

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-044

Issued: 10 March 2025

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

EVEKTOR, spol. s r.o.

Type/Model designation(s):

SportStar RTC aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.592

Foreign AD: Not applicable

Supersedure: None

ATA 78 – Exhaust – Noise Suppressor / Muffler – Inspection

Manufacturer(s):

Evektor, spol. s r.o.

Applicability:

SportStar RTC aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected part: Exhaust muffler having Part Number (P/N) E6 18-10 01 index B/B or P/N 766521 index I/I.

Serviceable part: Any exhaust muffler, P/N E6 18-10 01 index C/C or later approved P/N eligible for installation in accordance with Evektor instructions, or an affected part which before installation had passed an inspection in accordance with the instructions of the SB.

The SB: Evektor Service Bulletin (SB) No. RTC-077a Revision 4.

Groups:

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

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

Reason:

Occurrences of deformation of the inner pipes of the exhaust mufflers have been reported.

This condition, if not detected and corrected, could lead to engine in-flight shutdown and consequent emergency landing of the aeroplane, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Evektor issued the SB providing inspection instructions.

For the reason described above, this AD requires repetitive inspections of the affected part 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:

Inspections:

(1) For Group 1 aeroplanes: Within 3 months or 100 flight hours (FH), whichever occurs first after the effective date of this AD, and thereafter, at intervals not to exceed 100 FH, inspect the affected part in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is identified, before next flight replace the affected part with a serviceable part in accordance with the instructions of the SB.

Credit:

(3) Inspections accomplished on an aeroplane before the effective date of this AD, in accordance with the instructions of Evektor SB RTC-077a at Revision 1, Revision 2, or Revision 3 are acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

(4) Corrective action(s) accomplished on an aeroplane before the effective date of this AD, in accordance with the instructions of Evektor SB RTC-077a at Revision 2, or Revision 3 are acceptable to comply with the requirements of paragraph (2) of this AD for that aeroplane.

Parts Installation:

(5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on an aeroplane, provided that the affected part is a serviceable part.

Terminating Action:

(6) Replacement on an aeroplane of an affected part by exhaust muffler P/N E6 18-10 01 index C/C or later approved Evektor P/N, accomplished in accordance with Evektor instructions,



constitutes terminating action for repetitive inspections as required by paragraph (1) of this AD for that aeroplane, provided that thereafter no affected part is installed on that aeroplane.

Ref. Publications:

Evektor SB No. RTC-077a Revision 1 (original issue) dated 28 November 2024, or Revision 2 dated 14 January 2025, or Revision 3 dated 23 January 2025, or Revision 4 dated 06 March 2025.

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

Remarks:

1. This Proposed AD will be closed for consultation on 07 April 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Evektor, spol. s r.o., Letecká 1008, 686 04 Kunovice, Czech Republic
Telephone: +420 572 777 605 / +420 724 167 071
E-mail: evektor@evektor.com / service@evektor.com

