



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

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

Male'  
Republic of Maldives

---

## **AIRWORTHINESS DIRECTIVE**

No. DCA/DHC-6/1  
07 April 1994

---

### **APPLICABILITY**

De Havilland DHC-6 "Twin Otter" aircraft

(a) For aircraft fitted with the following:

- high flotation tires; or
- intermediate floatation tires, not installed in accordance with De Havilland Standard Option Only (SOO) 6048, with or without modifications 6/1655 installed; or
- intermediate floatation tires installed in accordance with De Havilland SOO 6048, without modification 6/1655 installed, or
- skis or floats, without modification 6/1655 installed:
  - i) Initially, within 50 flight hour after 19 November 1990; and
  - ii) Thereafter, at intervals not to exceed 50 flight hours; and
  - iii) After each hard landing

(b) For aircraft fitted with the following

- Intermediate floatation tires installed in accordance with De Havilland and SOO 6048, with modification 6/1655 installed; or
- skis or floats; with modification 6/1655 installed;
  - i) Initially, within 50 flight hours after 19 November 1990; and
  - ii) Thereafter, at intervals not to exceed 200 flight hours; and
  - iii) After each landing.

(c) For all other aircraft;

- i) Initially, within 400 flight hours after 19 November 1990; and
- ii) Thereafter, at intervals not to exceed 400 flight hours; and
- iii) After each landing.

**Note:** The 200- and 400-hour intervals specified in (b)(ii) and (c)(ii) above may be adjusted up a maximum of 5% (10 and 20 hours respectively) to permit to accomplishment at scheduled maintenance inspections.

**SUBJECT**

Detection for Buckles and cracks in engine nacelle lower longerons

**REFERENCE**

Airworthiness Directive CF-81-07R4 (Transport Canada); dated 15 March 1994.

**REASONS**

Buckles and cracks have developed in engine nacelle lower longerons, P/N C6W1512, behind the engine mount, particularly on aircraft operating from unprepared surfaces with high or intermediate flotation tires or skis, and on aircraft operating with floats from very rough water.

**ACTION AND COMPLIANCE**

The Civil Aviation Department requires that the owner/operators of the DHC-6 aircraft to provide timely inspection of buckled or cracked longerons, i.e. open the left and right-hand engine cowlings and visually inspect the inner edge of each lower longeron, six to ten inches aft of the forward end of the longeron, for signs of buckling or cracking.

If buckles and cracks are found, replace the failed longerons with serviceable parts before further flight.

Accomplishment of De Havilland Modification 6/1655 does not terminate the inspection requirements of this Directive.

This AD must be performed within a period of thirty days from the date of effectivity

**EFFECTIVITY**

This Directive becomes effective on 25 April 1994

Abdul Razzak Idris  
**DIRECTOR OF CIVIL AVIATION**