

MAJOR CHANGE APPROVAL

10069567

This Certificate/Approval 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 and in accordance with Commission Regulation (EU) No. 748/2012 to

EVEKTOR, spol. s r.o.

**LETECKA 1008
686 04 KUNOVICE
CZECH REPUBLIC**

EASA.21J.057

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.592

Type Certificate Holder: EVEKTOR, SPOL. S R.O.

Type: SportStar RTC

Model: SportStar RTC

Description of Design Change:

VFR-night operation

Enhance of the scope of operation to VFR-night in accordance with 21.A.16B.

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements:

Special Condition(s): SC-OLSA-div-01 - Night VFR operation for LSA – Is.1

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.


Associated Technical Documentation:

-SportStar RTC Compliance Checklist Doc. ERTC035-18-AS rev. new, date of Issue: 05.04.2019

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 09 April 2019



Dominique ROLAND
Head of Department

General Aviation



-Definition Document Doc.: ERTC031.17-D rev. F, date of Issue: 05.04.2019
-Supplement No. 31 VFR Night Operation Doc. No. ERTC020-10-AS-031, date of Issue: 21.03.2019
or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

Prior to installation of this change/repair it must be determined that the interrelationship between this change/repair and any other previously installed change and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- End -