



BELL 525

OIL AND GAS MISSION



BELL 525 PERFORMANCE HIGHLIGHTS

KEY BENEFITS

- Fully digitally integrated next generation aircraft
- Simplified flying experience with reduced pilot workload and increased situational awareness
- Safety focus on crew, passengers and maintainers
- Pilot/passenger comfort, low vibration and easy straightforward egress
- Higher reliability, lower maintenance, better operating economics

KEY FEATURES



DESIGNED FOR SAFETY

- First commercial fly-by-wire helicopter reducing pilot workload and increasing situational awareness
- Next generation drive system design, the only one to pass current EASA loss of lubrication standards
- IOGP 690-5 compliant with sea state 6 float design
- Bespoke Garmin G5000H avionics suite designed with human factors focus

DESIGNED FOR PERFORMANCE AND ECONOMICS

- Integrated IVHM system reduces maintenance burden and provides better operating economics
- Best in class levels of sustainability with low fuel burn and CO₂ emissions
- Fully marinated airframe reduces maintenance and increases operational readiness

TECHNICAL SPECIFICATIONS	BELL 525	AW 189	H175	S-92
MGW (lbs.)	20,500	18,960*	17,196*	26,500
Useful Load - Offshore Configuration (lbs.)	6,789	6,687	6,796	8,500
Crew / Passenger Capacity	2 + 16	2 + 16	2 + 16	2 + 19
Max Cruise Speed (kts)	160	155	144	151
Range Standard Fuel Tanks (NM)	580	318	554	524
Fuel Flow (lbs./hr)	1,022	1,105	1,219	1,475

* Increased Gross Weight
V_{LE}, SL, ISA



TESTIMONIALS

"The Bell 525 is a phenomenally unique flying experience. It is incredibly smooth and intuitive, simple to operate, and blends complex advancements into an impressive pilot and passenger experience."

- James Maner, Chief Pilot, PHI Americas

"I was really excited to fly in the Bell 525 Relentless. It was so stable, smooth and quiet. As a passenger, it felt more like riding an airliner."

- Mike Hirschberh, Vertical Flight Society

BELL 525 MAXIMUM PAYLOAD



OPERATIONAL PERFORMANCE

The BELL 525 offers outstanding performance with minimal weight compromises.

HELIDECK RATINGS	120 ft Helideck	160 ft Helideck	200 ft Helideck
Maximum Takeoff Weight (lbs.)	20,500	20,500	20,500
PC1 Runway (lbs.) 2,250 ft Runway Sea Level, ISA day	20,500	20,500	20,500
PC2 Elevated Helideck* (lbs.) Helideck on ISA day	20,500	20,500	20,500
PC2e Elevated Helideck (lbs.) Helideck on ISA day	20,500	20,500	20,500
PC1 Elevated Helideck (lbs.) Helideck on ISA day	18,834	18,808	18,783

* PC2 data for 525 is estimated.

BELL 525 STAVANGER MISSION DETAILS	PC2e	
Mission Takeoff Weight (lbs.)	20,500	
Configuration Empty Weight (lbs.)	14,220	
Pilot(s) Weight (lbs.)	400	
Mission Fuel Weight + Reserve (lbs.)	3,070	
Available Payload Weight (lbs.)	2,809	
Total Passenger Capacity @230 lbs. each	12 Pax	2,760 lbs.
Total Passenger Capacity @255 lbs. each	11 Pax	2,805 lbs.
Mission Radius (NM)	160	
Flight Time to Reserve (hrs)	2.00	
AVG Cruise Speed (KTAS)	160	
AVG Fuel Flow (lbs./hr)	1,192	

ASSUMPTIONS:

- 160 KTAS, 3000 ft, ISA
- Standard OGP configuration with FIPS
- No refueling available at the offshore installation
- 30 min fuel reserve (V_{LRC}) + 10% of mission fuel
- Takeoff GW was adjusted to meet:
 1. CAT A runway takeoff at Stavanger
 2. Elevated heliport PC2e WAT limit to land and takeoff at rig



OPERATIONAL & ENVIRONMENTAL IMPROVEMENTS

The Bell 525 offers significant advantages in sustainability and operational costs.

OPERATIONAL

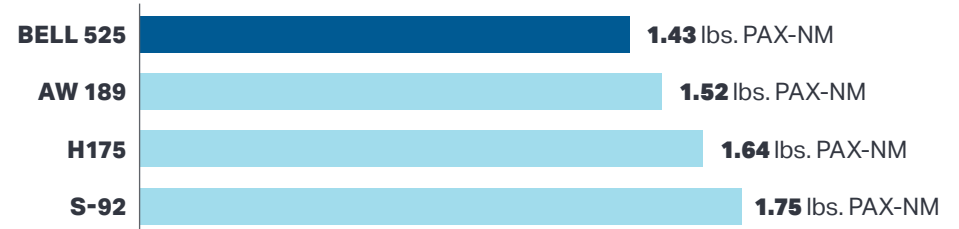
- Only rotorcraft certified to latest EASA loss-of-lubrication standards
- Innovative fly-by-wire system improves reliability, pilot workload, and safety
- Comprehensive Integrated Vehicle Health Management (IVHM) system replaces traditional HUMS and was designed to use the digital backbone of the Bell 525
- Integrated Electronic Technical Manual (IETM)
- Best in class DOC due to high overhaul intervals (MRGB=5000 hours)
- 35% lower DMC compared to S-92



ENVIRONMENTAL

- SAF compatible (tested with 30% blend)
- 30% lower fuel burn than S-92
- 21% reduction in carbon emissions per seat mile
- 29% quieter than S-92 during most flight conditions
- No refrigerant required for heating/cooling
- Minimal battery footprint
- Utilizes EU compliant inhibitors such as zinc-nickel instead of cadmium

BELL 525 has lower CO₂ emissions compared to similar aircraft in its class





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