Extra 200 Model Guide

The Extra 200 is a single-engine piston aircraft from Extra Flugzeugproduktions- und Vertriebs-GmbH of Hünxe, Germany. The inputs hold no specs or performance data for it, so this guide covers the one service bulletin on file, which affects the EA-300/200 and its sister variants.

KEY TAKEAWAYS

- The Extra 200 (EA-300/200) is covered by Service Bulletin 300-4-04, dated 2004-05-25, and compliance is mandatory.
- The bulletin seals the belly fairing to the firewall so fuel cannot enter the cockpit.
- Only EA-300/200 serial numbers 0 through 31 are named in Part I; Part II applies to all serial numbers.
- Check the logbook for an entry showing compliance with Part I.

WHAT THE SERVICE BULLETIN REQUIRES

Part I seals gaps between the bottom fuselage cover (belly fairing) and the firewall with PR-812 firewall sealant. Four spots are sealed, inside and outside where needed, to a minimum layer of about 1/8 inch (3 mm). The sealant cures for at least 24 hours.

WHAT TO CHECK WHEN BUYING

Look for a logbook entry showing compliance with Part I. Compliance was due within 50 flight hours or 3 months of the bulletin, whichever came first. Ask whether the sealing was repeated each time the belly fairing was reinstalled, as Part II requires.

FAMILY CONTEXT

The Extra 200 sits in the EA-300 family, which also includes the EA-300/L, EA-300S and EA 300/LC. Registry maxima for the family are up to 165 kt cruise, 600 nm range and 1,400 kg MTOW. These are not Extra 200 figures.

SAFETY NOTES

- Fuel can reach the cockpit through unsealed gaps between the belly fairing and the firewall; confirm the sealing was done.
- Repeat the Part I sealing every time the bottom fuselage cover is reinstalled.

AI-aggregated guide for the Extra 200 · sources: SERVICE BULLETIN No. 300-4-04 (#102227) · generated 2026-10-21 · Reference only, not for flight. Check the original documents before relying on this guide.