
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av tryckluftsledningar

GÄLLER: Mitsubishi Heavy Industries (MHI) Model MU-2B/ -10/ -15/ -20/ -25/ -26 med serienummer 008 tom 347 (utom 313 och 321) och MU-2B-30/ -35/ -36 med serienummer 501 tom 696 (utom 652 och 661).

ÅTGÄRD: Utför kontroll och vidare åtgärder enligt bifogad kopia av JCAB TCD-6127-2003.

TID FÖR ÅTGÄRD: Enligt tider angivna i JCAB TCD-6127-2003

UNDERLAG: JCAB TCD-6127-2003 och Mitsubishi MU-2 Service Bulletin No. 239 eller senare av JCAB godkänd revision.

REFERENS: JCAB TCD-6127-2003

BESLUTSDATUM: 21 Mars 2003

LFS 2003:32

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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KOKU-KU-KI-1109		No. TCD-6127-2003
<u>Date of Issue: March 3, 2003</u> Japan Civil Aviation Bureau TAIKUSEI-KAIZEN-TSUHO <u>Airworthiness Directive</u> The undermentioned examinations or modifications are mandatory.		
1. Applies to : Mitsubishi Heavy Industries (MHI) Model MU-2B /-10 /-15 /-20 /-25 /-26 airplanes : Serial Number (S/N) 008 through 347(except S/N 313 and 321) ; and MU-2B-30/ -35/ -36 airplanes : S/N 501 through 696 (except S/N 652 and 661)		
2. Compliance required as indicated, unless already accomplished. To prevent pressure leakage in a pneumatic line due to use of incorrect clamp, which may lead to simultaneous loss of multiple system functions, accomplish the following. 2.1 At the next periodic inspection or within 6 months after the effective date of this Airworthiness Directive (AD), whichever occurs first, inspect clamped surfaces of the affected pneumatic lines and the clamps in accordance with Mitsubishi MU-2 Service Bulletin (SB) No.239 or later JCAB-approved revisions. 2.1.1 If no corrosion damage (slight oxidized material without pitting or discoloration is acceptable) is revealed in the inspection of clamped surfaces of the affected pneumatic lines, the lines can be reused. Before reuse, reapply surface treatment to the lines in accordance with the SB. 2.1.2 If any corrosion damage is revealed in the inspection of clamped surfaces of the affected pneumatic lines, before further flight, replace the line (tube assembly) with a new one in accordance with the SB. Note. In case that a new line is fabricated, apply surface treatment to it		

in accordance with the SB.

2.1.3 If any sign of corrosion of clamp, or hardening (due to heat) or loss of rubber cushion (gasket) is found on a clamp, before further flight, replace the clamp with a new one.

2.1.4 If any clamp with incorrect P/N is found, before further flight, replace the clamp with a new one with correct P/N.

2.2 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB.

3. Remarks

3.1 This AD becomes effective on March 17, 2003.

3.2 Mitsubishi MU-2 Service Bulletin No.239 dated December 26, 2002 and later JCAB-approved revisions pertain to this subject.