

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av nedre vingbalkflänsar för korrosion

GÄLLER: DHC-6 Twin Otter alla modeller, alla S/N

ÅTGÄRD: Utför kontroll av vingens nedre balkfläns med avseende på korrosion m m enligt anvisningarna i bifogat underlag.

TID FÖR ÅTGÄRD: I enlighet med bifogad kopia av kanadensiskt AD CF-87-02R1 räknat från 1991-06-01.

UNDERLAG: Kanadensiskt AD CF-87-02R1 de Havilland Service Bulletin 6/492 Revision A daterad 23 oktober 1987 eller senare utgåva.

REFERENS: CF-87-02R1.

UTGIVNINGS-DATUM: 1991-05-23

LFS: 1991:12

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



Transport
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Regulation Aérienne

TP 7245E

No.	CF-87-02R1	1/1
Date	9 April 1991	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 593 OF THE AIRWORTHINESS MANUAL.

CF-87-02R1 DE HAVILLAND

Applies to all Boeing Canada, de Havilland Division DHC-6 Twin Otter aircraft, all series, all serial numbers.

Compliance is required as indicated.

Corrosion of the wing main spar lower cap angles has been reported on high time aircraft. If left undetected the corrosion could result in catastrophic failure of the wing.

To detect corrosion of the wing main spar lower cap angles and prevent failure of the wing, accomplish the following:

- A. Inspect all wing assemblies in accordance with de Havilland Service Bulletin 6/492, Revision A dated 23 October 1987, or later revision approved by the Director, Airworthiness Branch, Transport Canada, Ottawa, at the following schedule:
 1. Initially, not later than ten (10) years from the date of manufacture of the wing or ten (10) years from the date of wing box replacement (de Havilland Modification 6/1630); and
 2. Subsequently, at intervals not exceeding five (5) years.
- B. If corrosion is evident, repair or replace the wing spar lower cap angles as per the aforementioned Service Bulletin 6/492, Revision A.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This revision supersedes Airworthiness Directive CF-87-02 issued on 27 March 1987.

This directive becomes effective 1 June 1991.

For Minister of Transport


S.R. Didrikson
Chief, Continuing Airworthiness

This revision is issued to remove flight hour limitations from the compliance time requirements for this AD.

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office, or by contacting directly Mr. W. Watson, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4343 or facsimile (613) 996-9178.

THIS AIRWORTHINESS DIRECTIVE MAY BE APPLICABLE TO AN AIRCRAFT MODEL WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE AIRWORTHINESS DIRECTIVES. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AIRWORTHINESS DIRECTIVE MAY INVALIDATE THE CERTIFICATE OF AIRWORTHINESS OR FLIGHT PERMIT OF YOUR AIRCRAFT.

For any address change, print new address on the envelope in which this Directive was received and return to Transport Canada, AARCE, Ottawa, Ontario, K1A 0N8 (Full postage required).

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