

Airworthiness Directive Schedule

Helicopters

Bell 407 Series

22 December 2022

- Notes:**
1. This AD schedule is applicable to Bell 407 and 407GX series helicopters manufactured by Bell Helicopter Textron (BHT) under Transport Canada Type Certificate No. H-92.
 2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters. State of Design ADs can be obtained directly from the TC website at: <http://wwwapps3.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/awd-iv-cs1401.asp?rand>
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
-

Contents

DCA/BELL407/1	Airworthiness Directive Compliance at Initial C of A Issue	3
DCA/BELL407/2	Tail Rotor Drive - Shimming	3
DCA/BELL407/3	Cancelled - Purpose Fulfilled	3
DCA/BELL407/4	Minimum Fuel Flow Overspeed Valve - Flight Manual Amendment.....	3
DCA/BELL407/5	Cancelled - Purpose Fulfilled	3
DCA/BELL407/6	Cargo Hook System - Modification.....	3
DCA/BELL407/7A	Tail Rotor Gearbox Attachment – Re-installation	4
DCA/BELL407/8A	Vertical Fin Assembly - Inspection	4
DCA/BELL407/9	Warning Horns - Replacement.....	5
DCA/BELL407/10A	Engine-to-Transmission Driveshaft - Replacement.....	5
DCA/BELL407/11	Door Latch Assemblies - Modification	5
DCA/BELL407/12G	Pedal Stop Modification and Removal of Operating Limitations.....	6
DCA/BELL407/13	Hydraulic Relief Valve - Replacement.....	6
DCA/BELL407/14	Main Rotor Pitch Horn Assembly - Inspection.....	7
DCA/BELL407/15	Cancelled – Transport Canada AD CF-1999-04R1 refers.....	7
DCA/BELL407/16	Oil Cooler Blower Assembly – Bearing Replacement	7
DCA/BELL407/17A	Cancelled – DCA/BELL407/42 refers.....	7
DCA/BELL407/18	Door Locking Mechanism - Modification	7
DCA/BELL407/19	Crew Seat Restraint Assemblies - Replacement	8
DCA/BELL407/20	Cancelled – DCA/BELL407/40 refers.....	8
DCA/BELL407/21A	Horizontal Stabiliser Slats - Replacement.....	8
DCA/BELL407/22	Cancelled – Purpose Fulfilled	8
DCA/BELL407/23	Engine to Transmission Driveshaft - Inspection	9
DCA/BELL407/24	Forward Bearing Hanger Support - Inspection.....	9
DCA/BELL407/25	Fuel Line - Inspection.....	9
DCA/BELL407/26	Fuel Filter Cap - Electrical Bonding.....	10
DCA/BELL407/27A	Tail Rotor Blades – Inspection	10
DCA/BELL407/28	Tail Rotor Driveshaft Disc Assembly – Inspection.....	10
DCA/BELL407/29	V _{NE} Reduction – AFM Amendment	11
DCA/BELL407/30	Cancelled – CF-2002-03R3 refers	11
DCA/BELL407/31	Tail Rotor Gearbox Support Casting – Inspection.....	11
DCA/BELL407/32	Swashplate Drive Links – Inspection.....	11
DCA/BELL407/33	Tail Rotor Gearbox Oil Feed Gallery – Inspection.....	12
DCA/BELL407/34	Tail Boom and Tail Rotor Drive – Inspection.....	12
DCA/BELL407/35	Swashplate Duplex Bearing – Replacement.....	13

DCA/BELL407/36	Horizontal Stabilizer – Inspection	13
DCA/BELL407/37	FADEC Manual Mode Overspeed – AFM Amendment	13
DCA/BELL407/38	Turbine Steady State Operation – AFM Amendment & Placard	14
DCA/BELL407/39	Freewheel Assembly – Inspection.....	14
DCA/BELL407/40	Tail Rotor Drive Shaft bearings – Inspection.....	14
DCA/BELL407/41	Landing Gear Cross Tubes – Life Limitation	15
DCA/BELL407/42	Tail Boom – Inspection.....	15
DCA/BELL407/43A	Cyclic Control Lever Installation – Inspection.....	16
DCA/BELL407/44	Hydraulic Pump Driveshaft – Inspection	16
DCA/BELL407/45	Tail Boom Skin – Inspection.....	17
DCA/BELL407/46	Gas Producer RPM (NG) Limitation – AFM Amendment & Placard.....	18
DCA/BELL407/47	Anti-drive Link Assembly – Inspection.....	18
DCA/BELL407/48	Staked Bearings – Inspection	18
DCA/BELL407/49	Tail Boom Attach Hardware – Inspection	19
DCA/BELL407/50A	Hydraulic Servo Actuators – Inspection	19
DCA/BELL407/51	Cancelled – Transport Canada AD CF-2011-42R1 refers.....	20
DCA/BELL407/52	Emergency Float Kit – Inspection.....	20
<p>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</p>		
TC AD CF-2002-03R3	KAflex Shaft – Replacement	21
FAA AD 2013-22-21	Emergency Floatation Gear - Inspection.....	21
TC AD CF-1999-04R1	Components – Life Limitations	21
TC AD CF-2016-13R1	Freewheel Lubrication System – Inspection.....	21
TC AD CF-2016-21	Tail Rotor Drive Shaft – Inspection.....	21
TC AD CF-2018-16	Seat Belt Comfort Clips – Inspection.....	21
FAA AD 2018-25-17	Air Comm Corp Air Conditioning System – Inspection	21
TC AD CF-2019-01	Helicopter External Transport System (HETS) STC SH98-35	21
TC AD CF-2011-42R1	Longeron Structure - Inspection	21
TC AD CF-2021-34	Tail Boom Lower Skin Cracking - Inspection.....	22
* TC AD CF-2022-68	Tail Boom - Inspection	22

DCA/BELL407/1 Airworthiness Directive Compliance at Initial C of A Issue

Applicability: Model 407 helicopters

Requirement: Comply with Canadian airworthiness directive CF-96-19R4.

Compliance: Before issue of New Zealand Airworthiness Certificate.
(Transport Canada CF-96-19R4 refers)

Effective Date: 4 July 1997

DCA/BELL407/2 Tail Rotor Drive - Shimming

Applicability: Model 407 S/N 53000, 53002 through 53065, 53067, and 53069 through 53075.

Requirement: To prevent failure of the tail rotor drive shaft, perform shimming procedure per BHTC ASB 407-97-7.
(Transport Canada AD CF-97-08 refers)

Compliance: By 1 September 1997

Effective Date: 4 July 1997

DCA/BELL407/3 Cancelled - Purpose Fulfilled**DCA/BELL407/4 Minimum Fuel Flow Overspeed Valve - Flight Manual Amendment**

Applicability: Model 407 S/N 53001 through 53166

Requirement: Allison Commercial Engine Bulletin CEB A-73-6015 introduces a modified hydro-mechanical unit and a new electronic control unit. These modifications require a change to the approved Rotorcraft Flight Manual instructions. Accomplish the following measures at the time of embodiment of CEB A-73-6015:-

Incorporate Revision No. 5, dated 24 June 1997, into the approved Rotorcraft Flight Manual BHT-407-FM-1; and remove Temporary Revision FOR FADEC FAULT ANNUNCIATION INTERPRETATION, revised 3 December 1996, and Temporary Revision FOR NP OVERSPEED TRIP INCREASE, dated 3 December 1996.

Ensure that all pilots are aware of the contents of the above revision and of the Manufacturer's Data BHT-407-MD-1 Revision 2, dated 24 June 1997.
(Transport Canada AD CF-97-15 refers)

Compliance: At the time of embodiment of Allison Commercial Engine Bulletin CEB A-73-6015.

Effective Date: 24 October 1997

DCA/BELL407/5 Cancelled - Purpose Fulfilled**DCA/BELL407/6 Cargo Hook System - Modification**

Applicability: Model 407 S/N 53000 through 53152, and 53154 through 53165.

Requirement: To ensure correct functioning of the cargo hook system, modify per Bell Alert SB 407-98-16.
(Transport Canada AD CF-98-06 refers)

Compliance: For helicopters with the cargo hook installed, by 5 July 1998.
For helicopters with cargo hook provisions only, by 30 September 1998.

Effective Date: 5 June 1998

DCA/BELL407/7A Tail Rotor Gearbox Attachment – Re-installation

Applicability: Model 407 aircraft, all S/N.

Note: This AD revised to mandate a tail rotor gearbox re-installation.

Requirement: To prevent tail rotor vibration loosening the tail rotor assembly, remove the tail rotor gearbox from the aircraft and accomplish a gearbox re-installation per the instructions in part I of Bell Helicopter Textron Canada Alert Service Bulletin (ASB) 407-97-14 revision C.
(Transport Canada AD CF-1998-09R1 refers)

Compliance: Within the next 300 hours TIS or by 27 July 2008, whichever occurs sooner, unless already accomplished.

Effective Date: DCA/BELL407/7 - 5 June 1998
DCA/BELL407/7A - 27 September 2007

DCA/BELL407/8A Vertical Fin Assembly - Inspection

Applicability: Model 407 S/N 53000 through 53273 inclusive with vertical fin assembly S/N BP2266 and prior, except BP2260, BP2262 and BP2265.

Requirement: To ensure the structural integrity of the vertical fin assembly, accomplish the following:-

Remove the fin assembly P/N 206-020-113-221 or -229, as applicable, from the tail boom and perform a one-time visual inspection of the fin per Part I of Bell Alert SB 407-98-17 Rev A.

(a) If no damage is found as a result of the inspection above, reinstall the fin assembly to its original configuration.

(b) If any damage is found, accomplish the corrective action per Part II of SB 407-98-17 Rev A.

(c) Upon completion of Part II of the SB, install a nameplate indicating P/N 206-070-113-223FM together with the applicable S/N, per Part III of SB 407-98-17 Rev A.

For those aircraft that have already complied with paragraph (b) per the original directive (DCA/BELL407/8), install the nameplate per paragraph (c) at the next 300-hour inspection.

(Transport Canada AD CF-98-10R1 refers)

Compliance: Within next 100 hours TIS.

Effective Date: DCA/BELL407/8 - 31 July 1998
DCA/BELL407/8A - 20 November 1998

DCA/BELL407/9 Warning Horns - Replacement

Applicability: Model 407 helicopters, serial numbers 53000 through 53194 inclusive.

Requirement: To facilitate appropriate flight crew reactions to flight situations by providing more distinct and conspicuous warnings, accomplish the following:-
 Replace existing FADEC FAIL, ENGINE OUT and LOW ROTOR RPM horns with new ones, P/N VSB628CP, SC628NP and SC628N, respectively, or later P/N, per Bell Alert SB 407-97-12.
 (Transport Canada AD CF-98-13 refers)

Compliance: By 15 December 1998

Effective Date: 31 July 1998

DCA/BELL407/10A Engine-to-Transmission Driveshaft - Replacement

Applicability: Model 407 S/N 53000, and 53002 through 53066.

Requirement: To ensure the continuing airworthiness of the aircraft, replace the engine-to-transmission driveshaft P/N 206-340-300-103 with driveshaft P/N 206-340-300-105 per Bell Alert SB 407-98-19.
 Superseded driveshafts P/N 206-340-3000-103 shall be either rendered unusable or identified as un-airworthy and kept segregated from airworthy parts.
 (Transport Canada AD CF-98-25R1 refers)

Compliance: Within next 50 hours TIS or by 30 September 1998, whichever is the sooner.

Effective Date: DCA/BELL407/10 - 3 September 1998
 DCA/BELL407/10A - 20 November 1998

DCA/BELL407/11 Door Latch Assemblies - Modification

Applicability: Model 407 S/N 53000 through 53228.

Requirement: To ensure proper functioning of each door, modify door assemblies P/N 20898-401, -402, -405 and -406, per Bell Alert SB 407-98-18.
 (Transport Canada AD CF-98-19 refers)

Compliance: Within the next 100 hours TIS or by 31 October 1998, whichever is the sooner.

Effective Date: 25 September 1998

DCA/BELL407/12G Pedal Stop Modification and Removal of Operating Limitations

Applicability: Model 407 S/N 53000 through 53399, except 53397.

Requirement: To reinstate the original type certified VNE of 140 KIAS, accomplish the following:-
Install an airspeed-actuated pedal stop per BHT ASB 407-99-33 dated 17 December 1999.

Replace the VNE placards per ASB 407-99-33. The maximum VNE is 140 KIAS except in autorotation where it remains 100 KIAS maximum or where the basic flight manual or optional installation limitations indicate less than these values.

Remove the temporary instrument markings and install the new airspeed limitation decals per Part II of ASB 407-99-33.

Remove Temporary Revision titled "VNE Increase to 130 KIAS" dated 3 June 1999 from the applicable Rotorcraft Flight Manual:

- (a) BHT-407-FM-1,
- (b) BHT-407-FMS-25, Quiet Cruise Mode,
- (c) BHT-407-FMS-28, Increased Internal Gross Weight, and insert Temporary Revision titled "VNE Increase to 140 KIAS" dated 17 December 1999.

Remove Temporary Revision titled "Hover Performance Correction for Temporary Tail Rotor Pedal Stop" dated 10 March 1999 from the applicable Rotorcraft Flight Manual:

- (a) BHT-407-FM-1,
- (b) BHT-407-FMS-3, Particle Separator,
- (c) BHT-407-FMS-4, Snow Deflector,
- (d) BHT-407-FMS-28, Increased Internal Gross Weight.

Remove all earlier editions of this directive from the Rotorcraft Flight Manual (BHT-407-FM-1) and brief the pilots of the content of this directive.

The accomplishment of the above provides terminating action for the requirements of all previous issues of this directive.
(Transport Canada AD CF-1998-36R7 refers)

Compliance: By 31 January 2001

Effective Date: DCA/BELL407/12F – 27 August 1999
DCA/BELL407/12G - 30 March 2000

DCA/BELL407/13 Hydraulic Relief Valve - Replacement

Applicability: Model 407 S/N 53000 through 53266.

Requirement: To ensure proper functioning of the flight controls, replace the hydraulic relief valve P/N 206-076-036-101 with P/N 206-076-036-105, per Bell Alert SB 407-98-20.
(Transport Canada AD CF-98-28 refers)

Compliance: By 20 December 1998

Effective Date: 20 November 1998

DCA/BELL407/14 Main Rotor Pitch Horn Assembly - Inspection

Applicability: Model 407 S/N 53000 through 53321 and 53323 through 53326.

Requirement: To ensure that the main rotor pitch horn assembly floating bushing has been installed correctly, inspect per Bell Alert SB 407-99-25.

If any bushing is found to be installed incorrectly, replace the affected pitch horn and the bolt that attaches the pitch change link to the pitch horn.
(Transport Canada AD CF-99-02 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 18 February 1999

DCA/BELL407/15 Cancelled – Transport Canada AD CF-1999-04R1 refers

Effective Date: 11 February 2016

DCA/BELL407/16 Oil Cooler Blower Assembly – Bearing Replacement

Applicability: Model 407 S/N 53000 through 5332.

Requirement: To prevent power train seizure, replace bearings P/N 406-040-339 of the oil cooler blower assembly with new ones P/N 407-340-339-101/-103 and lubricate with Royco 13 grease, MIL-G-25013, per ASB 407-98-23.
(Transport Canada AD CF-99-08 refers)

Compliance: Within the next 300 hours TIS or by 31 July 1999, whichever is the sooner.

Effective Date: 7 May 1999

DCA/BELL407/17A Cancelled – DCA/BELL407/42 refers

Effective Date: 31 July 2008

DCA/BELL407/18 Door Locking Mechanism - Modification

Applicability: Model 407 S/N 53000 through 53334.

Requirement: To ensure proper functioning of each door locking mechanism, replace the baseplate and rod assemblies by incorporating hardware kit CA-407-99-30 as outlined in BHTC ASB 407-99-30.
(Transport Canada AD CF-99-19 refers)

Compliance: By 31 October 1999

Effective Date: 27 August 1999

DCA/BELL407/19 Crew Seat Restraint Assemblies - Replacement

Applicability: Model 407 S/N 53000 through 53342 and 53344.

Requirement: To ensure the safety of the crew, replace the crew seat restraint assemblies with new ones, P/N 222-320-823-129 and -130, per BHTC ASB 407-99-29. (Transport Canada AD CF-1999-25)

Compliance: By 31 January 2000

Effective Date: 19 November 1999

DCA/BELL407/20 Cancelled – DCA/BELL407/40 refers

Effective Date: 31 July 2008

DCA/BELL407/21A Horizontal Stabiliser Slats - Replacement

Applicability: Model 407 aircraft, S/N 53000 through to 53498 and 53500 through to 53512.

Note 1: This AD mandates a visual inspection prior to modification and the replacing of the slats together, per an improved installation procedure.

Requirement: To prevent in-flight slat separation, accomplish the following:

1. For aircraft S/N 53000 through to 53498 and 53500 through to 53503 inspect per part I of Bell Helicopter Textron Canada ASB 407-02-52.

Note 2: The daily visual inspection outlined in part I of ASB 407-02-52 may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers). Sign logbook for AD compliance at time of adding the daily visual inspection requirement to the aircraft tech log.

2. For aircraft S/N 53000 through to 53498 install segmented slats P/N 407-023-001-103 per part II of ASB 407-02-52.

3. For aircraft S/N 53500 through to 53503 fitted with factory installed slats, re-install and identify existing factory installed segmented slats P/N 407-023-001-103 per part III of ASB 407-02-52.

4. For aircraft S/N 53504 through 53512 with the new factory installed slats, install identification plates on the existing factory installed segmented slats P/N 407-023-001-103 per part IV of ASB 407-02-52.
(Transport Canada AD CF-2000-09R1 refers)

Compliance: 1. At every daily inspection until installation of segmented slats P/N 407-023-001-103 per ASB 407-02-52.

2. 3. & 4. By 27 February 2008, unless already accomplished.

Effective Date: DCA/BELL407/21 - 27 April 2000
DCA/BELL407/21A - 27 September 2007

DCA/BELL407/22 Cancelled – Purpose Fulfilled

DCA/BELL407/23 Engine to Transmission Driveshaft - Inspection

Applicability: Model 407 series helicopters with engine to transmission driveshaft P/N 206-340-300-105 fitted.

Requirement: To prevent failure of driveshaft visually inspect each driveshaft for a crack, loose bolt or nut, or red powder residue per Bell ASB 407-01-43.

Replace driveshaft before further flight if a crack, loose bolt or nut, or red powder residue is found.

(Transport Canada AD CF-2001-24)

Compliance: For driveshafts with 1000 or more hours TIS and all driveshafts with less than 1000 hours TIS that have been removed or installed since factory delivery, inspect within 25 TIS.

For driveshafts with less than 1000 hours TIS, that have never been removed or installed since factory delivery, accomplish Service Bulletin within 300 hours TIS.

Effective Date: 26 July 2001

DCA/BELL407/24 Forward Bearing Hanger Support - Inspection

Applicability: Model 407 helicopters S/N 53000 through 53442 with flywheel P/N 407-040-316-101 installed.

Requirement: To detect cracks in the forward bearing hanger support, visually inspect forward bearing hanger support P/N 407-040-316-101 per BHTC ASB 407-01-39. If a crack is detected, replace the affected support before further flight.
(Transport Canada AD CF-2001-32 refers)

Compliance: Within next 25 hours TIS and thereafter at intervals not to exceed 25 hours TIS.

Effective Date: 27 September 2001

DCA/BELL407/25 Fuel Line - Inspection

Applicability: Model 407 helicopters S/N 53000 through 53174

Requirement: To prevent chafing damage to the main fuel feed line, which could cause fuel leakage and/or air to enter the fuel supply to the engine and an engine flameout, accomplish the following:

1. Inspect per BHTC ASB 407-01-42 and replace if necessary.
2. Replace standpipe and tube assembly per ASB 407-01-42.
(Transport Canada AD CF-2001-30R1 refers)

Compliance: 1. Inspect within next 50 hours TIS.

2. Replace within 300 hours TIS.

Effective Date: 27 September 2001

DCA/BELL407/26 Fuel Filter Cap - Electrical Bonding

Applicability: Model 407 helicopters S/N 53000 through 53479.

Requirement: To prevent static discharge while refueling that could potentially ignite the fuel vapor, ensure fuel filler cap and adapter assembly has adequate electrical bonding per BHTC ASB 407-01-41.
(Transport Canada AD CF-2001-34 refers)

Compliance: By 31 March 2002

Effective Date: 29 November 2001

DCA/BELL407/27A Tail Rotor Blades – Inspection

Applicability: Model 407 aircraft, all S/N.

Note: This AD supersedes DCA/BELL407/27 to introduce Bell Helicopter Textron Canada (BHTC) ASB No. 407-07-81 revision B, dated 29 November 2010 which lists additional affected tail rotor blades.

Requirement: To prevent balance weights departing from the tail rotor blades during flight, inspect the aircraft log books and determine if any affected tail rotor blades are fitted to the aircraft per Bell Helicopter Textron Canada (BHTC) ASB No. 407-07-81 revision B, dated 29 November 2010 or later Transport Canada approved revisions. If an affected tail rotor blade is found fitted, replace with an airworthy part before further flight.
(Transport Canada AD CF-2007-21R1 refers)

Compliance: Before further flight.

Effective Date: DCA/BELL407/27 - 18 September 2007
DCA/BELL407/27A - 4 December 2010

DCA/BELL407/28 Tail Rotor Driveshaft Disc Assembly – Inspection

Applicability: Model 407 aircraft, S/N all through 53709, 53711 through to 53716, 53718, 53720 through to 53722.

Requirement: To prevent failure of the disc assemblies fitted to the tail rotor driveshaft, accomplish the following:

1. Inspect the aircraft log book and disc assemblies P/N 407-340-340-103 fitted to the aircraft, and establish the manufacturing date, the thickness and indexing, per the instructions in part 2 of Bell Helicopter Textron Alert Service Bulletin (ASB) No. 407-07-76.
2. Replace any disc assembly that is not within the required thickness 0.115 - 0.127 inch (2.921 - 3.225 mm) per ASB No. 407-07-76.
3. Replace any disc assembly that is not correctly indexed per ASB No. 407-07-76.
4. For disc assemblies held as spares confirm the manufacture date. If the manufactured date is between 1 November 2005 and 30 November 2006 establish the thickness and indexing per the instructions in part 1 of ASB No. 407-07-76. If required adjust the thickness of the disc assembly by removing or adding new discs, and re-index if necessary, per the applicable Maintenance Manual. Attach a serviceable tag stating compliance with the requirements of this AD.

Note 1: If the manufacturing date is not between 1 November 2005 and 30 November 2006, no further action is required.

2. Replace any disc assembly that is not within the required thickness 0.115 - 0.127 inch (2.921 - 3.225 mm) per ASB No. 407-07-76.

3. Replace any disc assembly that is not correctly indexed per ASB No. 407-07-76.

4. For disc assemblies held as spares confirm the manufacture date. If the manufactured date is between 1 November 2005 and 30 November 2006 establish the thickness and indexing per the instructions in part 1 of ASB No. 407-07-76. If required adjust the thickness of the disc assembly by removing or adding new discs, and re-index if necessary, per the applicable Maintenance Manual. Attach a serviceable tag stating compliance with the requirements of this AD.

Note 2: If the manufacturing date is not between 1 November 2005 and 30 November 2006, no further action is required.

(Transport Canada AD CF-2007-14 refers)

Compliance:

1. Within the next 25 hours TIS, or by 21 October 2007 whichever is the sooner.
2. Within the next 10 hours TIS.
3. Within the next 300 hours TIS, or next scheduled inspection, whichever comes sooner.
4. From 21 September 2007.

Effective Date: 21 September 2007

DCA/BELL407/29 V_{NE} Reduction – AFM Amendment**Applicability:** Model 407 aircraft, all S/N.**Requirement:** The requirement to continue with the V_{NE} restriction imposed after a Bell 407 aircraft flying at approximately 140 knots was destroyed is no longer necessary.

Remove the copy of Transport Canada AD CF-2001-01 from the Aircraft Flight Manual (AFM).

Remove the V_{NE} limitation placard and airspeed indicator redline limits which were incorporated by AD CF-2001-01.**Note 1:** Accomplishment of these requirements is a terminating action to the requirements of this AD.**Note 2:** The V_{NE} restriction requirements imposed by DCA/BELL407/12G (Transport Canada AD CF-1998-36R7 refers), remains in effect until the terminating requirements of that AD have been met.
(Transport Canada AD CF-2001-01R1 refers)**Compliance:** By 27 November 2007**Effective Date:** 27 September 2007**DCA/BELL407/30 Cancelled – CF-2002-03R3 refers****Effective Date:** 10 October 2013**DCA/BELL407/31 Tail Rotor Gearbox Support Casting – Inspection****Applicability:** Model 407 aircraft, S/N 53000 through to 53475 fitted with tail boom assemblies P/N 407-030-801-105, -107 or 407-530-014-103 with S/N 53390 through to 53440, 53449, BP921 or BP1014 and tail rotor gearbox support casting P/N 406-030-121-105 with S/N 980867/01-2, -3, -4, -5, -8, -9 or -10.**Requirement:** To prevent failure of the tailrotor gearbox due to the possibility of cracks in the tail rotor gearbox support casting that is part of the tail boom assembly, accomplish the following:

1. Inspect the aircraft and aircraft logbook and determine if an affected part is installed on the aircraft per part I of Bell Helicopter Textron Canada Alert Service Bulletin 407-02-53.

2. Inspect affected tail rotor support castings for cracks per part II of ASB 407-02-53. If a crack is found, replace the tail boom before further flight.

3. Remove affected tail rotor support castings by replacing the tail boom or the tail rotor gearbox support casting per ASB 407-02-53.

(Transport Canada AD CF-2002-32R1 refers)

Compliance: 1. Within the next 25 hours TIS, unless already accomplished.

2. Within the next 25 hours TIS and thereafter at intervals not to exceed 25 hours TIS until requirement 3 is accomplished.

3. By 27 November 2007, unless already accomplished.

Effective Date: 27 September 2007**DCA/BELL407/32 Swashplate Drive Links – Inspection****Applicability:** Model 407 aircraft, all S/N.**Requirement:** To prevent failure of both swashplate drive link studs possibly resulting in loss of control of the aircraft, inspect both cup washers P/N 406-010-412-101 for correct installation per Bell Helicopter Textron Canada Alert Service Bulletin (ASB) 407-02-55.

If the cup washers are installed correctly, no further action is required.

If one or both cup washers are installed upside down, replace the parts per part II of ASB 407-02-55, before further flight.

(Transport Canada AD CF-2002-46 refers)

Compliance: Before further flight, unless already accomplished.**Effective Date:** 27 September 2007

DCA/BELL407/33 Tail Rotor Gearbox Oil Feed Gallery – Inspection

Applicability: Model 407 aircraft, S/N 53000 through to 53498, 53500 through to 53522, 53524 and 53526 fitted with tail rotor gearbox case P/N 406-040-406-109 or 406-040-406-113.

Requirement: To prevent failure of the tail rotor gearbox duplex bearing P/N 406-040-432-103 due to the possibility of the gearbox lacking the required oil feed gallery, accomplish the following:

1. Inspect the aircraft and aircraft logbook and identify the tail rotor gearbox case installed on the helicopter and inspect for the presence of oil feed gallery per the instructions in part I of Bell Helicopter Textron Canada Alert Service Bulletin 407-03-57 revision B. If an oil feed gallery is present, re-identify the gearbox case assembly per the instructions in ASB 407-03-57. If an oil feed gallery is not present, accomplish requirement 2 of this AD.
2. Create an oil feed gallery per the instructions in part II of ASB 407-03-57.

Note: Before installing affected tail rotor gearbox cases held as spares accomplish the instructions in this AD.
(Transport Canada AD CF-2003-10 refers)

- Compliance:**
1. Within the next 50 hours TIS or by 27 October 2007, whichever occurs sooner, unless already accomplished.
 2. For tail rotor gearboxes with less than 1800 hours TTIS since new or last overhaul, rework within 1800 hours TTIS.

For tail rotor gearboxes with 1800 hours or more TTIS since new or last overhaul, rework within the next 50 hours TIS or within 30 days, whichever occurs sooner.

Effective Date: 27 September 2007

DCA/BELL407/34 Tail Boom and Tail Rotor Drive – Inspection

Applicability: Model 407 aircraft, S/N 53003 through to 53213.

Requirement: To allow the manufacturer to determine the scope of problems with the tail boom and tail rotor drive system, accomplish the following:

Inspect the outer discs of all tail rotor drive assembly couplings for cracks using a magnifying glass. Dismantling of the disc packs is not required unless their condition dictates otherwise. Inspect the support brackets of the oil cooler blower and oil tank, and associated airframe structure for cracks or damage.

Visually inspect the tail rotor assembly for damage and general condition. This includes the controls, the tail rotor gearbox and drive assembly, and the tail boom. Accomplish these inspections per Bell Alert Service Bulletin No. 407-97-7 and the Maintenance Manual BHT-407-MM, chapter 5, zones 2, 4, 5 and 6 of the progressive inspection schedule.

Report the inspection results to the CAA by completing and submitting a defect report CA005D. Include both positive and negative cases of cracking or damage. Reports should specify the helicopter serial number, the airframe time since new and the location of damage (plus, in the case of disc packs, the number of discs that formed that pack). Unless already reported, advise the CAA if coupling disc have been found cracked during the 300 hour mandatory inspections accomplished prior to this AD including any remedial action accomplished per Bell Alert Service Bulletin No. 407-97-7 (DCA/BELL407/2 refers).

(Transport Canada AD CF-97-19 refers)

Compliance: Within the next 25 hours TIS or by 27 October 2007, unless already accomplished.

Effective Date: 27 September 2007

DCA/BELL407/35 Swashplate Duplex Bearing – Replacement

- Applicability:** Model 407 aircraft, S/N 53000 through to 53059, 53062, 53063 and 53071.
- Requirement:** To bring the aircraft into conformance with its type certification basis, install a swashplate duplex bearing P/N 406-310-402-103 per Bell Helicopter Textron Canada Alert Service Bulletin 407-97-11.
- Note:** The installation of this bearing eliminates the need for the inspection limitation of BHT-407-MM-1, Chapter 4, Table 4-2. (Transport Canada AD CF-97-22 refers)
- Compliance:** At the next swashplate overhaul inspection, or by 27 August 2008, whichever occurs sooner, unless already accomplished.
- Effective Date:** 27 September 2007

DCA/BELL407/36 Horizontal Stabilizer – Inspection

- Applicability:** Model 407 aircraft, all S/N.
- Requirement:** To prevent failure of the horizontal stabiliser due to the possibility of manufacturing defects causing cracks to develop in the skin which may result in loss of aircraft control, accomplish the following:
1. Inspect the aircraft and aircraft log books and determine the S/N of the horizontal stabiliser per the instructions in Part I of Alert Service Bulletin (ASB) No. 407-06-72.
If an affected S/N horizontal stabiliser is not fitted to the aircraft, no further action is required.
If an affected S/N horizontal stabiliser is fitted to the aircraft, inspect the horizontal stabiliser per the instructions in Part II of ASB No. 407-06-72.
If any defects are found replace the horizontal stabiliser per the instructions in Part III of ASB No. 407-06-72, before further flight.
 2. Replace affected horizontal stabilisers per the instructions in Part III of ASB No. 407-06-72. (Transport Canada AD CF-2007-03 refers)
- Compliance:**
1. Within the next 100 hours TIS or by 27 October 2007, whichever is the sooner, and thereafter inspect affected parts at intervals not to exceed 600 hours TIS or annual inspection, whichever is the sooner, until requirement 2 of this AD is accomplished.
 2. By 27 February 2009, unless already accomplished.
- Effective Date:** 27 September 2007

DCA/BELL407/37 FADEC Manual Mode Overspeed – AFM Amendment

- Applicability:** Model 407 aircraft, all S/N 53000 through to 53655.
- Requirement:** Rolls Royce has determined that a restriction in the P1 nozzle screen can result in main rotor overspeed when the FADEC is switched to manual mode. The selection of the FADEC to manual mode at ground idle will identify a contaminated P1 nozzle screen if the gas producer speed increases beyond specified limits as identified in the AFM. Amend the AFM by inserting flight manual revision BHT-407-FM-1, revision 4, dated 29 June 2005. (Transport Canada AD CF-2005-32 refers)
- Compliance:** By 15 October 2007, unless already accomplished.
- Effective Date:** 27 September 2007

DCA/BELL407/38 Turbine Steady State Operation – AFM Amendment & Placard

Applicability: Model 407 aircraft, S/N 53000 through to 53644.

Requirement: To prevent failure of the third stage turbine wheel due to certain steady-state turbine operations causing detrimental vibrations within a particular range of turbine speeds, amend the AFM by inserting flight manual supplement BHT-407-FM-1, revision 3 and advise the pilot of this change. Also install a placard as per Bell Helicopter Textron Canada Alert Service Bulletin 407-05-67.
(Transport Canada AD CF-2004-09R1 refers)

Compliance: By 15 October 2007, unless already accomplished.

Effective Date: 27 September 2007

DCA/BELL407/39 Freewheel Assembly – Inspection

Applicability: Model 407 aircraft, all S/N fitted with a freewheel aft bearing cap P/N 406-040-509-101, S/N A-1833 through to A-1912.

Requirement: To prevent failure of the freewheel unit due to the possibility of there not being a machined oil lubrication channel in the aft bearing cap resulting in a lack of bearing lubrication, accomplish the following:

1. Identify the S/N of the aft bearing cap fitted to the aircraft per Part I of Bell Helicopter Textron Canada Alert Service Bulletin 407-04-66 revision A. If an affected bearing cap is fitted to the aircraft, accomplish requirement 2 and 3 of this AD.
2. Rework affected freewheel assemblies as stipulated by the calculated average engine start cycle count per Part II or III of Alert Service Bulletin 407-04-66.
3. Rework affected freewheel assemblies per Part IV of Alert Service Bulletin 407-04-66.

Note: Accomplishment of requirement 3 is a terminating action to the requirements of this AD.

(Transport Canada AD CF-2004-17R1 refers)

Compliance:

1. Before further flight, unless already accomplished.
2. Within the next 50 hours TIS, unless already accomplished.
3. Within the next 300 hours TIS or by 27 January 2008, unless already accomplished.

Effective Date: 27 September 2007

DCA/BELL407/40 Tail Rotor Drive Shaft bearings – Inspection

Applicability: Model 407 aircraft, all S/N.

Note 1: This AD mandates the removal of bearings 407-340-339-101 and -103 at all tail rotor drive shaft locations, which includes the oil cooler blower locations.

Requirement: To prevent failure of tail rotor drive shaft bearings, accomplish the requirements in accordance with Transport Canada Airworthiness Directive CF-2002-18R3.

Note 2: An in-flight failure of a bearing P/N 407-340-339-101 located on the segmented tail rotor drive shaft contributed to the separation of the tail rotor drive shaft. Recent flight-testing has revealed that under certain hover and vertical flight conditions, exhaust gases can be ingested into the aft fairing inlet resulting in higher than expected zonal temperatures. Exposure to higher temperatures will adversely affect the bearing lubricant resulting in premature failure. Exhaust gas ingestion can also result in an engine and transmission oil temperature exceedance. Recent research has also determined that overgreasing of the bearing can result in elevated bearing temperatures.

(Transport Canada AD CF-2002-18R3 refers)

Compliance: At the initial and repetitive compliance times specified in Transport Canada AD CF-2002-18R3.

Effective Date: 27 September 2007

DCA/BELL407/41 Landing Gear Cross Tubes – Life Limitation

- Applicability:** Model 407 aircraft, all S/N
- Requirement:** To prevent possible cross tube failure create a historical service record for each identified cross tube assembly, indicating the life limitation of 5,000 RIN (Retirement Index Number), and assign a RIN to each existing and new cross tube assembly in accordance with Bell Helicopter Textron Alert Service Bulletin 407-03-59. (Transport Canada AD CF-2004-03 refers)
- Compliance:** Within the next 100 hours TIS, or by 27 October 2007, whichever occurs sooner, unless already accomplished.
- Effective Date:** 27 September 2007

DCA/BELL407/42 Tail Boom – Inspection

- Applicability:** Model 407 aircraft, all S/N fitted with tail booms P/N 407-030-801-107, 407-530-014-101 or 407-530-014-103.
- Note 1:** This AD supersedes DCA/BELL407/17A and mandates new inspection requirements.
- Requirement:** To ensure the structural integrity of the tail boom, accomplish the following:
1. Determine the P/N of the tail boom fitted to the aircraft and record the P/N in the aircraft logbook.
- Note 2:** No further action is required, if the aircraft has a tail boom fitted other than P/N 407-030-801-107, 407-530-014-101 or 407-530-014-103.
2. Prepare the tail boom surface for the “Daily Visual Check” in accordance with part II, paragraph (1), items (a) through to (e) of Bell Helicopter Textron (BHT) Alert Service Bulletin ASB 407-07-80 dated 27 August 2007 or later approved revisions.
Inspect both the tail boom surface areas in figure 2 of ASB 407-07-80 for cracks using a 10X magnifying glass. If any cracks are found, replace the tail boom before further flight. If no crack is found, dry and protect each reworked area with a thin coat of clear coating per part II of ASB 407-07-80.
 3. Inspect the tail boom in accordance with part III, paragraphs (1) and (2) of ASB 407-07-80. If any cracks are found, replace the tail boom with a serviceable part before further flight.
- Note 3:** Requirement 3 of this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
4. Inspect the tail boom in accordance with part IV of ASB 407-07-80. If a crack is found, replace the tail boom with a serviceable part before further flight. (Transport Canada AD CF-2008-04 refers)
- Note 4:** The inspection in accordance with requirement 3 and 4 must be continued if the replacement tail boom is identified in the applicability section of this AD.
- Note 5:** Replacing an affected tail boom with a tail boom P/N 407-030-801-201/-203/-205 or later numbers is a terminating action to the requirements of this AD.
- Compliance:**
1. Within the next 10 hours TIS.
 2. Within the next 25 hours TIS or by 31 August 2008, whichever occurs sooner.
 3. Before the first flight of the day at the pre-flight inspection.
 4. Within the next 100 hours TIS and thereafter at intervals no to exceed 100 hours TIS.
- Effective Date:** 31 July 2008

DCA/BELL407/43A Cyclic Control Lever Installation – Inspection

Applicability: Model 407 aircraft, all S/N with less than 50 hours TSN and aircraft fitted with a cyclic lever assembly within the last 50 hours TIS.

Note: No action required if already in compliance with DCA/BELL407/43. Revision A of this AD now references Transport Canada AD CF-2009-10R1. The revised Transport Canada AD only affects Bell 206A and 206B series helicopters.

Requirement: To prevent failure of the cyclic control lever assembly which could result in loss of aircraft control, inspect the cyclic lever assembly installation per Bell Helicopter Textron Canada (BHTC) ASB 407-09-85 dated 10 March 2009 or later Transport Canada approved revisions.

Correct any defects found per ASB 407-09-85 before further flight.
(Transport Canada AD CF-2009-10R1 refers)

Compliance: Before further flight, unless previously accomplished.

Effective Date: DCA/BELL206/103 - 18 March 2009
DCA/BELL206/103A - 29 October 2009

DCA/BELL407/44 Hydraulic Pump Driveshaft – Inspection

Applicability: Model 407 aircraft, S/N 53000 through 53408 and 53421 through 53459.

Note: This AD does not affect aircraft fitted with input shaft P/N 407-340-107-101 and adapter P/N 407-340-108-101 per Technical Bulletin (TB) 407-01-30 revision A dated 21 May 2003.

Requirement: To prevent failure of the hydraulic pump driveshaft which could result in loss of hydraulic pressure and reduced aircraft control, accomplish the following:

1. Inspect the hydraulic pump and determine whether an internal plug and fastening rivet is fitted per Bell Helicopter Textron Company ASB No. 407-08-83 dated 22 May 2008, or later revisions.

If any parts are found missing fit an airworthy input shaft and adapter before further flight.

2. A hydraulic pump driveshaft assembly P/N 406-040-072-105 shall not be fitted to any aircraft unless part 1 of ASB No. 407-08-83 is accomplished.
(Transport Canada AD CF-2009-03 refers)

Compliance: 1. Within the next 50 hours TIS, or at the next driveshaft lubrication, or by 26 April 2009, whichever occurs sooner.

2. From 26 March 2009.

Effective Date: 26 March 2009

DCA/BELL407/45 Tail Boom Skin – Inspection

Applicability: Model 407 aircraft fitted with tail boom P/N 407-030-801-201, -203 or -205.

Requirement: To prevent serious damage to the tail boom due to possible skin cracks, accomplish the following:

1. Tail boom P/N and TTIS Determination:

Inspect the aircraft logbooks or the aircraft and determine if a tail boom P/N 407-030-801-201, -203 or -205 is fitted to the aircraft. Record the tail boom P/N and the hours TTIS into the aircraft logbook. For the purpose of this AD if the hours TTIS of the tail boom is unknown consider the tail boom to have accumulated more than 8600 hours TTIS.

2. Inspection Schedule Determination:

Determine the inspection schedule applicable to the affected tail boom fitted to the aircraft using the following table:

Inspection Schedule Determination			
	Tail boom Hours TTIS:		
	Less than 6900 hours TTIS	Between 6900 and 8599 hours TTIS	8600 or more hours TTIS
Applicable part in ASB 407-08-84	Part II	Part II & III	Part II, III & IV

3. Inspection:

Accomplish the applicable tail boom inspections determined by requirement 2 of this AD per the applicable part in ASB 407-08-84 dated 18 August 2008 or later approved revisions.

(Transport Canada AD CF-2009-07 refers)

Compliance:

1. Within the next 25 hours TIS.
2. Within the next 25 hours TIS.
3. Part II of ASB 407-08-84:

Within the next 300 hours TIS and thereafter at intervals not to exceed 300 hours TIS accomplish part II using a 10x magnifying glass.

Part III of ASB 407-08-84:

Within the next 150 hours TIS accomplish part III using a 10x magnifying glass and thereafter at intervals not to exceed 150 hours accomplish part III using a 10x magnifying glass, or

Thereafter at intervals not to exceed 500 hours TIS accomplish part III using an eddy current inspection method.

Part IV of ASB 407-08-84:

Within the next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS accomplish part IV using a 10x magnifying glass, or

At every preflight inspection accomplish the daily visual inspection in part IV and accomplish the inspection in part IV using a 10x magnifying glass at the next scheduled maintenance inspection.

Note:

The daily visual inspection in part IV of ASB 407-08-84 may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Effective Date: 6 April 2009

DCA/BELL407/46 Gas Producer RPM (NG) Limitation – AFM Amendment & Placard

- Applicability:** Model 407 aircraft, S/N 53000 through to 53862.
- Requirement:** To alert the pilot of the gas producer RPM (NG) limitation amend the AFM (BHT-407-FM-1) by inserting revision 7, dated 30 July 2008, and install decal P/N 407-070-008-101 per the instructions in BHTC ASB 407-08-82, revision A, dated 17 November 2008 or later Transport Canada approved revisions.
- Note:** Compliance with ASB 407-08-82 dated 19 May 2008 satisfies the requirements of this AD.
(Transport Canada AD CF-2009-06 refers)
- Compliance:** Within the next 50 hours TIS, or by 30 May 2009 whichever occurs sooner, unless previously accomplished.
- Effective Date:** 30 April 2009

DCA/BELL407/47 Anti-drive Link Assembly – Inspection

- Applicability:** Model 407 aircraft, S/N 53000 through to 53887, 53890 through to 53916, 53918, 53920, 53921, 53923 through to 53926 and 53928 fitted with anti-drive link assembly P/N 406-010-432-101 with a S/N prefix TI or TIFS.
- Requirement:** To prevent failure of the anti-drive link assembly P/N 406-010-432-101 due to possible movement of bearing P/N 406-310-403-101 which could result in loss of aircraft control, accomplish the following:

Inspect the anti-drive link assembly P/N 406-010-432-101 to ensure the bearing P/N 406-310-403-101 is correctly staked in the link assembly per Bell Helicopter ASB 407-09-87 dated 27 March 2009 or later Transport Canada approved revisions.

Correct any defects found per ASB 407-09-87 before further flight.
(Transport Canada AD CF-2009-14 refers)
- Compliance:** Within the next 10 hours TIS or by 6 June 2009 whichever is the sooner, unless previously accomplished.
- Effective Date:** 6 May 2009

DCA/BELL407/48 Staked Bearings – Inspection

- Applicability:** Model 407 aircraft, S/N 53000 through to 53887, 53890 through to 53916, 53918, 53920, 53921, 53923 through to 53926 and 53928
- Requirement:** To prevent failure of flight control bellcranks, levers and supports of the flight control system due to possible bearing migration which could result in loss of aircraft control, accomplish the following:

Inspect flight control bearings per the instructions in Bell Helicopter ASB No. 407-09-88 dated 7 April 2009 or later Transport Canada approved revisions.

If any defects are found replace affected parts before further flight.
- Note:** Bell Helicopter Operations Safety Notice (OSN) GEN-09-38 dated 7 April 2009 provides further information on the subject of this AD.
(Transport Canada AD CF-2009-32 refers)
- Compliance:** Within the next 10 hours TIS or by 13 September 2009 whichever is the sooner, unless previously accomplished.
- Effective Date:** 13 August 2009

DCA/BELL407/49 Tail Boom Attach Hardware – Inspection

Applicability: Model 407 aircraft, S/N 53000 through to 53990.

Requirement: To prevent tail boom detachment due to possible bolt failure which could result in loss of the tail boom and aircraft control, accomplish the following:

Replace the tail boom attachment hardware and accomplish a torque check of all the tail boom attachment bolts/nuts at all four attachment positions at intervals of 5 hours TIS but not less than 1 hour TIS following hardware replacement until the torque stabilises at all positions.

Accomplish these corrective actions per the instructions in Bell Helicopter ASB 407-10-93 revision A, dated 30 August 2010 or later Transport Canada approved revisions.

(Transport Canada AD CF-2010-33 refers)

Compliance: For aircraft with more than 7000 hours TTIS:

Within the next 150 hours TIS, or the next 90 days whichever occurs sooner.

For aircraft with 7000 or less hours TTIS:

At the next scheduled 600 hour inspection, or 31 December 2010 whichever occurs sooner.

Effective Date: 28 October 2010

DCA/BELL407/50A Hydraulic Servo Actuators – Inspection

Applicability: Model 407 aircraft, S/N 53000 through to 53900, 53911 through to 53999 and 54000 through to 54081 fitted with servo actuators P/N 206-076-062-105 or P/N 206-076-062-107.

Note 1: This AD revised to expand the applicability to include additional aircraft S/N.

Requirement: To prevent hydraulic servo actuator failure, accomplish the following:

1. Inspect the hydraulic servo actuators and accomplish the applicable corrective actions per the instructions in BHT ASB 407-11-96 revision B, dated 22 August 2011 or later revisions approved by Transport Canada.

Note 2: Inspections and corrective actions previously accomplished per DCA/BELL407/50 satisfies requirement 1 of this AD.

2. For actuators in compliance with requirement 1 of this AD and actuators already in compliance with DCA/BELL407/50, re-identify the actuator data plate by adding the letter “V” at the end of the P/N per the instructions in ASB 407-11-96.

3. Servo actuators with a P/N listed in the applicability section of this AD shall not be installed on any Bell 407 helicopter unless the actuator complies with the requirements of this AD and is re-identified with the letter “V” after the P/N. (Transport Canada AD CF-2011-17R1 refers)

Compliance:

1. Before further flight.
2. Within the next 100 hours TIS.
3. From 28 December 2011.

Effective Date: DCA/BELL407/50 – 2 July 2011
DCA/BELL407/50A – 28 December 2011

DCA/BELL407/51 **Cancelled – Transport Canada AD CF-2011-42R1 refers**

Effective Date: 27 June 2019

DCA/BELL407/52 **Emergency Float Kit – Inspection**

Applicability: Model 407 aircraft fitted with Apical emergency float kit P/N 614.3001, S/N all through to 080 (embodied under FAA STC SR01535LA).

Requirement: To prevent an unsafe condition accomplish the inspections and corrective actions specified in FAA AD 2011-25-01.
(FAA AD 2011-25-01 refers)

Compliance: By 26 July 2012.

Effective Date: 26 January 2012.

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

TC AD CF-2002-03R3 KAflex Shaft – Replacement

Effective Date: 10 October 2013

FAA AD 2013-22-21 Emergency Floatation Gear - Inspection

Effective Date: 13 December 2013

TC AD CF-1999-04R1 Components – Life Limitations

Effective Date: 11 February 2016

TC AD CF-2016-13R1 Freewheel Lubrication System – Inspection

Applicability: Bell 407 helicopters, all S/N.

Effective Date: TC AD CF-2016-13 - 16 May 2016
TC AD CF-2016-13R1 - 26 September 2019

TC AD CF-2016-21 Tail Rotor Drive Shaft – Inspection

Effective Date: 7 July 2016

TC AD CF-2018-16 Seat Belt Comfort Clips – Inspection

Applicability: Bell 407 helicopters, all S/N.

Effective Date: 28 June 2018

FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection

Applicability: Bell 407 helicopters fitted with an Air Comm air conditioning system P/N 407 EC-201, 407 EC-202 or 407 EC-203.

Effective Date: 22 January 2019

TC AD CF-2019-01 Helicopter External Transport System (HETS) STC SH98-35

Applicability: HETS™ certified under Transport Canada Supplemental Type Certificate (STC) SH98-35, Issue 1 and Issue 2 installed on the following helicopter models:

Bell Helicopter Textron Canada Ltd. model 407.

Note: HETS™ approved under SH98-35 are only eligible for installation on helicopter models listed above and they are not eligible for any other models not specifically listed above (Example: not eligible for installation on AS 355 N or AS 355 NP).

Effective Date: 22 January 2019

TC AD CF-2011-42R1 Longeron Structure - Inspection

Applicability: Bell 407 helicopters, S/N 53000 through to 53900, 53911 through to 54061 and 54300 fitted with upper left longeron assembly P/N 206-031-314-037, P/N 206-031-314-177, or spare assembly P/N 206-031-314-219B.

Effective Date: CF-2011-42 (superseded DCA/BELL407/51) - 8 December 2011
CF-2011-42R1 - 27 June 2019

TC AD CF-2021-34 Tail Boom Lower Skin Cracking - Inspection

Applicability: Bell 407 helicopters, S/N 53000 through to 53900, 53911 through to 54166, 54300 and onwards.

Effective Date: 5 November 2021

*** TC AD CF-2022-68 Tail Boom - Inspection**

Applicability: Bell 407 helicopters, S/N 53000 through to 53900, 53911 through to 53999, 54000 through to 54166, 54300 through to 54800, 54805 through to 54954, 54956 through to 54997, 54999, and 56300 through to 56304.

Effective Date: 29 December 2022