



Airworthiness Directive

AD No.: 2026-0137R1

Issued: 15 September 2026

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, 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 and SW 128 aeroplanes

Effective Date: Revision 1: 22 September 2026
Original issue: 24 July 2026

TCDS Number(s): EASA.A.573

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2026-0137 dated 10 July 2026.

ATA 52 – Doors – Door Locking Mechanism – Modification

Manufacturer(s):

Pipistrel d.o.o.

Applicability:

Virus SW 121, Virus SW 121A, Virus SW 121C, Virus SW 121X, Virus SW 128 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-121-00-80-040 Revision A01.

Groups: Group 1 aeroplanes are Virus SW 121 aeroplanes, all s/n, Virus SW 121A aeroplanes s/n up to VSW121A0198 inclusive, Virus SW 121C aeroplanes s/n up to VSW121C0180 inclusive, Virus SW 121X aeroplanes s/n up to VSW121X0121 inclusive and Virus SW 128 aeroplanes s/n up to VSW1280119 inclusive, and s/n from VSW1280151 to VSW1280154 inclusive.
Group 2 aeroplanes are those that are not Group 1 aeroplanes.



Reason:

Occurrences of in-flight door detachment were reported. Subsequent investigation identified wear in the locking pin.

This condition, if not corrected, could lead to an in-flight door opening, possibly resulting in damage to the aeroplane and injury to persons on the ground.

To address this potential unsafe condition, PVS issued the SB to provide instructions for modification of the door locking mechanism. Consequently, EASA published AD 2026-0137 to require modification of the door locking mechanism

Since that AD was issued, PVS published SB-121-00-80-040 Revision A02, including an updated 'BEFORE TAKEOFF' procedure, which, once implemented, allows extending the modification compliance time.

For the reasons described above, this AD is revised to include an acceptable method of compliance with its paragraph (1).

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:

Modification:

- (1) For Group 1 aeroplanes: Within 100 flight hours (FH) or 60 days, whichever occurs first after 24 July 2026 [the effective date of the original issue of this AD], modify the locking mechanism of the left-hand (LH) and right-hand (RH) door in accordance with the instructions of the SB.

Credit:

- (2) Modification of a door locking mechanism accomplished before 24 July 2026 [the effective date of the original issue of this AD] in accordance with the instructions of PVS SB-121-00-80-040 at original issue, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane, as applicable.

Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From 24 July 2026 [the effective date of the original issue of this AD], it is allowed to (re)install a door (LH or RH) locking mechanism, on an aeroplane, provided that it complies with the requirements of this AD (see Note 1 of this AD).

Note 1: Door locking mechanism delivered as spare by PVS with an EASA Form 1 (or equivalent Statement of Conformity) dated after 15 December 2025, or initially installed in production on Group 2 aeroplanes, is compliant with the requirements of this AD.

- (4) For Group 1 and Group 2 aeroplanes: From 24 July 2026 [the effective date of the original issue of this AD], it is allowed to (re)install a door (LH or RH) on an aeroplane, provided that it is equipped with the locking mechanism which complies with the requirements of this AD (see Note 1 of this AD).



Acceptable Method of Compliance:

- (5) Modification of an aeroplane, as required by paragraph (1) of this AD, can be postponed up to 200 FH or 120 days, whichever occurs first after 24 July 2026 [the effective date of the original issue of this AD], provided that the 'BEFORE TAKEOFF' procedure provided in the Remarks section of PVS SB-121-00-80-040 Revision A02, is implemented for that aeroplane (in lieu of the procedure outlined in the Pilot Operating Handbook (POH) section '4.4.5. BEFORE TAKEOFF') and the aeroplane is operated accordingly.

Ref. Publications:

SB-121-00-80-040 original issue dated 15 December 2025, and Revision A01 dated 10 July 2026, or Revision A02 dated 14 September 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. Based on the required actions and the compliance time, the original issue of this AD was posted on 10 July 2026 as Final AD with Request for Comments, postponing the public consultation process until 07 August 2026. No comments were received during the consultation period.
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](#). 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.

