

**SECTION 2
LIMITATIONS**

These limitations complete those of standard airplane described in Section 2 "Limitations" of the basic Flight Manual.

Flight into known icing conditions is approved provided that the following equipment is installed in accordance with T.K.S. and SOCATA drawings and is serviceable :

- All equipment required for night IFR
- T.K.S. wing, empennage, propeller and windshield ice protection systems
- Wing inspection light
- Non-icing cabin heat air inlet
- Fuel tank vent shields
- SOCATA modification n° 47 (manually operated "ALTERNATE AIR" system) must be installed in the case of TB 20 airplane.

DE-ICING FLUID**CAUTION**

UNDER NO CIRCUMSTANCES ARE FLUIDS OTHER THAN THOSE LISTED BELOW TO BE USED IN THE "T.K.S." SYSTEM.

SOME FLUIDS CURRENTLY USED FOR GROUND DE-ICING PURPOSES CONTAIN THICKENING AGENTS WHICH MAY BLOCK THE POROUS PANELS. IF IT IS KNOWN OR SUSPECTED THAT SUCH A FLUID HAS BEEN PLACED IN THE TANK, DO NOT OPERATE THE SYSTEM, CONTACT "T.K.S." FOR INSTRUCTIONS.

De-icing fluids must meet one of the following specifications : TKS R328 ; TKS 80 ; AL-5 (DTD 406B).

In this case, they may be mixed in the airplane tank in any proportions. Fluids to DTD 406B are available under a number of proprietary names (e.g. Aeroshell Compound 07).