


Factory New

2022  Bell 407GX_i s/N: 56317



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2022 Bell 407GX_i S/N: 56317

- **Factory New 2022** - Bell 407GX_i, S/N 56317, R/N N38AJ
Production and delivery flight time only
- **Engine:** Rolls Royce 250-C47E/4, 862 SHP
Dual FADEC (Full Authority Digital Engine Control)
- **Factory Warranty** - 1,000 hours or three years
- **Factory Training**
 - 407GX_i Pilot Ground and Flight Initial
 - 407 Field Maintenance - 3 Weeks
 - 407GX_i Integrated Avionics System Maintenance - 2 weeks
- **Factory Configured Delivery** – (Config A) November 2022 *Eligible for 2022 Bonus Depreciation
Optional Customizing (Config B) Completed December 2022
- **Interior:** Corporate all Leather Two-Tone Gray, paired with High Visibility Windows & Executive Soundproofing.
- **Exterior:** Solid Metallic Silver. Looks very contemporary as a solid color. Logo or accent trim colors could easily be added. Registration in Vinyl Letters, ready for Custom Registration Number.



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2022 BELL 407GX_i - S/N 56317, R/N N38AJ – Factory Installed Kits (CONFIG A)

Factory Standard Kits

- Rotor Brake
- Dual Controls
- 28 Amps Battery
- M/R Blades - High Vis
- Aux Fuel Tank Provisions
- Wire Strike Protection System
- Glass Cockpit - G1000H NX_i (Garmin)
- Tail Rotor Camera
- LED Lighting (Interior/Exterior)
- 5250 lbs Max Gross Weight
- Rubber Mounted Chin Bubbles (AA)
- High Skid Gear -w- Flitesteps

Factory Installed Kits –CONFIG “A”

- Autopilot - 2-Axis AFCS
- Radar Altimeter - GRA 55
- High Visibility Crew Door Kit (Light Gray)
- High Visibility Cabin Window Kit (Dark Gray)
- Inlet Barrier Filter w/Access Door
- Bleed Air Heater
- Windshield & Chin Bubble Defrost
- Air Conditioner -w- Dual Forward Evaporators
- Headliner -w- AC Ducting
- Corporate Interior Trim Kit & Soundproofing
- Corporate Passenger & Crew Seats
- Passenger & Crew Assist Handles
- Center Map Pocket - Leather
- Flight Manual Pocket - Leather
- Fuel Filler Protector
- Expanded Avionics Shelf
- Pre-Flight Kit Includes (4) Step Handles (2) Folding Maintenance Steps

2022 BELL 407GX_i - S/N 56317, R/N N38AJ – Customizing Kits (CONFIG B), Includes Config A

Customizing Kits – CONFIG “B”

- MD-302 Standby Digital Attitude Module
- Weather Data Link - GDL-69HA
- XM Weather and Satellite Radio
- Traffic Avoidance System - GTS 800 TAS
- Artex C406-NHM ELT with PBM Adaptor
- Aux Fuel Tank – refub 19 Gallon
- USB Ports cockpit & pax cabin
- Jupiter Glovebox –Avionics Pedestal
- Pulse Landing Light LED
- Combination LED Strobe/Position Lights
- Horizontal Stab Anti Collision lights
- Baggage Extender Spacemaker & Cover
- Baggage Bulkhead & Floor Protectors
- Baggage Compartment Edge Protector
- Cockpit/Cabin LED ICS Call Light
- 7 Place VOX Intercom
- LEMO Headset Jacks (7 place)
- Copilot Tail Rotor Pedal Safety Kit
- Pneumatic Door Openers, Cabin/Baggage Doors
- 6 Bose A20 Noise Cancelling Headsets
w- Bluetooth Cell phone connectivity

IMPORTANT NOTES - Price includes Factory Installed Kits (Config A) and the Customizing Kits (Config B) Installed at Bell approved Completion Center. Other kits may be available for a modified cost. Also, there is a lower price option if aircraft delivered with only factory installed kits (Config A). *We are tax advisors, check with your accountant for confirmation of Bonus Depreciation eligibility. Aircraft is subject to prior sale until a signed agreement and deposit are in place. Configuration modifications and paint & Interior color selections are subject to factory scheduled deadlines and might affect price and delivery schedule.

Garmin G1000H® NXi

According to Bell Product Specifications

The Garmin G1000H® NXi Integrated Avionics System in the Bell 407GX_i 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 407GX_i'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

- 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
- MD-302 Digital Standby Module

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.



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BELL 407GX_i Autopilot Kit *(Reference Bell Product Specifications)*

The 2-axis autopilot is a Bell 407GX_i specific kit. It features greater capabilities at a lower cost and is the only kit that is fully-integrated with the Garmin G1000H™ avionics suite to display autopilot modes, hold references, audio alerts and CAS messages. This kit provides enhanced lateral and longitudinal stability in low-speed flight and a cyclic force trim release switch, a beep reference switch, pitch/roll/yaw hands-on stability augmentation, and pilot-initiated automatic recovery.

The modes and annunciations of the Bell 407GX_i 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

The Bell 407GX_i 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 autopilot "Go Around" mode using the collective or mode panel switch, the Bell 407GX_i 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.



EXECUTIVE SEATING AND INTERIOR TRIM

According to Bell Product Specifications

The executive cabin seating consists of five 'overstuffed style' seats with individual seat belts and single strap a shoulder harnesses, arranged with two extra wide forward facing outboard seats and 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 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.



Two-Tone Gray All Leather Seats with Matching Seatbelts and Coordinated Wool Carpet

Warranty & Training

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Basic Bell 407GX 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 407GX 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

Referencing Bell product specifications

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

Note: Aircraft subject to prior sale or withdrawal from market. Specifications, times, and prices are subject to change. Some of these descriptions and data are barrowed from Bell's Product Specifications and provided for illustration purposes. Buyer should confirm specifications and information for themselves and consult BHTI maintenance documents for current official information. 225027

Component Overhaul

COMPONENT OVERHAUL INTERVALS

| Component | Hours | Component | Hours | Component | Hours |
|-------------------|-------|--------------------|-------|--------------------------|--------|
| M/R Hub | 2,500 | Swashplate | 2,500 | Rotor Brake Caliper Assy | 3,600 |
| Mast Assy | 2,500 | Tail Rotor Gearbox | 5,000 | Rotor Brake Disk | 12,000 |
| Transmission | 5,000 | Tail Rotor Hub | 2,500 | Starter Generator | 1,200 |
| Freewheeling Assy | 3,000 | K-Flex Drive Shaft | 2,500 | | |

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.

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 |
| | | km/h | 218 | 219 | 221 | 223 |
| Range (Standard Fuel, No Reserve) | 1,200 m, ISA | km | 728 | 710 | 690 | 676 |
| | | km/h | 218 | 221 | 222 | 222 |
| Endurance at Loiter (111 km/h) (Standard Fuel, No Reserve) | SL, ISA | hr | 4.2 | 4.1 | 4.0 | 3.9 |
| | 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.

Dimensions- High Skids

Referencing Bell product

2.7 FT (3.87 m)

0.9 FT (0.27 m)

36.7 FT (11.19 m)

