



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE



Number: 2016-007-E

Issue date: 15 July 2016

In accordance with Article 22(1) of The Air Navigation Order 2009, as amended, the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

Type Approval Holder's Name: Light Sport Aviation Ltd	Type/Model Designation(s): Aerotechnik EV-97 Eurostar Aerotechnik EV-97A Eurostar Aerotechnik EV-97 Eurostar SL EV-97 TeamEurostar UK EV-97 Eurostar SL Microlight
Title:	Fuselage – Rear Fuselage Bulkhead – Inspection for Cracking
Manufacturer:	Various
Applicability:	Aerotechnik EV-97 Eurostar Aerotechnik EV-97A Eurostar Aerotechnik EV-97 Eurostar SL EV-97 TeamEurostar UK EV-97 Eurostar SL Microlight
Reason:	<p>During routine inspection, sheared rivets and cracks have been found in the rear fuselage bulkhead on which the front tailplane attachment pins are located. Two aircraft with high hours have been found affected to date.</p> <p>Cracks and sheared rivets may result in the failure of the integrity of the tailplane attachment resulting in either the loss of the tailplane and/or loss of control in flight.</p>
Effective Date:	15 July 2016

Compliance/Action:	<p>Compliance is required as follows, unless previously accomplished:</p> <ol style="list-style-type: none"> 1. For aircraft with over 1000 hours of operation, carry out the inspection in paragraph 4 below of this MPD before further flight. 2. For aircraft with under 1000 hours of operation, carry out the inspection in paragraph 4 below of this MPD at the next annual inspection or the next 100 hour inspection, whichever occurs first. 3. Repeat the inspection carried out under paragraph 1 or paragraph 2 above of this MPD at 100 hour intervals or the annual inspection, whichever comes first. 4. Inspect the front face or the rear face of the rear fuselage bulkhead for cracking and sheared rivets in accordance with method a, b or c of Light Sport Aviation Ltd Service Bulletin SB/EUR/019. For aircraft administered by the BMAA, the aircraft owner may carry out the inspection if they consider themselves capable. Alternatively, a BMAA inspector may carry out the inspection. For aircraft administered by the LAA, an LAA inspector must carry out the inspection. 5. If it is suspected that cracks and/or sheared rivets are present, remove the tailplane and carry out a more detailed visual inspection. Dye penetrant crack detection may be used in addition to the visual inspection. A BMAA or LAA inspector must carry out this inspection. 6. If any cracks are found, ground the aircraft then inform Light Sport Aviation and obtain and implement a repair scheme before further flight.
ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK	
Reference Publications:	Light Sport Aviation Ltd Service Bulletin SB/EUR/019, Issue 1 dated 12 July 2016.
Remarks:	<ol style="list-style-type: none"> 1. This MPD was not posted for consultation because of the urgency of the requirement. 2. If requested and appropriately substantiated, the CAA may accept Alternative Methods of Compliance to this MPD. 3. Enquiries regarding this Mandatory Permit Directive should be referred to: GA Unit, Civil Aviation Authority, Safety and Airspace Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR.
	Tel: +44 (0)1293 573988
	E-mail: ga@caa.co.uk