



# Maintenance Training Programs

Viking is an EASA Part 147 Approved Maintenance Training Organization with a staff of highly trained instructors who provide DHC-6 Twin Otter Maintenance Training anywhere in the world. Our training center can provide all the necessary knowledge and skills to enable Twin Otter technicians to maintain, inspect, troubleshoot and repair all the airframe, engine and avionics systems in the Series 400 aircraft. In addition, our training organization can help operators understand the DHC-6 inspections program and help set up an effective and efficient maintenance organization.

## VIKING FSR TECHNICAL SERVICES PROGRAM

The Viking Field Service Representative's (FSR) function is to provide in-country training and technical support to customers operating the DHC-6 Twin Otter aircraft. The FSR's are aircraft maintenance engineers and OEM technical experts on the Series 400 aircraft. The FSR's variety of knowledge and skills can be invaluable to any Twin Otter operator. The Viking FSRs have travelled all over the world delivering maintenance instruction, technical advice to help our customers access the services from both Viking and our OEM partners. Viking FSRs can deliver a world class training curriculum tailored to meet the regulatory requirements for each individual aircraft operator.



## VIKING TECHNICAL TRAINING PROGRAMS

Viking Technical Training Programs comprise of Viking's world-class training curriculum, delivered by the Viking FSRs, to facilitate the knowledge transfer tailored to meet the needs of the customer, with a view to better enabling them to effectively operate and maintain their DHC-6 Series 400 aircraft. The Viking training programs includes formal classroom instruction on a variety of technical subjects as well as practical 'hands-on' mentoring to increase the knowledge of



Series 400 maintenance procedures, and to improve the ability of technicians to effectively repair the Series 400 aircraft. Customers will learn to troubleshoot the aircraft systems quickly and to correctly diagnose problems. Technicians will be taught to correctly utilize their Ground Support Equipment as well as specialized test and calibration equipment to minimize aircraft down-time and to maximize aircraft availability. In addition to the FSR technical expertise, the curriculum includes information related to the Viking inspection requirements program, which will be required, in order to keep the aircraft serviceable and in an airworthy condition at all times.

## DHC-6-400 INITIAL B1/B2 TECHNICIAN TRAINING

15 days (105 hours)

The DHC-6 Series 400 Initial B1/B2 Technician Training is a comprehensive course delivered by Viking's EASA approved Part 147 ATO and provides a combined program of classroom theory and practical hands on training. The course covers content such as: component location, normal operation, inspections, and in-service repairs.

There is special emphasis placed on troubleshooting, adjustment and rigging procedures of the airframe, engine and avionics systems. Upon completion, technicians will be knowledgeable of maintenance procedures and systems of the DHC-6-400.

Course Breakdown:

- ➔ 70 Hours of Theory
- ➔ 30 Hours of Practical
- ➔ 5 Hours of Examination/Review



## DHC-6-400 TECHNICIAN DIFFERENCES TRAINING

5 days (35 hours)

The DHC-6 Series 400 Differences Course is a comprehensive training course delivered by Viking's EASA approved ATO staff and provides a combination of classroom theory and practical on aircraft familiarization. The course is taught by Viking Field Service Representatives who are experienced and knowledgeable Twin Otter instructors. This DHC-6 course focuses on the key differences between the airframe, engine and avionics systems of the Series 300 and 400 aircraft.



Topics that will be covered include: fuel system, hydraulic systems, flight controls and landing gear systems. The course also covers the PT6A-34 engine overview, Hartzell 3 bladed propeller and the Honeywell Apex avionics system, including software loading procedures and troubleshooting.

Course Breakdown

- ➔ 25 Hours of Theory
- ➔ 8 Hours of Practical
- ➔ 2 Hours of Examination/Review

## DHC-6 SERIES 400 PHASE 2A AVIONICS TRAINING COURSE

5 Days (35 hours)

The DHC-6 Series 400 Phase 2A and Autopilot training course is a 5-day course with a combination of classroom presentations and on aircraft familiarization, designed to meet the training needs of the technician maintaining the new Phase 2A Avionics and Autopilot systems.

The training course content addresses the Twin Otter avionics component location, normal operation, inspection, servicing and repair of the system. Special emphasis is placed on troubleshooting and understanding the Apex software loading procedures. The use of the aircraft laptop and avionics related programs are used during the course to reinforce academic learning with hands-on exposure.



### Course Breakdown:

- ➔ 25 Hours of Theory
- ➔ 8 Hours of Practical
- ➔ 2 Hours of Examination /Review

## DHC-6 SERIES 400 AMPHIBIOUS FLOAT TRAINING COURSE

5 Days (35 hours)

The DHC-6 Series 400 Amphibious Float Training course is a comprehensive course provided by Viking's instructors that provides a combination of classroom theory and practical hands on float training. The course covers construction of Wipaire 13,000 lbs floats, review of the operating systems, review of hydraulic and electrical systems, routine and salt water maintenance to the airframe, float gear, wheels and brakes as well as in depth troubleshooting procedures. The course also covers a review of the Honeywell Apex avionics system integration and associated software and hardware changes for the float configuration.

### Course Breakdown:

- ➔ 20 Hours of Theory
- ➔ 13 Hours of Practical
- ➔ 2 Hours of Examination/Review



### DHC-6 SERIES 400 ENGINE GROUND RUN, RIGGING AND TAXI TRAINING

2 Days (14 hours)

The DHC-6 engine run up course is a comprehensive course provided by Viking's instructors that teach the safe method to carry out the preflight inspection, and engine run up in accordance with the approved OEM publications. Classroom theory and on aircraft hands on training included.

