



Emergency Airworthiness Directive

AD No.: 2025-0230-E

Issued: 21 October 2025

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

SMA AERO ENGINES GmbH

Type/Model designation(s):

SMA SR305-230 engine installation

Effective Date: 23 October 2025

STC Number(s): EASA Supplemental Type Certificate (STC) 10013975, formerly EASA.A.S.00774; and EASA STC 10016495, formerly EASA.IM.A.S.02857

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2025-0225-E dated 16 October 2025.

ATA 71 – Powerplant – Turbocharger and Intercooler Hoses – Inspection/Replacement

Manufacturer(s):

SMA AERO ENGINES GmbH, formerly Société de Motorisations Aéronautiques (SMA), SAFRAN Aircraft Engines

Applicability:

Textron Aviation Inc. (formerly Cessna) Model 182M, 182N, 182P, 182Q, 182R, all serial numbers (s/n); and (Reims-manufactured) F182P and F182Q aeroplanes, all s/n; if modified in accordance with EASA STC 10013975 at Revision 15 or earlier, or (formerly) STC EASA.A.S.00774 (installation of Engine SMA SR305-230 or SR305-230E); and

Textron Aviation Inc. (formerly Cessna) Model 182Q, 182R, all s/n, if modified in accordance with EASA STC 10016495 at Revision 1 or earlier, or (formerly) STC EASA.IM.A.S.02857, (installation of Engine SMA SR305-230/-230-1).

Definitions:

For the purpose of this AD, the following definitions apply:



Affected part: Intercooler inlet/outlet hose having Part Number (P/N) SP01170459-0, P/N SP01170385-1, P/N SP01170460-0, P/N SP01170386-1, P/N 1500004183-1 or P/N 1500004182-1.

Serviceable part: Intercooler inlet hose, eligible for installation in accordance with SMA Aero Engines instructions, which is not an affected part; or an affected part which is new or which accumulated less than 500 flight hours (FH) since first installation, provided that, within 7 days before installation, it has passed an inspection (no damages found) in accordance with the instructions of the SB.

The SB: SMA Aero Engines Service Bulletin (SB) SB-C182-71-011.

Groups:

Group 1 aeroplanes are those modified in accordance with EASA STC 10013975 at Revision 15 or earlier, or (formerly) STC EASA.A.S.00774 (installation of Engine SMA SR305-230 or SR305-230E). Group 2 aeroplanes are those modified in accordance with EASA STC 10016495 at Revision 1 or earlier, or (formerly) STC EASA.IM.A.S.02857 (installation of Engine SMA SR305-230/-230-1).

Reason:

Occurrences were reported of damaged intercooler air hoses.

This condition, if not detected and corrected, could result in the loss of the manifold pressure and subsequent loss of engine power, potentially leading to a forced landing, damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, SMA Aero Engines GmbH issued the SB, as defined in this AD, providing inspection instructions and introducing a life limit for affected parts. Consequently, EASA issued AD 2025-0225-E requiring repetitive inspections of the affected parts and, depending on findings, replacement. That AD also required replacement of affected parts before exceeding the life limit.

Since that AD was issued it was determined that EASA STC 10016495 at Revision 1 or earlier, or (formerly) STC EASA.IM.A.S.02857 are also affected by the unsafe condition addressed by that AD, and SMA Aero Engines GmbH revised the SB (now at Revision 01) accordingly.

For the reason described above, this AD retains the requirements of EASA AD 2025-0225-E, which is superseded, and expands the Applicability.

For aeroplanes previously affected by EASA AD 2025-0225-E, this AD retains the requirements of that AD, with no additional actions.

This AD is still considered to be an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:



Inspection(s):

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not exceeding 50 FH, inspect each affected part in accordance with the instructions of the SB.

Table 1 – Compliance Time

Aeroplane Group	Compliance Time
Group 1	Before next flight after 20 October 2025 [the effective date of EASA AD 2025-0225-E]
Group 2	Before next flight after the effective date of this AD

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any damage is detected on an affected part, before next flight, replace that affected part with a serviceable part.

Replacement:

- (3) From the effective date of this AD, before an affected part accumulates 500 FH since first installation on an engine, replace that affected part with a serviceable part. The applicable STC maintenance manual supplement provides instructions which are an acceptable method to comply with this requirement.

Part(s) Installation:

- (4) From the effective date of this AD, it is allowed to install an affected part on an engine, provided that it is a serviceable part, as defined in this AD.

Ref. Publications:

SMA Aero Engines GmbH SB-C182-71-011 original issue dated 13 October 2025 or Revision 01 dated 20 October 2025.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than



those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: SMA Aero Engines GmbH, Am Flugplatz, 63329 Egelsbach, Germany; Telephone: +49 (0) 6103 4002 710; E-Mail: design21j@roeder.aero.

