

DHC-6 Twin Otter Classic 300-G

Twin Otter
Classic
300-G

For over 50 years, the DHC-6 Twin Otter has stood alone as the most reliable and versatile aircraft in its class. After extensive consultation with customers, De Havilland Canada is poised and proud to take this iconic aircraft to new heights with the new DHC-6 Twin Otter® Classic 300-G™.



The Small Utility Aircraft of Choice



Short Take-Off & Landing Capability (STOL)

1,200 ft (366 m) take-off and 1,050 ft (320 m) landing field length



Variety of Landing Gear Configurations

Wheels, Floats, Amphibious Floats, Wheel Skis, Skis, Intermediate Flotation Gear



Flexible Interior Configurations

All Passenger, All Cargo, Quick Change, Dual-Class, VIP, Paratroop, Special Mission



Dual or Single Pilot Operation

Made Even Better



More Payload, More Range



New Flight Deck



Two Engine Options



Redesigned Cabin Interior



Lower Operating Costs and Enhanced Dispatch Availability



DE HAVILLAND AIRCRAFT
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The Classic 300-G advantage



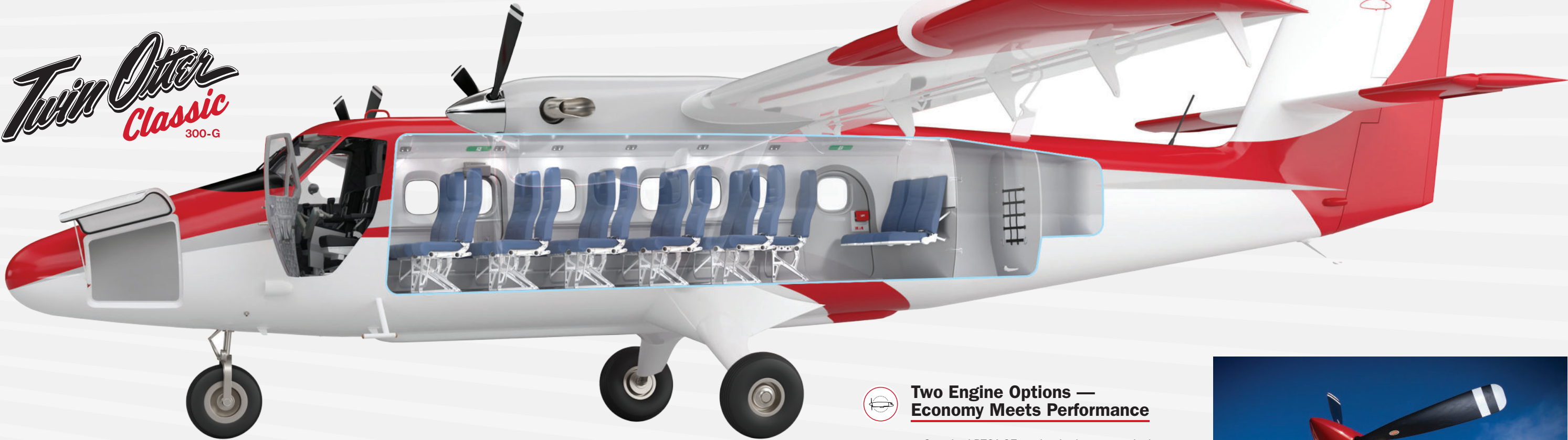
Garmin G1000® NXi Flight Deck

- Fully integrated avionics suite with functionality and capability to meet current and future ATC requirements
- Autopilot, FMS, Weather Radar, Satellite Communications, Ground Proximity Warning, Traffic Advisory, Flight Tracking System, Synthetic Vision, Video Display, and more



A Completely Redesigned Cabin Interior

- Modern design blending aesthetics and functionality
- Redesigned window reveal providing more natural light and brighter cabin ambiance
- New integrated Passenger Service Units featuring LED lights and gaspers for improved passenger comfort and convenience



More Payload, More Range

- 400–500 lb basic weight reduction
- Weight reduction gives more payload and/or longer range capability
- Overall, 8% increase in revenue



Lower Operating Costs and Enhanced Dispatch Availability

- More robust systems with longer service life and extended time between overhauls
- New cabin interior utilizing new and durable materials with reduced part count
- Zonal Maintenance Program consolidates inspections/checks, and eliminates duplication and re-inspection
- Less time on the ground for maintenance means more flying time



Two Engine Options — Economy Meets Performance

- Standard PT6A-27 engine is the economical choice, providing efficient performance and fuel consumption
- Optional PT6A-34 engine is designed for extreme operations, ideal for challenging environments and demanding missions
- New starter generators with cross generator start paired with a lithium chemistry battery offer powerful and reliable starting capabilities



Greater return on investment

With higher revenue generating capability and lower operating cost, the Twin Otter Classic 300-G offers greater profitability and enhanced operational flexibility. Coupled with OEM warranty and product support, it makes the Twin Otter Classic 300-G a compelling investment.

Once again, the Twin Otter Classic 300-G raises the bar for the small utility air transport industry.



Landing Gear Configurations



AMPHIBIOUS FLOATS



FLOATS



WHEEL SKIS



INTERMEDIATE
FLOTATION GEAR



STANDARD WHEEL
CONFIGURATION



Specifications and Performance (Standard Wheel Configuration)

DESIGN WEIGHT

Maximum Take-Off Weight	5,670 kg	12,500 lb
Maximum Landing Weight	5,579 kg	12,300 lb

SHORT TAKE-OFF AND LANDING PERFORMANCE*

Take-Off Distance to 50 ft (15.2 m)	366 m	1,200 ft
Landing Distance from 50 ft (15.2 m)	320 m	1,050 ft

SFAR 23 TAKE-OFF AND LANDING DISTANCE

Take-Off Distance to 50 ft (15.2 m)	454 m	1,490 ft
Landing Distance from 50 ft (15.2 m)	460 m	1,510 ft
Accelerate-Stop Distance	675 m	2,220 ft

SPEED

Maximum Cruise Speed - Sea Level	170 KTAS
Maximum Cruise Speed - 5,000 ft	181 KTAS
Maximum Cruise Speed - 10,000 ft	182 KTAS

PAYLOAD AND RANGE CAPABILITY**

Payload for 100 nm (185 km) Range	1,963 kg	4,328 lb
Payload for 250 nm (463 km) Range	1,754 kg	3,868 lb
Maximum Range (Zero Payload)	1,613 km	871 nm
Maximum Range (2,270 lb (1,030 kg) of Payload)	1,487 km	803 nm

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*Local regulatory approval required ** Standard fuel tanks; Payload estimates based on Maximum Cruise Rating speed @ 10,000 ft; Maximum Range estimates based on Long Range Cruise speed @ 10,000 ft; 45-minute reserve fuel @ cruise altitude and Maximum Endurance Speed.

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