



# EMERGENCY AIRWORTHINESS DIRECTIVE

*This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) with ADs.*

**Number:**

CF-2025-29

**Effective Date:**

9 June 2025

**ATA:**

64

**Type Certificate:**

H-107

**Subject:**

Tail Rotor Blade Abrasion Strip Cracks

**Replacement:**

Supersedes AD CF-2024-11, issued 22 March 2024.

**Applicability:**

Bell Textron Canada Limited (Bell) model 429 helicopters, serial numbers 57001 and subsequent

**Compliance:**

As indicated below, unless already accomplished.

**Background:**

Bell has recently received several reports of tail rotor abrasion strip cracks. Upon investigation, it was determined that a crucial step in the fabrication of the abrasion strip was missed by one of the suppliers which could result in the presence of stress risers leading to fatigue cracking of the part.

Undetected cracking of the abrasion strip could lead to tail rotor blade failure and catastrophic consequences such as severe imbalance and destruction of tail rotor gearbox and loss of directional thrust during take-off and landing.

Transport Canada issued AD CF-2024-11 to mandate the marking of affected tail rotor blades and subsequent checks and inspections to detect any potential cracks until a terminating action is determined.

Since the issuance of AD CF-2024-11, Bell has determined that abrasion strip cracking was possible outside of the serial number range defined in the original issue of the Alert Service Bulletin (ASB). This AD adds certain tail rotor blade serial numbers to the list of affected tail rotor blades while giving credit for the helicopters that had complied with an earlier revision of the ASB, and otherwise maintains the requirements of AD CF-2024-11. Repaired tail rotor blades that have an "R" suffix at the end of the part number are no longer affected.

**Corrective Actions:**

For the purpose of this AD, the following definitions apply:

**Affected tail rotor blade:** a tail rotor blade assembly that is listed in Table 1 of Bell ASB 429-24-63 Revision B, dated 6 November 2024, except those that have an "R" suffix at the end of the part number (e.g., 429-016-101-105R)

**Applicable ASB:** Bell ASB 429-24-63 Revision B, dated 6 November 2024, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

**Part I** – Before next flight after the effective date of this AD, complete the following actions on the affected tail rotor blades in accordance with the applicable ASB:

- A. Visually inspect both sides of the abrasion strip of each affected tail rotor blade for the presence of chordwise cracks. If any crack is found, before next flight, replace the tail rotor blade with a blade that is not an affected tail rotor blade or a blade that has been inspected in accordance with Part I or Part III of this AD and found to be without cracks.
- B. If no crack is found on the abrasion strip, apply a visual identification mark on the affected tail rotor blade with a paint marker.
- C. For helicopters located where the maintenance actions of Corrective Actions A and B, above, cannot be accomplished, it is acceptable to carry out one flight to a maintenance facility, provided that prior to the flight a visual check of the abrasion strip of all four tail rotor blades installed on the helicopter is carried out in accordance with Part II of this AD and the visual check has determined that no chordwise crack is present. This flight will be:
  - i. Conducted as a non-commercial/non-revenue flight.
  - ii. Only essential crew is allowed on board.

**Part II** – Before each engine start after completion of the actions of Part I of this AD, carry out a visual check of both sides of the abrasion strip of each affected tail rotor blade marked with a visual identification mark required by Part I of this AD, for the presence of chordwise cracks, in accordance with Part II of the applicable ASB. If any crack is found, before next flight, replace the tail rotor blade with a blade that is not an affected tail rotor blade or a blade that has been inspected in accordance with Part I or Part III of this AD and found to be without cracks. The actions of Part II can be omitted for the first engine start following the completion of Part I or Part III.

**Part III** – At intervals not exceeding 25 hours air time after completion of the actions of Part I of this AD, carry out an inspection of the abrasion strip of each affected tail rotor blade marked with a visual identification mark required by Part I of this AD, for the presence of chordwise cracks, in accordance with Part III of the applicable ASB. If any crack is found, before next flight, replace the tail rotor blade with a blade that is not an affected tail rotor blade or a blade that has been inspected in accordance with Part I or Part III of this AD and found to be without cracks.

Accomplishment of Part I, II, or Part III of this AD in accordance with an earlier revision of the applicable ASB, prior to the effective date of this AD, also meets the intent of this AD.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Jenny Young  
Chief, Continuing Airworthiness  
Issued on 6 June 2025

**Contact:**

Ryan Anderson, Continuing Airworthiness, Ottawa, telephone 1-888-663-3639, or e-mail [TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca](mailto:TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca) or any Transport Canada Centre.