
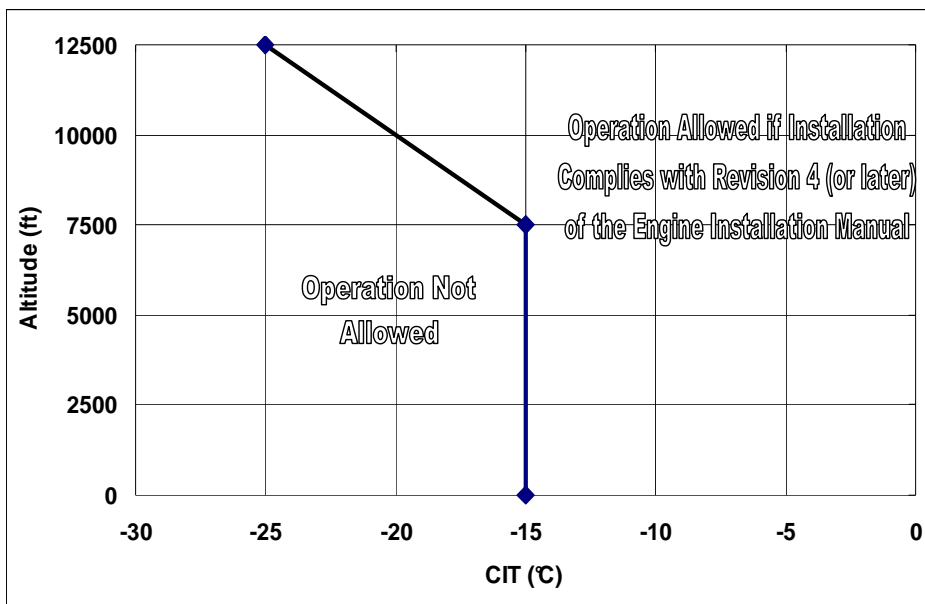


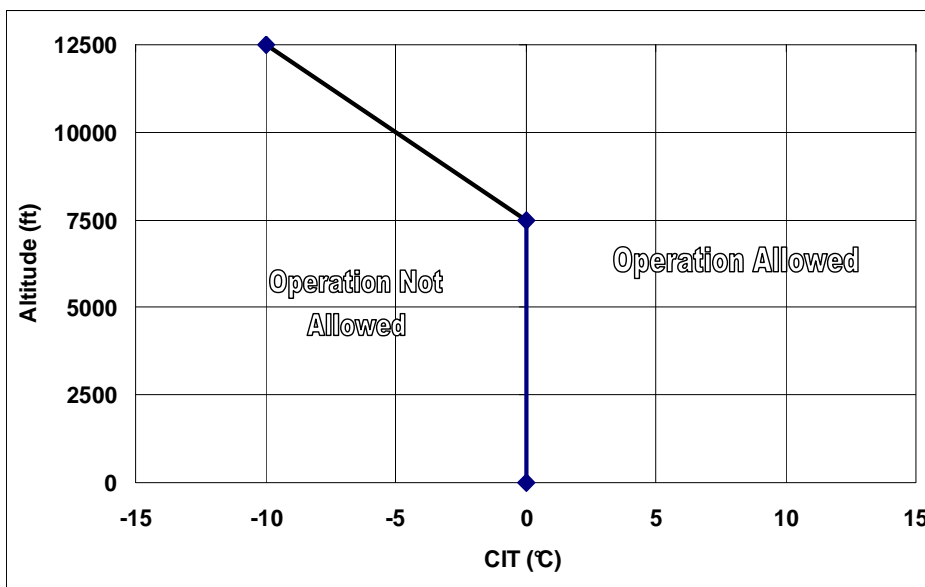
EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	PAD No : 05-015 Date: 9.11.2005	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name Société de Motorisations Aéronautiques (SMA)		Type/Model designation(s) SR305-230 engine
TCDS Number : DGAC-F M-23		
Foreign AD: No State of Design AD		
Supersedure: None		
ATA 72	Engine - Operation in Cold Ambient Conditions	
Manufacturer:	Société de Motorisations Aéronautiques (SMA)	
Applicability:	SMA SR305-230 engine – All serial numbers	
Reason:	Flight tests in cold ambient conditions have demonstrated the need to restrict engine Operating Limitations to prevent engine stall that may cause forced landing.	
Effective Date:	Proposed 15.12.2005	
Compliance:	To prevent engine stall in cold ambient conditions, apply the following limitations to the operation of the SMA SR305-230 engine: 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 7500 feet.	

Between 7500 and 12500 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):



b) If it can not 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 7500 feet.

Between 7500 and 12500 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 $CIT = OAT + 5^{\circ}C$.

	<p>c) Unless the conduct of a safe flight dictates otherwise, maintain engine manifold pressure above 45 inHg during all the flight. Refer to revision 4 (or later revision) of the Engine Operating Manual.</p> <p>Compliance with this Airworthiness Directive may be accomplished by inserting it into the Aircraft Flight Manual.</p> <p>The organisation responsible for the powerplant installation may submit an Alternative Method of Compliance (AMOC) with this Airworthiness Directive for approval.</p>
Ref. Publications:	<p>SMA SR305-230 Engine Installation Manual revision 4 dated 31 October 2005</p> <p>SMA SR305-230 Engine Operating Manual revision 4 dated 31 October 2005</p>
Remarks:	<p>Comments regarding this PAD should be referred to Mr M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.eu.int</p> <p>The closing date for comments is 1 December 2005</p>