



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-074**

**Issued: 16 May 2025**

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 and A119 helicopters

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

**TCDS Number(s):** EASA.R.005

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 62 – Main Rotor – Swashplate Nuts – Inspection / Re-Installation

**Manufacturer(s):**

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

**Applicability:**

A109E, A109LUH, A109S, AW109SP, A119 and AW119MKII helicopters, all serial numbers (s/n).

**Definitions:**

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

**Affected nut:** Any nut having a Part Number (P/N) NAS1805-4 that attaches the swashplate support to the main transmission.

**The applicable SB:** Leonardo Alert Service Bulletin (ASB) 109EP-192 (for A109E helicopters), ASB 109L-129 (for A109LUH helicopters), ASB 109S-134 (for A109S helicopters), ASB 109SP-171 (for AW109SP helicopters) or ASB 119-155 (for A119 and AW119MKII helicopters), as applicable to the helicopter's model.



**Groups:**

Group 1 helicopters are A109E, A109LUH, A109S, AW109SP, A119 and AW119MKII helicopters, all s/n, as defined in Part I of the applicable ASB.

Group 2 helicopters are those which are not Group 1.

**Reason:**

Occurrences of improper torque value application on the affected nuts were reported. It was determined that the Air Vehicle Maintenance Information (AMP) Data Module (DM) instructions for the swashplate assembly (re)installation included improper torque values for the affected parts.

This condition, if not detected and corrected, could lead to failure of the main rotor function, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, Leonardo issued the SB to provide inspection and correct nut torque instructions.

For the reason described above, this AD requires repetitive inspections of the affected part and reinstallation of the swashplate assembly. This AD also prohibits further reinstallation of the swashplate assembly in accordance with the erroneous AMP DM.

**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 and, thereafter, at interval not to exceed 200 FH inspect each affected nut in accordance with the instructions of the Part I of the SB.

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack, fretting and/or not aligned slippage mark is detected, before next flight, replace the damaged affected nuts with new nuts in accordance with the instructions of the Part I of the SB, and, within 200 FH after that replacement, reinstall the swashplate assembly and accomplish inspections and all the applicable corrective actions in accordance with the instructions of the Part II of the SB.



**Swashplate Reinstallation:**

- (3) If, during any inspection, as required by paragraph (1) of this AD, no crack, no fretting nor aligned slippage mark is detected, within 2 400 FH after the effective date of this AD, reinstall the swashplate assembly and accomplish inspections and all the applicable corrective actions in accordance with the instructions of the Part III of the SB.

**Terminating Action:**

- (4) Reinstallation of the swashplate assembly and accomplishment of the inspections and corrective actions on a helicopter, as required by paragraph (2) or (3) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.

**Parts Installation:**

- (5) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not (re)install a swashplate assembly on a helicopter using instructions of helicopter AMP or Maintenance Manual (MM) or Air Vehicle Maintenance Information Set (AM), as defined in Table 1 of this AD and as applicable.

Table 1 – Swashplate Assembly Installation Instructions

Helicopter Model	MM / AM / AMP DM Instruction	Revision
A109E	MM Paragraph 62-31-23	21 or earlier
A109LUH	AM DM 62-31-20-00A-720A-A	12 or earlier
A109S	AMP DM 0B-A-62-32-00-00A-720A-A	13 or earlier
AW109SP		
A119 and AW119MKII	AMP DM 19-A-62-31-04-00A-720A-A	3 or earlier

**Ref. Publications:**

Leonardo ASB 109EP-192 original issue dated 08 May 2025.

Leonardo ASB 109L-129 original issue dated 08 May 2025.

Leonardo ASB 109S-134 original issue dated 08 May 2025.

Leonardo ASB 109SP-171 original issue dated 08 May 2025.

Leonardo ASB 119-155 original issue dated 08 May 2025.

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 13 June 2025.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:engineering.support.lhd@leonardocompany.com).

