SPECIFICATIONS

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Table of Contents

The Bell 525 Commercial Helicopter

BELL 525 OVERVIEW

The Bell 525 is the latest-generation commercial super medium twin-engine helicopter. The Bell 525 is powered by two electronically-controlled GE CT7-2F1 engines that deliver exceptional performance along with a maximum cruise speed of 165 kts (296 kph). A state-of-the-art fly-by-wire flight control system delivers an unparalleled flying experience with the ability to operate in harsh environments reliably while greatly reducing pilot workload. Garmin G5000H flight deck provides critical flight information for crews at a glance, offering unparalleled situational awareness and safety.

The speed, performance, reliability and maneuverability of Bell 525 are integrated with a flat floor and open cabin, configurable for a wide variety of missions and payloads. Examples include; 16 PAX Offshore transport, Search and Rescue, Corporate and VIP travel. The spacious cabin can be configured to carry up to 19 passengers in an FAA certified configuration and additional passengers for parapublic missions. Passenger comfort is enhanced with a quiet and smooth ride provided by the four LIVE® transmission mounts which isolate main rotor vibrations before they enter the airframe.

The Bell 525 is designed based on direct input from a panel of customer advisors representing expertise in all facets of the helicopter industry. The Customer Advisory Panel has participated in the aircraft design process since 2010 and has provided critical input to the following areas:

- Baggage capacity and access
- Engine and avionics suppliers
- Kit configurations
- Maintenance access
- Fleet integration
- Training requirements
- Operating economics
- Payload range capability
- Commitment to Cat A performance
- Cockpit integration and situational awareness
- Effective egress
- Corrosion averse design
- Cabin comfort
- Repairability

The platform will be certified to the most recent FAA and EASA Part 29 regulations as well as the first helicopter to be certified to the latest MSG-3 standards (2013.1 Version 2).

Bell's products are backed by our renowned in-service support, often voted #1 by our customers. The Bell 525 proves you don't have to sacrifice comfort for performance.

World's Most Advanced Commercial Helicopter

BELL'S NEW COMMERCIAL HELICOPTER

Bell 525 Fly-by-Wire Flight Controls: The Bell 525 features the fully integrated Garmin G5000H flight deck coupled with an advanced fly-by-wire flight control system that provides unparalleled crew situational awareness, resulting in enhanced safety levels and mission capabilities. The cockpit controls are ergonomically designed side sticks made to decrease pilot workload, and when combined with the full-time 4-axis stabilization, create a whole new way to fly. The aircraft systems are fully integrated with the Garmin G5000H avionics suite to display critical flight instruments, autopilot modes, hold references, audio alerts and CAS messages.

## World's Most Advanced Commercial Helicopter

The Garmin G5000H flight deck provides the next level of safety.

BELL 525 FLY-BY-WIRE FLIGHT CONTROLS

Planned to be the first commercially-certified fly-by-wire (FBW) helicopter, the Bell 525 is the future of commercial flight. Bell has over 30 years of experience in fly-by-wire flight control design on the highly successful V-22 Osprey. The proprietary in-house designed control laws are meant to assist the pilot and substantially reduce pilot workload. The FBW control architecture takes advantage of advanced control law modes while enhancing the level of safety over that of the conventional mechanically controlled helicopter. The pilot is always in command and can easily maintain flight conditions as well as make smooth transitions between conditions by directly commanding the control axes. The Bell 525 FBW control laws increase pilot situational awareness especially for the low speed/low altitude and degraded visual environment (DVE) conditions that are critical segments of the helicopter oil & gas, SAR, HEMS, and firefighting missions.

The always active FBW control holds are there when you need them, while the pilot is always in direct control of the aircraft. The feature acts like a "smart-autopilot," always remembering the pilot's last input, making flying repeatable, simple, and intuitive. There are many features to the Bell 525 FBW control system that increase safety and truly differentiate it from the competition including:

- Full Time Control Holds
- High Rate of Descent Protection
- Full Time Axis Stabilization
- Autorotation Entry Assist
- Automatic Hover Hold
- Automatic Bank Angle Holds
- Collective Tactile Cueing
- Precise Flight Control "Beeping"
- Automatic Hover and Transitions in OEI
- Single-axis Control Inputs

Triplex Actuators

Flight Control Computers
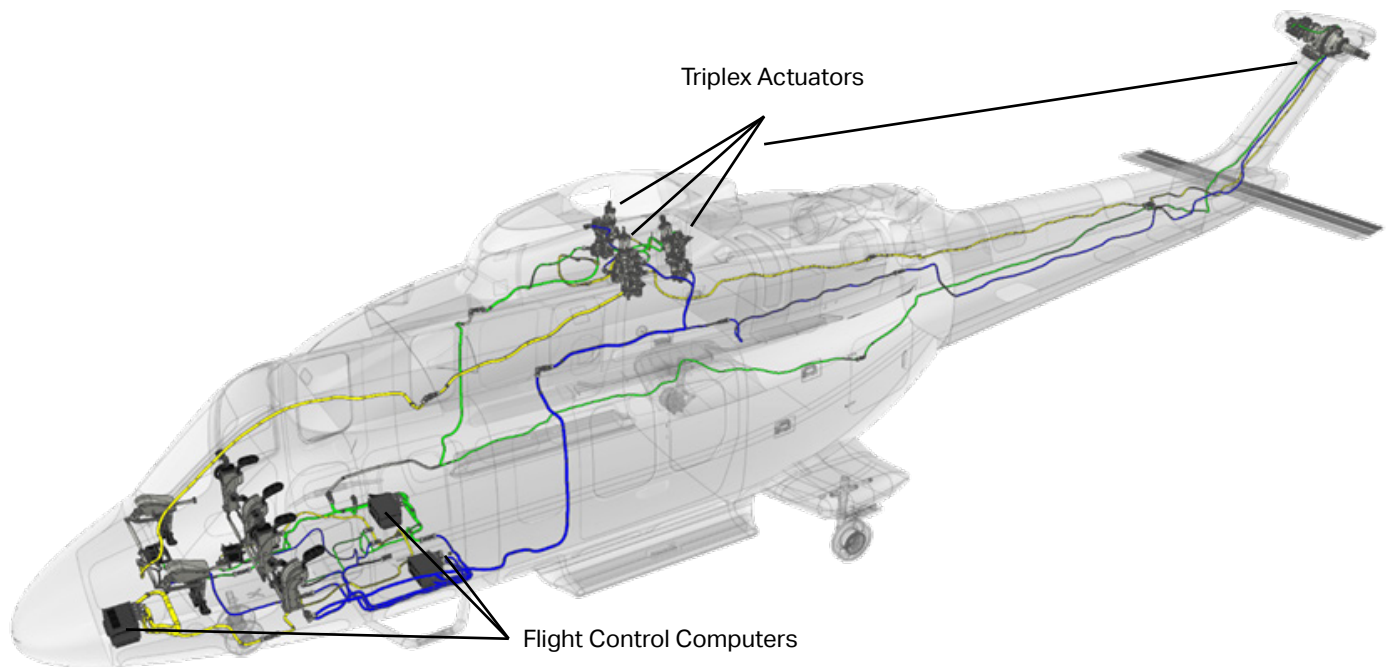
Preliminary Specification Summary (U.S. Units)

WEIGHTS (lb)

Empty Weight (Offshore Transport Equipped)	13,824	External Load Gross Weight	21,500
Internal Gross Weight	20,500	Maximum External Load (Cargo Hook Limit)	7,000

PERFORMANCE SUMMARY (International Standard Day except as noted)

			Takeoff Gross Weight (lb)		
			19,000	20,000	20,500
IGE Hovering Ceiling	ISA	ft	11,274	9,817	9,132
	ISA + 20 °C	ft	9,000	7,437	6,639
	ISA + 30 °C	ft	7,291	5,575	4,275
OGE Hovering Ceiling	ISA	ft	9,697	8,291	7,626
	ISA + 20 °C	ft	7,298	5,642	4,845
	ISA + 30 °C	ft	5,429	3,646	2,722
Initial Service Ceiling (MCP) [1]		ft	12,000	12,000	12,000
Maximum Cruise Speed (True Airspeed)	SL, ISA	ktas	163	161	160
	SL, ISA + 20 °C	ktas	162	160	159
Range (Standard Fuel, No Reserve)	SL, ISA	nmi	642	626	619
LRC Speed (Average True Airspeed)		ktas	139	138	138
Range (Standard Fuel, No Reserve)	4,000 ft, ISA	nmi	693	677	670
LRC Speed (Average True Airspeed)		ktas	138	138	138
Never Exceed Speed (True Airspeed)		ktas	175	175	175

ENGINE RATING

GE CT7-2F1 with Full Authority Digital Electronic Control:	
Takeoff Horsepower (Uninstalled Thermodynamic Capability	1,979 SHP
Maximum Continuous (Uninstalled Thermodynamic Capability)	1,714 SHP
30-second OEI Capability	2,129 SHP

FUEL CAPACITY (usable)

Standard	643.8 US Gallons

Notes: [1] Density Altitude

Preliminary Specification Summary (Metric Units)

WEIGHTS (kg)

Empty Weight (Offshore Transport Equipped)	6,268	External Load Gross Weight	9,752
Internal Gross Weight	9,299	Maximum External Load (Cargo Hook Limit)	3,175

PERFORMANCE SUMMARY (International Standard Day except as noted)

			Takeoff Gross Weight (kg)		
			8,618	9,072	9,299
IGE Hovering Ceiling	ISA	m	3,436	2,922	2,783
	ISA + 20 °C	m	2,743	2,267	2,024
	ISA + 30 °C	m	2,222	1,699	1,440
OGE Hovering Ceiling	ISA	m	2,956	2,527	2,324
	ISA + 20 °C	m	2,224	1,720	1,477
	ISA + 30 °C	m	1,655	1,111	845
Initial Service Ceiling (MCP) [1]		m	3,658	3,658	3,658
Maximum Cruise Speed (True Airspeed)	SL, ISA	km/h	302	298	296
	SL, ISA + 20 °C	km/r	300	296	294
Range (Standard Fuel, No Reserve)	SL, ISA	km	1,189	1,159	1,146
LRC Speed (Average True Airspeed)		km/h	257	256	256
Range (Standard Fuel, No Reserve)	1219 m, ISA	km	1,283	1,254	1,241
LRC Speed (Average True Airspeed)		km/h	256	256	256
Never Exceed Speed (True Airspeed)	1219 m, ISA	km/h	324	324	324

ENGINE RATING

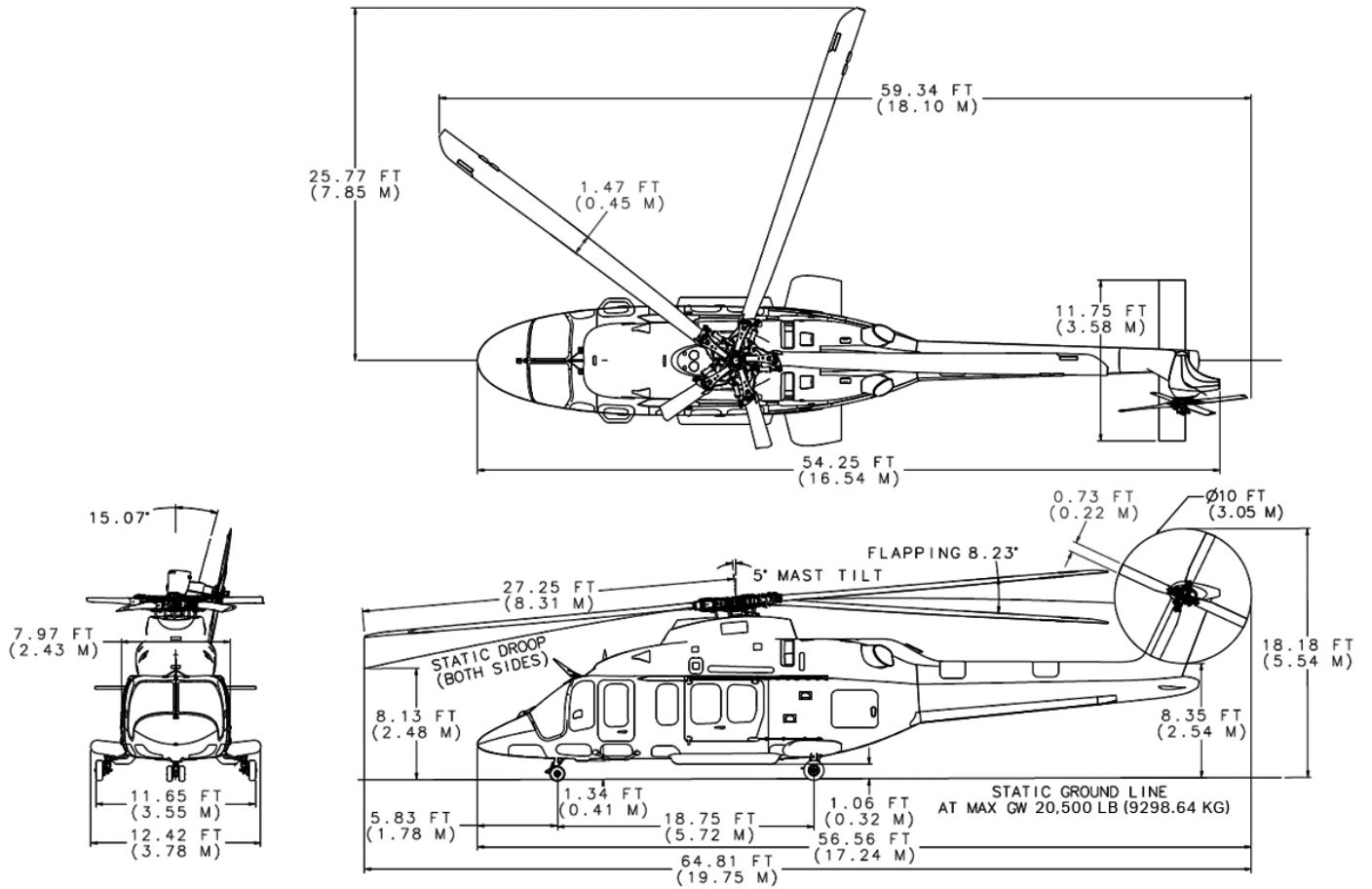| GE CT7-2F1 with Full Authority Digital Electronic Control:	
Takeoff Horsepower (Uninstalled Thermodynamic Capability	1,476 kW
Maximum Continuous (Uninstalled Thermodynamic Capability)	1,278 kW
30-second OEI Capability	1,588 kW

FUEL CAPACITY (usable)

Standard	2,437 Liters

Notes:　[1] Density Altitude

Helicopter Dimensions

EXTERNAL DIMENSIONS

LANDING GEAR LOADING

CG Position		Loading		Contact Area		Contact Pressure	
		lb	kg	in²	cm²	lb/in²	kg/cm²
Forward	FWD	6169	2798.21	21.06	135.87	147.09	10.34
	AFT	7305	3313.49	20.48	132.13	356.66	25.08
Aft	FWD	5134	2328.74	15.57	100.45	164.91	11.59
	AFT	8066	3658.68	22.06	142.32	365.58	25.70

Note: Preliminary landing gear loading at maximum gross weight (20,500 lb / 9,299 kg) based on 1G static conditions for both flight CG limits.

Helicopter Dimensions

INTERNAL DIMENSIONS
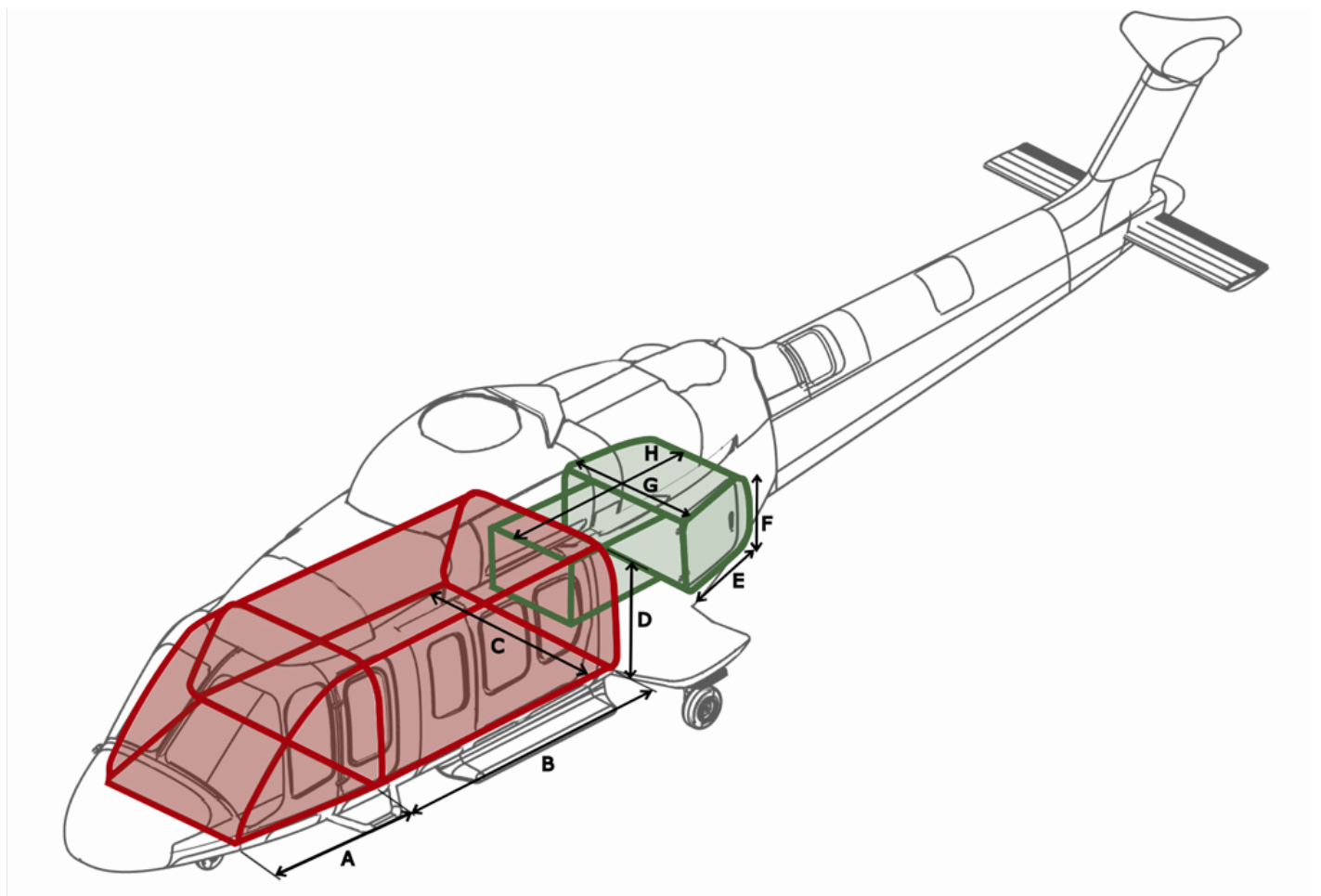
Dimension *	in	cm
A	36	91
B	150	381
C	91	231
D	54	137
E	39	99
F	31	200
G	79	269
H	106	269

Cargo space *	US Units	Metric
Cabin surface area	88 ft^2	8.2 m^2
Baggage compartment volume	128 ft^3	3.6 m^3
Floor Loading *		
Cabin	85 lb/ft^2	415 kg/m^2
Baggage	75 lb/ft^2	366 kg/m^2
Maximum baggage weight	2,000 lb	907 kg

NOTE: * Volumes and dimensions are approximate.

Garmin G5000H™ Avionics Flight Deck

The Bell 525 is the first commercial helicopter to incorporate the Garmin G5000H™, a touchscreen avionics suite. The Garmin G5000H™ is 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 525's standard configuration G5000H™ Flight Deck includes the Helicopter Synthetic Vision Technology (HSVT) that gives pilots a 3D depiction of terrain, obstacles, traffic and more in any visibility condition. The Primary Flight Display (PFD) provides critical flight information in a centralized location and boasts a Power Situation Indicator (PSI) that is similar to that in the G1000H™ on the Bell 407GXi. 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.

BELL 525 FLIGHT DECK

System	Description
Four-display system	Four 12" flat panel high-resolution LCDs, interchangeable for PFD or Multi Function display (MFD)
Flight Instruments	Integrated on PFD with stand-by Flight Display
Engine Instruments	Integrated on PFD / MFD with PSI, Engine Indication System (EIS), fuel flow, automated power assurance check
EICAS & Audio Alerts	Engine Indicating and Crew Alerting System (EICAS) integrated on PFD / MFD Audio alerts integrated into intercom system
COM/NAV	Dual COM / NAV / GPS, WAAS, Mode S Transponder with Extended Squitter (ES), ADS-B out, FMS, auto-tuning
Situational Awareness	Integrated on PFD / MFD, HTAWS, Synthetic Vision System, Moving Map, Fuel and NAV range ring, Tail Rotor Camera display on MFD, TCAS I, and Dual Radar Altimeters, optional TCAS II with ADS-B IN is available
Intercom	16-place ICS with recorder / playback, Headsets have Bluetooth support for phones, Garmin MP3 jack (customizing), 3D Audio
Touch Screen Display Controllers	Two GTC 575H infrared touch screen controllers

Garmin G5000H™ Avionics Flight Deck

The basic ship main components of the Garmin G5000H™ Integrated Avionics system include:

- Four 12" GDU 1250WH high-resolution LCD displays
- Two GTC 575H infrared grid touchscreens with "icon-identified touch keys"
  - Allows usage with gloves
  - Shallow menus keep "clicks" to a minimum
- Two GIA 6300 Integrated Avionic Units, including:
  - GPS / WAAS Receiver
  - VHF COM Transceiver
  - VHF NAV and Glideslope Receivers
  - Aural Alert Generation
  - Marker Beacon Receiver
- Three GEA 7100 Engine and Airframe Unit (signal processing of engine parameters and major system sensors)

- Two GRA 5500 Radio Altimeter
- GTX 3000 Mode S Transponder with Diversity and Extended Squitter
- GDL 59H Flight Parameter Recorder and Wi-Fi Datalink
- GMC 7300 Autopilot Mode & Backup Controller
- Three GSD 41 Data Concentrator Units
- L3 GH-3900 Standby Flight Display
- Three GDC 7400 Air Data Computer (ADC)
- Three GRS 7800 Attitude Heading and Reference System
- Three GMU 44 Magnetic Sensing Units

DISPLAYS

The Garmin G5000H™ flight deck presents critical flight information to the pilot at a glance for greater situational awareness, simplicity and safety. The pilot can easily and quickly select the information formats to display on the open, clutter-free, interchangeable PFD and MFD. The PSI, located in the lower left-hand corner of the PFD provides a compact, easy to interpret summary of the aircraft's power indications and limits.

The displays accept HD-SDI (Digital Video), NTSC and PAL format composite video signals from external sources, including the Bell 525's standard configuration Tail Rotor Camera and optional imaging devices such as multi-sensor camera thermal imaging systems for Search and Rescue (SAR) operations.

PFD Typical User Selected Formats: The PFD displays all major flight parameters in an intuitive, easy-to-scan layout: Attitude, Airspeed, HSI, Altitude and VSI. Primary and inset screens can be user-selected to display a variety of additional functions, including "Pathways in the Sky", Flight Path Vector, Synthetic Vision and HTAWS.

PFD Main Screen.
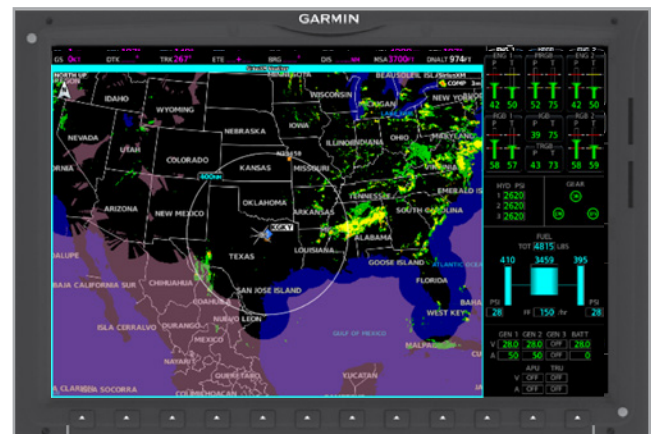
MFD (XM Weather/EIS Display Shown)

Garmin G5000H™ Avionics Flight Deck

POWER SITUATION INDICATOR (PSI)

The PSI, shown in the red circle, is a single indicator section of the PFD that provides the pilot quick information about power settings. The color-coded parameter display automatically highlights normal performance (green), near limits (yellow) or exceedance (red).

PSI

COMMUNICATIONS AND NAVIGATION

Each of the standard configuration dual Garmin GIA 6300H Integrated Avionics Units include a GPS/WAAS receiver, VHF COM Transceiver and VHF NAV, Glideslope and Marker Beacon receivers. It also contains an audio processor, eliminating the need for the Garmin GMA350, used for the aural alerts for Aural Alert Generation. The GIA6300H includes a cockpit ICS, pilot and copilot volume control and dual stereo entertainment inputs. The COM interface supports up to six (6) transceivers and the NAV interface supports up to five (5) radios. It also features two (2) entertainment inputs (MUSIC 1 and MUSIC 2), with identical streaming content from the optional GDL 69H XM Radio Datalink [1]. A 3.5 mm front panel mini-jack can be used as an entertainment input or as a telephone input when the optional GSR 56H Iridium® Voice / Data Transceiver [2] is installed.

The GDL 59H Datalink Management Unit provides a high-speed data link between the aircraft systems and ground computers using 802.11 g ("Wi-Fi") while the aircraft is on the ground, and a required interface to the optional GSR 56H Iridium® Voice/Data Transceiver.

Notes: [1]   Subscription to XM Satellite Weather and/or Radio is the responsibility of the helicopter owner/operator.
        [2]   Subscription to Iridium® Voice/Data service is the responsibility of the helicopter owner/operator.

Garmin G5000H™ Avionics Flight Deck

EXTENDED SQUITTER (ES) MODE S TRANSPONDER

The GTX 3000H ES Mode S Transponder functions are controlled by the PFD display and support European Mode S mandates for Extended Squitter, Elementary Surveillance, and Enhanced Surveillance. Using 1090 MHz extended squitter ES transmission, the GTX 3000H broadcasts details such as your accurate, GPS-calculated position, flight ID, altitude, velocity, climb/descent, and heading information to air traffic control (ATC) ground stations at the rate of once per second – far faster than traditional radar tracking. The net result is that ATC gets a far more accurate picture of what's happening in the sky and allowing them to safely reduce separation minimums for more efficient flights. Where ground stations are not yet capable of receiving extended squitter data, the GTX 3000H will still operate with traditional ATC protocols as a Mode A, C, or S transponder.

Combined with the GTS8000H, this gives the Bell 525 G5000H™ flight deck full Traffic Collision Avoidance System (TCAS) ability.

GARMIN SOFTWARE FEATURES

Most aircraft systems are considered "Under Glass" and can be accessed and controlled through the GTC 575H touch screen.

- Electronic Circuit Breakers
- Windshield Wiper Control
- Control of Cabin and Crew Lighting
- Control of External Lighting
- Video Cameras
- Environmental System
- Static Oil Level Sensors
- Flight Controls/ Hydraulics
- Fuel

Other software features that reduce pilot workload and simplify maintenance are:

- Weight and Balance
- Aircraft System Tests
- Power Assurance
- Maintenance Diagnostics
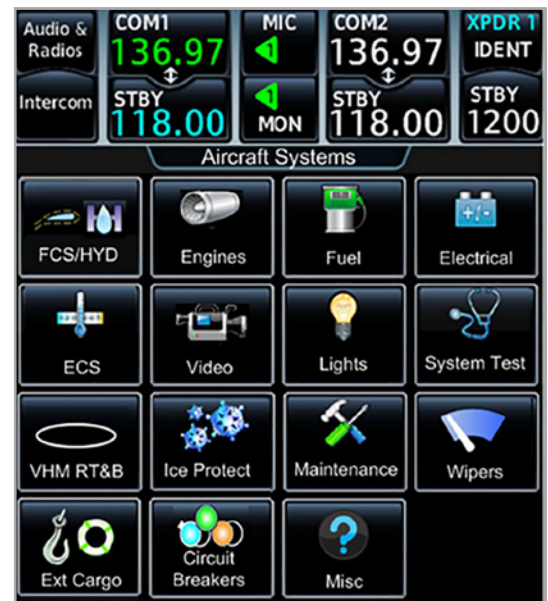
Garmin GTC 575H touch screen.

OPTIONAL EQUIPMENT ENHANCEMENTS

The following optional kits are available to further enhance the capabilities of the Bell 525's integrated avionics system.

Flight Stream 510: Multi-Media SD Card that provides Wi-Fi and Bluetooth connectivity when installed in the Garmin flight deck. Flight Stream can connect with up to two mobile devices operating the Garmin Pilot App. This allows for wireless flight plan imports and exports, wireless database updates, and provides Garmin Connext Data to the smart device. This data includes GPS information, attitude/heading, traffic information (with TCASII kit), XM weather and radio controls (with GDL69 kit), and text messaging (with GSR56H kit).

GDL 69AH XM Weather Radio Datalink: A remote-mounted XM satellite radio receiver capable of receiving digital datalink weather and digital audio entertainment from an XM satellite. XM Weather and Radio operate in the S-band frequency range to provide continuous uplink capabilities at any altitude throughout North America. An individual 3rd party XM/WX subscription is required to receive XM/WX data signals. Subscriptions are available for either weather or digital audio entertainment services separately or for both services.

Garmin G5000H™ Avionics Flight Deck

GSR 56H Iridium® Voice/Data: Provides low speed data transmission via the Iridium® satellite network supporting both Iridium® RUDICS (Internet) or Iridium® Short Burst data formats, fully integrated satellite phone functionality which can be dialed through the MFD, SMS Text Messaging, and Worldwide Weather capability. Subscription to Iridium® service is the responsibility of the helicopter owner/operator.

GWX75H Weather Radar: The Garmin GWX 75 Airborne Color Weather Radar is a solid-state pulsed-Doppler radar with forty watts of output power. It combines excellent range and adjustable scanning profiles with high-definition target displays. The system uses a 12-inch antenna that is fully stabilized to accommodate 30º of pitch and roll. To focus radar scanning on specific areas, Sector Scanning offers pilot-adjustable horizontal scan angles of 20º, 40º, 60º, 90º, or a full 120º scan. A vertical scanning function helps to analyze radar tops, gradients, and cell buildup activity at various altitudes.

Radar features include:

- Independent weather radar settings for each Display Pane.
- Extended Sensitivity Time Constant (STC) logic that automatically correlates distance of the return echo with intensity, so cells do not suddenly appear to get larger as they get closer.
- WATCH® (Weather Attenuated Color Highlight) helps identify possible shadowing effects of short-range cell activity, identifying areas where radar return signals are weakened or attenuated by intense precipitation (or large areas of lesser precipitation) and may not fully depict the weather occurring behind a storm.
- Weather Alert that looks ahead for intense cell activity in the 80-320 nm range, even if these ranges beyond the currently selected map range.
- Altitude-Compensated Tilt (ACT) management which automatically adjusts the antenna tilt as the aircraft altitude changes.

Pursuit of Safety through Technology

SITUATIONAL AWARENESS

- Canted tail boom/rotor allows for horizontal hover that gives pilots "over the nose" viewing
- Great crew peripheral viewing since there are no structural obtrusions from cockpit doors

INTEGRATED VEHICLE HEALTH MANAGEMENT (IVHM)

- IVHM capabilities standard – Health Usage Monitoring System (HUMS), Flight Data Monitoring (FDM) data collection, extensive Line Replaceable Unit (LRU) fault monitoring
- More advanced capabilities than other aircraft – health alerts via satellite (kit), wireless download, more monitored systems, extensive RFID tags
- Integrated off-board ecosystem:
  - New ground station with direct link from fault codes to electronic tech pubs
  - Data integration with customer maintenance management systems
  - Bell Enterprise analysis and support services

ROBUST TRANSMISSION DESIGN

- Absence of high speed planetary gear
- Independent systems alleviate total system loss
- Optimized case design for maximum heat dissipation
- Heat tolerant materials for primary torque components

CORROSION AVERSE DESIGN

- Maritime airframe corrosion protection included in basic aircraft configuration
- Zinc-Nickel plating on exposed steel
- Transmission housings utilize aluminum and corrosion-resistant magnesium with Tagnite coatings

Robust transmission design.

STATE OF THE ART MANUFACTURING ASSEMBLY LINE

- Electronic production instructions
- Ergonomic tooling enhances quality and safety
- Computer designed aircraft and tooling make assembly more precise and efficient

State-of-the-art manufacturing assembly line.

Bell 525 Maintenance Program

Bell understands the importance of aircraft reliability to meet your mission needs. That's why our maintenance philosophy is to streamline maintenance requirements to ensure low direct operating costs, low direct maintenance costs, and improved reliability while increasing occupant safety.

DESIGNED THROUGH MAINTENANCE STEERING GROUP - 3 (MSG-3)

The Bell 525 is the first rotorcraft designed utilizing the "Volume 2" of the MSG-3 process. This volume was specifically developed for rotorcraft system analysis to account for the environmental deterioration and accidental damage of the rotors and drive system components.

The goal of the Bell 525 MSG-3 analysis is to identify maintenance tasks which are both effective and efficient to achieve a satisfactory level of safety and reliability throughout its life. The MSG-3 concept is to recognize the Bell 525 has inherently reliable systems and components, avoid unnecessary maintenance tasks and achieve increased efficiency. Each aircraft zone was analyzed for accidental damage, operation environment and access. The assessments are converted to Bell 525 scheduled maintenance/inspection plan.

The Bell 525 Maintenance steering groups, made up of members from regulatory agencies, Transport Canada (TC), the Federal Aviation Administration (FAA), and the European Aviation Safety Agency (EASA), industry operators and maintainers from around the world, and Bell Engineering determined the Bell 525 has the best initial maintenance schedule. This maintenance schedule requires 35% less maintenance man-hours versus a comparable helicopter, thus improving the cost of ownership for the Bell 525.

The Bell 525 is also raising the bar on safety and maintainability by incorporating sophisticated avionics, intelligent components, and increased interconnectivity with its Integrated Vehicle Heath Management (IVHM) system. These features are combined with Bell's MissionLink® desktop application to link the aircraft HUMS data directly to Bell's Interactive Electronic Maintenance Manual (IETM)). In flight, the aircraft can self-diagnose and broadcast information on component health, allowing ground teams to prepare for corrective actions while the aircraft is still enroute. In the hangar, maintainers utilize the 525 IETM to quickly locate, inspect, test, and replace damaged components. If there is a wiring problem, the Bell 525 has logical wiring diagrams combined with interactive 3D models of every harness, connector, junction box, passthrough and splice. Troubleshooting can be accomplished quickly, and the fault site can be rapidly located and the 525 returned to service.

APPROVED MAINTENANCE PROGRAM (TC)

- First rotorcraft to use "Volume 2" MSG-3 Process, specifically for rotorcraft system analysis

CERTIFICATION THROUGH MSG-3 PROCESS

- Same process used by commercial airlines to ensure continued airworthiness
- Determines how and when maintenance will be performed
- Helicopter designed and built for maintenance

ACCESSIBLE PANELS TO AIRCRAFT SYSTEMS

- Reduce scheduled inspection repeats
- Only inspect what needs to be inspected, saving time and cost

MAINTENANCE PROGRAM

- Minimum 400-hour inspection intervals
  - 800 hours/12 month zonal inspection program introduced
- Life Limited Parts
  - Composite components - on condition
  - Metallic components - 10,000 + hours (goal)
  - Elastomeric components - 5,000 hours (goal)
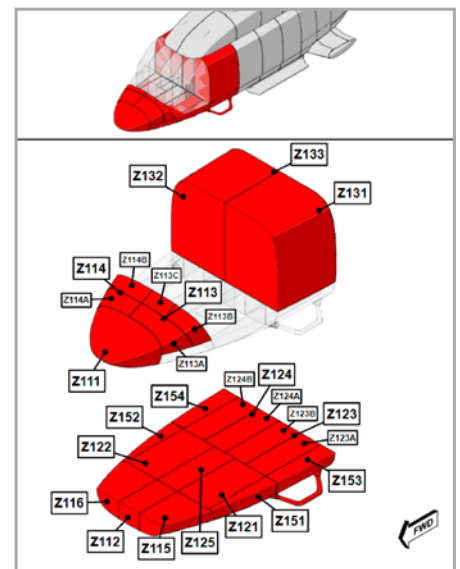
Bell 525 MSG-3 Maintenance Zones.

Seating and Interior

CREW SEATING

Two ergonomic, energy attenuating seats, with adjustable lumbar support, with a five-point restraint harness with an inertia reel (4-point harness), are located in the cockpit. The seats are mounted on a J-track that rotates the seat inboard allowing the pilots to share the exit with the first row of passengers. This creates a much more unobstructed field of view in front of the aircraft. The absence of cockpit doors and associated structures also removes weight and maintenance upkeep. The color and upholstery material for the seats and interior trim of the cockpit match that which is selected for the cabin.


Ergonomic, Energy Attenuating Crew Seats.

Seating and Interior

16 PASSENGER SEATS KIT

The passenger seats incorporate fixed headrests, removable back & seat pan cushions, lumbar support, life vest storage, and a four-point restraint harness with an inertia reel. All seats will have energy attenuation and provide protection and restraint of occupants (passengers) in normal flight, emergency states and dynamic landing conditions. The seats are non-adjustable and mounted with quick disconnect fittings in stationary positions. The standard energy configuration will be sixteen extra wide (20 in/ 50.8 cm) passenger seats, with three rows of four seats facing forward and one row of four seats facing aft. This configuration allows occupants to egress quickly in case of an emergency (no person is more than one seat away from an exit).
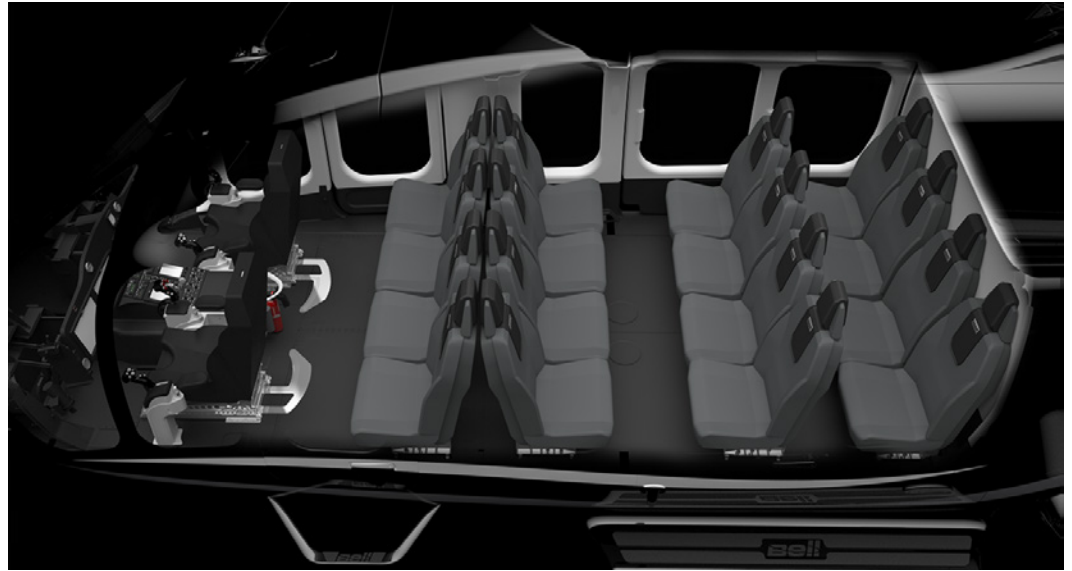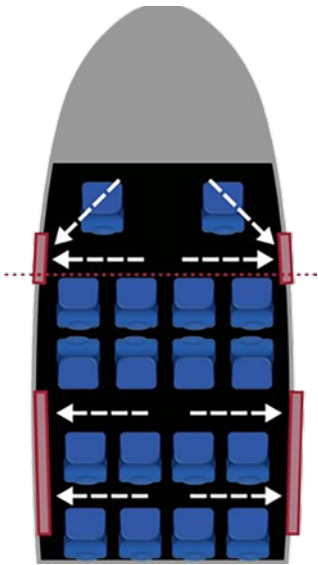
Bell 525 Sixteen Passenger Seating Configuration

STANDARD INTERIOR TRIM

Standard interior panels include a reading light and air conditioning lever for each passenger (16 total) as well as six large ambient lights. Each passenger can control his/her reading light and the direction of airflow from a rectangular louver. Soundproofing is incorporated within the interior panels to achieve a comfortable noise level for each passenger and crew member seated in the cabin and cockpit. The panels integrate emergency exit lighting above the doors and egress pathways. Standard interior also includes multiple grip handles to aid in ingress and egress at door locations and throughout the cabin and cockpit. Several storage compartments are available for the crew. Provisioning for the addition of other interior kits is included within the panels for ease of installation.
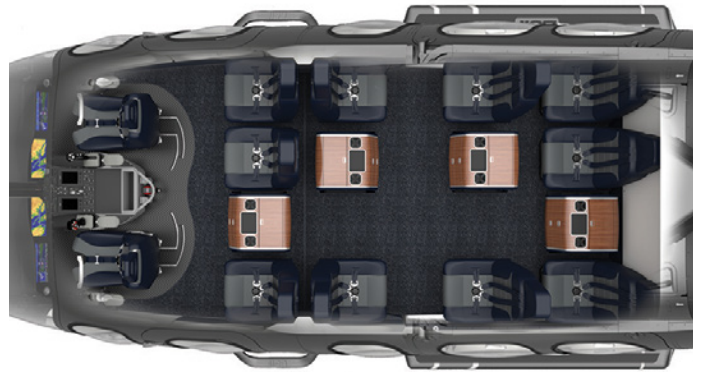
Mission Profiles

CORPORATE

The Bell 525's best-in-class cabin volume and unrivaled configuration flexibility provide comfortable corporate/ VIP transportation. With the open cockpit design and Garmin G5000H, Bell 525 pilots have superb situational awareness, further enhancing the safety of flight.
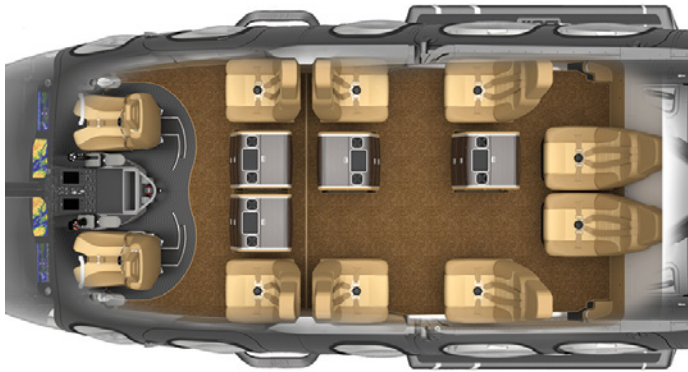
Bell 525 Eight Passenger Corporate Configuration

Bell 525 Ten Passenger Corporate Configuration
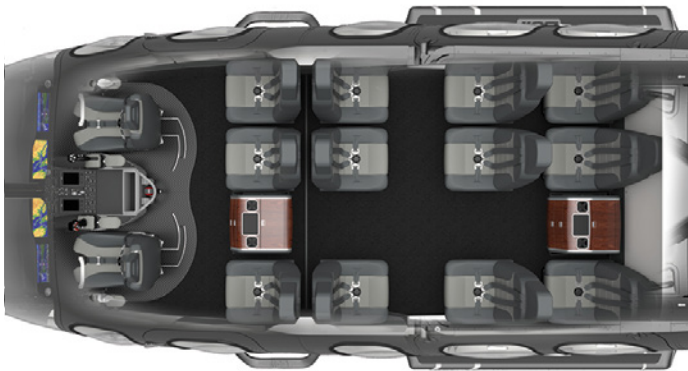
Bell 525 Twelve Passenger Corporate Configuration

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Mission Profiles

ENERGY

The Bell 525's payload and range performance, along with its spacious cabin and baggage bay volume make it a game-changer for the energy industry, especially for deep-water missions. Superb economics, combined with an airframe designed for reliability make the Bell 525 the number one choice for all offshore operations.

Superior Payload and Range

Standard Sixteen Passenger Configuration

Mission Profiles

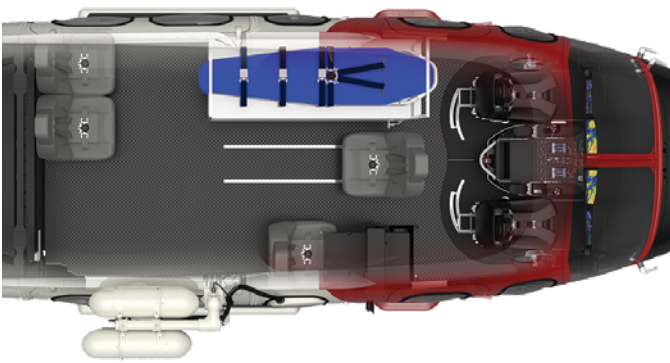## MEDICAL

The Bell 525 Medical configuration is furnished with the mission equipment needed to meet Search & Rescue (SAR) and/or Medical requirements. By sharing a common floor design, the modular system can be rapidly reconfigured from Medical or SAR to 16-passenger transport.

Dual rescue hoist

Flexible SAR/Medical configuration

SAR Configuration

Medical/Air Ambulance Configuration

Mission Profiles

PUBLIC SAFETY

The modular system and flat floor allow for a variety of configurations and flexibility to meet the mission requirements of the most complex and demanding law enforcement and police departments globally. Public Safety equipment may include FRIES and/or rappelling system allowing to deploy six tactical officers simultaneously, EO/IR camera, dual rescue hoist, searchlight, and more.

Limitless capabilities for police and security missions

Large and flexible cabin flat floor

Bell 525 Standard Configuration

AIRFRAME

Hybrid Composite / Metallic Structure with composite side panels and aft fuselage skins

Doors (four), one hinged door on left hand (L/H) & right hand (R/H) side, Sliding doors on the L/H & R/H sides, all doors are constructed of composite material

Landing gear, retractable wheels with independent brakes

Locks for cabin doors and luggage compartment

Baggage bay (128 ft³/3.6m³), with two composite doors one on each side

Provisions for jacking and platform mooring

Tail boom, Carbon/BMI monolithic structure with vertical fin and horizontal stabilizer

Baggage bay smoke detector

INTEGRATED AVIONICS SYSTEM with GARMIN G5000H™ SUITE

Four 12.1" high resolution display units, providing 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

Three digital Air Data Computers (ADC) with Outside Air Temperature (OAT) probes

Three Attitude Heading Reference Units (AHRS) and three magnetometer units

One Mode S Transponder with extended squitter and optional TCAS II with ADS-B out capability

Three engine and airframe interface units

Three engine signal conditioner units

Synthetic Vision System (SVS), and Helicopter Terrain Awareness and Warning System (HTAWS) features

Integrated Engine Indication and Crew Alerting System (EICAS), including a 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 over 60 standard aircraft and engine parameters

ELECTRICAL

28 VDC System

Battery, 24 amp-hour sealed lead acid (This starts the APU.)

External power and grounding receptacle on the nose of the aircraft

Two main brushless generators (350 ampere) located on each accessory gearbox

Full time independent power generation for each Flight Control Computer

Starter-generator (200 ampere) on the APU

Majority of circuit breakers are electronic, accessed through the Garmin G5000H™

Solid state voltage regulator

28 volt outlet in cockpit

Three heated pitot tube and static ports

LED Lighting:
  Anti-Collision strobe/position lights
  Cockpit lights
  Interior
  Landing/Taxi lights

Circuit Breaker and electrical provisions for several factory kits

Integrated/automated electrical load management

115V 400Hz AC Generator

28 VDC Emergency TRU

INTERIOR

Standard interior carbon fiber and fiberglass panels with handholds for ingress

Large LED cabin lighting and crew lighting

Decals and exit lighting/labels

16-place LED reading light and air conditioner louver

Soundproofing is incorporated within the interior panels to achieve a comfortable noise level

LOOSE EQUIPMENT (not included in empty weight)

Garmin Pilot's Handbook

Garmin Cockpit Reference Guide

Covers:
  Engine and APU inlet
  Engine and APU exhausts
  Pitot tube

Bell 525 Standard Configuration

LOOSE EQUIPMENT (continued)

Manuals:
- Rotorcraft flight manual
- Aircraft log book
- Engine log book
- Aircraft maintenance manuals*
- Fault isolation manual
- Wiring diagram manual
- Illustrated parts catalog
- Manufacturer's data
- Engine parts manual
- Ground station software (aircraft data display)

Tie-down assemblies, main rotor and tail rotor

Two Bose A20 Headsets

POWERPLANT

Two General Electric CT7-2F1 gas turbo-shaft engines with dual channel FADEC

Auxiliary Power Unit (APU), Honeywell RE100BR provides bleed air for the ECS and engine starting

Fire suppression using dual Halon pressurized bottles

Five rupture resistant fuel cells with six removable boosted (BLDC) fuel pump cartridges

Five probe gauging system mounted to sump plate for easy maintenance

Compressor wash provisions

ROTORS and CONTROLS

Main rotor, fully articulated rotor with five composite blades

Tail rotor, fully articulated with four composite blades

Triplex hydraulic systems & flight controls with no degradation in flight capability following a single fault

Fly-by-wire flight controls, interconnected sidearm controllers with tactile cueing for envelope protection

Advanced control laws for improved handling qualities in adverse environments

Rotor brake

Low maintenance fluid-elastic dampers

TRANSMISSION DRIVE SYSTEM

Soft mounted LIVE® pylon isolation system

Designed for greatly reduced maintenance and corrosion resistance

Robust and simple Main Rotor Gearbox with proven extended loss of lubrication runtime

Maintenance free drive shafts and couplings at all locations

Redundant accessories mounted on three separate gearboxes

Separate simplified accessory gearboxes remove the associated oil seals and accessory maintenance from the main rotor gearbox

Main Rotor Gearbox mounted on LIVE isolation units for excellent ride characteristics

All gearboxes, hanger bearings, and dynamic components are monitored by the Integrated Vehicle Health Management (IVHM) system

All gearboxes have oil level monitoring visible to crew under glass on the G5000H flight deck

* Aircraft maintenance manuals are available on mybell.com

Bell 525 Kits

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.

ACCESSORIES

Kit Description
STANDARD
Camera – Tail Rotor
Closed Circuit Refuel
Hooks – Headset and Flight Helmet
Pressure Adapter Refuel
Radio Altimeter (2)
Step – Faired
Sun Visor – Cockpit
Traffic Collision Avoidance System I
Window – Cabin, Standard, Dark Tint
Window – Crew, Push-out, Light Tint
Windshield – Unheated, Clear
Wire Strike
OFFSHORE TRANSPORT RECOMMENDED
ADELT (Auto Deployable ELT)
Air Conditioning
Baggage Fire Suppression
Engine Inlet Barrier Filter
Floats
Interior Panels, Doors and Baggage Bay Partition
Life Raft – 18-person
Seats – 16-passenger
Weather Radar (color) / Offshore Approach
Window – Cabin, Push-out, Dark Tint
Windshield Washer
HEELS Lighting
CORPORATE RECOMMENDED
Air Conditioning
Engine Inlet Barrier Filter
Interior - Corporate (8-10-12 Passenger*)
Weather Radar (color) / Offshore Approach
Windshield Washer

*Corporate Interior includes: Soundproofing, Electrochromic windows, Crew Charging Stations and Cab Inverters, four Color Options

Bell 525 Kits

ACCESSORIES

Kit Description
SAR RECOMMENDED
4-Seat SAR Interior
ADELT (Auto Deployable ELT)
Air Conditioning
Cargo Hook (Electrical Provisions)
Cargo Hook (Structural Provisions)
Engine Inlet Barrier Filter
EO/IR Camera System
Floats
Hoist, [Full Kit - HEC]
Light – High Power Search
Litter – One person
NVG Interior Kit
Radio - HF
SAR Operator's Console
SAR Software Upgrade
Weather Radar (color) / Offshore Approach
Window – Cabin, Push-out, Dark Tint
Windshield Washer

Bell 525 Kits

OPTIONAL ACCESSORIES

Kit Description
AIRFRAME
APU Barrier Filter
Beacon – SART
Engine Inlet Barrier Filter
Step – Tube Style
Window – Bubble, Cabin Window
Window – Cabin, Push-out, Dark Tint
Window – Cabin, Push-out, Light Tint
Window – Cabin, Standard, Light Tint
Window – Crew, Push-out, Dark Tint
Windshield – Heated, Clear
Windshield – Heated, Light Tint
Windshield – Unheated, Light Tint
Windshield Washer
AVIONICS
ADELT (Auto Deployable ELT)
AIS
Automatic Direction Finder 1
Camera – Baggage Bay
Camera – Cargo / Ground Hook
Camera – Main Rotor Clearance
Direction Finder – V/UHF
DME – Triple Channel
Enhanced Vision System
EO/IR Camera System
Flight Stream 510
Iridium Satellite Voice, Data, and International Weather
Lightning Detection
Loud Hailer
Radio - Polycon Next Gen
Radio - Tetra
Map – Street Level Digital
Public Address – Cabin
Radar – Airborne Search
Radio – HF
SAR Software Upgrade
Traffic Collision Avoidance System II

Bell 525 Kits

OPTIONAL ACCESSORIES

Kit Description
ELECTRICAL
Cargo Hook – Electrical Provisions
AC Power (DC to AC Conversion)
HEELS Lighting
Heated Windshield Kit
Ice Protection – Full
Light – High Power Search
Light – Landing, High Visibility, Pulsed
Light – Landing, Infrared Articulated
PROPULSION
Air Conditioning
Basic Aircraft Heat
MECHANICAL SYSTEMS
Cargo Hook – Dual External Kit
Cargo Hook – Single External Kit
Cargo Hook – Structural Provisions
Fast Rope
Floats
Hoist – Dual, Full Kit, HEC
Life Raft – 18-person
INTERIOR
Interior – Corporate (with 8-Passenger Seats and Sound Proofing)
Interior – Public Safety
Interior Panels, Doors and Baggage Bay Partition
Litter – 1-2 person
NVG Interior Kit
Seats – 16-passenger
Seats – High Density
Separation Curtain – Angled Panel, Custom
Separation Curtain – Straight

Global Customer Solutions

As the industry leader in customer support, we at Bell pride ourselves on supporting our customers around the world at every step of your aircraft's life cycle. We are committed to providing customers with an extensive range of support and service capabilities to ensure safe and reliable operation of our products, enhance mission execution, and keep you flying.

INDUSTRY LEADING 24/7/365 SUPPORT

Bell is dedicated to supporting our customers wherever and whenever you need it. We have experienced and knowledgeable Customer Service Engineers (CSE) to provide local technical support and Product Support Engineering (PSE) to provide advanced, in-depth technical assistance from the Bell office. The Bell technical support team provides global Bell aircraft owners and operators with trusted and timely technical service that promotes safe aircraft maintenance and operation.

Customer Service Engineers

Your regional technical support and liaison to other Bell departments for in-production and legacy aircraft

45+ CSE's regionally located throughout the world

Product Support Engineers

Around-the-clock OEM support with extensive product knowledge for in-production and legacy aircraft.

30+ PSE's located throughout our three global offices (U.S.A., Canada and Singapore)

Global Customer Solutions

SERVICE CENTERS

Bell's Global Customer Solutions provides customers with a complete and seamless support system offering a full service experience anywhere in the world.

With a suite of available services including aircraft customizing, maintenance repair and overhaul, and Bell warranty work, our service centers offer direct OEM support in every corner of the world.

CAPABILITY AND LOCATIONS

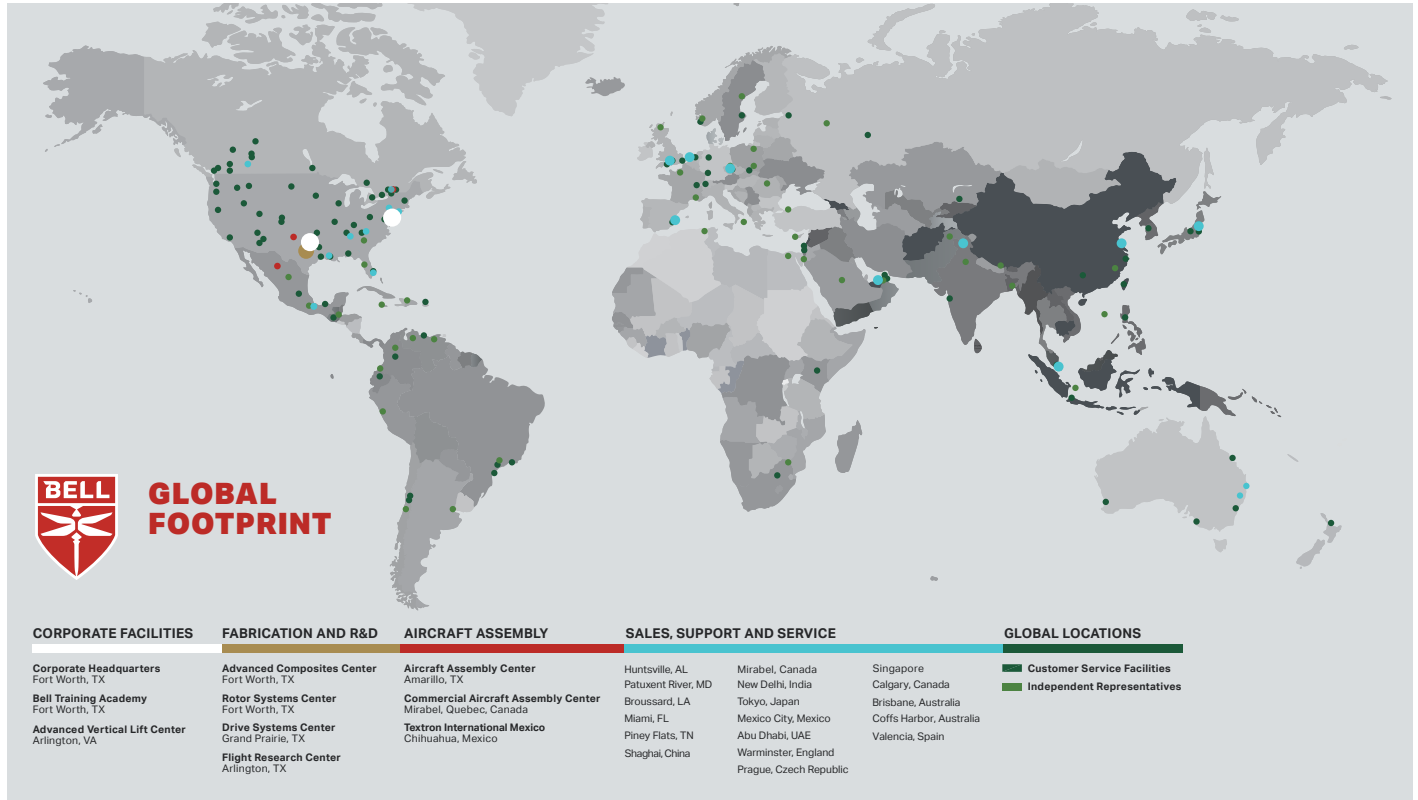● In-house capabilities   ▲ Outside services

	Piney Flats, TN	Miami, FL	Singapore	Prague	China	Mirabel, Canada	Broussard, LA	RBI Hawker (UAE)	RBI Hawker (Australia)	RBL (United Kingdom)	Australia
COMPONENT REPAIR AND OVERHAUL CAPABILITIES											
Expanded repair	●	●	▲	●	▲	▲					▲
Transmission	●	●	●	●	▲	▲					●
Hubs	●	●	●	●	▲	▲					●
Avionics	●	▲	▲	▲	●	▲					▲
Rotor blades	▲	▲	▲	▲	▲	▲	●	●	●	●	▲
Composite panels	▲	▲	▲	▲	▲	●	●				▲
ADDITIONAL CAPABILITIES											
Aircraft customizing	●	▲	●	●	●	●					●
Retrofits, modifications and upgrades	●	●	●	●	●	●					●
Approved installer of Aeronautical Accessories parts and accessories	●	●	●	●	●	●					●
Aircraft paint services	●	▲	●	●		●					●
Field maintenance and repair (remote)	●	●	●	●	●	●	●	●		●	●
Bell warranty work	●	●	●	●	●	●	●	●	●	●	●
Engine support and rental program	▲	▲	▲		▲						▲

For more information on each facility visit: bell.co/MRO

Global Customer Solutions

CUSTOMER SERVICE FACILITIES (CSF)

In addition to our 11 service centers, Bell has a strong network of more than 80 Authorized Customer Service Facilities (CSFs). These award-winning facilities enhance the accessibility of in-region global support and ensure that your aircraft is ready whenever and wherever you need it.

GLOBAL FOOTPRINT

CORPORATE FACILITIES	FABRICATION AND R&D	AIRCRAFT ASSEMBLY	SALES, SUPPORT AND SERVICE			GLOBAL LOCATIONS
Corporate Headquarters Fort Worth, TX	**Advanced Composites Center** Fort Worth, TX	**Aircraft Assembly Center** Amarillo, TX	Huntsville, AL	Mirabel, Canada	Singapore	**Customer Service Facilities**
Bell Training Academy Fort Worth, TX	**Rotor Systems Center** Fort Worth, TX	**Commercial Aircraft Assembly Center** Mirabel, Quebec, Canada	Patuxent River, MD	New Delhi, India	Calgary, Canada	**Independent Representatives**
Advanced Vertical Lift Center Arlington, VA	**Drive Systems Center** Grand Prairie, TX	**Textron International Mexico** Chihuahua, Mexico	Broussard, LA	Tokyo, Japan	Brisbane, Australia	
	Flight Research Center Arlington, TX		Miami, FL	Mexico City, Mexico	Coffs Harbor, Australia	
			Piney Flats, TN	Abu Dhabi, UAE	Valencia, Spain	
			Shaghai, China	Warminster, England		
				Prague, Czech Republic		

QUALITY ASSURED AND OEM APPROVED

Customers who choose an authorized CSF for maintenance, repair and overhaul work can be assured that both the staff members and the facility itself meet Bell's stringent internal standards for quality and safety. Authorized CSFs have factory-trained maintenance technicians and are equipped with the skills and expertise required to process Bell warranty claims. In addition, these facilities maintain guaranteed parts inventories to service aircraft and possess the most up-to-date technical and safety information available. All of this combines to provide in-region support you can trust.

Training

BELL TRAINING ACADEMY (BTA)

BellFlight.com/Training

Bell's global training solutions are designed to equip customers with the knowledge and skills necessary to perform their missions safely and efficiently. Since 1946, the BTA has been committed to providing industry leading training programs that create better, safer flight operations. The BTA staff of highly skilled professional pilot and technical instructors leverages OEM data and expertise to deliver the finest helicopter training in the world. We continue to develop innovative programs that will take our customers' pilot and technical skills to a whole new level.

The BTA at Bell's headquarters in Fort Worth, Texas.

Each purchase of a new aircraft comes with model specific complimentary training solutions. Supplemental training courses are available at an additional cost.

GENERAL INFORMATION

The operator and maintenance training provided by BTA establishes a foundation that supports mission tasks with aircraft pilot qualification.

The BTA's 80+ staff members welcome students from all over the world, and are eager to share the knowledge gained from decades of hands-on experience within the military and across other professions. Instruction can be provided in English or Spanish. Students are responsible for translation services if needed.

Pilot Operator Training: Our pilot training program includes basic academics and initial flight training to transition current pilots into Bell aircraft. All training is conducted by certified Bell instructor pilots.

Training Aircraft: The BTA conducts flight training in Bell OEM-owned or newly delivered customer aircraft.

Maintenance Technician Training: Experience is important, however, instruction received in the classroom and training lab provides an undeniable enhancement. Facilitating more efficient maintenance manpower and improving logistics supportability ensures that the customer's Bell is operational and maintainable in all types of climate and terrain.

Academic training includes both state-of-the-art instructor-led computer presentations and hands-on maintenance training. Mechanical, electrical, and avionics training takes place in a temperature-controlled shop and will include use of composite maintenance trainers and avionics bench trainers. The BTA also has a composite repair room, and an electrical/avionics lab. Over half of the maintenance training is hands-on, skill enhancing, and performance focused instruction. Training is determined complete, as defined by Bell, after each student demonstrates an ability to perform to the course standards for actual maintenance and operation of the equipment referencing technical manuals.

GENERAL INFORMATION

Training Materials and Language: Bell provides each maintenance and pilot training candidate a hard- copy course notebook in the English language for each course conducted by BTA instructor personnel. The training materials will be sufficient to train maintenance technicians and pilots who meet the course prerequisites in the maintenance and operation of the applicable model helicopters. Course instructional electronic media, syllabi, course outlines, and company intellectual property will be considered non-deliverables.

Student Registration: The customer is responsible for submitting an enrollment request for each training candidate via Bell's on-line registration process at www.bellflight.com/training. It is encouraged that all training be scheduled at contract award to ensure space and instructor availability.

Cancellation Policy: The customer agrees to comply with the BTA cancellation policy as set forth at www.bellflight.com/training.

STATE-OF-THE-ART TRAINING RESOURCES

Based at the Bell headquarters in Fort Worth, Texas, the BTA combines a track record of excellence with a wide variety of industry-leading amenities.

#1
Pilot and maintenance training consistently ranked #1 in the industry

375+
Years combined experience among Bell's technical instructors

25,000+
Square foot maintenance hangar

7,500
Average instructor pilot flight hours

300,000+
Pilot and maintenance technicians trained

134+
Countries represented by customers in every market segment

3
Full Flight Simulators (FFS) for the Bell 407GX, Bell 525 in Fort Worth, Texas, and a FFS for the Bell 429 in Valencia, Spain

6
Advanced Flight Training Devices (FTD) designed to train on seven models

Training Technology: Bell is leading the industry in its use of engineering technology to more effectively teach pilots and maintainers around the world. The use of 3-D, high-fidelity, interactive graphics provide students an authentic representation of each component. Unity courseware allows instructors to manipulate the models to see individual parts and systems in detail without leaving the classroom. This type of training engages students and improves retention.

GLOBAL TRAINING NETWORK

With nearly 70 percent of our commercial aircraft delivered internationally, Bell understands the need for training to be readily available where our customers perform their missions. Our training centers are equipped and certified to meet the needs of our customers around the globe. We are committed to having resources where our customers operate and are investing to provide world-class, global training solutions to meet a growing customer demand.

Recognized by the European Aviation Safety Agency (EASA) as an Approved Training Organization (ATO), the BTA has the authorization to provide Part-FCL type specific flight training courses to EASA regulated customers for the 407, 412, 429, and 505 models, including the use of Flight Training Devices (FTD) for the Bell 407, Bell 429 and 505 models. A Performance Based Navigation (PBN) Generic Non-Type or 412/429 Type Rating Specific courses are also approved.

The BTA is also authorized by various international regulatory agencies for type-specific technical training of engineers / mechanics. These agencies include the Civil Aviation Authority of Singapore (CAAS), Transport Canada (TC), European Aviation Safety Agency (EASA), Australian Civil Aviation Safety Authority (CASA), Civil Aviation Administration of China (CAAC), Director General Civil Aviation of India (DGCA), and the UAE General Civil Aviation Authority (GCAA).

Singapore: BTA Singapore is approved by the Civil Aviation Authority of Singapore (CAAS), European Aviation Safety Agency (EASA), Australian Civil Aviation Safety Authority (CASA), and Director General Civil Aviation of India (DGCA), and the UAE General Civil Aviation Authority (GCAA). BTA Singapore offers regulatory classes for maintenance theory and practical training on all current Bell models and select legacy aircraft. Available courses include avionics maintenance, field maintenance and refresher courses, cable and connector training, and vibration monitoring system training.

Maintenance training at BTA Singapore

Europe: All pilot training classes at BTA – Valencia, are instructed upon the Bell 429 - certified Level D Full Flight Simulator (FFS). The Bell 429 FFS offers the largest standard visual field of view and the largest standard dome radius of any simulator on the market today. Additionally, the FFS offers industry-leading motion performance with high-fidelity superior accelerations, smoothness, and responsiveness powered by REALFEEL® Control Loading System and REALVibe™ Secondary Cueing System.

Training

Cancellation Policy: The customer agrees to comply with the BTA cancellation policy as set forth at bellflight.com/training.

Trainee Visas: Applying for and receiving a visa for students in a timely manner is the responsibility of the customer. To ensure timely approvals, students must register early.

Trainee Expenses: Arrangements and expenses associated with training, including but not limited to, air travel, ground transportation (car rental/taxi), meals, and lodging for each designated trainee will be the responsibility of the customer.

TRAINING COURSES

The following table summarizes both the pilot and maintenance training course offerings for the Bell 525. Additional training options are available at bellflight.com/training.

BELL 525 TRAINING COURSE SUMMARY

Course	Duration
Pilot Training	
Bell 525 Pilot Ground and Fight Procedures	4 weeks
Maintenance Training	
Bell 525 B1.3 Field Maintenance	4 weeks
Bell 525 B2 Avionics/Electrical Maintenance	4 weeks

COURSE DESCRIPTIONS

Please visit our website at bellflight.com/training for complete course descriptions

Aeronautical Accessories, a Bell brand, offers more than 4,000 parts and 1,200 unique supplemental type certificates (STCs), allowing you to upgrade your aircraft to meet the latest mission requirements.

With a broad selection of competitively priced, proven replacement parts and accessories, Aeronautical Accessories also features outstanding customer service that has been rated the best in the rotorcraft aftermarket.

INNOVATION, RELIABILITY & PERFORMANCE

Aeronautical Accessories is dedicated to listening to the voice of the customer in developing new products, focusing on the safety for your passengers and crew, and providing an uncompromising emphasis on quality. Our components meet FAA requirements as well as exacting internal standards and are backed by an exceptional warranty—a benefit of being part of Bell. Aeronautical Accessories is also registered under Bell as a certified ISO 9001 with AS9100 Revision D facility.

GLOBAL AVAILABILITY OF PRODUCTS

Through our global distribution and modern inventory management system, we minimize customer downtime for repairs, refurbishments and completions. Whether you are looking for new landing gear components, a specialty window or replacement interior plastic panels, Aeronautical Accessories has these in-demand items as part of our core product offering. We also can assist your needs with the latest developments in safety and mission equipment – featuring several new products that can take your aircraft to that next level. Our options such as enhanced doors and seating can make those long flights seem shorter, and the extensive choices for specialized lighting are sure to assist in all your flights that take place at night. Aeronautical Accessories' growing product line also features important items such as fuel filtration, floats for missions that occur over water, as well as the best solutions available in ground handling equipment.

WE ARE HERE TO HELP

Whether you are customizing your new aircraft, looking to improve your ship's capabilities, or repurposing your helicopter, Aeronautical Accessories is available to assist. Visit our website www.aero-access.com and learn about all the products we offer. You may also send an email to sales@aero-access.com to reach our Sales & Support team or give them a call at 800.251.7094.
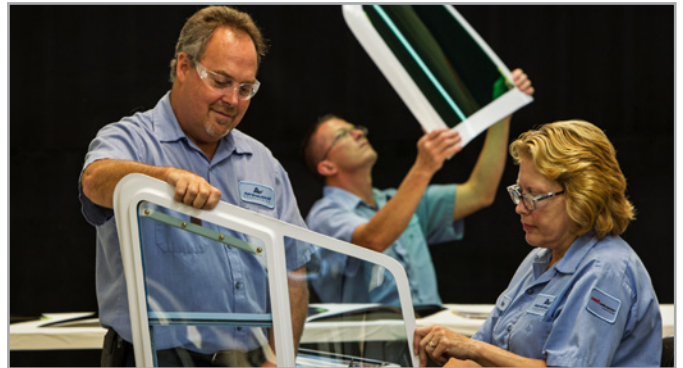
ENVIRONMENTAL RESPONSIBILITY

A GREENER AIRCRAFT

GREEN PROCEDURES
Cooling and heating systems independent from main engines

RECYCLED CONSUMABLES
Uses recycled chemicals such as turbine and gearbox oils and brake fluid

CHEMICAL REDUCTION
Does not require refrigerant for heating & cooling and utilizes sustainable chemicals

GREEN COMPLIANCE
Corrosion inhibitors, such as Zinc-Nickel plating instead of cadmium, comply with European Union regulations

TEXTRON AND BELL TOGETHER FOR A GREENER FUTURE

GLOBAL SUSTAINABILITY
Completed 145 sustainability projects aimed at energy, waste, or water use reduction

WASTE REDUCTION
Reduced our landfill disposal by almost 3,400,000 pounds (1,540 metric tonnes)

WATER CONSERVATION
Approximately 1.7 million gallons of water savings

ENERGY REDUCTION
Reduced greenhouse gas emissions by over 5,500 metric tonnes

RECYCLING
Recycled more than 27,600 metric tonnes of waste (53% recycling rate)

LEED CERTIFICATION
Bell has two LEED Silver Certified Facilities

Source: Textron 2020 Corporate Responsibility Report

ENVIRONMENTAL RESPONSIBILITY

SUSTAINABLE AVIATION FUEL (SAF)

Bell 525 is compatible with SAF.

SAF is made from 100% renewable, sustainably sourced waste and residue materials, generating an 80% reduction of greenhouse gas emissions compared to petroleum-based jet fuel. Bell has incorporated SAF into its fleet in March 2021, supporting Textron's initiative of a 20% reduction of greenhouse gas emissions by 2025.