
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Revision av flyghandbok

GÄLLER: Modellerna MU-2B, MU2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-30, MU-2B-35 och MU-2B-36

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av TCD-5432-2000

TID FÖR ÅTGÄRD: Inom 10 dagar räknat från detta LVD's Beslutsdatum.

UNDERLAG: TCD-5432-2000

REFERENS: TCD-5432-2000

BESLUTSDATUM: 30 januari 2001

LFS 2001:24

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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TCF-50-001-1E-1

KU-KI-1123	No. TCD-5432-2000
Date November 27, 2000	
Japan Civil Aviation Bureau TAIKUSEI-KAIZEN-TSUHO <u>Airworthiness Directive</u> The undermentioned examinations or modifications are mandatory.	
1. Applies to : Mitsubishi Heavy Industries Model MU-2B, MU2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-30, MU-2B-35 and MU-2B-36 airplanes equipped with pneumatic deicing boots.	
2. Compliance required as indicated, unless already accomplished. To assure that flightcrews have the information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation, accomplish the following. 2.1 Within the next 10 days after the effective date of this Airworthiness Directive(AD), revise the Limitation Section of the JCAB-approved Airplane Flight Manual(AFM) to include the following requirements for activation of the ice protection systems. “ • Except for certain phases of flight where the AFM specifies that deicing boots should not be used, compliance with the following is required. • Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated: - At the first sign of ice formation anywhere on the airplane, or upon annunciation from an ice detector system, whichever occurs first; and - The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe. • The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice.” 2.2 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB.	
3. Remarks This AD becomes effective on December 11, 2000.	