



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE

Number: 2026-002-E

Issue date: 09 January 2026



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.

Design Approval Holder's Name:

Type/Model Designation(s):

Ascent Industries Ltd (T/A EuroFOX Aviation)

Eurofox aircraft, all models

Effective Date:	12 January 2026
TADS / AAN (as applicable):	TADS 376 (LAA), TADS BM85 (BMAA), HADS HM18 (BMAA)
Foreign AD (if applicable):	N/A
Supersedure:	N/A

Rudder Control System – Rudder Pedal/Rudder Pedal Torque Tube – Inspection

Manufacturer(s):

Various

Applicability:

Eurofox aircraft, all models, all serial numbers.

Reason:

There have been five reported instances in the UK of Eurofox aircraft experiencing cracking in the vicinity of the welded joint between the rudder pedals and the rudder pedal torque tube, leading to the pedal no longer being rigidly attached to the torque tube. One event was potentially linked to a seized toe brake pivot pin, causing additional force to be transmitted through the joint. More detail of the failures (including images) can be found within the LAA's MTD-05-2025 Issue 3 (or later issue) which can be found on the [LAA website](#).

Despite on-going investigations, the exact cause or mechanism of the failure has not been positively identified. Whilst the failures have so far affected aircraft involved in towing gliders, all the circumstances and factors potentially influencing each of the failures are not unique to aircraft used in this type of operation.

This condition, if not detected and corrected, could lead to a loss of control of the aircraft.

For the reason described above, this MPD requires a repetitive inspection to detect and correct any potential cracking in this area.

This MPD is considered as an interim action and further MPD action may follow. The manufacturer in cooperation with the BMAA, LAA and the CAA are actively working towards a solution.

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

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

Inspection:

From the effective date of this MPD, before next flight, and thereafter at an interval not to exceed 10 flying hours:

- (1) Using a mirror and light source as necessary, inspect the welds joining the rudder pedals to the horizontal torque tubes for any signs of cracking, deformation, flexibility, or any other anomaly. Particular care should be paid when inspecting the welds nearest the firewall.

NOTE 1: The inspection required by paragraph (1) above shall be accomplished by a competent person authorised by the approved organisation supporting the aircraft (BMAA/LAA).

Corrective Action(s):

If, during the inspection as required by the above paragraphs, any of the above defects are detected:

- (2) Before next flight, remove the part and replace it with a new or serviceable part. Continue inspecting the replacement part under paragraph (1) above every 10 flying hours.
- (3) Report the defect to the design approval holder and supporting organisation for the aircraft (LAA/BMAA).

NOTE 2: The corrective action required by paragraph (2) above shall be accomplished in compliance with the procedures of the approved organisation supporting the aircraft (BMAA/LAA). When specified on the conditions of the National Permit to Fly, the aircraft shall be certified as fit for flight through the issue of a Permit Maintenance Release (PMR).

Reference Publications:

LAA-MTD-05-2025 Issue 3 (or later issue).

EuroFOX Aviation SB#6, dated 04/12/2025.

Remarks:

1. Inspections already carried out before the effective date of this MPD under LAA MTD-05-2025 Issue 3 (or earlier issue) or EuroFOX Aviation SB#6 (dated 4/12/2025), are accepted as demonstrating compliance with the initial actions specified in paragraph (1) of this MPD, provided the aircraft has not flown 10 hours since any last inspection of the welds.
2. The safety assessment has warranted immediate publication and notification without implementing the full consultation process.
3. If requested and appropriately substantiated, the CAA can approve Alternative Methods of Compliance for this MPD.
4. 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.
5. Enquiries regarding this MPD should be referred to: ga@caa.co.uk.