



## Emergency Airworthiness Directive

**AD No.:** 2026-0070-E

**Issued:** 30 March 2026

Note: This Emergency 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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:** 01 April 2026

**TCDS Number(s):** EASA.A.573

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 27 – Flight Controls – Airbrakes Bellcrank – Inspection

### Manufacturer(s):

Pipistrel d.o.o.

### Applicability:

Virus SW 121, SW 121A, SW 121C and SW 121X aeroplanes, all serial numbers (s/n).

### Definitions:

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

**The SB:** Pipistrel Vertical Solutions d.o.o. (PVS) Service Bulletin (SB) SB-121-00-80-041.

**Affected part:** Airbrake bellcrank Part Number 1181065.

**Groups:** Group 1 aeroplanes are those having a s/n as listed in the SB; and those on which, before the effective date of this AD, an affected part has been replaced in service. Group 2 aeroplanes are those that are not Group 1.



**Reason:**

An occurrence of the airbrake bellcrank failure was reported. Subsequent investigation identified several non-conformities of the airbrake bellcrank, which could have occurred during the welding process.

This condition, if not detected and corrected, could lead to an un-commanded airbrake deployment, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, PVS issued the SB to provide inspection instructions, and, depending on findings, applicable corrective action(s).

For the reason described above, this AD requires a one-time inspection of the affected parts, and depending on findings, accomplishment of applicable corrective action(s).

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

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

**Inspection:**

- (1) For Group 1 aeroplanes: Within 10 flight hours after the effective date of this AD, inspect each affected part in accordance with the instructions of the SB.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as identified in the SB, is detected, before next flight contact PVS for approved instructions and accomplish those instructions accordingly.
- (3) Deactivating the airbrakes and installing placards on an aeroplane in accordance with the instructions of the SB is an acceptable method to defer compliance with the requirements of paragraph (2) of this AD for that aeroplane.
- (4) Before next flight after accomplishment on an aeroplane of the corrective action(s) as required by paragraph (2) of this AD, remove the airbrake deactivation and the placards previously installed on that aeroplane as specified in paragraph (3) of this AD, as applicable.

**Part(s) 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 it passed an inspection (no discrepancy found) in accordance with the instructions of the SB Part A Section 9.

**Ref. Publications:**

PVS SB-121-00-80-041 original issue dated 27 March 2026.

The use of later approved revisions of the above-mentioned document 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.
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](mailto:maintenance@pipistrel.si).

