



Airworthiness Directive

AD No.: 2025-0281

Issued: 11 December 2025

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-6 aeroplanes

Effective Date: 25 December 2025

TCDS Number(s): Switzerland No. F 56-10

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2007-0241R4 dated 31 August 2010 and AD 2020-0278 dated 14 December 2020.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

Pilatus Aircraft Ltd and Fairchild Republic Company, formerly Fairchild Industries, Fairchild Heli Porter and Fairchild-Hiller Corporation

Applicability:

PC-6 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

The ALS: Pilatus PC-6 Aircraft Maintenance Manual (AMM) Document Number 01975 issue 39, Chapter 04-00-00 and Airworthiness Limitations Section (ALS) Document Number 02334 issue 13, as applicable to aeroplane model (see Note 1 of this AD).

Note 1: Pilatus PC-6 AMM, Chapter 04-00-00, Document Number 01975 (IAC AR), referenced in EASA AD 2020-0278, is no longer referenced as an applicable document for compliance with the requirements of this AD.



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-6 aeroplanes, which are approved by EASA, are currently defined and published in the AMM Chapter 04-00-00 or in the separate ALS. 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 2007-0241R4 to require inspections and replacement of the wing strut fitting, and AD 2020-0278 to require the actions described in Chapter 04-00-00 of Pilatus PC-6 AMM, Document Number 01975, or Document Number 01975 (IAC AR), both at issue 30, and ALS Document Number 02334 at issue 10, as applicable.

Since those ADs were issued, Pilatus has updated the ALS, as defined in this AD, which now contains new and/or more restrictive tasks and limitations. Additionally, the ALS took over the requirements of EASA AD 2007-0241R4.

For the reasons described above, this AD retains the requirements of EASA AD 2007-0241R4 and AD 2020-0278, which are 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 2 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 2: For the purpose of this AD, each revision of Pilatus PC-6 AMM ALS Chapter 04-00-00 and separate ALS document 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 2 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-6 ALS Document Number 02334, issue 13 dated 31 October 2025.

Pilatus PC-6 AMM, Chapter 04-00-00, Document Number 01975, issue 39 dated 31 October 2025.

The use of later approved revisions of the above-mentioned documents 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 03 November 2025 as PAD 25-169 for consultation until 01 December 2025. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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, Telephone: +41 848 247 365, E-mail: techsupport.ch@pilatus-aircraft.com, Website: www.pilatus-aircraft.com.

