

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickundersökning /modifiering av inre sprygel för höjdroder

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

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av Kanadensiskt AD CF-82-21R1, och de Havilland Service Bulletin 6/399 Revision E daterad 25 maj 1984 eller senare revision.

**TID FÖR
ÅTGÄRD:** I tid och intervall angivet i CF-82-21R1. Räknat från 1991-06-01.
Införande av de Havilland Modification 6/1769 upphäver detta LVD.

UNDERLAG: CF-82-21R1 de Havilland Service Bulletin 6/399 Revision E daterad 25 maj 1984 eller senare revision, de Havilland Modification 6/1769.

REFERENS: CF-82-21R1

**UTGIVNINGS-
DATUM:** 1991-05-23

LFS: 1991:12

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anmärkning 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 Canada Transports Canada

Aviation Réglementation
Regulation Aérienne

TP 7245E

No. CF-82-21R1	1/1
Date 11 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-82-21R1 DE HAVILLAND

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

Compliance is required as indicated.

Cracking has occurred in the elevator root rib.

To prevent such cracking from becoming critical, accomplish the following:

- A. At intervals not exceeding 600 flight hours, inspect the elevator root rib for cracks in accordance with the procedures and schedules given in de Havilland Service Bulletin 6/399, Revision E dated 25 May 1984, or later revision approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. If cracking is present, incorporate de Havilland Modification 6/1769 before further flight.
- B. Prior to 1 January 1996, or 15,000 hours airframe time, whichever is later, incorporate de Havilland Modification 6/1769.

Incorporation of de Havilland Modification 6/1769 provides terminating action for this directive.

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-82-21 issued 7 July 1982.

This directive becomes effective 1 June 1991.

For Minister of Transport

S.R. Didrikson
Chief, Continuing Airworthiness

This revision mandates terminating action, pursuant to Transport Canada's Aging Aircraft Program as agreed between interested users, the manufacturer and Transport Canada.

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office, or by contacting directly Mr. Wes 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).