

KU-KI-1123	No. TCD-5432-2000
Date November 27, 2000	
<p>Japan Civil Aviation Bureau TAIKUSEI-KAIZEN-TSUHO <u>Airworthiness Directive</u></p> <p>The undermentioned examinations or modifications are mandatory.</p>	
<p>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.</p>	
<p>2. Compliance required as indicated, unless already accomplished.</p> <p>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.</p> <p>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.</p> <p>“ • Except for certain phases of flight where the AFM specifies that deicing boots should not be used, compliance with the following is required.</p> <p>• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:</p> <ul style="list-style-type: none"> - 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. <p>• 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.”</p> <p>2.2 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB.</p>	
<p>3. Remarks</p> <p>This AD becomes effective on December 11, 2000.</p>	