



A Textron Company

INFORMATION LETTER

429-24-21
23 April 2024

TO: All owners and operators of Model 429 helicopters

SUBJECT: ALTERNATIVE METHOD OF COMPLIANCE (AMOC) TO FEDERAL AVIATION ADMINISTRATION (FAA) AIRWORTHINESS DIRECTIVE (AD) 2024-07-51

On March 21st, 2024, Bell issued Alert Service Bulletin (ASB) 429-24-63 which mandates the initial inspection/identification (PART I), a recurring visual check (PART II) and a recurring inspection (PART III) of specific serial number tail rotor blades.

Thereafter, following the release of the Federal Aviation Administration (FAA) Emergency Airworthiness Directive (EAD) 2024-07-51, Bell has received comments from operators with regards to the EAD requirement to do the visual check before each flight instead of before each engine start as per the ASB and the prohibition of installing affected blades on a helicopter.

Bell has received a global Alternative Means of Compliance (AMOC) for AD 2024-07-51 from the FAA which is attached to this Information Letter (IL).

If required, this IL can be referenced to obtain concurrence from your local aviation authority that this AMOC is an acceptable means to comply with AD 2024-07-51.

For any questions regarding this letter, please contact:

Bell Product Support Engineering
Tel: 1-450-437-2862 / 1-800-363-8023 / productsupport@bellflight.com



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

1600 Stewart Avenue, Suite 410
Westbury, New York 11590

April 18, 2024

Letter Number: 733-24-00092

Mike Deer
Manager, Airworthiness
Bell Textron Canada
12,800 rue de l'Avenir,
Mirabel (Québec)
J7J 1R4 CANADA

Subject: Alternative Method of Compliance (AMOC) to Federal Aviation Administration
(FAA) Airworthiness Directive (AD) 2024-07-51

Dear Mr. Deer

The FAA received your letter dated April 10, 2024, requesting a global AMOC to paragraph (g)(2)(i) and paragraph (g)(5) of AD 2024-07-51. AD 2024-07-51 was issued to address potential cracking of certain tail rotor blade (TRB) abrasion strips on Bell model 429 helicopters and require the replacement of any damaged tail rotor blade.

Your AMOC proposal requested to change the term “flight” to “engine start” in paragraph (g)(2)(i) to avoid the potential necessity to perform a TRB inspection during a mission that requires a landing and takeoff without an engine shutdown, or when the helicopter has landed in an environment that would prevent a crew member from safely accessing the TRB for the inspection. In such situations, changing the inspection requirement from “before each flight” to “before each engine start” would permit an operator to leave the engines running on the ground when operationally necessary and to conduct the inspection between, and not during, missions. Such an approval would theoretically allow unlimited flight time between engine shutdowns, counter to the intent of the inspections. Therefore, the FAA approves your request to perform the inspections required by paragraph (g)(2)(i) of AD 2024-07-51 before the second engine start and thereafter before each subsequent engine start, provided that continuous engine run time between inspections required by (g)(2)(i) is limited to a maximum of 2.8 hours.

Your AMOC proposal also requested to remove the prohibition of installing an affected TRB (identified by serial number as a TRB subject to potential stress risers), on the grounds that installing an affected TRB provides the same level of safety as an affected TRB already installed on a helicopter. The FAA does not agree that the installation of a TRB with a known defect and increased potential of failure does not increase the safety risk, or that it provides an acceptable

level of safety. The FAA denies your request to change paragraph (g)(5) to allow the installation of affected TRBs.

The following material provides the data used to establish the level of safety which was the basis for evaluating the AMOC.

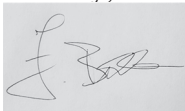
1. Bell AMOC proposal letter dated April 10, 2024
2. Bell Alert Service Bulletin 429-24-63 dated 21 March 2024
3. Transport Canada Emergency AD CF-2024-11 dated 22 March 2024
4. FAA Aspire platform, Fleet Safety Dashboard for Bell 429

Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local Flight Standards District Office/Certificate Holding District Office.

All provisions of AD 2024-07-51 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

If you have any questions or need additional information, please contact Dan McCully at william.mccully@faa.gov.

Sincerely,



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for

Anthony E. Gallo
Manager, International Validation Branch
Compliance & Airworthiness Division
Aircraft Certification Service