

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–11807; Project Identifier MCAI–2026–00220–R]

RIN 2120–AA64

Airworthiness Directives; Leonardo S.p.A. Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2024–18–01, which applies to Leonardo S.p.A. Model A119 and AW119 MKII helicopters. AD 2024–18–01 requires repetitive inspections of certain collective stick torque tube assemblies for deficiencies and corrective action, as applicable. Since the FAA issued AD 2024–18–01, an improved collective stick torque tube assembly was designed, and replacement instructions were issued. This proposed AD would require repetitive inspections of certain collective stick torque tube assemblies and, depending on the results of the inspection, replacement of affected parts. This proposed AD would also require modification of the helicopter through replacement of an affected part with a serviceable part, which would constitute terminating action for the repetitive inspections. This proposed AD would also prohibit installation of an affected part on any helicopter. The FAA is proposing this airworthiness directive (AD) to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by November 30, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–11807; or in person at

Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the mandatory continuing airworthiness information (MCAI) any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this NPRM, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu. You may find the EASA material on the EASA website at ad.easa.europa.eu.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

FOR FURTHER INFORMATION CONTACT:

Farhan Alamgir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5393; email: farhan.alamgir@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under **ADDRESSES**. Include “Docket No. FAA–2026–11807; Project Identifier MCAI–2026–00220–R” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend the proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If you

comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Farhan Alamgir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2024–18–01, Amendment 39–22835 (89 FR 80993, October 7, 2024), (AD 2024–18–01), for all Leonardo S.p.A. Model A119 and AW119 MKII helicopters. AD 2024–18–01 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2023–0035, dated February 10, 2023 (EASA AD 2023–0035) to correct an unsafe condition identified as reports of abnormal rotations on the collective stick torque tube assemblies due to erroneous manufacturing.

AD 2024–18–01 requires repetitive inspections of certain collective stick torque tube assemblies for deficiencies and corrective action, as applicable. The FAA issued AD 2024–18–01 to address abnormal rotations on the collective torque tube assemblies.

Actions Since AD 2024–18–01 Was Issued

Since the FAA issued AD 2024–18–01, EASA superseded EASA AD 2023–0035 and issued EASA AD 2026–0045, dated March 4, 2026 (EASA AD 2026–0045) (also referred to as the MCAI). The MCAI states that since EASA AD 2023–0035 was issued, an improved collective stick torque tube assembly was designed, and replacement instructions were issued. The unsafe condition, if not addressed, could lead to reduced control of the helicopter, which could result in a forced landing, damage to the helicopter, and injury to occupants.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–11807.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2026–0045, which specifies procedures for repetitive inspections of the collective stick torque tube assembly for any relative rotation and, depending on the inspection results, replacement of the affected parts with serviceable parts. EASA AD 2026–0045 also specifies procedures for modification of the helicopter through the replacement of affected parts with serviceable parts within a specified compliance time. This replacement of an affected part with a serviceable part constitutes terminating action for the repetitive inspections. EASA AD 2026–0045 also prohibits the installation of affected parts.

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

FAA’s Determination

These products have been approved by the civil aviation authority (CAA) of another country and are approved for operation in the United States. Pursuant

to the FAA’s bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in EASA AD 2026–0045, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Explanation of Required Compliance Information

In the FAA’s ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some CAA ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result,

the FAA proposes to incorporate EASA AD 2026–0045 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2026–0045 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2026–0045 does not mean that operators need comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA AD 2026–0045. Material required by EASA AD 2026–0045 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–11807 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 60 helicopters of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect collective stick torque tube assembly (per inspection).	1 work-hour × \$85 per hour = \$85	\$0	\$85	Up to \$5,100.
Replace collective stick torque tube assembly	4 work-hours × \$85 per hour = \$340	10,000	10,340	Up to \$620,400.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected operators.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce.

This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities

under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by:
- a. Removing Airworthiness Directive 2024–18–01, Amendment 39–22835 (89 FR 80993, October 7, 2024); and
 - b. Adding the following new airworthiness directive:

Leonardo S.p.A.: Docket No. FAA–2026–11807; Project Identifier MCAI–2026–00220–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by November 30, 2026.

(b) Affected ADs

This AD replaces AD 2024–18–01, Amendment 39–22835 (89 FR 80993, October 7, 2024) (AD 2024–18–01).

(c) Applicability

This AD applies to Leonardo S.p.A. Model A119 and AW119 MKII helicopters, certificated in any category, as identified in European Union Aviation Safety Agency AD 2026–0045, dated March 4, 2026 (EASA AD 2026–0045).

(d) Subject

Joint Aircraft System Component (JASC) Code 6700: Rotorcraft flight control.

(e) Unsafe Condition

This AD was prompted by occurrences of abnormal rotations on the collective stick torque tube assemblies due to erroneous manufacturing. The unsafe condition, if not detected and corrected, could lead to reduced control of the helicopter, which could result in a forced landing, damage to the helicopter, and injury to occupants.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in and in accordance with EASA AD 2026–0045.

(h) Exceptions to EASA AD 2026–0045

(1) Where EASA AD 2026–0045 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2026–0045 refers to April 14, 2021 [the effective date of EASA AD 2021–0096], or where EASA AD 2026–0045 refers to February 24, 2023 [the effective date of EASA AD 2023–0035], this AD requires using the effective date of November 12, 2024 [the effective date of AD 2024–18–01].

(3) Where EASA AD 2026–0045 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(4) This AD does not adopt the “Remarks” section of EASA AD 2026–0045.

(i) No Reporting or Returning of Parts Requirement

Although the material referenced in EASA AD 2026–0045 specifies submitting certain information or returning parts to the manufacturer, this AD does not include those requirements.

(j) Alternative Methods of Compliance (AMOCs):

(1) The Manager, International Validation Branch, FAA, has the authority to approve

AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Farhan Alamgir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5393; email: farhan.alamgir@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2026–0045, dated March 4, 2026.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu. You may find the EASA material on the EASA website at ad.easa.europa.eu.

(4) You may view this material at FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on October 8, 2026.

Steven W. Thompson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–11808; Project Identifier AD–2026–00520–R]

RIN 2120–AA64

Airworthiness Directives; Leonardo S.p.a. Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2024–05–06, which applies to all Leonardo S.p.a Model AW169 helicopters. AD 2024–05–06 requires revising the airworthiness limitations section (ALS) of the existing helicopter maintenance manual (MM) or instructions for continued airworthiness (ICA) and the existing approved maintenance or inspection program for the helicopter. Since the FAA issued AD 2024–05–06, it was determined that incorrect material was referenced to revise the ALS. This proposed AD would require revising the ALS of the existing MM or ICA and the existing approved maintenance or inspection program. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by November 30, 2026.

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