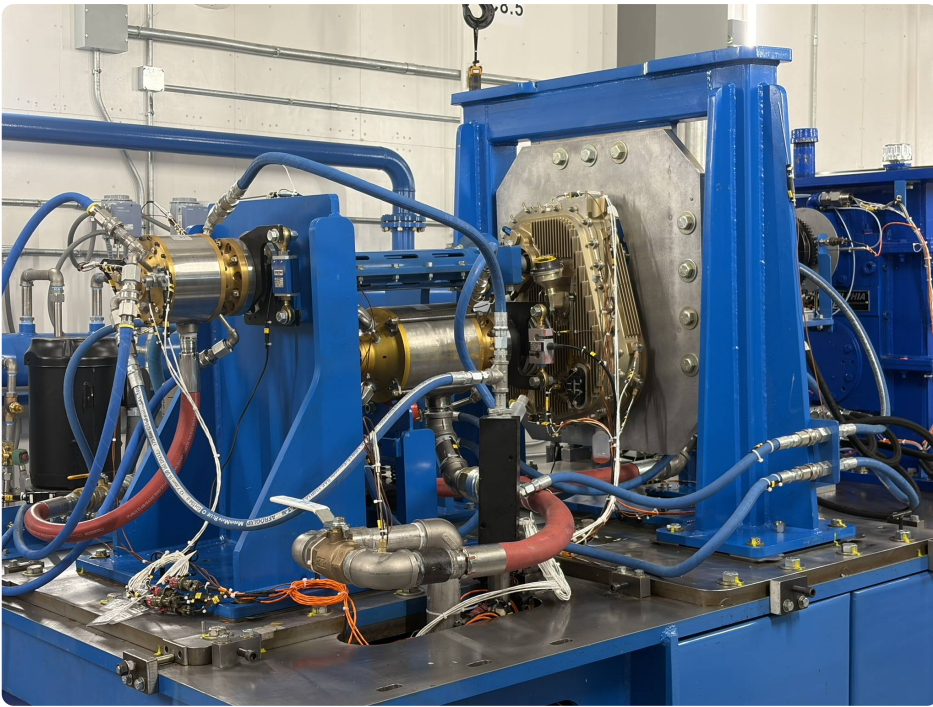


Bell Completes Critical Structures and Initiates Gearbox Testing for the MV-75 Cheyenne

Fort Worth, TX (October 14, 2026) – Bell Textron Inc., a Textron Inc. (NYSE: TXT) company, announced significant progress today with the MV-75 Cheyenne test aircraft build. In recent months, Bell and Team Cheyenne have met multiple milestones including completing critical structures, initiating gearbox testing and maturing software integration.



First nacelles complete – The first nacelle structures for the MV-75 Cheyenne were completed and are in Bell's Amarillo Assembly Center in Amarillo, TX. Following the completion, Bell initiated its wing and nacelle assembly process by successfully fitting them together. The completion of the nacelle structures reflects the successful application of digital engineering to advance through engineering, tooling, detail part manufacture and assembly of critical structures.



First gearboxes enter test – Bell commenced testing on the first gearboxes for the MV-75 Cheyenne test aircraft. These gearboxes, as a part of the overall drive system, are critical to aircraft operation -- powering electrical power generators, hydraulic pumps and cooling blowers for the engine and nacelle. The MV-75 gearboxes are designed, manufactured and tested by Bell. Both the gears and cases were manufactured at Bell's Manufacturing Technology Center (MTC) in Fort Worth, TX. The complete system was instrumented and assembled for test in Bell's new MV-75 Drive System Test Lab (DSTL) in Grand Prairie, TX, which Bell broke ground on in 2023.

Weapon System Integration Lab (WSIL) Integration Matures – Bell is maturing the MV-75's software and digital backbone in the WSIL with various systems integrated onto the corresponding benches and undergoing testing including the flight control computers, general purpose computers, actuator drive unit, electrical components and large area displays. The work done in this facility comes two years after Bell opened it in Arlington, TX and supports the safe integration and validation of software and systems prior to flight of the actual test aircraft. By leveraging the WSIL, Bell can reduce technical risk and support the safe, rapid, and efficient execution of a flight test program for the MV-75.

The completion of the nacelles along with the start of gearbox testing and software integration marks significant milestones for the first MV-75 test aircraft and moves Bell and

Team Cheyenne closer to completing the build and beginning flight tests. Bell and our teammates are working closely with the Army throughout the build process to ensure the MV-75 meets program requirements.

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About Bell

About Bell

Thinking above and beyond is what we do. For more than 90 years, we've been reimagining the experience of flight – and where it can take us.

We're an aerospace and defense company that engineers and manufactures aircraft for critical solutions in extreme scenarios. We're breaking barriers in lifting people to safety across transportation, medical, rescue and military services, and leading the industry in future solutions that are fast, reliable and efficient.

Headquartered in Fort Worth, Texas – as a wholly-owned subsidiary of Textron Inc., – we have strategic locations around the globe. And with generations of employees who have served, many in combat theatre of operation, helping our military achieve their missions is a passion of ours. Above all, our breakthrough innovations deliver exceptional experiences to our customers. Efficiently. Reliably. And always, with safety at the forefront.

About Textron Inc.

Textron Inc. is a multi-industry company that leverages its global network of aircraft, defense, industrial and finance businesses to provide customers with innovative solutions and services. Textron is known around the world for its powerful brands such as Bell, Cessna, Beechcraft, Hawker, Jacobsen, Kautex, Lycoming, E-Z-GO, Textron Systems, and TRU Simulation + Training. For more information, visit: www.textron.com.

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These statements are subject to known and unknown risks, uncertainties, and other factors that may cause our actual results to differ materially from those expressed or implied by

such forward-looking statements, including, but not limited to, changes in aircraft delivery schedules or cancelations or deferrals of orders.

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