



Airworthiness Directive

AD No.: 2023-0038

Issued: 14 February 2023

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: 28 February 2023

TCDS Number(s): EASA.A.594

Foreign AD: Not applicable

Supersedure: None

ATA – Airplane Flight Manual – Section Normal Procedures / Electrical Burning Smell in Cabin – Amendment

Manufacturer(s):

Pilatus Aircraft Ltd

Applicability:

PC-24 aeroplanes, all manufacturers serial numbers (MSN).

Definitions:

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

The AFM TR: Pilatus PC-24 Airplane Flight Manual (AFM) Temporary Revision (TR) 02371-055.

Reason:

Occurrences were reported where electrical burning smell in cabin and/or smoke development was recorded. The source of these occurrences has been identified as the cabin electrical heaters, of which there are four installed in the cabin. Quality and manufacturing issues affecting these cabin heaters have been identified. The current AFM emergency procedures “3-SMOKE-01” for smoke/fume in the cockpit and/or cabin requires the immediate use of supplemental oxygen and smoke goggles for the crew which leads to a significant increase in crew workload. There is currently no procedure for Electrical Burning Smell without smoke.



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

To address this potential unsafe condition, Pilatus issued the AFM TR, as defined in this AD, to provide operators with the Abnormal Procedure “3A-NAA-17” for Electrical Burning Smell in Cabin. This procedure aims to avoid unnecessary initiation of the emergency procedure “3-SMOKE-01” if an electrical burning smell is present without smoke.

For the reason described above, this AD requires amendment of the AFM.

This AD is considered to be an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) Within 30 days after the effective date of this AD, amend the AFM by inserting a copy of the AFM TR, inform all flight crews and, thereafter, operate the aeroplane accordingly.
- (2) Amending the AFM to incorporate a later revision, which includes the AFM amendment as required in this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.

Ref. Publications:

Pilatus PC-24 AFM TR 02371-055 original issue dated 28 November 2022.

The use of later approved revisions of the above-mentioned document 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 30 January 2023 as PAD 23-013 for consultation until 13 February 2023. 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, CH-6371 Stans, Switzerland, Telephone: +41 848 247 365, E-mail: techsupport.ch@pilatus-aircraft.com, Website: www.pilatus-aircraft.com.

