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-2026-50

Effective Date:

23 October 2026

ATA:

64

Type Certificate:

H-107

Subject:

Tail Rotor – Tail Rotor Pitch Link Spherical Bearing Missing Hard Coating

Applicability:

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

Compliance:

As indicated below, unless already accomplished.

Background:

Bell has received in-service reports of premature wear-out of the spherical bearings Part Number (P/N) 429-312-117-103 installed on certain tail rotor pitch link assemblies of Bell 429 model helicopters. An investigation revealed a quality escape at the sub-supplier wherein the spherical bearing monoballs did not receive the required hard coating. Lack of hard coating reduces the wear resistance of the ball and causes it to fret upon contact with the inner bearing race. If not detected and corrected, a worn-out bearing could lead to loss of tail rotor directional control preventing safe landing of the helicopter.

This AD mandates a higher frequency of repetitive visual inspections on the affected pitch link assemblies for bearing wear and their replacement if they do not pass the inspection criteria outlined in the Bell Alert Service Bulletin (ASB) 429-25-67 Basic Issue, dated 21 May 2025.

Corrective Actions:

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

ASB: Bell ASB 429-25-67 Basic Issue, dated 21 May 2025, or later revisions as approved by the Chief, Continuing Airworthiness, Transport Canada

Affected Part: A tail rotor pitch link assembly (P/N 429-012-212-105 or 429-012-212-107) having a serial number listed in Table 1 of the ASB.

Part I – Initial Inspection

A. Perform a visual inspection of the affected part and its bearing areas for cracks, wear, mechanical or corrosion damage in accordance with the Accomplishment Instructions of the ASB as per the following schedule:
   i. For affected parts that have accumulated less than 120 hours air time since new installation: prior to reaching 150 hours air time.
   ii. For affected parts that have accumulated 120 hours air time or more since new installation: within the next 30 hours air time.

B. Replace the affected parts that do not pass the inspection criteria specified in the Accomplishment Instructions of the ASB before further flight.

Part II – Repeat Inspection

A. Thereafter, repeat the visual inspection of the affected part every 110 hours air time from the previous inspection in accordance with the Accomplishment Instructions of the ASB.
B. Replace the affected parts that do not pass the inspection criteria specified in the Accomplishment Instructions of the ASB before further flight.

Part III – Credit for Inspections Performed Prior to the Effective Date of this AD

A. Inspections performed on an affected part in accordance with the Accomplishment Instructions of the ASB prior to the effective date of this AD, meet the requirements of Part I of this AD.
B. If the previous inspection (either initial or repetitive) was performed, repeat the visual inspection in accordance with the Accomplishment Instructions of the ASB as per the following schedule:
    i. For affected parts that have accumulated less than 80 hours air time since the previous inspection: prior to reaching 110 hours air time.
    ii. For affected parts that have accumulated 80 hours air time or more since the previous inspection: within the next 30 hours air time.
C. Thereafter, repeat the visual inspection of the affected part every 110 hours air time in accordance with the Accomplishment Instructions of the ASB.
D. Replace the affected parts that do not pass the inspection criteria specified in the Accomplishment Instructions of the ASB before further flight.

Part IV – Re-installation

A. After the effective date of this AD, it is permitted to install an affected part onto the helicopter provided Parts I, II and III of this AD are complied with prior to installation.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 9 October 2026

Contact:

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