



## Airworthiness Directive

**AD No.:** 2024-0240

**Issued:** 10 December 2024

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:** 24 December 2024

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA – Aeroplane Flight Manual – Section Normal Procedures / Flight Director Lateral Offset – Amendment

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**Manufacturer(s):**

Pilatus Aircraft Ltd

**Applicability:**

PC-24 aeroplanes, all manufacturer's serial numbers (MSN).

**Definitions:**

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

**The AFM TR:** Pilatus PC-24 Aeroplane Flight Manual (AFM) Temporary Revision (TR) 02371-075.

**Reason:**

An occurrence was reported of inaccurate flight director calculation on approach with APEX Build 5.3 and below software. Subsequent investigation determined that heading splits can cause errors in the flight director calculations resulting in lateral offsets to the desired approach course.

This condition, if not corrected, could lead to increased pilot workload, 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 instructions to implement an Abnormal Procedure.

For the reason described above, this AD requires implementing the AFM-TR.

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:

**AFM Amendment:**

- (1) Within 30 days after the effective date of this AD, implement the AFM-TR, inform all flight crews and, thereafter, operate the aeroplane accordingly.
- (2) Amending the AFM by inserting the AFM-TR, or a later AFM revision, which includes the AFM amendment 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 02371-075 original issue dated 15 October 2024.

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 25 November 2024 as PAD 24-144 for consultation until 09 December 2024. 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](mailto: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,



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