

Actions	Compliance	Procedures
(2) Inspect, before removal, the fuselage bellcrank assembly, P/N 6232.0118.00, for the circlip installed on the housing to prevent axial movement of the bellcrank on its bearing and the flange of the housing to the rear. If the fuselage bellcrank assembly has either no circlip and/or is not installed as required, perform the actions in paragraphs (d)(8) and (d)(9).	Prior to further flight after the inspection required in paragraph (d)(1) of this AD.	In accordance with Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 27-001, dated June 5, 2002, and the applicable maintenance manual.
(3) Remove the wing bellcrank assemblies, P/Ns 6132.0071.51 and 6132.0071.52, and inspect for worn or damaged bearings. Replace worn or damaged bearings.	Prior to further flight after the inspections required in paragraphs (d)(1) and (d)(2) of this AD, as applicable.	In accordance with Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 27-001, dated June 5, 2002, and the applicable maintenance manual.
(4) Stake and lock the bearing in the housing of the wing bellcranks, P/Ns 6132.0071.51 and 6132.0071.52.	Prior to further flight after the inspections required in paragraphs (d)(1) and (d)(2) of this AD, as applicable.	In accordance with Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 27-001, dated June 5, 2002, and the applicable maintenance manual.
(5) Inspect the wing bellcranks control-cable attachment bolts for correct type and for signs of rub damage on the heads. Replace bolts which are damaged and/or have a total length (including head) of more than 21.5 mm (0.85 in.).	Prior to further flight after the inspections required in paragraphs (d)(1) and (d)(2) of this AD.	In accordance with Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 27-001, dated June 5, 2002, and the applicable maintenance manual.
(6) Inspect the wing bellcranks support plate for signs of rub damage caused by the bolts. If damage is found: (i) Obtain a repair scheme from the manufacturer through FAA at the address specified in paragraph (f) of this AD (ii) Incorporate this repair scheme.	Prior to further flight after the inspections required in paragraphs (d)(1) and (d)(2) of this AD.	In accordance with Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 27-001, dated June 5, 2002, and the applicable maintenance manual.
(7) Reinstall wing bellcrank assemblies.	Prior to further flight after the inspections required in paragraphs (d)(1) and (d)(2) of this AD.	In accordance with Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 27-001, dated June 5, 2002, and the applicable maintenance manual.
(8) Remove the fuselage bellcrank assembly, P/N 6232.0118.00, and inspect the housing for wear, damage, and signs of axial movement of the bearing in the housing. Replace worn or damaged bearings. If any signs of axial movement of a bearing are found: (i) Obtain a repair scheme from the manufacturer through FAA at the address specified in paragraph (f) of this AD. (ii) Incorporate this repair scheme.	Prior to further flight after the inspections required in paragraphs (d)(1) and (d)(2) of this AD.	In accordance with Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 27-001, dated June 5, 2002, and the applicable maintenance manual.
(9) Reinstall the fuselage bellcrank assembly. Ensure that the fuselage bellcrank assembly is installed so that the surface of the bellcrank with the flange of the housing is installed to the rear. The effect of this is to lock the bellcrank on the bearing tube and thus prevent movement.	Prior to further flight after the inspections required in paragraphs (d)(1), (d)(2) and (d)(8) of this AD.	In accordance with Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 27-001, dated June 5, 2002, and the applicable maintenance manual.