
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/EXTRA/7 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Extra EA-300 Series Aeroplanes**AD/EXTRA/7
Amdt 1****Upper Longeron at Horizontal Stabiliser****4/2007
DM**

Applicability: EXTRA EA 300 models and serial numbers listed in EXTRA Service Bulletin (SB) No. 300-2-95 Issue F, or later EASA approved Issue.

Requirement: Action in accordance with EXTRA SB No. 300-2-95 Issue F, or later EASA approved Issue.

Note: EASA AD 2006-0281 refers.

Compliance: As specified in the Requirement document, with a revised effective date of 21 February 2007.

For Model EA 300/S aircraft that have complied with the original issue of this Directive, no additional work is required.

This Amendment becomes effective on 21 February 2007.

Background: Cracks have been discovered on Model EA 300 S aircraft in front of the horizontal stabiliser attachment as well as between the attachment fittings in the upper longeron. This Directive introduces an additional pair of tubes to improve the stiffness of the fuselage cross-section underneath the stabiliser attachment.

Amendment 1 is issued in response to a new EASA AD, which was prompted by the discovery of cracks on Model EA 300/L aircraft during inspections of the entire fleet of EA 300 aircraft models. Recently, following the release of Issue F of the Requirement document, cracks were detected on Model EA 300/200 aircraft.



David Villiers
Delegate of the Civil Aviation Safety Authority

19 February 2007