



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-064

Issued: 13 May 2026

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

LEONARDO S.p.A.

Type/Model designation(s):

A109 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

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

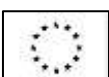
A109S helicopters, s/n up to 22753 (inclusive), except s/n 22742 and s/n 22750; and

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).

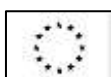
Groups: Group 1 helicopters are those having an affected part installed. Group 2 helicopters are those which do not have an affected part installed.

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):

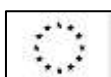
Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

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.

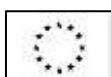
Table 3 - Replacement

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 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.

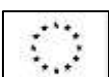
Leonardo S.p.A. ASB 109S-128 original issue dated 19 December 2024, and Revision A dated 02 February 2026, and Revision B dated 20 April 2026.

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. This Proposed AD will be closed for consultation on 10 June 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.



4. For any question concerning the technical content of the requirements in this PAD, please contact: Leonardo S.p.A. Helicopters, Customer Support & Services, Product Support Engineering, E-mail: engineering.support.lhd@leonardo.com.

