



**AUSTINJET**  
AIRCRAFT SALES  
A Trusted Name Since 1980

**2016 *Bell* 407GXP**  
S/N: 54668, R/N: N30BW





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***Factory Standard Features Plus the Following Optional Accessories***

- Bell 2 Axis Autopilot – Coupled To G1000
- Radar Altimeter TRA 4500
- XM Satellite Weather & Radio
- High Skid Gear w/FliteSteps
- Air Conditioner with Dual Forward Evaporators & Temp Control
- Bleed Air Heater with Chin Bubble Defog
- NightScanner – Adjustable Landing Light
- Dual Controls
- Rotor Brake
- Inlet Barrier Filter (IBF)
- Aux Fuel Tank (19 Gal)
- Soundproofing
- 5250 Lbs Max Gross Weight Kit
- Wire Strike Protection System
- Preflight Kit with Folding Steps and Dual Step/Handles (L&R)
- Spacemaker Baggage Extender
- Pneumatic Door Openers (5)
- High Visibility Main Rotor Blades
- 28 Amp Heavy Duty Battery
- LED Lighting Exterior & Interior
- LEMO Headset Jacks (7)
- Bose Headsets (2)
- USB Power Outlets in Cockpit and Passenger Cabin
- Ground Wheels, Inlet Plugs & Covers, Blade Tie Downs



***Like New Condition - Only 430 Hours Total Time!***

**Factory Completion & New Delivery April 2017\*, 2016 Data Plate.**

**Summary:** Attractive Aircraft in Like New Condition, Always Hangered, Professionally Flown, Bell Service Center Maintained, No Damage History, Corporate Background, ADS-B Compliant, All AD's, Mandatory Bulletins Complied With.

**Total Time:** 430 Hours    **Engine - Rolls Royce 250-C47B/8:** 430 Hours

**Exterior:** Steel Blue Pearl Base with Starlight Silver Accents

**Interior:** Corporate 7-Place Light Gray with blue piping leather seats, blue wool carpet, rear seat folding armrest, soundproofing, pneumatic door openers, floor protectors, sliding window vents.

**Availability:** Available Immediately - World Wide Delivery Options

**Location:** Florida USA



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### Garmin G1000H™ Integrated Avionics system includes:

- Two 10.4" GDU 1040H high-resolution LCD displays (interchangeable PFD/MFD)
- Two GIA 63H Integrated Avionic Units, including:
  - GPS / WAAS Receiver
  - VHF COM Transceiver
  - VHF NAV and Glideslope Receivers
  - Aural Alert Generation
- GEA 71H Engine and Airframe Unit (signal processing of engine parameters and major system sensors)
- GDC 74H Air Data Computer
- GRS 77H Attitude and Heading Reference System (AHRS) and GMU 44 Magnetometer
- GMA 350H Audio System
- GTX 33H Extended Squitter (ES) Mode S Transponder
- ADS-B Compliant
- Artec 406 ELT

According to Bell Product Specifications, the Garmin G1000H™ Flight Deck Integrated Avionics System 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 G1000H™ Flight Deck 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.





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### **BELL 407GXP Autopilot Kit** (Bell Product Specifications/March 2016)

The 2-axis autopilot kit is a Bell 407GXP alternative to other third-party autopilots currently on the market 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™ 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 hands-on stability augmentation, and pilot-initiated automatic recovery.

The modes and annunciations of the Bell 407GXP 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 407GXP 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 407GXP 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.



Bell 407GXP Flight Deck with Autopilot.



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### CORPORATE INTERIOR

- 7-Place All Leather
- Light Gray with Blue Piping
- Aft Center Seat Folding Armrest
- Blue Wool Carpet
- Door Pockets
- Soundproofing
- Sliding Windows

According to Bell Product Specifications, the corporate 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 light gray all leather with blue piping. The corporate 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 blue carpet. Selection of the corporate interior trim also specifies installation of corporate soundproofing, which provides a reduced interior noise level.

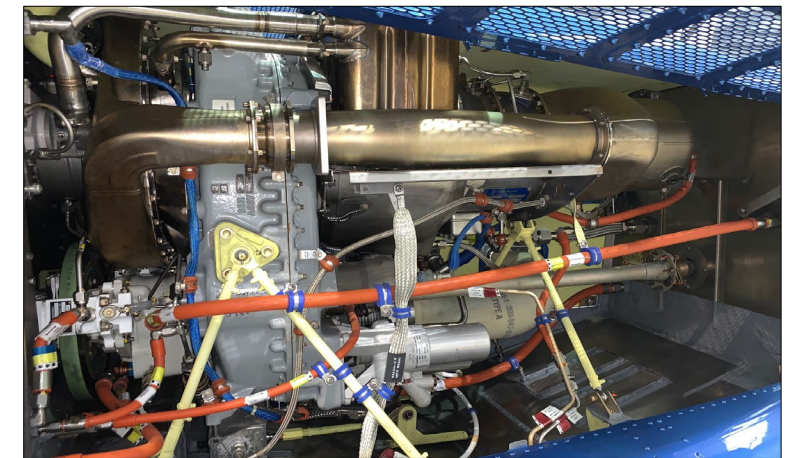




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Aft Center Armrest in Stowed Position



Rolls-Royce 250-C47B/8 Engine  
with Full Authority Digital Electronic Control





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## Specification Summary (U.S. Units)

### WEIGHTS (LB)

Empty Weight (Base Aircraft) <sup>[1]</sup>	2,692 *	External Load Gross Weight	6,000
Internal Gross Weight (Normal / Optional) <sup>[2]</sup>	5,000 / 5,250	Maximum External Load (Cargo Hook Limit)	2,646
Useful Load (Base Aircraft, Normal / Optional) <sup>[2]</sup>	2,308 / 2,558 *		

\* These weights are Factory Standard, actual weights vary based on final configuration.

### PERFORMANCE SUMMARY (International Standard Day except as noted)

			Takeoff Gross Weight (lb)			
			4,000	4,500	5,000	5,250 <sup>[3]</sup>
IGE Hovering Ceiling	ISA	ft	19,900	16,790	13,550	5,420 <sup>[3]</sup>
	ISA + 20 °C	ft	17,160	13,410	9,960	3,140 <sup>[3]</sup>
	ISA + 30 °C	ft	15,380	11,580	7,880	2,070 <sup>[3]</sup>
OGE Hovering Ceiling	ISA	ft	18,720	15,260	11,940	5,420 <sup>[3]</sup>
	ISA + 20 °C	ft	15,540	11,730	8,270	3,140 <sup>[3]</sup>
	ISA + 30 °C	ft	13,720	9,760	5,850	2,070 <sup>[3]</sup>
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
	4,000 ft, ISA	hr	4.7	4.5	4.3	4.2

### ENGINE RATING

Rolls-Royce 250-C47B/8 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.

### 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	1,000
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
<b>MAIN ROTOR HUB AND BLADES</b>			
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	1
<b>MAIN ROTOR CONTROLS / SWASHPLATE ANTI-DRIVE</b>			
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
<b>TAIL ROTOR</b>			
406-012-102-109	Tail Rotor Yoke	5,000	1
<b>DRIVE SYSTEM</b>			
407-040-038-111	Main Rotor Mast	5,000	1
<b>PYLON SUPPORT</b>			
407-010-201-105	Left Hand Pylon Side Beam <sup>[1]</sup>	5,000	1
407-010-203-105	Right Hand Pylon Side Beam <sup>[1]</sup>	5,000	1
407-010-206-103	Pylon Restraint Spring	5,000	2

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 borrowed 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. 915230