

We estimate the following costs to accomplish the proposed replacement with the improved design part:

| Labor cost                                       | Parts cost | Total cost per airplane | Total cost on U.S. operators      |
|--|------------|-------------------------|-----------------------------------|
| 6 workhours $\times$ \$60 per hour = \$360 ..... | \$2,200    | \$2,560                 | \$2,560 $\times$ 265 = \$678,400. |

### Compliance Time of This Proposed AD

*What would be the compliance time of this proposed AD?* The compliance time of this proposed AD is based on the number of landings rather than hours TIS.

*Why is the compliance time of this proposed AD presented in landings?* The reason for this type of compliance is that the area that is showing fatigue is the NLG drag link right-hand part. This area of the airplane is used during the landing operation. We have determined to base the compliance time for this proposed AD upon the number of landings.

Since airplane operators are not required to keep track of landings, we will provide a method of calculating hours TIS into landings.

### Regulatory Impact

*Would this proposed AD impact various entities?* The regulations proposed herein would 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. Therefore, it is determined that this proposed rule

would not have federalism implications under Executive Order 13132.

*Would this proposed AD involve a significant rule or regulatory action?* For the reasons discussed above, I certify that this proposed action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

### The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (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. FAA amends § 39.13 by adding a new airworthiness directive (AD) to read as follows:

**Pilatus Aircraft Ltd.:** Docket No. 2002–CE–51–AD

(a) *What airplanes are affected by this AD?* This AD affects Models PC–12 and PC–12/45 airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent structural failure of the nose landing gear (NLG) caused by fatigue damage to the NLG drag link right-hand part that develops over time. Such failure could result in either an unintended NLG extension during flight or the NLG not properly locking upon extension, which could lead to loss of airplane control during landing operations.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

| Actions  | Compliance  | Procedures   |
|--|---|--|
| (1) Replace the nose landing gear (NLG) drag link right hand part, part number (P/N) 532.20.12.140 with:<br>(i) the same P/N 532.20.12.140 or FAA-approved equivalent part number; or<br>(ii) improved design NLG drag link right-hand part, P/N 532.20.12.289.  | Upon the accumulation of 4,000 landings on the nose landing gear (NLG) drag link right-hand part or within the next 100 landings after the effective date of this AD, whichever occurs later. Incorporation of the improved-design NLG drag link brace is terminating action for this AD. | In accordance with Temporary Revision No. 32–14 (dated June 4, 2002, use version having seven pages) to Pilatus PC–12 Maintenance Manual 32–20–06. |
| (2) If replacement in paragraph (d)(1) is with the original style part, replace with:<br>(i) the same P/N 532.20.12.140 or FAA-approved equivalent part number; or<br>(ii) improved design NLG drag link right-hand part, P/N 532.20.12.289.   | Upon the accumulation of 4,000 landings. Incorporation of improved-design NLG drag link brace is terminating action for this AD.  | In accordance with Temporary Revision No. 32–14 (dated June 4, 2002, use version having seven pages) to Pilatus PC–12 Maintenance Manual 32–20–06. |
| (3) Unless already accomplished per paragraph (d)(1) or (d)(2), replace the NLG drag link right-hand part, P/N 532.20.12.140, with an improved design NLG drag link right-hand part, P/N 532.20.12.289 or FAA-approved equivalent part number. Installing the improved part terminates the repetitive replacement requirements of paragraph (d)(2) of this AD. | At the third replacement required in paragraph (d)(2) of this AD.   | In accordance with Pilatus Aircraft Ltd. Service Bulletin No. 32–014, dated August 13, 2002, and the applicable maintenance manual.                |