

KU-KI-1136		No. TCD-2856-1-97
<p style="text-align: right;"><u>Date Nov. 5, 1997</u></p> <p style="text-align: center;">Japan Civil Aviation Bureau TAIKUSEI-KAIZEN-TSUHO <u>Airworthiness Directive</u></p> <p style="text-align: center;">The undermentioned examinations or modifications are mandatory.</p>		
<p>1. Applies to : <u>Mitsubishi MU-2B-30/ -35/ -36 : S/N 501 thru 696 (except 652 and 661), equipped with Bendix M4C Autopilot System.</u></p>		
<p>2. Compliance required as indicated, unless already accomplished.</p> <p>To standardize the way to disengage the autopilot system, accomplish the following:</p> <p>Within next 200 flight hours in service after the effective date of this AD, relocate and replace the disconnect switches of Bendix M4C autopilot system <u>and revise the airplane flight manual</u> in accordance with Mitsubishi MU-2 Service Bulletin No.206, dated October 13, 1987, or later JCAB approved revisions.</p> <p>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 Effective date: Nov. 5, 1997</p> <p>This AD revises a part of TCD-2856-87 dated Oct. 29, 1987. The revised part corresponds to the underlined part, the part which is not underlined is non-revised part. Therefore, regarding non-revised part, execute the inspection, the repair, the exchange, the modification or etc. in the compliance time which is indicated on pre-revised AD.</p> <p>3.2 Mitsubishi MU-2 Service Bulletin No.206 dated Oct. 13, 1987 and later JCAB approved revisions pertain to this subject.</p>		

This is the English translation. In case of any difficulty, refer to the Japanese original text.