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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Begränsning av "Never-Exceed Speed"

**GÄLLER:** 407 alla S/N

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av Airworthiness Directive CF-2001-01R1

**TID FÖR ÅTGÄRD:** Ej senare än 31 maj 2001

**UNDERLAG:** CF-2001-01R1

**REFERENS:** CF-2001-01R1

**BESLUTSDATUM:** 25 april 2001

**LFS** 2001:69

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.  
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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**Number:** CF-2001-01R1

**Subject:** Bell 407 - Never-Exceed Speed Reduction

**Effective:** Upon receipt.

**Revision:** Supersedes Airworthiness Directive CF-2001-01, dated 8 January 2001.

**Applicability:** All Bell Helicopter Textron Canada Model 407 helicopters.

**Compliance:** No later than 31 May 2001.

**Background:** There has been an accident in which a Bell 407 helicopter flying at approximately 140 knots was destroyed. Preliminary investigations suggested a tail rotor strike to the tail boom in flight. While investigation into the cause of the accident continues, no data has emerged to confirm that the accident was initiated by a tail rotor strike. Consequently the requirement to continue with the  $V_{NE}$  restriction imposed by Airworthiness Directive (AD) CF-2001-01 is no longer necessary.

**Corrective Actions:**

1. Remove the copy of AD CF-2001-01 from the Aircraft Flight Manual (AFM) and advise all pilots of its removal.
2. Remove the  $V_{NE}$  limitation placard and airspeed indicator redline limits which were installed in accordance with AD CF-2001-01.
3. Accomplishment of paragraphs 1 and 2 above constitute terminating action for the requirements of this directive.

Note: The  $V_{NE}$  restriction imposed by AD CF-1998-36R7, including insertion of that AD into the AFM, and installation of  $V_{NE}$  limitation placards and airspeed indicator redline limits, remains in effect until the terminating requirements of that directive have been met.