



EASA

Decision not to adopt FAA AD 2010-26-04

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Because FAA [STC SA03303AT](#) is the validation of LBA Germany EMZ (STC) SA1377 (EASA approval 2004-2918), in the view of EASA, [FAA AD 2010-26-04](#) is not a 'State of Design' AD for the affected STC modification, which is designed and owned by Thielert Aircraft Engine GmbH, a Europe-based company. For that reason, the AD does not fall within the scope of [ED Decision 02/2003](#) and will not be considered for adoption.

For the case of the Diamond DA42, where the propeller auto-feather system was activated by the power interruption, resulting in an uncommanded dual engine shutdown, EASA issued [AD 2007-0182](#) (now at R1) and [AD 2007-0183](#) (now at R2).

EASA has determined that the safety issue described in the subject FAA AD is not an unsafe condition for single engine aeroplanes. Although EASA agrees that a momentary loss of electrical power to the FADEC could lead to a brief loss of engine power, this single (temporary) electrical failure is unlikely to result in an uncommanded engine shutdown.

Consequently, no corresponding EASA AD will be issued for this subject for the Piper PA-28-161. STC SA1377 (EASA approval 2004-2918) is considered to be an optional modification.

For the record, FAA STC SA03303AT is not approved for installation on European registered aeroplanes. For imported aeroplanes which have been already been modified in accordance with FAA STC SA03303AT, conformity with the EASA STC (LBA EMZ SA1377, EASA approval 2004-2918) must be established, prior to issuance of an EASA C-of-A.

In case you need further information, please contact EASA, Certification Directorate, Section Airworthiness Directives, Safety Management & Research. E-mail ADs@easa.europa.eu.

Original Signed
Cologne, 14 January 2011