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**SN 206  
SN 155/21-004  
Preventing Hypoxia Situation**

### **NOTE**

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# MU-2

# SERVICE NEWS

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NAGOYA AEROSPACE SYSTEMS WORKS  
10, OYE-CHO, MINATO-KU, NAGOYA, JAPAN

JCAB T.C. : No. 206  
FAA T.C. : No. 155/21-004

DATE: September 29, 2022

**SUBJECT:** Preventing Hypoxia Situation

**MODELS AFFECTED:** All MU-2B Airplanes

Federal Aviation Administration (FAA) recently published an account of an MU-2B pilot who apparently experienced hypoxia climbing to cruise altitude and the dramatic actions of an air traffic controller to recognize the situation and talk the pilot down to a safe altitude. This is a very rare event for any aircraft but can easily have tragic results if not recognized and corrected promptly. Once recovered at a lower altitude, the pilot recognized that the Cabin Air Selector Switch had not been selected ON in accordance with AFTER TAKEOFF Procedures in the FAA approved Airplane Flight Manual (AFM) and FAA accepted Pilot Checklist.

Each person has different susceptibility to hypoxia, but all pilots should be aware that the onset of hypoxia is insidious and progresses gradually. Critical symptoms that may affect your ability to continue flying are impaired judgment, increased response time, confusion and drowsiness. Time of useful consciousness above 10,000 ft. becomes shorter as cabin altitude is increased and includes the time to climb, recognize the onset of hypoxia and subsequent descent. Therefore, although onset is gradual, the situation can become fatal in a short time at cruise altitudes if not recognized.

In order to prevent MU-2 pilots from experiencing hypoxia in climb and cruise phases of flight, there are several layers of safety incorporated in the aircraft systems, AFMs, and Pilot Checklists. Mitsubishi Heavy Industries America, Inc. (MHIA) encourages all MU-2 pilots to review the aircraft systems and follow Normal, Emergency, and Abnormal Procedures per AFMs and Pilot Checklists during your flight training and prior to regular flights.

In Mitsubishi Heavy Industries, Ltd. (MHI) AFMs and FAA accepted Pilot Checklists, pilots are required to set "Cabin Air Selector Switch" to "BOTH" position and check, set and monitor "Cabin Pressurization" in the AFTER TAKEOFF section of the Normal Procedures.

Additionally, if the cabin pressure altitude reaches approximately 10,000 feet, the "Cabin Pressure Low" light



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on the annunciator panel and “Master Caution” light illuminate. If the Cabin Pressure remains low after checking the Cabin Pressurization Controller, Manual Pressure Control Valve, and Cabin Air Selector Switch, pilots are required to descend aircraft to minimum safe altitude or 10,000 feet, whichever is higher, in accordance with the AIR CONDITIONING AND PRESSURIZATION SYSTEM FAILURE (CABIN PRESS LOW ANNUNCIATOR ILLUMINATED) section of the Emergency Procedures. It is in pilots’ best interest to do so!

Additionally, as part of the PREFLIGHT CHECK section of the Normal Procedures, pilots are required to open the compartment containing the oxygen valve and check for internal pressure of the Oxygen Cylinder and Oxygen Outlet Valve and Gauge. Masks should be readily available to all pilots and passengers.

As a safety enhancement, MHIA offers a Voice Alerting System for MU-2B series aircraft, certified under FAA Supplemental Type Certificate No. SA01300WI. In addition to other alerts, this system provides a spoken warning (“Cabin Pressure Low”) to pilots through both pilot’s and co-pilot’s headsets when the maximum cabin pressure altitude is exceeded. Please refer to MHI Service News No. 167 (A2PC) and No. 120/39-001 (A10SW), dated August 9, 2011.

If you have any questions on this matter, please contact MHIA at the following contact information:

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