Airworthiness Directive

AD No.: 2026-0008

Issued: 15 January 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:

PILATUS AIRCRAFT Ltd.

Type/Model designation(s):

PC-24 aeroplanes

Effective Date: 29 January 2026

TCDS Number(s): EASA.A.594

Foreign AD: Not applicable

Supersedure: None

ATA 30 – Ice and Rain Protection – Windows, Windshields and Doors / Left-Hand Windshield Heating Solid State Relay – Modification / Replacement

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Manufacturer(s):

Pilatus Aircraft Ltd.

Applicability:

PC-24 aeroplanes, manufacturer serial number (MSN) 101 through MSN 337 inclusive, that have Pilatus Service Bulletin (SB) 30-004 or SB 30-006 at original issue embodied, and PC-24 aeroplanes MSN 501 through MSN 590 inclusive.

Note 1: PC-24 aeroplanes that have Pilatus SB 30-004 or SB 30-006 at Revision 1 or subsequent embodied are not affected by this AD.

Definitions:

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

Affected part: Solid state relay (SSR) having Part Number (P/N) 974.20.01.234 installed on the left-hand (LH) side.

Serviceable part: SSR having P/N 974.20.01.235.

The SB: Pilatus PC-24 SB 30-007.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

The PC-24 windshield de-fog (or low power windshield heating) is switched on/off by an SSR. The affected part allows current to flow in reverse direction when it is in the OFF state. If, during a Dual Generator Failure, the Emergency Windshield Heat button is pushed, the batteries power the windshield heating. The batteries also power the Electrical Power Distribution Units (EPDU) 1 and 3 via the affected part. This could cause the function of the Emergency Windshield Heat to fail when required. As a result, the LH side window may not be fully de-fogged and ice may not be cleared from either the LH or the right-hand windshield.

This condition, if not corrected, could lead to a failure of the Emergency Windshield Heat function, possibly resulting in the loss of outside visibility, when in icing conditions.

To address this potential unsafe condition, Pilatus issued the SB to provide replacement instructions.

For the reason described above, this AD requires modification of the aeroplane, including replacement of the affected part.

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 / Replacement:

(1) For Group 1 aeroplanes: Within 16 months after the effective date of this AD, modify the aeroplane and replace the affected part with a serviceable part in accordance with the instructions of the SB.

Part(s) Installation:

(2) Do not install any SSR having P/N 974.20.01.234 on any aeroplane, LH side, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After replacement of the affected part on an aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Pilatus PC-24 SB 30-007 original issue dated 22 May 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 12 December 2025 as PAD 25-188 for consultation until 09 January 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: Pilatus Aircraft Ltd., Technical Support, Pilatusstrasse 1, 6371 Stans, Switzerland, Telephone: +41 848 247 365, E-mail: techsupport.ch@pilatus-aircraft.com, Website: www.pilatus-aircraft.com.