



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-109

Issued: 24 July 2025

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-12 aeroplanes

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

TCDS Number(s): EASA.A.089

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment and Furnishings – Emergency Exit / Passenger Service Unit Trim Panel Installation – Modification

Manufacturer(s):

Pilatus Aircraft Ltd (Pilatus)

Applicability:

PC-12/47E aeroplanes, manufacturer serial numbers (MSN) 2001 to MSN 2999 inclusive.

Definitions:

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

The SB: Pilatus PC-12 Service Bulletin (SB) 25-059.

Affected part: Passenger service unit (PSU) trim panel not equipped with dual lock fastener tape having Part Number (P/N) 917.47.28.046 and P/N 917.47.28.045. The SB provides instructions to determine whether dual lock fastener tapes are installed on a PSU trim panel.



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:

An occurrence has been reported where the emergency exit door could not be opened from inside on an aeroplane. The subsequent investigation identified that the PSU trim panel, which is installed above the emergency exit door, could block the opening of the emergency exit. This interference with the emergency exit door panel could occur, if the PSU trim panel is positioned too far inboard due to incorrect installation.

This condition, if not corrected, could lead to the prevention of the opening of the emergency door, possibly resulting in injury to occupants during an emergency evacuation.

To address this potential unsafe condition, Pilatus issued the SB to provide inspection and modification instructions.

For the reason described above, this AD requires modification of each 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:

- (1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, modify the affected part in accordance with the instructions of section 3.C. of the SB.
- (2) Replacing the affected part of an aeroplane with a part which is not affected is an acceptable alternative method to comply with the modification requirements of paragraph (1) of this AD for that aeroplane. This can be accomplished in accordance with the instructions of the applicable Aircraft Maintenance Manual.

Part(s) Installation:

- (3) Do not install an affected part on any aeroplane, as required by paragraph (3.1) or (3.2) of this AD, as applicable.

(3.1) For Group 1 aeroplanes: After modification as required by paragraph (1) of this AD.

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

Ref. Publications:

Pilatus PC-12 SB 25-059 original issue dated 02 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. This Proposed AD will be closed for consultation on 21 August 2025.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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, Website: www.pilatus-aircraft.com.

