



Airworthiness Directive

AD No.: 2025-0156

Issued: 21 July 2025

Note: This 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:

EXTRA AEROBATIC AIRCRAFT GmbH

Type/Model designation(s):

EXTRA NG

Effective Date: 04 August 2025

TCDS Number(s): EASA.A.620

Foreign AD: Not applicable

Supersedure: None

ATA 11 – Placards and Markings – Modification

Aircraft Flight Manual – Amendment

Manufacturer(s):

Extra Flugzeugproduktions- und Vertriebs GmbH

Applicability:

EXTRA NG, all serial numbers (s/n).

Definitions:

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

The SB: Extra Aerobatic Aircraft (Extra) Service Bulletin (SB) SB-NG-1-24.

New canopy placards: Canopy placards having Part Number EX-01106.01-(X), where (X) represents any alpha/numerical sequence.

Groups: Group 1 aeroplanes are those not having the new canopy placards installed. Group 2 aeroplanes are those having the new canopy placards installed.

Aeroplanes s/n NG065 and up had the new canopy placards installed in production before first flight.



Reason:

Occurrences were reported of canopy opened or detached during flight.

It has been determined that, in most cases, the root cause was a partially or improperly locked canopy.

This condition, if not corrected, could result in canopy separation, possibly leading to damage to the aeroplane structure, loss of control of the aeroplane, and/or injuries to persons on ground.

To address this potential unsafe condition, Extra improved the design of the placards at both front and rear canopy locking handles, issued the SB for retrofit installation, and updated the limitations section of the Pilot Operating Handbook/Aeroplane Flight Manual (POH/AFM) accordingly.

For the reason described above, this AD requires replacement of the canopy placards and AFM update.

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:

Modification:

- (1) For Group 1 aeroplanes: Within 3 months or 25 flight hours, whichever occurs first after the effective date of this AD, replace the canopy placards at front and rear canopy handles, as applicable, with new canopy placards in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: The actions required by paragraphs (1) and (2) of this AD can be accomplished by the pilot-owner under the provisions of M.A.803 or ML.A.803, as applicable, of Regulation (EU) 1321/2014.

AFM Update:

- (2) For Group 1 aeroplanes: Before next flight after the modification as required by paragraph (1) of this AD, amend the Limitations Section of the AFM of the aeroplane by adding reference to the new canopy placards. Amending the AFM of an aeroplane in accordance with the content of Extra AFM/POH at revision 16, or later revision, is an acceptable method to comply with this requirement for that aeroplane (see Note 1 of this AD).

Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to replace the canopy of an aeroplane provided that the canopy to be installed is equipped with new canopy placard(s), and the AFM of that aeroplane is updated as required by paragraph (2) of this AD.

Ref. Publications:

Extra SB SB-NG-1-24 Issue A dated 19 December 2024.

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. This AD was posted on 27 January 2025 as PAD 25-017 for consultation until 24 February 2025. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
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: EXTRA Aerobatic Aircraft GmbH,
Engineering Department / Office of Airworthiness / Quality Assurance,
Schwarze Heide 21 – 46569 Hünxe (Germany)
E-mail: engineering@ExtraAircraft.com.

