Airworthiness Directive

AD No.: 2025-0201

Issued: 18 September 2025

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:
PILATUS AIRCRAFT Ltd

Type/Model designation(s):
PC-12 aeroplanes

Effective Date: 02 October 2025

TCDS Number(s): EASA.A.089

Foreign AD: Not applicable

Supersedure: None

ATA – Aeroplane Flight Manual – Section Normal Procedures / Loss of Avionics – Engine Indications During Engine Start – Amendment

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Manufacturer(s):
Pilatus Aircraft Ltd (Pilatus)

Applicability:
PC-12/47E aeroplanes, manufacturer serial numbers (MSN) 1720, and 2001 to 2999 inclusive.

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

The POH TR: Pilatus PC-12/47E Pilots Operating Handbook (POH), Report No: 02406, Temporary Revision (TR) No. 31.

Reason:
An occurrence was reported where, during an engine start on ground, the aeroplane battery voltage dropped to a value, which resulted in an avionic system shutdown. Consequently, the engine parameters, including Interstage Turbine Temperature (ITT) were no longer visible, and the ITT exceedance protection during engine ground start procedure was de-activated. In this situation, an ITT exceedance could occur with the aircrew having no means to detect it.

This condition, if not corrected, could lead to reduced turbine blade structural integrity, possibly leading to engine failure and resulting in a loss of thrust.

To address this potential unsafe condition, Pilatus issued the POH TR, as defined in this AD, to provide operators with the instructions to implement an enhanced Engine Start Procedure.

For the reason described above, this AD requires amendment of the relevant POH.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

POH Amendment:

(1) Within 30 days after the effective date of this AD, implement the POH TR, as defined in this AD, inform all flight crew and, thereafter, operate the aeroplane accordingly.

(2) Amending the POH of an aeroplane by inserting the POH TR, or a later POH revision which includes the POH TR, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Pilatus PC-12/47E POH, Report No: 02406, TR No. 31 dated 16 July 2025.

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. This AD was posted on 19 August 2025 as PAD 25-130 for consultation until 16 September 2025. 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: Pilatus Aircraft Ltd Technical Support, CH-6371 Stans, Switzerland, Telephone: +41 848 247 365, E-mail: techsupport.ch@pilatus-aircraft.com , Website: www.pilatus-aircraft.com.