CHINO POLICE DEPARTMENT

Bell 505

August 2024

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1 EXECUTIVE SUMMARY

1.1 Company Information

With over 87 years of aviation experience and expertise providing the safest and most reliable helicopters in the industry, Bell's firm commitment to customer satisfaction and continuing product improvements is represented in the Bell 505 Jet Ranger X helicopter. Customer Support Representatives are available 24 hours a day, 7 days a week, 365 days a year. With the highest part availability rate in the industry, Bell is prepared to support all operations of the Chino Police Department.

1.2 Bell 505 Overview

The Bell 505, shown in Figure 1-1 is a versatile light single-engine turbine helicopter. The Bell 505 was designed and equipped with ergonomic controls in mind. Proven cyclic controls, adjustable pedals, and collective mounted engine control switches create an excellent solution for helicopter training. With dual-channel FADEC and fully integrated Garmin G1000H™ NXi Glass Cockpit, the Bell 505 provides a pilot-friendly, modern cockpit design.

Figure 1-1. The Bell 505. *Design with Safety as top priority.*

The Bell 505 was certified by the Transport Canada Civil Aviation (TCCA) in December 2016, followed by the Federal Aviation Administration (FAA), European Union Aviation Safety Agency (EASA) and over 40 other countries. As a newly certified aircraft, the Chino Police Department pilots will train in an aircraft that meets the latest crashworthiness and safety standards. In February 2023, the Bell 505 completed its first flight fueled solely by 100% Sustainable Aviation Fuel (SAF), marking the first-ever single engine helicopter to fly with 100% SAF. Bell collaborated with Safran Helicopter Engines, Neste, GKN Aerospace and Virent Inc. to make this Bell 505 flight possible. It is a monumental achievement for sustainability and decarbonization in the rotorcraft industry.

1.2.1 Competitive Comparison

The Bell 505 (Figure 1-2) compares favourably across multiple categories to other aircraft in its category.

Product Comparison					
Performance	**Bell 505**	**Airbus EC 120B**	**Robinson R-66**	**MD Helicopters MD 500E**	**Leonardo AW09**
Max Gross Weight	3,680 lb 1,669 kg	3,781 lb 1,715 kg	2,700 lb 1,225 kg	3,000 lb 1,361 kg	3,968 lb 1,209 kg
Useful Load (Standard Configuration)	1,500 lb 680 kg	1,583 lb 718 kg	1,420 lb 644 kg	1,519 lb 689 kg	(Information Not Available)
Altitude Performance (Service Ceiling)	18,610 ft 5,672 m	17,000 ft 5,182 m	14,000 ft 4,267 m	13,900 ft 4,237 m	12,795 ft 3,900 m
HIGE Altitude Performance (Maximum GW, ISA)	14,450 ft 4,404 m	9,250 ft 2,819 m	>10,000 ft >3,048 m	8,500 ft 2,591 m	4,232 ft 1,290 m
HOGE Altitude Performance (Maximum GW, ISA)	10,460 ft 3,188 m	7,600 ft 2,316 m	>10,000 ft >3,048 m	6,800 ft 2,073 m	2,690 ft 820 m
Maximum Cruise Speed	125 knots 232 km/h	120 knots 222 km/h	125 knots 232 km/h	133 knots 246 km/h	111 knots 206 km/h

Figure 1-2. Bell 505 Competitive Comparison.

1.2.2 Direct Operating Costs

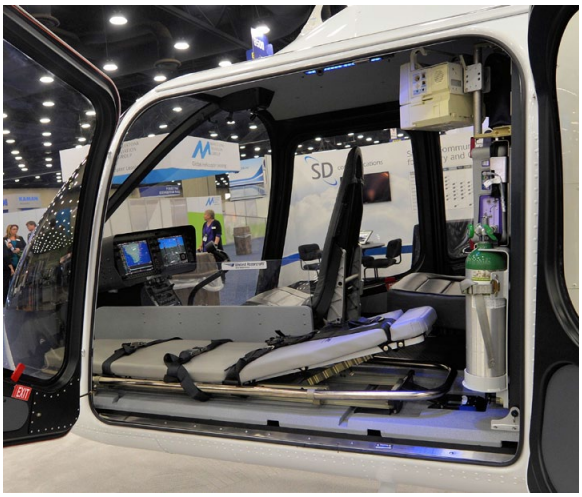
A summary of the preliminary direct operating costs for the Bell 505 is provided in Figure 1-3.

Direct Operating Costs			
	Parts	**Labor (Labor Rate $95/Hour)**	**Total**
Airframe Direct Maintenance	$168.83	$44.79	$213.62
Powerplant - Safran Helicopter Engines Arrius 2R (Quantity 1)			$97.03
Fuel and Lubricants (fuel @ $4/per gallon, lubricants 1% of fuel)			$130.49
Grand Total with Fuel			**$441.14**

Figure 1-3. Bell 505 Direct Cost of Operations in U.S. Dollars per Flight Hour. *Performance doesn't need to come at a cost.*

1.2.3 Versatility

The Bell 505 can be customized to serve multiple missions, from VIP transportation to HEMS operations, shown in Figure 1-4. This versatility in operations, combined with Bell's world-class customer support, provides an inimitable flying experience.



The Bell 505 EMS Interior from United Rotorcraft

The Bell 505 in a Law Configuration Mission

Figure 1-4. The Bell 505 can be Customized to Serve Multiple Missions. *Class-leading, Multi-mission capability.*

1.3 MSG-3 Maintenance

The Maintenance Steering Group-3 (MSG-3) process was used on the Bell 505 to establish the initial schedule maintenance intervals and will be used over the service life of the Bell 505 to reduce Direct Maintenance Costs (DMCs). The process is led by a steering group composed of representatives from Bell, regulatory authorities, and operators. This approach improves safety by addressing maintenance of significant items at a system level, by zones, instead of at the individual component level. The objective is to sustain the highest level of safety and reliability while improving cost and operational readiness. Some benefits in utilizing the MSG-3 methodology are:

- To ensure realization of the inherent safety and reliability levels of the equipment
- To restore safety and reliability to their inherent levels when deterioration has occurred
- To obtain the information necessary for design improvement of those items whose inherent reliability proves inadequate
- To accomplish these goals at a minimum total cost, including maintenance costs and the costs of resulting failures
- Selects fewer scheduled maintenance tasks
- Reduction of maintenance tasks – provides for a safer operation

1.4 Customer Services and Support

Bell's world-class customer support organization ensures that the Chino Police Department benefits from an Integrated Logistics Support System that will deliver daily readiness rates acceptable to the Chino Police Department for the life of the program. Please refer to Section 3 for a full description of Bell's #1-rated Aftermarket Support organization and offerings. With a keen

focus on customer satisfaction and impeccable service, Bell is the industry leader in Customer Support. Bell has over 350 direct points of contact to ensure the customer's aircraft are flying safely and efficiently.

Bell's central supply center in Fort Worth, Texas is located to provide domestic and global support for sales, parts distribution and aircraft services. This Bell-owned facility allows for support that is more responsive to customers for helicopter customizing, completions / deliveries, spare parts, and repair / overhaul of major components. If the other supply centers do not possess the required part, Bell either removes the part from a new helicopter on the assembly line or authorizes vendors to work overtime and expedite shipping of the part. Bell in turn expedites shipping the part to the closest supply center at no additional cost to the customer. The customer only pays to expedite shipping costs from the closest supply center to the customers' location.

Bell is the proven leader in the following measured categories: response times, spares availability, cost of parts, speed in AOG service, technical manuals, technical representatives, and service satisfaction. Another strong indicator of Bell's commitment to its customers is the extensive and responsive support organization, which services every aircraft ever built by Bell. Bell's unmatched worldwide spares availability and warranty coverage plays a huge role in achieving excellence in customer service.

Bell's factory-supported Repair and Overhaul capabilities, combined with its globally dispersed Customer Service Facilities, provide experienced, capable response to customer issues. Bell is the only manufacturer that has trained Customer Support Representatives around the globe to help customers with technical advice and assistance - a service that is free to all customers.

The Bell Asia Supply Center, located in Singapore, is strategically located to support the growing customer base in Asia Pacific. This facility has 8,000-line items for global support. Customer aircraft are in good hands with OEM-trained and experienced repair technicians. Additionally, on-site support for robust warranty protection and Customer Advantage Plans are available. The facility provides an on-site training academy with two (2) maintenance training and three (3) training rooms.

The Bell Calgary Supply Center, located in Calgary, Canada. Located on the North-West side of the Calgary International Airport, the facility is part of a larger Air Freight and Logistics Center. The Calgary facility is a neighbor to global leaders in transportation and logistics such as FedEx, Purolator, and UPS. The facility supports helicopter owners in Canada and beyond with OEM-trained and experienced repair technicians, on-site support for our robust warranty protection and Customer Advantage Plan. The Calgary Supply Center supports "Aircraft-On-Ground" service for operators located in the north-western part of the United States.

The Bell Amsterdam Supply Center is responsible for supporting customers in more than 50 countries in the EMEAR region. This location sells and distributes Bell parts, Aeronautical Accessories and 3rd party vendor items to Bell Dealers, Authorized Service Facilities and Operators in EMEAR. Repairs and third part vendor purchases are also handled here. Bell prioritizes and responds to customer needs based upon a sense of urgency to keep customer aircraft operationally available.

1.5 Training

Bell is recognized around the world as the premier helicopter training organization. The Bell Training Academy has instructed over 300,000 pilots and maintenance personnel and invested significantly in the infrastructure required to conduct initial and recurrent pilot or mechanic training. The training program will provide a full menu of options for training to the Chino Police Department's instructor pilots and maintenance training to maintenance instructors.

Pilot training protocols include robust classroom periods, flight training device sessions, and flights in dedicated training aircraft, while mechanic training involves classroom and maintenance trainer sessions. All Bell training courses are designed with the goal of safe, cost-effective operation of the aircraft. The training plan and schedule will be tailored to meet the specific requirements of the Chino Police Department.

All Bell training courses are designed with the goal of safe, cost-effective operation of the aircraft. The training plan and schedule will be tailored to meet the specific requirements of the Chino Police Department. Please refer to Section 4 for more information.

1.6 Summary

The Bell 505 Jet Ranger X (Figure 1-5) offers the best value as a multi-mission helicopter. The helicopter will be certified to the most demanding airworthiness standards and provide the best combination of performance, safety, customer support, and training.

Regional Customer Service Engineers can provide on-site assistance, when needed. The combination of the Bell 505 with Bell's industry-leading customer support provides the best value short light single helicopter solution available in the market. The Bell 505 is easily supported through Bell's worldwide commercial channels strategically located in Asia, Europe and North America.

Figure 1-5. The Light Single Choice for Multipurpose Operations. *The high performance Bell 505 is backed by #1 ranked customer support and is the optimal helicopter for Multipurpose operations.*

Following the reliable, proven, legacy of the OH-58, TH-57, Bell 206 Jet Ranger, Bell 206 Long Ranger, and 407 aircraft, Bell has built more than 5,600 light single engine turbine helicopters. The Bell 505 is anticipated to have the same success. The Bell team stands ready to meet with the Chino Police Department to commence discussions on all supplies and services included in this proposal.

2 TECHNICAL DESCRIPTIONS

2.1 Bell 505 Helicopter Overview

The Bell 505's proven cyclic controls, adjustable pedals, and collective mounted engine control switches create an excellent solution for helicopter training. With dual-channel FADEC and fully integrated Garmin G1000H™ Glass Cockpit, the Bell 505 provides a pilot-friendly, modern cockpit design (Figure 1-1).

A first-in-class fully integrated Garmin G1000H NXi Integrated Avionics System delivers an unparalleled flying experience by greatly reducing pilot workload. The Garmin G1000H NXi flight deck, featuring dual 10.4-inch (26.4 cm) displays, provide critical flight information for crews at a glance, enhancing situational awareness and safety.

Figure 1-1. The Light Single Choice for Multipurpose Operations.
The high-performance Bell 505 is backed by Bell's top ranked customer support and is the optimal helicopter for multipurpose operations.

The aircraft is powered by the Safran Helicopter Engines (HE) Arrius 2R engine featuring a first-in-class, dual channel Full Authority Digital Engine Control (FADEC) engine control that delivers exceptional performance along with a maximum cruise speed of 125 kts (232 kph).

The Bell 505 offer customers great life cycle costs and a higher resale value than the competition. The Bell 505 also offers a flat floor and removable seats, which will allow customers to reconfigure the aircraft quickly for their needs and also use the aircraft for other purposes.

As a training helicopter, the Bell 505 prepares student pilots for other modern aircraft and more advanced models. It also offers wrap-around windows and a power situation indicator which greatly increase situational awareness during training and a high inertia rotor system provides students with excellent autorotation capabilities. The Bell 505 has a proven engine and rotor drive system common to the Bell 206, a widely used training aircraft. As a newly certified aircraft, students will be up to date with the latest standards.

2.2 Bell 505 Configuration

The basic Bell 505 comes standard with the following:

Airframe

- Hybrid composite / metallic structure with composite side panels and aft fuselage skins

- Doors (three), one large hinged pilot and copilot door on LH and RH side, one hinged passenger door on the copilot side, copilot side doors open to unobstructed 55 inches (140 cm)
- Landing gear, tubular skid type with replaceable skid shoes (painted black)
- Lock for luggage compartment
- Baggage Compartment: 18 ft^3, 250 lb (0.51 m^3, 113 kg) capacity with one composite door on pilot side
- Aluminum alloy fuselage (over 240 ft^3 [6.8 m^3]) loading space
- Glass windshields
- Tail Skid (tail rotor guard)
- Tail boom, monocoque structure with vertical fin and fixed horizontal stabilizer
- Rupture Resistant Fuel Tank: 84.85 gallons (321 liters)
- Multiple paint schemes and color options available at config.bh.com

Integrated Avionics System with Garmin G100H NXi Suite

- Two 10.4-inch (26.4 cm) high resolution display units, providing Primary Flight Display (PFD) and Multi-Function Display (MFD) functionalities
- One audio control panel with clearance recording and Automatic Speech Recognition (ASR) capability
- One Mode S transponder with extended squitter, including Traffic Information Service (TIS), with ADS-B out capability
- One engine and airframe interface unit
- Flight Data Recording of standard aircraft and engine parameters
- Integrated Avionics Unit, consisting of a 16-watt VHF communication transceiver with 8.33 kHz spacing, VHF navigation, WAAS GPS navigation, and glideslope receiver
- One Air Data Attitude Heading Reference Unit (ADAHRS) with Outside Air Temperature (OAT) probe and Magnetometer Unit
- Integrated Engine Indication and Crew Alerting System (EICAS), including Power Situation Indicator (PSI) that provides an integrated display presentation of all critical engine parameters into a single indicator to present the power “margin” remaining
- Fuel flow indication with range ring display capability
- Electronic Standby Instrument System

Electrical

- Auxiliary power outlet (28 VDC System)
- External power and grounding receptacle
- Solid state voltage regulator
- Static Ports, Unheated
- Single LED landing light and dual LED taxi lights
- Single LED landing light and dual LED taxi lights
- Battery, 17 amp-hour Lithium Ion
- Starter-generator (165 ampere)
- Heated pitot tube
- LED lighting (interior/exterior)
- Lighted baggage compartment

Interior

- 5-place ICS allows audio access for all seats
- Cargo tie-downs in cabin and baggage compartment
- LED cabin lighting and crew lighting
- 5-place energy crash attenuating seats with 4-point shoulder harnesses
- Structural provisions for mounting of external hardware
- Fire extinguisher (Cockpit)
- Handholds for ingress/egress
- Cabin heater and defogger
- Decals and exit lighting/labels
- Bulkhead mounted passenger seats, foldable, quick disconnect
- Helmet hooks (Pilot & Copilot)
- First aid kit

Manuals (not included in empty weight)

- Garmin Pilot's Handbook (available electronically)
- Garmin Cockpit Reference Guide (available electronically)
- Aircraft maintenance manuals (aircraft maintenance manuals are available on ePubs located here: https://www.bellflight.com), Fault isolation manual, Wiring diagrams, Engine maintenance manual, Engine operating manual, Engine parts manual, Ground station software (aircraft data display)
- Operating manuals: Rotorcraft flight manual, aircraft logbook, engine logbook

Powerplant

- Safran HE Arrius 2R gas turbo-shaft engine with dual channel FADEC and automatic backup
- Automatic startup
- Interchangeable modules
- Engine data recording system (Automatic cycle and flight hour counting, stored in cockpit avionics system)
- Surge and flame-out protection
- Engine Inlet Barrier Filter

Rotors and Controls

- Main rotor, semi-rigid, two-bladed, teetering type with precone and underslung feathering axis. All metal blades that are moisture proof and epoxy encapsulated. Flap restraints.
- High visibility main rotor blades
- Adjustable pedals
- Cyclic mounted Intercom / Transmit Switch
- Tail rotor, semi-rigid, two-bladed, teetering type
- Hydraulic boost system (pump and reservoir module)
- Mechanical flight control linkages throughout
- Pilot's cyclic grip has provisions for optional equipment control

Transmission Drive System

- Soft mounted LIVE pylon isolation system
- Kaflex (non-lubricated) input drive shafts
- Freewheeling unit (between engine and main transmission)
- Oil Cooler
- Oil filter with replaceable type cartridge
- Main transmission 2 stage 15.22:1 planetary reduction
- Gearbox, tail rotor with 2.3:1 spiral bevel gear reduction
- Hydraulic pump (for cyclic and collective boost controls)
- Oil pump constant pressure

2.3 Accessory Kits

2.3.1 Dual Pilot Controls

The Dual Controls Kit (Figure 2-1) provides dual flight control capability either for operations requiring a two-man flight crew or for pilot training. The kit adds cyclic and collective sticks and anti-torque pedals for the left front seat. Similar to the main controls in appearance and relative position, they provide all the major functions as well as identical control "feel". The collective stick includes a fully functioning twist-trip throttle control. The directional pedals can be adjusted for leg length.

Figure 2-1. Bell 505 Dual Controls.

Since the instrument panel, radio pedestal, fire extinguisher, cockpit light are all centrally located and within easy sight and reach of both crew positions, there is no need to relocate anything in the cockpit. The quick disconnect feature means that the cyclic and collective sticks are rapidly removable without tools.

The installation of the litter kit requires the removal of the dual controls.

2.3.2 Rotor Brake

The Rotor Brake Kit incorporates a completely self-contained hydraulic system consisting of a rotor brake disk, dual brake assemblies, a master cylinder with an operating handle and hydraulic hoses and lines.

The brake disk is located on the driveshaft between the main rotor transmission input shaft and

Figure 2-2. Rotor Brake Handle in Cockpit.

the freewheeling unit. The rotor brake handle, located on the floor between the crew seats, can be operated by either the pilot or the copilot. When the rotor is stopped, the handle, shown in (Figure 2-2), can be turned 90° into the parking brake locked position. The rotor brake is normally applied at or below 38% rotor RPM.

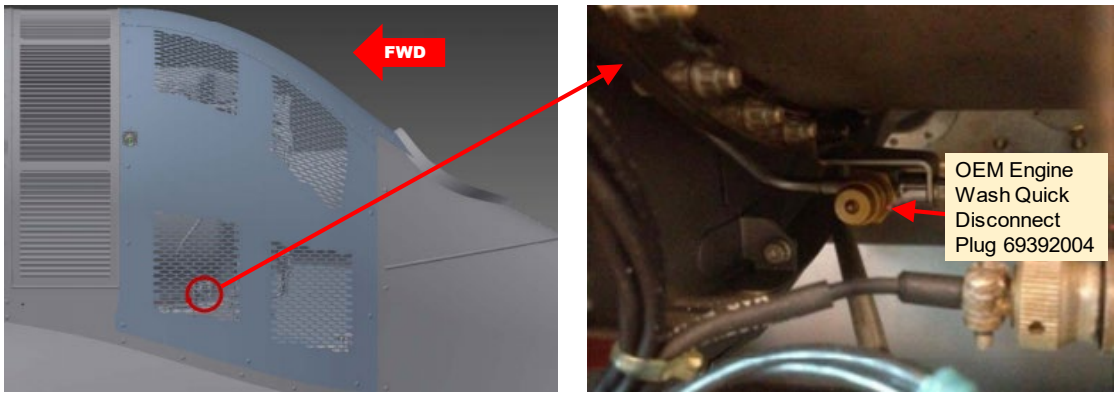
2.3.3 Automatic Door Openers Pilot/Copilot Door

The Automatic Door Openers open the crew doors when the door latches are released. The sturdy gas cylinders are equipped with an exclusive feature that controls the rate of opening and prevents doors from traveling past normal open positions. This helps prevent damage to the doors and airframe when sudden wind gusts or rotor wash impinges on the door. The door openers also provide easy entrance and exit for the flight crew. The Bell 505 Door Opener Kit (Figure 2-3) can be procured for the left crew door, the right crew door or both crew doors. The two-door kit weighs 2.0 lb (0.9 kg).

Figure 2-3. Crew Door Opener.

2.3.4 Cowling Access Door

The Bell 505 Engine Wash Access Door (Figure 2-4) provides a convenient means to wash the engine without having to remove the aft engine cowling. The installation utilizes a hinged door with ¼" fasteners.



505 Looking IB Aft Engine Cowling | 505 Looking IB Aft Lower Engine Compartment

Figure 2-4. Crew Door Opener.

2.3.5 High Skid Gear (includes Flitestep)

The High Skid Gear kit provides an additional 6.5” (16.5 cm) of clearance over the standard gear. The additional clearance may be required for equipment installation and landing and operating in certain terrain. It is slightly longer and wider than standard gear as shown in Figure 2-5.

- A minimal reduction in speed due to increased drag.
- Not compatible with Emergency Floats
- Requires a Crew Step kit installed
- Extended fatigue life of the skid gear components
- Kit does not include 505 712 001 or 003 crew steps (order separately)

Flitestep are full length steps running from the forward to Aft crodss tubes

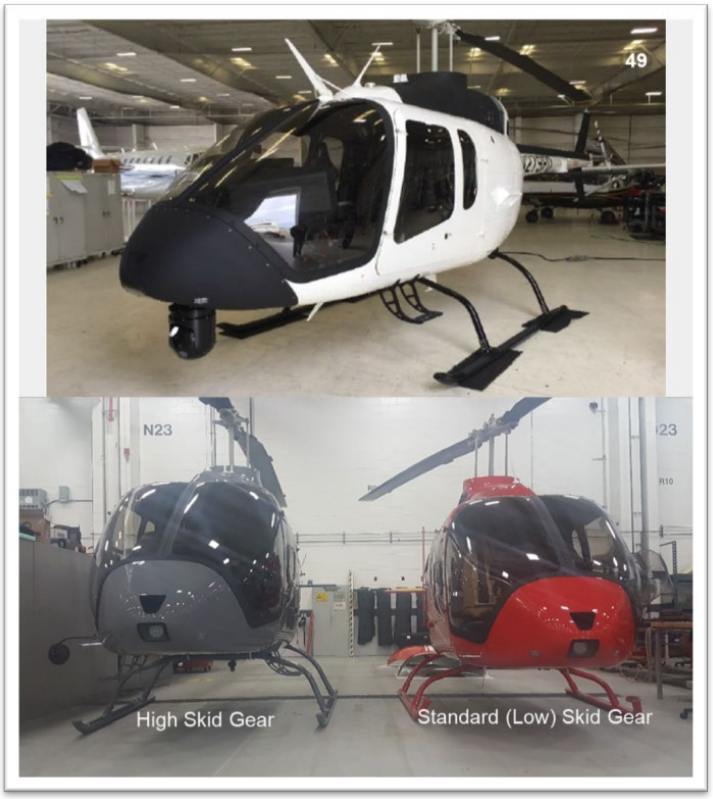


Figure 2-5 High Skid Gear (FliteStep not shown)

2.3.6 Baggage Door Kit – Left hand Side (AA)

The basic aircraft comes equipped with a single access to the baggage / cargo compartment, located on the right side of the fuselage. This kit adds an identical baggage door on the left side of the fuselage (Figure 2-6) allowing access from both sides of fuselage. To compliment this kit, an optional partition kit will be available to divide the compartment (LH/RH sides).

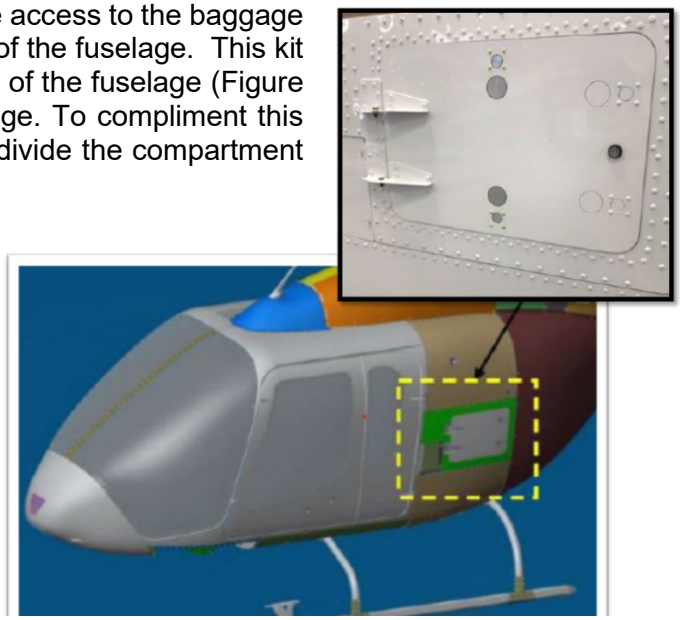


Figure 2-6 Baggage Door Kit.

2.3.7 Pre Flight Step / Handle Kit (AA)

This kit (Figure 2-7) offers handhold and footrest assist for pre-flighting the top of the aircraft.

Figure 2-7 Pre Flight Step / Handle Kit.

2.3.8 Tail Rotor Gearbox Cover

The configuration includes an Aeronautical Accessories (STC) non-metal composite Tail Rotor Gearbox Cover (Figure 2-8) that improves aesthetics and provides protection from the environment. Still provides easy access for pre-flights.

Figure 2-8. Tail Rotor Gearbox Cover.

2.3.9 Hard Point (Forward Location)

The Forward Hard Point (Figure 2-9) will accommodate any EO/IR sensor (Camera) weighing 65 pounds (29.5 kg) or less and is 15.2 inches (386 mm) or less in diameter and 18.0 inches (457.2 mm) or less in height.

Forward Location Aft Location

Figure 2-9. Hard Points.

2.3.10 Hard Point (AFT Location)

The configuration includes a hard point on the Aft Fuselage for mounting a searchlight. The Aft Mount will accommodate any searchlight weighing 70 pounds (29.5 kg) or less and is 15.0 inches (381 mm) or less in diameter and 19.0 inches (482.6 mm) or less in height.

2.3.11 Wire Strike Protection System

The Wire Strike Protection System (WSPS) shown in (Figure 2-10), provides the added safety and a proven track record of saving lives and helicopter during wire strike incidents. It provides protection against inadvertent flight into horizontally strung mechanical, electrical transmission, and communication wires or cables.

The WSPS:

- Reduces the possibility of wires entering into the cockpit area and flight control damage during a wire strike
- Decreases the possibility of wires becoming entangled in the landing gear
- Is effective against multiple wire strikes
- Consists of upper cutter/deflector, a windshield deflector and lower cutter/deflector
- Each cutter is equipped with high tensile steel cutting blades

Figure 2-10. Wire Strike Protection System (WSPS) Kit.

2.3.12 Expanded Avionics Shelf (AA)

The configuration includes Aeronautical Accessories STC Expanded Avionics Shelf that provides a larger Avionics Shelf with a maximum shelf capacity of 100 lbs (45 kg) and is installed in lieu of the smaller Avionics Shelf (max capacity 25 lb/11.3 kg) when more mounting area or shelf capacity is needed. The shelf installs in the truss area utilizing eight truss mounting brackets.

2.3.13 Avionics Rain Shield Kit

The configuration includes the Aeronautical Accessories (STC) Avionics Rain Shield (Figure 2-11) divert water away from the avionics shelf and circuit breaker panels with water falling on the aircraft (storm or washing) while on the ground. Garmin systems, circuit breakers, and battery remain dry during DO-160G Section 10, Class R criteria testing on the aircraft. Compatible with the Bell 505 Avionics Shelf and 505 Expanded Avionics Shelf. Avionics Shelves can be easily accessed. Allows airflow keeping electronic components at reasonable temperatures. Does not reduce usable area on Avionics Shelves.

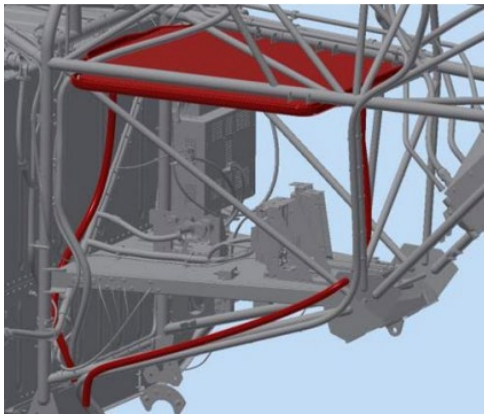


Figure 2-11. Avionics Rain Shield.

2.3.14 Solar Advantage Windshield, Clear (Pilot & Co-pilot)

Windshields with UV and Glare reduction. Heat load reduction as much as 20 degrees with current inexpensive technology. Protection of the interior equipment from the damaging UV and high heat build-up in the cockpit. Additionally, this would assist the climate control and greenhouse effects experienced in the cabin.

2.3.15 Avionics Upgrade

The Garmin HTAWS, Synthetic Vision and GTS-800 TAS furthers enhance the exceptional situational awareness provided by the Garmin glass cockpit includes software activation of the Helicopter Terrain Avoidance and Warning System (HTAWS) and the Helicopter Synthetic Vision Technology (HSVT) within the G1000H™ GXi flight deck. It also includes the installation a Garmin GTS-800 Traffic Awareness System (TAS).

The HTAWS offers “forward looking” terrain and obstacle avoidance (FLTA) capability to alert, in advance, where potential hazards may exist. In addition to terrain and obstacle alerting, Garmin’s HTAWS system also features voice callouts, or VCOs, which audibly announce the helicopter’s height above terrain when descending below 500 feet. VCO altitude callouts operate in all HTAWS modes, and Garmin’s technology allows you to select multiple callouts, in one hundred-foot intervals, descending from 500 down to 100 feet. The radar altimeter couples with the HTAWS to provide better situational awareness within 500 feet of the ground.

The Garmin Synthetic Vision System (SVS) software in the G1000H™ GXi integrated avionics suite. Garmin’s Synthetic Vision Technology (SVT) presents a three-dimensional depiction of terrain, obstacles and traffic on the G1000H™ GXi PFD so that the display replicates what a pilot would see outside the cockpit on a clear day. This brings an unprecedented level of situational awareness to the pilot especially when flying in conditions of reduced visibility or darkness. This results in enhanced safety and reduced pilot workload.

Garmin’s SVT seamlessly blends information about the aircraft position with topographical databases to create and display real-time 3D images. SVT presents the necessary information in ways that are easy to understand. Land, water and sky are clearly differentiated with shading and textures that are like the topographical colors found on the multi-function display (MFD) moving map. SVT works seamlessly to alert pilots of potential ground hazards by displaying terrain and obstacles that pose a threat to the aircraft with appropriate TAWS alert coloring.

Pilots will also appreciate SVT’s pathways, or Highway-In-The-Sky (HITS) guidance. Depicted as 3D “flying rectangles”, pathway guidance symbols help pilots stay on course when flying en route legs, VNAV legs, GPS/WAAS vertical approach procedures, ILS approach procedures, and arrival and departure procedures. When on an ILS approach, pilots will take advantage of Garmin’s patent-pending system whereby SVT relies on ILS signals to position the pathway. Therefore, when pilots fly through the SVT boxes on an ILS approach, they will automatically fly the precision glideslope. Pathways may be enabled or disabled via a PFD softkey.

The Garmin GTS-800 TAS provides expanded traffic alerts through both active and passive surveillance capabilities, and the ability to process 1090 MHz ADS-B extended squitter from other aircraft. The GTS-800 TAS System replaces the standard configuration TIS (Traffic Information System), using active interrogation of Mode S and Mode C transponders to provide Traffic Advisories to the pilot independent of the air traffic control system.

2.3.16 Emergency Locator Transmitter

The E-04 121.5/406 MHz Emergency Locator Transmitter ELT), shown in (Figure 2-12), is designed for use in general and commercial aviation aircraft. Older generation ELTs were very limited in their ability to rapidly locate and identify a downed aircraft. Often it took several passes of the orbiting satellites to get an approximate fix on a downed aircraft. The older generation ELTs gave rescuers no information on type of aircraft, owner / operator, or contact information. Location accuracy with older generation ELTs was limited to about a 15 to 20-mile radius and could take several hours to provide accurate location data. The new generation 406 MHz ELTs provide much better, and faster location accuracy. For new generation 406 MHz ELTs without GPS position information, the average time to process, and identify the aircraft location is one (1) to two (2) hours, with a search radius of about two (2) miles or less. The model E-04 ELT is interfaced to the Garmin G1000H™ GPS. With GPS information, the time to locate the aircraft position is 10 minutes or less, with an accuracy of about 300 feet.

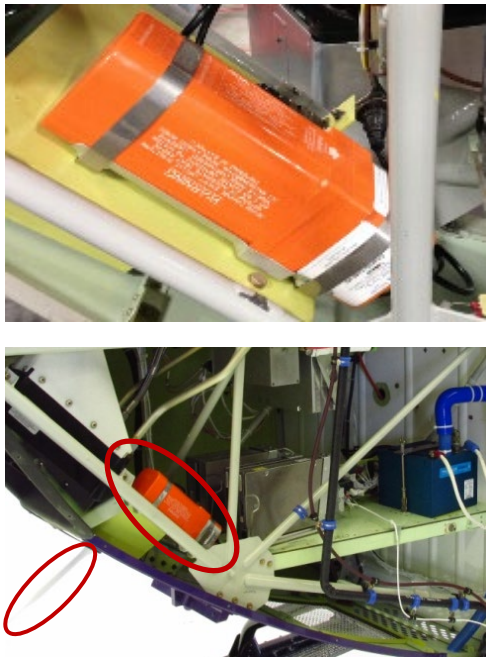


Figure 2-12. Emergency Locator Transmitter and Antenna.

2.3.17 Radar Altimeter - Garmin GRA55

The Garmin GRA-55 radar altimeter's digital signal processing technology can intelligently process hundreds of altitude readings every second and filter out anomalies, smooth altitude tracking and crosscheck data and system integrity. These benefits combine to provide a smooth and consistent readout of the altitude Above Ground Level (AGL). The GRA 55 (Figure 2-13) is designed to work in a multitude of environments, allowing you to go from rough terrain to tree canopies, sand to choppy water and know exactly how much room you have to maneuver. The GRA 55's self-testing technology continuously monitors incoming data and system integrity to help assure that the altitude provided is accurate, even in low-visibility conditions. In most installations, this self-testing technology eliminates the need for the pilot to interact with the GRA 55 in any way.

Figure 2-13. Garmin GRA 55 Radar Altimeter.

2.3.18 Second VHF Comm - Garmin GTR 225B

The configuration includes the installation of a Garmin GTR 225 VHF-AM Radio, pictured in (Figure 2-14). Installation of the GTR 225 provides a 16-Watt back-up VHF radio in case the VHF radio provided by the G1000H™ GXI Flight Deck becomes inoperative.

The GTR 225 is available with 25 kHz frequency channel spacing and 8.33 kHz channel spacing. In addition to traditional communication features, the GTR 225 incorporates several functions that save time and effort. It comes with an airport identifier that will automatically find an airport frequency based on a built-in, updateable database. When coupled with the G1000H™ GXi GPS source, you can also view the facility name and type when tuned to a valid station. The GTR 225 also allows you to store and recall commonly used or recently used frequencies by an assigned name. All information is displayed prominently on the device's large sunlight-readable LCD display.

Figure 2-14. Garmin GTR 225.

With its standby frequency-monitoring feature, the GTR 225 gives you the ability to listen to ATIS while monitoring Air Traffic Control. Swapping your active and standby frequencies is done with a single touch of a button. No longer will you have to worry about missing an ATC call or other critical transmission. You can also use the built-in timer to assist with approaches, holds and other assigned maneuvers.

2.3.19 Pilot and Co-Pilot Foot Switch ICS/XMIT

The configuration includes a Pilot and Co-pilot Foot Switch (Figure 2-15) allowing the person located in the copilot seat to operate the ICS system with their right foot. The foot switch is attached to the left-hand side of the center pedestal within the copilot's foot well. The original switch on the copilot's cyclic stick also remains active.

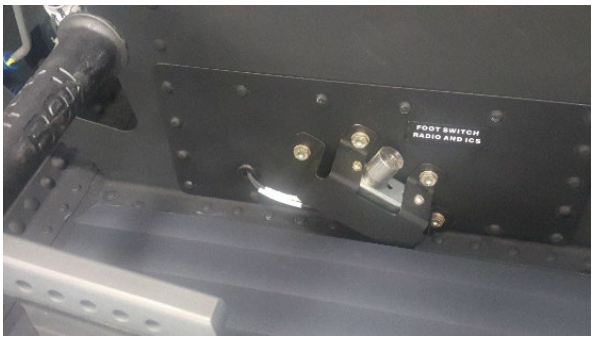


Figure 2-15. Pilot & Copilot Foot Switch.

2.3.20 Air Conditioning System

Figure 2-16. Air Conditioning Vents.

The configuration includes the installation of an Air Conditioning System Kit (Figure 2-16). This Kit contains a tail rotor driveshaft driven compressor, a condenser assembly, dual evaporator assemblies, roof mounted controls and the associated ducting, tubing and wiring.

2.3.21 Seats - Premium Interior (Two Tone Gray Leather)

Premium seats include leather crew (2) and passenger seats (3) in two tone gray leather (also available in black or two-tone tan upholstery (Figure 2-17). The premium seats are equipped with a two-inch, padded leather headrest. The coordinated padding above the door and on center post in cabin is color-coordinated to match.

Figure 2-17. Two-tone Gray Leather Premium Interior.

2.3.22 Headliner Kit (Black)

Figure 2-18. Headliner Kit (Black).

The configuration includes a headliner (Figure 2-18) within the crew and passenger cabin areas in black, improving the appearance of the interior, concealing exposed hardware and the center channel. This customized kit is manufactured and certified STC by Aeronautical Accessories.

2.3.23 Ground Handling Wheels (High Skid Gear or Float Skid Gear)

The ground handling wheels are made by Brackett.

Part number BDW-206LR, are designed for skid gears where the ground handling lugs are located on the top surface of the skid tubes (505 High and Float gears, simulate to the Bell 206 and 407)

The Ground Handling Carrier Bracket (Qty 2) is required to allow these wheels to carry the standard (low) skid gears.

2.3.24 Operator Accessory Package

The Bell 505's Operator Accessory Package includes:

- Main Rotor Tie Down, permits securing of the main rotor blades while parked.
- Pitot Tube Cover, protects the pitot tube from foreign object damage while parked.
- Tail Rotor Tie Down, permits securing of the tail rotor blades while parked.
- Exhaust Cover Assembly, protects the engine exhaust from foreign object damage while parked. (Figure 2-19),

IBF Cover Assembly, protects the inlet barrier filter from foreign object damage while parked.

Figure 2-19. Engine Inlet/Exhaust Cover.

2.3.25 Transponder, Garmin GTX-345R

The installation of a Garmin Transponder GTX 345R, Figure 1-72, provides "Weather radar" type display without having a weather radar displays on HSI or MFD. Supports ADS-B In benefits, including traffic and subscription-free weather. FIS-B weather products include: NEXRAD, METARs, TAFs, PIREPs, winds and temperatures aloft, NOTAMs, AIRMETs and SIGMETs.

Figure 1-2. The Garmin Transponder GTX 345R replaces the Standard 505 GTX 335R Transponder.

It also includes XM available in North America, Worldwide weather possible with additional hardware, Multi-Panel MFD capability for pilot selectable display of 2 simultaneous page views on the MFD, show both Navigation Map Page and the Active Flight Plan Page and Moving Map Display on HIS. The WireAware (wire-strike avoidance technology), WireAware graphically overlays comprehensive power line location and altitude information right on the moving map page for the U.S. as well as some locations in both Canada and Mexico. Visual approach generates a three-degree vertical path from the threshold of the runway down to pilot-selectable minimums

2.4 Customizing

2.4.1 Custom Paint Scheme

The configuration includes a custom exterior paint scheme. A rendering of the exterior paint and markings will be provided at a design review after contract award. Paint samples will also be provided for review. Rendering approval by the customer is obtained prior to starting aircraft modifications.

2.4.2 Cabin & Cockpit Coin Mat Flooring

A Lon-Coin vinyl liner which makes the no-slip floor easy to clean may be installed.

2.5 Certification, Inspection, & Acceptance

2.5.1 Annual Inspections

If required, the Annual Inspection will be performed.

2.5.2 Inspection & Acceptance at Pinely Flats

2.5.3 Certification

2.5.4 Certification Engineering – Follow on AC

Bell is required to certify every individual configuration ensuring all FAA regulations are met and documented.

2.5.5 Expoert C of A (if required)

2.6 Warranty

2.6.1 Bell Standard Warranty – 3 Years/1000 Hours

2.7 Training

2.7.1 Complimentary Training

2.7.1.1 Complimentary 505 Pilot Ground and Flight

2.7.2 Additional Training

2.7.2.1 505 Ground and Flight Initial

2.7.2.2 505 Ground and Flight Refresher

2.7.2.3 505 B2 Integrated Avionics – 2 Weeks

2.7.2.4 505 B1.3 Field Maintenance – 2 Weeks

2.8 Optional Accessory Kits

2.8.1 Air Conditioning System – 3rd Evaporator

A Third (3rd) Evaporator added to the original 2 Evaporator Air Conditional System. Increases output from 14,000 BTU to 21,000 BTU. The evaporator is located in front of the Pilot's feet.

2.8.2 Adjustable Crew Seat tracks L/H (2.8" adjustment)

2.8.3 Adjustable Crew Seat tracks R/H (2.8" adjustment)

2.8.4 Sliding Windows (Pilot & Co-Pilot)

The sliding windows on the crew doors as shown in Figure 1-73. The sliding windows slides Forward and Aft using an attached handle providing additional airflow through the cockpit and cabin.

Figure 1-3. Sliding Windows on Pilot and Copilot Doors.

3 AFTERMARKET SUPPORT

Bell provides the Chino Police Department serviceable Bell 505 aircraft with the necessary training for technicians and flight crews to fully maintain and service their helicopters. This is accomplished through the Bell Training Academy (BTA) and the field support offered through our Customer Service Engineers (CSEs). The Bell CSEs have the entire team of Bell's Customer Support and Services behind them to provide support needed to accomplish your multi-mission requirements. Bell gives the Chino Police Department the needed support to have qualified technicians and flight crews, to reduce helicopter downtime, to ensure spare parts availability, to provide highly trained field representatives as required, and to offer the best warranty in the industry.

3.1 Support Philosophy

Every helicopter requires regular service, but no other manufacturer can consistently match the level of service and support provided by Bell. Bell offers a proven, cost effective multi-mission helicopter platform, supported by an existing worldwide commercial support network. This network provides the maintenance and logistics support.

3.1.1 Worldwide Support Network

Bell has established a worldwide network of supply centers and Customer Service Facilities to position parts closer to customer locations for quick and responsive service and coordination. Bell's policy of maintaining a complete inventory of spare parts on hand is designed to maximize spares availability for our customers. Routine spares orders are shipped out within seven days, and 92% of AOG (Aircraft on the Ground) requests are shipped within 48 hours.

Bell has manufactured and delivered over 35,000 helicopters and provides support for the commercial fleet through our supply centers.

- The central supply center located in Fort Worth, Texas maintains an inventory of over 60,000 line items and plays a vital role in supplying the customer with spare parts, special tools and ground support equipment.
- The Amsterdam Supply Center in The Netherlands stocks over 12,500 line items.
- The Calgary Supply Center in Calgary, Canada, stocks 6,000 line items.
- The Bell Asia Supply Center, located in Singapore, has 7,500 line items.

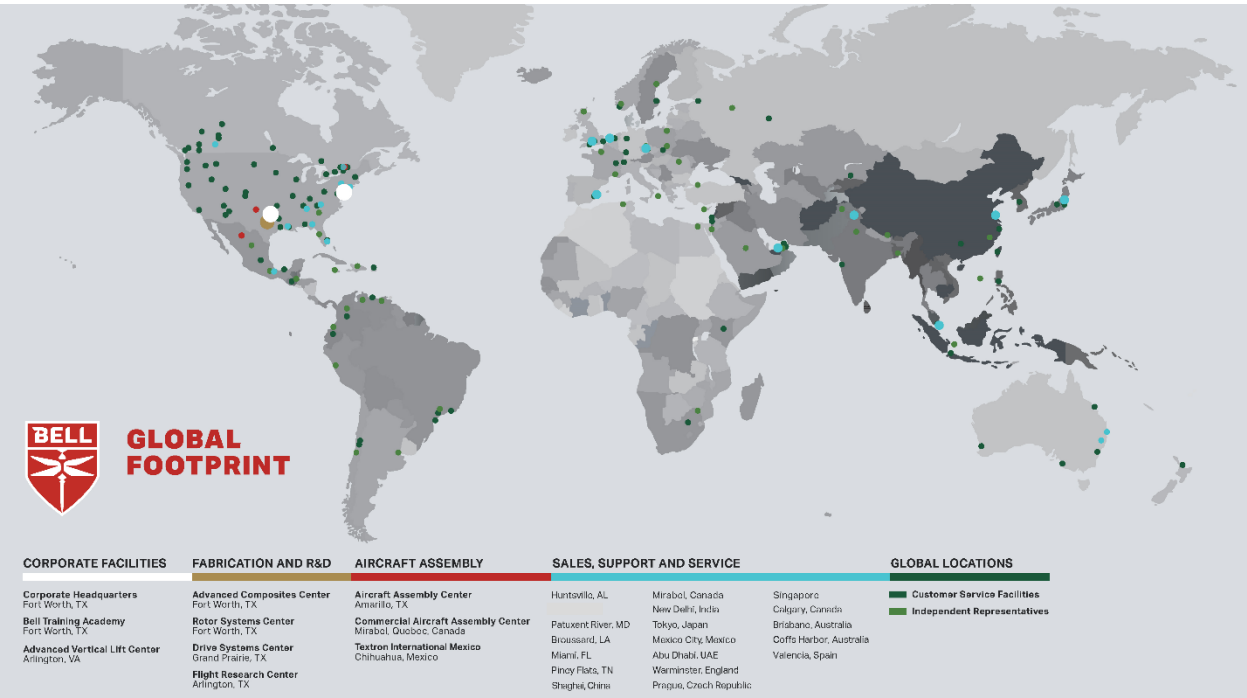


Figure 3-1. Bell's Worldwide Distribution Centers. *Bell has the supply capability to support the needs of Chino Police Department.*

3.1.2 Regional Support

3.1.2.1 Broussard Support Facility

Bell Broussard (BLA), in Louisiana, is an ISO 9001 and AS9100 certified organization and has been granted Bell direct ship authority. It holds repair station approval from Bell, FAA and EASA. The facility is approximately 28,000 sq. ft. and is equipped with autoclaves, paint booths a metal process line and a clean room.

Products and Services: Bell Broussard's precise and unique conformity process allows customers to purchase products that fit their aircraft. Whether they purchase one vertical fin or 50, consistency is proven and closely monitored.

Services that BLA provides (Figure 4-2) include:

- Manufacturing
  - Customized Composite Panels
  - Bell Direct Ship Authority
  - Bell Build-to-Print
- Panel Overhaul
- Repair
- Additional Services
  - Piece Parts
  - Autoclave Services

Quality practices include:

- Destructive & Non-Destructive Testing
- Chemical Testing
- Process Control Inspections
- Conformity Process

Customers of BLA products and services include:

- MRO Facilities and Completion Centers
- Civil Government / Parapublic / EMS Operators
- Fleet and Individual Operators
- Parts Distributors and Brokers
- Bell Customer Service Facilities
- Bell Supply Centers and Production Line

Customized Tail Cone

Repair Services

Figure 4-2. Bell Broussard Manufacturing Services.

3.1.2.2 Piney Flats Service Center

Bell's service center in Piney Flats, Tennessee (Figure 4-5) provides a trusted, cost-competitive solution for customers looking to service or upgrade their Bell aircraft. Renovated in 2016, the facility increased capacity and improved efficiencies. As a top completion and delivery center, we customize and deliver more than 200 aircraft per year in addition to providing maintenance, repair and overhaul services. Piney Flats is also home to the Bell brand: Aeronautical Accessories - an industry leader that houses and distributes parts for Bell, Sikorsky, Airbus, Robinson, Leonardo and MD Helicopters.

Figure 4-3. Bell Piney Flats Service Center.

- More than 40 years of supporting helicopter operations
- 150,000 square foot facility
- 98% on-time completions
- Comprehensive services 24/7/365
- 41-acre adjacent airfield

The facility supports helicopter owners in the southeast United States and beyond. Customer aircraft are in good hands with Bell Piney Flats OEM-trained and experienced repair technicians. Additionally, on-site support for robust warranty protection as well as Customer Advantage Plan is available. Service capabilities include:

- Engineering Services
- Aircraft Customizing
- Aircraft Refurbishment
- Maintenance, Repair & Overhaul
- Upgrades & Mods-Installation
- Paint Service
- STC & Kit Installation
- Non-Destructive Test (NDT)

Component Repair and Overhaul capabilities include expanded repairs, transmissions, dynamic components, window replacement, and avionics. These services are also supported by Able Aerospace Services. The facility's technical capabilities include approved field maintenance for all Bells, FAA and EASA Part 145 repair station, and ISO 9001:2008 certification. Bell Piney Flats is exceptional in aftermarket customer support and will provide you with consistent, top quality results.

3.1.3 Additional Support Services

In support of its worldwide commercial fleet, Bell provides customer support through the Customer Service Engineer (CSE), Product Support Engineer (PSE), Customer Service Facilities (CSFs) networks and Authorized Maintenance Centers (AMC).

Customer Service Engineer (CSE): Bell has a network of regional Customer Service Engineers (CSE) who provide technical support to the customer which includes advice on trouble shooting and proper maintenance procedures. While not dedicated to a specific customer, these CSEs make periodic visits to the customer locations and are available via cell phone and email when needed. They are also available to support aircraft arrivals and reassembly in-country.

Product Support Engineer (PSE): Bell will make available over the phone and by email a team of Product Support Engineers (PSE) which can provide technical support and trouble shooting. The PSE team has specialist engineers responsible for each helicopter model and each system and can provide advice and technical support when needed.

Customer Service Facilities (CSF): and Authorized Maintenance Centers (AMC): Bell's authorized network are privately owned maintenance and logistics operators located worldwide that ensure availability of Bell authorized helicopter maintenance services to every Bell operator. These repair and maintenance facilities are staffed by Bell factory trained mechanics and technicians. They maintain a stock of genuine Bell spare parts, special tools, and technical manuals. Consequently, they are well equipped facilities to perform service, maintenance and repairs for customer aircraft.

The Bell authorized network is "Bell Approved" meaning that each has made significant investments in facilities, inventory, tooling, training and insurance creating the foundation for delivering superior levels of service quality, technical support and safety. Bell ensures that each CSF has:

- Factory trained maintenance technicians
- Guaranteed parts inventory on hand to service aircraft
- The training and expertise to process Bell warranty claims
- Insurance to cover customer aircraft while at their facility
- The latest technical and safety information on hand
- High standards of quality, professionalism and safety

With unmatched service and support, the Bell CSF network is a true differentiator in the maintenance and overhaul provider market.

3.2 Spares, Special Tools & Ground Support Equipment Requirements

Bell provides an initial 2-year listing of recommended Spares, Special Tools and Ground Support Equipment (GSE) based on 300 flight hours per year per aircraft stationed at one base of operation for all repairs and services. Bell will ship parts Carriage Insurance Paid (CIP INCOTERMS 2010) to the designated facility.

Priority	Description

3.2.1 Orders Priority

Our order processing system allows us to meet the specific requirements of each customer for spare parts delivery. Bell responds to customer's needs for spare parts using three priority codes, described in Figure 3-4. This categorized ordering process enables the customer to maintain a high rate of operational readiness to carry out missions when required.

Routine Orders	Orders are normally filled within 7 days; often less than 4 days, when parts are in stock. Over 90% of routine orders are filled within 5 days.
Expedite	This priority code is applied when work cannot continue without the specific part. Normally, parts ordered with this priority supply a known need date.
Aircraft on Ground (AOG)	This code is for helicopters grounded for one or more parts. They are tied to a specific helicopter serial number. Over 90% of AOG orders are filled within 2 days.

Figure 3-4. Order Priority. *Bell prioritizes and responds to customer needs based upon a sense of urgency to keep aircraft operationally available.*

The goal has always been to provide premier service and strategically improve our inventory availability. We work to improve our processes to improve our fill rate. Having the parts available when you need them is the only way you can meet your operational needs. Currently, Bell is maintaining a 92% fill rate within 48 hours and works continuously to improve. For AOG orders we respond by shipping all on-hand parts to the customers within 24 hours of the day the order is received.

3.2.2 Web-based Order Fulfilment

Bell's reputation for innovation extends to its revolutionary customer service system – MyBell. As a fully integrated, automated online management system, MyBell provides instant, real-time access for our customers around the world via the Web. Using the customer's email and password, customers can log into MyBell 24/7/365. MyBell enables all customers to:

- Quickly check parts availability and prices
- Examine and process warranty claims
- Check purchase order status
- Monitor airway bill information
- View account information
- View technical bulletins and technical publications
- Register with the Bell Training Academy
- Submit questions directly to the Bell team

3.3 Technical Publications

Technical publications for the helicopter and engines are provided via online. The technical publications are complimentary during the warranty period. Following the warranty period, a one-year subscription is available for an additional charge per type/model/series. This provides unlimited users per model during the subscription year. All technical publications will be in English language

Flight Manuals: Upon aircraft delivery, Bell will provide free electronic access to Flight Manual publications. Flight Manual publications consists of a Flight Manual (FM), Flight Manual Supplement (FMS) and an Integrated Avionics Manual (IAM) as applicable.

Maintenance Manuals: Also upon delivery, every customer will be granted free electronic access to maintenance publications and revision services via https://mybell.com.

Bulletins: All applicable Bell technical bulletins, alert service bulletins, and service instructions will be provided in electronic/printable format from two different websites (www.bellcustomer.com and https://mybell.com) with notification services.

Engine Manuals: Safran will provide one (1) set of electronic publications. Each set of publications consists of a Maintenance Manual, Illustrated Parts Catalogue, and Service Bulletin Index. Revision services are provided by Safran free of charge for a period of two (2) years following aircraft delivery. Any associated charges for revision services beyond two (2) years shall be the responsibility of the customer.

3.4 CAMP for Helicopters

Each helicopter comes with an initial subscription to the CAMP Maintenance Tracking Service for Helicopters in the form of the powerful CAMP MTX service. For over 45 years, CAMP has provided the business aircraft industry's leading Aircraft Maintenance and Compliance Management solution.

CAMP MTX is renowned for reliability, technologically advanced software and value protection. MTX now has additional features which make it the ideal choice for helicopters. These include automatic formula-based penalty and RIN calculations, and enhanced flight log tracking. In addition, CAMP has added a dedicated team of helicopter analysts, field service personnel, and general operational staff ready to provide direct support to our helicopter operators.

A one-year subscription to CAMP is provided with each helicopter delivered. Renewal subscription service is available through sales@campsystems.com.

3.5 Commercial Warranty

Bell offers a new helicopter warranty and spares warranty summarized below as part of the purchase price. Engine warranty will be provided by Safran.

Three Years / 1,000 Hours Non-Prorated: Bell warrants each new helicopter to be free from defect in material or workmanship under normal use and service for 1,000 hours of operation or three (3) years from acceptance, whichever occurs first. Spare parts installed as warranty replacement on helicopters which are covered by this New Helicopter Warranty will be warranted for the balance of the original aircraft warranty. Seller assigns each manufacturer's warranty to Buyer to the extent such manufacturer's warranty exists and is assignable.

Spare Parts Warranty: Bell warrants each new helicopter part or helicopter part reconditioned by Seller to be free from defect in material and workmanship under normal use and service and if installed on Bells for up to 1,000 hours of operation, one (1) year from date of installation, or two (2) years from date of shipment by Seller, whichever occurs first. Seller assigns each manufacturer's warranty to Buyer to the extent such manufacturer's warranty exists and is assignable.

Safran Engine Warranty: New engines are provided with an operational warranty of 24 months or 1,000 flying hours for new equipment installed on the helicopter airframe at aircraft delivery

and for spare engines or modules. Twelve months or 1,000 flying hours for spare accessories and twelve months for spare parts and tools.

3.6 Customer Advantage Plans (CAP)

Bell offers Customer Advantage Plans (CAP) which safeguard a customer's investment and provide cost predictability for the operation of your aircraft. With CAP, customers will be able to anticipate maintenance cost based on annual flight hours. CAP spreads scheduled maintenance costs over time and provides warranty extension coverage for unscheduled events. The CAP plan eliminates the year to year budgeting uncertainty by providing customers with an annual CAP rate for every flight hour flown.

Bell has two straight-forward Customer Advantage Plan options: Standard and Premier Plans. For new aircraft purchases, Bell standard warranty terms and conditions will apply. Technical publication subscriptions remain complimentary during the CAP contract period of performance. Certain conditions and exclusions may apply.

CAP features and benefits include:

- Nose-to-tail coverage of standard, basic aircraft, configuration parts
- Premier access to a rotable parts pool
- Complete direct maintenance cost protection
- Transferable upon aircraft resale
- Improved financing terms when applicable
- Streamlined budgeting

Standard: The standard plan is designed for customers who will have lower aircraft utilization. The Standard plan covers your aircraft for up to 2,000 hours or 5 years, whichever comes first, and is transferable within the contract period but is non-renewable past the 5-year term.

Premier: The Premier plan is designed for customers who will have high aircraft utilization and plan to reach the major overhaul events on the aircraft. The Premier plan includes costs of scheduled overhauls into the hourly rate while also giving the customer complete coverage for any unscheduled events that may occur. The plan is transferable in the event the aircraft is sold, and there are no maximum flight hours for the Premier plan.

CAP Coverage: CAP provides complete aircraft coverage for the basic aircraft. CAP coverage only applies to the original configuration of the subject helicopter as it is delivered new by Bell, and to those parts supplied by Bell through the CAP program. Optional kits and customization parts may be included for an additional fee.

Exclusions: Excluded items and services include:

- Consumables and items priced less than $250
- Freight and shipping for parts being sent to Bell for repair
- Tariffs or import duties
- Operator induced damage (abuse)
- Issues resulting from improper maintenance
- Corrosion and erosion

- Standard paint and interior trim after the standard warranty
- Accessory kits and customizing parts – Unless optionally covered
- Engines – A separate plan may be available directly from the manufacturer. Please contact your engine OEM for more details.

4 PRICING

Bell has developed a firm fixed price proposal for Chino Police Department for 1xBell 505 helicopter, Accessory Kits, Customizing Equipment, Spare Parts, Special Tools, Ground Support Equipment and Support Services. The pricing assumes an executed contract no later than 30 September 2024. All pricing is contingent on mutually agreed upon contract terms and the conditions and assumptions set forth in Section 4.4. All pricing shall remain valid until 8 November 2024.

4.1 Program Pricing Summary

4.1.1 Pricing Summary

Figure 4-1 provides the firm fixed Program Pricing Summary for the Chino Police Department Bell 505 helicopter program. Prices are based on contract award no later than (NLT) 30 September 2024 and aircraft deliveries as set forth in Section 4.1.2. All prices are stated in U.S. Dollars (USD) and are contingent upon the pricing conditions and assumptions set forth in Section 4.4.

Program Pricing Summary				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0001	Bell 505 Helicopter	1	$1,735,000.00	$1,735,000.00
0002	Accessory Kits	1	$415,000.00	$415,000.00
0003	Customizing Equipment (includes Certification Engineering)	1	$56,806.00	$56,806.00
	Management Discount	1	**($66,921.00)**	**($66,921.00)**
	Helicopter Subtotal			**$2,139,885.00**
0004	Optional Accessory Kits	1	$59,700.00	$59,700.00
0005	Inspection and Acceptance	1	-	-
0006	Standard Warranty	1	-	-
0007	Spare Parts, Special Tools and Ground Support Equipment	1	See Appendix B	See Appendix B
0008	Technical Publications	1	-	-
0009	Training Program	1	$26,700.00	$26,700.00

Figure 4-1. Program Summary Pricing, U.S. Dollars.

4.1.2 Notional Delivery Schedule

Delivery Schedule		
S/N	**Contract Award (No Later Than (NLT))**	**Final Delivery to Chino Police Department**
Bell 505 #1	30 September 2024	30 March 2025

Figure 4-2. Notional Delivery Schedule.

4.2 Line Item Pricing

4.2.1 Basic Helicopter (Item # 0001)

The firm fixed pricing for the basic Bell 505 helicopter is provided in 3. All items listed in Figure 4-3 are included in the cost of the basic Bell 505 helicopter and are not individually priced.

Basic Helicopter Pricing				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0001	**Basic Helicopter**			
0001A	Basic Bell 505 Helicopter	1	$1,735,000.00	$1,735,000.00
	Basic Helicopter Total			**$1,735,000.00**

Figure 4-3. Basic Helicopter Pricing.

4.2.2 Accessory Kits (Item # 0002)

Accessory kits line-item pricing is provided in Figure 4-4. Accessory kits can be tailored to meet the specific mission requirements of the Chino Police Department as defined during contract negotiations. Any changes to the accessory kits as listed may result in a change in price and delivery schedule.

Accessory Kits Pricing				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0002	**Accessory Kits**			
0002A	Dual Pilot Controls	1	$15,400.00	$15,400.00
0002B	Rotor Brake	1	$17,700.00	$17,700.00
0002C	Automatic Door Openers for Co-Pilot Door	1	$3,700.00	$3,700.00
0002D	Automatic Door Openers for Pilot Door	1	$3,700.00	$3,700.00
0002E	Cowling Access Door	1	$5,100.00	$5,100.00
0002F	High Skid Gear (includes Flitestep)	1	$12,800.00	$12,800.00
0002G	Baggage Door Kit - Left Hand Side (AA)	1	$12,900.00	$12,900.00
0002H	Pre Flight Step / Handle Kit (AA)	1	$7,300.00	$7,300.00
0002J	Tail Rotor Gearbox Cover	1	$13,800.00	$13,800.00
0002K	Hard Point (Forward Location)	1	$24,600.00	$24,600.00
0002L	Hard Point (AFT Location)	1	$10,900.00	$10,900.00
0002M	Wire Strike Protection System	1	$27,200.00	$27,200.00
0002N	Expanded Avionics Shelf (AA)	1	$14,900.00	$14,900.00
0002P	Avionics Rain Shield Kit	1	$5,900.00	$5,900.00
0002Q	Solar Advantage Windshield, Clear (Pilot & Co-pilot)	1	$15,400.00	$15,400.00

Accessory Kits Pricing				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0002R	Avionics Upgrade	1	$56,600.00	$56,600.00
0002S	Emergency Locator Transmitter	1	$7,700.00	$7,700.00
0002T	Radar Altimeter - Garmin GRA55	1	$16,900.00	$16,900.00
0002U	Second VHF Comm - Garmin GTR 225B	1	$15,600.00	$15,600.00
0002V	Pilot & Co-Pilot Foot Switch ICS/XMIT	1	$9,000.00	$9,000.00
0002W	Air Conditioning System	1	$88,300.00	$88,300.00
0002X	Seats - Premium Interior (Two Tone Gray Leather)	1	$15,200.00	$15,200.00
0002Y	Headliner Kit (Black)	1	$3,400.00	$3,400.00
0002Z	Ground Handling Wheels (High Skid Gear or Float Skid Gear)	1	$3,000.00	$3,000.00
0002AA	Operator Accessory Package	1	$900.00	$900.00
00002BB	Transponder GTX 345R	1	$7,100.00	$7,100.00
	Accessory Kits Total			**$415,000.00**

Figure 4-4. Accessory Kit Pricing.

4.2.3 Customizing Equipment (Item # 0003)

Line-item pricing for customizing equipment is provided in Figure 4-. Customizing equipment can be tailored to meet the specific mission requirements of the Chino Police Department as defined during contract negotiations. Any changes to the customizing equipment as listed may result in a change in price and delivery schedule.

Customizing Equipment Pricing				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0003	**Customizing Equipment**			
0003A	Custom Paint scheme - (Registration Number Painted)	1	$51,691.00	$51,691.00
0003B	Cabin & Cockpit Coin Mat Flooring	1	$5,115.00	$5,115.00
	Customizing Equipment Total			**$56,806.00**

Figure 4-5. Customizing Equipment Pricing.

4.2.4 Optional Accessory Kits (Item # 0004)

Accessory kits line-item pricing is provided in Figure 4-66. Accessory kits can be tailored to meet the specific mission requirements of the Chino Police Department as defined during contract negotiations. Any changes to the accessory kits as listed may result in a change in price and delivery schedule.

Optional Accessory Kits Pricing				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0004	**Optional Accessory Kits**			
0004A	Air Conditioning System - 3rd Evaporator	1	$34,200.00	$34,200.00
0004B	Adjustable Crew Seat Tracks L/H (2.8" adjustment)	1	$7,900.00	$7,900.00
0004C	Adjustable Crew Seat Tracks R/H (2.8" adjustment)	1	$7,900.00	$7,900.00
0004D	Sliding Windows (Pilot & Co-Pilot)	1	$9,700.00	$9,700.00
	Optional Accessory Kits Total			**$59,700.00**

Figure 4-6. Optional Accessory Kit Pricing.

4.2.5 Inspection and Acceptance (Item # 0005)

Figure 4-7 provides pricing for the inspection and acceptance of the aircraft. Technical Inspection and factory acceptance of the aircraft will be conducted at the Bell Piney Flats facility by the Chino Police Department's designated representatives. As part of the acceptance a test flight will be conducted with a Chino Police Department designated pilot, with a Bell pilot as the Pilot-in-Command (PIC). Upon the satisfactory completion of Acceptance, the Chino Police Department designated representatives will execute a certificate of Acceptance. Upon receipt of the accepted balance of payment, the title of the aircraft will be transferred.

Inspection, Acceptance, and Ferry Flight				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0005	**Inspection and Acceptance**			
0005A	Technical Inspection and Factory Acceptance	1	$0.00	$0.00

Figure 4-7. Inspection, Acceptance, and Bell Pilot in Command Ferry Flight Pricing.

4.2.6 Warranty (Item # 0006)

Figure 4-8 provides an overview of the warranty coverage included for the proposed Bell 505 helicopter configuration and associated support supplies and services.

Warranty		
Item No.	**Warranty Elements**	**Warranty Coverage**
0006		
0006A	Bell Standard Helicopter Warranty	Three (3) years or 1,000 hours, whichever occurs first, claims evaluated on a case by case basis
0006B	Accessory Kits and Customizing Equipment	Original Equipment Manufacturer (OEM) Warranty
0006C	Accessory Kits and Customizing Equipment	One (1) year or 1,000 hours, whichever occurs first

Figure 4-8. Warranty Summary.

4.2.7 Spare Parts Special Tools and Ground Support Equipment (Item # 0007)

Figure 4-9 provides pricing for spare parts, special tools and Ground Support Equipment (GSE).

Spare Parts Special Tools and Ground Support Equipment Pricing				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0007	**Spare Parts Special Tools and Ground Support Equipment**			
0007A	Spare Parts	Lot	See Appendix B	See Appendix B
	Training Program Total			

Figure 4-9. Spare Parts Special Tools and Ground Support Equipment Pricing.

4.2.8 Technical Publications Pricing (Item # 0008)

The price of technical publications listed in Figure 4-10 are complimentary with each helicopter purchase during the warranty period.

Technical Publications Pricing				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0008	**Technical Publications**			
0008A	Technical Publications	Lot	No Charge	No Charge
	Technical Publications Total		**No Charge**	**No Charge**

Figure 4-10. Technical Publications Pricing.

4.2.9 Training Program Pricing (Item # 0009)

Figure 4-1 provides a summary of the pricing for the training curriculum that will be provided by the Bell Training Academy (BTA). The details of the pilot and maintenance training courses can be provided upon request.

Training Program Pricing				
Item No.	**Description**	**Qty**	**Unit Price**	**Total Price**
0009	**Training Program**			
0009	Bell 505 Pilot Ground	1	Complimentary	Complimentary
0009	Bell 505 Field Maintenance	1	$9,350.00	$9,350.00
0009	Additional Bell 505 Pilot Ground	1	$17,350.00	$17,350.00
	Training Program Total			**$26,700.00**

Figure 4-11. Training Program Pricing.

4.3 Payment Terms

4.3.1 Balance Payment

Final Balance Payment shall be payable by a wire transfer to Bell immediately upon execution of the Certificate of Helicopter Acceptance and prior to any shipment of the helicopter.

4.4 Pricing Ground Rules and Assumptions

4.5 Firm Price Proposal

1. The Pricing Terms and Conditions set forth herein are a part of this proposal and form the basis for the firm prices included in paragraphs above.

2. All pricing is firm, stated in United States Dollars (USD), and based on contract award and receipt of deposit from the Chino Police Department no later than 30 September 2024.

3. All pricing is firm and is valid until 8 November 2024.

4. Firm pricing is based on the assumption that mutually agreeable commercial contract terms and conditions will be negotiated between Bell and the Chino Police Department.

5. Firm pricing is based on the configuration and description of the helicopter and services as outlined in this proposal. Changes to the scope of work, configuration or delivery schedule may impact the final price.

6. Firm prices assume that any taxes, duties or similar charges imposed by the United States of America or Canada shall be for the account of Bell. Any taxes (including VAT and corporate income taxes), duties or similar charges imposed by the government of United States shall be for the account of the Chino Police Department.

7. Firm pricing for the helicopter, standard kits and customizing equipment includes the cost for hardware and installation.

8. Firm pricing is based on the assumption that inspection and acceptance of the helicopter will take place at the Bell Facility in Piney Flats, Tennessee, by a Chino Police Department inspection and acceptance team.

9. Firm pricing is based on the assumption that a final inspection and acceptance will be performed by a Chino Police Department team of up to four (4) representatives at the Bell facility in Piney Flats, Tennessee for up to five (5) days for the inspection and acceptance events. All expenses associated with the inspection and acceptance shall be for the account of the Chino Police Department.

10. The standard Bell Commercial New Helicopter warranty is included in the price of the helicopter.

11. No state taxes are included in this proposal.

12. The Chino Police Department is responsible for complying with the Bell Training Academy Cancellation Policy as set forth at: https://www.bellflight.com/support/training/payment-cancellation-policy.

13. The Bell 505 helicopter is an FAA certified aircraft. This proposal assumes that Bell is not responsible for registering or obtaining any certification of the Chino Police Department Bell 505 helicopter from the presiding military or commercial airworthiness authority of the government of United States.

14. Technical publications for the helicopter and engines are provided via online. The technical publications are complimentary during the warranty period. Following the warranty period, a one-year subscription is available for an additional charge per type/model/series. This provides unlimited users per model during the subscription year. All technical publications will be in English language

15. The Bell 505 helicopter firm pricing is based on the assumption that the helicopter will be painted in a custom paint scheme. Chino Police Department shall define the paint configuration and interior color within thirty (30) days after contract award.

16. Bell proposes complimentary training with the purchase of new Chino Police Department Bell 505 helicopter. All costs associated with the training, including but not limited to airfare, lodging, transportation, meals, visas and medical expenses will be for the account of the Chino Police Department. All pilot and maintenance training will be conducted in English language.

17. In the event that a Chino Police Department designated training candidate fails to appear for a scheduled training class, there will be no refunds; however, Bell will attempt to reschedule the training class. The Chino Police Department shall ensure that the training candidates are available for the training classes as scheduled and shall notify Bell immediately if there is a problem with meeting the scheduled class.

18. In the event that a Chino Police Department designated candidate does not achieve required proficiency in a course, the candidate will receive a certificate of attendance rather than a certificate of completion.

19. All incoming Chino Police Department designated pilot candidates are assumed to have passed an FAA Class III flight physical (or United States equivalent), prior to departure from United States.

20. Pilot training will be conducted to FAA standards requiring pilot candidates to be fluent in reading, writing, understanding and speaking the English language; therefore, pilot

ground instruction and flight training will not include use of a language interpreter. All training is conducted in the English language. Students must read, write and understand the English language to a minimum 70% comprehension level.

21. All incoming maintainer candidates will have an A&P, FCC license or military training equivalent prior to arrival at the Bell Training Academy.

22. All training manuals will be provided in the English language.

APPENDIX A

NEW CHINO POLICE HELICOPTER PROPOSER REQUIRED INFORMATION

ATTACHMENT “A”
NEW CHINO POLICE HELICOPTER PROPOSER REQUIRED INFORMATION

3D.
FACTORY APPROVED REPAIR STATIONS IN SOUTHERN CALIFORNIA:

Rotorcraft Support, Inc.

3E.
NAME AND CONTACT INFORMATION OF THE CLOSEST PERMANENT FACTORY-SPONSORED AIRCRAFT TECHNICAL REPRESENTATIVE IN SOUTHERN CALIFORNIA:

Rotorcraft Support, Inc.

3F.
PLEASE LIST THE COMPANY NAME, ADDRESS, COMMERCIAL TELEPHONE NUMBER AND POINT OF CONTACT FOR SUBCONTRACTORS TO BE UTILIZED IN THE EVENT OF AN AWARD:

No Subcontractors will be used while under this contract.

COMPLETED BY: Jennifer White
TITLE: Regional Contracts Manager DATE: 8/7/2024

ATTACH ADDITIONAL PAGES AS NEEDED USING NUMBER FORMAT LISTED

APPENDIX B

Recommended Parts List and Maintenance Data

Bell 505 Flight Operations Cost/Hour

Maintenance Category	Parts	Labor	Total
Airframe Maintenance			
Scheduled Inspections	$1.95	$19.57	**$21.52**
Scheduled Retirements	$145.39	$3.91	**$149.30**
Scheduled Overhauls	$25.98	$8.59	**$34.57**
On-Condition Maintenance	$20.81	$6.26	**$27.07**
Unscheduled Maintenance Provision	$12.49	$1.48	**$13.98**
Power Plant			
Engine Manufacturer Cost			**$134.00**
Additional Line Maintenance			**$1.03**
Fuel and Lubricants			
Fuel (32 GPH @ SL,ISA,MGW)			**$161.50**
Lubricants			**$1.62**
		Direct Maintenance Cost	**$381.48**
		Direct Operating Cost	**$544.59**
Labor Assumption			$100/Hour
Fuel Cost Assumption			$5.00/Hour

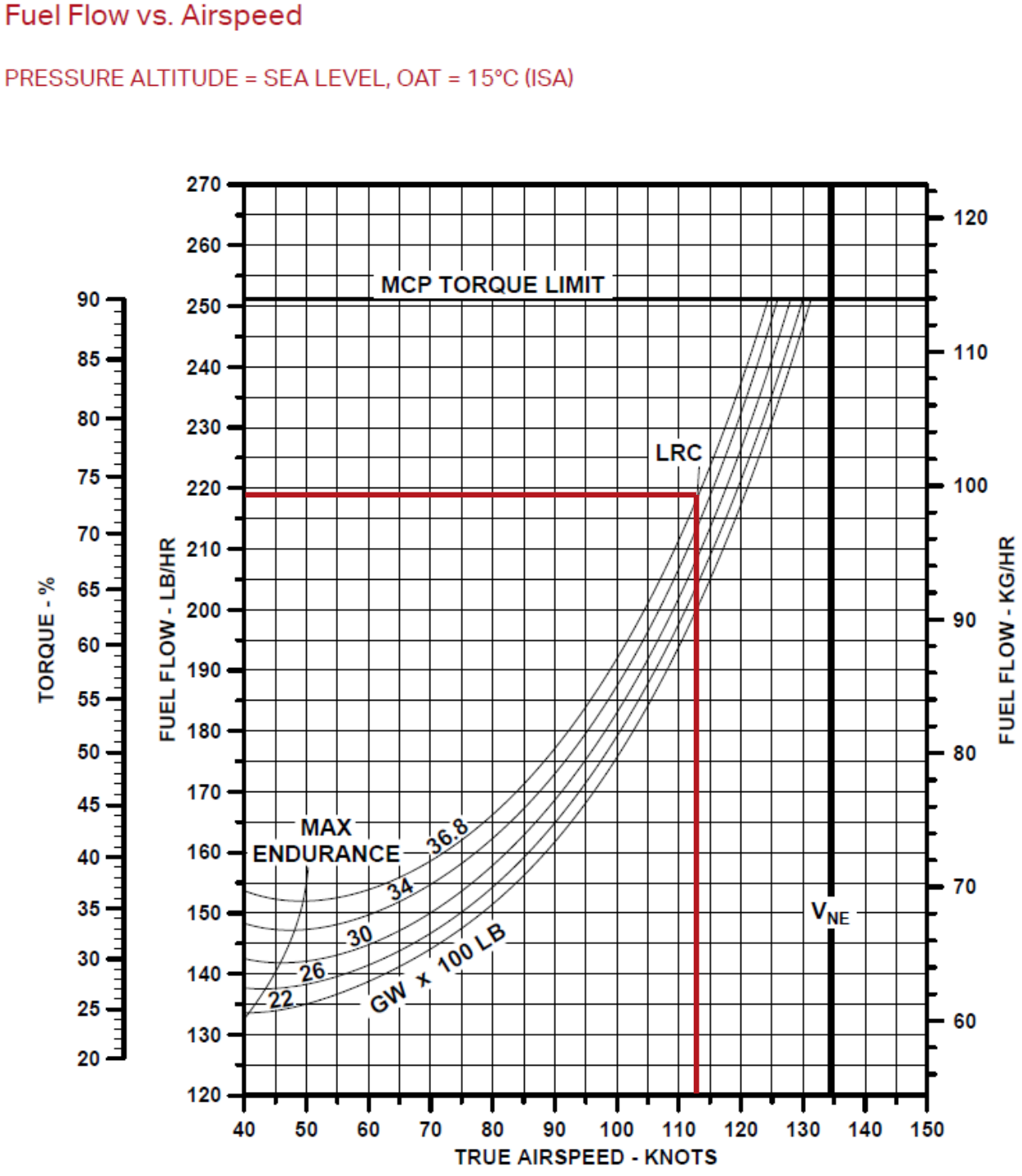
Fuel Flow

Assumptions

- ISA (OAT = 15°C), Sea Level
- Max Gross Weight = 3,680 lb

Long Range Cruise

- **Fuel Flow = 218 lb/hr (32 GPH)**
- **Speed = 113 kts**



Maintenance Planning

Inspections	Retirements	Overhauls
Hourly/Calendar	Main Rotor Blade/Grip/Trunnion	Main Rotor Hub
Flight Hour Only	ME Blade Retention Strap/Bolt	Mast Assembly
Calendar Only	Collective Lever	Transmission
Landing Cycle	Tail Rotor Blade/Yoke/Bearing	Freewheeling Assembly
Other/Event Based	Main Rotor Mast	Swashplate
	Hydraulic Pump	Tail Rotor Gear Box/Hub
	LIVE Mounts	Input Driveshaft
	H-Stab	Starter/Generator
	Truss	
	Tail Cone	
	Landing Gear	

Maintenance Planning

Inspections	Retirements	Overhauls
Hourly/Calendar – 14 Inspections Intervals of 50 hour/1 year to 5000 hour/ 5 year	Main Rotor Blade/Grip/Trunnion	Main Rotor Hub
Flight Hour Only – 20 Inspections Intervals of 25 hour to 6000 hour	ME Blade Retention Strap/Bolt	Mast Assembly
Calendar Only – 12 Inspections Intervals of 30 days to 15 year	Collective Lever	Transmission
Landing Cycle – 1 Inspections (1000 cycles)	Tail Rotor Blade/Yoke/Bearing	Freewheeling Assembly
Other/Event Based – 4 Inspections (EX: Torque Check)	Main Rotor Mast	Swashplate
	Hydraulic Pump	Tail Rotor Gear Box/Hub
	LIVE Mounts	Input Driveshaft
	H-Stab	Starter/Generator
	Truss	
	Tail Cone	
	Landing Gear	

Maintenance Planning

Inspections			
Calendar	**Hourly**	**Hourly / Calendar**	**Lubrications**
1 y	100 h	50 h / 12 mo	50 h
2 y	150 h	100 h / 6 mo	100 h
3 y	200 h	100 h / 12 mo	200 h
4 y	300 h	100 h / 18 mo	300 h
5 y	400 h	300 h / 12 mo	
6 y	500 h	400 h / 12 mo	
7 y	600 h	600 h / 12 mo	
9 y	1200 h	600 h / 24 mo	
10 y	1500 h	600 h / 36 mo	
	2000 h	1200 h / 24 mo	
	3000 h	2250 h / 72 mo	
		3000 h / 72 mo	
Special Inspections			
Power Assurance Check at 25 h			
Fire Extinguisher Pilot Heft Check at 30 Days			
1000 Landing Cycles			

Overhaul	
Component	**Life**
Starter/Generator	1,000 h
Main Driveshaft	2,000 h
Main Rotor Hub	2,400 h
Tail Rotor Hub	2,500 h
Freewheel Assembly	3,000 h
Mast Assembly	3,000 h
Main Transmission	4,500 h
Swashplate Assembly	4,800 h
Tail Rotor Gearbox	6,000 h

Life-Limited Components			
Component	**Life**	**Component**	**Life**
T-T Strap	1,200 h or 48 mo	MR Grip	4,800 h
Strap Pin / Bolt	1,200 h	MR Mast[1]	5,500 h or 44,000 RIN
Hyd. Pump	2,000 h	TR Yoke	5,000 h
Strap Fitting	2,400 h	Pilot Collective Tube	6250 h
TR Blade	2,500 h	H-Stab. Bolts	12,000 h
Truss	3,000 h	Tailboom	14,000 h
LIVE Mounts	3,000 h	Collective Lever	14,400 h
TR Bearing	3,000 h	Swashplate Support	14,400 h
Tailboom Bolts	3,000 h	H-Stab.	22,000 h
MR Blade	4,000 h	MR Trunnion[1]	24,000 RIN
Skid Gear	**Low Skid**	**High Skid**	
Forward X-tube[1]	22,000 RIN	44,800 RIN	
Aft X-tube[1]	6,500 RIN	11,200 RIN	
Skid Tube[1]	6,500 RIN	UNL	
Note[1]	Use MM for RIN count definition		

Maintenance Hour / Flight Hour

Aircraft	Maintenance Hour/ Flight Hour
Bell 505	**.63**
Bell 206B3	1.34
Bell 407GXi	1.61
Airbus H125	1.59
MD530F	1.27

Based on Conklin & De Decker Third Party Analysis

The Bell 505 has >50% Reduction in Maintenance per Flight Hour vs the Competition and Comparable Bell Products

ARRIUS 2R_MORE AVAILIBILTY WITH LESS MAINTENANCE TASKS

+50% AVAILABILITY UNTIL OVERHAUL COMPARED TO ITS CLOSEST COMPETITOR
5 TIMES LESS OF PERIODICAL MAINTENANCE TASKS COMPARED TO ITS CLOSEST COMPETITOR
O-LEVEL MAINTENANCE, YOU DON'T NEED TO REMOVE THE ENGINE FROM AIRCRAFT UNTIL OVERHAUL

	Daily	200H	400H	600H	3,000H **OVERHAUL**
TEST		10 min – FLAME OUT PROTECTION SYTEM		20 min – MAGNETIC PLUGS AUXILIARY MODE	
INSPECTION	15 min – FLIGHT CHECK			2 hours – IMPELLER & DIFFUSER REAR MOUNT	
REPLACEMENT			2 hours – MANIFOLDS INJECTION	1 hour – OIL AND FILTER	

Please note: depending on your mission the maintenance program can evolve.

Engine Cycle Definition

(1) Number of cycles

During the service, the number of consumed cycles depends on the operation profile.

To determine the number of consumed reference cycles, it is necessary to count the number of partial and complete cycle(s).

NOTE: ***The algorithms for counting gas generator cycles (C1 cycles), based on complete and partial cycles and the algorithms for counting power turbine cycles (C2 cycles) based on complete and partial cycles are different.***

(2) Complete cycle and partial cycles - Definition

(a) Complete cycles

A complete cycle is a sequence of engine operation that includes:

- a start,
- a significant power increase (skid/wheel lift-off)
- a shutdown.

CAUTION: **TAKE INTO ACCOUNT THE PARTIAL CYCLES FOR CENTRIFUGAL COMPRESSOR, GAS GENERATOR TURBINE AND POWER TURBINE.**

(b) Partial cycles

A partial cycle is a sequence of engine operation that corresponds to a considerable variation in power/speed (N1 or N2) without stopping the engine (Refer to Task 05-10-02-200-801).

The total number of cycles performed between a start, a flight and the related shutdown is therefore composed of a complete cycle and some partial cycles, if any.

Recommended Parts List (RPL)

Part#	Part Nomenclature	Qty	UM	Min Ord Qty
011-03470-90	GDU 1050H -10 INCH DISPLAY	2	EA	0
011-03711-21	Integrated Avionics Unit (GIA 64H)	7	EA	0
120-172-4-006H	JUMPER ASSEMBLY, Vertical Stabilizer	2	EA	0
142300-105	ASSEMBLY, FILTER	12	EA	0
18100-B8	ENGINE PRIME PUMP	5	EA	0
200SGL157Q-3	STARTER GENERATOR	19	EA	0
206-010-450-123	SWPL&SPRT ASSY	4	EA	1
206-010-470-101	BEARING, Swashplate	7	EA	1
206-011-100-109	HUB ASSY	2	EA	0
206-015-001-119	BLADE ASSY	1	EA	1
206-040-156-001	SEAL ASSY, MRGB Input	9	EA	1
206-040-320-103	SHAFT, Fan, T/R Drive	4	EA	1
206-310-400-101	SEAL, Swashplate	3	EA	1
222-375-077-117	TRANSMITTER, MRGB Oil PSI	3	EA	1
412-074-101-103	TRANSDUCER, Collective	5	EA	1
6420302-1	INSTRUMENT, STBY Attitude	5	EA	0
6430017-1	BATTERY, ADVANCED LITHIUM-ION, 17AH	14	EA	0
B0249-4	CALIPER ASSEMBLY - ROTOR BRAKE	1	EA	0
B4678	CHIP DETECTOR, MRGB (Upper)	8	EA	1
CI 259E	ANTENNA, VOR AND GLIDE SLOPE	3	EA	1
CR16279	ISOLATOR	2	EA	0
E-04	TRANSMITTER, ELT	4	EA	0
FT30952	FUEL DRAIN PUMP ASSY	4	EA	0
M206-20H026-043	DRIVE SHAFT ASSY, Hydraulic Pump Adapter	4	EA	0
M206-20H030-043	HYDRAULIC PUMP	7	EA	0
M208-20H101-001	HYDRAULIC SERVO ACTUATOR	6	EA	0
SLS-030-100-137	LHS WINDSHIELD	3	EA	0
SLS-030-100-138	RHS WINDSHIELD	2	EA	0
SLS-030-500-153	AVIONICS TRAY GROUNDING BRACKET	2	EA	0
SLS-030-910-115	RESTRAINT ASSY - LIVE PYLON	9	EA	0
SLS-065-100-065	ENGINE OIL TANK ASSY	2	EA	0
SLS-075-014-101	SENSOR, HALL EFFECT ZERO SPEED	3	EA	0
SLS-706-102-101	TUBE ASSY, Rotor Brake Line	3	EA	0

DMC + FUEL ESTIMATE
MODEL 505 JRX
SUMMARY SCHEDULE

BASIC AIRFRAME MAINTENANCE	**PARTS**	**LABOR (1)**	**2024 TOTAL**
SCHEDULED INSPECTIONS (2)	$1.95	$18.29	$20.24
SCHEDULED RETIREMENTS (3)	$145.38	$3.71	$149.09
SCHEDULED OVERHAULS (4)	$25.98	$8.16	$34.15
PROVISION FOR UNSCHEDULED MAINTENANCE & SERVICE BULLETINS ON ABOVE COMPONENTS	$12.49	$1.41	$13.90
ON-CONDITION MAINTENANCE OF OTHER AIRFRAME COMPONENTS	$20.81	$6.26	$27.07
SUBTOTAL	**$206.62**	**$37.83**	**$244.45**

0.40 Mx Man-Hour / Flt. Hr

POWERPLANT

MFR. TURBOMECA ARRIUS 2R QUANTITY 1		
MFR. ESTIMATE OF ENGINE COST PER HOUR	$134.00	2024
BHT ESTIMATE OF ADDITIONAL LINE MAINTENANCE	$1.03	
SUBTOTAL	**$135.03**	
TOTAL DMC	**$379.48**	

FUEL AND LUBRICANTS

FUEL (5)	$161.50
LUBRICANTS	$1.62
SUBTOTAL	**$163.12**
GRAND TOTAL w/ FUEL	**$542.60**

(1) FIGURED AT $95.00 /HR
(2) BASED ON 1000 FLT HRS/YR
1.5 RIN/FLT HR
(3) BASED ON 100% LIFE
(4) BASED ON 100% TBO
(5) CALCULATED AT: FUEL FLOW RATE: 32 GPH AT
FUEL COST: $5.00 PER GAL

OTHER ASSUMPTIONS: BASIC HELICOPTER WITH NO OPTIONAL EQUIPMENT INSTALLED
MATURE HELICOPTER (NO WARRANTY CONSIDERATIONS)
BELL LIST PRICE FOR SPARE PARTS.