

We estimate the following costs to accomplish any necessary repairs that

would be required based on the results of the inspection. We have no way of

determining the number of airplanes that may need such repair:

Labor cost	Parts cost	Total cost per airplane
16 workhours × \$60 per hour = \$960	No parts required	\$960.

Compliance Time of This AD

What Will Be the Compliance Time of This AD?

The compliance time of this AD is within 90 days after the effective date of this AD, unless already accomplished.

Why Is the Compliance Time Presented in Calendar Time Instead of Hours Time-in-Service (TIS)?

Failure of the pressure dome is only unsafe during airplane operation. However, this unsafe condition is not a result of the number of times the airplane is operated. The chance of this situation occurring is the same for an airplane with 10 hours TIS as it would be for as airplane with 500 hours TIS. For this reason, FAA has determined that a compliance based on calendar time will be utilized in this AD in order to assure that the unsafe condition is addressed on all airplanes in a reasonable time period.

Regulatory Impact

Does This AD Impact Various Entities?

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

For the reasons discussed above, I certify that this 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) 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 final evaluation prepared for this action is contained 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, Incorporation by Reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration

amends 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 AD to read as follows:

2003–11–17 Pilatus Aircraft Company Ltd.:
Amendment 39–13176; Docket No. 2002–CE–53–AD.

(a) *What airplanes are affected by this AD?*
This AD affects Models PC–12 and PC–12/45 airplanes, that are certificated in any category, with the following serial numbers: 101 through 380, 382 through 385, 387 through 395, 398 through 406, 408, 409, 413, 415, and 417.

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

(c) *What problem does this AD address?*
The actions specified by this AD are intended to detect and correct damage and cracks to the pressure dome, which could lead to rapid decompression.

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

Actions	Compliance	Procedures
(1) Inspect the pressure dome for nick/scratch damage.	Within the next 90 days after July 28, 2003 (the effective date of this AD), unless already accomplished.	In accordance with Pilatus Aircraft Ltd. PC–12 Service Bulletin No. 53–003, Revision 1, dated July 26, 2002, and the applicable maintenance manual.
(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.	Prior to further flight after the inspection in which the type "A" or "B" nick/scratch damage is found.	In accordance with Pilatus Aircraft Ltd. PC–12 Service Bulletin No. 53–003, Revision 1, dated July 26, 2002, and the applicable maintenance manual.
(3) If any nick or scratch is found that is more than 0.008 inches (0.2 millimeter) during the inspection required in paragraph (d)(1) of this AD, then you have type "C" damage and you must:	Inspect for cracks prior to further flight and every 10 hours TIS thereafter. Obtain an FAA approval before further flight, if cracks are found. An FAA approval is required to fly pressurized beyond 90 days or 600 landings/takeoffs, whichever occurs first, from the date of the type "C" damage finding.	In accordance with Pilatus Aircraft Ltd. PC–12 Service Bulletin No. 53–003, Revision 1, dated July 26, 2002, and the applicable maintenance manual.
(i) Use a 10X magnified visual inspection to inspect for cracks.		
(ii) You may fly the airplane pressurized with type "C" damage for 90 days or 600 takeoff/landings after the type "C" damage is found, whichever occurs first.		
(iii) After the 90 days or 600 takeoff/landings (whichever occurs first), to fly pressurized, you must do one of the following:		