



A Textron Company

## **INFORMATION LETTER**

**429-24-21**

23 April 2024

Revision A, 10 October 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 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 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 global Alternative Means of Compliance (AMOC) letter 733-24-00092 for AD 2024-07-51 from the FAA which is attached to this Information Letter (IL).

**Revision A** of this IL is to address the re-installation of affected blades that have been repaired by Bell following the release of ASB 429-24-63 Revision A. These repaired blades have the letter "R" suffix at the end of the blade part number on the data plate. As such, Bell received an additional AMOC letter 733-24-00266 from the FAA allowing the re-installation of these repaired blades on the model 429. This IL revision ensures the distribution of both AMOC letters from the FAA.

If required, this IL can be referenced to obtain concurrence from your local aviation authority that these AMOCs are 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](mailto: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.

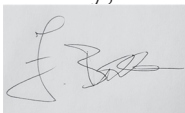
1. Bell AMOC proposal letter dated April 10, 2024
2. Bell Alert Service Bulletin 429-24-63 dated 21 March 2024
3. Transport Canada Emergency AD CF-2024-11 dated 22 March 2024
4. FAA Aspire platform, Fleet Safety Dashboard for Bell 429

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](mailto:william.mccully@faa.gov).

Sincerely,



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*for*

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



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

Aviation Safety

1600 Stewart Avenue, Suite 410  
Westbury, New York 11590

October 7, 2024

Letter Number: 733-24-00266

Mike Deer  
Manager, Airworthiness  
Bell Textron Canada Ltd.  
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

Mr. Deer:

The FAA received your letter dated September 4, 2024, requesting a global AMOC to paragraph (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 requires the replacement of any damaged tail rotor blade. The AD prohibits installation of an affected tail rotor blade (TRB) having a part number 429-016-101-105 and a serial number as identified in Bell Alert Service Bulletin 429-24-63, dated March 21, 2024.

Your AMOC proposal requested approval to install affected TRBs that have been repaired by replacing the discrepant abrasion strips, inspected for damage, and re-identified. The repaired TRBs carry the suffix "R" following the part number to differentiate from the unrepaired affected TRBs. Your proposal provides an acceptable level of safety because the repairs are made in accordance acceptable practices. The International Validation Branch approves your request to change paragraph (5) to utilize affected TRBs that have been repaired, inspected, and re-identified with an "R" following the part number.

This AMOC is applicable to Bell 429 serial numbers 57001 and subsequent.

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 September 4, 2024
2. Bell Alert Service Bulletin 429-24-63 dated 21 March 2024

The following limitations apply to this AMOC:

1. 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.

2. The preceding paragraph also applies to any applicable foreign-registered aircraft upon transfer of the aircraft to the U.S. registry if compliance with the AMOC has not been accomplished.
3. This AMOC is transferable with the aircraft to another owner/operator.
4. This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA. A copy of this response will be forwarded to the CAA where these aircraft are registered for their consideration.
5. 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](mailto:william.mccully@faa.gov).

Sincerely,



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*for*

John Yoo  
Manager, International Validation Branch  
Compliance & Airworthiness Division  
Aircraft Certification Service