

Bell 206L4 Product Specifications

January 2009



Bell Helicopter
A Textron Company

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.

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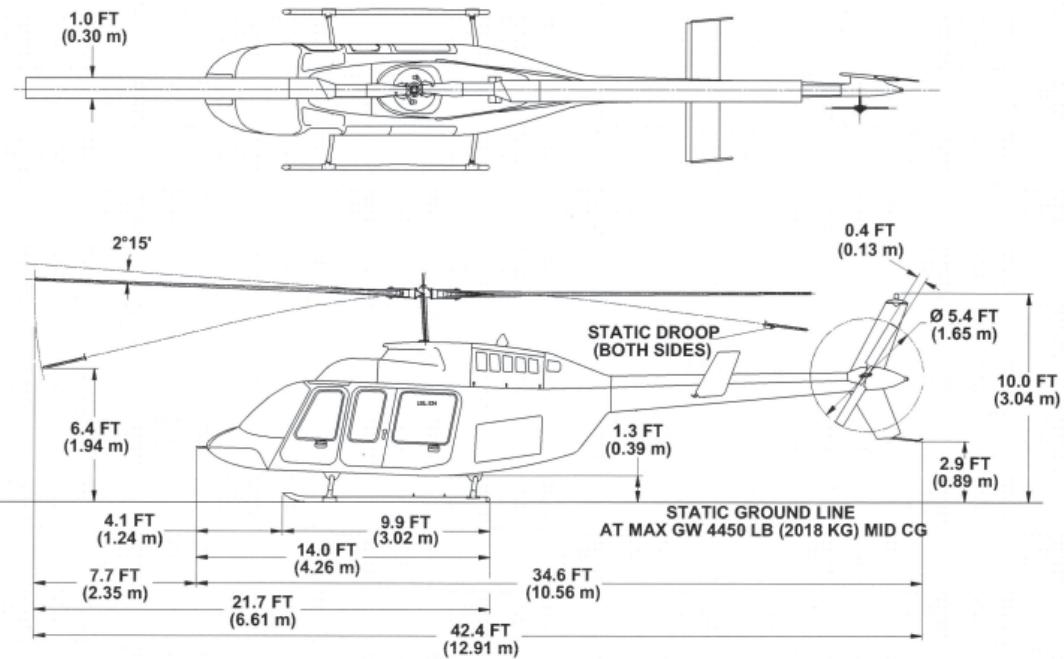
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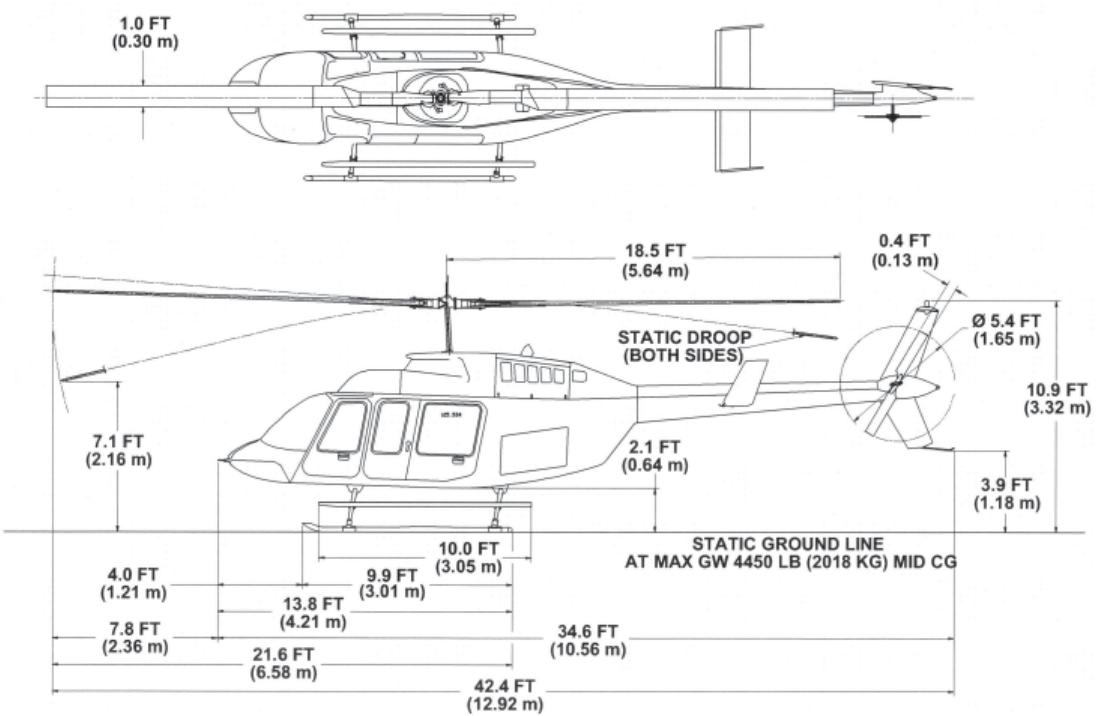
Exterior Dimensions

Standard Low Skid Gear

206L4 Standard Gear

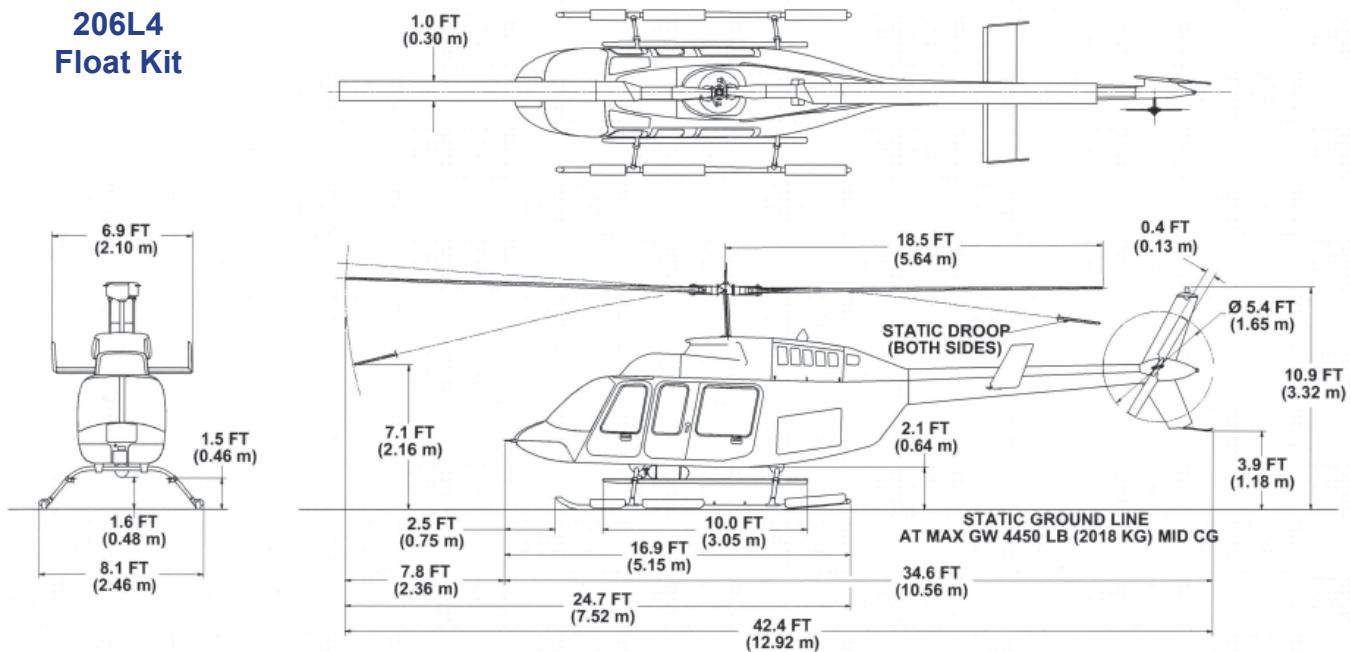


206L4
High Skid Gear



206L4 Optional Emergency Float Gear w/AAI Floatsetp®

206L4 Float Kit

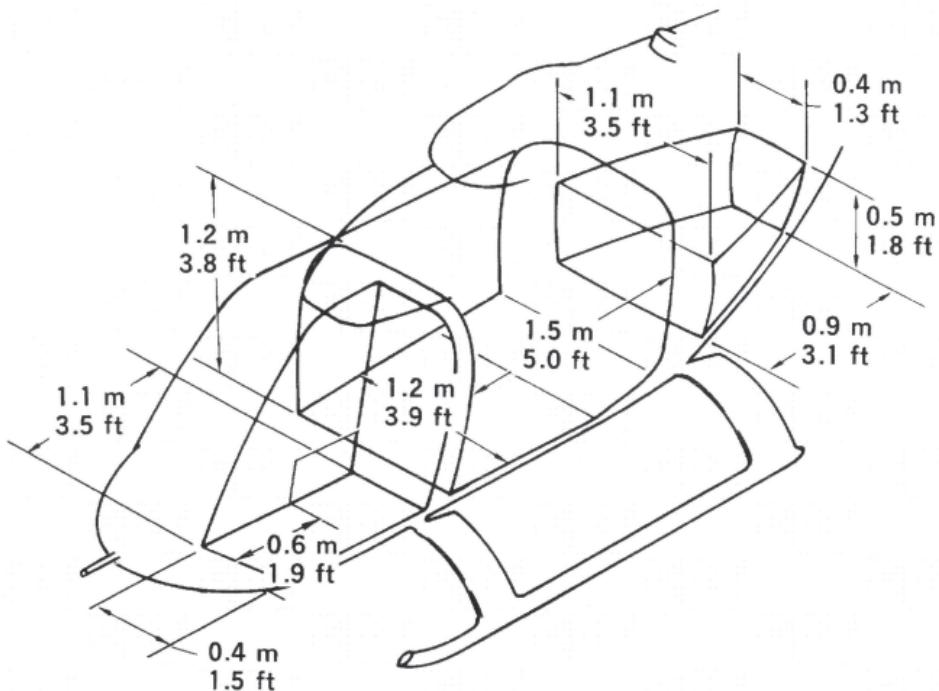


Minimum Hanger Size*

8.1 ft x 42.5 ft
(2.5 m x 13.0 m)

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

Cabin Dimensions



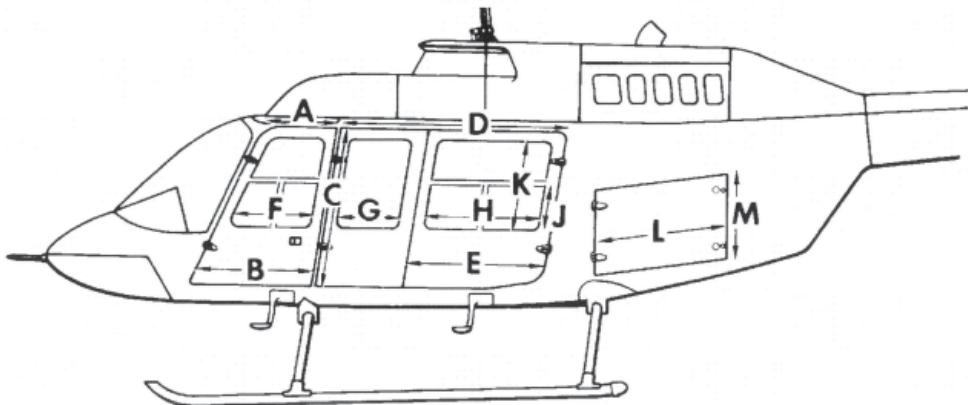
Approximate Cargo Space:

Aft Cabin	2.2 cubic meters	(80 cubic feet)
Left front	0.6 cubic meters	(20 cubic feet)
Baggage compartment	0.45 cubic meters	(16 cubic feet)

Floor Loading:

Cabin	3.7 kg/sq. meter	(75 lb/ sq. foot)
Baggage	4.2 kg/sq. meter	(86 lb/sq. foot)
Max Baggage weight	113 kg	(250 pounds)

Door Dimensions



	cm	in		cm	in
A	49.5	19.5	G	36.8	14.5
B	78.7	31.0	H	76.2	30
C	104	41	J	27.9	11
D	152.4	60.0	K	70.0	24
E	91.4	36.0	L	94.0	37
F	43.2	17	M	58.4	23

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Specification Summary [U. S. Units]

Weights	Lbs
Standard Configuration Weight (Note 1)	2331
Normal Gross Weight	4450
External Load Gross Weight	4550
Standard Configuration Useful Load (Gross Weight-Standard Configuration)	2123
Maximum External Load (Cargo Hook Limit)	2000

Performance Summary: (International Standard Day Except As Noted)					
Takeoff, Gross Weight		Lbs	3600	4000	4450
IGE Hovering Ceiling (2.5ft skid height)	ISA	ft	20,000+	17,600	10,000
	ISA+20 C	ft	18,300	15,100	7730
	ISA+30 C	ft	16,500	13,100	6660
OGE Hovering Ceiling	ISA	ft	16,600	13,600	6500
	ISA+20 C	ft	13,800	10,500	4200
	ISA+30 C	ft	11,500	7600	3100
Service Ceiling MCP, (100 ft/min)	ISA	ft	20,000+	20,000+	10,000
	ISA+20 C	ft	20,000+	19,300	7730
	ISA+30 C	ft	20,000+	17,300	6660
Range @ LRC Speed (Average Gross Weight, Full Fuel)	ISA,SL	nm	336	332	324
	ISA,SL	kn	116	114	112
	ISA,5000 ft	nm	382	372	357
	ISA,5000 ft	kn	118	117	114
MCP Speed @ Takeoff Gross Weight	ISA,SL	kn	115	113	110
	ISA+20 C,SL	kn	118	115	111
	ISA,5000 ft	kn	120	117	111
	ISA+20 C,5000 ft	kn	122	118	107
Endurance @ Loiter 52 kn (No Reserve)	ISA,SL	hr	3.9	3.8	3.7
	ISA,5000 ft	hr	4.5	4.3	4.1

Engine Power Ratings:	
(Rolls-Royce 250-C30P)Uninstalled Thermodynamic Rating Takeoff , SHP	726
Maximum Continuous, SHP	630
Transmission Rating:	
Takeoff , SHP	490
Maximum Continuous, SHP	370
Fuel:	
Type	Aviation Turbine
Capacity (Usable)	110.7 Gallons

* Refer to demonstrated takeoff and landing and maximum operating altitude notes on the performance charts

Note 1: Includes thirteen (13.0) pounds of engine oil. Ballast is not included in standard configuration weight (ballast is a function of installed equipment).

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For performance data and operating limitations for any specific flight mission, reference must be made to the approved Flight Manual

Specification Summary [Metric Units]

Weights	KG
Standard Configuration Weight (Note 1)	1057
Normal Gross Weight	2018
External Load Gross Weight	2064
Standard Configuration Useful Load (Gross Weight-Standard Configuration)	962
Maximum External Load (Cargo Hook Limit)	907

Performance Summary: (International Standard Day Except As Noted)					
Takeoff, Gross Weight		KG	1633	1814	2064
IGE Hovering Ceiling (0.8m skid height)	ISA	M	6096+	5464	3048
	ISA+20 C	M	5578	4602	2356
	ISA+30 C	M	5029	3993	2030
OGE Hovering Ceiling	ISA	M	5060	4145	1981
	ISA+20 C	M	4026	3200	1280
	ISA+30 C	M	3505	2316	945
Service Ceiling MCP, (0.5 M/S)	ISA	M	6096+	6096+	3048
	ISA+20 C	M	6096+	5883	2356
	ISA+30 C	M	6096+	5273	2030
Range @ LRC Speed (Average Gross Weight, Full Fuel)	ISA,SL	km	623	615	600
	ISA,SL	km/h	215	211	207
	ISA, 1524 M	km	708	689	662
	ISA, 1524 M	km/h	219	217	211
MCP Speed @ Takeoff Gross Weight	ISA,SL	km	213	209	204
	ISA+20 C,SL	km/h	219	213	206
	ISA, 1524 M	km/h	222	217	206
	ISA+20 C, 1524 M	km/h	226	219	198
Endurance @ Loiter 96 km/h (No Reserve)	ISA,SL	hr	3.9	3.8	3.7
	ISA, 1524 M	hr	4.5	4.3	4.1

Engine Power Ratings:	
(Rolls-Royce 250-C30P)Uninstalled Thermodynamic Rating Takeoff , kW	541
Maximum Continuous, kW	470
Transmission Rating:	
Takeoff , kW	365
Maximum Continuous, kW	277
Fuel:	
Type	Aviation Turbine
Capacity (Usable)	419.0 Liters

* Refer to demonstrated takeoff and landing and maximum operating altitude notes on the performance charts

Note 1: Includes 5.9 kilograms of engine oil. Ballast is not included in standard configuration weight (ballast is a function of installed equipment).

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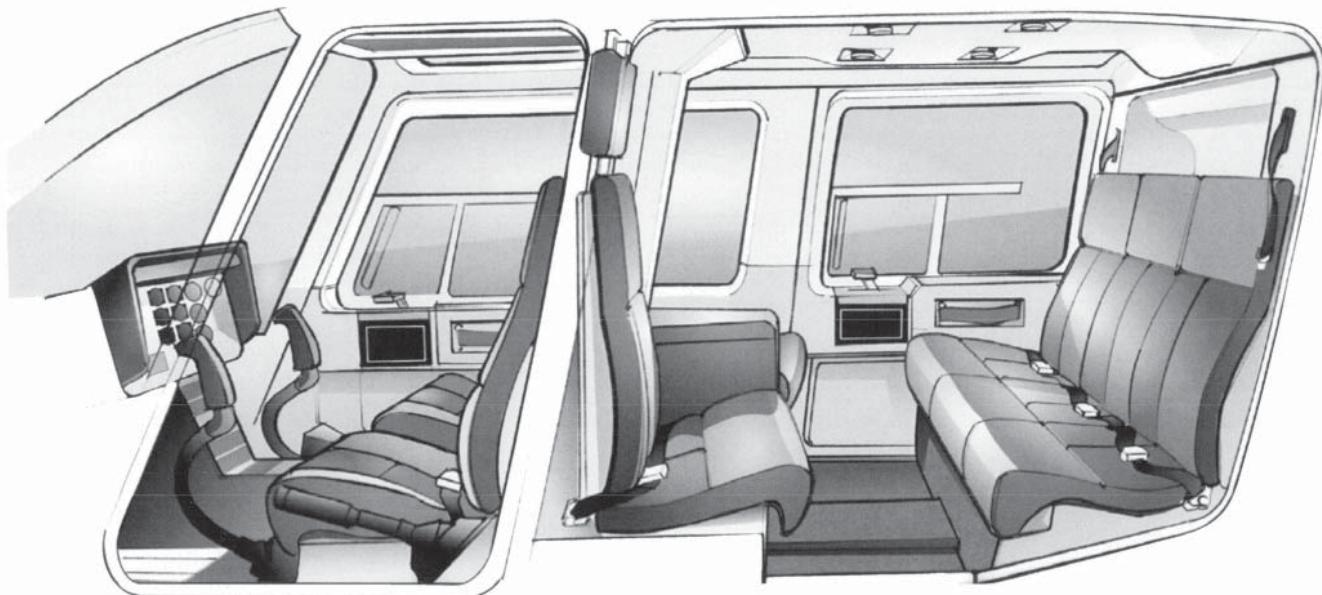
Longranger IV Seating

Crew Seating

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

Standard Seating and Interior Trim

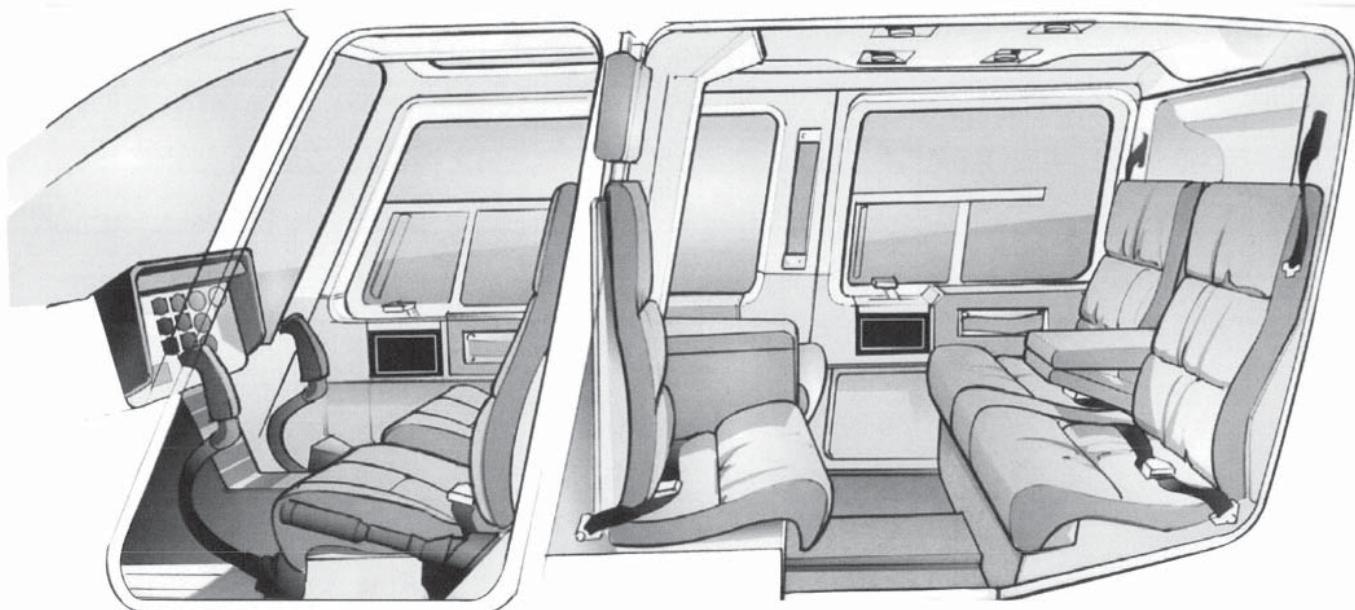
The standard cabin seating consists of five ergonomically designed seats with individual seat belts and single strap shoulder harness, arranged with three equal width forward facing seats across the rear of the cabin and two individual rearward facing seats aft of the cockpit. Available with Grey, Blue, Red, or Tan upholstery with Black seat belts. The Standard Seats are upholstered in fabric. All vinyl, or fabric/vinyl is available as an extra cost option. The standard interior trim consists of full plastic closeouts on all airframe areas, vinyl covered arm rests, and molded plastic outboard headliners. The floor is covered in low loop blend carpet. The standard seating and interior trim are included in the basic aircraft weight.



Specifications subject to change without notice.

Corporate Seating and Interior Trim

The corporate cabin seating consists of five 'Overstuffed Style' seats with individual seat belts and single strap shoulder harness, 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. Available with Pewter, Mushroom, Dark Blue, Saddle, Burgundy, Smoke Grey, and Forest Green upholstery with color coordinated seat belts (Crew seat belts are black). Seats can be all fabric (basic ship), optional leather with fabric inserts or all leather with perforated leather inserts. 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. Carpet is 100% wool cut pile. The corporate seating and interior trim (and corporate soundproofing) increase the basic aircraft empty weight 9 lbs. (4.1 kg.).



Specifications subject to change without notice.

Standard Configuration (Items Included in List Price)

AIRFRAME	
Cabin; bonded aluminum honeycomb, and semi-monocoque structure	Mechanical flight control linkages throughout
Doors (five), one hinged double door & copilot door on left side, pilot door & passengers door on right side	Pilots Cyclic Grip has provisions for Optional Equipment Control
Landing gear, tubular skid type with replaceable skid shoes	TRANSMISSION DRIVE SYSTEM
Locks for cabin doors and luggage compartment	Focused pylon mounted with nodal beam
Luggage compartment (16 ft ³ [.45 M ³], 250 lbs [113 Kg]cap), with Composite Door	Freewheeling unit (between engine and main transmission)
Provisions for mooring, jacking and single point lifting	Kaflex (non-lubricated) input drive shaft
Tailboom, monocoque structure with vertical fin and fixed stabilizer with synchronized elevator	Gearbox, tail rotor with 2.3:1 spiral bevel gear reduction
Tail skid (tail rotor guard)	Hydraulic pump (for cyclic and collective boost controls)
Windshield (and Chin Windows), clear plexiglass	Main transmission 2 stage 15.22:1 planetary reduction
Windows, blue tinted plexiglass with sliding panels in doors, Crew "Wedge" Windows, Bulged Panel Windows, Passenger Cabin "Wedge" Windows	Oil cooler
Three color exterior paint schemes	Oil filter with replaceable type cartridge
Rain gutters	Oil pump, constant pressure
INTERIOR	
Standard 7-place interior with soundproofing, carpeting, ash trays & data case. Color options available for upholstery & carpet	FLIGHT AND ENGINE INSTRUMENTS
7-place shoulder harnesses, dual straps in cockpit, single strap in cabin	Clock, Digital Quartz Crystal Chronometer
Fire extinguisher, cabin	Compass, magnetic
First aid kit	Dual tachometer (rotor and engine)
Parcel shelf (behind aft seat)	Inclinometer
Ram air ventilation system	Indicator, airspeed
POWERPLANT	
Rolls-Royce Model 250-C30P gas turboshaft engine	Indicator, altimeter
Fuel control, Bendix	Indicator, engine oil pressure/temperature
Fuel filter (eliminates anti-ice additive requirement)	Indicator, free air temperature
Fuel pump, engine mounted	Indicator, fuel quantity with forward cell quantity switch
Fuel boost pumps (2 canister type) submerged in main fuel tank	Indicator, fuel pressure/generator load meter
Fuel system, 110.7 gal [419 liter] capacity	Indicator, torque meter pressure
Oil system, 1.5 gal [5.7 liter] capacity	Indicator, transmission oil pressure/ temperature
Compressor wash provisions	Indicator, turbine outlet temperature with over temp light
ROTORS AND CONTROLS	
Main rotor, semi-rigid, two-bladed, see-saw type with precone and underslung feathering axis. All metal blades that are moisture proofed and epoxy encapsulated. Flap restraints. CHOICE of STANDARD [black top-white bottom] or HIGH VISIBILITY [orange/white top-white bottom] painted rotor blades	Hour meter
Tail rotor; semi-rigid, two-bladed, see-saw type	MONITORING SYSTEM
Hydraulic boost system (pump and reservoir module)	Caution indication lights:
	Baggage Door Open
	Fuel boost pump inoperative, left & right
	Engine failure warning
	Fuel filter by-pass indicator
	Transmission oil pressure
	Transmission oil temperature
	Tail rotor gearbox chip detector
	Engine chip detectors
	Transmission chip detector
	Freewheeling unit
	Battery temperature sensor
	Battery hot
	Engine out and low rotor RPM warning lights and horn with mute switch

Specifications subject to change without notice.

(Low RPM or engine out)	MISCELLANEOUS
Fuel Low Warning	Covers, turbine inlet and exhaust stack
Generator failure	Cover pitot tube
ELECTRICAL	Flight bag
28 volt DC system	Ground handling wheels w/lift tube
Battery, 17 amp-hr nickel-cadmium	Operating manuals:
External power and grounding receptacle	Aircraft log book
Lights:	Engine log book
Anti-collision strobe	Engine operating manual
Cockpit/map	Engine parts manual
Instrument	Flight manual
Aft cabin	Illustrated parts catalog
Landing (two 250 watt)	Maintenance & overhaul manual
Position	Tie-down assemblies, main rotor and ail rotor
Starter-generator (180 ampere)	
Voltage regulator	
28 volt outlet in cabin	
Heated pitot tube	

Specifications subject to change without notice.

Optional Accessories

Refer to notes for kit compatibility

Additional kits and STC items may be available for factory installation.

Please consult sales or contract personnel regarding special needs prior to selection of final configuration.

Kit Description	Wt (lbs)	Wt (Kg)	Notes
AIRFRAME			
HIGH SKID GEAR (INCL AAI FLIGHT STEPS)	54.8	24.9	(1, 11)
DUAL CONTROLS	11.7	5.3	
LIGHT WEIGHT POP-OUT FLOATS	159.0	72.1	(1)
SKID GEAR FAIRINGS	10.3	4.7	(2)
AUDIO			
AFT AUDIO ICS - ONE STATION (TELEPHONE TYPE HANDSET)	3.0	1.4	
AVIONICS			
VHF EQUIPMENT (KX-155)	7.7	3.5	
TRANSPOUNDER PROVISIONS (KT-76A)	1.0	0.5	(3)
TRANSPOUNDER EQUIPMENT (KT-76A)	2.5	1.1	(3)
ADF EQUIPMENT (KR-87)	7.1	3.2	
OMNI W/ PROVISIONS (KI208)	3.4	1.5	
TRANSPOUNDER PROVISIONS (DIGITAL) (KT-70)	1.0	0.5	(3)
TRANSPOUNDER EQUIPMENT (DIGITAL) (KT-70)	3.9	1.8	(3)
VHF/ADF PROVISIONS W/ AUDIO PANEL (KMA24H-71)	10.3	4.7	
ENCODING ALTIMETER	0.9	0.4	(1, 3)
BLIND ENCODING ALTIMETER	1.9	0.9	(3)
AVIONICS			
PARTICLE SEPARATOR	13.5	6.1	(1)
ENVIRONMENT			
STANDARD HEADLINER w/ A/C DUCTS [for STC A/C]	6.2	2.8	(4)
EQUIPMENT			
HIGH ALTITUDE TAIL ROTOR	13.0	5.9	(1, 5)
REVERSE FLOW SNOW BAFFLE	4.9	2.2	
CARGO HOOK EQUIPMENT	16.7	7.6	
CARGO HOOK PROVISIONS	3.6	1.6	
LITTER PROVISIONS & EQUIPMENT [Basic Dual Litter System]	49.5	22.5	
LITTER PROVISIONS & EQUIPMENT W/ AIR SPLINT MOD.	51.9	23.5	(6)
ROTOR BRAKE	13.3	6.0	
INSTRUMENT			
FLIGHT INSTRUMENTS [for less Dir. Gyro. See Note/Credits]	10.5	4.8	(7)
INTERIOR			
CORPORATE SEATS	8.4	3.8	(1, 10)
SOUND-PROOFING	13.0	5.9	
PAINT			
MARKINGS FOR HIGH VIS. M/R BLADES (WHITE & ORANGE)	0.0	0.0	(8)

Specifications subject to change without notice.

Kit Description	Wt (lbs)	Wt (Kg)	Notes
ENVIRONMENT			
AIR CONDITIONER EQUIPMENT [Air Com]	113.6	51.6	(4)
EQUIPMENT			
WIRE STRIKE - RECOMMENDED KIT - SEE NOTE			(9)
LOW SKIDS	15.7	7.1	
HIGH SKIDS	16.2	7.3	
EQUIPMENT			
GROUND HANDLING WHEELS	95.0	43.1	
INSTRUMENT			
DIRECTIONAL GYRO	-3.6	-1.6	
PAINT			
NO EXTERIOR PAINT	-16.7	-7.6	
WHITE PAINT ONLY	0.0	0.0	

Optional Accessories Explanatory Notes

All equipment kits require Provision Kits prior to installation list.

- 1) Price and/or weight includes credit for basic ship hardware.
- 2) Only compatible with low skid gear.
- 3) Encoding Altimeter or Blind Encoder required to enable Mode C or Mode S Altitude reporting. Customer is responsible for obtaining Aircraft ID code for Mode S.
- 4) The Standard Headliner with A/C Ducts is required for installation of the STC Air Com airconditioner.
- 5) Requires installation of Encoding Altimeter or Blind Encoder.
- 6) When the Air Splint Mod is installed in the elevated position, the upper litter may NOT be used. If the Air Splint Mod is in the normal position, both upper and lower litters may be used.
- 7) Flight Instruments Less D. G. requires a Sales Order Amendment (Kit number is the SAME).
- 8) Standard or High Visibility Main Rotor Blade Paint to be specified by Sales Order.
- 9) 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.
- 10) Material to be called out on Sales Order. Can be Leather, Fabric/Leather, or Fabric.
- 11) "J Steps" (4 each) may be substituted for the AAI FlightSteps by Sales Order. Substitution of "J Steps" reduce High Skid Kit installed weight by 20.0 lbs (9.1 kg.).

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.

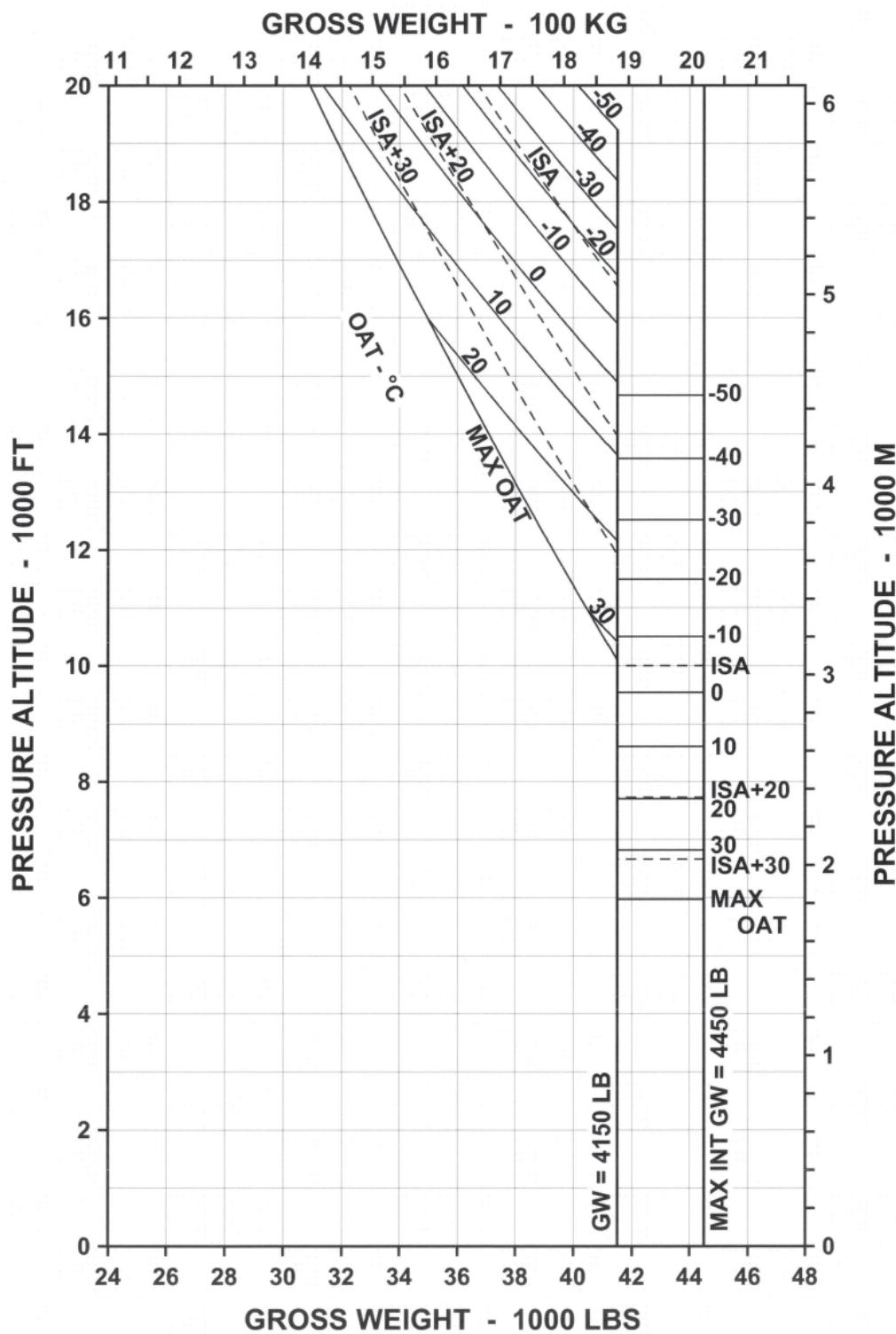
Specifications subject to change without notice.

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HELICOPTER PERFORMANCE
IGE & OGE Hover, Service Ceiling
ROLLS-ROYCE 250-C30P ENGINE FOR
STANDARD AND HIGH ALTITUDE TAIL ROTOR
BASIC INLET INSTALLED
MINIMUM SPEC. ENGINE

Hovering Ceiling IGE 2.5 Ft

Rolls-Royce 250-C30P Engine at Top
Standard Tail Rotor



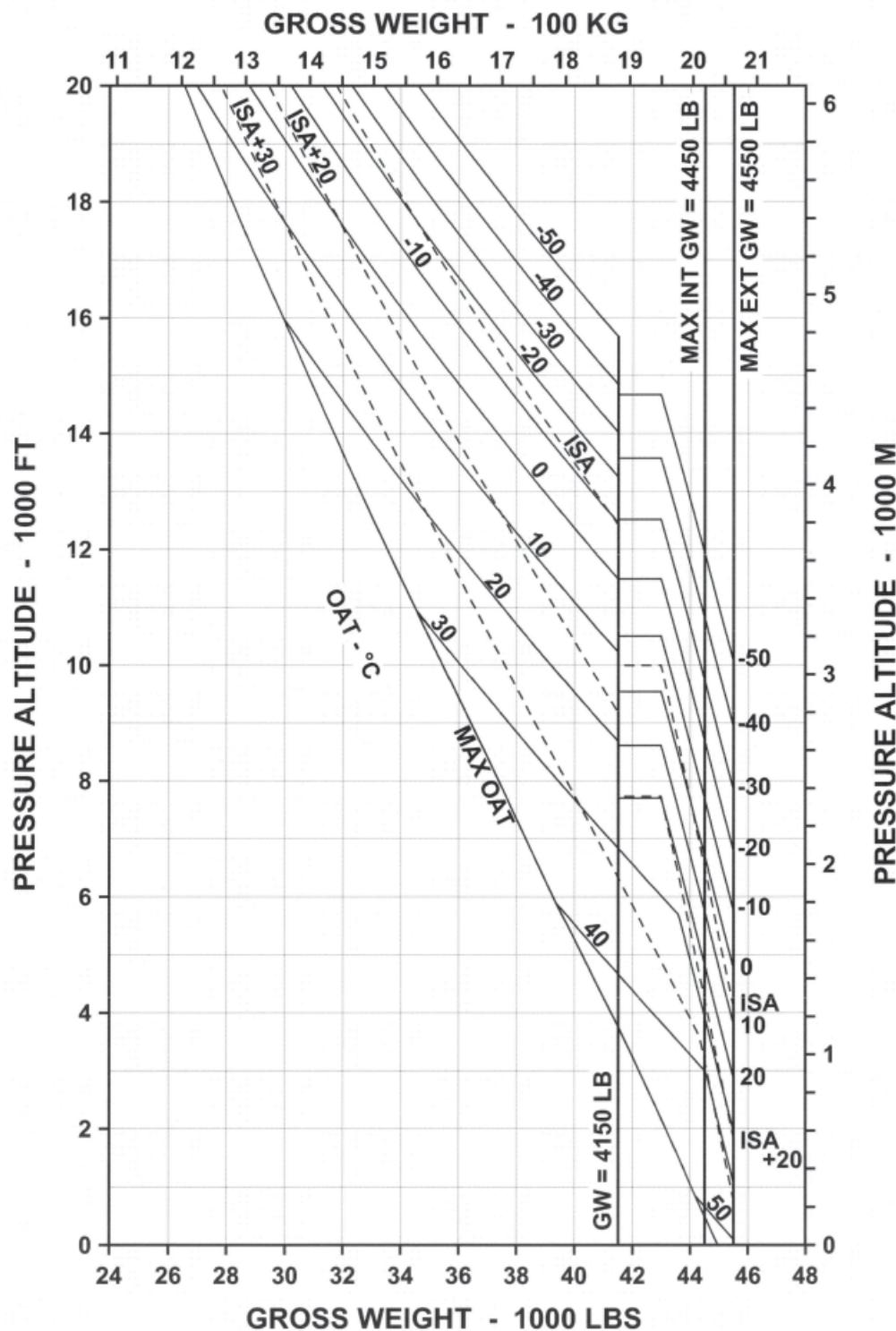
Note: Takeoff and landing has not been demonstrated and is not approved above 15,000 feet / 4572 meters density altitude.

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

Hovering Ceiling OGE

**Rolls-Royce 250-C30P Engine at Top
Standard Tail Rotor**



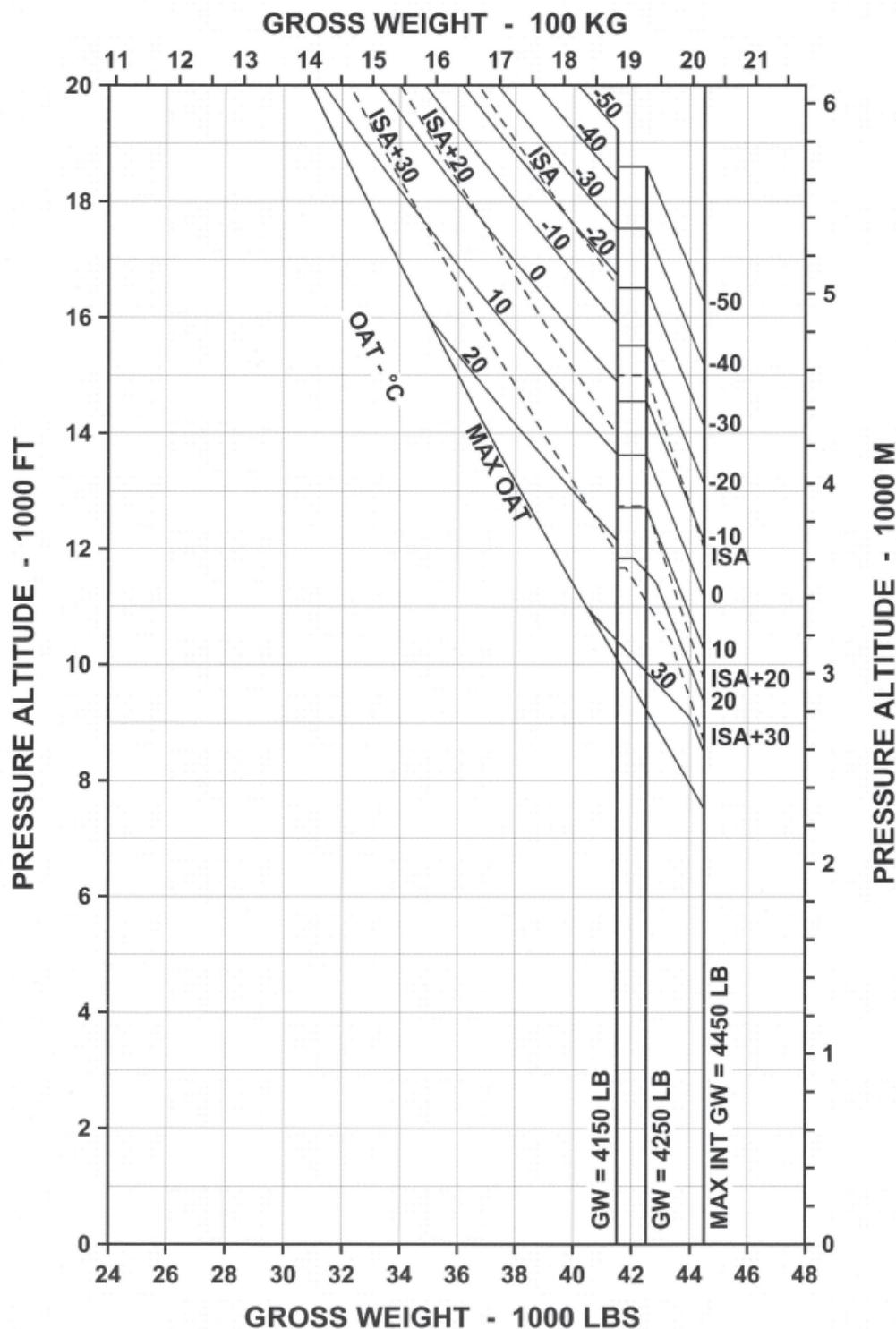
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Hovering Ceiling IGE 2.5 Ft

Rolls-Royce 250-C30P Engine at Top
High Altitude Tail Rotor



Note: Takeoff and landing at gross weights above 4150 pounds/1882 kilograms is subject to density altitude limitation,
see the FAA approved Rotorcraft Flight Manual Supplement BHT-206L4-FMS-19.

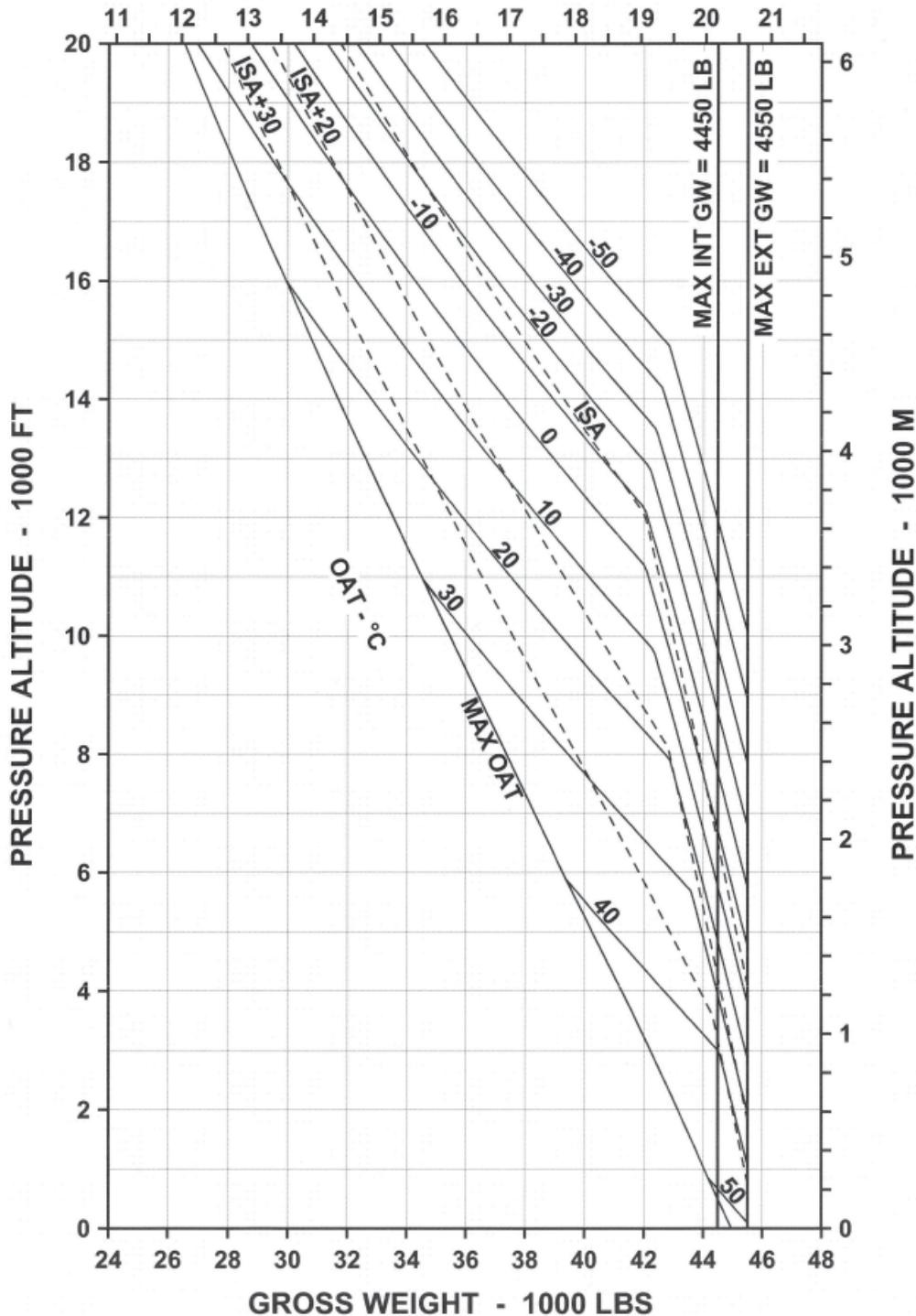
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Hovering Ceiling OGE

**Rolls-Royce 250-C30P Engine at Top
High Altitude Tail Rotor**

GROSS WEIGHT - 100 KG



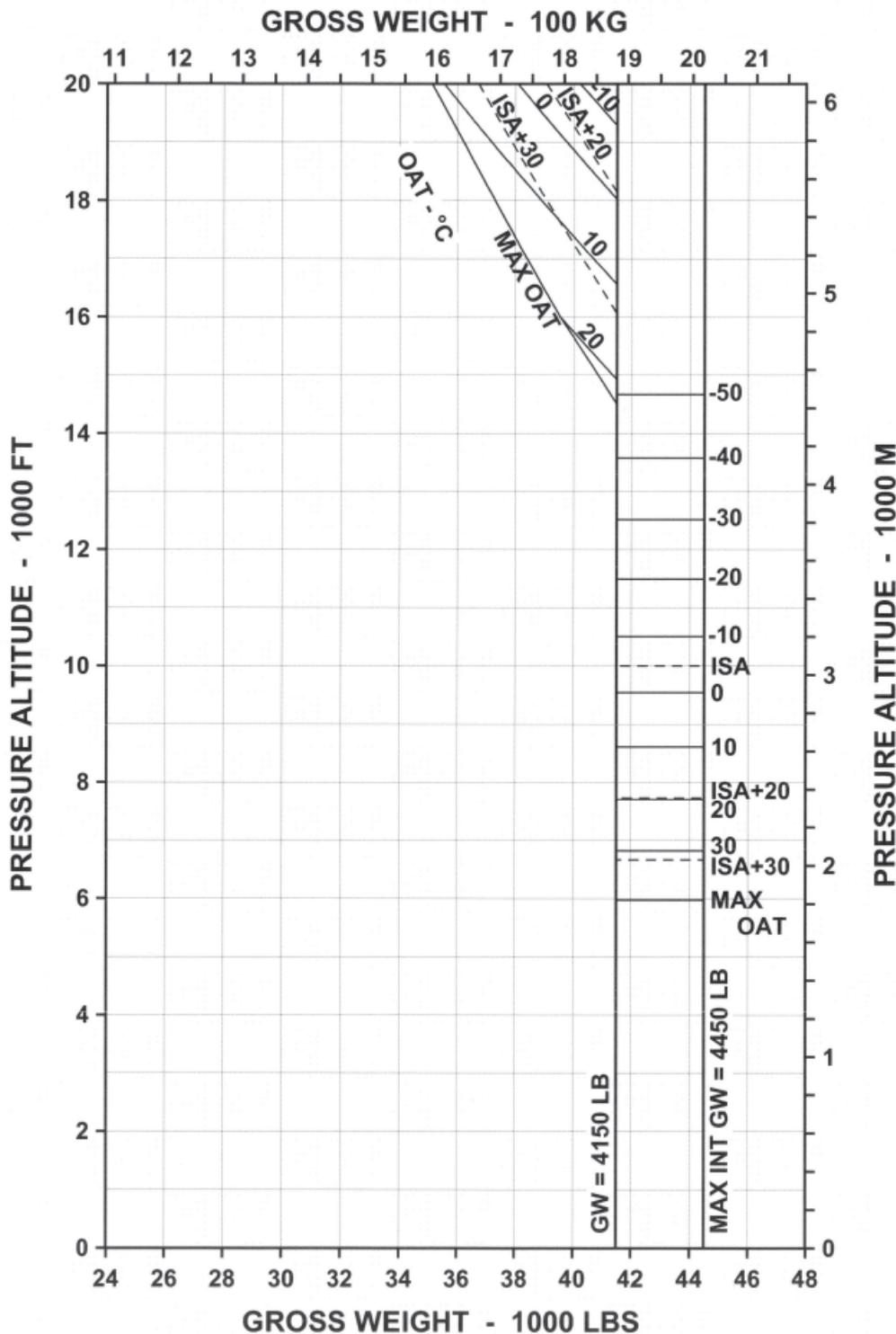
Note: Takeoff and landing at gross weights above 4150 pounds/1882 kilograms is subject to density altitude limitation,
see the FAA approved Rotorcraft Flight Manual Supplement BHT-206L4-FMS-19.

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SERVICE CEILING, STANDARD TAIL ROTOR

Rolls-Royce 250-C30P Engine at MCP
100 FPM (0.5 M/S) Rate of Climb



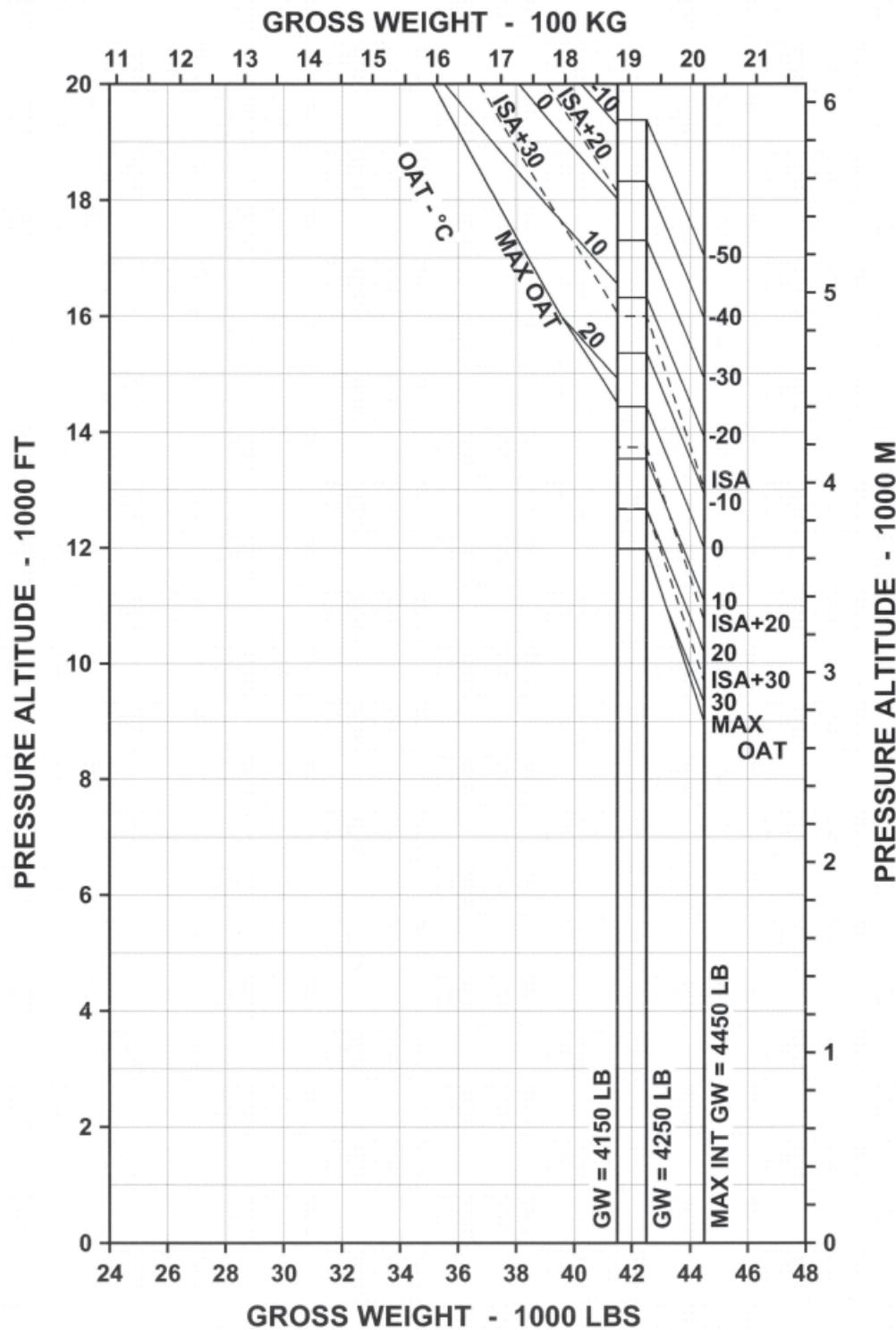
Note: Maximum operating altitude with standard tail rotor for gross weights above 4150 pounds/1882 kilograms is 10,000 feet / 3050 meters density altitude.

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SERVICE CEILING, HIGH ALTITUDE TAIL ROTOR

Rolls-Royce 250-C30P Engine at MCP
100 FPM (0.5 M/S) Rate of Climb



Note: Maximum operating altitude for gross weights above 4150 pounds/1882 kilograms is subject to density altitude limitation,
see the FAA approved Rotorcraft Flight Manual Supplement BHT-206L4-FMS-19.

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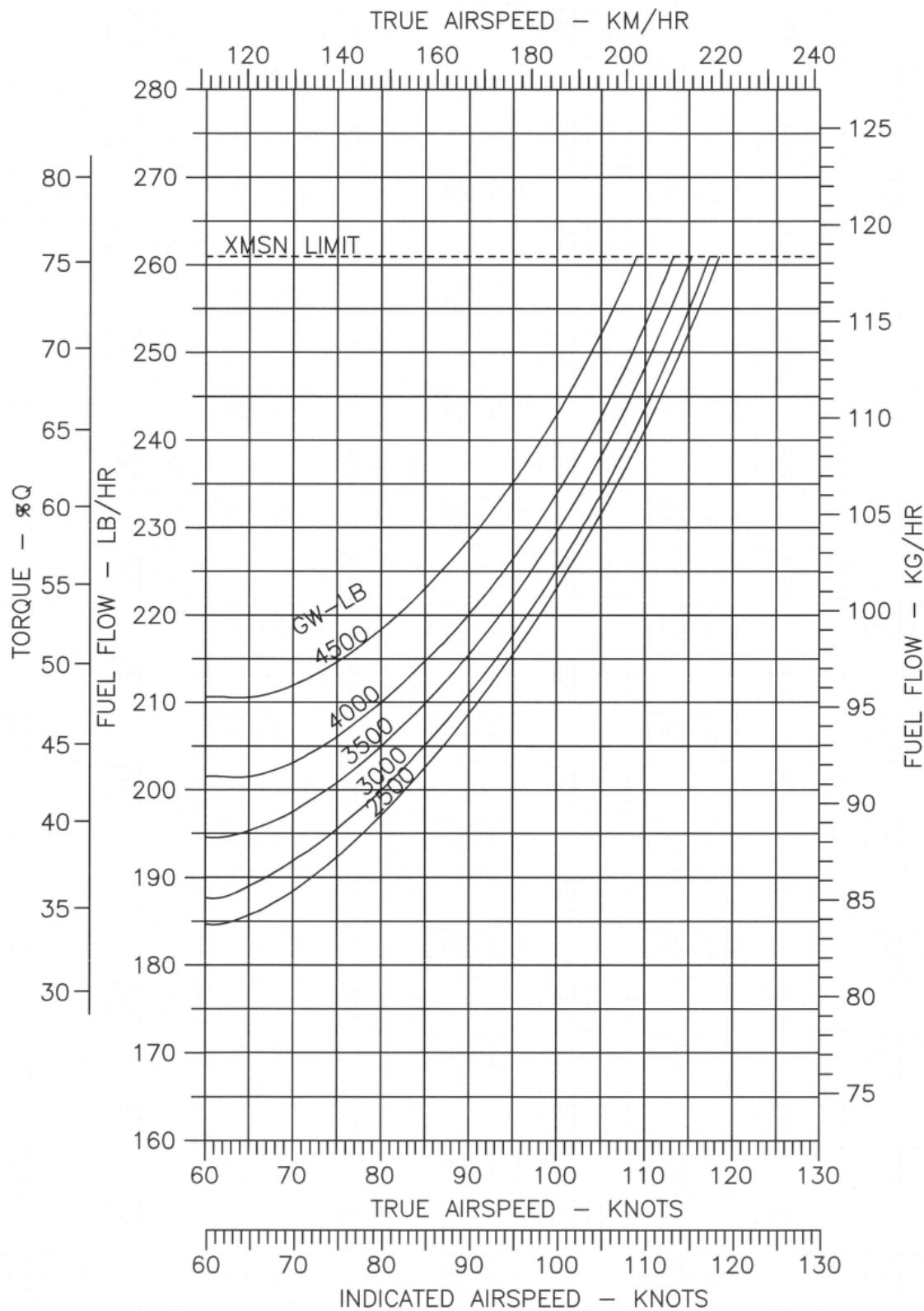
FUEL FLOW vs. AIRSPEED
/ISA & ISA +20°C
ROLLS-ROYCE 250-C30P ENGINE
BASIC INLET INSTALLED
Low SKID GEAR WITHOUT FAIRINGS

For particle separator installed; increase fuel flow two (2) lb/hr [one (1) kg/hr] for cross tube fairings; increase airspeed two(2) knots [four(4) km/hr]

Note: The best allowable cruise speed is either Long Range Cruise speed [LRC], or when speed is limited by Maximum Continuous Cruise Power [MCP] or V_{NE} , the maximum speed permitted .

FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = Sea Level
OAT = +15 Deg C

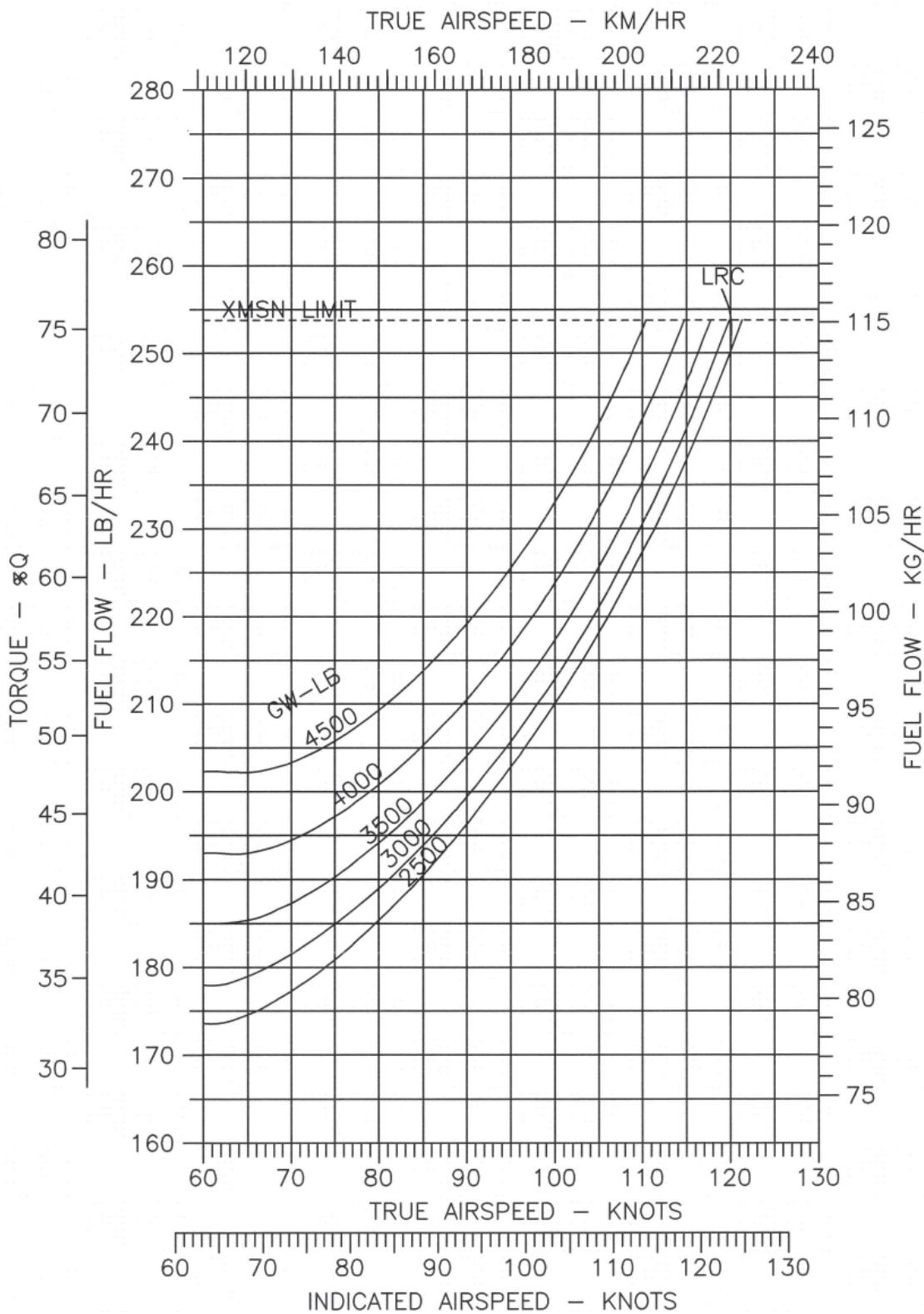


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FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = 2000 Feet
OAT = +11 Deg C

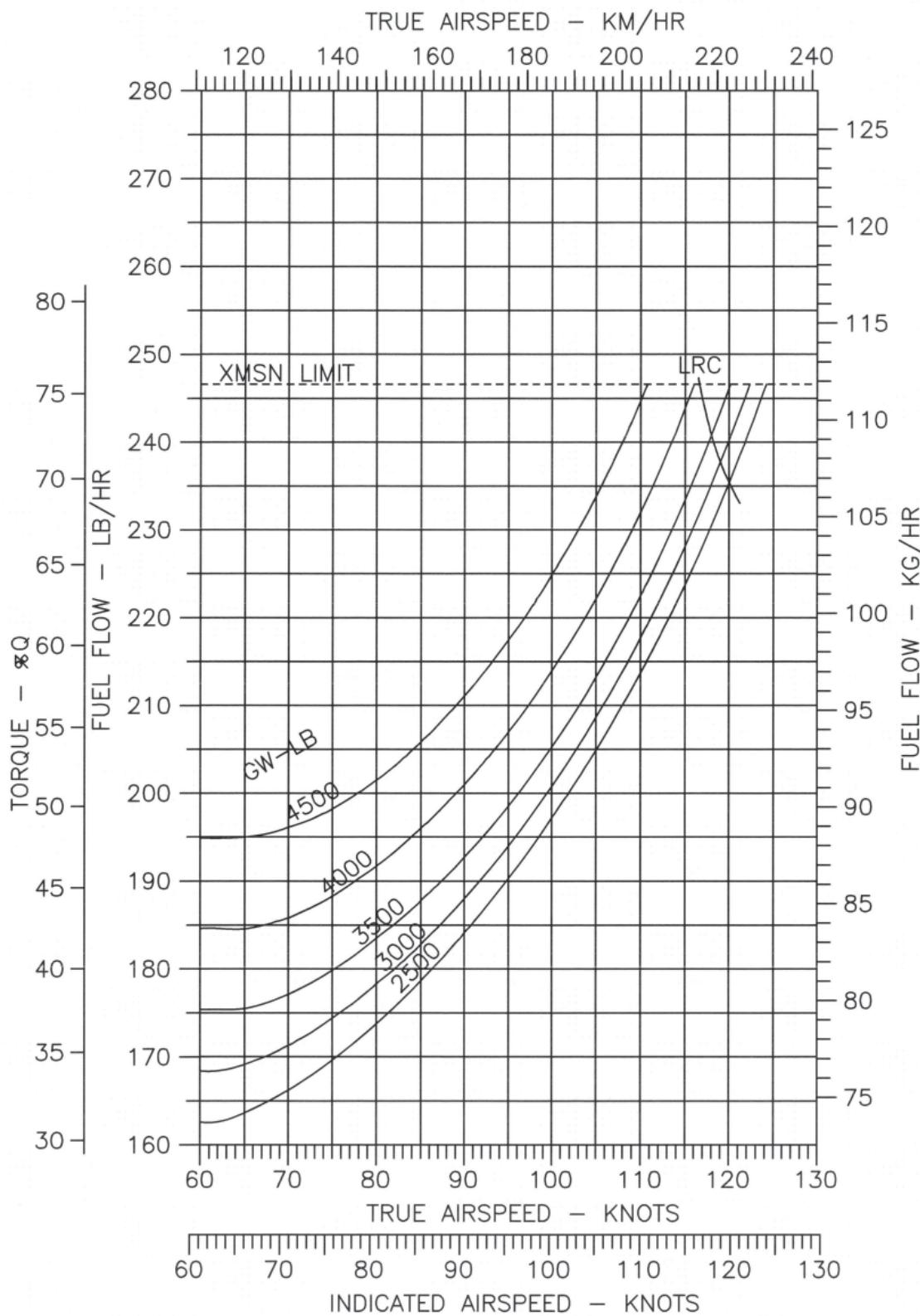


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FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = 4000 Feet
OAT = + 7 Deg C

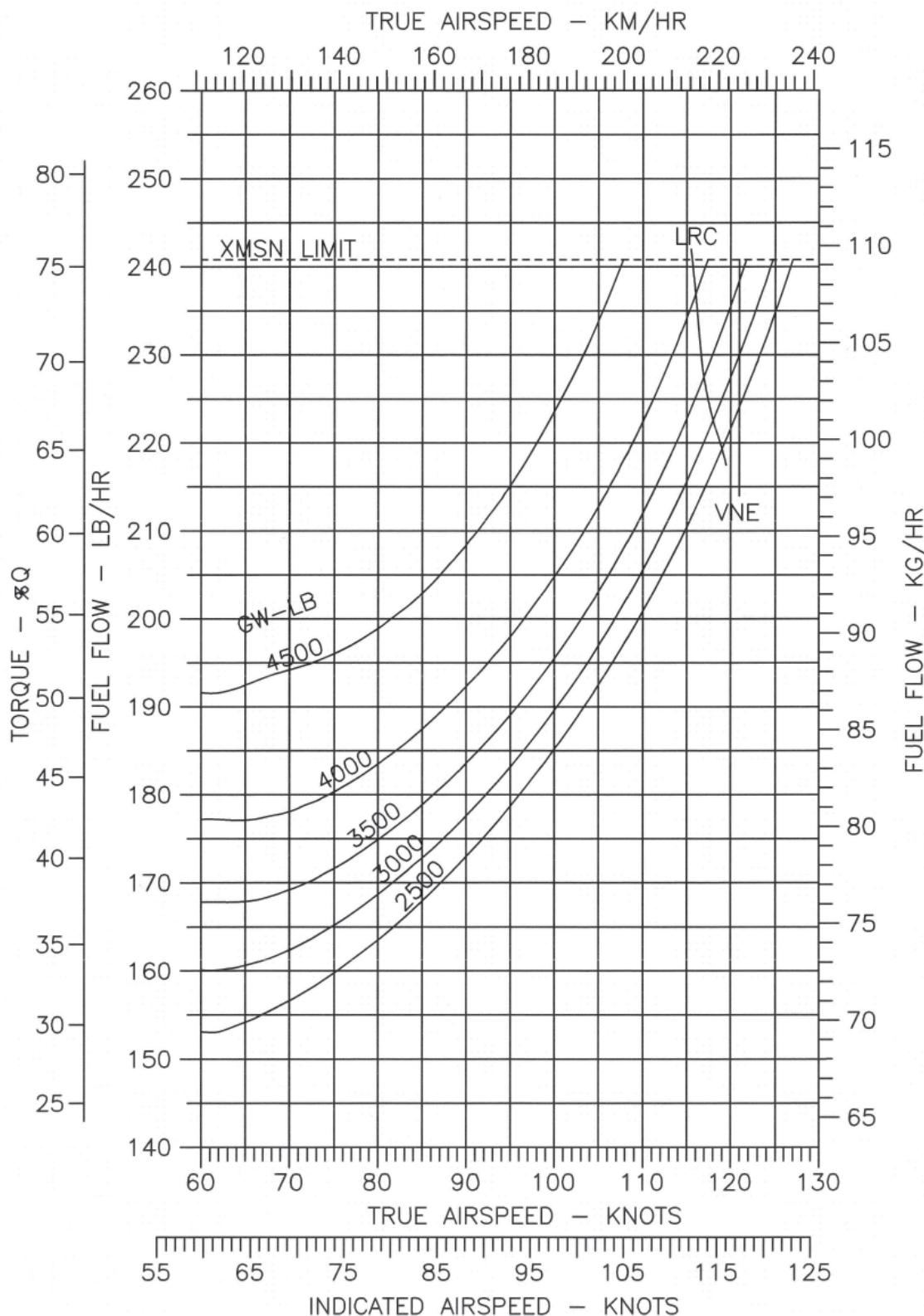


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FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = 6000 Feet
OAT = + 3 Deg C

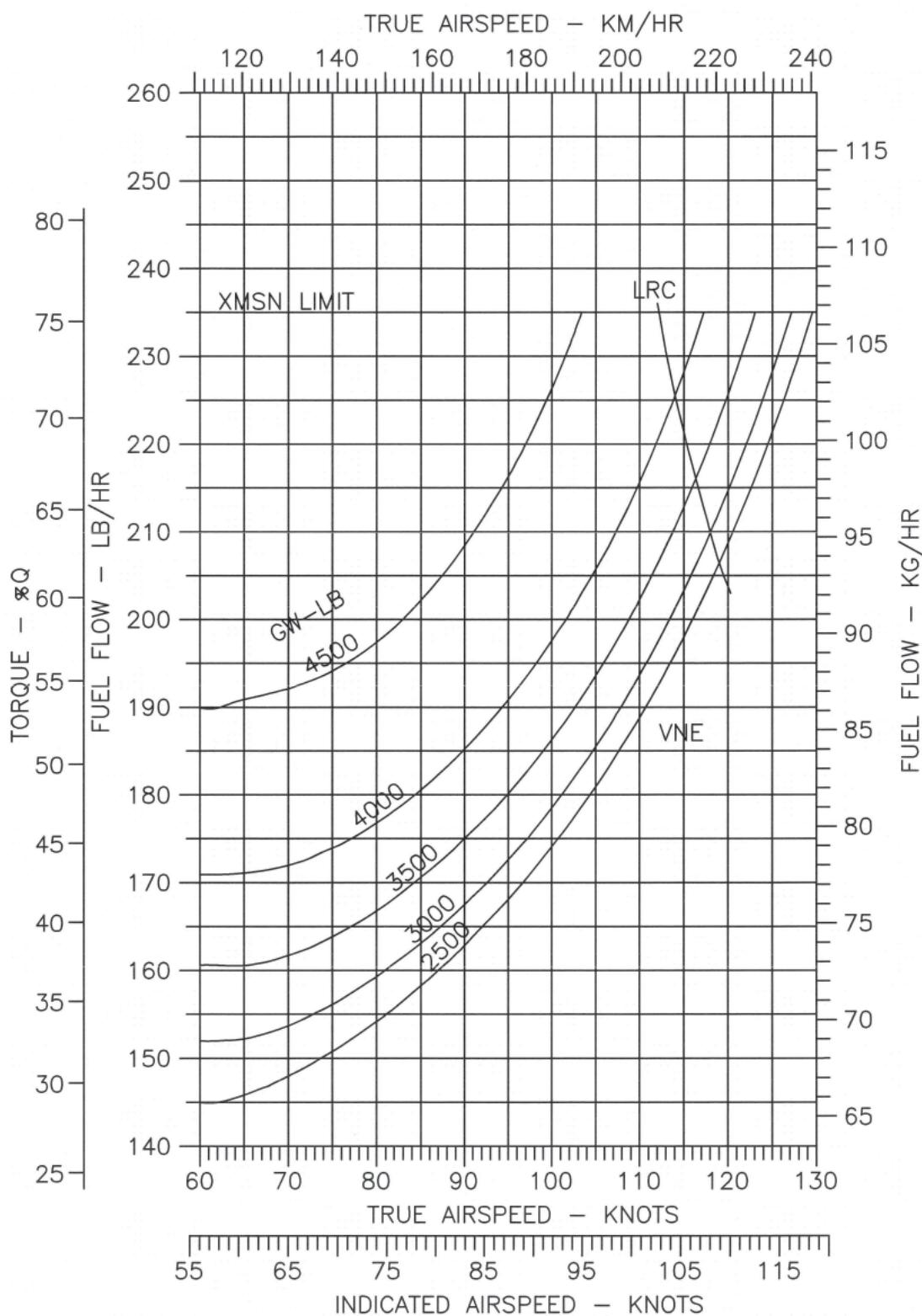


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FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = 8000feet
OAT = -1 Deg C

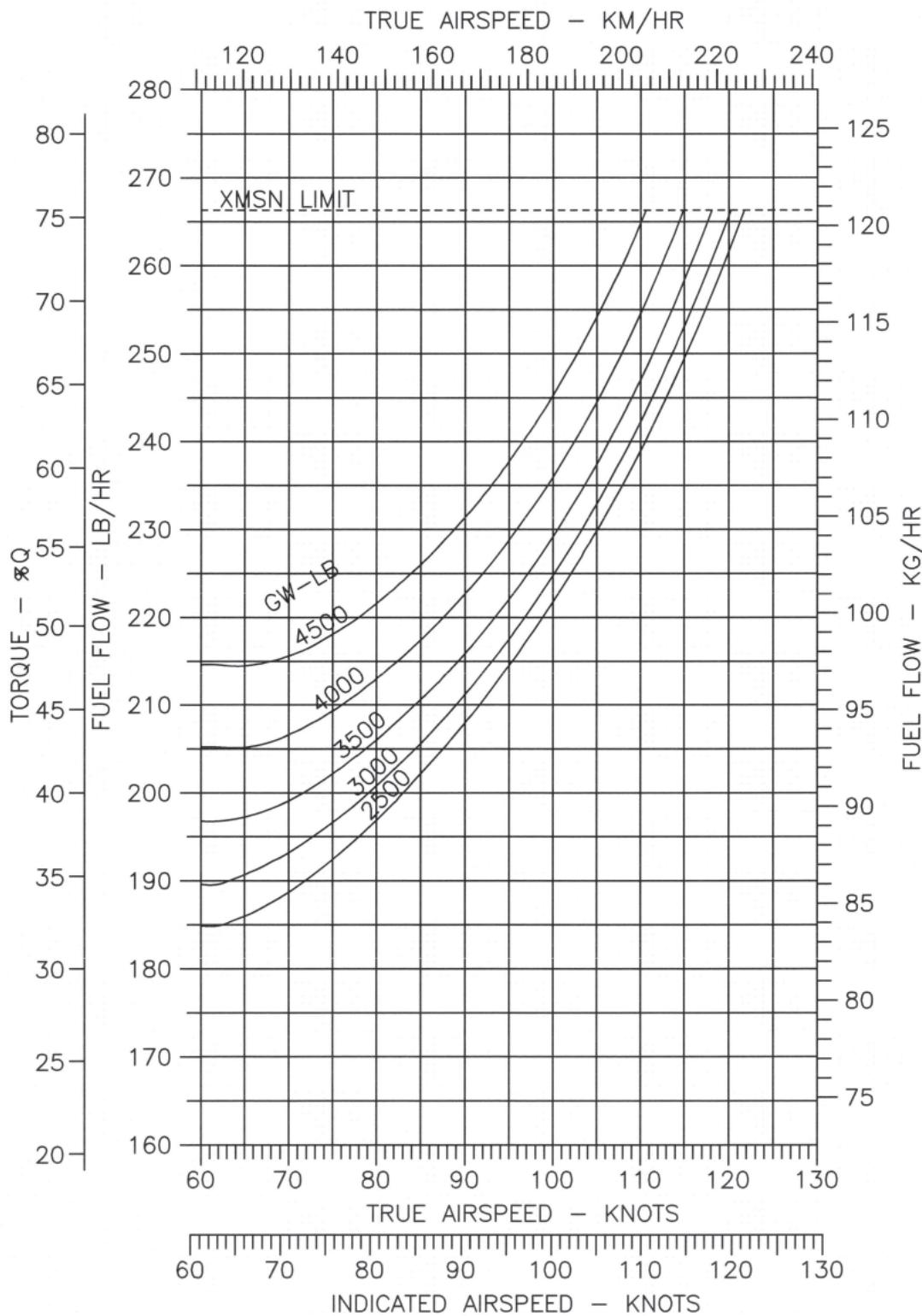


The data set forth on this document are general in nature and may vary with conditions.

For performance data and operating limitations for any specific flight mission, reference must be made to the approved Flight Manual

FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = Sea Level
OAT = + 35 Deg C

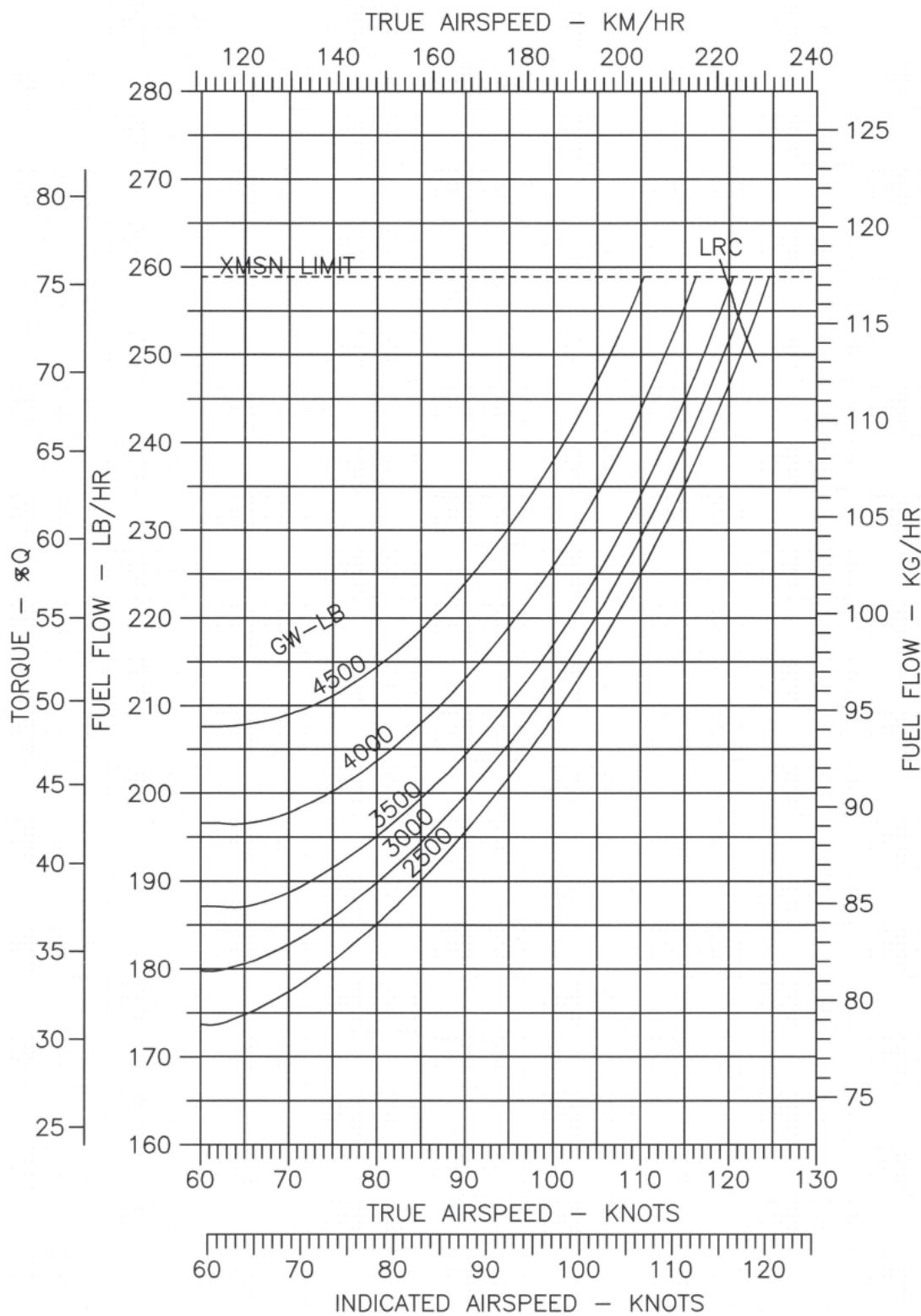


The data set forth on this document are general in nature and may vary with conditions.

For performance data and operating limitations for any specific flight mission, reference must be made to the approved Flight Manual

FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = 2000feet
OAT = + 31 DEG C

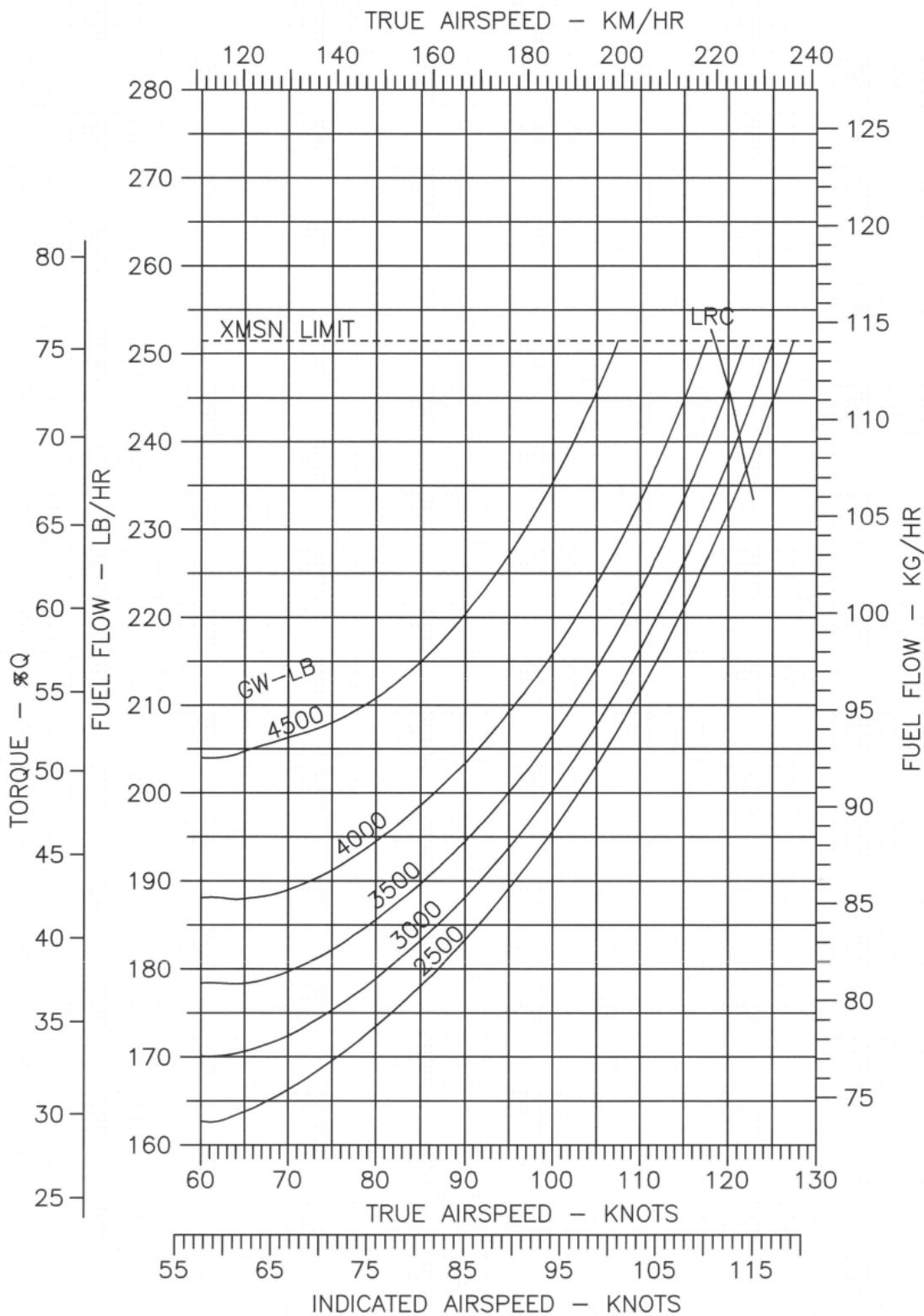


The data set forth on this document are general in nature and may vary with conditions.

For performance data and operating limitations for any specific flight mission, reference must be made to the approved Flight Manual

FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = 4000feet
OAT = + 27 Deg C

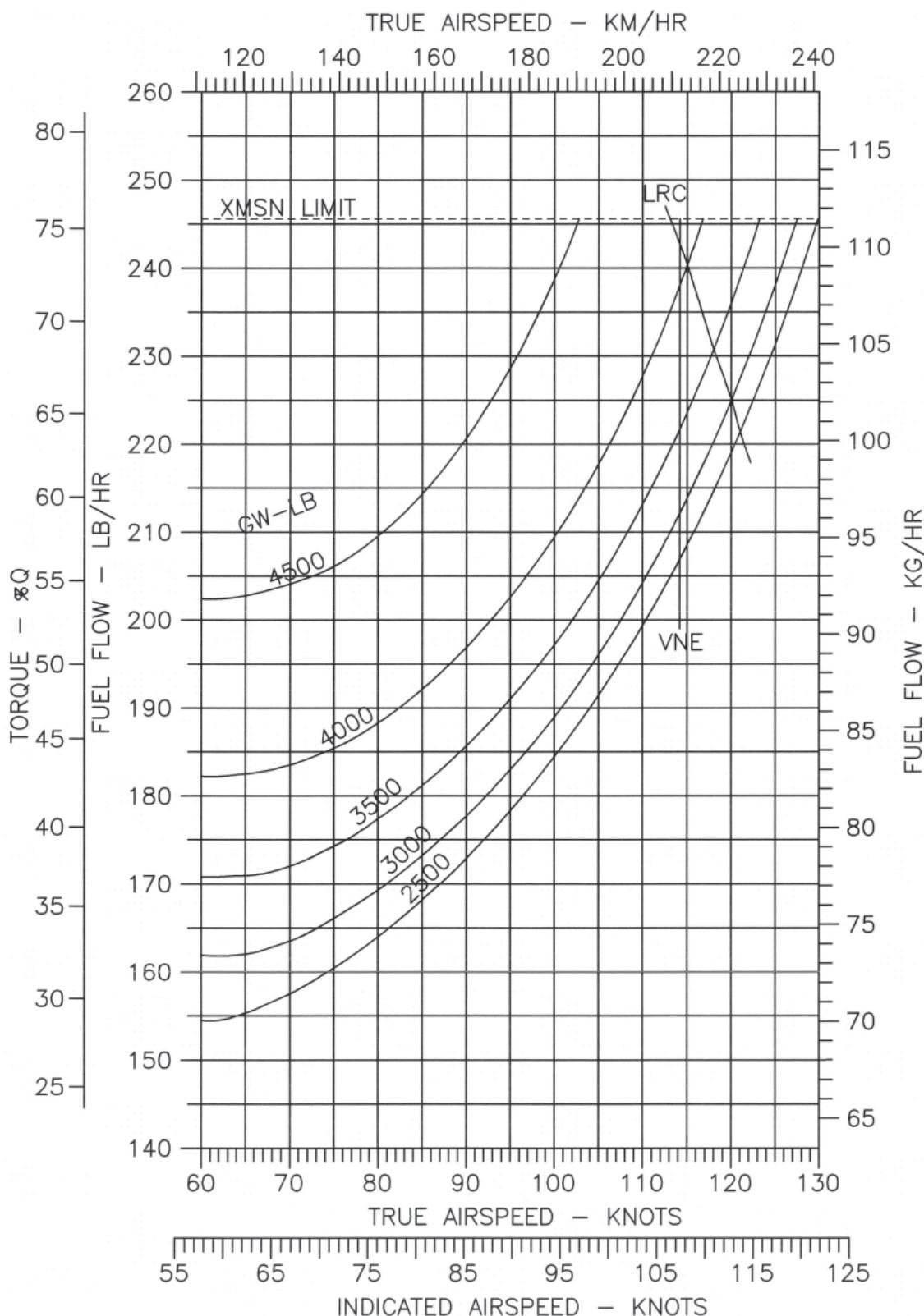


The data set forth on this document are general in nature and may vary with conditions.

For performance data and operating limitations for any specific flight mission, reference must be made to the approved Flight Manual

FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = 6000feet
OAT = + 23 Deg C

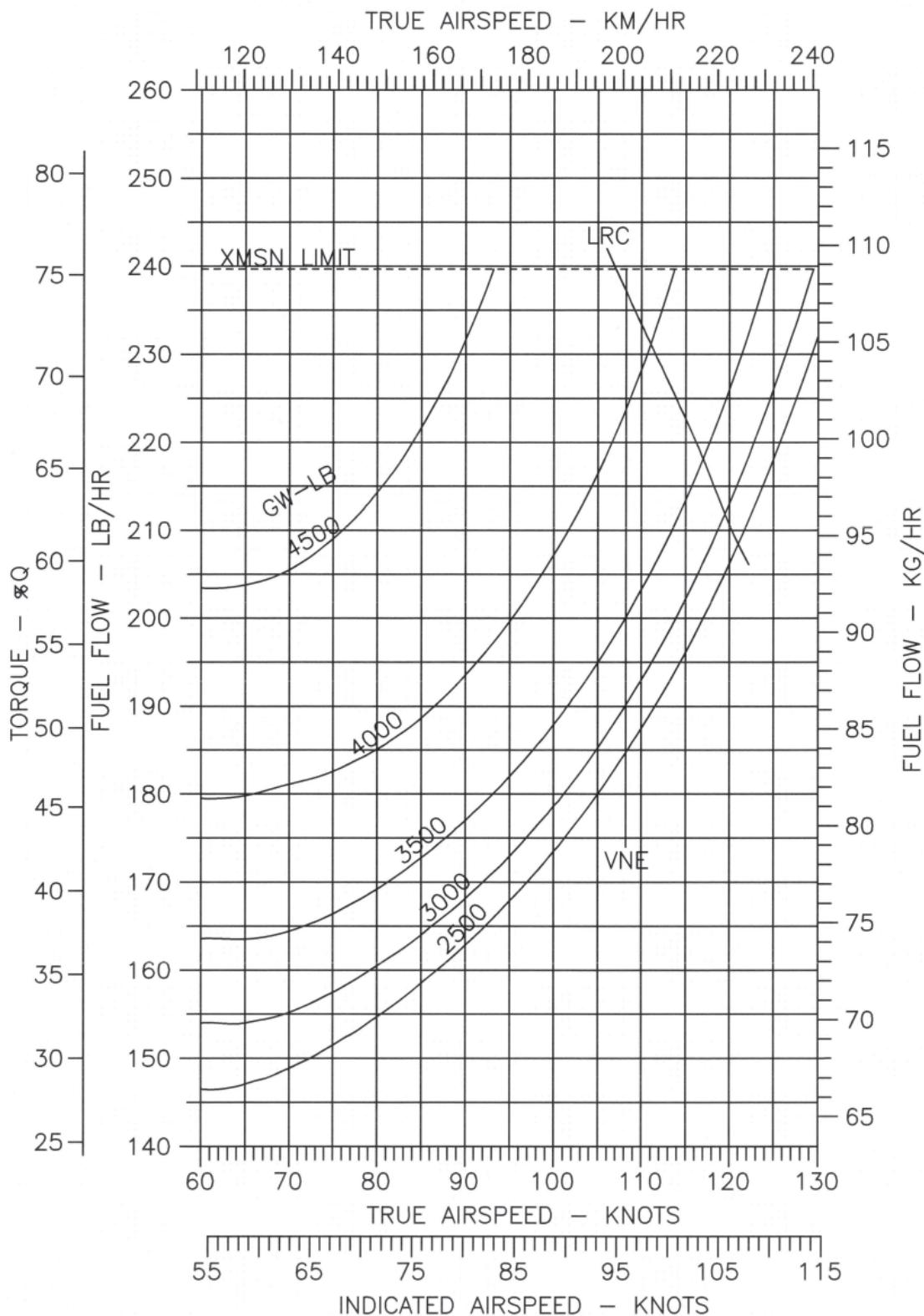


The data set forth on this document are general in nature and may vary with conditions.

For performance data and operating limitations for any specific flight mission, reference must be made to the approved Flight Manual

FUEL FLOW VERSUS AIRSPEED

Pressure Altitude = 8000feet
OAT = +19 Deg C



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

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; sub-polar, subtropical; inland, coastal; corporate, charter. This information is analyzed to generate sample data for each production model which are averages of the field experience. 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.

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 its use should be evaluated. Engine or module exchanges can be made in lieu of overhaul. For details, contact the engine manufacturer or his authorized distributors/service centers. The sample costs are based on an average exchange. The powerplant may also require unscheduled maintenance (unscheduled removals for repair, parts replacement).

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)		\$114.00
Lubricants:		3.42
Airframe Direct Maintenance		
Labor: (Note 2)		
Scheduled Inspections (Note 3)		26.46
Scheduled Retirements (Note 4)		0.53
Scheduled Overhauls (Note 5)		7.21
Provision for Unschedule Maintenance and Service Bulletins		4.18
On-Condition Maintenance		23.19
Parts:		
Scheduled Inspections (Note 3)		1.48
Scheduled Retirements (Note 4)		65.59
Scheduled Overhauls (Note 5)		29.00
Provision for Unschedule Maintenance and Service Bulletins		25.05
On-Condition Maintenance		46.83
Powerplant Direct Maintenance		
Mfr. Allison Model 250-C30P Quantiy 1		
Mfr. Estimate of Engine Cost Per Hour		65.34
Bht Estimate of Additional Line Maintenance		4.98
Total Average Cost Per Hour		\$417.26

Notes: (1) Calculated at 38 GPH at \$3.00 per gallon.

(2) Labor rate assumed at \$80.00 per hour.

(3) Based on 600 FLT HRS/YR

(4) Based on 100% Life

(5) Based on 100% TBO

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

Limited Life Components

Part Number	Component	Life in Flight Hours	Life in RIN	Qty per a/c	List Price (ea)	Total Cost (flt hr)
Main Rotor Hub And Blades						
206-011-120-103	Trunnion	2,400	24,000	1	\$3,488	1.45
206-011-150-105	Strap Fitting	2,400		2	\$2,057	1.71
206-011-125-001	Strap Pin	1,200		2	\$318	0.53
206-011-132-113A	Grip	4,800		2	\$9,134	3.81
206-011-154-107	Tension-Torsion Strap	1,200		2	\$4,374	7.29
206-011-260-101	Latch Bolt	1,200		2	\$785	1.31
206-015-001-115	Main Rotor Blade	3,600		2	\$43,427	24.13
Main Rotor Mast						
206-040-535-109	Main Rotor Mast	5,000	44,000	1	\$15,926	3.19
Main Rotor Controls						
206-001-193-001	Cyclic Tube	4,800		2	\$2,173	0.91
Swashplate And Support						
206-010-446-107	Collective Idler Link	4,800		1	\$4,846	1.01
206-010-445-113	Swashplate Support	4,800		1	\$10,513	2.19
206-010-454-113	Collective Sleeve	4,800		1	\$4,294	0.89
206-010-447-109	Collective Lever	4,800		1	\$8,998	1.87
Powertrain						
206-340-300-105	Kaflex Input Driveshaft	5,000		1	\$37,616	7.52
Tail Rotor Hub And Blades						
206-011-819-109	Tail Rotor Yoke	5,000		1	\$5,762	1.15
206-016-201-135	Tail Rotor Blade	2,500		2	\$7,542	6.03
Tail Rotor Gearbox						
206-040-410-101	Duplex Bearing	3,000		1	\$1,793	0.60
TOTAL						\$65.59

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.

Component Overhaul Intervals (Hours)					
Main Rotor Hub	2,499	Freewheeling Assembly	3,000	Tail Rotor Hub	2,500
Mast Assembly	3,000	Swashplate & Support	4,800	Hyd Pump/Resv & Servos	3,600
Transmission	4,500	Tail Rotor Gearbox	6,000		

***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, notwithstanding 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.



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