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

Male'
Republic of Maldives

AIRWORTHINESS DIRECTIVE

No. CAD/DHC-6/3
14 September 1994

APPLICABILITY

De Havilland DHC-6 "Twin Otter" aircraft
Serial No. 224 and 273

SUBJECT

Aging aircraft corrosion prevention

REFERENCE

Airworthiness Directive CF-94-12 (Transport Canada); dated 23 August 1994.

REASONS

There have been indications that as aircraft becomes older, they are more likely to exhibit indications of corrosion. In conjunction with other Airworthiness Authorities the CAD has committed itself to conduct additional maintenance programme in accordance with Corrosion Prevention Programme developed by De Havilland Inc. (Manufacturer) which identifies the specific areas that must be inspected to insure the structural integrity of DHC-6 fleet to minimize and control corrosion deterioration that could jeopardize the airworthiness standards.

ACTION AND COMPLIANCE

Action to be accomplished as follows

- 1.0 Develop a schedule for accomplishing the Corrosion Task in accordance with the De Havilland DHC-6 (Twin Otter) Corrosion Prevention and Control Manual (PSM 1-6-5) dated 13 April 1994 or later revision; by performing the seven basic tasks defined at paragraph 3 of the manual not later than 31 December 1994.

- 2.0 Commencing 01 January 1994, in accordance with the following schedule to accomplish all Corrosion Tasks specified in Part 3 of the De Havilland DHC-6 Twin Otter Corrosion Prevention and Control Manual, PSM 1-6-5 (hereafter referred as "the Manual") dated 13 April 1994 or later revisions; accepted by the CAD, by performing the seven basic tasks defined at paragraph 3.0 of the Manual. The final deadline and rate of initial complete aircraft inspections are specified in the following table.

APPLICABLE AIRCRAFT SERIAL NUMBERS	ACCOMPLISHMENT DEADLINE FOR ALL AIRCRAFT IN APPLICABLE RANGE	MINIMUM RATE OF INITIAL INSPECTIONS OF AIRCRAFT IN APPLICABLE RANGE
001 to 199	31 December 1995	All aircraft
200 to 439	31 December 1996	50% or one (1) aircraft per calendar year, whichever is greater
440 to 659	31 December 1998	25% or one (1) aircraft per calendar year, whichever is greater
660 to 819	31 December 1999	20% or one (1) aircraft per calendar year, whichever is greater
820 to 844	31 December 2002	Commencing 01 January 1999, 25% or one (1) aircraft per calendar year, whichever is greater.

- 3.0 After the initial completion of each Corrosion Task (CT), repeat each CT at the Repeat intervals (R) specified in the Manual.
- 3.1 Once the first CT commences, the aircraft is not to be returned to service until all CTs, excluding the floats inspecting, have been completed and any resulting rework and parts replacement have been completed. Floats that were on an aircraft just prior to the aircraft being inspected in accordance with the Manual do not have to be inspected simultaneously with the same aircraft; however, the aircraft cannot be returned to service with floats that have not had their applicable CTs completed and any resulting rework and parts replacement completed.
- 3.2 When performing CTs with less than a five year R interval after the initial inspection of the aircraft, all CTs with the same R interval are to be completed during one maintenance visit and any resulting rework and parts replacement must be performed before returning the aircraft or floats to service.

- 3.3 Corrosion is to be addressed in accordance with the references specified in paragraph 4.0 of part 3 of the Manual.
- 4.0 Within the ten days of confirming Level 3 corrosion, advise this Department and De Havilland Inc. as specified in paragraph 5.0 of Part 3 of the Manual, and either submit a plan for performing the CT in the affected areas on the remainder of the Operator's fleet or submit data substantiating that the Level 3 corrosion found is an isolated case. Findings of Level 2 corrosion are to be submitted at least quarterly to De Havilland Inc.
- 4.1 Corrosion level determination are to be based on the definitions contained in Part 1 of the Manual.

EFFECTIVITY

This Directive becomes effective on 14 September 1994.

Abdul Razzak Idris
DIRECTOR OF CIVIL AVIATION