



**EASA**

## **Decision not to adopt a foreign State of Design AD**

### **EASA Decision not to adopt FAA Emergency AD 2010-18-51**

[FAA Emergency AD 2010-18-51](#) has been identified by EASA as a 'State of Design' AD for the affected MD Helicopters Inc. (formerly McDonnell Douglas) MD900 helicopters.

However, EASA has already published its own Emergency AD, [2010-0172-E](#), applicable to those same helicopters, which addresses the same unsafe condition.

Without a deviating decision from the Agency, by force of ED Decision 2/2003, both these ADs would automatically apply to helicopters registered in Europe. The respective dates on which these ADs have become effective are different and the required compliance time is also different. Finally, the EASA AD requires reporting to MDHI and EASA, whereas the FAA AD requires reporting to the FAA.

Considering that both these ADs contain identical technical requirements to accomplish a detailed visual inspection of the lower main rotor hub, the Agency has decided not to adopt FAA AD 2010-18-51.

Consequently, EASA AD 2010-0172-E (Correction dated 19 August 2010) remains the applicable AD for the subject unsafe condition and remains applicable to MD900 helicopters registered in European Member States and associated countries.

Original Signed  
Cologne, 23 August 2010