



Airworthiness Directive

AD No.: 2026-0149

Issued: 28 July 2026

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-24 aeroplanes

Effective Date: 11 August 2026

TCDS Number(s): EASA.A.594

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0240 dated 10 December 2024.

ATA 42 – Integrated Modular Avionics – Primus APEX DFZ Build 6.0 Software – Modification

Manufacturer(s):

Pilatus Aircraft Ltd.

Applicability:

PC-24 aeroplanes, manufacturer serial number (MSN) 101 to MSN 337 inclusive and MSN 501 to MSN 600 inclusive.

Note 1: PC-24 aeroplanes MSN 601 and subsequent are considered Group 2 aeroplanes, as the Software (SW) modification will be incorporated during production.

Definitions:

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

Affected SW: Primus APEX DFZ Build 5.3 SW, or earlier SW standards.

Serviceable SW: Primus APEX DFZ Build 6.0 SW.

The SB: Pilatus PC-24 Service Bulletin (SB) 42-026 Revision 1.



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:

An occurrence was reported of inaccurate flight director calculation on approach of aeroplanes equipped with APEX DFZ Build 5.3 SW or earlier SW standards. Subsequent investigation determined that heading splits can cause errors in the flight director calculations resulting in lateral offsets to the desired approach course.

This condition, if not corrected, could lead to increased pilot workload, resulting in a reduction of the safety margins.

To address this potential unsafe condition, Pilatus issued AFM TR 02371-075 (original issue) to provide operators with the instructions to implement an Abnormal Procedure and EASA published AD 2024-0240 to require implementing that Abnormal Procedure. This AD was considered an interim action.

Since AD 2024-0240 was issued, Pilatus developed the serviceable SW and issued the SB, providing the SW modification instructions, and AFM TR 02371-081, providing the operational instructions applicable after installation of the serviceable software.

For the reason described above, this AD retains the requirements of EASA AD 2024-0240, which is superseded, and requires the SW update, and the AFM amendment.

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:

AFM Amendment:

- (1) For Group 1 and Group 2 aeroplanes: Within 30 days after 24 December 2024 [the effective date of EASA AD 2024-0240], implement the instructions of the AFM-TR 02371-075.
- (2) Amending the AFM of an aeroplane by inserting the AFM-TR 02371-075, or a later AFM revision, which includes the Abnormal Procedures contained in AFM-TR 02371-075, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

SW Update:

- (3) For Group 1 aeroplanes: Within 9 months after the effective date of this AD, install the serviceable SW in accordance with the instructions of the SB.

Part(s) Installation:

- (4) Do not install an affected SW on any aeroplane, as required by paragraph (4.1) or (4.2) of this AD, as applicable.

(4.1) For Group 1 aeroplanes: After the SW update as required by paragraph (3) of this AD.

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



AFM Amendment:

- (5) For Group 1 aeroplanes: Before next flight after the SW update as required by paragraph (3) of this AD, implement the instructions of the AFM TR 02371-081.
- (6) Amending the AFM of an aeroplane by inserting the AFM TR 02371-081 or a later AFM revision, which includes the instructions of AFM-TR 02371-081 is an acceptable method to comply with the requirements of paragraph (5) of this AD for that aeroplane.

Acceptable Method of Compliance:

- (7) Installing Primus APEX DFZ Build SW standard later than 6.0 on an aeroplane and update of the applicable AFM, as applicable, in accordance with Pilatus approved instructions, is an acceptable method to comply with the requirements of paragraph (3) of this AD for that aeroplane.

Ref. Publications:

Pilatus PC-24 AFM TR 02371-075 original issue dated 15 October 2024.

Pilatus PC-24 AFM TR 02371-081 original issue dated 10 February 2026.

Pilatus PC-24 SB 42-026 Revision 1 dated 01 April 2026.

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 18 June 2026 as PAD 26-075 for consultation until 16 July 2026. No comments were received during the consultation period.
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, Pilatusstrasse 1, 6371 Stans, Switzerland, Telephone: +41 848 247 365, E-mail: techsupport.ch@pilatus-aircraft.com, Website: www.pilatus-aircraft.com.

