

KU-KEN-767

No. TCD-2450A-87

Date June 16, 1987

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to : Mitsubishi model MU-2B/-10/-15/-20/-25/-26: S/N 008 thru 347  
(except S/N 313,321) and MU-2B-30/-35/-36: S/N 501 thru 696  
(except S/N 652,661)

2. Compliance required as indicated, unless already accomplished.

To assure anti-ice capability of pitot tubes and proper electric load distribution of anti-ice/deice circuits, accomplish the following paragraphs 2.1~2.3;

- 2.1 Unless the paragraph 2.2 is complied with, before the next flight after the effective date of this AD, accomplish the paragraphs 2.1.1 and 2.1.2 in accordance with Mitsubishi MU-2 Service Recommendation No. 053A dated October 23, 1984 (hereinafter referred to as "SR").
- 2.1.1 Modify the electrical circuitry of the pitot tube and anti-ice/deice systems.
- 2.1.2 Install the higher heat capacity pitot tube(s) (P/N PH1100) on the pitot tube system.
- 2.2 Unless the paragraph 2.1 is complied with, accomplish the paragraphs 2.2.1~2.2.4.
- 2.2.1 Before the next flight after the effective date of this AD, accomplish the paragraphs 2.2.1.1~2.2.1.3.

- 2.2.1.1 Fabricate and install a temporary placard(s) in full view of the pilot, using letters of minimum 25 mm(0.10inch) in height which state:
- (1) "FLIGHT IN KNOWN ICING CONDITIONS IS PROHIBITED".
  - (2) "TURN PITOT HEAT ON DURING FLIGHT IN RAIN OR VISIBLE MOISTURE".
  - (3) "Pilot and copilot airspeed indicators may display erroneous data after:
    - (a) Flight in rain or visible moisture;
    - (b) Outside storage in rain without pitot covers; or
    - (c) Washing of airplane without pitot covers."

- 2.2.1.2 On the "TYPES OF OPERATION" placard located in the cockpit, delete, using opaque tape, the words "ICING CONDITIONS".

- 2.2.1.3 Revise Airplane Flight Manual (AFM) incorporating the applicable Mitsubishi MU-2 series AFM revision for each model listed in Table 2.1 or other equivalent document.

The equivalent document may be used if approved by the Director-General of Regional Civil Aviation Bureau.

Table 2.1

Model	AFM Revision No.	Revision Date
MU-2B	1	June 15, 1987
MU-2B-10	1	"
MU-2B-15	1	"
MU-2B-20	1	"
MU-2B-25	1	"
MU-2B-26	1	"
MU-2B-30	1	"
MU-2B-35	1	"
MU-2B-36	1	"

- 2.2.2 Within 100 hours time-in-service after the effective date of this AD, modify the electrical circuitry of the pitot tube and anti-ice/deice systems in accordance with SR.

- 2.2.3 Prior to September 2, 1988, install the higher heat capacity pitot tube(s) (P/N PH1100) in accordance with SR.

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<p>2.2.4 When the requirements of the paragraphs 2.2.2 and 2.2.3 of this AD are accomplished, the measures taken in accordance with the paragraph 2.2.1 of this AD may be discontinued and the airplane and the AFM may be restored to their original states.</p> <p>2.3 Alternate means of compliance with this AD may be used if approved by the Director-General of Civil Aviation Bureau.</p> <p>3. Remarks</p> <p>3.1 This AD becomes effective on June 16, 1987.</p> <p>3.2 Mitsubishi MU-2 Service Recommendation No. 053A dated October 23, 1984 pertains to this AD.</p> <p>3.3 This AD supersedes TCD-2450-85.</p>		