



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-088

Issued: 23 July 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):

A109AII, A109C, A109E, A109K2, A109LUH, A109S and AW109SP helicopters

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

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Supersedure: None

ATA 65 – Tail Rotor Drive – Tail Gear Box and Chip Detector – Inspection

Manufacturer(s):

Leonardo S.p.A. Helicopters (Leonardo S.p.A), formerly Finmeccanica S.p.A., AgustaWestland S.p.A. Agusta S.p.A.

Applicability:

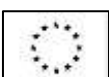
A109A, A109AII, A109C, A109E, A109K2, A109LUH, A109S (including helicopters equipped with Trekker kit) and AW109SP helicopters, all serial number (s/n).

Definitions:

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

Affected TGB: Any tail gear box (TGB) case assembly having Part Number (P/N) 109-0442-01 (all dashes), manufactured by Turbomecanica, and s/n TURXXXXX.

The ASB: Leonardo S.p.A. Helicopters Alert Service Bulletin (ASB) 109-168 at original issue (for A109A, A109AII and A109C helicopters), 109EP-198 at Revision A (for A109E helicopters), 109K-087 at Revision A (for A109K2 helicopters), 109L-136 at Revision A (for A109LUH helicopters), 109S-143



at Revision A (for A109S helicopters including those equipped with a Trekker kit) and 109SP-178 at Revision A (for AW109SP helicopters), as applicable to the helicopter model.

Reference maintenance action:

For A109A, A109All, A109C, A109E and A109K2 helicopters accomplishment of Maintenance Planning Manual (MPM) task section 05-70 Tail Rotor 90° gearbox oil replacement, as applicable to helicopter model;
 For A109LUH helicopters accomplishment of Aircraft Maintenance Planning Information (AMPI) task 12-07;
 For A109S and AW109SP helicopters accomplishment of AMPI task 65-01, as applicable to helicopter model.

Groups: Group 1 helicopters are those equipped with an affected TGB installed. Group 2 helicopters are those which do not have an affected TGB installed.

Reason:

Several in-service events have been reported of abnormal darkening of the TGB oil during routine maintenance. The oil darkening may be accompanied by incipient metallic contamination, suggesting abnormal wear mechanisms within the TGB assembly.

This condition, if not detected and corrected, could lead to abnormal internal wear or failure of the TGB, possibly resulting in loss of yaw authority and reduced control of the helicopter.

To address this potential unsafe condition, Leonardo S.p.A. issued the ASB providing instructions for inspection, cleaning and operational test for the TGB.

For the reasons described above, this AD requires accomplishment of repetitive maintenance actions on the affected TGB.

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:

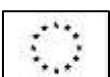
Inspection(s) / Cleaning / Operational Test:

(1) For Group 1 helicopters: During accomplishment of the first reference maintenance action (as defined in this AD), or within 30 days after the effective date of this AD, whichever occurs later, and, thereafter at intervals not to exceed 100 flight hours (FH) or 6 months (see Note 1 of this AD), whichever occurs first, accomplish the maintenance actions on the affected TGB as required by paragraphs (1.1), (1.2), (1.3) and (1.4) of this AD in accordance with the instructions of the ASB.

(1.1) Inspect the oil colour through the oil level indicator.

(1.2) Accomplish a detailed inspection of the TGB chip detector.

(1.3) Clean the TGB chip detector.



(1.4) Accomplish an operational test of the chip detector.

Note 1: A non-cumulative tolerance of 10 FH or 30 days, whichever occurs first, may be applied to the intervals specified in paragraph (1) of this AD to allow synchronization of the required maintenance actions with other maintenance tasks, for which a noncumulative tolerance is already granted in the applicable Maintenance Manual.

Corrective Action(s):

- (2) If, during any maintenance action as required by paragraph (1) of this AD, any discrepancy, as defined in the ASB, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Terminating Action:

- (3) Replacing the affected TGB of a helicopter with a TGB, which is not an affected TGB, constitutes terminating action for the repetitive maintenance actions as required by paragraph (1) of this AD for that helicopter. After that replacement, the helicopter is effectively considered to be a Group 2 helicopter.

Part(s) Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected TGB on a helicopter, provided that, after installation, the maintenance actions and, depending on findings, corrective actions and reporting, are accomplished on that helicopter as required by this AD for Group 1 helicopters.

Reporting:

- (5) If, during any inspection or operational test, as required by paragraph (1.1) or (1.4) of this AD, respectively, any discrepancy, as defined in the ASB, is detected, within 30 days after that maintenance action, or after the effective date of this AD, whichever occurs later, report those findings to Leonardo S.p.A. Using the Inspection Report Form attached to the ASB is an acceptable method to comply with this requirement.

Ref. Publications:

Leonardo S.p.A. ASB 109-168 First Issue (original issue) dated 13 April 2026.

Leonardo S.p.A. ASB 109EP-198 Revision A dated 13 April 2026.

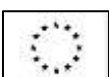
Leonardo S.p.A. ASB 109K-087 Revision A dated 13 April 2026.

Leonardo S.p.A. ASB 109L-136 Revision A dated 13 April 2026.

Leonardo S.p.A. ASB 109S-143 Revision A dated 13 April 2026.

Leonardo S.p.A. ASB 109SP-178 Revision A dated 13 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 20 August 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, E-mail: engineering.support.lhd@leonardocompany.com.

