

Airworthiness Directive

AD No.: 2022-0249**Issued:** 14 December 2022

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 December 2022**TCDS Number(s):** EASA.A.594**Foreign AD:** Not applicable**Supersedure:** None

ATA 34 – Navigation – Weather Radar System Redundant Wiring – Modification

Manufacturer(s):

Pilatus Aircraft Ltd (Pilatus)

Applicability:

PC-24 aeroplanes, manufacturer serial numbers (MSN) 231 to 252 inclusive, MSN 254 and MSN 255.

Definitions:

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

The SB: Pilatus PC-24 Service Bulletin (SB) 34-010 Revision 1.**Reason:**

An occurrence was reported where an incorrect wiring arrangement was detected around the weather radar system on certain PC-24 aeroplanes. In case of a lightning strike event, the functionalities related to the Advanced Graphic Module (AGM) 1 and AGM2, the Dual Generic Input/Output (DGI/O) 1 card in the Modular Avionics Unit (MAU) 1 module of the Honeywell Advanced Cockpit Environment (ACE) system and the Attitude Heading Reference System (AHRS) 2 may be affected.

This condition, if not corrected, could lead to the partial loss of flight and navigation data displayed to the pilot(s), possibly resulting in increased flight crew workload and a consequent reduction of safety margins.

To address this potential unsafe condition, Pilatus issued the SB, providing instructions to modify the weather radar redundant wiring.

For the reason described above, this AD requires modification of the weather radar redundant wiring.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Within 9 months after the effective date of this AD, disconnect, cap and stow the redundant wires that are installed outside of the braided shielding sleeve of the weather radar system in accordance with the instructions of the SB.
- (2) For an aeroplane that has been modified before the effective date of this AD in accordance with the instructions of Pilatus PC-24 SB 34-010 at original issue, within 9 months after the effective date of this AD, accomplish the additional work as identified in the SB.

Ref. Publications:

Pilatus PC-24 SB 34-010 original issue dated 22 September 2022, or Revision 1 dated 29 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 initially posted on 15 November 2022 as PAD 22-154 and re-posted on 01 December 2022 as PAD 22-154R1 for consultation until 13 December 2022. 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.

