



## EASA Decision not to adopt FAA AD 2017-23-03

### **EASA considerations, leading to the decision not to adopt FAA AD 2017-23-03**

On 9 November 2017, FAA issued [AD 2017-23-03](#), applicable to Engine Alliance (EA) GP7200 series turbofan engines.

That AD supersedes FAA Emergency [AD 2017-21-51](#), issued 12 October 2017, becoming effective immediately, which was prompted by an uncontained engine failure. That AD required a one-time visual inspection of the fan hub on all GP7200 series engines. The compliance time of that AD was derived from the total accumulated flight cycles. Any hub exhibiting damage or defects outside of the defined serviceable limits was required to be removed from service. The Emergency AD was adopted by the Agency under the provisions of [ED Decision 02/2003](#).

New AD 2017-23-03 retains the same required actions as AD 2017-21-51, and introduces only editorial changes to the text of the AD. However, FAA AD 2017-23-03 was published with an effective date of 24 November 2017, thereby effectively extending the applicable compliance times by an additional 6 weeks.

EASA notes that the FAA AD does not affect any engines installed on aeroplanes of U.S. registry.

While EASA does not object to the technical content of new AD 2017-23-03, it does not concur with the introduction of a new effective date and the consequent compliance time extension.

For this reason, EASA has decided not to adopt FAA AD 2017-23-03. For affected engines installed on aeroplanes registered in EASA Member States, FAA Emergency AD 2017-21-51 remains valid.

In case you need 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, 22 November 2017

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