

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll/modifiering av vingstöttor

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

ÅTGÄRD: Utför åtgärder i enlighet med bifogad kopia av kanadensiskt AD CF-91-30.

TID FÖR ÅTGÄRD:

A. Inom 25 flygtimmar räknat från detta LVD's utgivningsdatum, kontrollera om modifiering 6/1581 är införd.

1. Om modifiering 6/1581 är installerad är ingen fortsatt åtgärd nödvändig.

2. Om modifiering 6/1581 inte är installerad utför kontroll i enlighet med de Havilland Service Bulletin 6/342 daterad 23 februari 1976 eller senare utgåva.

B. Inför de Havilland Modification 6/1581 senast 91-12-31.

UNDERLAG: CF-91-30, de Havilland Service Bulletin 6/342 daterad 23 februari 1976 eller senare utgåva, de Havilland Modification 6/1581.

REFERENS: CF-91-30.

UTGIVNINGS-DATUM: 1991-09-19

LFS: 1991:20

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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 Canada Transports Canada

Aviation Réglementation
Regulation Aérienne

LVD Nr 2358

TP 7245E

No.	CF-91-30	1/1
Date	8 August 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-91-30 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 unless already accomplished.

Damage has occurred to wing struts due to chafing action of the upper fairing. This damage will affect the fatigue life of the strut.

To detect and prevent damage to the strut, accomplish the following:

- A. Within 25 flight hours of the effective date of this directive, inspect for incorporation of de Havilland Modification 6/1581 (installation of protective nylon shield) on the struts.
 1. If Modification 6/1581 is found installed, no further action is required.
 2. If Modification 6/1581 is not installed, visually inspect the wing struts for damage in accordance with de Havilland Service Bulletin 6/342, dated 23 February 1976, or later revision approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.

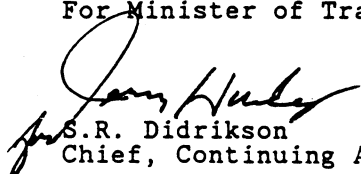
- B. Not later than 31 December 1991, incorporate de Havilland Modification 6/1581.

Incorporation of Modification 6/1581 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 directive becomes effective 20 September 1991.

For Minister of Transport


S.R. Didrikson
Chief, Continuing Airworthiness

This directive 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) 952-4387 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).

24-0022 (03-90)

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