



Airworthiness Directive

AD No.: 2018-0281

Issued: 18 December 2018

Note: This 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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

PIPISTREL VERTICAL SOLUTIONS d.o.o.

Type/Model designation(s):

Virus SW 121 aeroplanes

Effective Date: 25 December 2018

TCDS Number(s): EASA.A.573

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Fuel Pressure Sensor – Inspection / Replacement

Manufacturer(s):

Pipistrel d.o.o.

Applicability:

Virus SW 121 aeroplanes, serial numbers VSW1210001 to VSW1210038 inclusive.

Definitions:

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

The SB: Pipistrel Vertical Solutions d.o.o. (PVS) Service Bulletin (SB) SB-121-00-80-009.

Affected part: Fuel distribution block, Rotax Part Number (P/N) 851328.

Serviceable part: Affected parts which are new (never installed).

Reason:

Several occurrences have been reported of damage and leakage of the fuel distribution block between the fuel pressure sensor and the rest of the fuel system. The related technical investigation concluded that the leakage is the consequence of an incorrect design for the installation of the sensor. The results of the subsequent investigations determined that the crack may develop following removal and re-installation, e.g. during maintenance.



This condition, if not detected and corrected, could lead to leakage of fuel, possibly resulting in in-flight fire. To address this potential unsafe condition, PVS issued the SB to provide instructions to inspect the fuel pressure sensor and distribution block, and to modify the installation by inserting an adapter.

For the reasons described above, this AD requires repetitive inspections of the affected part, and, depending on findings, replacement and modification of the installation. This AD also requires a temporary amendment of the applicable Airplane Flight Manual (AFM), which is the PVS Pilot Operating Handbook (POH), to introduce post-flight checks for signs of fuel leakage, pending modification.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 14 days after the effective date of this AD, visually inspect the affected part for signs of damage or leakage in accordance with the instructions of Part 1 of the SB.
- (2) Concurrent with the inspection as required by paragraph (1) of this AD, amend the applicable AFM/POH by inserting SPOH-121-00-41-002_A00 Supplement 2, inform all pilots, and, thereafter, inspect the aeroplane accordingly.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1), or during any post-flight check as required by paragraph (2) of this AD, as applicable, any damage or leakage is found, before next flight, replace the affected part with a serviceable part, as defined in this AD, and modify the installation in accordance with the instructions of Part 3 of the SB.

Modification:

- (4) Unless accomplished as required by paragraph (3) of this AD, within the next 25 flights (as defined in the SB) or 2 months, whichever occurs first after the effective date of this AD, replace the affected part with a serviceable part, as defined in this AD, and modify the installation in accordance with the instructions of Part 3 of the SB.

Terminating Action:

- (5) Modification of an aeroplane as required by paragraph (3) or (4) of this AD, as applicable, constitutes terminating action for the post-flight checks as required by paragraph (2) of this AD. After modification, the temporary amendment of the AFM/POH as required by paragraph (2) of this AD may be removed from that aeroplane.

Parts Installation:

- (6) After modification of an aeroplane as required by paragraph (3) or (4) of this AD, as applicable, installation of an affected part is allowed, provided it is a serviceable part and installation is accomplished in accordance with the instructions of Part 3 of the SB.



Ref. Publications:

PVS SB-121-00-80-009 issue A00 dated 13 December 2018.

PVS AFM/POH SPOH-121-00-41-002_A00 Supplement 2 dated 13 December 2018.

The use of later approved revisions of the above-mentioned documents 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Pipistrel Vertical Solutions d.o.o. Vipavska cesta 2, 5270 Ajdovščina, Slovenia; E-mail: maintenance@pipistrel.si.

