



Airworthiness Directive

AD No.: 2026-0115

Issued: 15 June 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):

A109 helicopters

Effective Date: 29 June 2026

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Supersedure: None

ATA 55 – Stabilizers – Torque Tube Assembly – Inspection

Manufacturer(s):

Leonardo S.p.A. Helicopters (Leonardo), formerly Finmeccanica S.p.A., AgustaWestland S.p.A., Agusta S.p.A.; and AgustaWestland Philadelphia Corporation, formerly Agusta Aerospace Corporation

Applicability:

A109A, A109All, A109C, A109E, A109K2 and A109LUH helicopters, all serial number (s/n); and

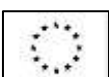
A109S helicopters, s/n up to 22753 (inclusive), except s/n 22742 and s/n 22750; and

AW109SP helicopters having s/n up to 22471 (inclusive), except s/n 22466.

Definitions:

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

The ASB: Leonardo Alert Service Bulletin (ASB) 109-164 (for A109A, A109All and A109C helicopters), 109EP-190 (for A109E helicopters), 109K-083 (for A109K2 helicopters), 109L-128 (for A109LUH helicopters), 109S-128 (for A109S helicopters) and ASB 109SP-168 (for AW109SP helicopters), all at Revision B, as applicable.



Affected part (see also Note 1 of this AD):

- 1) Torque tube assembly having a Part Number (P/N) listed in Table 1 of this AD and any s/n, excluding those with an s/n in the format “PZXXX”, where “XXX” denotes any digit; and
- 2) Torque tube assembly having a P/N and s/n listed in Table 1 of this AD; and
- 3) Torque tube assembly having a P/N listed in Table 1 of this AD and s/n in a format “PZXXX” and that includes an additional suffix following these initial digits (for example, s/n PZXXX-YYY).

Table 1 – Affected Parts P/N and s/n

| Helicopter Model | P/N | s/n |
|---|-----------------|--|
| A109A, A109AI, A109C, A109E, A109K2, A109LUH, A109S and AW109SP helicopters | 109-0210-02-1, | all s/n |
| | 109-0210-02-5 | up to s/n PZ441 excluded |
| | 109-0210-02-7 | up to s/n PZ2 excluded |
| | 109-0210-02-109 | up to s/n PZ431 excluded, except PZ425 |
| | 109-0210-02-111 | up to s/n PZ430 excluded |
| AW109SP helicopters | 109-0210-37-101 | up to s/n PZ151 excluded |

Note 1:

Due to supplier-dependent marking practices, certain s/n may appear either as PZLXXX or PZXXX. For the purpose to determine whether the torque tube assembly is considered to be an affected part or not, the presence or absence of the character “L” in this position does not change the s/n identification; for example, PZL123 shall be considered PZ123.

Serviceable part: An affected part, which passed (no discrepancy detected) an inspection in accordance with the instructions of the ASB; or a new torque tube assembly, eligible for installation in accordance with Leonardo instructions, which is not an affected part.

AMPI: Leonardo Air vehicle Maintenance Planning Information (AMPI).

MPM: Leonardo Maintenance Planning Manual (MPM).

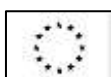
Groups: Group 1 helicopters are those having an affected part installed. Group 2 helicopters are those which do not have an affected part installed.

Reason:

Occurrences have been reported of sleeves de-bonded from the torque tube of the horizontal stabilizer.

If this condition is not detected and corrected, cracks may develop through the circumference of the tube underneath the sleeve, which could lead to loss of the horizontal stabilizer and consequent loss of control of the helicopter.

To address this potential unsafe condition, Leonardo issued the ASB providing inspection and corrective action instructions.



For the reasons described above, this AD requires repetitive inspections of the affected part and, depending on findings, corrective action.

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

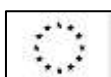
Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 helicopters: Within 50 flight hours (FH) after the effective date of this AD inspect the affected part in accordance with the instructions of the ASB.
- (2) For Group 1 helicopters: Within 800 FH after the inspection, as required by paragraph (1) of this AD, and thereafter at intervals not to exceed 800 FH accomplish the maintenance task(s), as defined in Table 2 of this AD, or a later approved revision of those, as applicable to helicopter model.

Table 2 – Maintenance task referenced in paragraph (2) of this AD

| Helicopter Model | Section / Task | AMPI/MPM Revision and Issue Date |
|--|--|---|
| A109A/AII | Section 05-50, Para 05-50-1, Task 8A. a. STABILIZER | A109A/A109AII-MPM First Issue Revision 7 dated 2024-11-29 |
| A109C | Section 05-50, Para 05-50-1, Task 10A. a. STABILIZER | A109C-MPM First Issue Revision 5 dated 2024-11-29 |
| A109K2 | Section 05-50, Para 05-50-1, Task 12. b. STABILIZER TORQUE TUBE | A109K2-MPM First Issue Revision 8 dated 2024-11-29 |
| A109K2 S/N 10001 through S/N 10015 and S/N 10027 | Section 05-30, Para 05-30-1, Task 17. b. STABILIZER TORQUE TUBE | A109K2-MPM (S/N 10001 through S/N 10015 and S/N 10027) First Issue Revision 6 dated 2024-11-29 |
| A109E | Section 05-20, Para 05-20-4, or Section 05-30, Para 05-30-4, or Section 05-20, Para 05-40-10, or Task 8. a. STABILIZERS | A109E-MPM Third Issue Revision 17 dated 2024-11-29 |
| A109S S/N 22001, 22003 thru 22087, 22089 thru 22200 | OB-A-05-41-00-04A-028A-D: Item 55-01 Stabilizer torque tube, or OB-A-05-42-00-04A-028A-D: Item 55-01 Stabilizer torque tube, or OB-A-05-43-00-04A-028A-D: Item 55-01 Stabilizer torque tube | OB-A-AMPI-00-P CHAPTER 05 Issue 007, dated 2024-11-29 |
| A109S with Trekker Kit P/N 109G0000F01- 101/-201 | DMC OB-D-05-21-00-00A-028A-D: Item 55-01 Stabilizer torque tube | OB-D-AMPI-00-P CHAPTER 05 Issue 007, dated 2025-12-05 |



| Helicopter Model | Section / Task | AMPI/MPM Revision and Issue Date |
|---|--|--|
| AW109SP S/N 22201, 22203, 22214 thru 22362, 22364 thru 22499 | 0B-B-05-44-00-04A-028A-D: Item 55-01 Stabilizer torque tube | 0B-B-AMPI-00-P CHAPTER 05 Issue 007, dated 2024-11-29 |
| AW109SP (Rega) S/N 22202, 22204 thru 22213, 22363 | 0B-C-05-44-00-04A-028A-D: Item 55-01 Stabilizer torque tube | 0B-C-AMPI-00-P CHAPTER 05 Issue 007, dated 2024-11-29 |
| A109LUH | 09-A-05-51-00-00A-000A-A: Task 15-1-1 STABILIZER | 09-A/AMPI-00-P CHAPTER 05 Issue 004, dated: 2024-11-29 |

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, debonding is detected, as defined in the SB, within the compliance time defined in Table 3 of this AD, as applicable, replace the affected part with a serviceable part in accordance with the instructions of the ASB.

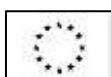
Table 3 - Replacement

| Extent of the highest debonding area on the two sleeves | Compliance Time (after the inspection as required by paragraph (1) of this AD) |
|---|---|
| More than 50% and up to 85%, inclusive | 800 FH |
| More than 85% and up to 95%, inclusive | 200 FH |
| More than 95% | 100 FH |

- (4) If, during any inspection as required by paragraph (2) of this AD, any discrepancy is detected, accomplish the corrective action within the compliance time and in accordance with the instructions determined in the applicable AMPI/AMP referred to in Table 2 of this AD.
- (5) If, during the inspection as required by paragraph (1) of this AD any crack, corrosion or debonding is detected, within 30 days after that inspection report the crack, corrosion or debonding findings to Leonardo. Using the Report Form of the ASB is an acceptable method to comply with the reporting requirement.

Credit:

- (6) Inspection(s) and corrective action(s) accomplished on a helicopter and reporting of findings, accomplished before the effective date of this AD in accordance with the instructions of the original issue or Revision A of the ASB is acceptable to comply with the initial requirements of paragraphs (1), (2), (3), (4) and (5) of this AD for that helicopter.



Part(s) Installation:

- (7) For Group 1 and Group 2 helicopters: From the effective date of this AD, installation of an affected part on a helicopter is allowed, provided that the part is a serviceable part (see Note 2 of this AD).

Note 2: Removal of an affected part from a helicopter and subsequent reinstallation of that affected part on the same helicopter, accomplished during a single maintenance visit is not considered as 'install' as specified in paragraph (7) of this AD.

Ref. Publications:

Leonardo S.p.A. ASB 109-164 original issue dated 19 December 2024, and Revision A dated 02 February 2026, and Revision B dated 20 April 2026.

Leonardo S.p.A. ASB 109EP-190 original issue dated 19 December 2024, and Revision A dated 02 February 2026, and Revision B dated 20 April 2026.

Leonardo S.p.A. ASB 109K-083 original issue dated 19 December 2024, and Revision A dated 02 February 2026, and Revision B dated 20 April 2026.

Leonardo S.p.A. ASB 109L-128 original issue dated 19 December 2024, and Revision A dated 02 February 2026, and Revision B dated 20 April 2026.

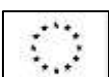
Leonardo S.p.A. ASB 109S-128 original issue dated 19 December 2024, and Revision A dated 02 February 2026, and Revision B dated 20 April 2026.

Leonardo S.p.A. ASB 109SP-168, original issue dated 19 December 2024 Revision A dated 02 February 2026, and Revision B dated 20 April 2026.

The use of later approved revisions of the above-mentioned documents 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. This AD was posted on 13 May 2026 as PAD 26-064 for consultation until 10 June 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, Customer Support & Services, Product Support Engineering, E-mail: engineering.support.lhd@leonardo.com.

