

	<u>Category I</u>	<u>Category II</u>	
	1808 lbs. or below (820 kg)	at 1918 lbs. (870 kg)	at 2095 lbs. (950 kg)
Forward C.G. (aft of datum)	29.53 in. (750 mm)	30.12 in. (765 mm)	30.71 in. (780 mm)
Rear C.G. (aft of datum)	35.35 in. (898 mm)	34.84 in. (885 mm)	33.86 in. (860 mm)

Straight line variation between points.

<u>Empty Weight C.G. Range.</u>	None.		
<u>Maximum Weight.</u>	1808 lbs (820 kg) - Acrobatic Category (Single Seat Operation/Acro I) 1918 lbs (870 kg) - Acrobatic Category (Double Seat Operation/Acro II) 2095 lbs (950 kg) - Normal Category		
<u>Minimum Crew.</u>	1 pilot (Rear Seat)		
<u>Number of Seats.</u>	2 (45.7 inches and 85.4 inches)		
<u>Maximum Baggage.</u>	None		
<u>Fuel Capacity.</u>		<u>Fuselage Arm</u>	<u>Wing Arm</u>
	10.4 gals (38 liters) usable in acrobatic category or 41.7 gals (158 liters) usable in normal category at 50.7 gals (192 liters) usable in normal category (with LONG RANGE OPTION) at .53 gals (2 liters) unusable	21.7 in.	20.5 in.
	(See NOTE 1 for data on weight and balance)	21.7 in.	20.5 in.
<u>Oil Capacity.</u>	Minimum sump capacity for normal operation Minimum sump capacity for acrobatic operation Maximum sump capacity (See NOTE 1 for data on weight and balance)	2.25 gal 3 gal 4 gal at -23.4 in.	
<u>Maximum Operational Altitude.</u>	16000 ft		
<u>Control Surface Movements.</u>	Aileron ± 30° Elevator ± 26° Trim tab ± 15° Rudder ± 30° For all control surfaces a tolerance of 2° is applied.		

II. Model EA 300/S (Normal, Acrobatic Category), approved October 28, 1993.

<u>Differences.</u>	This model is a single seat version and is not convertible to other listed models.		
<u>Engine</u>	1 Textron Lycoming (TCDS 1E4)	AEIO-540-L1B5	or AEIO-540-L1B5D
<u>Fuel</u>	Avgas 100 or 100LL		
<u>Engine Limits</u>	Maximum take-off (5 min) Continuous operation	300 SHP/2700 rpm 270 SHP/2400 rpm	
<u>Propeller and Propeller Limits</u>	MT Propeller	MTV-9-B-C/C200-15 or (TCDS P-24NE)	MTV-14-B-C/C190-17 (TCDS P3BO)
	Diameter	78.74 in. (2000 mm)	74.80 in. (1900 mm)
	Low Pitch	10.5° ± .2°	12.5° ± .2°
	High Pitch	34° ± 1°	34° -1°
	Pitch Radius at	70 cm	66.5 cm
<u>Airspeed Limits (KCAS)</u>	Normal Category	Acrobatic Cat	

Vne	220 kt	220 kt
Vno	140 kt	158 kt
Va	140 kt	158 kt

Center of Gravity (C.G.) Range

	<u>All Weights</u>
Forward C.G. (aft of datum)	19.3 in. (489 mm)
Rear C.G. (aft of datum)	28.1 in. (714 mm)
Straight line variation between points.	

Empty Weight (C.G.) Range

None.

Maximum Weight

1808 lbs. (820 kg) - Acrobatic Category.
2028 lbs. (920 kg) - Normal Category.

Minimum Crew

1 pilot.

Number of Seats

1 (71±4 inches).

Maximum Baggage

None.

Fuel Capacity

	<u>Fuselage Arm</u>	<u>Wing Arm</u>
44.6 gals (169 liters) usable in normal category or 12.9 gals (49 liters) usable in acrobatic category at	16.7 in.	13 in.
53.6 gals (203 liters) usable in normal category (with LONG RANGE OPTION) at	16.7 in.	13 in.
.53 gals (2 liters) unusable		

(See NOTE 1 for data on weight and balance)

Oil Capacity

Minimum sump capacity for normal operation	2.25 gal
Minimum sump capacity for acrobatic operation	3 gal
Maximum sump capacity	4 gal at -23.4 in.
(See NOTE 1 for data on weight and balance)	

Maximum Operational Altitude

16000 ft

Control Surface Movements

Aileron	± 30°
Elevator	± 26°
Trim tab	± 15°
Rudder	± 30°
For all control surfaces a tolerance of 2° is applied.	

III. Model EA 300/L (Normal, Acrobatic Category), approved March 31, 1995.
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Differences

This model features a lower wing position and is not convertible to other listed models.

Engines

1 Textron Lycoming AEIO-540-L1B5 or AEIO-540-L1B5D (FAA TCDS 1E4)
Optional: 1 Textron Lycoming AEIO-580-B1A (FAA TCDS E00004NY)

Fuel

Avgas 100 or 100LL

Engine Limits

<u>AEIO-540-L1B5 or AEIO-540-L1B5D:</u>	
Maximum take-off (5 min)	300 SHP/2700 rpm
Continuous operation	270 SHP/2400 rpm
Maximum take-off and maximum continuous:	300 SHP/2700 rpm (See Note 13)

Engine Limits, cont'd.AEIO-580-B1A:

Maximum take-off and maximum continuous: 315 SHP/2700 rpm
 Maximum take-off and maximum continuous: 303 SHP/2600 rpm (See Note 12)

Propeller and Propeller Limits

MT Propeller	MTV-9-B-C/C200-15 FAA TCDS P24NE	MTV-14-B-C/C190-17 (See Note 13); FAA TCDS P3BO	MTV-9-B-C/C198-25 (See Note 12); FAA TCDS P24NE
No. of Blades:	3	4	3
Diameter	78.74 in. (2000 mm)	74.80 in. (1900 mm)	77.95 ± 0.20 in. (1980 mm ± 5 mm)
Low Pitch	10.5° ± 0.2°	12.5° ± 0.2°	9.5° ± 0.2°
High Pitch	34° ± 1°	34° - 1°	34° ± 1°
Pitch Radius at	27.56 in (70 cm)	26.18 in (66.5 cm)	29.13 in. (74 cm)

Airspeed Limits (KCAS)

	<u>Normal Cat.</u>	<u>Acrobatic Cat.</u>
Vne	220 kt	220 kt
Vno	140 kt	158 kt
Va	140 kt	158kt

Center of Gravity (C.G.) Range

	<u>All Weights</u>
Forward C.G. (aft of datum)	26.4 in (671 mm)
Rear C.G. (aft of datum)	33.1 in (841 mm)

Empty Weight (C.G.) Range

None

Maximum Weight

1808 lbs (820 kg) - Acrobatic Category (Single seat operation/Acro I)
 1918 lbs (870 kg) - Acrobatic Category (Double seat operation/Acro II)
 2095 lbs (950 kg) - Normal Category and Acrobatic Category (Double seat operation/Acro III)

Empty WeightWith AEIO-540-L1B5 and AEIO-540-L1B5D:

1643 lbs (745 kg) Normal Category
 1607 lbs (729 kg) Raised Standard
 1588 lbs (720 kg) Long Range Option

- Aerobatic Category:

1546 lbs (701 kg) - Acrobatic Category (Single seat operation/Acro I)
 1512 lbs (686 kg) - Acrobatic Category Raised Standard
 1466 lbs (665 kg) - Acrobatic Category (Double seat operation/Acro II)
 1643 lbs (745 kg) - Acrobatic Category (Double seat operation/Acro III)

With AEIO-580-B1A:

1636 lbs (742 kg) Normal Category
 1607 lbs (729 kg) Raised Standard
 1588 lbs (720 kg) Long Range Option

- Aerobatic Category:

1540 lbs (698 kg) - Acrobatic Category (Single seat operation/Acro I)
 1512 lbs (686 kg) - Acrobatic Category Raised Standard
 1460 lbs (662 kg) - Acrobatic Category (Double seat operation/Acro II)
 1636 lbs (742 kg) - Acrobatic Category (Double seat operation/Acro III)

Minimum Crew

1 pilot (Rear seat)

Number of Seats

2 (38.4 inches and 82.5 inches aft of datum)

Maximum Baggage

None

Fuel Capacity

See Note 1 for data on weight and balance.

Standard configuration:

Total capacity: 45.1 gal (171 liters)

- Wing tanks: 2 x 15.85 gal (60 liters) = 31.7 gal (120 liters);

Moment arm: 19.8 in (0.51 m)

- Center tank: 11.1 gal (42 liters); Moment arm: 11.9 in (0.32 m)

- Acro tank: 2.4 gal (9 liters); Moment arm: 11.0 in (0.28 m)

Usable fuel in the system: 43.7 gal (165.5 liters)

Unusable fuel in the system: 1.4 gal (5.5 liters)

Usable fuel in the center/acro tanks: 12.0 gal (45.5 liters)

Unusable fuel in the center/acro tanks: 1.4 gal (5.5 liters)

Long range configuration:

Total capacity: 54.1 gal (205 liters)

- Wing tanks: (2 x 20.34 gal (77 liters)) = 40.68 gal (154 liters);

Moment arm: 19.8 in (0.51 m)

- Center tank: 11.1 gal (42 liters); Moment arm: 11.9 in (0.32 m)

- Acro tank: 2.4 gal (9 liters); Moment arm: 11.0 in (0.28 m)

Usable fuel in the system: 52.7 gal (199.5 liters)

Unusable fuel in the system: 1.4 gal (5.5 liters)

Usable fuel in the center/acro tanks: 12.0 gal (45.5 liters)

Unusable fuel in the center/acro tanks: 1.4 gal (5.5 liters)

Raised standard configuration (See Note 10):

Total capacity: 49.9 gal (189 liters)

- Wing tanks: (2 x 15.85 gal (60 liters)) = 31.7 gal (120 liters) ;

Moment arm: 19.8 in (0.51 m)

- Center tank: 15.85 gal (60 liters); Moment arm: 11.9 in (0.32 m)

- Acro tank: 2.4 gal (9 liters); Moment arm: 11.0 in (0.28 m)

Usable fuel in the system: 49.4 gal (187 liters)

Unusable fuel in the system: 0.5 gal (2 liters)

Usable fuel in the center/acro tanks: 17.7 gal (67 liters)

Unusable fuel in the center/acro tanks: 0.5 gal (2 liters)

Oil CapacityWith AEIO-540-L1B5 and AEIO-540-L1B5D:

Minimum sump capacity for normal operation 2.25 gal

Minimum sump capacity for acrobatic operation 3 gal

Maximum sump capacity 4 gal at -23.4 in.

With AEIO-580-B1A:

Minimum sump capacity 2.25 gal

Maximum sump capacity 4 gal at -23.4 in.

(See NOTE 1 for data on weight and balance)

Maximum Operational Altitude

16000 ft (4877 m)

Control Surface Movements

Aileron ± 30°

Elevator ± 26°

Trim tab ± 15°

Rudder ± 30°

For all control surfaces a tolerance of 2° is applied.

IV. Model EA 300/200 (Normal, Acrobatic Category) approved December 20, 1996.

Differences.

This model features revised structure and powerplant and is not convertible to other listed models.

Engine.

One (1) Textron Lycoming AEIO-360-A1E (TCDS 1E10)

Fuel.

Avgas 100 or 100LL

<u>Engine Limits.</u>	Maximum Takeoff (5 minutes)	200 SHP/2700 RPM	
	Continuous Operation	185 SHP/2500 RPM	
<u>Propeller and Propeller Limits</u>	MTV-12-B-C/C183-17e (TCDS P-25NE)		
	3 blades		
	Diameter 72.05 in (1830 mm)		
	Pitch (R=64 cm): Low 12.5° ± .2°; High 30° ± 1°		
<u>Airspeed Limits (KCAS).</u>	<u>Normal Cat.</u>	<u>Acrobatic Cat.</u>	
	Vne	220	220
	Vno	140	158
	Va	140	158
<u>Center of Gravity (C.G.) Range</u>		<u>All Weights</u>	
	Forward C.G. (aft of datum)	28.8 in. (732 mm)	
	Rear C.G. (aft of datum)	35 in. (891 mm)	
	Straight line variation between points		
<u>Empty Weight C.G. Range</u>	None		
<u>Maximum Weight.</u>	1549 lbs (700 kg) - Acrobatic Category (Single seat operation/Acro I)		
	1770 lbs (800 kg) - Acrobatic Category (Double seat operation/Acro II)		
	1858 lbs (840 kg) - Normal Category		
<u>Minimum Crew</u>	1 pilot (Rear seat)		
<u>Number of Seats</u>	2 (37 inches and 73 inches)		
<u>Maximum Baggage</u>	None		
<u>Fuel Capacity.</u>		<u>Fuselage Arm</u>	<u>Wing Arm</u>
	8.5 gals (32 liters) usable (A) category or		
	30.8 gals (117 liters) usable (N) category at	13.8 in	19.8 in.
	and 1.3 gals (5 liters) unusable in		
	center, acro, and wing tanks		
	48.8 gals (185 liters) usable in normal category		
	(with LONG RANGE option) at	13.8 in	19.8 in
	(See NOTE 1 for data on weight and balance)		
<u>Oil Capacity.</u>	<u>(N) Category</u>	<u>(A) Category</u>	
	Minimum sump 1 gal	1.5 gals	
	Maximum sump 2 gals at -21 in	2 gals at -21 in	
	(See NOTE 1 for data on weight and balance)		
<u>Maximum Operational Altitude.</u>	16000 ft.		
<u>Control Surface Movements.</u>	Aileron	± 30°	
	Elevator	± 22°	
	Trim Tab	± 15°	
	Rudder	± 30°	

V. Model EA 300/LC (Acrobatic Category), approved June 5, 2014.

<u>Differences</u>	This model is based on EA 300/L but features revised structure and is not convertible to other listed models.
<u>Engines</u>	1 Textron Lycoming AEIO-580-B1A (FAA TCDS E00004NY)
<u>Fuel</u>	Avgas 100 or 100LL

Engine Limits

Maximum take-off and maximum continuous: 303 SHP/2600 RPM

Propeller and Propeller Limits

MT Propeller	MTV-9-B-C/C198-25; FAA TCDS P24NE	MTV-14-B-C/C190-130; FAA TCDS P3BO
No. of Blades:	3	4
Diameter	77.95 ± 0.20 in. (1980 mm ± 5 mm)	74.80 ± 0.20 in. (1900 mm ± 5 mm)
Low Pitch	9.5° ± 0.2°	9° ± 0.2°
High Pitch	34° ± 1°	34° - 1°
Pitch Radius at	29.13 in. (74 cm)	27.95 in (71 cm)

Airspeed Limits (KCAS)Acrobatic Cat.

Vne 220 kt
Vno 158 kt
Va 158kt

Center of Gravity (C.G.) RangeAll Weights

Forward C.G. (aft of datum) 26.4 in (671 mm)
Rear C.G. (aft of datum) 33.1 in (841 mm)

Empty Weight (C.G.) Range

None

Maximum Weight

1808 lbs (820 kg) - Acrobatic Category (Single seat operation/Acro I)
1918 lbs (870 kg) - Acrobatic Category (Double seat operation/Acro II)
2095 lbs (950 kg) - Acrobatic Category (Double seat operation/Acro III)

Empty Weight

1513 lbs (686 kg) - Acrobatic Category (Single seat operation/Acro I)
1460 lbs (662 kg) - Acrobatic Category (Double seat operation/Acro II)
1636 lbs (742 kg) - Acrobatic Category (Double seat operation/Acro III)

Minimum Crew

1 pilot (Rear seat)

Number of Seats

2 (38.4 inches and 82.5 inches aft of datum)

Maximum Baggage

None

Fuel Capacity

See Note 1 for data on weight and balance.

Total capacity: 49.9 gal (189 liters)

- Wing tanks: (2 x 15.85 gal (60 liters)) = 31.7 gal (120 liters) ;

Moment arm: 19.8 in (0.51 m)

- Center tank: 15.85 gal (60 liters);

Moment arm: 11.9 in (0.32 m)

- Acro tank: 2.4 gal (9 liters);

Moment arm: 11.0 in (0.28 m)

Usable fuel in the system: 49.4 gal (187 liters)

Unusable fuel in the system: 0.5 gal (2 liters)

Usable fuel in the center/acro tanks: 17.7 gal (67 liters)

Unusable fuel in the center/acro tanks: 0.5 gal (2 liters)

Oil Capacity

Minimum sump capacity 2.25 gal

Maximum sump capacity 4 gal at -23.4 in.

(See NOTE 1 for data on weight and balance)

Maximum Operational Altitude

10000 ft (3048 m)

Control Surface Movements

Aileron	30°±2° upward	30°±2° downward
Elevator	25°±2° upward	25°-2° downward
Trim tab	35°±2° upward	27°±2° downward
Rudder	30°±2° left	30°±2° right

DATA PERTINENT TO ALL MODELS.

<u>Datum.</u>	Plane of Firewall.
<u>Leveling Means.</u>	Upper fuselage longeron.
<u>Serial Numbers Eligible.</u>	<p>Each individual aircraft manufactured under this type certificate must be accompanied by an Export Certificate of Airworthiness as noted below under "Import Requirements" when an application for a U.S. airworthiness certificate is made.</p> <p>Model EA 300/SEA 300 serial numbers 35 to 67 (airplanes manufactured by Extra Flugzeugbau GmbH) and serial numbers 1068 and on (continuation of manufacture by Extra Flugzeugproduktions- und Vertriebs- GmbH.) (See NOTE 4)</p> <p>Model EA 300/S serial number 1 to 31 (airplanes manufactured by Extra Flugzeugbau GmbH) and serial numbers 1032 and on (continuation of manufacture by Extra Flugzeugproduktions- und Vertriebs- GmbH.) (See NOTE 5)</p> <p>Model EA 300/L serial number 1 to 167 (airplanes manufactured by Extra Flugzeugbau GmbH) and serial numbers 168 to 170, 1171, 172, 173, 1174 and on (continuation of manufacture by Extra Flugzeugproduktions- und Vertriebs- GmbH.) (See Note 10.) Serial numbers 166 and 167 are under warranty of Extra Flugzeugproduktions- und Vertriebs- GmbH although manufactured by Extra Flugzeugbau GmbH.</p> <p>Model EA 300 200 serial number 1 to 31 (airplanes manufactured by Extra Flugzeugbau GmbH) and serial numbers 1032 and on (continuation of manufacture by Extra Flugzeugproduktions- und Vertriebs- GmbH.) (All serial numbers must conform with requirements of the manufacturer's Modification Instruction, Document No. UA-300-1-96, Issue A, December 17, 1996, or later approved revision.) (See Note 8.)</p> <p>Only model EA 300/L serial numbers 1282 and subsequent are eligible to be equipped with the AEIO-580-B1A engine.</p> <p>Model EA 300 LC serial number LC001, LC002, LC003 and on (airplanes manufactured by Extra Flugzeugproduktions- und Vertriebs- GmbH.)</p> <p>See type certificate holder record.</p>
<u>Import Requirements</u>	<p>For aircraft produced in Germany, the FAA can issue a U.S. airworthiness certificate based on a Lufthaft Bundesamt (LBA) Export Certificate of Airworthiness (Export C of A). The Export C of A should contain the following statement, "The [insert aircraft MODEL] covered by this certificate conforms to the type design approved under U.S. Type Certificate Number A67EU, and is found to be in a condition for safe operation."</p>
<u>Service Information</u>	<p>Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the Luftfahrt Bundesamt.</p> <ul style="list-style-type: none"> • Service bulletins, • Structural repair manuals, • Vendor manuals, • Aircraft flight manuals, and • Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals; or
- The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

Certification Basis

1. Model EA 300: TC Application Date: February 7, 1989
Model EA 300/S: TC Application Date: April 30, 1993
Model EA 300/L: TC Application Date: November 28, 1994

FAR 23 effective February 1, 1965, as amended through Amendment 23-34 effective September 14, 1987; FAR 36 effective December 1, 1969, as amended through Amendment 36-20 effective September 16, 1992; and Special Conditions as published in Federal Register, FR Vol. 57, No. 175, September 9, 1992. For Revision 10 of this TCDS, the model EA-300/L amendment level to FAR 36 is Amendment 28, effective February 03, 2006.
2. Model EA 300 200 (TC Application Date: July 22, 1996)
FAR 23 effective February 1, 1965, as amended through Amendment 23-34 effective September 14, 1987; Equivalent Level of Safety (ACE-96-6) dated December 4, 1996, for paragraphs 23.963(e), 23.1337(b), and 23.1553; FAR 36 effective December 1, 1969, amended through Amendment 36-21 effective December 28, 1995; and Special Conditions as published in Federal Register, FR Vol. 57, No. 175, September 9, 1992.
3. Model EA 300/LC: TC Application Date: January 31, 2011
14 CFR Part 23 effective February 1, 1965, including Amendment 23-1 through Amendment 23-34 effective September 14, 1987;
14 CFR Part 36 effective December 1, 1969, including Amendment 36-1 through Amendment 36-28 effective February 03, 2006;
Equivalent Level of Safety as follows:
(a) ACE-14-8: 14 CFR Section 23.207, Stall Warning
(b) ACE-14-7: 14 CFR Section 23.777(d), Powerplant Controls Location
(c) ACE-14-7: 14 CFR Section 23.781(b), Throttle Control Shape
Special Condition 23-262-CE EA 300/LC; Acrobatic Category Aerodynamic Stability, dated May 7, 2014

The Luftfahrt Bundesamt originally type certificated the aircraft EA 300, EA 300/S, EA 300/L and EA 300/200 under its type certificate Number 1086. The FAA validated this product under U.S. Type Certificate Number A67EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Germany.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for airworthiness certification. In addition, the following items of equipment are required.

1. Model EA 300:
Pilot's Operating Handbook and LBA approved Airplane

- Flight Manual dated October 30, 1990, Doc. No. EA-03701, or later LBA or EASA approved revision,
2. Model EA 300/S:
Pilot's Operating Handbook and LBA approved Airplane Flight Manual dated March 19, 1993, Doc. No. EA-04701, or later LBA or EASA approved revision.
 3. Model EA 300/L:
Pilot's Operating Handbook and LBA approved Airplane Flight Manual dated January 31, 1995, Doc. No. EA-06701, or later LBA or EASA approved revision.
 4. Model EA 300/200:
Pilot's Operating Handbook and LBA approved Airplane Flight Manual dated August 12, 1996, Doc. No. EA-07701, or later LBA or EASA approved revision.
 5. Model EA 300/LC:
Pilot's Operating Handbook and FAA approved Airplane Flight Manual dated February 19, 2014, Doc. No. EA-0E701US, or later EASA (in behalf of FAA) approved revision.

The following optional equipment is available for the EA 300/L ex-factory:

- Aspen Avionics model EFD1000 Electronic Flight Instrument System in accordance with Extra Document AM-300-09-01.
- Artex model ME406 series Emergency Locator Transmitter
- Garmin GNC 420W COM/GPS

NOTE 1.

A current weight and balance report including list of equipment included in the certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original airworthiness certification, and at all times thereafter.

Model EA 300:

The certificated empty weight and the corresponding center of gravity location must include full oil (29.92 lbs at -23.4 inches), and unusable fuel (3.18 lbs. at 21.7 inches)

Model EA 300/S:

The certificated empty weight and the corresponding center of gravity location must include full oil (29.92 lbs at -23.4 inches), and unusable fuel (3.12 lbs at 16.7 inches)

Model EA 300/L:

The certificated empty weight and the corresponding center of gravity location must include full oil (29.92 lbs at -23.4 inches), and unusable fuel (8.7 lbs or 3.2 lbs at 11.7 inches; see fuel capacity)

Model EA 300/200:

The certificated empty weight and the corresponding center of gravity location must include full oil (14.96 lbs at -21 inches), and unusable fuel (7.8 lbs at 13.8 inches)

Model EA 300/LC:

The certificated empty weight and the corresponding center of gravity location must include full oil (29.92 lbs at -23.4 inches), and unusable fuel (3.2 lbs at 11.7 inches; see fuel capacity)

NOTE 2.

Placards (Refer to Manufacturer's Specifications for a complete listing): All required placards as listed in the approved Airplane Flight Manual must be installed in the appropriate locations.

(1) The following placard must be displayed in clear view of the pilot:

For EA 300, EA 300/S, EA 300/L and EA 300 200 -

(A) "THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE

CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE ACROBATIC CATEGORY. OTHER LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY ARE CONTAINED IN THE AIRPLANE FLIGHT MANUAL.” APPLICABLE RPM LIMITATIONS MUST BE OBSERVED.

For EA 300/LC -

(A) “THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE ACROBATIC CATEGORY. OTHER LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THIS CATEGORY ARE CONTAINED IN THE AIRPLANE FLIGHT MANUAL.”

(B) “THIS AIRPLANE IS CERTIFIED FOR VFR DAY OPERATION ONLY. OPERATION UNDER KNOWN ICING CONDITIONS PROHIBITED.”

(2) Refer to the Airplane Flight Manual, Limitations section, for a listing of other required placards.

NOTE 3.

Model EA 300:

Instructions for Continued Airworthiness and Service Life Limits of components include the Service Manual, and are contained in Doc. EA-03702. Revisions to Airworthiness Limitations must be approved by of the FAA.

Model EA 300/S:

Instructions for Continued Airworthiness and Service Life Limits of components include the Service Manual, and are contained in Doc. EA-04702. Revisions to Airworthiness Limitations must be approved by of the FAA.

Model EA 300/L:

Instructions for Continued Airworthiness and Service Life Limits of components include the Service Manual, and are contained in Doc. EA-06702. Revisions to Airworthiness Limitations must be approved by of the FAA.

Model EA 300 200:

Instructions for Continued Airworthiness and Service Life Limits of components include the Service Manual, and are contained in Doc. EA-07702. Revisions to Airworthiness Limitations must be approved by of the FAA.

Model EA 300/LC:

Instructions for Continued Airworthiness and Service Life Limits of components include the Maintenance Manual, and are contained in Doc. EA-0E702. Revisions to Airworthiness Limitations must be approved by of the FAA.

All manufacturer’s service bulletins (and other manual material) which contain a statement that the document is approved by the exporting civil aviation authority (LBA or EASA) may be interpreted as FAA approved. These approvals pertain to the type design only.

All service bulletins classified as Mandatory by the LBA or EASA are identified to that effect and are subject to an Airworthiness Directive issued by the FAA.

NOTE 4.

Model EA 300:

Serial Nos. V1, 03, 05, 06, and 15 through 34 are eligible if modified in accordance with Extra Documents EA-03105 and AM-300-1-92.

Service Life is limited to 300 flight hours for Serial Nos. V1, 03, 05, 06, and 15 through 45 unless modified in accordance with Extra Service Bulletin No. 300-2-93, Rev. B, dated June 28, 1993.

- NOTE 5. Model EA 300/S:
Service Life is limited to 300 flight hours for Serial Nos. 01 through 17 unless modified in accordance with Extra Service Bulletin No. 300-2-93, Rev. B, dated June 28, 1993.
- NOTE 6. Changing the color and the thickness of the surface coating is only permissible after prior approval by the manufacturer (refer to Extra document number EA-03205.19.)
- NOTE 7. Major structural repairs must be accomplished at FAA certified repair stations rated for composite aircraft structure work, in accordance with Extra repair methods approved by LBA or EASA and accepted by the FAA.
- NOTE 8 The fuel capacity of the wing tank and the maneuvering speed of S/N 01 and 02 differ from the model design:
a) Maneuvering speed (Acrobatic Category): $V_A = 139$ KIAS ($V_A = 140$ KCAS)
b) Wing and acro tank:
Total fuel capacity: 41.2 gals (156 liters)
Usable fuel capacity: 39.9 gals (151 liters)
c) Operator's Instruction:
Airplane Flight Manual Supplement EXTRA 300/200 Doc. No. EA-07701.2,
LBA approved, approval date August 12, 1996 at the latest issue.
- NOTE 9 Extra Flugzeugproduktions- und Vertriebs- GmbH is the successor firm of Extra Flugzeugbau GmbH, which filed for insolvency on January 28, 2003.
- NOTE 10 EA 300/L serial numbers 168, 169, 170, and 173 manufactured by Extra Flugzeugproduktions- und Vertriebs- GmbH to be changed with FAA permission to 1168, 1169, 1170, and 1173.
- NOTE 11 The center fuel tank with an increased capacity from 11.1 to 15.85 gal (42 to 60 liters) is available ex-factory only for the fuselage fuel tank system of the Model EA 300/L. It can not be combined with the increased fuel capacity of the wing fuel tank of the long range tank option.
- NOTE 12 Installation of the alternate propeller, MT Propeller model MTV-9-B-C/C198-25 is only approved in combination with the Lycoming engine AEIO-580-B1A specified in Section III. When this combination is used, the exhaust silencer system type Gomolzig EA300-606000 must be installed and the aircraft must be limited to a reduced maximum take-off engine rotational speed of 2600 RPM.
- NOTE 13 Use of MT Propeller 4-blade model MTV-14-B-C/C190-17 must be combined with the exhaust silencer system type Gomolzig EA300-606500 or EA300-606000. When the MT Propeller 4-blade model MTV-14-B-C/C190-17 is installed on the Model EA 300/L, the maximum continuous engine rotational speed of 2700 RPM is allowed.
- NOTE 14 Model EA 300/L serial numbers 1 to 167 were manufactured by Extra Flugzeugbau GmbH. Serial numbers 168 through 170, 1171, 1172, 173, 1174 and on are manufactured by Extra Flugzeugproduktions- und Vertriebs- GmbH.
- NOTE 15 Model EA 300/L serial numbers 1 to 167 were manufactured by Extra Flugzeugbau GmbH. Serial numbers 168 through 170, 1171, 1172, 173, 1174 and on are manufactured by Extra Flugzeugproduktions- und Vertriebs- GmbH.

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