


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No: 2008-0078R1</p> <p>Date: 15 December 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Approval Holder's Name :</p> <p>Société de Motorisations Aéronautiques</p>	<p>Type/Model designation(s):</p> <p>SMA SR305-230 engine installation</p>
Approval:	Supplemental Type Certificate (STC) EASA.A.S.00774
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2008-0078 dated 24 April 2008.
ATA 75	Engine Air – Air Inlet Manifold Hose Clamps – Inspection
Manufacturer:	Société de Motorisations Aéronautiques (SMA)
Applicability:	Cessna Model 182M, 182N, 182P, 182Q, 182R, and (Reims-manufactured) F182P and F182Q aeroplanes, all serial numbers, if modified in accordance with STC EASA.A.S.00774 (SMA SR305-230 engine installation), except those modified in accordance with SMA SB-C182-71-006 Revision 1.
Reason:	<p>Hose disconnections on the air inlet manifold circuit have been reported to SMA. This condition, if not corrected, could result in a loss of turbo boost and significant loss of engine power, possibly leading to a forced landing, damage to the aeroplane and injury to the occupants.</p> <p>As a temporary measure, pending the approval and availability of a final modification, EASA issued AD 2008-0078 to require repetitive inspections of the air inlet manifold hoses and hose clamps and follow-on corrective action(s), as necessary, specified in SMA Service Bulletin (SB) SB-C182-75-002 Revision 2.</p> <p>Since that AD was issued, SMA developed a modification of the air manifold circuit and the intercooler, as specified in SMA SB-C182-71-006 Revision 1. This AD revises EASA AD 2008-0078, reducing the Applicability by excluding all aeroplanes on which the SB-C182-71-006 Revision 1 modification has been done, and clarifying that this optional modification constitutes terminating action for the repetitive inspections required by this AD.</p>
Effective Date:	<p>Revision 1: 15 December 2011</p> <p>Original issue: 08 May 2008</p>

<p>Required Action(s) and Compliance Time(s)</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Note: Previous accomplishment of SMA SB-C182-75-002 original issue or Revision 1 does not constitute compliance with the requirements of this AD.</p> <ol style="list-style-type: none"> (1) Within 14 days after 08 May 2008 [the effective date of the original issue of this AD] or after modification of the aeroplane in accordance with STC EASA.A.S.00774, whichever occurs later, and thereafter at intervals not to exceed 50 flight hours, inspect the air inlet manifold hoses and hose clamps in accordance with the instructions of SMA SB-C182-75-002 Revision 2, or later approved revision. (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies or damaged parts are found, before next flight, accomplish the corrective actions in accordance with the instructions of SMA SB-C182-75-002 Revision 2, or later approved revision, and replace any damaged clamps and hoses with airworthy parts. (3) Replacement of parts, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspection requirements of paragraph (1) of this AD. (4) Modification of the engine air system in accordance with the instructions of SMA SB-C182-71-006 Revision 1 constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD.
<p>Ref. Publications:</p>	<p>SMA SB N° SB-C182-75-002, currently at Revision 4 dated 17 October 2011. SMA SB N° SB-C182-71-006 Revision 1 dated 1 June 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 01 February 2008 as PAD 08-015 for consultation until 29 February 2008, and subsequently republished on 07 April 2008 as PAD 08-015R1 for additional consultation until 21 April 2008. No comments were received during this period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA; E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: SMA, Service Client, 10-12 rue Didier Daurat, 18021 Bourges, France; Telephone: +33 (0)2 48 67 56 00 - Fax: +33 (0)2 48 50 01 41; E-mail : customer_services@smasr.com.