JMR-TD PRECEDES AND INFORMS FVL

INFORMING REQUIREMENTS | S&T TECHNOLOGY DEMONSTRATION

2012 | 2013 - 19

MDD 17

USG IDRR 2014

1ST FLIGHT SEP 2017

(MDD) MATERIEL DEVELOPMENT DECISION

(IDRR) INITIAL DESIGN & RISK REVIEW

DEFINE THE REQUIREMENT:

- GENERATIONAL UPDATE TO A PROVEN VERTICAL LIFT CAPABILITY
- ADVANCED TECHNOLOGY DEVELOPMENT; REDUCE FVL RISK FOR DOD
- TECHNOLOGY MATURES DURING JMR-TD TO INFORM THE REQUIREMENTS AND ACQUISITION PROCESS

Bell V-280 TEAM VALOR

Team Valor is comprised of leading aerospace companies who are bringing the best engineering resources, industrial capabilities and critical thinking to meet the U.S. Army's needs for the Joint Multi-Role Demonstrator (JMR-TD) and inform the requirements for the Future Vertical Lift (FVL) program.

Bell Helicopter
Prime Contractor

LOCKHEED MARTIN
Cockpit, Avionics, Distributed Aperture System, Mission Equipment Package (MEP)

MOOG
Flight Control Computer and Actuators

GE
Engines

GKN AEROSPACE
V-Tails and Control Surfaces

SPIRIT AEROSYSTEMS
Fuselage

EATON
Hydraulic System

MEGGiTT
Fuel System

ASTRONICS
Electrical System

TRU SIMULATION + TRAINING
Simulation and Training

LORD
Elastomerics

IAI
Nacelle Structures and Aircraft Seats

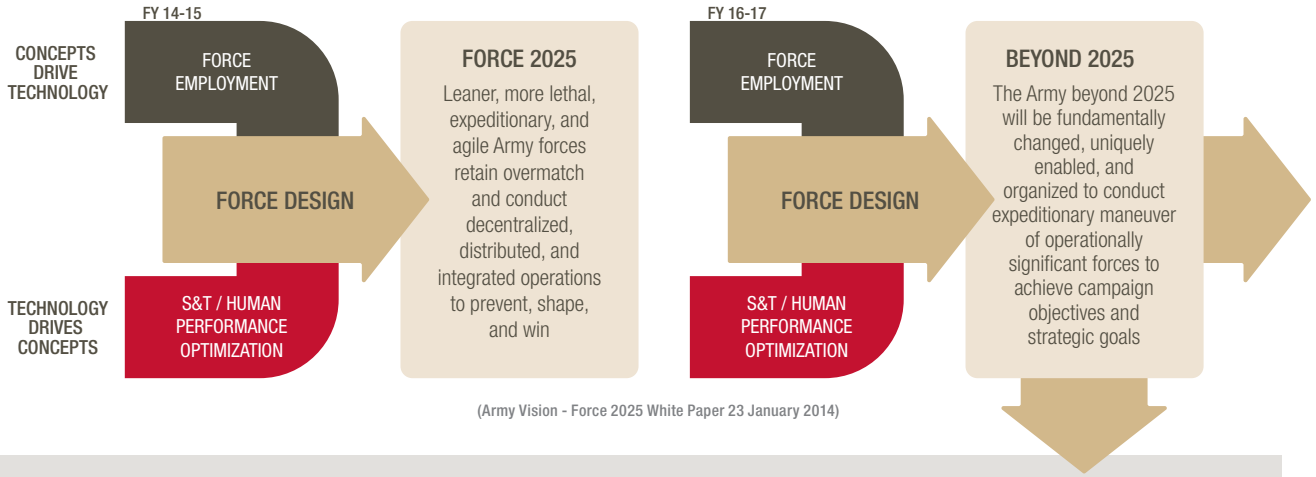
BELLV280.COM | BELLHELICOPTER.COM

V-280 BRCH 150116-R00 EN

Bell V-280 VALOR

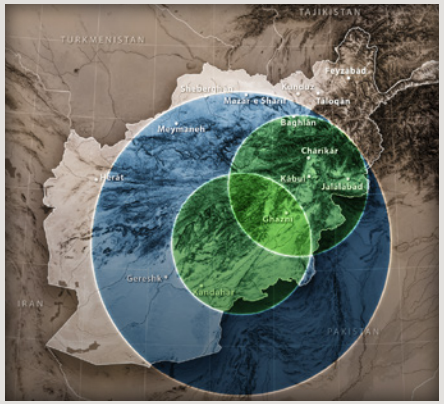
THE FUTURE OF VERTICAL LIFT

Bell Helicopter®
A Textron Company

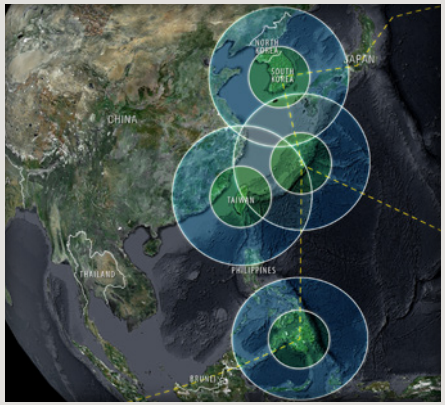


(Army Vision - Force 2025 White Paper 23 January 2014)

THE FUTURE OF VERTICAL LIFT – TWICE AS FAST, TWICE AS FAR



AFGHANISTAN REGION Comparable Mission Radius at 6K/95°



ASIA-PACIFIC REGION Comparable Mission Range at Sea Level, ISA

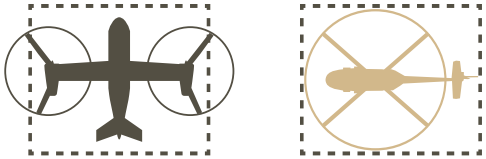
COMPARABLE COMBAT MISSION RADIUS/RANGE

Bell V-280 Valor

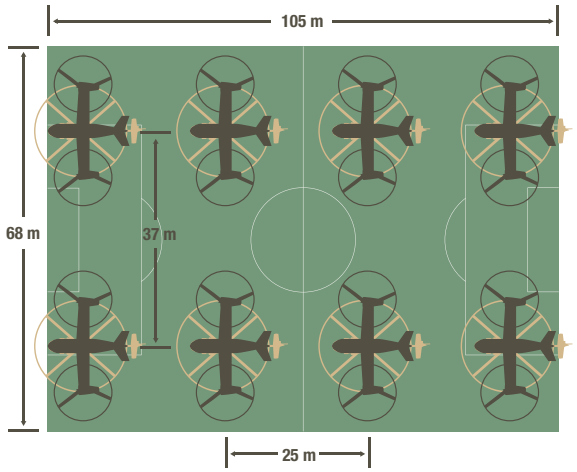
UH-60 Black Hawk®

OPERATIONALLY VIABLE

Bell V-280 **Black Hawk®**



BELL V-280 FOOTPRINT COMPARED TO BLACK HAWK® FOOTPRINT



TECHNOLOGY THAT WILL ENABLE THE U.S. TO WIN IN A COMPLEX WORLD

Speed: 280 kts Cruise

Range:
- 500-800 nm Combat Range
- 2100 nm without refueling (Self-deployable)

Payload:
- Useful load 12,000 lbs (+)
- Sling load 10,500 lbs

Performance:
- High-hot HOGE (6k/95F)
- Unprecedented “turbo-prop like” fuel efficiency
- Fly-by-wire flight control system
- Low speed agility

Operational Viability:
- Reduced downwash to facilitate fast rope and hoist ops
- Landing Zone = UH-60/UH-1Y comparable
- 12˚ slope landings
- Enhanced situational awareness & sensing in cockpit/cabin
- More MEDEVAC options during the golden hour
- Pilotage Distributed Aperture Sensor (Degraded Visual Environment enabler)
- Scalability
- Fixed engines maximizes cabin ingress/egress clearance

Affordability:
- 2 x productivity at comparable cost of AH-64E / Spec Ops UH-60
- Reduced complexity & cost
- Increased performance & manufacturability
- Unprecedented variant commonality
- Reliable, LRU based, field maintainable aircraft
- Reduced sustainment costs