



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-0015; Project Identifier MCAI-2025-01528-A; Amendment 39-23419; AD 2026-15-07]

RIN 2120-AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Pilatus Aircraft Ltd. (Pilatus) Model PC-12/47E airplanes. This AD was prompted by a report that, during an engine start on the ground, the airplane battery voltage dropped to a value that resulted in an avionic system shutdown. This AD requires incorporating a temporary revision (TR) into the existing pilot's operating handbook (POH) for the affected airplanes to provide operators with instructions for an enhanced engine start procedure. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-0015; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the

mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222-5110. It is also available at regulations.gov under Docket No. FAA-2026-0015.

FOR FURTHER INFORMATION CONTACT: Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: doug.rudolph@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Pilatus Model PC-12/47E airplanes. The NPRM was published in the *Federal Register* on January 21, 2026 (91 FR 2510). The NPRM was prompted by EASA AD 2025-0201, dated September 18, 2025 (EASA AD 2025-0201) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that there was an occurrence reported where during an engine start on the ground, the airplane battery voltage dropped to a value that resulted in an avionics system shutdown. As a result, the

engine parameters, including the interstage turbine temperature (ITT) indications were undetectable, and the ITT exceedance protection during the engine ground start procedure was deactivated. Under these conditions, an ITT exceedance could occur with the aircrew having no means to detect it. This condition, if not addressed, could result in reduced turbine blade structural integrity with possible engine failure and loss of thrust.

In the NPRM, the FAA proposed to require incorporating a TR into the existing POH for the affected airplanes to provide operators with instructions for an enhanced engine start procedure. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-0015.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from the Air Line Pilots Association, International (ALPA) and an individual commenter who supported the NPRM without change.

The FAA received additional comments from an individual commenter. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request to Revise Location of TR

An individual commenter stated that paragraph (h) of the proposed AD specified revising the Normal Procedures section of the existing POH by inserting a copy of the TR. The commenter noted that Pilatus PC-12/47E POH TR No. 31, dated July 16, 2025 (TR No. 31), instructs operators to insert the TR at the front of the POH. The commenter expressed concern that, with the TR inserted at the front of the POH, a pilot using the checklist in Section 4, Normal Procedures, might not see the revised note or the revised text in step 11. The commenter suggested that inserting TR No. 31 in Section 4-5-01,

Engine Start (With or Without External Power), would ensure that pilots using the checklist are aware of the revision and are not required to rely on memory of changes located elsewhere in the manual.

The FAA notes that paragraph (h)(2) of the proposed AD stated that TR No. 31 be inserted into the Normal Procedures section of the POH instead of at the front of the POH. Further, as explained in the Differences Between this AD and the MCAI section of this final rule, FAA regulations require operators to furnish pilots with any changes to the POH (for example, 14 CFR 135.21). Therefore, no changes to the final rule are necessary in response to this comment.

Request to Revise Level of Emphasis in TR

An individual commenter stated that the revised text in TR No. 31 is presented with the same level of emphasis as the original POH content, using a “Note.” The commenter referenced the definitions provided in the POH for “Warning,” “Caution,” and “Note,” and indicated that, given the FAA’s determination that an AD is necessary, the revised text warrants a higher level of emphasis. The commenter suggested that the “Note” should be elevated to either a “Caution,” to indicate that damage to the airplane could result, or a “Warning,” to indicate that personal injury or loss of life is possible if the procedure is not strictly followed.

The FAA disagrees. The State of Design and the type certificate holder have determined through their safety assessments that the use of a “Note” provides an appropriate level of emphasis for the revised text. The FAA has reviewed this determination and finds it acceptable.

The FAA notes that the critical aspect of TR No. 31 is the inclusion of additional procedural steps within the checklist, which must be followed in the same manner as all other procedures in the POH. The FAA further notes that the manufacturer’s conventions

for the use of “Warnings” and “Cautions” are applied consistently and are generally not used for standard airmanship actions addressed through normal procedures.

The FAA has determined that the actions required by this AD adequately address the identified unsafe condition by ensuring that the revised procedures are incorporated and followed, thereby preventing operation of the airplane with a compromised engine condition.

The FAA has made no changes to the final rule in response to this comment.

Request to Update Electronic and Paper Checklists

An individual commenter stated that the electronic and paper checklists have not been revised to include the same text as TR No. 31. The commenter noted that there is no indication within those checklists to alert the pilot that a change has been made and acknowledged that the airplane flight manual POH is the FAA-approved document. The FAA infers that the commenter is requesting that the electronic and paper checklists be updated or otherwise revised to reflect the changes in TR No. 31 to ensure pilots are aware of the revised procedures.

The FAA disagrees. Paragraph (h)(2) of this AD requires revising the Normal Procedures section of the existing POH, which requires any checklists to be updated to match the revised POH. Pilatus is updating their provided checklist that is inside the Quick Reference Handbook. If operators develop their own checklists, they must update them to match this POH change. As was explained in the Differences Between this AD and the MCAI section of the NPRM and this final rule, FAA regulations require operators to furnish pilots with any changes to the POH (for example, 14 CFR 135.21) and require pilots to comply with the POH (14 CFR 91.9). Therefore, the FAA has made no changes to this AD in response to this comment.

Conclusion

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025-0201, which specifies procedures for incorporating TR No. 31 into the POH and allows for the incorporation of a later POH revision that includes the same POH amendment content. This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

Differences Between this AD and the MCAI

The MCAI requires operators to "inform all flight crew" of the revisions to the POH and thereafter to "operate the airplane accordingly." However, this AD does not specifically require those actions as those actions are already required by FAA regulations. FAA regulations require operators to furnish pilots with any changes to the POH (for example, 14 CFR 135.21) and require pilots to comply with the POH (14 CFR 91.9). As with any other flight crew training requirement, training on the updated POH content is tracked by the operators and recorded in each pilot's training record, which is available for the FAA to review. FAA regulations also require pilots to follow the procedures in the existing POH including all updates. Therefore, including a requirement

in this AD to inform the flight crew and operate the airplane according to the revised POH would be redundant and unnecessary.

Interim Action

The FAA considers this AD an interim action. This unsafe condition is still under investigation by the manufacturer and, depending on the results of that investigation, the FAA may consider further rulemaking action.

Costs of Compliance

The FAA estimates that this AD affects 265 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this:

Estimated costs

Action	Labor Cost	Parts Cost	Cost per product	Cost on U.S. operators
Revise POH	1 work-hour x \$85 per hour = \$85	\$0	\$85	\$22,525

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2026-15-07 Pilatus Aircraft Ltd.: Amendment 39-23419; Docket No. FAA-2026-0015; Project Identifier MCAI-2025-01528-A.

(a) Effective Date

This airworthiness directive (AD) is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd Model PC-12/47E airplanes, manufacturer serial numbers 1720 and 2001 through 2999, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 7720, Engine Temp. Indicating System.

(e) Unsafe Condition

This AD was prompted by a report that during an engine start on the ground, the airplane battery voltage dropped to a value that resulted in an avionic system shutdown. The FAA is issuing this AD to prevent takeoff when an undetected interstage turbine temperature exceedance occurs during engine start. The unsafe condition, if not addressed, could result in reduced turbine blade structural integrity with possible engine failure and loss of thrust.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2025-0201, dated September 18, 2025 (EASA AD 2025-0201).

(2) The actions required by paragraph (g)(1) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Exceptions to EASA AD 2025-0201

(1) Where EASA AD 2025-0201 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2025-0201 specifies to “implement the POH TR, as defined in this AD”, this AD requires replacing that text with “revise the Normal Procedures Section of the existing POH for your airplane by inserting a copy of the POH TR as defined in EASA AD 2025-0201”.

(3) Where paragraph (1) of EASA AD 2025-0201 specifies to inform all flight crews and, thereafter, operate the [airplane] accordingly, this AD does not require those actions (see 14 CFR 91.9, 91.103, and 135.21).

(4) This AD does not adopt the “Remarks” section of EASA AD 2025-0201.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office/certificate holding district office.

(j) Additional Information

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: doug.rudolph@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2025-0201, dated September 18, 2025.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu. You may find this EASA AD on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on July 16, 2026.

Steven W. Thompson,
Acting Deputy Director, Compliance & Airworthiness Division,
Aircraft Certification Service.
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