



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-123**

**Issued: 08 September 2022**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

PILATUS AIRCRAFT Ltd

**Type/Model designation(s):**

PC-24 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.594

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2020-0202 dated 22 September 2020.

## ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

**Manufacturer(s):**

Pilatus Aircraft Ltd (Pilatus)

**Applicability:**

PC-24 aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The ALS:** Pilatus PC-24 Aircraft Maintenance Manual (AMM) Chapter 04-00-00, Document Number 02378 Issue 005 Revision 29.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For affected PC-24 aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).



**New and/or more restrictive tasks and limitations:** This includes all tasks and limitations that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS revision that is currently incorporated in the AMP.

**Reason:**

The airworthiness limitations and certification maintenance instructions for Pilatus PC-24 aeroplanes, which are approved by EASA, are currently defined and published in Pilatus PC-24 AMM Chapter 04-00-00. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2020-0202, requiring the actions described in Pilatus PC-24 AMM Chapter 04-00-00, Document Number 02378 Issue 005 at Revision 19.

Since that AD was issued, Pilatus published the ALS, which contains new and/or more restrictive tasks introducing a new Certification Maintenance Requirement (CMR) task AL-24-60-004 by converting the existing scheduled maintenance task SM-24-60-0004 Emergency Contactor 2 Test (EC2 Test) into a CMR task.

In addition, the landing gear part number was removed, and editorial changes (five ALS data modules merged into one single data module) were also implemented.

For the reason described above, this AD retains the requirements of EASA AD 2020-0202, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks and Replacement of Life Limited Parts:**

(1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable, depending on aeroplane configuration:

(1.1) Replace each component before exceeding the applicable life limit, and

(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

**Corrective Action(s):**

(2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable Pilatus maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact Pilatus for approved instructions and accomplish those instructions accordingly.



**AMP Revision:**

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable, depending on aeroplane configuration.

**Credit:**

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in Pilatus PC-24 AMM Chapter 04-00-00 Document Number 02378, Issue 005 at Revision 19 (or any later Revision up to Revision 28), that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on aeroplane configuration, within the compliance times as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

**Recording AD Compliance:**

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

**Ref. Publications:**

Pilatus PC-24 AMM Chapter 04-00-00, Document Number 02378 Issue 005 Revision 29 dated 31 May 2022.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 06 October 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Pilatus Aircraft Ltd, Technical Support, CH-6371 Stans, Switzerland, Telephone: +41 848 24 7 365, E-mail: [techsupport.ch@pilatus-aircraft.com](mailto:techsupport.ch@pilatus-aircraft.com), Website: [www.pilatus-aircraft.com](http://www.pilatus-aircraft.com).

