

Amendment 39–12600 (67 FR 2323, January 17, 2002). AD 2002–01–09 currently requires the following on all Pilatus Models PC–7, PC–12, and PC–12/45 airplanes:

- Inspecting the joints between the engine-driven pump housing, the relief valve housing, and the relief valve cover for signs of fuel leakage and extruding gasket material;
- Replacing any engine-driven pump with signs of fuel leakage or extruding gasket material; and
- Ensuring that the relief valve attachment screws are adequately torqued and re-torquing as necessary.

What Has Happened Since AD 2002–01–09 To Initiate This Proposed Action?

The Federal Office for Civil Aviation (FOCA), which is the airworthiness authority for Switzerland, recently notified FAA of the need to change AD 2002–01–09. The CAA reports that problems are occurring on other engine-driven pumps that could be installed on the affected airplanes, and that the affected airplanes should have a certain engine-driven pump installed to ensure this unsafe condition does not reoccur.

What Are the Consequences if the Condition Is Not Corrected?

Gasket material extruding from the engine-driven pump housing and relief valve attachment screws with inadequate torque, if not detected and corrected, could lead to fuel leakage and result in a fire in the engine compartment.

Is There Service Information That Applies to This Subject?

Pilatus has issued the following service information:

- Pilatus PC–7 Service Bulletin No. 28–007, Revision No. 1, dated October 1, 2002, which includes procedures for changing the diaphragm and valve housing assembly of the engine-driven pump, Lear Romec part number (P/N) RG9570M1 (Pilatus P/N 968.84.51.105) or Lear Romec P/N RG9570M (Pilatus P/N 968.84.51.103). This service bulletin also specifies incorporating Crane Lear Romec Service Bulletin SB9570–73–002 or Crane Lear Romec Service Bulletin RG9570–73–006;
- Pilatus PC–12 Service Bulletin No. 28–010, dated September 16, 2002, which includes procedures for

changing the diaphragm and valve housing assembly of the engine-driven pump, Lear Romec P/N RG9570R1 (Pilatus P/N 968.84.51.106). This service bulletin also specifies incorporating Crane Lear Romec Service Bulletin SB9570–73–002; and

—Pilatus PC–7 Service Bulletin No. 28–008, Revision 1, dated September 24, 2002, which specifies procedures for inspecting the engine-driven pump, Lear Romec P/N RG9570M (Pilatus P/N 968.84.51.103) for signs of fuel leakage or extruding gasket material and correcting relief valve torque on the screws.

Does the Service Information From AD 2002–01–09 Still Apply?

Yes. Pilatus PC–7 Service Bulletin No. 28–006 and Pilatus PC–12 Service Bulletin No. 28–009, both dated August 10, 2001, are still valid and provide information on the inspection and replacement of the engine-driven pumps, Romec P/N RG9570M1 (Pilatus P/N 968.84.51.105) and Lear Romec P/N RG9570R1 (Pilatus P/N 968.84.51.106).

What Action Did the FOCA Take?

The FOCA classified these service bulletins as mandatory and issued FOCA AD HB 2003–392, dated September 15, 2003; and FOCA AD HB 2003–251, dated June 16, 2003, to ensure the continued airworthiness of these airplanes in Switzerland.

Did the FOCA Inform the United States Per the Bilateral Airworthiness Agreement?

These Pilatus Models PC–7, PC–12, and PC–12/45 airplanes are manufactured in Switzerland and are type-certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement.

Under this bilateral airworthiness agreement, the FOCA has kept us informed of the situation described above.

FAA's Determination and Requirements of This Proposed AD

What Has FAA decided?

We have examined the FOCA's findings, reviewed all available

information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since the unsafe condition described previously is likely to exist or develop on other Pilatus Models PC–7, PC–12, and PC–12/45 airplanes of the same type design that are registered in the United States, we are proposing AD action to detect and correct gasket material extruding from the engine-driven pump housing and detect and correct relief valve attachment screws with inadequate torque. These conditions could lead to fuel leakage and result in a fire in the engine compartment.

What Would This Proposed AD Require?

This proposed AD would supersede AD 2002–01–09 with a new AD that would:

- Retain the actions from AD 2002–01–09;
- Add certain engine-driven pumps to the applicability; and
- Require eventual replacement of the pump with an improved design pump to assure that the unsafe condition does not reoccur.

How Does the Revision to 14 CFR Part 39 Affect This Proposed AD?

On July 10, 2002, we published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Costs of Compliance

How Many Airplanes Would This Proposed AD Impact?

We estimate that this proposed AD affects 278 airplanes in the U.S. registry.

What Would Be the Cost Impact of This Proposed AD on Owners/Operators of the Affected Airplanes?

We estimate the following costs to accomplish the proposed inspections and re-torque:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
2 workhours × \$65 per hour = \$130	Not Applicable	\$130	\$130 × 278 = \$36,140.