


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 09-063</b></p> <p><b>Date: 07 May 2009</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Extra Flugzeugkonstruktions- und Vertriebs GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>EA 300 aeroplanes</p>
<p>TCDS Number : EASA.A.362, LBA TCDS No.1086</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This directive supersedes LBA AD D-1998-001, dated 15 January 1998</p>	
<b>ATA 53</b>	<b>Fuselage Structure – Tail Spring Support – Inspection / Modification</b>
<b>Manufacturer(s):</b>	Extra Flugzeugkonstruktions- und Vertriebs GmbH (formerly Extra Flugzeugbau GmbH)
<b>Applicability:</b>	<p>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.</p>
<b>Reason:</b>	<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>

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(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.</p> <p>(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.</p> <p>(3) <u>If no crack is found</u>:</p> <p>(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.</p> <p>(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.</p> <p>(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.</p>
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 :	<p>1. This Proposed AD will be closed for consultation on 04 June 2009.</p> <p>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact: Extra Flugzeugkonstruktions- und Vertriebs GmbH Engineering Department / Office of Airworthiness / Quality Assurance Schwarze Heide 21 46569 Hünxe, GERMANY Fax : +49 (0) 2858-9137-30 E-Mail: <a href="mailto:extraaircraft@extraaircraft.com">extraaircraft@extraaircraft.com</a></p>