


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No: 2008-0078</p> <p>Date: 24 April 2008</p>	
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.		
STC Approval Holder's Name :		Type/Model designation(s):
Société de Motorisations Aéronautiques (SMA)		Cessna 182 and F182 series aircraft
Supplemental Type Certificate (STC) Number: EASA.A.S.00774		
Foreign AD : Not applicable		
Supersedure: None		
ATA 75	Engine Air – Air Inlet Manifold Hose Clamps – Inspection	
Manufacturers:	Société de Motorisations Aéronautiques (SMA)	
Applicability:	Cessna Model 182M, 182N, 182P, 182Q, 182R, and (Reims-manufactured) F182P and F182Q aircraft, all serial numbers, if modified in accordance with STC EASA.A.S.00774 (SMA SR305-230 engine installation)	
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, which is not compatible with maintaining constant altitude flight.</p> <p>For this reason, as a temporary measure pending the approval and availability of a final modification, the present EASA Airworthiness Directive (AD) requires 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>	
Effective Date:	08 May 2008	
Compliance:	<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> <p>(1) Within 14 days after the effective date of this AD or after modification of the aircraft in accordance with STC EASA.A.S. 00774, whichever occurs later, and thereafter at intervals not to exceed 50 FH, inspect the air inlet manifold hoses and hose clamps in accordance with SMA SB-C182-75-002 Revision 2;</p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancies or damaged parts are found, before next flight, perform the</p>	

	<p>corrective actions in accordance with the accomplishment instructions of SMA SB-C182-75-002 Revision 2 and replace any damaged clamps and hoses with airworthy parts;</p> <p>(3) Replacement of parts does not constitute terminating action for the inspection requirements of this AD.</p>
Ref. Publications:	<p>SMA SB N° SB-C182-75-002 Revision 2 dated 25 February 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 07 April 2008 as PAD 08-015R1 for consultation until 21 April 2008. No comments were received during this period. 3. Enquiries regarding this AD should be referred to the AD Focal Point, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu . 4. For any questions 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