European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-130

Issued: 19 August 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 – Aeroplane Flight Manual – Section Normal Procedures / Loss of Avionics – Engine Indications During Engine Start – Amendment

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Manufacturer(s):
Pilatus Aircraft Ltd (Pilatus)

Applicability:
PC-12/47E aeroplanes, manufacturer serial numbers (MSN) 1720, and 2001 to 2999 inclusive.

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

The POH TR: Pilatus PC-12/47E Pilots Operating Handbook (POH), Report No: 02406, Temporary Revision (TR) No. 31.

Reason:
An occurrence was reported where, during an engine start on ground, the aeroplane battery voltage dropped to a value, which resulted in an avionic system shutdown. Consequently, the engine parameters, including Interstage Turbine Temperature (ITT) were no longer visible, and the ITT exceedance protection during engine ground start protection was de-activated. In this situation, an ITT exceedance could occur with the aircrew having no means to detect it.

This condition, if not corrected, could lead to reduced turbine blade structural integrity, possibly leading to engine failure and resulting in a loss of thrust.

To address this potential unsafe condition, Pilatus issued the POH TR, as defined in this AD, to provide operators with the instructions to implement an enhanced Engine Start Procedure.

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

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:

POH Amendment:

(1) Within 30 days after the effective date of this AD, implement the POH TR, as defined in this AD, inform all flight crew and, thereafter, operate the aeroplane accordingly.

(2) Amending the POH of an aeroplane by inserting the POH TR, or a later POH revision which includes the POH TR, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Pilatus PC-12/47E POH, Report No: 02406, TR No. 31 dated 16 July 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 16 September 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.