

European Aviation Safety Agency  
Continuing Airworthiness of Type Design Procedures

EASA PAD N0 05-015 COMMENT RESPONSE DOCUMENT				
PAD / DOC PARAGRAPH COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Foreign AD:	Not Applicable (Reason: EASA acts in the role of Authority State of Design)	CAA NL	30/11/2005	Partially agreed – AD text amended
Compliance:	<p>To prevent engine stall in cold ambient conditions, before next flight, amend the Limitations Section of the applicable Aircraft Flight Manual to include the following limitations for operation of the SMA SR305-230 engine:</p> <p>a) If the engine installation complies with revision 4 (or later revision) of the Engine Installation Manual, do not operate the engine with a Compressor Inlet Temperature (CIT) below minus 15°C (-15°C) between 0 and 7,500 feet. Between 7,500 and 12,500 feet, do not operate the engine with a CIT below minus 15°C (-15°C) and minus 25°C (-25°C) (linear variation with altitude):</p> <p>b) If it cannot be determined whether the engine installation complies with revision 4 (or later revision) of the Engine Installation Manual, do not operate the engine with a CIT below 0°C between 0 and 7,500 feet. Between 7,500 and 12,500 feet, do not operate the engine with a CIT below 0°C and minus 10°C (-10°C) (linear variation with altitude): If a CIT indication is not available, consider that CIT = OAT + 5°C.</p>	CAA NL	30/11/2005	<p>Partially agreed – AD text amended</p> <p>It is expected that the organisation responsible for the powerplant installation will submit, if so desired, any Alternative Method of Compliance (AMOC) with this Airworthiness Directive to the Authority responsible for the powerplant installation approval.</p>

**European Aviation Safety Agency**  
**Continuing Airworthiness of Type Design Procedures**

	<p>c) Unless the conduct of a safe flight dictates otherwise, maintain engine manifold pressure above 45 in. Hg during the entire flight. Refer to revision 4 (or later revision) of the Engine Operating Manual.</p> <p>Compliance may be accomplished by inserting a copy of this Airworthiness Directive into the Aircraft Flight Manual.</p> <p>The organisation responsible for the powerplant installation may submit (May I suggest that EASA specify where - to whom? the PCM for small engines? - the applications must be sent?) an Alternative Method of Compliance (AMOC) with this Airworthiness Directive for approval.</p>			