



Emergency Airworthiness Directive

AD No.: 2026-0065-E

Issued: 25 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:

PILATUS AIRCRAFT Ltd

Type/Model designation(s):

PC-12/47G aeroplanes

Effective Date: 27 March 2026

TCDS Number(s): EASA.A.089

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Emergency Autoland Braking System / Brake Pipe Assembly – Replacement

Manufacturer(s):

Pilatus Aircraft Ltd

Applicability:

PC-12/47G aeroplanes, manufacturers serial number (MSN) 3001 and subsequent.

Definitions:

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

The SB: Pilatus PC-12 Service Bulletin (SB) 32-031.

Affected part: Left-hand (LH) brake pipe assembly, Part Number (P/N) 532.42.12.174 and P/N 532.42.12.173, and right-hand (RH) brake pipe assembly, P/N 532.42.12.176 and P/N 532.42.12.175.

Serviceable part: LH brake pipe assembly, P/N 532.42.12.137 and RH brake pipe assembly, P/N 532.42.12.139.



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.

Note 1: An aeroplane having MSN 3059, 3061, 3063 or subsequent is Group 2, provided no affected part has been installed on that aeroplane in service.

Reason:

During production operations it was observed that the brake shuttle valve (BSV), installed as provision for the future emergency autoland system, had shuttled and isolated the brake line between the brake shuttle valve and the LH brake, resulting in the LH brake becoming locked.

This condition, if not corrected, could lead to unintended asymmetric wheel braking, potentially resulting in reduced directional control of the aeroplane.

While investigations are ongoing to identify the root cause, Pilatus issued the SB (original issue) to provide removal and replacement instructions, addressing the aeroplanes delivered at the same time or earlier than those for which the occurrences were reported.

For the reason described above, this AD requires replacement of the affected parts with serviceable parts, as defined in this AD. This AD also prohibits (re-)installation of affected parts.

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 action(s) required by this AD have been already accomplished:

Replacement:

- (1) For Group 1 aeroplanes: Within 28 days after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SB.

Part(s) Installation:

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install on any aeroplane an affected part (see Note 2 of this AD).

Note 2: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (2) of this AD.

Ref. Publications:

Pilatus PC-12 SB 32-031 original issue dated 23 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.
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.

