



European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-014

Issued: 26 January 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):

A119 and AW119MKII helicopters

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

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2023-0035 dated 10 February 2023.

ATA 67 – Rotors Flight Control – Collective Stick Torque Tube Assembly – Inspection / Replacement

Manufacturer(s):

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

Applicability:

A119 and AW119MKII helicopters up to serial number 14999 inclusive.

Definitions:

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

The ASB: Leonardo Alert Service Bulletin (ASB) 119-098 Revision C.

Affected part: Collective stick torque tube assemblies having Part Number (P/N) 109-0011-03-105.

Serviceable part: Collective stick torque tube assemblies having P/N 109G6711A35-101.

Groups: Group 1 helicopters are those that have an affected part installed, identified by batch numbers 823207 or earlier, or from 900144 to 991581 inclusive. Group 2 helicopters are those



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which have an affected part installed and are not Group 1. Group 3 helicopters are those which do not have an affected part installed.

Reason:

Occurrences have been reported of abnormal rotations on the collective torque tube of the A119 and AW119MKII helicopters. Following investigations, it was identified that these events were due to an erroneous manufacturing process, affecting certain collective torque tube assemblies.

This condition, if not detected and corrected, could lead to reduced control of the helicopter, possibly resulting in a forced landing, with consequent damage to the helicopter and injury to occupants.

To address this potential unsafe condition, Leonardo issued ASB 119-098, providing applicable instructions, and EASA issued AD 2019-0057, to require identification of the batch numbers of all P/N 109-0011-03-105 torque tube assemblies, repetitive inspections of certain torque tube assemblies and replacement. That AD also prohibited (re)installation of affected parts.

After that AD was issued, additional batches of affected parts were identified. Furthermore, due to logistical issues, only a limited number of helicopters had the affected part replaced within the compliance time as required by that AD. Consequently, Leonardo issued the ASB 119-098 Revision A, and EASA issued AD 2021-0096, expanding the batches of affected parts and substantiating an extension of the compliance time for the replacement of affected parts.

After that AD was issued, additional occurrences were reported on parts not previously included in the affected batches. Consequently, Leonardo issued the ASB 119-098 Revision B expanding the applicability to all torque tube assemblies P/N 109-0011-03-105, reducing the interval of the repetitive inspections and simplifying the inspection methodology, and EASA issued AD 2023-0035, partially retaining the inspection requirements of EASA AD 2021-0096, which was superseded, expanding the applicability to all torque tube assemblies P/N 109-0011-03-105 and reducing the interval of the repetitive inspections.

Since that AD was issued, Leonardo designed an improved collective stick torque tube assembly, and issued the ASB, as defined in this AD, providing replacement instructions.

For the reason described above, this AD retains the requirements of EASA AD 2023-0035, which is superseded, and additionally requires replacing the affected parts by serviceable parts.

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 14 April 2021 [the effective date of EASA AD 2021-0096] or 100 FH since last inspection accomplished before the effective date of this AD in accordance with the instructions of Leonardo ASB 119-098 Revision B, whichever occurs later, and, thereafter, at intervals not exceeding 100 FH, inspect the affected part in accordance with the instructions of the ASB.



(2) For Group 2 helicopters: Within 50 FH after 24 February 2023 [the effective date of EASA AD 2023-0035] or 100 FH since last inspection accomplished before the effective date of this AD in accordance with the instructions of Leonardo ASB 119-098 Revision B, whichever occurs later, and, thereafter, at intervals not exceeding 100 FH, inspect the affected part in accordance with the instructions of the ASB.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any deficiency, as identified in the ASB, is detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the ASB.

Modification:

(4) For Group 1 and Group 2 helicopters: Unless already accomplished as required by paragraph (3) of this AD, as applicable, within 12 months after the effective date of this AD, replace the affected part with a serviceable part in accordance with the instructions of the ASB.

Terminating Action(s):

(5) Replacement of the affected part of an helicopter with a serviceable part, as required by paragraph (3) or (4) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) or (2) of this AD for that helicopter.

Parts Installation:

(6) For Group 1, Group 2 and Group 3 helicopters: From the effective date of this AD, do not install an affected part on any helicopter.

Ref. Publications:

Leonardo S.p.A. Helicopters ASB 119-098 original issue dated 13 March 2019, Revision A dated 31 March 2021, Revision B dated 25 January 2023 and Revision C dated 23 December 2024.

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

Remarks:

1. This Proposed AD will be closed for consultation on 23 February 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@leonardo.com.



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