



EASA

Decision not to adopt FAA AD 2011-06-02

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Because FAA [STC SA01303WI](#) is the validation of LBA Germany EMZ (STC) SA1295 (later EASA.A.S.01527 and currently EASA STC 10014287), in the view of EASA, [FAA AD 2011-06-02](#) 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 Cessna 172 aeroplanes. EASA STC 10014287 is considered to be an optional modification.

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, 12 May 2011