



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 25-134

**Issued:** 26 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-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 2022-0207 dated 10 October 2022.

## 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) Document Number 02378 Issue 006 Revision 09, Chapter 04-00-00, Airworthiness Limitations Section (ALS).

**The AMP:** The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aeroplane. For aeroplanes operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



**New and/or more restrictive tasks and limitations:** This includes all tasks and limitations that are new and all tasks and limitations 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 for the Pilatus PC-24, which are approved by EASA, are currently defined and published in the Chapter 04-00-00, in the ALS, or the Pilatus PC-24 AMM. These instructions have been identified as mandatory for continued airworthiness.

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

EASA previously issued AD 2022-0207 to require the actions described in Chapter 04-00-00 of Pilatus PC-24 AMM, Document Number 02378 Issue 005 at Revision 29.

Since that AD was issued, Pilatus has updated the ALS, as defined in this AD, which now contains new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of EASA AD 2022-0207, which is superseded, and requires accomplishment of the actions specified in the latest approved revision of the ALS.

**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:

**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 (see Note 1 of this AD), as applicable to aeroplane model and 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.

Note 1: For the purpose of this AD, each revision of Pilatus PC-24 AMM ALS Chapter 04-00-00 includes an 'effective date' indicating when that revision entered into force.

**Corrective Action(s):**

(2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Pilatus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Pilatus instructions, 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 to aeroplane model and 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 limitations as specified in a previous revision of the ALS, 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 to aeroplane model and depending on aeroplane configuration, within the compliance times as specified in the ALS (see Note 1 of this AD) 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 to aeroplane model and 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 and limitations 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, Document Number 02378 Issue 006 Revision 09 dated 30 May 2025, ALS, Chapter 04-00-00.

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 23 September 2025.
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).

