Civil Aviation Authority United Kingdom



TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00112

for

EA 300

Type Certificate Holder EXTRA Flugzeugproduktions- und Vertriebs- GmbH Schwarze Heide 21 46569, Hünxe Germany

Model(s):	EA 300
	EA 300/S
	EA 300/L
	EA 300/200
	EA 300/SC
	EA 300/LT
	EA 300/LC
	EA 300/SX
Issue:	1
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Section 1 EA 300 (SALES DESIGNATION: EXTRA 300)

I. General

1.	Type/ Model/ Variant 1.1 Type 1.2 Model 1.3 Variant	EA 300 (Sales designation EXTRA 300) -/- -/-
2.	Airworthiness Category	Normal, Aerobatic
3.	Manufacturer (see Note 6)	EXTRA Flugzeugproduktions- und Vertriebs- GmbH Schwarze Heide 21 46569 Hünxe Germany
4.	Type Certification Application Date	18 December 1986
<u>No</u>	te: State of Design Authority certification a	pplication date for grandfathered products
5.	State of Design Authority	Luftfahrt-Bundesamt (Germany)
6.	State of Design Authority Type Certificate Date	16 May 1990
7.	EASA Type Certification Date	17 July 2008
II.	Certification Basis	
1.	Reference Date for determining the applicable requirements	Updated on 12 March 1993 (from initial 14 CFR eff. Feb. 1, 1965, incl. Amdt. 23-1 through 23-33)
2.	Airworthiness Requirements	14 CFR eff. 1 February 1965, incl. Amdt. 23-1 through 23-34, effective 14 September 1987
3.	Special Conditions	C-1, Ermüdungs-/Schadens-Toleranznachweis der Faserverbundstruktur (Fatique/Damage Tolerance Substantiation of Composite Structure) and C-4, Structural Design and Loads Criteria
		(LBA 311-1086/93, dated 12-March-1993 & FAA Issue Paper C-1 and C-4. Project N° CA581EU)
		Smoke System (optional equipment) (LBA I 311-1086/96, dated 07-February-1996)
		Lufttüchtigkeitsforderungen für den Schleppflug (Airworthiness Requirement for Glider Towing) (LBA I 23-60/100, dated February-1971)
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO, Annex 16, Volume 1

III. Technical Characteristic and Operating Limitations

1.	Type Design Definition	EA-03102.1 Description and Operation of Aircraft and Systems (most current issue);			
2.	Description	Single engine, mid wing cantilever monoplane with reciprocating engine and fixed main gear in tail-wheel configuration; wing, empennage and landing gear in fibre- composite construction; fuselage and engine mount in conventional steel tube construction.			
3.	Equipment	Equipment List, refer to POH/AFM Doc. N° EA-03701, (See Note 4)			
4.	Dimensions	Span: Length: Height: Wing area:	8.00 m 7.12 m 2.62 m 10.72 m ²	(26.25 ft) (23.36 ft) (8.60 ft) (115.39 sq.ft.)	

5. Engine

5.1 Engine Model 1

5.1.1	Model	Lycoming	AEIO-540-L1B5	
5.1.2	Type Certificate	LBA No.	4535	
5.1.3	Limitations	Rated power at	2700 RPM	224 kW / 300 BHP
		Maximum RPM	(take-off and max. continu	ious):
		With propell Aerobat	er model 1: tic Category only	2700 RPM
		With propell	er model 2:	
		Normal	and Aerobatic Category	2700 RPM
		(See Note 3)		

5.2 Engine Model 2

	5.2.1	Model	Lycoming	AEIO-540-L1B5D		
	5.2.2	Type Certificate	LBA No.	4535		
	5.2.3	Limitations	Rated power at Maximum RPM	2700 RPM (Take-off and max. cont	224 kW tinuous):	/ 300 BHP
			With propell Aeroba	ler model 1: tic Category only		2700 RPM
			With propell Normal	ler model 2: and Aerobatic Category	,	2700 RPM
6.	Load	factors	Normal categor Aerobatic categ	y ory	+6 / -3	
			Single Seat O Double Seat (peration / ACRO I Operation / ACRO II	±10 ± 8	

7. Propeller

7.1 Propeller Model 1

	7.1.1	Model	MT Propeller	MTV-9-B-C/C200-15		
	7.1.2	Type Certificate	EASA.P.096	(replaced LBA No. 32	2.130/65)	
	7.1.3	Number of blades	3			
	7.1.4	Diameter	2000 mm ± 0 m	ım		
	7.1.5	Sense of Rotation	Right-hand tractor (viewed in direction of flight)			
7.2	Prope	ller Model 2				
	7.2.1	Model	MT Propeller MTV-14-B-C/C190-17			
	7.2.2	Type Certificate	EASA.P.017			
	7.2.3	Number of blades	4			
	7.2.4	Diameter	1900 mm ± 0 m	ım		
	7.2.5	Sense of Rotation	Right-hand trac	tor (viewed in directi	on of flight)
8.	Fluid	6				
8.1	Fuel		100/100LL minimum grade aviation gasoline			
8.2	2 Oil Single or multi – viscosity aviation grade oils see latest issue of Textron Lycoming S.I. N° 1014			e latest issue		
8.3	B Coolant None					
8.4	Smok	e Oil	Straight paraffin oil, kin. viscosity 30-50 cSt at 20°C (68°F), initial boiling point >330°C (626°F); For example: Fauth FC05, Texaco Canopus 13 or equivalent.			
9.	Fluid	capacities				
9.1	Fuel					
	9.1.1	Fuel – Standard	Total capacity Usable capacity Usable capacity	/ / for aerobatics	160 Litre 158 Litre 38 Litre	(42.3 US.gal) (41.7 US.gal) (10.0 US.gal)
	9.1.2	Fuel – Long Range	Total capacity Usable capacity Usable capacity	v v for aerobatics	194 Litre 192 Litre 38 Litre	(51.2 US.gal) (50.7 US.gal) (10.0 US.gal)
9.2	Oil		Max. sump cap Min. sump capa Min. sump capa	acity acity aerobatic acity normal	15.1 Litre 11.3 Litre 8.5 Litre	(16 qts) (12 qts) (9 qts)
9.3	Coola	nt system capacity	None			
9.4	Smok	e Oil:			35 Litre	(9.2 US.gal)

10.	Air Speeds	Design Manoeuvring Aerobatic category Normal category	Speed V _A : /		158 KIAS 140 KIAS
		Max. Structural Cruis	ing Speed V _{NO} :		110 100 100
		Aerobatic category	/		158 KIAS
		Normal category			140 KIAS
		Never Exceed Speed	V _{NE} :		220 KIAS
11.	Flight Envelope	Max. operating altitu	de	4877 m	(16000 ft)
12.	Approved Operations Capability	Day-VFR			
13.	Maximum Masses	Take-off and Landing	::		
		Normal category	,	950 kg	(2095 lbs)
		Single Seat Opera	/ ition / ACRO I	820 kg	(1808 lbs)
		Double Seat Oper	ration / ACRO II	870 kg	(1918 lbs)
		Empty:			
		Normal category		745 400	(1C12 lba)
		Long Range		745 кg 724 kg	(1643 lbs) (1596 lbs)
		Aerobatic category	/	0	,
		Single Seat Opera	ition / ACRO I	701 kg	(1546 lbs)
11	Contro of Gravity Bango	Double Seat Operation / Acto II 005 kg (1400			(1400 103)
14.	Centre of Gravity Range	at 820 kg (1808 lbs	s) or below	75.0 cm	(29.53")
		Normal category			
		at 950 kg (2095 lk)S) / at 870 kg (1918	78.0 cm	(30.71")
		Double Seat Oper	ration / ACRO II	76.5 cm	(30.12")
		Rear limit (aft of datu	um):		
		at 820 kg (1808 lbs	s) or below	89.8 cm	(35.35")
		at 950 kg (2095 lk	os) or below	86.0 cm	(33.86")
		Aerobatic category	, at 870 kg (1918	lbs)	, , ,
		Double Seat Oper	ration / ACRO II	88.5 cm	(34.84")
		Straight line variation	n between mass	limits.	
15.	Datum	Plane of Firewall			
16.	Control surface	Aileron:	30°±2° upward,	30°±2° (downward
		Elevator: Rudder:	25°±2° upward, 30°+2° left.	25°±2° (30°+2° i	downward right
		Elevator trim tab:	40°±5° upward,	50°±5° (downward
17.	Levelling Means	Upper fuselage longe	eron		
18.	Minimum Flight Crew	1 Pilot (rear seat)			
19.	Maximum Passenger Seating Capacity	1 (front seat)			
20.	Baggage/Cargo Compartments	None			
21.	Wheels and Tyres	Main Wheel Tyre Size	e: 5.00)-5 6ply	

Tail Wheel Tyre Size:

Solid rubber 125/50-75 ZL or 6" (optional)

22. (Reserved)

IV. **Operating and Service Instructions**

1. Flight Manual

	Flughandbuch (FHB)	Doc. No. EA-03701D
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-03701
	Manuel de Vol (MdV)	Doc. No. EA-03701F
2.	Maintenance Manual	
	Service Manual	Doc. No. EA-03702
3.	Structural Repair Manual	
	Service Manual	Doc. No. EA-03702
4.	Weight and Balance Manual	
	Flughandbuch (FHB)	Doc. No. EA-03701D
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-03701
	Manuel de Vol (MdV)	Doc. No. EA-03701F
5.	Illustrated Parts Catalogue	
	Parts Catalogue	Doc. No. EA-03703

V. Notes

- This certification applies to Serial numbers V1, 03, 05, 06, 015 and on. 1.
- 2. The use of an exhaust silencer system type ACC Columbia EA300-606500 is certified. The installation of the exhaust silencer system has to be in accordance with the Retrofit-Instruction UA-300-1-92. For service of the optional system the instructions of the appendix to the Service Manual EA 300 are obligatory.
- 3. A standard Certificate of Airworthiness can only be issued for an aircraft which is equipped with the 4-blade propeller MTV-14-B-C/C190-17 in combination with the exhaust silencer system type ACC Columbia EA300-606500 or EA300-606000. Otherwise a Certificate of Airworthiness can only be issued for aerial work.
- For more certified optional equipment refer to EXTRA Doc. No. EA-03707, or AFM/POH latest revision. The 4. applicable Retrofit-Instructions and supplements of the AFM are to be observed. Available: At manufacturer.
- 5. Structure is gualified up to 72°C (161.6°F). Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, colour specification for composite structure of the manufacturer (document EA-03205.19) has to be complied with.
- 6. The address of the design and production organization until September 15th, 2003 is: Extra Flugzeugbau GmbH Flugplatz Dinslaken 46569 Hünxe Germany

TCDS No.: UK.TC.A.00112 Date: 02 July 2024 AW-DAW-TP-004 Copies of this document are not controlled. Model EA 300 serial numbers V1, 03, 05, 06 and 15 to 67 manufactured by Extra Flugzeugbau GmbH; serial numbers 1068 and on by Extra Flugzeugproduktions- und Vertriebs- GmbH (continuation of manufacture). See type certificate holder record (Administrative Section II).

Section 2 EA 300/S (Sales Designation: Extra 300S)

I. General

П.

	1.	Type/ Model/ Variant 1.1 Type 1.2 Model 1.3 Variant	EA 300 EA 300/S (Sales designation EXTRA 300S) -/-
	2.	Airworthiness Category	Normal, Aerobatic
	3.	Manufacturer (see Note 6)	EXTRA Flugzeugproduktions- und Vertriebs- GmbH Schwarze Heide 21 46569 Hünxe Germany
	4.	Type Certification Application Date	17 September 1991
No	ote: S	State of Design Authority certification a	pplication date for grandfathered products
	5.	State of Design Authority	Luftfahrt-Bundesamt (Germany)
	6.	State of Design Authority Type Certificate Date	19 March 1993
	7.	EASA Type Certification Date	17 July 2008
I.		Certification Basis	
	1.	Reference Date for determining the applicable requirements	Updated on 12 March 1993 (from initial 14 CFR eff. Feb. 1, 1965, incl. Amdt. 23-1 through 23-33)
	2.	Airworthiness Requirements	14 CFR eff. 1 February 1965, incl. Amdt. 23-1 through 23-34, effective 14 September 1987
	3.	Special Conditions	C-1, Ermüdungs-/Schadens-Toleranznachweis der Faserverbundstruktur (Fatique/Damage Tolerance Substantiation of Composite Structure) and C-4, Structural Design and Loads Criteria (LBA I 311-1086/93, dated 12-March-1993 & FAA Issue Paper C-1 and C-4, Project N° CA581EU)
			Smoke System (optional equipment) (LBA I 311-1086/96, dated 07-February-1996)
			Lufttüchtigkeitsforderungen für den Schleppflug (Airworthiness Requirement for Glider Towing) (LBA I 23-60/100, dated February-1971)
	4.	Exemptions	None
	5.	(Reserved) Deviations	None
	6.	Equivalent Safety Findings	None
	7.	Environmental Protection	ICAO, Annex 16, Volume 1

III. Technical Characteristic and Operating Limitations

1.	Type Design Definition	EA-04102.1 Description and Operation of Aircraft and Systems (most current issue);		
2.	Description	Single engine, mid wing cantilever monoplane with reciprocating engine and fixed main gear in tail-wheel configuration; wing, empennage and landing gear in fibre- composite construction; fuselage and engine mount in conventional steel tube construction.		
3.	Equipment	Equipment List, refer to POH/AFM Doc. N° EA-04701, (See Note 4)		
4.	Dimensions	Span: Length: Height: Wing area:	7.50 m 6.65 m 2.62 m 10.44 m ²	(24.61 ft) (21.82 ft) (8.60 ft) (112.38 sq.ft.)

- 5. Engine
- 5.1 Engine Model 1

5.1.1 Model	Lycoming	AEIO-540-L1B5	
5.1.2 Type Certificate	LBA No.	4535	
5.1.3 Limitations	Rated power at	2700 RPM	224 kW / 300 BHP
	Maximum RPM	I (take-off and max. contin	uous):
	With propel	ler model 1:	
	Aeroba	tic Category only	2700 RPM
	With propel	ler model 2:	
	Normal	and Aerobatic Category	2700 RPM
	(See Note 3)		

5.2 Engine Model 2

6.	Load	factors	Normal categor Aerobatic categ	y ;ory	+6 / -3 ±10
			(See Note 3)		
			With propell Normal	er model 2: and Aerobatic Category	2700 RPN
			Aeroba	tic Category only	2700 RPM
			With propell	er model 1·	
			Maximum RPM	(Take-off and max. cont	tinuous):
	5.2.3	Limitations	Rated power at	2700 RPM	224 kW / 300 BHF
	5.2.2	Type Certificate	LBA No.	4535	
	5.2.1	Model	Lycoming	AEIO-540-L1B5D	

7. Propeller

7.1 Propeller Model 1

	7.1.1	Model	MT Propeller	MTV-9-B-C/C200-15			
	7.1.2	Type Certificate	EASA.P.096	(replaced LBA No. 32	2.130/	<i>'</i> 65)	
	7.1.3	Number of blades	3				
	7.1.4	Diameter	2000 mm ± 0 m	ım			
	7.1.5	Sense of Rotation	Right-hand trac	tor (viewed in directi	on of	flight)
7.2	Prope	ller Model 2					
	7.2.1	Model	MT Propeller	MTV-14-B-C/C190-1	7		
	7.2.2	Type Certificate	EASA.P.017				
	7.2.3	Number of blades	4				
	7.2.4	Diameter	1900 mm ± 0 m	ım			
	7.2.5	Sense of Rotation	Right-hand trac	tor (viewed in directi	on of	flight)
8.	Fluid	S					
8.1	Fuel		100/100LL mini	imum grade aviation (gasoli	ne	
8.2	2 Oil		Single or multi – viscosity aviation grade oils see latest issue of Textron Lycoming S.I. N° 1014				
8.3	Coola	nt	None				
8.4	.4 Smoke Oil Straight paraffin oil, kin. viscosity 30-50 cSt at 20°C (68 initial boiling point >330°C (626°F); For example: Fauth FC05, Texaco Canopus 13 or equiva		0°C (68°F), r equivalent.				
9.	Fluid	capacities					
9.1	Fuel						
	9.1.1	Fuel – Standard	Total capacity Usable capacity Usable capacity	/ / for aerobatics	171 169 49	Litre Litre Litre	(45.1 US.gal) (44.6 US.gal) (12.9 US.gal)
	9.1.2	Fuel – Long Range	Total capacity Usable capacity Usable capacity	/ / for aerobatics	205 203 49	Litre Litre Litre	(54.1 US.gal) (53.5 US.gal) (12.9 US.gal)
9.2	Oil		Max. sump cap Min. sump capa Min. sump capa	acity acity aerobatic acity normal	15.1 11.3 8.5	Litre Litre Litre	(16 qts) (12 qts) (9 qts)
9.3	Coola	nt system capacity	None				
9.4	Smok	e Oil:			35	Litre	(9.2 US.gal)

10. Air Speeds	Design Manoeuvring Aerobatic category Normal category	Speed V _A : V		158 KIAS 140 KIAS
	Max. Structural Cruis Aerobatic categor Normal category	sing Speed V _{NO} : V		158 KIAS 140 KIAS
	Never Exceed Speed	V _{NE} :		220 KIAS
11. Flight Envelope	Max. operating altitu	ıde	4877 m	(16000 ft)
12. Approved Operations Capability	Day-VFR			
13. Maximum Masses	Take-off and Landing Normal category Aerobatic category	;: Y	920 kg 820 kg	(2028 lbs) (1808 lbs)
	Empty: Normal category Standard Long Range Aerobatic category	4	711 kg 686 kg 697 kg	(1568 lbs) (1513 lbs) (1537 lbs)
14. Centre of Gravity Range	Forward limit (aft of 920 kg (2028 lbs) o	datum): or below	48.9 cm	(19.3")
	Rear limit (aft of date 920 kg (2028 lbs) o	um): or below	71.4 cm	(28.1")
15. Datum	Plane of Firewall			
16. Control surface deflections	Aileron: Elevator: Rudder: Elevator trim tab:	30°±2° upward 25°±2° upward 30°±2° left, 40°±5° upward	; 30°±2° (, 25°±2° (30°±2° (, 50°±5° (downward downward right downward
17. Levelling Means	Upper fuselage longe	eron		
18. Minimum Flight Crew	1 Pilot			
19. Maximum Passenger Seating Capacity	None			
20. Baggage/Cargo Compartments	None			
21. Wheels and Tyres	Main Wheel Tyre Siz Tail Wheel Tyre Size:	e: 5.0 Sol or (0-5 6ply id rubber 12 6" (optional)	5/50-75 ZL

22. (Reserved)

IV. Operating and Service Instructions

1.	Flight Manual	
	Flughandbuch (FHB)	Doc. No. EA-04701D
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-04701
2.	Maintenance Manual	
	Service Manual	Doc. No. EA-04702
3.	Structural Repair Manual	
	Service Manual	Doc. No. EA-04702
4.	Weight and Balance Manual	
	Flughandbuch (FHB)	Doc. No. EA-04701D
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-04701
5.	Illustrated Parts Catalogue	
	Parts Catalogue	Doc. No. EA-04703

V. Notes

- 1. This certification applies to Serial numbers 01 and on.
- 2. The use of an exhaust silencer system type ACC Columbia EA300-606500 is certified. The installation of the exhaust silencer system has to be in accordance with the Retrofit-Instruction UA-300-1-92. For service of the optional system the instructions of the appendix to the Service Manual EA 300 are obligatory.
- 3. A standard Certificate of Airworthiness can only be issued for an aircraft which is equipped with the 4-blade propeller MTV-14-B-C/C190-17 in combination with the exhaust silencer system type ACC Columbia EA300-606500 or EA300-606000. Otherwise a Certificate of Airworthiness can only be issued for aerial work.
- 4. For more certified optional equipment refer to EXTRA Doc. No. EA-04707, or AFM/POH latest revision. The applicable Retrofit-Instructions and supplements of the AFM are to be observed. Available: At manufacturer
- 5. Structure is qualified up to 72°C (161.6°F). Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, colour specification for composite structure of the manufacturer (document EA-03205.19) has to be complied with.
- The address of the design and production organization until September 15th, 2003 is: Extra Flugzeugbau GmbH Flugplatz Dinslaken 46569 Hünxe Germany
- 7. Model EA 300/S serial numbers 1 to 31 manufactured by Extra Flugzeugbau GmbH; serial numbers 1032 and on by Extra Flugzeugproduktions- und Vertriebs- GmbH (continuation of manufacture). See type certificate holder record (Administrative Section II).

Section 3 EA300/L (Sales Designation: EXTRA 300L)

I. General

1.	Type/ Model/ Variant 1.1 Type 1.2 Model 1.3 Variant	EA 300 EA 300/L (Sales designation EXTRA 300L) -/-
2.	Airworthiness Category	Normal, Aerobatic
3.	Manufacturer (see Note 6)	EXTRA Flugzeugproduktions- und Vertriebs- GmbH Schwarze Heide 21 46569 Hünxe Germany
4.	Type Certification Application Date	02 February 1994
<u>Note: S</u>	tate of Design Authority certification ap	oplication date for grandfathered products
5.	State of Design Authority	Luftfahrt-Bundesamt (Germany)
6.	State of Design Authority Type Certificate Date	31 January 1995
7.	EASA Type Certification Date	17 July 2008
II.	Certification Basis	
1.	Reference Date for determining the applicable requirements	03 February 1994
2.	Airworthiness Requirements	14 CFR eff. 1 February 1965, incl. Amdt. 23-1 through 23-34, effective 14 September 1987
3.	Special Conditions	C-1, Ermüdungs-/Schadens-Toleranznachweis der Faserverbundstruktur (Fatique/Damage Tolerance Substantiation of Composite Structure) and C-4, Structural Design and Loads Criteria (LBA I 311-1086/93, dated 12-March-1993 &
		FAA Issue Paper C-1 and C-4, Project N° CA581EU)
		Smoke System (optional equipment) (LBA I 311-1086/96, dated 07-February-1996)
		Lufttüchtigkeitsforderungen für den Schleppflug (Airworthiness Requirement for Glider Towing) (LBA I 23-60/100, dated February-1971)
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO, Annex 16, Volume 1

III. Technical Characteristic and Operating Limitations

1.	Type Design Definition	EA-06102.1 Description and Operation of Aircraft and Systems (most current issue);			
2.	Description	Single engine, low wing cantilever monoplane with reciprocating engine and fixed main gear in tail-wheel configuration; wing, empennage and landing gear in fibre- composite construction; fuselage and engine mount in conventional steel tube construction.			
3.	Equipment	Equipment List, refer to POH/AFM Doc. N° EA-06701, (See Note 4)			
4.	Dimensions	Span: Length: Height: Wing area:	8.00 m 6.96 m 2.62 m 10.84 m ²	(26.25 ft) (22.83 ft) (8.60 ft) (116.68 sq.ft.)	

5. Engine

5.1 Engine Model 1

5.1.1	Model	Lycoming	AEIO-540-L1B5	
5.1.2	Type Certificate	LBA No.	4535	
5.1.3	Limitations	Rated power at	2700 RPM	224 kW / 300 BHP
		Maximum RPM	(take-off and max. continu	uous):
		With propell Aeroba	ler model 1: tic Category only	2700 RPM
		With propel Normal	ler model 2: and Aerobatic Category	2700 RPM
		(See Note 3)		

5.2 Engine Model 2

5.2.1	Model	Lycoming	AEIO-540-L1B5D	
5.2.2	Type Certificate	LBA No.	4535	
5.2.3	Limitations	Rated power at	2700 RPM	224 kW / 300 BHP
		Maximum RPM	(Take-off and max. continu	uous):
		With propel	ler model 1:	
		Aeroba	tic Category only	2700 RPM
		With propel	ler model 2:	
		Normal	and Aerobatic Category	2700 RPM
		(See Note 3)		
5.3 Engir	ne Model 3			

5.3.1	Model	Lycoming	AEIO-580-B1A
5.3.2	Type Certificate	IM.E.027	

6.	5.3.3 Limitations	Rated power at 2700 RF Rated power at 2600 RF Maximum RPM (Take-o With propeller mode Normal and Aer With propeller mode Normal and Aer Aerobatic Categ (See Note 3 and Not Normal category Aerobatic category Single Seat Operation Double Seat Operation	 M M ff and max. cont el 2: obatic Category el 3: obatic Category ory only el 8) ACRO I on / ACRO II on / ACRO III 	235 kW / 315 BHP 226 kW / 303 BHP inuous): 2700 RPM 2600 RPM 2700 RPM +6 / -3 ±10 ± 8 ± 6
7.	Propeller		,	
7.1	Propeller Model 1			
	7.1.1 Model	MT Propeller MTV-9-	B-C/C200-15	
	7.1.2 Type Certificate	EASA.P.096 (replace	ed LBA No. 32.13	30/65)
	7.1.3 Number of blades	3		
	7.1.4 Diameter	2000 mm ± 0 mm		
	7.1.5 Sense of Rotation	Right-hand tractor (viewed in direction of flight)		
7.2	Propeller Model 2			
	7.2.1 Model	MT Propeller MTV-14	-B-C/C190-17	
	7.2.2 Type Certificate	EASA.P.017		
	7.2.3 Number of blades	4		
	7.2.4 Diameter	1900 mm ± 0 mm		
	7.2.5 Sense of Rotation	Right-hand tractor (viev	ved in direction	of flight)
7.3	Propeller Model 3			
	7.3.1 Model	MT Propeller MTV-9-	B-C/C198-25	
	7.3.2 Type Certificate	EASA.P.096 (replace	ed LBA No. 32.13	30/65)
	7.3.3 Number of blades	3		
	7.3.4 Diameter	1980 mm ± 5 mm		
	7.3.5 Sense of Rotation	Right-hand tractor (viev	ved in direction	of flight)
8.	Fluids			
8.1	Fuel	100/100LL minimum gra	ade aviation gas	oline
8.2	Oil	Single or multi – viscosity aviation grade oils see latest issue of Textron Lycoming S.I. N° 1014		
8.3	Coolant	None		
8.4	.4 Smoke Oil Straight paraffin oil, kin. viscosity 30-50 cSt at 20°C (68°F), initial boiling point >330°C (626°F); For example: Fauth FC05, Texaco Canopus 13 or equivalent.			

9. Fluid capacities

9.1 Fuel

	9.1.1	Fuel – Standard	Total capacity Usable capacity Usable capacity for aerobatics	171.0 Litre 165.5 Litre 45.5 Litre	(45.1 US.gal) (43.7 US.gal) (12.0 US.gal)
	9.1.2	Fuel – Long Range	Total capacity Usable capacity Usable capacity for aerobatics	205.0 Litre 199.5 Litre 45.5 Litre	(54.1 US.gal) (52.7 US.gal) (12.0 US.gal)
	9.1.3	Fuel – Raised Standard see Note 9	Total capacity Usable capacity Usable capacity for aerobatics	189 Litre 187 Litre 67 Litre	(49.9 US.gal) (49.4 US.gal) (17.7 US.gal)
9.2	Oil				
	9.2.1	Oil – Engine Model 1 & 2	Max. sump capacity Min. sump capacity aerobatic Min. sump capacity normal	15.1 Litre 11.3 Litre 8.5 Litre	(16 qts) (12 qts) (9 qts)
	9.2.2	Oil – Engine Model 3	Max. sump capacity Min. sump capacity normal	15.1 Litre 8.5 Litre	(16 qts) (9 qts)
9.3	Coola	nt system capacity	None		
9.4	Smok	e Oil:		31 Litre	(8.2 US.gal)
10.	Air Sj	peeds	Design Manoeuvring Speed V _A : Aerobatic category Normal category		158 KIAS 140 KIAS
			Max. Structural Cruising Speed V _{NO} : Aerobatic category Normal category		158 KIAS 140 KIAS
			Never Exceed Speed V_{NE} :		220 KIAS
11.	Flight	t Envelope	Max. operating altitude	4877 m	(16000 ft)
12.	Appro Capa	oved Operations bility	Day-VFR		
13.	Maxir	num Masses	Take-off and Landing: Normal category Aerobatic category Single Seat Operation / ACRO I	950 kg 820 kg	(2095 lbs) (1808 lbs)
			Double Seat Operation / ACRO I	l 870 kg	(1918 lbs)
			Double Seat Operation / ACRO I	II 950 kg	(2095 lbs)

		Empty (with Engine N Normal category	/lodel 1 & 2):		
		Standard		745 kg	(1643 lbs)
		Raised Standard		729 kg	(1607 lbs)
		Long Range	,	720 kg	(1588 lbs)
		Single Seat Opera	tion / ACRO	I 701 kg	(1546 lbs)
		ACRO I (raised Sta	andard)	686 kg	(1513 lbs)
		Double Seat Oper	ation / ACRO	II 665 kg	(1466 lbs)
		Double Seat Oper	ation / ACRO	III 745 kg	(1643 lbs)
		Empty (with Engine N Normal category	/lodel 3):		
		Standard		742 kg	(1636 lbs)
		Raised Standard		729 kg	(1607 lbs)
		Long Range	,	720 kg	(1588 lbs)
		Single Seat Opera	tion / ACRO	l 698 kg	(1540 lbs)
		ACRO L (ra	aised Standar	d) 686 kg	(1513 lbs)
		Double Seat Oper	ation / ACRO	II 662 kg	(1460 lbs)
		Double Seat Oper	ation / ACRO	III 742 kg	(1636 lbs)
14.	Centre of Gravity Range	Forward limit (aft of at 950 kg (2095 lbs	datum):) or below	67.1 cm	(29.4")
		Rear limit (aft of datu at 950 kg (2095 lbs	ım):) or below	84.1 cm	(33.10")
15.	Datum	Plane of Firewall			
16.	Control surface deflections	Aileron: Elevator: Rudder: Elevator trim tab:	30°±2° upwa 25°±2° upwa 30°±2° left, 40°±5° upwa	ard; 30°±2° ard, 25°±2° 30°±2° ard, 50°±5°	downward downward right downward
17.	Levelling Means	Upper fuselage longe	ron		
18.	Minimum Flight Crew	1 Pilot (rear seat)			
19.	Maximum Passenger Seating Capacity	1 (front seat)			
20.	Baggage/Cargo Compartments	None			
21.	Wheels and Tyres	Main Wheel Tyre Size	: !	5.00-5 6ply	
		Tail Wheel Tyre Size:	(Solid rubber 12 or 6" (optional)	5/50-75 ZL

22. (Reserved)

IV. Operating and Service Instructions

1.	Flight Manual	
	Flughandbuch (FHB)	Doc. No. EA-06701D
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-06701
2.	Maintenance Manual	
	Service Manual	Doc. No. EA-06702
3.	Structural Repair Manual	
	Service Manual	Doc. No. EA-06702
4.	Weight and Balance Manual	
	Flughandbuch (FHB)	Doc. No. EA-06701D
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-06701
5.	Illustrated Parts Catalogue	
	Parts Catalogue	Doc. No. EA-06703

V. Notes

- 1. This certification applies to Serial numbers 01 and on.
- 2. The use of an exhaust silencer system type ACC Columbia EA300-606500 is certified. The installation of the exhaust silencer system has to be in accordance with the Retrofit-Instruction UA-300-1-92. For service of the optional system the instructions of the appendix to the Service Manual EA 300 are obligatory.
- 3. A standard Certificate of Airworthiness can only be issued for an aircraft which is equipped with
 - the 4-blade propeller MTV-14-B-C/C190-17 in combination with the exhaust silencer system type ACC Columbia EA300-606500 or EA300-606000 or
 - the 3-blade propeller MTV-9-B-C/C198-25 in combination with the exhaust silencer type ACC Columbia EA300-606000 and a reduced max. take-off engine rotational speed of 2600 RPM.

Otherwise a Certificate of Airworthiness can only be issued for aerial work.

- 4. For more certified optional equipment refer to EXTRA Doc. No. EA-06707, or AFM/POH latest revision. The applicable Retrofit-Instructions and supplements of the AFM are to be observed. Available: At manufacturer
- 5. Structure is qualified up to 72°C (161.6°F). Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, colour specification for composite structure of the manufacturer (document EA-03205.19) has to be complied with.
- The address of the design and production organization until September 15th, 2003 is: Extra Flugzeugbau GmbH Flugplatz Dinslaken 46569 Hünxe Germany
- Model EA 300/L serial numbers 1 to 167 manufactured by Extra Flugzeugbau GmbH; serial numbers 168 to 170, 1171, 172, 173, 1174 an on by Extra Flugzeugproduktions- und Vertriebs- GmbH (continuation of manufacture). See type certificate holder record (Administrative Section II).

Serial number 166 & 167 are under warranty of Extra Flugzeugproduktions- und Vertriebs- GmbH although manufactured by Extra Flugzeugbau GmbH.

- 8. The 3-blade propeller MTV-9-B-C/C198-25 is only approved in combination with the Lycoming engine AEIO-580-B1A specified in section C.III 5.3.1.
- 9. The raised-standard fuel system provides an increased fuel capacity of the center fuel tank approved for operation in the normal and aerobatic category delivered ex factory. It can not be combined with the increased fuel capacity of the wing fuel tank of the long range tank option specified in section C.III 9.1.2.

Section 4 EA 300/200 (Sales Designation: EXTRA 200)

- I. General
- Type/ Model/ Variant

 Type Model/ Variant
 Type EA 300
 Model EA 300/200 (Sales designation EXTRA 200)
 Variant
 Variant
 Vormal, Aerobatic

 Manufacturer
 (see Note 6)
 Manufacture Germany
- 4. Type Certification Application Date 26 May 1995

Note: State of Design Authority certification application date for grandfathered products

5. Stat	e of Design Authority	Luftfahrt-Bundesamt (Germany)
6. Stat Cer	te of Design Authority Type tificate Date	12 August 1996
7. EAS	SA Type Certification Date	17 July 2008
17 C	Certification Basis	
1.	Reference Date for determining the applicable requirements	26 May 1995
2.	Airworthiness Requirements	14 CFR eff. 1 February 1965, incl. Amdt. 23-1

3. Special Conditions C-1, Ermüdungs-/Schadens-Toleranznachweis der Faserverbundstruktur (Fatique/Damage Tolerance Substantiation of Composite Structure) and C-4, Structural Design and Loads Criteria (LBA I 311-1086/93, dated 12-March-1993 & FAA Issue Paper C-1 and C-4, Project N° CA581EU) Lufttüchtigkeitsforderungen für den Schleppflug

through 23-34, effective 14 September 1987

 (Airworthiness Requirement for Glider Towing) (LBA I 23-60/100, dated February-1971)
 Exemptions
 (Reserved) Deviations
 None
 Equivalent Safety Findings
 EA-07406.1 issued 31 May 1999 and ACE-96-6, dated December 4, 1996, for paragraphs 23.963(e), 23.1337(b), and 23.1553
 Environmental Protection
 ICAO, Annex 16, Volume 1

18 Technical Characteristic and Operating Limitations

1.	Type Design DefinitionEA-07102.1 Description and Operation of Aircraft and Systems (most current issue);			
2.	Description	Single engine, low wing cantilever monoplane with reciprocating engine and fixed main gear in tail-wheel configuration; wing, empennage and landing gear in fibre- composite construction; fuselage and engine mount in conventional steel tube construction.		
3.	Equipment	Equipment List, refer to POH/AFM Doc. N° EA-07701, (See Note 3)		
4.	Dimensions	Span:7.50 m(24.61 ft)Length:6.65 m(21.82 ft)Height:2.62 m(8.60 ft)Wing area:10.44 m²(112.38 sq.ft.)		
5.	Engine			
	5.1.1 Model	Lycoming AEIO-360-A1E		
	5.1.2 Type Certificate	LBA No. 4569		
	5.1.3 Limitations	Rated power at 2700 RPM 149 kW / 200 BHP Rated power at 2500 RPM 138 kW / 185 BHP		
		Maximum RPM (take-off)2700 RPMMaximum RPM (max. continuous)2500 RPM		
6.	Load factors	Normal category+6 / -3Aerobatic category5Single Seat Operation / ACRO I±10Double Seat Operation / ACRO II± 8		
7.	Propeller			
	7.1.1 Model	MT Propeller MTV-12-B-C/C183-17e		
	7.1.2 Type Certificate	EASA.P.013		
	7.1.3 Number of blades	3		
	7.1.4 Diameter	1830 mm ± 0 mm		
	7.1.5 Sense of Rotation	Right-hand tractor (viewed in direction of flight)		
8.	Fluids			
8.1	Fuel	100/100LL minimum grade aviation gasoline		
8.2	Oil	Single or multi – viscosity aviation grade oils see latest issue of Textron Lycoming S.I. N° 1014		
8.3	Coolant	None		

9. Fluid capacities

0 1	Eucl
9.1	гиег

	9.1.1 Fuel – Standard	Total capacity Usable capacity Usable capacity for aerobatics	122 Litre 117 Litre 32 Litre	(32.1 US.gal) (30.8 US.gal) (8.5 US.gal)
	9.1.2 Fuel – Long Range	Total capacity Usable capacity Usable capacity for aerobatics	190 Litre 185 Litre 32 Litre	(50.2 US.gal) (48.9 US.gal) (8.5 US.gal)
9.2	Oil	Max. sump capacity Min. sump capacity aerobatic Min. sump capacity normal	7.6 Litre 5.7 Litre 3.8 Litre	(8 qts) (6 qts) (4 qts)
9.3	Coolant system capacity	None		
9.4	Smoke Oil:		35 Litre	(9.2 US.gal)
10.	Air Speeds	Design Manoeuvring Speed V _A : Aerobatic category Normal category Max. Structural Cruising Speed V _{NO} :	154 KI/ 138 KI/	AS / 158 KCAS AS / 140 KCAS
		Aerobatic category	154 KIA	AS / 158 KCAS
			138 KIA 217 KIZ	AS / 140 KCAS
		Never Exceed Speed VNE .	217 10	137 220 RCAJ
11.	Flight Envelope	Max. operating altitude	4877 m	(16000 ft)
12.	Approved Operations Capability	Day-VFR		
13.	Maximum Masses	Take-off and Landing: Normal category Aerobatic category Single Seat Operation / ACRO I Double Seat Operation / ACRO II	840 kg 700 kg 800 kg	(1852 lbs) (1543 lbs) (1764 lbs)
		Empty: Normal category	-	
		Standard	646 kg	(1424 lbs)
		Long Range Aerobatic category	621 kg	(1369 lbs)
		Single Seat Operation / ACRO I Double Seat Operation / ACRO II	591 kg 606 kg	(1303 lbs) (1336 lbs)
14.	Centre of Gravity Range	Forward limit (aft of datum): at 840 kg (1852 lbs) or below	73.2 cm	(28.8")
		Rear limit (aft of datum): at 840 kg (1852 lbs) or below	89.1 cm	(35.1")
15.	Datum	Plane of Firewall		

16. Control surface deflections	Aileron: Elevator: Rudder: Elevator trim tab:	30°±2° upw 25°±2° upw 30°±2° left, 40°±5° upw	ard; ard, ard,	30°±2° downward 25°±2° downward 30°±2° right 50°±5° downward
17. Levelling Means	Upper fuselage long	eron		
18. Minimum Flight Crew	1 Pilot (rear seat)			
19. Maximum Passenger Seating Capacity	1 (front seat)			
20. Baggage/Cargo Compartments	None			
21. Wheels and Tyres	Main Wheel Tyre Siz	e:	5.00-5	6ply
	Tail Wheel Tyre Size:		Solid ru or 6" (c	ibber 125/50-75 ZL optional)

22. (Reserved)

19 Operating and Service Instructions

1. Flight Manual

	Flughandbuch (FHB)	Doc. No. EA-07701D
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-07701
2.	Maintenance Manual	
	Service Manual	Doc. No. EA-07702
3.	Structural Repair Manual	
	Service Manual	Doc. No. EA-07702
4.	Weight and Balance Manual	
	Flughandbuch (FHB)	Doc. No. EA-07701D
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-07701
5.	Illustrated Parts Catalogue	
	Parts Catalogue	None

20 Notes

- 1. This certification applies to Serial numbers 01 and on.
- 2. The fuel capacity of the wing tank and the maneuvering speed of Serial Number 01 and 02 differ from the model design as follows:
 - Maneuvering speed (Acrobatic category): V_A = 138 KIAS
 - Wing- and acro tank:
 - Total fuel capacity 156 L Usable fuel capacity 151 L
 - Operator's instruction: Supplement Airplane Flight Manual / POH EXTRA 300/200 Doc. No. EA-07701D.2
- 3. For more certified optional equipment refer to EXTRA Doc. No. EA-07707, or AFM/POH latest revision. The applicable Retrofit-Instructions and supplements of the AFM are to be observed. Available: At manufacturer
- 4. Structure is qualified up to 72°C (161.6°F). Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, colour specification for composite structure of the manufacturer (document EA-03205.19) has to be complied with.
- 5. Export to USA:

The airplanes to be registered in USA must comply with the provisions of "Modification Instruction for conformity to the Type Certificate A67EU EA 300/200" (EXTRA Doc. N° UA-300-1-96).

- The address of the design and production organization until September 15th, 2003 is: Extra Flugzeugbau GmbH Flugplatz Dinslaken 46569 Hünxe Germany
- 7. Model EA 300/200 serial numbers 1 to 31 manufactured by Extra Flugzeugbau GmbH; serial numbers 1032 and on by Extra Flugzeugproduktions- und Vertriebs- GmbH (continuation of manufacture). See type certificate holder record (Administrative Section II).

Section 5 EA 300/SC (Sales Designation: EXTRA 330SC)

I. General

II.

1.	Type/ Model/ Variant 1.1 Type 1.2 Model 1.3 Variant	EA 300 EA 300/SC (Sales designation EXTRA 330SC) -/-
2.	Airworthiness Category	Normal, Aerobatic
3.	Manufacturer	EXTRA Flugzeugproduktions- und Vertriebs- GmbH Schwarze Heide 21 46569 Hünxe Germany
4.	EASA Type Certification Application Date	23 November 2007

Note: State of Design Authority certification application date for grandfathered products

5. State of Design Authority	-/-
6. State of Design Authority Type Certificate Date	-/-
7. EASA Type Certification Date	17 July 2008
Certification Basis	
1. Reference Date for determining the applicable requirements	31 January 2008 (initial type board meeting at EASA)
2. Airworthiness Requirements	14 CFR eff. 1 February 1965, incl. Amdt. 23-1 through 23-34, effective 14 September 1987
3. Special Conditions	C-1, Ermüdungs-/Schadens-Toleranznachweis der Faserverbundstruktur (Fatique/Damage Tolerance Substantiation of Composite Structure) and C-4, Structural Design and Loads Criteria (LBA I 311-1086/93, dated 12-March-1993 & FAA Issue Paper C-1 and C-4, Project N° CA581EU) Smoke System (optional equipment) (LBA I 311-1086/96, dated 07-February-1996)
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	a) Static longitudinal stability §§ 23.171, 23.173 & 23.175
	b) Stall warning §23.207
7. Environmental Protection	ICAO, Annex 16, Volume 1, Fourth Edition, Amdt. 8

III. Technical Characteristic and Operating Limitations

1.	Type Design Definition	ition EA 300/SC , EA-0C102.1 Description of differences to EA 300/S type design (most current issue); based on EA 300/S, EA-04102.1 Description and Operation of Aircraft and Systems (most current issue)		
2.	Description	Single engine, low wing cantilever monoplane with reciprocating engine and fixed main gear in tail-wheel configuration; wing, empennage and landing gear in fibre- composite construction; fuselage and engine mount in conventional steel tube construction.		
3.	Equipment	Equipment List, refer to POH/AFM [(See Note 3)	Doc. N° EA-0C701,	
4.	Dimensions	Span: Length: Height: Wing area:	7.50 m(24.61 ft)6.88 m(22.55 ft)2.55 m(8.36 ft)9.81 m²(105.59 sq.ft.)	
5.	Engine			
5.1	Model	Lycoming AEIO-580-B1A		
5.2	Type Certificate	IM.E.027		
5.3	Limitations	Rated power at 2700 RPM: Rated power at 2600 RPM:	235 kW/ 315 BHP 226 kW/ 303 BHP	
		Maximum RPM (take-off and max. o	continuous):	
		With propeller model 1 and moo Normal & Aerobatic Catego Aerobatic Category only:	del 2: pry: 2600 RPM 2700 RPM	
		(see Note 2)		
6.	Load factors	Normal category Aerobatic category (780 kg and belo	+6/-3 ow) ±10	
7.	Propeller			
7.1	Propeller Model 1			
	7.1.1 Model	MT Propeller MTV-9-B-C/C198-2	5	
	7.1.2 Type Certificate	EASA.P.096 (replaced LBA No. 3	2.130/65)	
	7.1.3 Number of blades	3		
	7.1.4 Diameter	1980 mm ± 5 mm		
	7.1.5 Sense of Rotation Right-hand tractor (viewed in direction of flight)		ion of flight)	

7.2 Propeller Model 2

	7.2.1 Model	MT Propeller MTV-14-B-C/C190-1	30	
	7.2.2 Type Certificate	EASA.P.017		
	7.2.3 Number of blades	4		
	7.2.4 Diameter	1900 mm ± 5 mm		
	7.2.5 Sense of Rotation	Right-hand tractor (viewed in directi	on of flight)
8.	Fluids			
8.1	Fuel	100/100LL minimum grade aviation	gasoline	
8.2	Oil	Single or multi – viscosity aviation gr of Textron Lycoming S.I. N° 1014	ade oils see	e latest issue
8.3	Coolant	None		
8.4	Smoke Oil	Straight paraffin oil, kin. viscosity 30-50 cSt at 20°C (68°F), initial boiling point >330°C (626°F); For example: Fauth FC05, Texaco Canopus 13 or equivalent.		
9.	Fluid capacities			
9.1	Fuel	Total capacity Usable capacity Usable capacity for aerobatics	224 Litre 221 Litre 101 Litre	(59.2 US.gal) (58.4 US.gal) (26.7 US.gal)
9.2	Oil	Max. sump capacity Min. sump capacity normal	15.1 Litre 8.5 Litre	(16 qts) (9 qts)
9.3	Coolant system capacity	None		
9.4	Smoke Oil:		23 Litre	(6.1 US.gal)
10.	Air Speeds	Design Manoeuvring Speed V _A : Aerobatic category Normal category	154 KIA 138 KIA	AS / 158 KCAS AS / 140 KCAS
		Max. Structural Cruising Speed V _{NO} : Aerobatic category Normal category	154 KIA 138 KIA	AS / 158 KCAS AS / 140 KCAS
		Never Exceed Speed $V_{\mbox{\tiny NE}}$:	219 KIA	AS / 220 KCAS
11.	Flight Envelope	Max. operating altitude	3048 m	(10000 ft)
12.	Approved Operations Capability	Day-VFR		
13.	Maximum Masses	Take-off and Landing: Normal category Aerobatic category	870 kg 780 kg	(1918 lbs) (1720 lbs)
		Empty: Normal category Aerobatic category	624 kg 620 kg	(1377 lbs) (1367 lbs)

14. Centre of Gravity Range	Forward limit (aft of datum): Normal category at 870 kg (1918 lbs) at 820 kg (1808 lbs) or below		54 53	4,5 cm 3.7 cm	(21.5") (21.1")
	Aerobatic catego at 780 kg (1720	ry lbs)	53	3.7 cm	(21.1")
	Rear limit (aft of dat Normal category	tum):			(
	at 870 kg (1918 at 780 kg (1720	lbs) lbs) or below	6) 6(2.6 cm 6.8 cm	(24.6″) (26.3″)
	Aerobatic catego at 780 kg (1720	ry lbs) or below	6	6.8 cm	(26.3")
	Straight line variation between mass limits.				
15. Datum	Plane of Firewall				
16. Control surface deflections	Aileron: Elevator: Rudder: Elevator trim tab:	30°±2° upw 25°±1° upw 30°-2° left, 32°±2° upw	ard; ard, ard,	30°±2° do 25°±1° do 30°-2° rig 32°±2° do	wnward wnward ht wnward
17. Levelling Means	Upper fuselage long	geron			
18. Minimum Flight Crew	1 Pilot				
19. Maximum Passenger Seating Capacity	None				
20. Baggage/Cargo Compartments	None				
21. Wheels and Tyres	Main Wheel Tyre Si	ze:	5.00-5	6ply	
	Tail Wheel Tyre Size	:	Solid r or 6" (ubber 125/ optional)	50-75 ZL

22. (Reserved)

IV. Operating and Service Instructions

1.	Flight Manual	
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-0C701
2.	Maintenance Manual	
	Service Manual	Doc. No. EA-0C702
3.	Structural Repair Manual	
	Service Manual	Doc. No. EA-0C702
4.	Weight and Balance Manual	
	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM)	Doc. No. EA-0C701
5.	Illustrated Parts Catalogue	
	Parts Catalogue	Doc. No. EA-0C703

V. Notes

- 1. This certification applies to Serial Numbers SC003 and on.
- 2. A standard Certificate of Airworthiness can only be issued for an aircraft which is equipped with:
 - the 3-blade propeller MTV-9-B-C/C198-25 in combination with the exhaust silencer system type ACC Columbia EA300-606000 and a reduced max. takeoff engine rotational speed of 2600 RPM.
 - the 4-blade propeller MTV-14-B-C/C190-130 in combination with theexhaust silencer system type ACC Columbia EA300-606000 and a reduced max. take-off engine rotational speed of 2600 RPM.

Otherwise a Certificate of Airworthiness can only be issued for aerial work.

- 3. For more certified optional equipment refer to approved AFM/POH Supplements latest revision.
- 4. Structure is qualified up to 72°C (161.6°F). Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, colour specification for composite structure of the manufacturer (document EA- 03205.19) has to be complied with.

Section 6 EA 300/LT (Sales Designation: EXTRA 330LT)

I. General

1.	Type/ Model/ Variant 1.1 Type 1.2 Model 1.3 Variant	EA 300 EA 300/LT (Sales designation EXTRA 330LT) -/-
2.	Airworthiness Category	Normal, Aerobatic
3.	Manufacturer	EXTRA Flugzeugproduktions- und Vertriebs- GmbH Schwarze Heide 21 46569 Hünxe Germany
4.	EASA Type Certification Application Date	22 January 2009

Note: State of Design Authority certification application date for grandfathered products

5.	State of Design Authority	-/-
6.	State of Design Authority Type Certificate Date	-/-
7.	EASA Type Certification Date	31 May 2010
II.	Certification Basis	
1.	Reference Date for determining the applicable requirements	28 April 2009 (initial type board meeting at EASA)
2.	Airworthiness Requirements	14 CFR eff. 1 February 1965, incl. Amdt. 23-1 through 23-34, effective 14 September 1987
3.	Special Conditions	C-1, Ermüdungs-/Schadens-Toleranznachweis der Faserverbundstruktur (Fatique/Damage Tolerance Substantiation of Composite Structure) and C-4, Structural Design and Loads Criteria (LBA I 311-1086/93, dated 12-March-1993 & FAA Issue Paper C-1 and C-4, Project N° CA581EU) Smoke System (optional equipment) (LBA I 311-1086/96, dated 07-February-1996)
		Lufttüchtigkeitsforderungen für den Schleppflug (Airworthiness Requirement for Glider Towing) (LBA I 23-60/100, dated February-1971)
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	Static longitudinal stability §§ 23.171, 23.173, 23.175 & 23.177
7.	Environmental Protection	ICAO, Annex 16, Volume 1, Fourth Edition, Amdt. 8

III. Technical Characteristic and Operating Limitations

1.	Type Design Definition	EA 300/LT, EA-0D102.1 Description of differences to EA 300/L type design (most current issue); based on: EA 300/L, EA-06102.1 Description and Operation of Aircraft and Systems (most current issue)		
2.	Description	Single engine, low wing cantilever monoplane with reciprocating engine and fixed main gear in tail-wheel configuration; wing, empennage and landing gear in fibre- composite construction; fuselage and engine mount in conventional steel tube construction.		
3.	Equipment	Equipment List, refer to POH/AFM Doc. N° EA-0D701, (See Note 3)		
4.	Dimensions	Span: 8.00 m (26.25 ft) Length: 7.01 m (23.00 ft) Height: 2.62 m (8.60 ft) Wing area: 10.84 m² (116.68 sq.ft.)		
5.	Engine			
5.1	Model	Lycoming AEIO-580-B1A		
5.2	Type Certificate	IM.E.027		
5.3	Limitations	Rated power at 2700 RPM235 kW / 315 BHPMaximum RPM (take-off and max. continuous): Normal and Aerobatic Category2700 RPM		
6.	Load factors	Normal category+6 / -3Aerobatic category		
7.	Propeller			
7.1	Model	MT Propeller MTV-9-B-C/C198-25		
7.2	Type Certificate	EASA.P.096 (replaced LBA No. 32.130/65)		
7.3	Number of blades	3		
7.4	Diameter	1980 mm ± 5 mm		
7.5	Sense of Rotation	Right-hand tractor (viewed in direction of flight)		
8.	Fluids			
8.1	Fuel	100/100LL minimum grade aviation gasoline		
8.2	Oil	Single or multi – viscosity aviation grade oils see latest issue of Textron Lycoming S.I. N° 1014		
8.3	Coolant	None		
8.4	Smoke Oil	Straight paraffin oil, kin. viscosity 30-50 cSt at 20°C (68°F), initial boiling point >330°C (626°F); For example: Fauth FC05, Texaco Canopus 13 or equivalent.		

9. Fluid capacities

9.1	Fuel	Total capacity Usable capacity Usable capacity for aerobatics		221 Litre 209 Litre 67 Litre	(58.4 US.gal) (55.2 US.gal) (17.7 US.gal)
9.2	Oil	Max. sump capacity Min. sump capacity normal		15.1 Litre 8.5 Litre	(16 qts) (9 qts)
9.3	Coolant system capacity	None			
9.4	Smoke Oil:			31 Litre	(8.2 US.gal)
10.	Air Speeds	Design Manoeuvring S Aerobatic category Normal category	Speed V _A :	160 KI 143 KI	AS / 158 KCAS AS / 140 KCAS
		Max. Structural Cruisi Aerobatic category Normal category	ng Speed V_{NO} :	160 KI 143 KI	AS / 158 KCAS AS / 140 KCAS
		Never Exceed Speed \	/ _{NE} :	221 KI	AS / 220 KCAS
11.	Flight Envelope	Max. operating altitud	le	3048 m	(10000 ft)
12.	Approved Operations Capability	Day-VFR			
13.	Maximum Masses	Take-off and Landing: Normal category Aerobatic category		950 kg	(2095 lbs)
		Single Seat Operat	ion / ACRO I	820 kg	(1808 lbs)
		Double Seat Opera	ation / ACRO II ation / ACRO III	870 kg 950 kg	(1918 lbs) (2095 lbs)
		Empty: Normal category Aerobatic category Single Seat Operat Double Seat Operat Double Seat Operat	tion / ACRO I ation / ACRO II ation / ACRO II	723 kg 686 kg 662 kg 742 kg	(1594 lbs) (1513 lbs) (1460 lbs) (1636 lbs)
14.	Centre of Gravity Range	Forward limit (aft of datum): at 820 kg (1808 lbs) or below at 870 kg (1918 lbs) at 950 kg (2095 lbs)		70.7 cm 71.6 cm 73.0 cm	(27.8") (28.2") (28.7")
		Rear limit (aft of datu at 915 kg (2018 lbs) at 950 kg (2095 lbs)	m): or below	88.0 cm 84.1 cm	(34.6") (33.1")
		Straight line variation	between mass	limits.	
15.	Datum	Plane of Firewall			
16.	Control surface deflections	Aileron: Elevator: Rudder: Elevator trim tab:	30°±2° upward; 25°±2° upward, 30°±2° left, 35°±2° upward,	20°±2 25°±2 30°±2 27°±2	° downward ° downward ° right ° downward
17.	Levelling Means	Upper fuselage longer	ron		
18.	Minimum Flight Crew	1 Pilot (rear seat)			

19. Maximum Passenger Seating Capacity	1 (front seat)			
20. Baggage/Cargo Compartments	1 baggage compartment within the upper aft fuselage section behind the rear seat. The baggage compartment must be empty for aerobatics.			
	Max. baggage mass:	10 kg	(22 lbs)	
	C.G. (aft of datum):	331 cm	(130.1")	
21. Wheels and Tyres	Main Wheel Tyre Size:	5.00-5 6ply		
	Tail Wheel Tyre Size:	Solid rubber 125/ or 6" (optional)	′50-75 ZL	

22. (Reserved)

IV. Operating and Service Instructions

1. Flight Manual

2.	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM) Maintenance Manual	Doc. No. EA-0D701
3.	Service Manual Structural Repair Manual	Doc. No. EA-0D702
4.	Service Manual Weight and Balance Manual	Doc. No. EA-0D702
5.	Pilot's operating Handbook (POH) & Airplane Flight Manual (AFM) Illustrated Parts Catalogue	Doc. No. EA-0D701
	Parts Catalogue	None
	V. Notes	

- 1. This certification applies to Serial numbers LT001 and on.
- 2. res.
- 3. For more certified optional equipment refer to approved AFM/POH Supplements latest revision.
- 4. Structure is qualified up to 72°C (161.6°F). Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, colour specification for composite structure of the manufacturer (document EA-03205.19) has to be complied with.

Section 7 EA 300/LC (Sales Designation: EXTRA 330LX)

I. General

1.	Type/ Model/ Variant 1.1 Type 1.2 Model 1.3 Variant	EA 300 EA 300/LC (Sales designation: EXTRA 330LX) -/-
2.	Airworthiness Category	Normal, Aerobatic
3.	Manufacturer	EXTRA Flugzeugproduktions- und Vertriebs- GmbH Schwarze Heide 21 46569 Hünxe Germany
4.	EASA Type Certification Application Date	27 October 2009; amended on 02 December 2009

Note: State of Design Authority certification application date for grandfathered products

5.	State of Design Authority	-/-
6.	State of Design Authority Type Certificate Date	-/-
7.	EASA Type Certification Date	08 April 2011
II.	Certification Basis	
1.	Reference Date for determining the applicable requirements	21 January 2010 (initial type board meeting at EASA)
2.	Airworthiness Requirements	14 CFR eff. 1 February 1965, incl. Amdt. 23-1 through 23-34, effective 14 September 1987
3.	Special Conditions	C-1, Ermüdungs-/Schadens-Toleranznachweis der Faserverbundstruktur (Fatique/Damage Tolerance Substantiation of Composite Structure), and C-4, Structural Design and Loads Criteria (LBA I 311-1086/93, dated 12-March-1993 & FAA Issue Paper C-1 and C-4, Project N° CA581EU) Smoke System (optional equipment) (LBA I 311-1086/96, dated 07-February-1996) Lufttüchtigkeitsforderungen für den Schleppflug (Airworthiness Bequirement for Glider Towing)
		(LBA 23-60/100, dated February-1971)
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	a) Static longitudinal stability §§ 23.171, 23.173 & 23.175
		b) Stall warning § 23.207
7.	Environmental Protection	ICAO, Annex 16, Volume 1, Fourth Edition, Amdt. 8

III. Technical Characteristic and Operating Limitations

1.	Type Design Definition	EA 300/LC, EA-0E102.1 Description of differences to EA 300/L type design (most current issue); based on: EA 300/L, EA-06102.1 Description and Operation of Aircraft and Systems (most current issue)				
2.	Description	Single engine, low wing cantilever monoplane with reciprocating engine and fixed main gear in tail-wheel configuration; wing, empennage and landing gear in fibre- composite construction; fuselage and engine mount in conventional steel tube construction.				
3.	Equipment	Equipment List, (See Note 3)	, refer to POH/AFM	Doc. N° EA	-0E701,	
4.	Dimensions	Span: Length: Height: Wing area:		8.00 m 7.20 m 2.62 m 10.72 m ²	(26.25 ft) (23.62 ft) (8.60 ft) (115.39 sq.ft.)	
5.	Engine					
5.1	Model	Lycoming	AEIO-580-B1A			
5.2	Type Certificate	IM.E.027				
5.3	Limitations	Rated power at 2700 RPM: 235 kW/315 Rated power at 2600 RPM: 226 kW/303		85 kW/ 315 BHP 26 kW/ 303 BHP		
		Maximum RPM	I (take-off and max.	continuous	s):	
		With propel Normal Aeroba	ler model 1 and mod & Aerobatic Catego tic Category only:	del 2: ory:	2600 RPM 2700 RPM	
		(see Note 2)				
6.	Load factors	Normal categor Aerobatic categor	ry gory	+6 / -	3	
		Single Seat O Double Seat	peration / ACRO I Operation / ACRO II	±10 ± 8		
		Double Seat	Operation / ACRO II	I ± 6		
7.	Propeller					
7.1	Propeller Model 1					
	7.1.1 Model	MT Propeller	MTV-9-B-C/C198-2	5		
	7.1.2 Type Certificate	EASA.P.096	(replaced LBA No. 3	32.130/65)		
	7.1.3 Number of blades	3				
	7.1.4 Diameter	1980 mm ± 5 mm				
	7.1.5 Sense of Rotation	Right-hand tractor (viewed in direction of flight)				

7.2 Propeller Model 2

	7.2.1 Model	MT Propeller MTV-14-B-C/C190-1	30	
	7.2.2 Type Certificate	EASA.P.017		
	7.2.3 Number of blades	4		
	7.2.4 Diameter	1900 mm ± 5 mm		
	7.2.5 Sense of Rotation	Right-hand tractor (viewed in direction	on of flight)
8.	Fluids			
8.1	Fuel	100/100LL minimum grade aviation	gasoline	
8.2	Oil	Single or multi – viscosity aviation gr of Textron Lycoming S.I. N° 1014	ade oils see	e latest issue
8.3	Coolant	None		
8.4	Smoke Oil	Straight paraffin oil, kin. viscosity 30- initial boiling point >330°C (626°F); For example: Fauth FC05, Texaco Car	-50 cSt at 2 nopus 13 o	0°C (68°F), r equivalent.
9.	Fluid capacities			
9.1	Fuel (Standard)	Total capacity Usable capacity Usable capacity for aerobatics	189 Litre 187 Litre 67 Litre	(49.9 US.gal) (49.4 US.gal) (17.7 US.gal)
9.2	Oil	Max. sump capacity Min. sump capacity normal	15.1 Litre 8.5 Litre	(16 qts) (9 qts)
9.3	Coolant system capacity	None		
9.4	Smoke Oil:		31 Litre	(8.2 US.gal)
10.	Air Speeds	Design Manoeuvring Speed V _A : Aerobatic category Normal category	154 KI 138 KI	AS / 158 KCAS AS / 140 KCAS
		Max. Structural Cruising Speed V _{NO} : Aerobatic category Normal category	154 KI 138 KI	AS / 158 KCAS AS / 140 KCAS
		Never Exceed Speed V_{NE} :	219 KI	AS / 220 KCAS
11.	Flight Envelope	Max. operating altitude	3048 m	(10000 ft)
12.	Approved Operations Capability	Day-VFR		

13. Maximum Masses	Take-off and Landing	<u>;</u> :		
	Normal category		950 kg	(2095 lbs)
	Aerobatic category	ý		
	Single Seat Opera	ation / ACRO I	820 kg	(1808 lbs)
	Double Seat Oper	ration / ACRO II	870 kg	(1918 lbs)
	Double Seat Oper	ration / ACRO II	I 950 kg	(2095 lbs)
	Empty:			
	Normal category		738 kg	(1627 lbs)
	Aerobatic category	Y	0	
	Single Seat Opera	ation / ACRO I	686 kg	(1513 lbs)
	Double Seat Oper	ration / ACRO II	662 kg	(1460 lbs)
	Double Seat Oper	ration / ACRO II	I 742 kg	(1636 lbs)
14. Centre of Gravity Range	Forward limit (aft of	datum):		
	at 950 kg (2095 lbs	s) or below	67.1 cm	(26.4")
	Rear limit (aft of datu	um):		
	at 950 kg (2095 lbs	s) or below	84.1 cm	(33.1")
15. Datum	Plane of Firewall			
16. Control surface	Aileron:	30°±2° upwaro	d; 30°±2°	downward
deflections	Elevator:	25°±2° upward	d, 25°-2° d	downward
	Rudder:	30°±2° left,	30°±2°	right
	Elevator trim tab:	35°±2° upward	d, 27°±2°	downward
17. Levelling Means	Upper fuselage longe	eron		
18. Minimum Flight Crew	1 Pilot (rear seat)			
19. Maximum Passenger Seating Capacity	1 (front seat)			
20. Baggage/Cargo Compartments	None			
21. Wheels and Tyres	Main Wheel Tyre Size	e: 5.0	00-5 6ply	
	Tail Wheel Tyre Size:	So or	lid rubber 12 6" (optional)	5/50-75 ZL

22. (Reserved)

IV. Operating and Service Instructions

1. Flight Manual Pilot's operating Handbook (POH) & Doc. No. EA-0E701 Airplane Flight Manual (AFM) 2. Maintenance Manual Service Manual Doc. No. EA-0E702 3. Structural Repair Manual Service Manual Doc. No. EA-0E702 4. Weight and Balance Manual Pilot's operating Handbook (POH) & Doc. No. EA-0E701 Airplane Flight Manual (AFM) 5. Illustrated Parts Catalogue Parts Catalogue None

V. Notes

- 1. This certification applies to Serial numbers LC001 and on.
- 2. A standard Certificate of Airworthiness can only be issued for an aircraft which is equipped with:
 - the 3-blade propeller MTV-9-B-C/C198-25 in combination with the exhaust silencer system type ACC Columbia EA300-606000 and a reduced max. take-off engine rotational speed of 2600 RPM.
 - the 4-blade propeller MTV-14-B-C/C190-130 in combination with the exhaust silencer system type ACC Columbia EA300-606000 and a reduced max. take-off engine rotational speed of 2600 RPM.

Otherwise a Certificate of Airworthiness can only be issued for aerial work.

- 3. For more certified optional equipment refer to approved AFM/POH Supplements latest revision.
- 4. Structure is qualified up to 72°C (161.6°F). Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, colour specification for composite structure of the manufacturer (document EA-03205.19) has to be complied with.

Section 8 EA 300/SX (Sales Designation: EXTRA 330SX)

I. General

1.	Type/ Model/ Variant 1.1 Type 1.2 Model 1.3 Variant	EA 300 EA 300/SX (Sales designation EXTRA 330SX) -/-
2.	Airworthiness Category	Normal, Aerobatic
3.	Manufacturer	EXTRA Flugzeugproduktions- und Vertriebs- GmbH Schwarze Heide 21 46569 Hünxe Germany
4.	EASA Type Certification Application Date	02 December 2022

Note: State of Design Authority certification application date for grandfathered products

5.	State of Design Authority	-/-
6.	State of Design Authority Type Certificate Date	-/-
7.	EASA Type Certification Date	29 February 2024
II.	Certification Basis	
1.	Reference Date for determining the applicable requirements	02 December 2022
2.	Airworthiness Requirements	14 CFR eff. 1 February 1965, incl. Amdt. 23-1 through 23-34, effective 14 September 1987
3.	Special Conditions	C-1, Ermüdungs-/Schadens-Toleranznachweis der Faserverbundstruktur (Fatique/Damage Tolerance Substantiation of Composite Structure) and C-4, Structural Design and Loads Criteria (LBA I 311-1086/93, dated 12-March-1993 & FAA Issue Paper C-1 and C-4, Project N° CA581EU) Smoke System (optional equipment) (LBA I 311-1086/96, dated 07-February-1996)
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	a) ESF-B23-0207-01 Stall warning §23.207
		 b) ESF-D23-777/781 Position and Shape of Engine Controls §23.777(d) & §23.781(b)
7.	Environmental Protection	ICAO, Annex 16, Volume 1, Eigth Edition, Amdt. 13

III. Technical Characteristic and Operating Limitations

1.	Туре	Design Definition	EA 300/SX, EA EA 300/SC type based on: EA 300/SC, EA EA 300/S type EA 300/S, EA-C and Systems (r	-0F102.1 Description e design (most curre -0C102.1 Description design (most currer 04102.1 Description most current issue)	n of differer ent issue); n of differer nt issue); an and Operat	nces to nces to d tion of Aircraft
2.	Desci	ription	Single engine, reciprocating e configuration; composite con conventional s	low wing cantilever engine and fixed ma wing, empennage a astruction; fuselage a teel tube constructi	monoplane in gear in ta nd landing and engine on.	e with ail-wheel gear in fibre- mount in
3.	Equip	oment	Equipment List (See Note 3)	t, refer to POH/AFM	Doc. N° EA	-0F701,
4.	Dime	nsions	Span: Length: Height: Wing area:		7.80 m 6.65 m 2.55 m 10.03 m ²	(25.59 ft) (21.82 ft) (8.36 ft) (108.00 sq.ft.)
5.	Engin	le				(
5.1	Mode	1	Lycoming	AEIO-580-B1A		
5.2	Туре	Certificate	IM.E.027			
5.3	Limita	itions	Rated power a Rated power a Maximum RPN With prope	t 2700 RPM: t 2600 RPM: ٨ (take-off and max. Iler model 1 and mo	23 22 continuous del 2:	35 kW/ 315 BHP 26 kW/ 303 BHP s):
			Norma Aeroba (see Note 2	al & Aerobatic Categ atic Category only: !)	ory:	2600 RPM 2700 RPM
6.	Load	factors	Normal catego Aerobatic cate at 780 kg (1	pry gory 720 lbs) or below / A	ACRO I ±	+6 / -3 ±10
7	Prone	allor	at 820 kg (13	808 los) or below / A		<u>t</u> 8
	Drope	llor Model 1				
/.1	Prope				_	
	7.1.1	Model	MT Propeller	MTV-9-B-C/C198-2	25	
	/.1.2	Type Certificate	EASA.P.096	(replaced LBA No.	32.130/65)	
	7.1.3	Number of blades	3			

7.1.5	Sense of Rotation	Right-hand tractor (viewed in direction of flight)
-		8

1980 mm ± 5 mm

7.1.4 Diameter

7.2 Propeller Model 2

	7.2.1 Model	MT Propeller MTV-14-B-C/C190-	130	
	7.2.2 Type Certificate	EASA.P.017		
	7.2.3 Number of blades	4		
	7.2.4 Diameter	1900 mm ± 5 mm		
	7.2.5 Sense of Rotation	Right-hand tractor (viewed in direct	tion of flight))
8.	Fluids			
8.1	Fuel	100/100LL minimum grade aviation	n gasoline	
8.2	Oil	Single or multi – viscosity aviation g of Textron Lycoming S.I. N° 1014	grade oils see	e latest issue
8.3	Coolant	None		
8.4	Smoke Oil	Straight paraffin oil, kin. viscosity 3 initial boiling point >330°C (626°F); For example: Fauth FC05, Texaco C	0-50 cSt at 20 anopus 13 oi	0°C (68°F), r equivalent.
9.	Fluid capacities			
9.1	Fuel	Total capacity Usable capacity Usable capacity for aerobatics	189.1 Litre 187.5 Litre 67.5 Litre	(49.9 US.gal) (49.5 US.gal) (17.8 US.gal)
9.2	Oil	Max. sump capacity Min. sump capacity normal	15.1 Litre 8.5 Litre	(16 qts) (9 qts)
9.3	Coolant system capacity	None		
9.4	Smoke Oil:		21 Litre	(5.5 US.gal)
10.	Air Speeds	Design Manoeuvring Speed V _A : Aerobatic category Normal category	154 KIA 138 KIA	AS / 158 KCAS AS / 140 KCAS
		Max. Structural Cruising Speed V_{NO} :		
		Aerobatic category Normal category	154 KIA 138 KIA	AS / 158 KCAS
		Never Exceed Speed V _{NE} :	217 KIA	AS / 220 KCAS
11.	Flight Envelope	Max. operating altitude	3048 m	(10000 ft)
12.	Approved Operations Capability	Day-VFR		
13.	Maximum Masses	Take-off and Landing: Normal category Aerobatic category	870 kg	(1918 lbs)
		ACRO II	780 кg 820 kg	(1720 lbs) (1808 lbs)

		Empty: Normal ca	itegory			658 kg	(1451 lbs)
		Aerobatic	category	/		I	(
		ACRO I				645 kg	(1422 lbs)
	Ormation of Ownsitty Downs	ACRUI	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			oos kg	(1010105)
14.	Centre of Gravity Range	Forward limi at 870 kg	it (aft of (1918 lbs	datum): s) or below		34.4 cm	(13.54")
		Rear limit (a at 870 kg	ft of datu (1918 lbs	um): 5) or below		48.2 cm	(18.98")
15.	Datum	Plane of Fire	wall				
16.	Control surface deflections	Aileron: Elevator: Rudder: Elevator trim	n tab:	30°±2° upw 25°±1° upw 30°-2° left, 32°±2° upw	vard; vard, vard,	30°±2° 25°±1° 30°-2° r 32°±2°	downward downward ight downward
17.	Levelling Means	Upper fusela	age longe	eron			
18.	Minimum Flight Crew	1 Pilot					
19.	Maximum Passenger Seating Capacity	None					
20.	Baggage/Cargo Compartments	None					
21.	Wheels and Tyres	Main Wheel Tail Wheel T	Tyre Size yre Size:	2:	5.00- Solid or 6"	5 6ply rubber 12 (optional)	5/50-75 ZL
22.	(Reserved)						
IV.	Operating and Service In	structions					
1.	Flight Manual						
	Pilot's operating Handbook (P Airplane Flight Manual (AFM)	ОН) &	Doc. No	. EA-0F701			
2.	Maintenance Manual						
	Service Manual		Doc. No	. EA-0F702			
3.	Structural Repair Manual						
	Service Manual		Doc. No	. EA-0F702			
4.	Weight and Balance Manual						
	Pilot's operating Handbook (P Airplane Flight Manual (AFM)	ОН) &	Doc. No	. EA-0F701			
5.	Illustrated Parts Catalogue						
	Parts Catalogue		None				

V. Notes

- 1. This certification applies to Serial Numbers SX001 and on.
- 2. A standard Certificate of Airworthiness can only be issued for an aircraft which is equipped with:
 - the 3-blade propeller MTV-9-B-C/C198-25 in combination with the exhaust silencer system type ACC Columbia EA300-606000 and a reduced max. takeoff engine rotational speed of 2600 RPM.
 - the 4-blade propeller MTV-14-B-C/C190-130 in combination with theexhaust silencer system type ACC Columbia EA300-606000 and a reduced max. take-off engine rotational speed of 2600 RPM.

Otherwise a Certificate of Airworthiness can only be issued for aerial work.

- 3. For more certified optional equipment refer to approved AFM/POH Supplements latest revision.
- 4. Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, colour specification for composite structure of the manufacturer (document EA-03205.19) has to be complied with.

Section 9 Administration

I. Acronyms and Abbre	eviations
Acronym / Abbreviation	Definition
САА	Civil Aviation Authority
EASA	European Union Aviation Safety Authority
ТСН	Type Certificate Holder
TCDS	Type Certificate Data Sheet
ТС	Type Certificate

II. Type Certificate Holder Record

TCH Record

Extra Flugzeugbau GmbH Flugplatz Dinslaken 46569 Hünxe Germany EXTRA Flugzeugproduktions- und Vertriebs- GmbH Schwarze Heide 21 46569, Hünxe Germany

III. Amendment Record

TCDS	TCDS Issue	Changes	TC Issue and
Issue No.	Date		Date
1	28 Jun 2024	This certificate supersedes EASA.A.362. All data taken from EASA.A.362 Issue 08.	lssue 1 28 Jun 2024

– END –

until 15 September 2003

from 15 September 2003

Period