



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE

Number: 2025-004-E

Issue date: 07 October 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:	09 October 2025
TADS / AAN (as applicable):	BM67, BM82, TADS 315
Foreign AD (if applicable):	Not Applicable
Supersedure	This MPD supersedes MPD 2025-003-E dated 22 August 2025

Aileron Control System – Aileron and Rudder Rose Joint – Inspection

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/023 – Evektor EV-97 Eurostar Aircraft, Aileron and Rudder Rose Joints.

Reason:

Airmasters (UK) Ltd, the Type Approval Holder, published Issue 1 of the SB to carry out an initial inspection of the rose joint (spherical bearing) connecting the bottom of the control stick to the aileron push rod. A recent incident occurred where the centre of the rose joint had become displaced and subsequently jammed the aileron controls. In response to this MPD 2025-003-E was issued.

Since the issue of MPD 2025-003-E, Issue 2 of the SB was issued which contains further information and additional test and inspection actions. The Type Approval Holder has also classified the Issue 2 of the SB as essential and is to be embodied before next flight. This condition, if not corrected, could lead to inadvertent jamming of the aileron controls, leading to loss of control in flight which could result in loss of life.

This MPD requires embodiment of the Airmasters (UK) Ltd SB issue 2 or later approved revisions, in order to perform a further visual inspection of the aileron rose joint, to perform a load test and to inspect the rudder upper hinge rose joint.

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

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

- 1) Before next flight from the effective date of the MPD, embody the Airmasters (UK) Ltd SB issue 2 or later approved revisions.
- 2) Affected aircraft which have embodied the Airmasters (UK) Ltd SB 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) Owners are required to report all findings (including nil findings) back to Airmasters (UK) Ltd to assist the on-going investigation into this unsafe condition.

Reference Publications:

Airmasters (UK) Ltd Service Bulletin Number SB/EUR/023 – Evektor EV-97 Eurostar Aircraft, Aileron and Rudder Rose Joints issue 2, dated 12 September 2025.

The use of later approved revisions of these documents is 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
5. For any questions concerning the technical content of the requirements in this MPD, please contact: Airmasters (UK) Ltd – rotaxservice@gmail.com