

No. CF-80-06

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to Canadian Aviation Regulation (CAR) 593. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above-referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

CF-80-06 DE HAVILLAND

Applies to the de Havilland Aircraft of Canada limited Model DHC-6 Twin Otter aeroplanes when fitted with main landing gear legs on which the de Havilland Aircraft of Canada Limited modification 6/1660 has not been incorporated.

Compliance is required as indicated.

Cracks initiating at corrosion pockets in the main landing gear Y-joint weld have been found.

To preclude main landing gear leg failure caused by these cracks, accomplish the following:

A. Within 50 hours flight time or two weeks whichever occurs first, unless already accomplished, inspect, repair and modify as necessary the main landing gear legs in accordance with either Schedule No. 1 or Schedule No. 2 of The de Havilland Aircraft of Canada Limited Service Bulletin No. 6/380 dated — 6/380 R/B V6/0016 December 20, 1978, or later revision approved by the Chief, Airworthiness, Department of Transport.

In lieu of the visual external inspections required by paragraph (a) of Schedule No. 1 or Schedule No. 2, refer to the Accomplishment Instructions and Figure 1 of the referenced Service Bulletin, remove the external finish from the Inspection Area and inspect using a dye penetrant method. If no cracks are observed, reprotect the stripped area, and proceed in accordance with paragraph (b) of the appropriate Schedule. If cracks are found, proceed in accordance with Schedule No. 1 paragraph (e), (f), and (g) as appropriate.

B. Within 2,400 hours flight time or before December 21, 1980, whichever comes first, unless already accomplished within the last 9,600 hours flight time or 4 years, and thereafter at intervals not to exceed 12,000 hours flight time or 5 years whichever comes first, accomplish, on each main landing gear leg, a Check D inspection in accordance with the Accomplishment Instructions of the referenced Service Bulletin. 6/380 R/B V6/0016

This Directive becomes effective March 21, 1980.

Pursuant to CAR 202.51 the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address. To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.

24-0022 (01-2001)

SERVICE BULLETIN

DHC-6 (TWIN OTTER)

SUBJECT:

Main Landing Gear Leg - Precautionary Inspection and ReProtection - Modification Number 6/1660.

EFFECTIVITY:

Main landing gear legs installed on Aircraft Serial Numbers 1 thru 602 inclusive at original delivery. All spare main landing gear legs delivered prior to June 30th, 1978.

REASON:

Several failures of a leg assembly have been reported on aircraft operating in coastal areas. Investigation revealed the failure originated from cracks in the weld at the Y-joint emanating from a pocket of internal corrosion. The reissue of this service bulletin is to ensure that the main gear leg Check D will be correctly carried out.

DESCRIPTION:

External and internal precautionary inspections are required at intervals pending a Check D inspection of the leg assembly. The revised internal finish procedure is introduced by Modification Number 6/1660.

COMPLIANCE:

- A. Refer to Figure 1 and inspect each main landing gear leg critical area within 200 flight hours or 2 months, whichever occurs first from receipt of this service bulletin.

Legs to be inspected to either Schedule Number 1 or Number 2 as follows:

Schedule Number 1

- (a) Visually inspect external surface for cracking and any distortions to surface finish such as peeling, blistering etc.
- (b) If no irregularities are observed, operation may continue with a repeat of inspection as noted in Schedule Number 1(a) above, every 600 flight hours or 3 months, whichever occurs first until a Check D inspection is accomplished.
- (c) If irregularities are suspected, the external finish of the leg should be locally removed and the critical area subject to a dye penetrant crack detection.

December 20th, 1978
Revision 'A', October 3rd, 1980
Revision 'B', May 25th, 1990
Revision 'C', June 22nd, 1990

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DHC-6 (TWIN OTTER)
SERVICE BULLETIN NUMBER 6/380

Main Landing Gear Leg - Precautionary Inspection and ReProtection - Modification Number 6/1660.

This page transmits Revision 'C' of Service Bulletin Number 6/380 dated June 22nd, 1990.

Service bulletin reissued in its entirety to revise DESCRIPTION and COMPLIANCE Paragraph A. Schedule Number 1 sub-paragraph (c).

Remove existing Service Bulletin Number 6/380 and replace with attached.

Previous issues of Service Bulletin Number 6/380:

Initial issue - Pages 1 thru 5 dated December 20th, 1978

Revision 'A' - Pages 1 thru 5 dated October 3rd, 1980

Revision 'B' - Pages 1 thru 4 dated May 25th, 1990

- (d) If no cracks are found, reprotect stripped area and carry out repeat inspections as per Schedule Number 1(b).
- (e) If cracks are found, the area must be radiographed to determine exact extent of crack.
- (f) If cracking is confined to the weld or in the junction between the weld and parent metal, does not extend into the parent metal and does not exceed 3 inches in length, the leg should be repaired within 1200 flight hours or 6 months whichever occurs first. Prior to accomplishment of repair, crack must be checked for propagation beyond limits of Schedule Number 1(g) below using dye penetrant every 100 flight hours or 2 weeks, whichever occurs first.
- (g) If crack exceeds 3 inches in length or exists in parent metal, the leg assembly must be repaired or replaced before next flight. With concurrence of the relevant regulatory authority, a ferry flight to repair facility is considered acceptable.

Schedule Number 2

- (a) Visually inspect the external surface as per Schedule 1(a) and visually inspect the inside of the leg assembly around the crevice location at the Y-joint (see Figure 2) for integrity of the internal finish coat and the presence of corrosion. Refer to Overhaul Manual PSM 1-6-6 Chapter 32-10-11 revised December 15th, 1978.
- (b) If no irregularities are observed, the operation may continue with a repeat inspection as noted in Schedule 2(a) above, every 2400 flight hours or 1 year, whichever occurs first until a Check D inspection of the leg is accomplished.
- (c) If external surface irregularities or internal corrosion are present at the Y-joint, proceed as in Schedule Number 1(c) and subsequently as in Schedule Number 1(d) or 1(e) and then as in Schedule 1(f) or 1(g).

B. A Check D inspection should be accomplished within 4800 flight hours or 2 years, whichever occurs first following receipt of this service bulletin. The first Check D inspection accomplished on a main landing gear leg identified as installed on aircraft noted in the EFFECTIVITY paragraph above, must include the abrasive cleaning of the interior of the leg. Subsequent Check D inspections should be accomplished at 2D intervals (i.e., 12,000 flight hours) or 5 years, whichever occurs first.

APPROVAL:

The design content conveyed by this service bulletin has been approved by the Chief, Airworthiness, Canadian Department of Transport.

REFERENCES:

Federal Aviation Administration Airworthiness Directive 80-13-10, Amendment 39-3812 effective date July 1st, 1980.

December 20th, 1978
 Revision 'A', October 3rd, 1980
 Revision 'B', May 25th, 1990
 Revision 'C', June 22nd, 1990

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AD DOES NOT STATE TERMINATING ACTION!

Canadian Department of Transport Airworthiness Directive CF-80-06 dated March 13th, 1980.

PSM 1-6-7 Inspection Manual Chapter 32 Item 16 Part B Temporary Revision Number TR46.

ACCOMPLISHMENT INSTRUCTIONS:

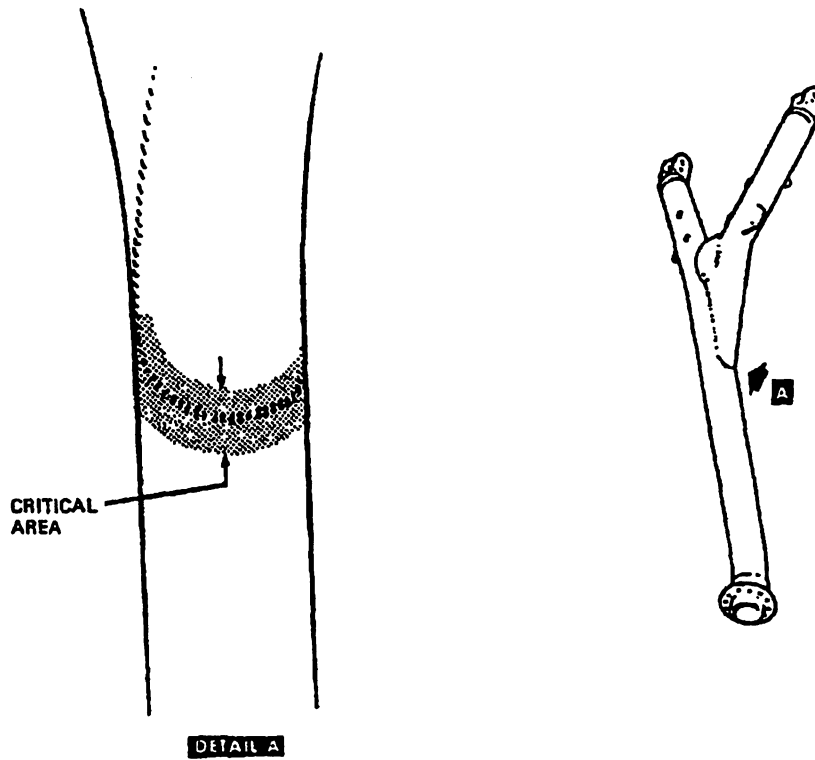
1. For the necessity of inspection as outlined in Schedule 2 of COMPLIANCE and repair of the main landing gear legs, the following guidelines are issued:
 - (a) Remove and install the main landing gear leg as detailed in Maintenance Manual PSM 1-6-2 Part 2 or PSM 1-63-2 Chapter 32-00-00.
 - (b) For the purpose of internal inspection, use a borescope inserted at the pivot fittings.
 - (c) For local removal of leg finish and details of a Check D inspection of the leg, refer to Maintenance Manual PSM 1-6-2 Part 2 Temporary Revision Number 103 or PSM 1-63-2 Chapter 32-10-11 Revision Number 14 dated April 1990.
 - (d) Disassembly of the leg, cleaning, removal of internal and external protective treatment, repair equipment and procedures and final assembly of leg is detailed in Overhaul Manual PSM 1-6-6 Chapter 32-10-11 revised December 15th, 1978.

NOTE: The issue of the revisions quoted in paragraph 1(c) above is coincident with Revision 'B' of this service bulletin.

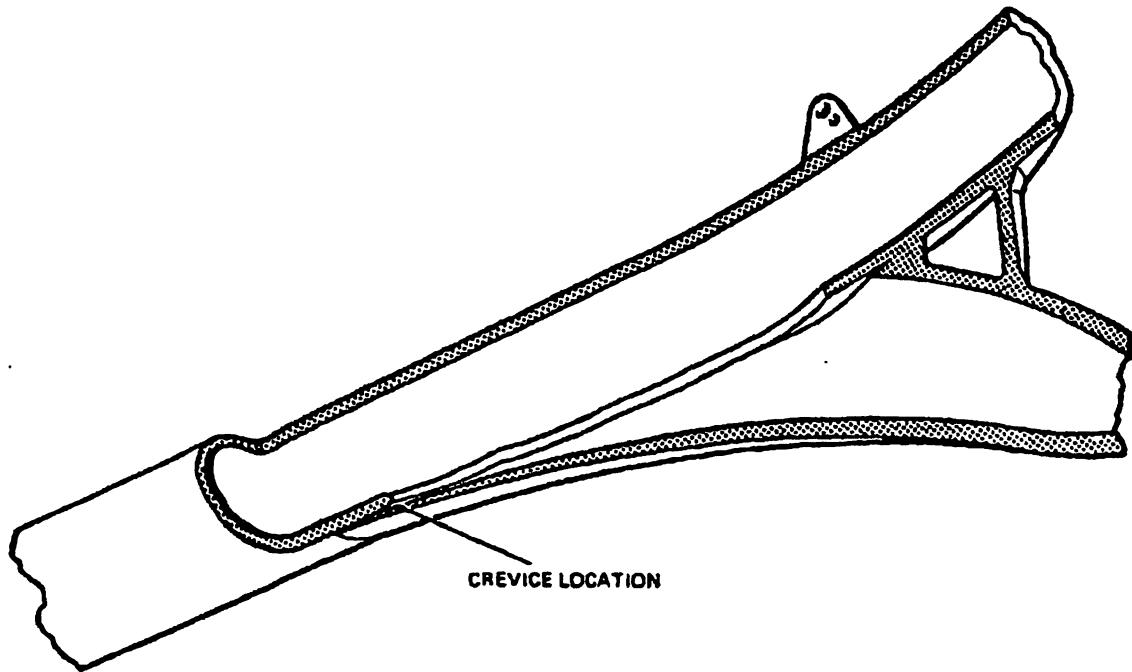
2. On completion of the inspection and any applicable repair, make an appropriate entry in the "Record of Airframe Modifications" or equivalent document, entering Service Bulletin Number 6/380 and an entry detailing inspection and rectification (if any) accomplished.

December 20th, 1978
Revision 'A', October 3rd, 1980
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Revision 'C', June 22nd, 1990

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**LOWER Y WELD JOINT INSPECTION AREA
FIGURE 1**



**CREVICE LOCATION - LOWER Y WELD JOINT
FIGURE 2**

December 20th, 1978
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 Revision 'C', June 22nd, 1990

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MOD NO.	DESCRIPTION	A/C APPL	CUT-IN	BUL APPL	OPERATOR NOTES
6/1657	FLOAT FRONT STRUT AND SPREADER ATTACHMENT FITTING – Change of material from aluminum to steel	1 to 844 w/S.O.O. 6002 or S.O.O. 6082	611	S/B 6/452	
6/1658	FLOAT FRONT STRUT FITTING CONTOUR CHANGE – To provide additional clearance at float front fittings	1 to 844 w/S.O.O. 6002 or S.O.O. 6082	611	S/B 6/330	
6/1659	PROPELLER PITCH LOCK – Deleted from standard configuration aircraft	–	616	TAB 671/4	
6/1660	MAIN LANDING GEAR LEGS – Improved internal protective treatment	1 & Sub	604	S/B 6/380 Rev 'A'	R/B SB V6/0016
6/1661	NOSEWHEEL STEERING PULLEY – Relocated to reduce cable run off	1 to 844	618	–	
6/1662	MODIFICATION NOT ISSUED	–	–	–	
6/1663	AUTOPILOT TYPE AP-106 – Relocation of lift-off pulley to improve cable alignment	593 to 844 w/S.O.O. 6162	–	TAB 672/2	
6/1664	TAIL DEICER BOOTS – Introduction of alternative Kleber boots type 23SP	1 to 844 w/S.O.O. 6004	–	TAB 671/9	
6/1665	FLOATS BILGE PUMP – Introduction of new pump C6UF1092 in lieu of pump C6UF1087 which is no longer available	1 to 844 w/S.O.O. 6002 & S.O.O. 6082	611	TAB 671/6	
6/1666	AILERON MASS BALANCE WITH WING FUEL TANKS	1 & Sub w/S.O.O. 6095 and 6247	615	–	
6/1667	MODIFICATION NOT ISSUED	–	–	–	
6/1668	CONTROL COLUMN AUTOPILOT CABLE CONDUITS – Larger diameter conduits to accommodate autopilot installation	631 & Sub	648	TAB 672/3	
6/1669	WING MAIN SPAR – TOP PLATE – Change of material	1 & Sub	648	–	
6/1670	WASTE FUEL NON RETURN VALVE HINGE ORIENTATION – Shim added to position valve hinge in top position to prevent leaks	511 to 844	616	S/B 6/389 TAB 670/5 TAB 671/7	
6/1671	GENERATOR CONTROL PANEL – Relocation to ensure panel is independent of generator power distribution box	631 to 844	631	–	



REVISION TRANSMITTAL SHEET

INSTRUCTIONS FOR DHC-6 MAIN LANDING GEAR MAINTENANCE SCHEDULE AND METHODOLOGY AND SERIALIZATION

Service Bulletin No.: V6/0016	Date of Original Issue: 7 December 2011
Revision No: Revision B	Date of Issue: 23 May 2018

NOTE 1: NO RETROACTIVE ACTION IS REQUIRED ON AIRCRAFT MODIFIED TO THE PREVIOUS ISSUE OF THIS SERVICE BULLETIN.

NOTE 2: Revision 'B' supersedes Revision 'A' of this Service Bulletin.

NOTE 3: This Service Bulletin has substantial changes and has been re-issued in its entirety. Detail changes are not shown with change bars in the margin.

This page transmits Revision 'B' of Service Bulletin V6/0016, pages 1 thru 6, dated 23 May 2018.

Revision 'B' of this Service Bulletin is issued to:

1. Re-issue Service Bulletin in its entirety.

Remove Service Bulletin V6/0016 Revision 'A' dated 31-August-2012 and replace with attached.

Previous issues of Service Bulletin Number V6/0016:

Revision 'A' – Pages 1 thru 6 dated 31-August-2012

Initial Issue – Pages 1 thru 6 dated 07-December-2011

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SERVICE BULLETIN

ATA SYSTEM: 32-00

NUMBER: V6/0016

SUBJECT: INSTRUCTIONS FOR DHC-6 MAIN LANDING GEAR MAINTENANCE SCHEDULE, METHODOLOGY AND SERIALIZATION.

I. PLANNING INFORMATION**A. Effectivity**

Aircraft Affected: All DHC-6 aircraft.

Note: This Service Bulletin supersedes Service Bulletins 6/380 and V6/0016 Revision 'A'.

B. Reason

To address Main Landing Gear (MLG) failures associated with poor inspection and overhaul incidents, Viking has improved the inspection and overhaul practices. In addition, serialization or re-serialization of MLG may be required.

C. Description

Viking Manuals, as listed in Sec. I.I. of this Service Bulletin, have been revised to incorporate changes to the inspection schedule, inspection procedures, and overhaul instructions for the DHC-6 MLG Leg. At the discretion and convenience of the operator, the Factory Endorsed Component Centres (FECCs) previously set-up by Viking can be selected to complete the new inspection and overhaul procedures.

A serialization program was introduced at Revision NC of this Service Bulletin in December 2011. If a new serial number has not already been assigned to an MLG Leg by Viking Air Limited. (or a Viking FECC) during an overhaul IAW previous revisions of this Service Bulletin, a new Serial Number assignment is required.

D. Compliance

Compliance with this Service Bulletin is as follows:

1. Immediately; operators are required to keep a record of all accumulated hours and landings for each MLG assembly, in addition to maintenance and overhaul information.

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2. The inspection requirements, maintenance and overhaul in accordance with TBV6/00063 are applicable as follows:
 - a. For all MLG Leg with less than 24000 total accumulated landings or 10 years from the date of manufacture, without repairs and with records kept since manufacture:
 - i. Overhaul within 24000 total accumulated landings or 10 years since manufacture, whichever occurs first.
 - ii. Repeat overhaul within 7000 landings or 5 years, whichever comes first.
 - b. For MLG Legs that have a previous overhaul or repair:
 - i. Overhaul within 7000 landings or 5 years since previous overhaul, whichever occurs first.
 - ii. Repeat overhaul within 7000 landings or 5 years, whichever comes first.

Note: If MLG Leg status is unknown or if uncertain, contact Viking Technical Support – see **Sec. I. J.**
3. If not previously done IAW previous revisions of this Service Bulletin, Viking Serialization of all landing gear assemblies must be accomplished before or on the next overhaul completion date or within 18 months following the issue date of this Service Bulletin; whichever comes first.
 - a. Application for serialization data may be requested on behalf of the Operator when the gear assemblies are overhauled by FECCs.
 - b. Application for serialization data, at time of overhaul, can also be requested by an Operator by contacting Viking Technical Support – see **Sec. I. J.**

E. Approval

The technical content of this Service Bulletin has been approved under the authority of Transport Canada Civil Aviation (TCCA) Design Approval Organization (DAO) 04-V-02.

F. Manpower

Estimated man-hours to complete this Service Bulletin are not available at this time.

G. Weight and Balance

None.

H. Electrical Load Data

Not Affected

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I. Publications Affected

1. PSM1-6-SB-TAB:
TBV6/00063 – *Inspection of DHC-6 Main Landing Gear Leg Machining (C6UM1110)
Hy-Tuf Material and Pivot Fittings, Revision NC – Issue Date 27 Apr 2018*
2. PSM 1-6-11 Airframe Airworthiness Manual
3. PSM 1-6-7, Inspection Requirements Manual:
Part 1 – Basic Inspection, Chapter 32
Part 2 – Special Inspection-2
4. PSM 1-6-7(IC) EMMA Inspection Work Cards
5. PSM 1-6-6A, Component Maintenance Manual:
Chapter 32-10-11
6. Aircraft Maintenance Manuals:
PSM 1-6-2, Maintenance Manual, Series 100 and 200
PSM 1-63-2, Maintenance Manual, Series 300
PSM 1-63S-2, Maintenance Manual, Series 300 (Short Nose)
PSM 1-64-2, Maintenance Manual, Series 400.
7. PSM 1-6-3, Structural Repair Manual
8. Illustrated Parts Catalogues:
PSM 1-6-4, Illustrated Parts Catalogue, Series 100 and 200
PSM 1-63-4, Illustrated Parts Catalogue, Series 300
PSM 1-64-4, Illustrated Parts Catalogue, Series 400

J. References

This Service Bulletin is supported by Technical Bulletin No. TB V6/00063. No drawings are supplied. For more information please contact:

Viking Air Limited
Technical Support
7757 8th Street NE
Calgary, Alberta
Canada, T2E 8A2
technical.support@vikingair.com

FAX: 403-295-8888
Telephone Numbers:
Regional: 587-430-0572
North America: 1-866-492-8527
International: +1-800-6727-6727

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K. Factory endorsed component centres:

1. Field Aviation (Calgary)
Unit # 125, 4300 – 26 Street
Calgary, AB
T1Y 7H7
Phone: (403)-516-8250
Email: busdev@fieldav.com
2. Team JAS Aviation
8493 Baymeadows Way
Jacksonville, FL
32256
Phone: (904)-292-2328
Fax: (904)-292-2329
Email: apalmon@teamjas.com
3. Texas Air Services, Inc.
2602 45th Street
Dickinson, Texas
77539
Phone: 1-800-313-6506 (USA Only)
Direct: (281)-337-7763
Fax: (281)-534-4580
Email: sales@texasairservices.com

cclayton@

II. ACCOMPLISHMENT INSTRUCTIONS

A. INSPECTION AND OVERHAUL ACTIVITIES

NOTE: FECCs are set-up to do the inspection and repair of MLG. Operators may choose to proceed with inspection of the MLG if all organization, personnel, and equipment qualifications and approvals listed in TBV6/00063 are met.

1. Remove MLG Legs from the aircraft IAW the applicable maintenance manual.
2. Inspect MLG Legs IAW Technical Bulletin No. TBV6/00063.

B. MLG SERIALIZATION

NOTE: FECCs are set-up to do the serialization work at the next MLG Leg overhaul.

1. All MLG assemblies must be serialized to ensure full traceability is maintained in accordance with this Service Bulletin.
2. Serialization procedures and requirements are contained in Technical Bulletin No. TBV6/00063.

III. MATERIAL INFORMATION AND TOOLING

A. Material Information


1. In accordance with Technical Bulletin No. TBV6/00063 – *Inspection of DHC-6 Main Landing Gear Leg Machining (C6UM1110) Hy-Tuf Material and Pivot Fittings.*

B. Tooling – Price and Availability

1. Tooling price and availability to complete this Service Bulletin are not available at this time. Tooling information is contained in Technical Bulletin No. TBV6/00063 – *Inspection of DHC-6 Main Landing Gear Leg Machining (C6UM1110) Hy-Tuf Material and Pivot Fittings.*

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1. Approving Civil Aviation Authority (CAA) /Country Transport Canada		2. AUTHORIZED RELEASE CERTIFICATE FORM 1		3. Form Tracking Number 0244HYD017	
4. Organization Name and Address FIELD AVIATION UNIT #125, 4300 - 26 STREET NE CALGARY, ALBERTA, CANADA T1Y 7H7		5. Work Order/Contract/Invoice 117029		11. Status/Work OVERHAULED	
6. Item 1	7. Description DHC-6 MLG	8. Part Number C6UM1110-8	9. Quantity 1	10. Serial/Batch Number 0806VF	
12. Remarks OVERHAULED IN ACCORDANCE WITH SERVICE BULLETIN NO. V6/0016 REV. NC AND (DRAWING C6VMK0002 REV. NC) ^{Delete.} ADD [TBV6/0063. 7]					
13 a. Certifies that the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in condition for safe operation <input type="checkbox"/> Non approved design data specified in block 12.		14 a. <input checked="" type="checkbox"/> CAR 571.10 Maintenance Release <input type="checkbox"/> Other regulation specified in block 12. Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12 has been performed in compliance with the Canadian Aviation Regulations.			
13 b. Signature N/A		13 c. Approved Organization Number N/A		14 c. Approved Organization Number 5-60	
13 d. Name N/A		14 b. Signature 		14 e. Date (dd/mm/yyyy) 23/Mar/2017	

INSTALLER RESPONSIBILITIES

This certificate does not constitute authority to install. Installers working in accordance with the national regulations of a country other than that specified in block 1 must ensure that their regulations recognize certifications from the country specified. Statements in blocks 13a or 14a do not constitute installation certification. In all cases, the technical record for the aircraft must contain an installation certification issued in accordance with the applicable national regulations before the aircraft may be flown.

Is this PSM 1-6-6 ?

DHC-6 TWIN OTTER
OVERHAUL MANUAL
C6U1103

- (4) Remove nut (50), washer (51), bolt (52), two bolts (53) and two washers (54), and remove rebound rubber assembly (55) from platen assembly (48). Remove two screw locking inserts (56) from platen assembly.

NOTE: Do not remove four bushings (57) from platen assembly.

- D. Remove stay assembly (65) and bushings (67) from top of leg as follows:

- (1) At rear stay pivot fitting remove spring pin (58).
- (2) At front and rear pivot fittings remove cotter pin (59), bolt (60), washer (61), washer (62) (if fitted), shim (63), washer (64), and remove stay assembly (65) from leg.
- (3) At front and rear pivot fittings remove spring pin (66). Remove four bushings (67) from leg machining (68).

- E. Check to ensure serialization mark/label is present on gear. If not, contact OEM to apply for new serial number label.

4. Overhaul

Main Landing Gear Leg should be sent to a Viking Factory Endorsed Component Centre (FECC) for all overhaul procedures. Cleaning, Inspection, Weld Repair and Refinishing activities are critical and shall be done in accordance with drawing C6VMK0002.

DISASSEMBLY

32-10-11

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← Pre V6/0016

A/C SERIES	TASK	ITEM DESCRIPTION	EFFECTIVITY/ CONFIGURATION	AIRWORTHINESS LIMITATIONS				ACTIONS NOTES
				SAFE LIFE LIMIT EXCEPTIONS FROM AIRFRAME LIMIT	MODIFICATION LIMIT	INSPECTION OR OVERHAUL		
						INITIAL	REPEAT	
32 – Landing Gear								
All Series	32-001 ✓	Main Landing Gear Leg	All Configurations with New Main Landing Gear Leg with No Previous Overhaul and No Previous Repair	Safe Life Limit Not Applicable	-	24,000 Landings or 120 Months whichever occurs first	-	Remove Overhaul in accordance with TB V6/00063 Rev. NC or later
All Series	32-002 ✓	Main Landing Gear Leg	All Configurations with Previous Overhaul or Previous Repair	Safe Life Limit Not Applicable	-	-	7,000 Landings or 60 Months whichever occurs first	Remove Overhaul in accordance with TB V6/00063 Rev. NC or later
53 – Fuselage								
Series 1/100/200 N/A	53-001	Fuselage Frame Assembly, Sta 218.8, Part No. C6FSM1472-1, -3, -5	Pre Mod 6/1063 and Pre Mod 6/1173	-	Immediate, Before Next Flight	-	-	Incorporate the steel bush Mod 6/1063 as per SB 6/25 and Mod Bulletin No. 6/1063
Series 1/100/200	53-002 N/A	Fuselage Frame Assembly, Sta. 218.8, Part No. C6FSM1472 -1, -3, -5, -7, -9, -11	Post Mod 6/1063 and Pre Mod 6/1173	-	25,000 Flight Hours or 50,000 Flight Cycles whichever occurs first	-	-	Remove frame assemblies from service and replace with a new frame assembly C6MK1553-1 and/or -3 Incorporating Mod 6/1553 (Refer to SB 6/354)

AIRWORTHINESS LIMITATIONS MANUAL

DHC-6 AIRFRAME

PSM 1-6-11