



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

**CIVIL AVIATION DEPARTMENT
MINISTRY OF TRANSPORT AND CIVIL AVIATION**

Male'
Republic of Maldives

AIRWORTHINESS DIRECTIVE

No. CAD/DHC-6/07
29 June 2000

APPLICABILITY

Applies to all Bombardier Inc. (formerly de Havilland) DHC-6 " Twin Otter " aircraft.
Models - All
Serial Numbers - All

SUBJECT

The new version of PSM 1-6-11, Revision 5 dated 11 January 2000 changes the main wing spar, attachment lug fastener hole inspection of Pre Mod 6/1117 wings from an ultrasonic inspection to a high frequency eddy current inspection and revises the schedule for this inspection. Revision 5 also introduces a new detailed visual inspection of the lower wing skin, stringers and aft spar lower flange WS 122 to WS 263 (ribs 8 to 20).

REFERENCE

CF-2000-14 from Transport Canada, dated May 25, 2000

REASONS

To maintain the structural integrity of DHC-6 aircraft, inspect, modify and/or retire the affected structural components as specified in Bombardier PSM 1-6-11 Revision 5 dated 11 January 2000.

ALTERATIONS

A. Pre Mod 6/1117 Wing Assemblies

1. If the previous inspection of the wing spar, attachment lug fastener holes, conducted prior to the effective date of this directive was an eddy current inspection carried out in accordance with instructions supplied by Bombardier, conduct the repeat high frequency eddy current inspection with the schedule in PSM 1-6-11 Revision 5.
2. If the previous inspection of the main wing spar, attachment lug fastener holes, conducted prior to the effective date of this directive, was an ultrasonic inspection carried out in accordance with Bombardier Service Bulletin 6/525, conduct the first high frequency eddy current inspection within 1000 hours flight time or 2000 flights, whichever ever occurs first, after the last ultrasonic inspection.

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B. Post Mod 6/1117 and Post Mod 6/1630 Wing Assemblies

If the inspection threshold for the lower wing skin, stringers and aft spar lower flange WS122 to WS263 (ribs 8 to 20) has been exceeded or will be exceeded within 6 months after the effective date of this directive, conduct the initial inspection within 500 hours flight time or 1000 flights, which ever occurs first, but not later than 6 months after the effective date of this directive.

COMPLIANCE

Compliance with this AD is mandatory as described in the AD CF-2000-14 of Transport Canada.

EFFECTIVITY

This directive becomes effective July 07, 2000

Mahmood Razee

DIRECTOR GENERAL OF CIVIL AVIATION