

## **EASA Position regarding FAA AD 2022-22-12 – Not eligible for adoption**

### **EASA considerations, leading to the conclusion that Federal Aviation Administration (FAA) AD 2022-22-12 is not eligible for adoption**

On 07 November 2022, the FAA issued [AD 2022-22-12](#), applicable to certain helicopters, if modified by FAA STC SR01298NY (validation of Canadian STC SH01-9), STC holder Dart Aerospace Ltd., 9900 Cavendish, Suite 310, Saint-Laurent (Montréal), Quebec H4M 2V2, Canada.

That AD was prompted by Transport Canada [AD CF-2022-46](#) (State of Design AD for the original STC modification) which was adopted by EASA, and requires implementation of new airworthiness limitations for certain landing gear cross-tubes, installed by STC.

The Canadian STC was validated in Europe by STC EASA.IM.R.S.01304, which – like the Canadian STC – is approved for installation on Bell Textron Inc. type designs **only**. However, the FAA validation STC applies to more helicopter types, including (e.g.) certain UH-1 ex-military helicopters and Leonardo AB412 helicopters. As a consequence, FAA AD 2022-22-12 also applies to Leonardo AB412 helicopters, for which the FAA does not represent the State of Design.

EASA has not validated FAA STC SR01298NY, which means that no AB412 helicopters with that STC installed can be operated under EU regulations.

For the reasons described above, FAA AD 2022-22-12 is not eligible for adoption by EASA under the provisions of [ED Decision 2019/018/ED](#).

For further information, please contact the Safety Information Section, Certification Directorate, EASA, E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

Original Signed  
Cologne, 10 November 2022