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Our file    Notre référence  
RDIMS/SGDDI : 16418714  
PTS Number    Numéro SSP  
N/A

Sent via email

April 15, 2020

Mr. Arvin Holland  
President/Accountable Manager  
Texas Air Services, Inc.  
2602 45th Street  
Dickinson, Texas 77539  
USA

Subject:            Alternative Means of Compliance (AMOC) with Transport Canada (TCCA) Airworthiness Directive (AD) CF-2019-02 applicable to Viking Air Ltd. (formerly de Havilland) model DHC-6 Aeroplane – Main Landing Gear Leg Part Number (PN) C6UM1110 – AMOC No. AARDG 2020/A27

- References:
1. Texas Air Services (TAS) AMOC application (RDIMS# 16411448)
  2. TCCA AD CF-2019-02, 'Time Limits/Maintenance Checks – Airworthiness Limitations – Implementation', effective 23 January 2019
  3. Viking Air Ltd. Technical Bulletin (TB) V6/00063, 'Inspection, of DHC-6 Main Landing Gear Leg Machining (C6UM1110) HY-TUF Material and Pivot Fittings', Revision A dated 27 April 2018
  4. Viking Air Ltd. TB V6/00064, 'Repair of DHC-6 Main Landing Gear Leg Machining (C6UM1110) HY-TUF Material and Pivot Fittings', Revision A dated 23 January 2019
  5. TAS Repair Specification TAS-MLG-C6UM, Revision C, dated 22 November 2019; (RDIMS# 15832667)
  6. TAS Form T-100 C-2 DHC-6 MLG Pivot Fittings Inspection and Repair Sheets Revision IR, dated 04 February 2020

Dear Mr. Holland,

This letter is in response to Texas Air Services' request (Ref. 1) for an AMOC with TCCA AD CF-2019-02 (Ref. 2) to allow repair of the MLG pivot fittings by weld build-up and machining to original manufacturing dimensions.

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During accomplishment of the overhaul of the MLG gear leg as mandated by AD CF-2019-02, inspection instructions found in Viking Air Ltd. TB V6/00063 (Ref. 3) Section 9.F. for Dimensional Inspections, TAS pointed out that the instructions call for any part falling outside the minimum allowable dimensions to be replaced or repaired. However, there is no instruction in Viking Air Ltd. TB V6/00064 (Ref. 4) for the repair of the pivot fitting lugs (Ref. 3 Section 9.C.e) if the lug thickness is less than 0.260 inches.

TAS obtained a Federal Aviation Administration (FAA) approval for a weld repair / build-up process documented in Repair Specification TAS-MLG-C6UM (Ref. 5) to restore the MLG components back to the original manufacturing dimensions. TAS also submitted to TCCA Inspection and Repair Sheets, Form T-100 C-2 (Ref. 6) which provided all the detailed process instructions.

Pursuant to CAR Part VI, Subpart 5, Division III, Section 605.84(4), TCCA has reviewed the request and hereby approves the AMOC No. AARDG 2020/A27 with TCCA AD CF-2019-02, allowing the repair of the MLG pivot fittings by weld build-up and machining to original manufacturing dimensions using the Ref. 5 FAA-approved Repair Specification, subject to the following conditions:

- The inspection measurement record and repair of the MLG pivot fitting is accomplished in accordance with the Ref. 6 TAS Inspection and Repair Sheets;
- The MLG pivot fitting must be replaced if any measurement of the lug thickness exceeds the repair limit mentioned in the Ref. 6 TAS Inspection and Repair Sheets;
- All other requirements of the MLG leg overhaul tasks that are not specifically referenced above remain applicable and must be complied with.

This AMOC No. AARDG 2020/A27 is applicable only to Canadian-registered Viking Air Ltd. DHC-6 aeroplanes installed with MLG Leg part number C6UM1110 with MLG pivot fittings repaired by Texas Air Services, Inc. using the above mentioned FAA approved Repair Specification and Inspection and Repair Sheets. For non-Canadian registered aeroplanes, approval to use this AMOC must be obtained from the governing regulatory authority of the state of registry if that authority does not automatically accept TCCA AMOCs.

Should you have any questions on this AMOC, please contact Mr. Ross McGowan by phone at 613-219-8937 or via email at [ross.mcgowan@tc.gc.ca](mailto:ross.mcgowan@tc.gc.ca).

Yours truly,



Remy Knoerr  
Chief, Continuing Airworthiness  
National Aircraft Certification

Cc: Ms. Sarah MacLeod, Executive Director, Aeronautical Repair Station Association