

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

April 6, 2001
Revision A April 9, 2001
Revision B April 10, 2001

INFORMATION LETTER 407-01-62

TO: **All Owners/Operators of Bell 407 Helicopters.**

SUBJECT: **M407 AIRSPEED REDUCTION (Vne), REMOVAL OF**

REFERENCE: **FAA Letter: E. Bries to W. Barbini, dated April 10, 2001**

Revision B is for the purpose of clarifying the FAA requirements for removal of the airspeed restriction as originally introduced by their attached letter rescinding AD 2001-01-52.

B

Effective immediately, Federal Aviation Authority (FAA) letter, referenced above, removes the Model 407 airspeed restriction. **There is no need to apply to the FAA for Alternate Method of Compliance (AMOC) if you met the intent of the attached letter.**

New Procedures:

- A) File attached FAA letter in the helicopter log books.
- B) Remove the airspeed limit placard and airspeed indicator redline installed under Airworthiness Directive (AD) 2001-01-52 and any other modification associated with the AD.
- C) No further action is required to resume flight manual V_{NE} .

B

Based on the preliminary investigation reports, the FAA elected to release AD 2001-01-52 to limit airspeed from 140 KIAS to 110 KIAS with the Airspeed Activated Pedal Stop (AAPS) installed.

An information briefing was conducted by Bell for the FAA, TCA, CTSB and NTSB to review the findings to date. While the investigation into the cause of the accident continues, all parties present agreed that no data has emerged to confirm that the accident was initiated by a tail rotor strike. Therefore the FAA has agreed to remove the temporary airspeed restriction and allow the aircraft to return to its certified Vne of 140 KIAS provided that the AAPS system has been installed.

Bell Helicopter wishes to thank our customers for the commitment and continued loyalty they have demonstrated in the Model 407 while working through this airspeed restriction.



Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

DOT/FAA
ASW-111
Fort Worth, TX 76193-0111

APR 10 2001

Mr. Wayne Barbini
Chief, Civil Certification
Bell Helicopter Textron
Post Office Box 482
Fort Worth, Texas 76101

Dear Mr. Barbini:

This letter acknowledges receipt of your letter dated April 5, 2001, which requested an alternative method of compliance (AMOC) for Airworthiness Directive (AD) 2001-01-52, for Bell Model 407 helicopters. In addition, this letter cancels and replaces our letter dated April 6, 2001, which references an AD that was superseded.

The intent of AD 2001-01-52 was to reduce the maximum airspeed during the period of investigation required to determine that airspeed was not a contributing cause of an accident. This determination has now been made and we are in the process of rescinding AD 2001-01-52. In the interim period, compliance with AD 2000-14-16 is considered to be appropriate to restore airspeed limitations to those established prior to AD 2001-01-52 and is considered terminating action for the requirements of AD 2001-01-52. This approval is applicable to all US-registered Bell Model 407 helicopters. A copy of this letter should be placed in the aircraft maintenance records.

If you have any questions regarding the above information, you may contact Sharon Miles at (817) 222-5122.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric D. Bries", is positioned below the word "Sincerely,".

Eric D. Bries
Acting Manager, Rotorcraft Directorate
Aircraft Certification Service