



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 23-013**

**Issued: 30 January 2023**

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:** None

## ATA – Airplane Flight Manual – Section Normal Procedures / Electrical Burning Smell in Cabin – Amendment

**Manufacturer(s):**

Pilatus Aircraft Ltd

**Applicability:**

PC-24 aeroplanes, all manufacturers serial numbers (MSN).

**Definitions:**

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

**The AFM TR:** Pilatus PC-24 Airplane Flight Manual (AFM) Temporary Revision (TR) 02371-055.

**Reason:**

Occurrences were reported where electrical burning smell in cabin and/or smoke development was recorded. The source of these occurrences has been identified as the cabin electrical heaters, of which there are four installed in the cabin. Quality and manufacturing issues affecting these cabin heaters have been identified. The current AFM emergency procedures "3-SMOKE-01" for smoke/fume in the cockpit and/or cabin requires the immediate use of supplemental oxygen and



smoke goggles for the crew which leads to a significant increase in crew workload. There is currently no procedure for Electrical Burning Smell without smoke.

This condition, if not corrected, could lead to increased pilot workload, possibly resulting in a reduction of the safety margins.

To address this potential unsafe condition, Pilatus issued the AFM TR, as defined in this AD, to provide operators with the Abnormal Procedure “3A-NAA-17” for Electrical Burning Smell in Cabin. This procedure aims to avoid unnecessary initiation of the emergency procedure “3-SMOKE-01” if an electrical burning smell is present without smoke.

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

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, unless accomplished previously:

#### **AFM Amendment:**

- (1) Within 30 days after the effective date of this AD, amend the AFM by inserting a copy of the AFM TR, inform all flight crews and, thereafter, operate the aeroplane accordingly.
- (2) Amending the AFM to incorporate a later revision, which includes the AFM change as required in this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.

#### **Ref. Publications:**

Pilatus PC-24 AFM TR 02371-055 original issue dated 28 November 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 13 February 2023.
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: +41 848 247 365, E-mail: [techsupport.ch@pilatus-aircraft.com](mailto:techsupport.ch@pilatus-aircraft.com),  
Website: [www.pilatus-aircraft.com](http://www.pilatus-aircraft.com).

