



Civil Aviation Authority

# MANDATORY PERMIT DIRECTIVE

Number: 2025-002

Issue date: 15 May 2025



In accordance with 41(1) of Air Navigation Order 2016 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/Design Approval Holder's Name:**

AIRMASTERS (UK) LTD

**Type/Model Designation(s):**

Aerotechnik EV-97 Eurostar  
Aerotechnik EV-97A Eurostar  
Aerotechnik EV-97 Eurostar SL  
Aerotechnik EV-97B Eurostar SL  
EV-97 TeamEurostar UK  
EV-97 Eurostar SL Microlight

Effective Date:	29 May 2025
TADS / AAN (as applicable):	BM67, BM82, TADS 315
Foreign AD (if applicable):	Not Applicable
Superseding/Revision	Not Applicable

## Elevator Trim System – Trim Lever/Flap Lever Cover – Modification

**Manufacturer(s):**

Various

**Applicability:**

Aerotechnik EV-97 Eurostar  
Aerotechnik EV-97A Eurostar  
Aerotechnik EV-97 Eurostar SL  
Aerotechnik EV-97B Eurostar SL  
EV-97 TeamEurostar UK  
EV-97 Eurostar SL Microlight

**Definitions:**

For the purposes of this MPD, the following definitions apply:

**The SB:**

Airmasters (UK) Ltd Service Bulletin Number SB/EUR/021 Issue 6 – Evektor EV-97 Eurostar Aircraft, Trim Lever Modification, dated 26 March 2025.

**Reason:**

Airmasters (UK) Ltd Modification was introduced on 26 March 2025 to fit a replacement trim lever/flap lever cover which restricts the elevator trim range and reduces the trim lever's length.

The Type Approval Holder strongly recommends the embodiment of this modification. This condition, if not corrected, could lead to inadvertent operation of the elevator trim lever, leading to dynamic pitch changes which could result in loss of life. The Air Accidents Investigation Branch (AAIB) consider that the 2016 fatal accident involving an EV-97 TeamEurostar (G-GARB) may have been caused by an inadvertent pitch trim input. They subsequently issued a safety recommendation to review the design and location of the pitch trim mechanism on affected aircraft and determine whether modification is required to prevent inadvertent, improper or abrupt input.

This MPD requires embodiment of Airmasters (UK) Ltd Modification in accordance with Issue 6 of the SB, in order to correct the unsafe condition.

**Required Action(s) and Compliance Time(s):**

- 1) No later than 25 flight hours or 6 months from the effective date of the MPD, whichever occurs first, embody Airmasters (UK) Ltd Modification in accordance with the SB.
- 2) Affected aircraft which have embodied the Airmasters (UK) Ltd Modification will require a logbook entry signed by a qualified person (BMAA, LAA Inspector or Approved Maintainer as detailed in the SB). When specified on the conditions of the National Permit to Fly, the aircraft shall be certified as fit for flight following the embodiment of the SB by the issue of a Permit Maintenance Release (PMR).
- 3) Embodiment of Airmasters (UK) Ltd Modification in accordance with Issue 6 of the SB constitutes terminating action to this MPD.

**Reference Publications:**

Airmasters (UK) Ltd Service Bulletin Number SB/EUR/021 Issue 6 – Evektor EV-97 Eurostar Aircraft, Trim Lever Modification, dated 26 March 2025.

Airmasters (UK) Ltd – Eurostar Trim Restrictor Installation Instructions Issue 6, dated 26 March 2025

The use of later approved revisions of these documents are acceptable for compliance with the requirements of this MPD.

**Remarks:**

1. The safety assessment has warranted immediate publication and notification without implementing the full consultation process.
2. If requested and appropriately substantiated, CAA can approve Alternative Methods of Compliance for this MPD.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this MPD, and which may occur, or have occurred on a product, part or appliance not affected by this MPD, can be reported to the CAA aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this MPD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed.
4. Enquiries regarding this MPD should be referred to: [ga@caa.co.uk](mailto:ga@caa.co.uk)
5. For any questions concerning the technical content of the requirements in this MPD, please contact: Airmasters (UK) Ltd – [rotaxservice@gmail.com](mailto:rotaxservice@gmail.com)