


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0160 [Correction: 28 July 2009]</p> <p>Date: 21 July 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : Extra Flugzeugproduktions- und Vertriebs-GmbH	Type/Model designation(s) : EA 300 aeroplanes
TCDS Number : EASA A.362, LBA TCDS No.1086	
Foreign AD : Not applicable	
Supersedure : This directive supersedes LBA AD D-1998-001, dated 15 January 1998	
ATA 53	Fuselage Structure – Tail Spring Support – Inspection / Modification
Manufacturer(s):	Extra Flugzeugproduktions- und Vertriebs- GmbH (formerly Extra Flugzeugbau GmbH).
Applicability:	Model EA 300/L aeroplanes, with serial numbers (s/n) 01 to 170 inclusive, s/n 172, 173, 1171 and from 1174 to 1299 inclusive; and Model EA 300/200 aeroplanes, with s/n 01 to 31 inclusive and from s/n 1032 to 1043 inclusive.
Reason:	<p>The manufacturer has advised that the combination of a redesigned tail spring support with a stiffer tail spring and rough field operations has led to cracks in the tail spring support mounting base. Cracks have also been reported on aeroplanes already compliant with Part II of Extra Service Bulletin No.SB-300-2-97 issue A, as mandated by the LBA AD D-1998-001, dated 15 January 1998.</p> <p>For the reasons stated above, this new AD mandates instructions for recurring inspections and modification in the area of the tail spring support in order to prevent separation of the tail landing gear which could result in serious damage to the airplane during landing.</p> <p>This correction rectifies the Type Certificate Holder's name from Extra Flugzeugkonstruktionen to Extra Flugzeugproduktions- und Vertriebs- GmbH.</p>

Effective Date:	28 July 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight after the effective date of this AD, inspect the tail spring support in accordance with part I of the EXTRA Service Bulletin No. SB-300-2-97 issue B. (2) <u>If any crack is found</u>, before further flight, modify the tail spring support structure as instructed in part II of the EXTRA Service Bulletin No. SB-300-2-97 issue B. (3) <u>If no crack is found</u>: <ol style="list-style-type: none"> (3.1) Within 50 Flight Hours (FH) or at the next scheduled 50-hour-inspection, whichever occurs first after the effective date of this AD, repeat the inspection of the tail spring support in accordance with part I of the EXTRA Service Bulletin No. SB-300-2-97 issue B. (3.2) Thereafter at intervals not to exceed 50 Flight Hours and until accomplishment of paragraph (4) of this AD, repeat inspections of the tail spring support in accordance with part I of the EXTRA Service Bulletin No. SB-300-2-97 issue B. (4) At the operator's discretion, modify the tail spring support structure as instructed in part II of the EXTRA Service Bulletin No. SB-300-2-97 issue B. This modification terminates the repetitive inspection requirements of paragraph (3) of this AD.
Ref. Publications:	<p>EXTRA Service Bulletin No. SB-300-2-97 issue B, dated 11 March 2009.</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 approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 07 May 2009 as PAD 09-063 for consultation until 04 June 2009. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Extra Flugzeugproduktions- und Vertriebs- GmbH Engineering Department / Office of Airworthiness / Quality Assurance Schwarze Heide 21 46569 Hünxe, GERMANY Fax : +49 (0) 2858-9137-30 E-Mail: extraaircraft@extraaircraft.com