

Airworthiness Directive Schedule

Aeroplanes

Extra EA 300/L

30 July 2009

- Notes**
1. This AD schedule is applicable to Extra Flugzeugproduktions und Vertriebs-GmbH EA 300/L aircraft manufactured under European Aviation Safety Agency (EASA) Type Certificate No. A.362.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk *

Contents

DCA/EA300/1	Rudder Pedal Control Stop – Inspection	2
* DCA/EA300/2	Cancelled – DCA/EA300/6	2
DCA/EA300/3	Fuel Selector Valve – Inspection and Repair	2
DCA/EA300/4	Belly Fairing/Firewall Sealant – Maintenance.....	2
DCA/EA300/5	Horizontal Stabilizer Upper Longeron – Inspection and Modification	3
* DCA/EA300/6	Tail Spring Support – Inspection and Modification	3

DCA/EA300/1 Rudder Pedal Control Stop – Inspection

Applicability: Model EA 300/L aircraft, S/N 001 through to 015.

Requirement: To prevent failure of the rudder pedal footrest which could result in loss of directional control, inspect the rudder pedal control stop per Extra EA-300 SB No. 300-3-95 issue A dated 9 November 1995 or later approved revisions.

(LBA AD 1995-443 refers)

Compliance: Before further flight and at the next annual inspection or 50 hours TIS whichever occurs sooner.

Effective Date: 30 April 2009

*** DCA/EA300/2 Cancelled – DCA/EA300/6**

Effective Date: 28 July 2009

DCA/EA300/3 Fuel Selector Valve – Inspection and Repair

Applicability: Model EA 300/L aircraft, all S/N.

Requirement: To prevent failure of the fuel selector valve which could result in fuel draining into the wing tanks which should be empty for acrobatics, inspect the fuel selector valve per Extra SL No. 300-09-02 issue A dated 19 September 2002 or later approved revisions.

If any defects are found repair or replace the fuel valve per SL No. 300-09-02.

(LBA AD 2002-408 refers)

Compliance: Before the next aerobatic flight unless previously accomplished.

Effective Date: 30 April 2009

DCA/EA300/4 Belly Fairing/Firewall Sealant – Maintenance

Applicability: Model EA 300/L aircraft, all S/N.

Requirement: To prevent fuel from entering the cockpit through the gap between the belly fairing and the firewall accomplish the following:

1. Seal the gaps between the belly fairing and the firewall with firewall sealant per the instructions in Extra EA-300 SB No. 300-4-04 issue A dated 25 May 2004 or later approved revisions.

2. When refitting the belly fairing accomplish the instructions in SB No. 300-4-04.

(LBA AD D-2004-489 refers)

Compliance: 1. Within the next 50 hours TIS or by 30 June 2009 whichever occurs sooner unless previously accomplished.

2. Every time the bottom fairing is refitted to the aircraft.

Effective Date: 30 April 2009

- DCA/EA300/5 Horizontal Stabilizer Upper Longeron – Inspection and Modification**
- Applicability:** Model EA 300 series aircraft, all S/N.
- Requirement:** To prevent cracks in the upper longeron in front of the HS-attachment fittings accomplish the following:
1. Inspections and Maintenance:
Accomplish part 1 of Extra SB-300-2-95 issue F or later approved revisions.
- Note 1:** For aircraft model and S/N applicability refer to page 1/23 of SB-300-2-95.
2. Modification:
Accomplish part II of SB-300-2-95.
- Note 2:** For aircraft model and S/N applicability refer to page 1/23 of SB-300-2-95.
3. Aft Fuselage Torsional Stiffness Modification:
For model EA 300/S aircraft and certain model EA 300/L aircraft with S/N listed in subsections c) and d) of SB 300-2-95 accomplish part III of SB 300-2-95.
- Note 3:** The installation of a V-tube is strongly recommended for affected EA 300/L aircraft with S/N listed in subsections c) and d) of SB 300-2-95.
(EASA AD 2006-0281 refers)
- Compliance:** 1. 2. & 3. Within the hours TIS specified in Extra SB-300-2-95 issue F or later approved revisions, unless previously accomplished.
- Effective Date:** 30 April 2009
- * DCA/EA300/6 Tail Spring Support – Inspection and Modification**
- Applicability:** Model EA 300/L aircraft, S/N 01 through to 170, 172, 173, 1171 and 1174 through to 1299.
- Note 1:** This AD supersedes DCA/EA300/2 after cracks were found on aircraft which were already in compliance with part II of Extra SB No. SB-300-2-97 issue A. This AD introduces new requirements per Extra SB No. SB-300-2-97 issue B dated 11 March 2009.
- Requirement:** To prevent failure of the tail landing gear which could result in serious damage to the aircraft during landing, accomplish the following:
1. Inspect the tail spring support per part I of Extra SB No. SB-300-2-97 issue B or later EASA approved revisions.
If any cracks are found, modify the tail spring support structure per part II of SB No. SB-300-2-97 before further flight.
If no cracks are found accomplish requirement 2 of this AD.
 2. Inspect the tail spring support per part I of the SB No. SB-300-2-97.
If any cracks are found, modify the tail spring support structure per part II of SB No. SB-300-2-97 before further flight.
- Note 2:** The modification of the tail spring support structure per part II of SB No. SB-300-2-97 is a terminating action to the requirements of this AD.
(EASA AD 2009-0160 refers)
- Compliance:**
1. Before further flight.
 2. Within the next 50 hours TIS or at the next scheduled inspection whichever occurs sooner, and thereafter at intervals not to exceed 50 hours TIS until the tail spring support structure is modified per part II of SB No. SB-300-2-97.
- Effective Date:** 28 July 2009