - Upper	10,000	1	1,970	\$0.20
427-001-502-101	Actuator Support	5,000	1	18,701	\$3.74
427-001-512-101	Collective Bellcrank Support	10,000	1	1,343	\$0.13
427-001-522-101	Collective Transmission Bellcrank	10,000	1	545	\$0.05
427-001-535-101	Idler Link	5,000	1	3,263	\$0.65
<u>TAIL ROTOR AND CONTROLS</u>					
406-012-102-109	T/R Yoke	5,000	1	9,439	\$1.89
427-016-001-109	T/R Blade	5,000	2	22,496	\$9.00
<u>DRIVE SYSTEM</u>					
206-340-300-105	Input Driveshaft	5,000	2	31,490	\$12.60
427-040-040-101	Main Rotor Mast	5,000	1	29,584	\$5.92
<u>PYLON SUPPORT STRUCTURE</u>					
427-010-201-107	L/H Pylon Side Beam	2,500	1	10,426	\$4.17
427-010-201-108	R/H Pylon Side Beam	2,500	1	10,736	\$4.29
427-010-204-101	Pitch Restraint Spring	10,000	1	6,795	\$0.68
427-010-207-101	Stop Fitting Assy - Left	2,500	1	4,159	\$1.66
427-010-209-101	Stop Fitting Assy - Right	1,500	1	3,740	\$2.49
<u>FIRE PROTECTION SYSTEM</u>					
30600-12	Cartridge Fire Ext. (J1 PORT - 10 YRS)	10,000	2	1,058	\$0.21
30600-13	Cartridge Fire Ext. (J2 PORT - 10 YRS)	10,000	2	983	\$0.20
<u>TOTAL</u>					<u>\$105.34</u>

Prices and hours are subject to change without notice.

THESE DATA ARE PROVIDED FOR ILLUSTRATION PURPOSES. CONSULT MAINTENANCE DOCUMENTS AND BHT SPARE PARTS PRICING FOR CURRENT, OFFICIAL INFORMATION.



**Sample Illustrations of the
Standard Paint Schemes
are available from your
Bell Helicopter Sales Representative**

PAINT SELECTION 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).**
- 5. METALLIC PAINT CAN NOT BE APPLIED OVER RADOME AREAS WHEN A RADAR IS INSTALLED.**
- 6. PLACEMENT OF BELL MODEL LOGOS IS EFFECTED BY INDIVIDUAL PAINT SCHEMES, AND WILL BE APPLIED AT THE DISCRETION OF BELL HELICOPTER UNLESS OTHERWISE SPECIFIED BY THE CUSTOMER.**

For additional information visit the Bell Helicopter Textron Website

Homepage: www.bellhelicopter.com

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The data set forth in this brochure are general in nature and may vary with conditions. For performance data and operating limitations for any specific flight mission reference must be made to the approved flight manual.

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