
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/5 and issues the following AD under subregulation 39.1 (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/5
Amdt 1****Upper Longeron Cutout Bridge****9/2004**

Applicability: Model EA-300 aircraft, serial numbers V1 and 01 through 50, and Model EA-300/S aircraft, serial numbers 01 through 17.

Requirement: Action in accordance with the requirements of Extra Service Bulletin SB-300-3-93 Issue B, dated 10 June 1998.

Note 1: If aircraft is modified in accordance with Procedure I of SB-300-3-93 Issue B, no further action is required.

Note 2: LBA AD D-1994-043R1 refers.

Compliance: Before the accumulation of 1,000 flight hours.

If action is required in accordance with Procedure II, exchange the bridges at intervals not to exceed 1,000 flight hours.

This Amendment becomes effective on 2 September 2004.

Background: Cracking has been experienced during the fatigue test.

Amendment 1 is issued in response to a new LBA AD, which was prompted by in-service reports of cracking of the upper longeron cutout-bridge.

The original issue of this Airworthiness Directive became effective on 9 November 1995.



David Villiers
Delegate of the Civil Aviation Safety Authority

13 July 2004