


Factory New

2024  Bell 407GX_i – s/N 56398



Example Photo – Includes optional features. Other colors and features may be available subject to factory selection deadline. Changes may affect price and delivery schedule.



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2024 Bell 407GX_i – S/N 56398

- **Factory New 2024** - Bell 407GX_i, S/N 56400, R/N to be determined
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
- **Delivery** – June 2024
- **Interior:** Corporate Smokey Gray all leather seats, paired with High Visibility Windows & Executive Soundproofing.
- **Exterior:** Custom 429 scheme. White base with Charcoal trim and Gray accents. Registration in Vinyl Letters, ready for Custom Registration Number.
- **Customizing:** Customized changes to this configuration may be possible subject to factory selection deadlines. Changes may affect price and delivery schedule. Inquire for more details.



File Photo – Example Only

Factory Standard Baseline

- Glass Cockpit - G1000H NXi (Garmin)
- Garmin GTX 335R
w/ES Mode S Transponder
- Rotor Brake
- Dual Controls
- 28 Amps Battery
- M/R Blades - High Vis
- Aux Fuel Tank Provisions
- Wire Strike Protection System
- Tail Rotor Camera
- LED Lighting (Interior/Exterior)
- 5250 lbs Max Gross Weight
- Rubber Mounted Chin Bubbles (AA)
- Precise Flight Pulse Landing Light
- High Skid Gear -w- Flitesteps

Customized 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
- 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

Continued Customized 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 – 19 Gallon
 - USB Ports cockpit & pax cabin
 - Combination LED Strobe/Position Lights
- Baggage Extender Spacemaker & Cover
 - Cockpit, Cabin, & Baggage Floor Protectors
 - Baggage Compartment Edge Protector
 - 7 Place VOX Intercom
 - LEMO Headset Jacks (7 place)
 - Copilot Tail Rotor Pedal Safety Kit
 - Pneumatic Door Openers, Cabin/Baggage Doors
 - 6 Bose A30 Noise Cancelling Headsets
w- Bluetooth Cell phone connectivity

IMPORTANT NOTES –

Changes to the above configurations (along with paint & Interior selections) may be possible subject to factory scheduled deadlines and may affect price and delivery schedule. Until a signed agreement and deposit are in place, prices and serial number are subject to change and Aircraft is subject to prior sale. International territory factory restrictions may apply. Call for additional details.

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.



Example Photo – Includes optional features. Other features available subject to factory selection deadline.

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

The optional 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.




Gray All Leather Seats with Matching Seatbelts and Coordinated Wool Carpet

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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. 240105

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 (U.S. Units)

Weights shown are for base aircraft, options and configuration will cause variation in the actual aircraft's weight. 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
	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.

Dimensions- High Skids

Referencing Bell product

12.7 FT (3.87 m)

0.9 FT (0.27 m)

36.7 FT (11.19 m)

