



EASA

Decision not to adopt a foreign State of Design AD

EASA Decision to not adopt FAA AD 2009-24-06

FAA AD 2009-24-06, superseding FAA AD 2008-16-01, has been identified by EASA as a 'State of Design' AD for the affected General Electric CF34 engines, as installed at this time only on Embraer ERJ-170 series aircraft. However, EASA has already adopted ANAC (State of Design Brazil) AD 2008-03-01R2, applicable to Embraer ERJ-170 series aircraft, which addresses the same unsafe condition. Without a deviating decision from the Agency, by force of ED Decision 2/2003, both these State of Design ADs would automatically apply to aircraft registered in Europe. The respective dates on which these ADs become (or have become) effective, are approximately nine months apart and the required compliance time is also not identical. This situation, if not properly addressed, could lead to confusion for the affected aircraft owners and operators.

To avoid such confusion, considering that both these ADs contain identical technical requirements (although stated in different ways) to introduce a new FADEC software update, the Agency has decided not to adopt FAA AD 2009-24-01, similar to a decision made on 20 August 2008 not to adopt FAA AD 2008-16-01. Consequently, ANAC AD 2008-03-01R2 remains the adopted AD for the subject unsafe condition and remains applicable to Embraer ERJ-170 series aircraft (which have the affected CF34 engines installed), registered in European Member States and associated countries.

Original Signed
Cologne, 17 December 2009