

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av kroppsspant vid FS 239

GÄLLER: Alla DHC-6 "Twin Otter".

ÅTGÄRD: Utför åtgärder angivna i de Havilland Service Bulletin (SB) 6/521 daterad 7 juli 1995 eller senare utgåva.

TID FÖR ÅTGÄRD: Inom 1200 flygtimmar eller 12 månader vilket som först inträffar räknat från detta LVD's utgivningsdatum.

UNDERLAG: de Havilland Service Bulletin (SB) 6/521 daterad 7 juli 1995 eller senare utgåva.

REFERENS: CF-95-12 (kopia bifogad)

UTGIVNINGSDATUM: 1995-09-07

LFS: 1995: 1995:43

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.



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TP 7245E

No.	CF-95-12	1/1
Date	11 July 1995	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 603 OF THE AIRWORTHINESS MANUAL.

CF-95-12 DE HAVILLAND

Applies to all de Havilland Inc. DHC-6 "Twin Otter" aircraft.

Compliance is required within 1200 hours flight time or twelve (12) months, whichever comes first after the effective date of this directive, unless already accomplished.

There have been two reported instances of cracking on the skin flange of the machined fuselage frame at fuselage station FS 239.

Inspect the fuselage frames for cracks by visual methods per Accomplishment Instructions described in de Havilland Service Bulletin (SB) 6/521, dated 7 July 1995, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.

- (a) If crack(s) are found which are within the tolerances specified in paragraph 5, Accomplishment Instructions of SB 6/521, perform repetitive inspections in accordance with de Havilland Inspection Requirement Manual, PSM 1-6-7 Temporary Revision 77, or as detailed in PSM 1-6-7 normal revision No. 8, when issued.
- (b) If crack(s) are found which exceed the tolerances specified in paragraph 5, Accomplishment Instructions of SB 6/521, repair or replace the subject part area before further flight.

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 16 August 1995.

For Minister of Transport

S.R. Didrikson
Chief, Continuing Airworthiness

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office, or by contacting directly Mr. Bill Miller, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4388 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, AARMC, Ottawa, Ontario K1A 0N8 (full postage required).

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