

| Model | Serial Nos. |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| 690D | 15001 through 15036 and 15038 through 15040. |
| 695A | 96001 through 96062, 96065 through 96068, 96070, 96071, 96073, 96074, 96076, 96077, and 96079 through 96084, 96086, 96087, and 96089 through 96100. |
| 695B | 96063, 96069, 96075, 96078, 96085, and 96204 through 96208. |

(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 fatigue damage in the wing and fuselage areas without reducing the service life of the airplane. Such undetected and uncorrected damage could result in structural failure with consequent loss of control of the airplane.

(d) *What must I do to address this problem?*

To address this problem, you must initially inspect and modify the wing and fuselage areas (Part 1 Inspection/

Modifications as identified in Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000) and repetitively inspect with necessary modification or replacement of damaged parts (Part 2 Recurrent Inspections as identified in Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000) in accordance with the following schedules:

(1) *Part 1 Initial Inspections/Modifications:* Initially (unless already done) accomplish the Part 1 Inspections/Modifications at whichever compliance time in paragraph (d)(1)(i) or (d)(1)(ii) of this AD that occurs later:

(i) the compliance times presented in Part 1 Table 1 of Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000; Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 1, Release Date: April 19, 2000; and Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 2, Release Date: May 21, 2001; or
(ii) the Table A compliance times presented on page 1 of the service information and replicated below:

| Current airframe hours time-in-service (TIS) | Initial compliance time |
|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| (A) 0000 through 1,700 | Upon accumulating 2,700 hours TIS or within the next 36 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (B) 1,701 through 2,500 | Upon accumulating 3,400 hours TIS or within the next 36 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (C) 2,501 through 3,000 | Upon accumulating 3,800 hours TIS or within the next 36 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (D) 3,001 through 5,000 | Upon accumulating 5,500 hours TIS or within the next 30 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (E) 5,001 through 6,000 | Upon accumulating 6,400 hours TIS or within the next 24 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (F) 6,001 through 7,500 | Upon accumulating 7,800 hours TIS or within the next 18 months after May 16, 2003 (the effective date of this AD), whichever occurs first. |
| (G) Over 7,500 | Within the next 12 months after May 16, 2003 (the effective date of this AD). |

(2) *Part 2 Recurring Inspections:*

Repetitively inspect as referenced in Part 2 Recurring Inspections on page 62 of Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000; Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 1, Release Date: April 19, 2000; and Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 2, Release Date: May 21, 2001.

(3) *Mandatory Replacements and Modifications:* If any damage is found during any inspection required by paragraphs (d), (d)(1), and (d)(2) of this AD, prior to further flight, replace or modify the part as specified in the following:

(i) Twin Commander Aircraft Corporation Mandatory Service Bulletin No. 214, dated January 26, 2000;

(ii) Twin Commander Aircraft Corporation Service Publications revision notice to

Service Bulletin No. 214, Revision 1, Release Date: April 19, 2000; and

(iii) Twin Commander Aircraft Corporation Service Publications revision notice to Service Bulletin No. 214, Revision 2, Release Date: May 21, 2001.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Seattle Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of

this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Della Swartz, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW, Renton, Washington 98055-4065; telephone: (425) 687-4246; facsimile: (425) 687-4248.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.