



A Textron Company

## **INFORMATION LETTER**

**429-24-22**  
23 April 2024

**TO: All owners and operators of Model 429 helicopters**

**SUBJECT: GLOBAL ALTERNATIVE MEANS OF COMPLIANCE (AMOC) WITH TCCA AIRWORTHINESS DIRECTIVE (AD) CF-2024-11 APPLICABLE TO BELL TEXTRON CANADA LTD. (BELL) 429 HELICOPTERS S/N 57001 AND SUBSEQUENT – GLOBAL AMOC NO. AARDG-2024/A14**

On March 21<sup>st</sup>, 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 Transport Canada Continuing Airworthiness (TCCA) Airworthiness Directive (AD) CF-2024-11, Bell received comments from operators expressing concerns with regards to the ability of performing visual checks before each engine start when the helicopter's tail rotor is situated above terrain that is unsuitable to conduct the visual check.

Bell has received a global Alternative Means of Compliance (AMOC) (No. AARDG-2024/A14) for AD CF-2024-11 which is attached to this Information Letter (IL). This global AMOC is valid until April 20, 2025.

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 CF-2024-11.

For any questions regarding this letter, please contact:

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



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Your file    Votre référence  
A/W: 23:0043, File: 429/H  
Our file    Notre référence  
RDIMS/SGDDI : 20206236  
PTS Number    Numéro SSP  
20240074

Sent via email

19 April 2024

Mr. Mike Deer  
Manager, Airworthiness  
Bell Textron Canada Ltd.  
12,800 rue de l'Avenir  
Mirabel, Québec  
J7J 1R4

**Subject:**        Global Alternative Means of Compliance (AMOC) with TCCA  
Airworthiness Directive (AD) CF-2024-11 applicable to Bell Textron  
Canada Ltd. (Bell) 429 helicopters S/N 57001 and Subsequent – Global  
AMOC No. AARDG-2024/A14

**References:**    1. Global AMOC Request from Bell, dated 26 March 2024 (RDIMS  
#20206319)  
2. TCCA AD CF-2024-11, issued on 22 March 2024  
3. Section 2 – Normal Procedures of Bell Rotorcraft Flight Manual BHT  
429-FM-1 Revision 21, dated 28 February 2023  
4. Email from Bell – Engineering data used to substantiate AMOC request  
(RDIMS #20255419)  
5. Email from Bell - Additional request related to repaired tail rotor  
blades, dated 18 April 2024 (RDIMS #20260932)

Dear Mr. Deer,

This letter is in response to Bell request (Ref. 1) to Transport Canada Civil Aviation (TCCA) for a Global AMOC with TCCA AD CF-2024-11 (Ref. 2) for Bell model 429 helicopters serial numbered 57001 and subsequent.

Part II of AD CF-2024-11 requires visual checks of the abrasion strip of each affected tail rotor blade before each engine start. Bell noted that certain operations involve landing at locations where the ground area below the tail rotor doesn't allow the operator to visually check the tail rotor blades. In addition, during those operations, the engine cannot always be running because the pilot(s) are sometimes required to exit the helicopter to assist crew operations. This will result in operators not being able to comply with the requirements of Part II of the AD.

**Canada**<sup>ca</sup>

Bell has requested that the compliance time for the visual check of Part II of the AD be revised to allow operators to carry out the visual check before each engine start or no later than four hours air time since the last visual check, whichever comes later. This would allow operators to reposition the helicopter to a location that allows the check to be performed. Bell has provided engineering data (Ref. 4) showing that an equivalent level of safety can be maintained using the alternative compliance time.

In Ref. 5, Bell has also informed TCCA that some of the affected tail rotor blades have been repaired by replacing the abrasion strip. The repaired blades are identified by adding “R” suffix to the part number. As a result, Bell has requested that tail rotor blades with “R” part number suffix be removed from the “affected tail rotor blade” definition of the AD.


Pursuant to CAR Part VI, Subpart 5, Division III, Section 605.84 (4), TCCA has reviewed the proposal and hereby approves the AMOC No. AARDG-2024/A14 with TCCA AD CF-2024-11 for Bell model 429 helicopters with serial numbers 57001 and subsequent. This AMOC authorizes that any tail rotor blade having “R” part number suffix is considered not an affected tail rotor blade. In addition, this AMOC authorizes the use of alternative compliance time for the visual check required by Part II of the AD as noted above, subject to the following conditions:

- All requirements of AD CF-2024-11 that are not specifically referenced above remain applicable and must be complied with accordingly.
- The authorization to use the alternative compliance time expires on 20 April 2025.

TCCA requests Bell to distribute this Global AMOC to owners/operators of Bell model 429 helicopters.

Should you have any questions on this AMOC, please contact Philip Lynch, Senior Engineer, Corrective Action – Continuing Airworthiness, by phone at 1-343-551-6147 or via email at [philip.lynch@tc.gc.ca](mailto:philip.lynch@tc.gc.ca).

Yours truly,

Electronically Signed 2024-04-19 21:32:31 UTC - 45.78.116.171  
  
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Jenny Young  
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