

| Actions | Compliance | Procedures |
|--|---|--|
| <p>(1) Inspect the pressure dome for crack/nick/scratch damage.</p> <p>(2) If during the inspection required by paragraph (d)(1) of this AD, type "A" or "B" nick/scratch damage (as specified in the service information) is found, accomplish repairs.</p> <p>(3) Pursuant to paragraph (d)(2) of this AD, if a repair was done in which metal was removed to a depth of more than 0.008 inches (0.2 millimeter) (type "C"), you must obtain approval of the repair scheme from the manufacturer through FAA at the address specified in paragraph (f) of this AD. If you do not receive through FAA an approval within 90 days or 600 takeoff/landings of the repair date, whichever occurs later, the aircraft is restricted to unpressurized flight only.</p> <p>(4) If during the inspection required by paragraph (d)(1) of this AD, type "C" nick/scratch damage (as specified in the service information) is found, use a 10X magnified visual inspection to repetitively inspect for cracks. If cracks are found:</p> <p>(i) Obtain a repair scheme from the manufacturer through FAA at the address specified in paragraph (f) of this AD.</p> <p>(ii) Incorporate this repair scheme</p> <p>(5) If damage is found outside of the inspection area during the inspection required by paragraph (d)(1) of this AD, do not apply any of the repair procedures from Pilatus Aircraft Ltd. PC-12 Service Bulletin No. 53-003, Revision 1, dated July 26, 2002, to damage. If such damage is found:</p> <p>(i) Obtain a repair scheme from the manufacturer through FAA at the address specified in paragraph (f) of this AD.</p> <p>(ii) Incorporate this repair scheme.</p> | <p>Within the next 90 days after the effective date of this AD, unless already accomplished.</p> <p>Prior to further flight after the inspection in which the type "A" or "B" nick/scratch damage is found.</p> <p>Within 90 days or 600 takeoffs/landings of the repair date, whichever occurs first.</p> <p>If type "C" damage is found, inspect for cracks prior to further flight and every 10 hours TIS thereafter. Obtain an FAA approval within 90 days or 600 takeoffs/landings, whichever occurs first, from the date of repair for type of "C" damage. An FAA approval is required to fly pressurized beyond 90 days or 600 landings/takeoffs, whichever occurs first, from date of repair for type "C" damage.</p> <p>Prior to further flight after the inspection in which the damage outside the inspection area is found.</p> | <p>In accordance with Pilatus Aircraft Ltd. PC-12 Service Bulletin No. 53-003, Revision 1, dated July 26, 2002, and the applicable maintenance manual.</p> <p>In accordance with Pilatus Aircraft Ltd. PC-12 Service Bulletin No. 53-003, Revision 1, dated July 26, 2002, and the applicable maintenance manual.</p> <p>In accordance with Pilatus Aircraft Ltd. PC-12 Service Bulletin No. 53-003, Revision 1, dated July 26, 2002, and the applicable maintenance manual.</p> <p>In accordance with Pilatus Aircraft Ltd. PC-12 Service Bulletin No. 53-003, Revision 1, dated July 26, 2002, and the applicable maintenance manual.</p> <p>Obtain this repair scheme through FAA at the address specified in paragraph (f) of this AD.</p> |

Note 1: As earlier specified in this AD, flight is not permitted if crack damage is found.

Note 2: As earlier specified in this AD, FAA approval is required to fly pressurized beyond 90 days or 600 takeoffs/landings, whichever occurs first, from date of repair for type "C" damage.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Standards Office Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Standards Office Manager.

Note 3: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so

that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *How do I get copies of the documents referenced in this AD?* You may get copies of the documents referenced in this AD Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; facsimile: +41 41 619 6224; or

from Pilatus Business Aircraft Ltd., Product Support Department, 11755 Airport Way, Broomfield, Colorado 80021; telephone: (303) 465-9099; facsimile: (303) 465-6040. You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Note 4: The subject of this AD is addressed in Swiss AD Number HB 2002-608, dated November 1, 2002.

Issued in Kansas City, Missouri, on January 8, 2003.

Dorenda D. Baker,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-672 Filed 1-13-03; 8:45 am]

BILLING CODE 4910-13-P