



Emergency Airworthiness Directive

AD No.: 2025-0145-E

Issued: 10 July 2025

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

EVEKTOR spol. s r.o.

Type/Model designation(s):

SportStar RTC aeroplanes

Effective Date: 14 July 2025

TCDS Number(s): EASA.A.592

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Foot Control Pedal Assembly / Countershaft – Inspection

Manufacturer(s):

Evektor, spol. s r.o.

Applicability:

SportStar RTC aeroplanes, all manufacturer serial numbers up to 2025 2308 (inclusive).

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Foot control pedal countershaft (left-hand (LH) and right-hand (RH)) sides having Part Number (P/N) S4 72-01 01, S4 72-01 02, S4 70-02-01 or P/N S4 70-02-02, except those which passed an inspection in accordance with the instructions of Evektor Service Bulletin (SB) No. RTC-079a-R1-SR at any revision.

Serviceable part: Foot control pedal countershaft LH and RH side, which is not an affected part, eligible for installation on an aeroplane in accordance with Evektor instructions.

The SB: Evektor SB No. RTC-079a-R1-SR (Revision 1).

Groups:



Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have any affected part installed.

Reason:

Occurrence of missing welded reinforcement of an affected part was reported.

This condition, if not detected and corrected, could lead to cracks on an affected part reduced nose landing gear wheel control, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Evektor issued the SB, as defined in this AD, to provide instructions for a one-time inspection and, depending on finding(s), for replacement.

For the reason described above, this AD requires an on-time inspection of affected parts and, depending on findings, replacement.

This AD also provides conditions for installation of affected parts.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 aeroplanes: Before the next flight after the effective date of this AD, inspect each affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that the welded reinforcement of an affected part is missing, as defined in the SB, before next flight, or as specified in paragraph (3) of this AD, as applicable, replace that affected part with a serviceable part in accordance with the instructions of the SB.

Single Ferry Flight:

- (3) If, during the inspection as required by paragraph (1) of this AD, it is determined that the welded reinforcement of the affected part is missing and no crack is detected on the welded connection, as defined in the SB, on an aeroplane, a single ferry flight not exceeding 1 FC without passengers is allowed after the inspection as required by paragraph (1) of this AD, to position an aeroplane to a maintenance location where the correction action as required by paragraph (2) of this AD can be accomplished on that aeroplane.

Parts Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

Ref. Publications:

Evektor SB No. RTC-079a SR (Revision 1) dated 09 July 2025.



The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Evektor, spol. s r.o., Letecká 1008, 686 04 Kunovice, Czech Republic
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