



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-188

Issued: 12 December 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: None

ATA 30 – Ice and Rain Protection – Windows, Windshields and Doors / Left-Hand Windshield Heating Solid State Relay – Modification / Replacement

Manufacturer(s):

Pilatus Aircraft Ltd

Applicability:

PC-24 aeroplanes, manufacturer serial number (MSN) 101 through MSN 337 inclusive, that have Pilatus Service Bulletin (SB) 30-004 or SB 30-006 at original issue embodied, and PC-24 aeroplanes MSN 501 through MSN 590 inclusive.

Note 1: PC-24 aeroplanes that have Pilatus SB 30-004 or SB 30-006 at Revision 1 or subsequent embodied are not affected by this AD.

Definitions:

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

Affected part: Solid state relay (SSR) having Part Number (P/N) 974.20.01.234 installed on the left-hand (LH) side.

Serviceable part: SSR having P/N 974.20.01.235.



The SB: Pilatus PC-24 SB 30-007.

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:

The PC-24 windshield de-fog (or low power windshield heating) is switched on/off by an SSR. The affected part allows current to flow in reverse direction when it is in the OFF state. If, during a “Dual Generator Failure”, the “Emergency Windshield Heat” button is pushed, the batteries power the windshield heating. The batteries also power the Electrical Power Distribution Units (EPDU) 1 and 3 via the affected part. This could cause the function of the Emergency Windshield Heat to fail when required. As a result, the LH side window may not be fully de-fogged and ice may not be cleared from either the LH or the RH windshield.

This condition, if not corrected, could lead to a failure of the Emergency Windshield Heat function, possibly resulting in the loss of outside visibility, when in icing conditions.

To address this potential unsafe condition, Pilatus issued the SB to provide replacement instructions.

For the reason described above, this AD requires modification of the aeroplane, including replacement of the 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 / Replacement:

- (1) For Group 1 aeroplanes: Within 16 months after the effective date of this AD, modify the aeroplane and replace the affected part with a serviceable part in accordance with the instructions of the SB.

Part(s) Installation:

- (2) Do not install any SSR having P/N 974.20.01.234 on any aeroplane, LH side, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After replacement of the affected part on an aeroplane as required by paragraph (1) of this AD.

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

Ref. Publications:

Pilatus PC-24 SB 30-007 original issue dated 22 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 09 January 2026.
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, Pilatusstrasse 1, 6371 Stans, Switzerland, Telephone: +41 848 247 365, E-mail: techsupport.ch@pilatus-aircraft.com, Website: www.pilatus-aircraft.com.

