



Airworthiness Directive

AD No.: 2026-0187

Issued: 29 September 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

LEONARDO S.p.A.

Type/Model designation(s):

AW169 helicopters

Effective Date: 13 October 2026

TCDS Number(s): EASA.R.509

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishing – Cargo Hook Barrel Nuts and Retainers – Inspection

Manufacturer(s):

Leonardo S.p.A. Helicopters, formerly Finmeccanica S.p.A., AgustaWestland S.p.A.

Applicability:

Leonardo AW169 helicopters, serial numbers (s/n) listed in the Appendix 1 of this AD.

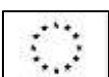
Definitions:

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

The ASB: Leonardo S.p.A. Alert Service Bulletin (ASB) 169-306.

Reason:

Erroneously installed barrel nuts and their associated retainers, which are part of the structural provision Part Number (P/N) 6F5310A07112 required only for an optionally installed cargo hook, were detected on the final assembly line of Leonardo S.p.A. In all reported cases, the barrel nuts were found without their fastening bolts required for correct installation of the provision, potentially allowing free movement of the nuts within the helicopter underfloor area. Out of helicopters that during manufacturing did not require structural provision P/N 6F5310A07112 in their configuration, Leonardo S.p.A. identified the population which might be erroneously fitted with barrel nuts and their associated retainers.



This condition, if not detected and corrected, could lead to barrel nuts and their associated retainers leaving their seats, possibly damaging structural elements and/or electrical cables routed in the underfloor area, which could result in concurrent failure of multiple helicopter systems.

To address this potentially unsafe condition, Leonardo S.p.A. issued the ASB, providing instructions for a one-time inspection and applicable corrective actions.

For the reasons described above, this AD requires a one-time inspection to determine the presence of the barrel nuts and their associated retainers and, depending on the findings, the accomplishment of corrective actions.

Required Action(s) and Compliance Time(s):

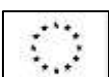
Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) Within 850 flight hours or 25 months, whichever occurs first after the effective date of this AD, accomplish a visual inspection of the helicopter underfloor area in accordance with the instructions of the ASB to determine whether all 4 barrel nuts and their associated retainers, as specified in the ASB, which are part of the structural elements having P/N 6F5310A07112 of an optionally installed cargo hook, are present.

Corrective Action(s):

- (2) If, during the inspection, as required by paragraph (1) of this AD, it is determined that all 4 barrel nuts and their associated retainers are located in their designated seats, before next flight secure each barrel nut in accordance with the instructions of the ASB.
- (3) If, during the inspection as required by paragraph (1) of this AD, it is determined that less than 4 barrel nuts and/or associated retainers (including the case of no barrel nut and/or no retainer) are located in their designated seats, before next flight remove panel 222AL, inspect the underfloor area and, thereafter, remove each barrel nut and retainer, as applicable, whether located in its designated seat or loose, in accordance with the instructions of the ASB.
- (4) If, during the inspection, as required by paragraph (3) of this AD, any barrel nut or retainer is found outside its designated seat, before next flight inspect the surrounding structural elements and electrical cables in the underfloor area in accordance with the instructions of the ASB.
- (5) If, during the inspection, as required by paragraph (4) of this AD, any damaged structure or electrical cable is found, before next flight contact Leonardo S.p.A. for repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly. Using the Inspection Report Form attached to the ASB is an acceptable method to report the inspection findings to Leonardo S.p.A.



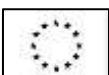
Ref. Publications:

Leonardo S.p.A. ASB 169-306 original issue dated 27 July 2026.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 31 August 2026 as PAD 26-099 for consultation until 28 September 2026. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters,
E-mail: engineering.support.lhd@leonardo.com.



Appendix 1
Helicopter s/n referenced in the Applicability

69038	69086	69112	69144	69168	72011
69050	69089	69114	69145	69169	72012
69055	69091	69130	69147	69173	72016
69061	69092	69131	69148	69174	72020
69065	69094	69132	69153	69175	72021
69066	69095	69133	69158	72002	72024
69067	69096	69136	69159	72003	72029
69072	69100	69139	69160	72004	72031
69077	69104	69140	69161	72005	72032
69078	69107	69141	69162	72007	
69079	69110	69142	69164	72009	

