



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-168

Issued: 31 October 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 45 – Central Maintenance System – Central Computer / Primus APEX Operational Software – Modification

Manufacturer(s):

Pilatus Aircraft Ltd (Pilatus)

Applicability:

PC-12/47E aeroplanes, manufacturer serial numbers 1720, and 2001 to 2476 inclusive.

Definitions:

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

Affected SW: Primus APEX Operational Software (SW) Build 12.7.1, or earlier SW standards (Build 12.6.1 or Build 12.7.1).

Serviceable SW: Primus APEX Operational SW Build 12.7.2.

The SB: Pilatus PC-12 Service Bulletin (SB) 45-030.

The POH TR: Pilatus PC-12/47E Pilot's Operating Handbook (POH), Report No: 02406, Temporary Revision (TR) No. 32.



Groups: Group 1 aeroplanes are those that have the affected SW installed. Group 2 aeroplanes are those that do not have the affected SW installed.

Reason:

During a test flight an occurrence was reported, where the aeroplane flew specific manoeuvres where the g-loads were close to 0 g. During the landing with flaps at 40°, the Stall Warning Protection System (SWPS) triggered at higher airspeed than expected, including the aural warning, stick shaker and stick pusher.

This condition, if not corrected, could reduce the safety margins of the aeroplane and lead to increased pilot workload, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, the serviceable SW was certified, and Pilatus issued the SB and the TR to provide installation instructions and adjusted pilot procedures in case the Crew Alerting System (CAS) messages should occur.

For the reason described above, this AD requires an update of the Primus APEX Operational Software and the implementation of the POH TR, and prohibits (re-)installation of the affected SW.

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:

Software Modification:

- (1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, upload the serviceable SW in accordance with the instructions of section 3. of the SB.

Part(s) Installation:

- (2) Do not install an affected SW on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

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

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

- (3) For Group 1 aeroplanes: After modification of an aeroplane in accordance with Pilatus instructions to install any Primus APEX Operational SW Build later than 12.7.2, that aeroplane remains compliant with the requirements of paragraph (1) of this AD.

POH Update:

- (4) Implement the instructions of the POH TR as required by paragraph (4.1) or (4.2) of this AD, as applicable.

(4.1) For Group 1 aeroplanes: Before next flight after the modification as required by paragraph (1) of this AD.

(4.2) For Group 2 aeroplanes: Within 30 days after the effective date of this AD.



- (5) Amending the POH of an aeroplane by inserting a copy of the POH TR, or any later EASA approved revision of the POH which includes the POH TR, is an acceptable method to comply with the requirements of paragraph (4) of this AD for that aeroplane.

Ref. Publications:

Pilatus PC-12 SB 45-030 original issue dated 29 September 2025.

Pilatus PC-12/47E POH, Report No: 02406, Temporary Revision No. 32 dated 03 September 2025.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 28 November 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.

