

**The FAA's Determination***What Has FAA Decided?*

After examining the circumstances and reviewing all available information related to the incidents described above, we have determined that:

- The unsafe condition also exists or could develop on other Mitsubishi MU-2B series airplanes;
- The NPRM should be expanded to include these actions; and
- AD action should be taken in order to correct this unsafe condition.

**The Supplemental NPRM***How Will the Changes to the NPRM Impact the Public?*

Adding additional airplanes to the applicability section and changing the cost impact to the owner/operator goes beyond the scope of what was already proposed. Therefore, we are issuing a supplemental NPRM and reopening the comment period to allow the public additional time to comment on this proposed AD.

*What Are the Provisions of the Supplemental NPRM?*

This proposed AD would require you to:

- Repetitively inspect the cockpit windshield and cabin window surfaces for damage (damage would be defined as crazing, scratches, and cracks);
- Blend out the damage if the damage does not exceed certain limits; and
- Replace the windshield or window if damage exceeds certain limits.

*What Document Should I Use To Accomplish These Actions?*

Accomplishment of the proposed actions would be in accordance with the following, as applicable:

- Mitsubishi MU-2 Service Bulletin No. 224, which incorporates the following pages:

Affected pages	Revision level	Date
3, 5, and 6 .....	Original Issue .....	June 30, 1995.
2, 4 .....	B .....	Nov. 11, 1996.
1 .....	C .....	April 20, 1998.

- Mitsubishi MU-2 Service Bulletin No. 087/56-001B, which incorporates the following pages:

Affected pages	Revision level	Date
3, 5, and 6 .....	Original Issue .....	June 29, 1995.
2 .....	A .....	Sept. 26, 1996.
1, 4 .....	B .....	May 4, 1998.

**Cost Impact***How Many Airplanes Would This Proposed AD Impact?*

We estimate that this proposed AD affects 315 airplanes in the U.S. registry.

*What Would Be the Cost Impact of This Proposed AD on Owners/Operators of the Affected Airplanes?*

We estimate the following costs to accomplish the proposed inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
8 workhours × \$60 = \$480 .....	No parts required .....	\$480	\$480 × 315 = \$151,200.

We estimate the following costs to accomplish any necessary replacements that would be required based on the

results of the proposed inspection. We have no way of determining the number

of airplanes that may need such replacement:

Labor cost	Parts cost	Total cost per airplane
16 workhours X \$60 = \$960 .....	P/N 010A-31450-1/-2 = \$5988. P/N 010A-31451-1/-2 = \$4368. P/N 010A-31874-1/-2 = \$2432. P/N 010A-31870 = \$1673. P/N 010A-31870-11 = \$1648. P/N 030A-32402 = \$1823.	\$960 (workhours) + applicable part(s) = total cost per airplane.