

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:

2003–14–07 Pilatus Aircraft Ltd.:

Amendment 39–13226; 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 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 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 righthand part, part number (P/N) 532.20.12.140 with:	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 September 5, 2003 (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 the Pilatus PC–12 the Maintenance Manual 32–20-06, pages 401 through 405, dated October 1, 2002.
(i) The same P/N 532.20.12.140 or FAA-approved equivalent part number; or		
(ii) Improved design NLG drag link right-hand part, P/N 532.20.12.289.		
(2) If replacement in paragraph (d)(1) is with the original style part, replace with:	Upon the accumulation of 4,000 landings. Incorporation of improved-design NLG drag link brace is terminating action for this AD.	In accordance with the Pilatus PC–12 Maintenance Manual 32–20-06, pages 401 through 405, dated October 1, 2002.
(i) The same P/N 532.20.12.140 or FAA-approved equivalent part number; or		
(ii) Improved design NLG drag link right-hand part, P/N 532.20.12.289.		
(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 number 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 either Pilatus Aircraft Ltd. PC12 Service Bulletin No. 32–014, dated August 13, 2002, or Pilatus Aircraft Ltd. PC12 Service Bulletin No. 32–014, Revision No. 1, dated May 13, 2003, and the Pilatus PC–12 Maintenance Manual.
(4) Do not install, on any affected airplane, an NLG drag link right-hand part that is not P/N 532.20.12.289 or FAA-approved equivalent part number.	When an improved P/N 532.20.12.289 NLG drag link part is installed after the effective date of this AD.	Not Applicable.

(e) *What if I do not keep track of landings?* The compliance times of this AD are presented in landings instead of hours time-in-service (TIS). If landings are not known, hours TIS may be used by dividing the numbers of hours TIS by the unknown landings factor (0.75).

Note 1: For the purposes of this AD, 3,000 hours TIS would be equivalent to 4,000 landings (3,000 hours/0.75 = 4,000 landings).

(f) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send these requests to the Standards Office Manager, Small Airplane Directorate. Contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106;

telephone: (816) 329–4059; facsimile: (816) 329–4090 for information on any already approved alternative methods of compliance.

(g) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with either Pilatus Aircraft Ltd. PC12 Service Bulletin No. 32–014, dated August 13, 2002, or Pilatus Aircraft Ltd. PC12 Service Bulletin No. 32–014, Revision No. 1, dated May 13, 2003; and Pilatus PC–12 Maintenance Manual 32–20–06, pages 401 through 405, dated October 1, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies 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 copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the *Office of the Federal Register*, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 2: The subject of this AD is addressed in Swiss AD Number HB 2002–271, dated June 17, 2002.

(h) *When does this amendment become effective?* This amendment becomes effective on September 5, 2003.