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| <b>EASA</b>  | <b>PROPOSED AIRWORTHINESS DIRECTIVE</b>   |
|   | <p><b>PAD No.: 06 - 194</b></p> <p><b>Date: 25 July 2006</b></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. |   |
| <b>Type Approval Holder's Name :</b>   | <b>Type/Model designation(s) :</b>  |
| EXTRA Flugzeugproduktions- und Vertriebs-GmbH  | EA 300  |
| TCDS Number : LBA Germany 1086   |   |
| Foreign AD : n/a   |   |
| Supersedure : LBA LTA 2003-001   |   |
| <b>ATA 53</b>  | <b>Fuselage –Upper Longeron at Horizontal Stabilizer -<br/>Inspection/Modification</b>  |
| <b>Manufacturer:</b>   | EXTRA Flugzeugproduktions- und Vertriebs-GmbH<br>(former Extra Flugzeugbau GmbH)  |
| <b>Applicability:</b>  | EA 300, all Models  |
| <b>Reason:</b>   | <p>In 1995 EXTRA issued Service Bulletin SB-300-2-95 in which inspections of the horizontal stabilizer (HS)-attachment on Models EA 300, EA 300/L and EA 300/S were recommended. Reason to issue this SB was the detection of cracks on the EA 300/S in front of the HS-attachment fittings in the upper longeron. An additional pair of tubes (V-tube) to improve the torsional stiffness of the fuselage underneath the HS attachment was introduced for Model EA 300/S with issue D of SB-300-2-95 which was released in 2001. The installation of the V-tube was prescribed under Part III of issue D. Background was that the EA 300/S aeroplane, in which the cracks had been discovered, was used in high-end aerobatics with extensive execution of flick maneuvers (snapp roll).</p> <p>With effective date 09.01.2003 the LBA released an AD (i.e. &gt;LTA&lt; in German nomenclature) in which said SB, Issue D (dated 30.01.2001) was declared to be Part of LTA 2003-001 for Model EA 300/S aeroplanes S/N 1 through 29.</p> <p>Based on issues C and D of the SB the FAA had issued Airworthiness Directive AD 2002-21-11 with effective date Dec. 17, 2002. This AD – as</p> |

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|                    | <p>well - was exclusively applicable to Model EA 300/S aeroplanes, S/N 01 through 29 only.</p> <p>In the course of executing the inspections under Part I of the SB, Issue D, within the entire fleet of EA 300 models, cracks were discovered on Model EA 300/L aeroplanes.</p> <p>As a consequence EXTRA released Issue E of the SB to explain the installation of the V-tube to be mandatory for all Model EA 300/L aeroplanes as well.</p> <p>Following recent detection of cracks on EA 300/200 aeroplanes EXTRA released Issue F of SB-300-2-95 in which particular serial numbers of the different models are addressed for execution of Parts I, II and III of the SB. For Model EA 300/200, Part III is explained as being not applicable, because the design of its rear fuselage takes care of the torsional requirements by an integrated diagonal strut.</p> <p>The execution of different tasks of the SB on different serial numbers of Model EA 300/L takes particular care of different tube- and welding material sources having been used in the production phases of these aeroplanes.</p> <p>This EASA Airworthiness Directive supersedes LTA -Nr. 2003 – 001 by mandating the execution of the EXTRA SB on <b>all models</b> of the EA 300 – type aeroplane - as detailed under Parts I, II and III of <b>SB-300-2-95, Issue F</b>.</p> |
| Effective Date:    | Proposed: 12 September 2006   |
| Compliance:        | <p>Unless already accomplished, the following actions are rendered mandatory within the Time-In-Service (TIS)-indications of the SB from the effective date of this AD:</p> <ol style="list-style-type: none"> <li>1. Maintenance/Inspection Tasks <ul style="list-style-type: none"> <li>- It is mandatory to strictly adhere to <b>Part I</b> of EXTRA SB-300-2-95, Issue F. Relations to different Models and Serial-No's are to be drawn from the SB, page 1/23.</li> </ul> </li> <li>2. Modification/Reinforcement Tasks <ul style="list-style-type: none"> <li>- It is mandatory to strictly adhere to <b>Part II</b> of SB-300-2-95, Issue F. Relations to different Models and Serial-No's are to be drawn from the SB, page 1/23.</li> </ul> </li> <li>3. Raising Torsional Stiffness of Aft Fuselage/Retrofit Task <ul style="list-style-type: none"> <li>- This task is applicable to <b>Model EA 300/S and to certain S/N's of Model EA 300/L only</b>.<br/>It is mandatory to strictly adhere to <b>Part III</b> of SB 300-2-95, Issue F in relation to Model EA 300/S aeroplanes and to S/N's as listed under <b>subsections c) and d)</b> of the EA 300/L section of the SB. For the S/N's as listed under <b>subsections a) and b)</b> of the EA 300/L section the retrofit of the V-tube is strongly recommended.</li> </ul> </li> </ol>     |
| Ref. Publications: | EXTRA Service Bulletin No. 300-2-95, Issue F<br>or later approved revisions.  |

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| Remarks : | <ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. The closing date for comments is 18 August 2006.</li> <li>3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA.<br/>E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: Mr L Dülmer - Head of Airworthiness Office<br/>Extra Flugzeugproduktions- und Vertriebs- GmbH<br/>Schwarze Heide 21 - 46569 Hünxe – Germany<br/>E-mail: <a href="mailto:l.duelmer@extraflugzeugbau.com">l.duelmer@extraflugzeugbau.com</a></li> </ol> |
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