

DHC-6 TWIN OTTER GUARDIAN



MISSION CAPABILITIES

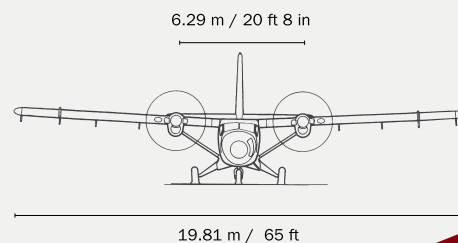
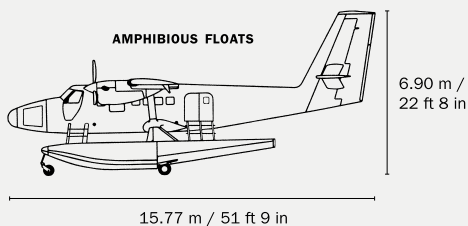
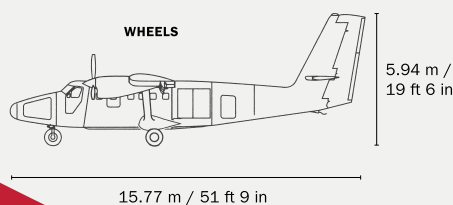
- HIGH ARCTIC AND REMOTE TRANSPORT
- AMPHIBIOUS AND SKI OPERATIONS
- POLICE TRANSPORT, AIR SUPPORT, AND SURVEILLANCE
- MARITIME PATROL AND BORDER PROTECTION
- MEDEVAC AND ERT DEPLOYMENT
- DRUG INTERCEPTION
- SHORT TAKE-OFF AND LANDING PERFORMANCE (STOL)
- MISSION-READY CONFIGURATION



DE HAVILLAND CANADA DHC-6 TWIN OTTER GUARDIAN aircraft is a dependable solution for 21st century special mission requirements. Building on the exceptional reliability of the legendary Twin Otter, the Guardian aircraft features multiple interior configurations and a flexible mission system architecture, allowing the aircraft to move quickly between surveillance, search and rescue, medevac, parajumping, personnel transportation, and more. Equipped with wheels, floats (straight or amphibious), skis, or intermediate flotation gear, the aircraft operates in the most diverse and extreme environments. With short take-off and landing performance, low-speed maneuverability, and low acquisition and operating costs, the Guardian aircraft is an invaluable asset to government and military.

Backed by De Havilland Canada's global support network, the Guardian aircraft stands ready to take on the most demanding missions.

EXTERNAL DIMENSIONS



**DE HAVILLAND
DEFENCE**

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DHC-6 TWIN OTTER GUARDIAN SPECIFICATIONS

| | | | |
|--|---|-------------------------|--------------|
| AIRCRAFT DIMENSIONS | Wingspan | 19.81 m | 65 ft |
| | Horizontal Tail Span | 6.29 m | 20 ft 8 in |
| | Aircraft Length | 15.77 m | 51 ft 9 in |
| | Aircraft Height | 5.94 m | 19 ft 6 in |
| CABIN DIMENSIONS | Cabin Length | 5.61 m | 18 ft 5 in |
| | Cabin Height | 1.50 m | 4 ft 11 in |
| | Cabin Width | 1.75 m | 5 ft 9 in |
| | Left Side Cabin Door | 1.27 x 1.42 m | 50 x 56 in |
| | Right Side Cabin Door | 0.76 x 1.16 m | 30 x 45.5 in |
| | Maximum Pax Seating | 19 | |
| | Minimum Flight Crew | 1 | |
| POWERPLANT | Engines | Pratt & Whitney PT6A-34 | |
| | Flat-rated to (ISA + 27 °C, Sea Level) | 620 shp | |
| | Propellers, Hartzel - Three Bladed Reversible Pitch | HC-B3TN-3D | |
| DESIGN WEIGHTS & CAPACITIES | Maximum Takeoff Weight | 6,350 kg | 14,000 lb |
| | Maximum Landing Weight | 6,123 kg | 13,500 lb |
| | Typical Operational Weight Empty | 3,621 kg | 7,985 lb |
| | Useful Load | 2,728 kg | 6,015 lb |
| | Fuel Capacity | 1,440 kg | 3,176 lb |
| | Optional Fuel Capacity | 1,618 kg | 3,568 lb |
| PERFORMANCE | STOL Takeoff* | 366 m** | 1,200 ft** |
| | STOL Landing* | 320 m** | 1,050 ft** |
| | SFAR 23 Takeoff Field Length to 50 ft at MTOW | 579 m | 1,900 ft |
| | Takeoff Ground Roll - Wheels | 310 m | 1,020 ft |
| | SFAR 23 Landing Field Length from 50 ft at MLW | 853 m | 2,800 ft |
| | Landing Ground Roll - Wheels | 563 m | 1,846 ft |
| | Maximum Cruise Speed - ISA, 5,000 ft | 162 KTAS | |
| | Maximum Cruise Speed - ISA, 10,000 ft | 174 KTAS | |
| | Maximum Endurance Speed | 100 KIAS | |
| | Payload for 100 nm range at Maximum Cruise Speed | 2,368 kg | 5,220 lb |
| | Payload for 250 nm range at Maximum Cruise Speed | 2,194 kg | 4,837 lb |
| | Maximum Range (Zero Payload) Standard Tanks | 1,926 km | 1,040 nm |
| | Maximum Range (Zero Payload) Long-Range Tanks | 2,172 km | 1,173 nm |

NOTE: Payload and range data assumes fuel reserve for 45 minutes at cruise altitude and maximum endurance speed.

*Local regulatory approval required

**Based on MTOW of 12,500 lb. Contact DHC for detailed performance analysis.

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