

**New Requirements of This AD***Repeat Inspection for Certain Airplanes*

(d) For airplanes on which the inspection required by paragraph (a) of this AD was accomplished prior to the accumulation of 5,000 total flight cycles or 12,500 total flight hours: Repeat the inspection required by paragraph (a) of this AD one time within 120 days after the effective date of this AD. Perform corrective actions, as applicable, in accordance with paragraphs (b) and (c) of this AD.

*Credit for Actions Accomplished per Previous Revisions of Service Bulletin*

(e) Accomplishment of the actions specified in paragraphs (a), (b), and (c) of this AD, in accordance with Boeing Alert Service Bulletin 767-27A0151, dated April 1, 1997; Revision 2, dated April 10, 1997; or Revision 3, dated July 7, 1997; before the effective date of this AD; is considered acceptable for compliance with the applicable requirements of this AD.

*Repetitive Inspections*

(f) At the later of the times specified in paragraphs (f)(1) and (f)(2) of this AD, perform an inspection to check the bolt torque of both hinge fittings on the left- and right-hand outboard trailing edge flaps, and retorque if applicable, in accordance with Boeing Service Bulletin 767-27A0155, Revision 2, excluding Evaluation Form, dated July 8, 1999. Repeat the inspection every 3 years, 12,500 flight hours, or 6,000 flight cycles, whichever is first, until paragraph (g) of this AD has been accomplished.

(1) Within 3 years, 12,500 flight hours, or 6,000 flight cycles after accomplishment of paragraph (a) of this AD, whichever is first.

(2) Within 90 days after the effective date of this AD.

*Terminating Action*

(g) At the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD, perform the terminating action (including replacement of the six titanium bolts in each flap support fitting with steel bolts and self-aligning washers, and installation of radius fillers at the four aft bolt locations), in accordance with Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 767-27A0155, Revision 2, excluding Evaluation Form, dated July 8, 1999. Accomplishment of this paragraph ends the repetitive inspections required by paragraph (f) of this AD.

(1) Within 6 years, 25,000 flight hours, or 12,000 flight cycles after accomplishment of paragraph (a) of this AD, whichever is first.

(2) Within 18 months after the effective date of this AD.

(h) Airplanes on which the inspection required by paragraph (f) of this AD or the terminating action required by paragraph (g) of this AD is accomplished within the compliance time specified in paragraph (a) or (d) of this AD, as applicable, are not required to accomplish the inspection required by paragraph (a) or (d) of this AD, as applicable.

*Credit for Actions Accomplished per Previous Revisions of Service Bulletin*

(i) Accomplishment of the actions specified in paragraphs (f) and/or (g) of this AD in accordance with Boeing Alert Service Bulletin 767-27A0155, dated August 27, 1998; or Revision 1, dated December 22, 1998; before the effective date of this AD; is considered acceptable for compliance with the applicable requirements of this AD.

*Alternative Methods of Compliance*

(j)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 97-08-51, amendment 39-10012, are approved as alternative methods of compliance with paragraphs (a), (b), and (c) of this AD.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

*Special Flight Permits*

(k) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

*Incorporation by Reference*

(l) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 767-27A0151, Revision 1, dated April 2, 1997, or Boeing Alert Service Bulletin 767-27A0151, Revision 4, excluding Evaluation Form, dated August 27, 1998; and Boeing Service Bulletin 767-27A0155, Revision 2, excluding Evaluation Form, dated July 8, 1999; as applicable.

(1) The incorporation by reference of Boeing Alert Service Bulletin 767-27A0151, Revision 4, excluding Evaluation Form, dated August 27, 1998; and Boeing Service Bulletin 767-27A0155, Revision 2, excluding Evaluation Form, dated July 8, 1999; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Alert Service Bulletin 767-27A0151, Revision 1, dated April 2, 1997, was approved previously by the Director of the Federal Register as of May 7, 1997 (62 FR 24015, May 2, 1997).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

*Effective Date*

(m) This amendment becomes effective on June 6, 2003.

Issued in Renton, Washington, on April 23, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. 2003-CE-06-AD; Amendment 39-13140; AD 2003-09-11]**

**RIN 2120-AA64**

**Airworthiness Directives; Pilatus Aircraft Ltd. Models PC-12 and PC-12/45 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Pilatus Aircraft Ltd. (Pilatus) Models PC-12 and PC-12/45 airplanes. This AD requires you to inspect the pedestal leg assembly on aft facing passenger seats for correct configuration. If incorrectly configured, this AD requires you to modify to the correct configuration. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified by this AD are intended to detect and correct pedestal leg assemblies on aft facing passenger seats that are in nonconformance with manufacturing standards. Nonconforming passenger seats could result in passenger injury in an emergency situation.

**DATES:** This AD becomes effective on June 16, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of June 16, 2003.

**ADDRESSES:** You may get the service information referenced in this AD from 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 this information at the Federal Aviation Administration