

Airworthiness Directive Schedule

Aeroplanes

Mitsubishi MU-2B-26A and MU-2B-60 Series

28 June 2018

- Notes:**
1. This AD schedule is applicable to Mitsubishi MU-2B-26A and MU-2B-60 aircraft manufactured under FAA Type Certificate No. A10SW.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the FAA web site at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.		
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DCA/MU2/16 Cancelled - Applicable to a model no longer on NZ register**DCA/MU2/17B Airworthiness Directive Compliance at Initial C of A Issue**

Applicability Model MU-2B series aircraft, all S/Ns.

Note: DCA/MU2/30 supersedes FAA AD 94-04-16 and FAA AD 93-07-11.

Requirement: Compliance with the following Airworthiness Directives (as applicable) is required:

FAA Airworthiness Directives:

71-14-01	Fuel Tank Fungus Coating Peeling
73-19-03	Nose Gear Actuating System
74-11-01	Windshield Outer Panes
75-03-06	Cracks and Optical Distortion
75-16-13	Main Wing Flap
75-16-20	Propeller Pitch Control Lever
76-22-04	Main Landing Gear
78-03-05	Cowling Latches
79-24-02	Outer Fuel Tank Wiring
80-04-01	Avionics Equipment Mounting Shelf
80-15-03	Rear Baggage Compartment
81-06-01R1	Engine Aft Nacelles
81-25-04R1	Electrical Wiring Inspection
82-08-02	Electrical Wiring Inspection
82-21-03	Fire Detection
83-09-02	Strobe Light Assemblies
84-12-04	Temp. Placard Anti-ice System
84-25-02	Trim Tab Brackets
86-15-03	NLG Strut Assembly
86-20-01	Pitot System Modification
86-26-02	POH/AFM Appendix – Icing
87-04-03	Flap Flexible Shafts
87-12-02	Generator Shield Jumper Wires
88-13-01	Autopilots
88-21-01R1	Control Yoke
88-23-01	Torque Tube Joints
91-23-08	Rudder Trim Tab
94-11-04	Hub Arm Assembly
97-04-13	Vent Check Valve
2003-17-04	Cockpit Windshield and Cabin Window

Note: Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.

Compliance: Before issue of New Zealand Certificate of Airworthiness. Repetitive inspections to be accomplished at intervals not exceeding the times specified in the FAA Airworthiness Directives.

Effective Date: DCA/MU2/17 - 30 August 1996
 DCA/MU2/17A - 30 March 2006
 DCA/MU2/17B - 27 September 2007

DCA/MU2/18A Severe Icing Conditions – AFM Amendment

Applicability Models MU-2B-10, MU-2B -15, MU-2B -20, MU-2B -25, MU-2B -26, MU-2B -26A, MU-2B -30, MU-2B -35, MU-2B -36, MU-2B -36A, MU-2B -40 and MU-2B -60 aircraft. All S/Ns.

Requirement: To prevent operation in conditions that are beyond the capability of the aircraft's icing protection system and possible loss of the aircraft, accomplish the following:

1. Revise the aircraft flight manual per FAA AD 96-25-02 paragraphs (a)(1), (a)(2) and (a)(3). Inserting a copy of FAA AD 96-25-02 accomplishes this action. Compliance with the Limitations Section is mandatory.

Note: A manufacturer's flight manual revision in accordance with FAA AD 96-25-02 is an acceptable alternative means of compliance.

2. Operators must ensure that flight crew are aware of the flight manual revision. (FAA AD 96-25-02 refers)

Compliance: By 28 April 2006, unless already accomplished.

Effective Date: DCA/MU2/18 - 29 January 1997
DCA/MU2/18A - 30 March 2006

DCA/MU2/19 Cancelled – Superseded by DCA/MU2/24

Effective Date: 30 March 2006

DCA/MU2/20 Positioning of Power Levers – AFM Amendment

Applicability: Models MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60.

Requirement: To prevent loss of control of the aircraft or engine overspeed caused by the power levers being positioned below the flight idle stop while the aircraft is in flight, accomplish the following:-

Amend the Limitations Section of the aircraft flight manual (AFM) by inserting the following wording:

"Positioning of power levers below the flight idle stop while the aircraft is in flight is prohibited. Such positioning may lead to loss of aircraft control or may result in an overspeed condition and consequent loss of engine power."

This action may be accomplished by incorporating a copy of this AD into the Limitations Section of the AFM.
(FAA AD 97-25-02 refers)

Compliance: By 31 March 1998

Effective Date: 13 February 1998

DCA/MU2/21 Wing Tip Tank Attachment Bolts - Inspection**Applicability:** Type Certificate No. A2PC

Model MU-2B, MU-2B-10, MU-2B-15, S/N 008 through 312, MU-2B-20, MU-2B-25, and MU-2B-26 S/N 314 through 320, and 322 through 347, MU-2B-30, MU-2B-35, and MU-2B-36 S/N 501 through 651, 653 through 660, and 662 through 696.

Type Certificate No. A10SW

Model MU-2B-25, MU-2B-26, MU-2B-26A and MU-2B-40 S/N 313SA, 321SA, and 348SA through 459SA, MU-2B-35, MU-2B-36A, and MU-2B-60 S/N 652SA, 661SA, and 697SA through 1569SA.

Requirement: To prevent the wing tip tank from separating from the aircraft which could result in loss of control, accomplish the following:-

Inspect each forward attachment fitting bolt (up to 4 to 5 bolts per aircraft depending on the configuration) of the wing tip tanks to determine whether any bolt that is not P/N 017A-12887, P/N 017A-12887-3, P/N 017A-12887A-5, or P/N 017A-12887-7, is installed. The bolts that apply to each model and S/N aircraft are specified in the SBs referenced below. Accomplish this inspection per Mitsubishi MU-2 SB 225 for aircraft affected by Type Certificate No. A2PC; or SB 089/57-002A, for aircraft affected by Type Certificate No. A10SW.

If any bolt that is not P/N 017A-12887, P/N 017A-12887-3, P/N 017A-12887A-5, or P/N 017A-12887-7, is installed, prior to further flight, replace it with a P/N 017A-12887-5 or P/N 017A-12887-7 bolt as applicable and as specified in the service information. The P/N 017A-12887-5 and P/N 017A-12887-7 bolts are of similar design to the P/N 017A-12887 and P/N 017A-12887-3 bolts, and are identified with the black painted letters "SPL". Accomplish this action per MU-2 SB 225 or SB 089/57-002A as applicable.

If any P/N 017A-12887 or P/N 017A-12887-3 bolt is installed, prior to further flight, identify the bolt with the letters "SPL". Accomplish this action per MU-2 SB 225 or SB 089/57-002A as applicable.
(FAA AD 98-20-39 refers)

Compliance: Within the next 100 hours.**Effective Date:** 23 October 1998**DCA/MU2/22 Ice Protection Systems – AFM Amendment****Applicability:** Models MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-26A, MU-2B-36A, MU-2B-40 and MU-2B-60 equipped with pneumatic de-icing boots.**Requirement:** To prevent reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the aircraft prior to the first deicing cycle, revise the Limitations Section of the Aircraft Flight Manual (AFM) to include the following:-

"Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, 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.

The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the aircraft is determined to be clear of ice."

(FAA AD 2000-02-25 refers)

Note: This may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer's flight manual revision that contains the wording per this AD. Operators must ensure that flight crew are aware of the flight manual revision.

Compliance: By 27 May 2000

Effective Date: 27 April 2000

DCA/MU2/23A Operation in Icing Conditions - Modifications

Applicability: Models MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40 and MU-2B-60 aircraft.

Requirement: To assist in preventing departure from controlled flight while operating in icing conditions, incorporate the following modifications:

1. Install a pneumatic deice monitoring system, per the procedures contained in Test Instrumentation, Inc. Document No. MU2-5001, revision E, and Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletin (SB) No. 232, dated 2 July 1997.
2. Install a trim-in-motion alerting system and automatic autopilot disconnect system per the procedures contained in Test Instrumentation, Inc. Document No MU2-1001 revision C or D, and Test Instrumentation, Inc. Document No MU2-4001 revision C or F, and Mitsubishi MU-2 SB No. 231.
3. Install an auto-ignition (re-light) system per the procedures contained in Mitsubishi MU-2 SB 226, which incorporates the following pages:

Pages	Revision Level	Date
2 through 11, 13 through 23, 27 through 57, 59, and 61 through 93.	A	13 January 1997
1, 12, 24, 25, 26, 58 & 60	B	27 October 1997

(FAA AD 2000-09-15R1 refers)

Compliance: 1. 2. & 3. By 30 April 2006, unless already accomplished.

Effective Date: DCA/MU2/23 - 29 June 2000
DCA/MU2/23A - 30 March 2006

*** DCA/MU2/24A Icing Awareness – AFM Revision and Pilot Training**

Applicability: Models MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40 and MU-2B-60 aircraft, all S/N.

Note 1: DCA/MU2/24A revised to clarify Note 2.

Requirement: To decrease the chance of icing-related incidents or accidents, accomplish the following:

1. Incorporate requirement (e) of FAA AD 2003-22-07R1 into the limitations section of the CAA approved AFM.
2. Accomplish the training required by the AFM revision and endorse the pilot's log book.

Note 2: The training consists of viewing the latest FAA approved Mitsubishi Icing Awareness Training (IAT) video and obtaining a log book endorsement stating that the pilot has watched the video. Training and pilot log book endorsements may be performed by an appropriately qualified and rated flight instructor or examiner. (FAA AD 2003-22-07R1 refers)

Compliance:

1. By 28 July 2018, unless previously accomplished.
2. By 28 July 2018, unless previously accomplished and thereafter at intervals not to exceed 2 years.

Effective Date: DCA/MU2/24 - 30 March 2006
DCA/MU2/24A - 28 June 2018

DCA/MU2/25 Wing Attachment Hardware – Inspection

Applicability:	<u>Models</u>	<u>S/Ns</u>
	MU-2B-10	101 through 120 (Except 102, 114, 115 and 118).
	MU-2B-15	114, 115 and 118.
	MU-2B-20	102 and 121 through 238.
	MU-2B-25	239 through 318 (Except 313) and 313SA.
	MU-2B-26	319 through 347 (Except 321) and 349SA.
	MU-2B-26A	321SA, 348SA and 350SA through 394SA (Except 365SA).
	MU-2B-30	502 through 547.
	MU-2B-35	548 through 654 (Except 652) and 652SA.
	MU-2B-36	501 and 655 through 696 (Except 661).
	MU-2B-36A	661SA and 697SA through 730SA (Except 700SA).
	MU-2B-40	365SA.
	MU-2B-60	700SA.

Requirement: To detect and correct cracks, corrosion, fractures and incorrect torque values in the wing attach barrel nuts, which could result in failure of the wing attach barrel nuts and/or associated wing attachment hardware, remove each wing attach barrel nut, bolt and retainer and do a visual inspection for cracks, corrosion and fractures.

- a. If any signs of cracks, corrosion or fractures are found on any wing attach barrel nut during the inspection required above, replace that wing attach barrel nut, bolt and retainer with new parts, and install to the correct torque value, before further flight.
- b. If no signs of cracks, corrosion or fractures are found during the inspection required by this AD, you may reuse the wing attach barrel nuts and bolts if they have been inspected and are free of deformation and irregularities in the threads and meet the minimum breakaway torque requirement. Reinstall inspected parts to the correct torque value.

c. If the wing attach barrel nuts and bolts are not free of deformation and irregularities in the threads or do not meet the minimum breakaway torque requirement, install new parts to the correct torque value, before further flight.

d. Accomplish the requirements of this AD per the applicable Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletins referenced as JCAB T.C. No. 241, dated 14 July 2004 and FAA T.C. No. 103/57-004A, dated 10 March 2006 and the appropriate maintenance manual.
(FAA AD 2006-13-15 refers)

Compliance: Within the next 200 hours TIS or by 27 July 2007, whichever occurs sooner, unless already accomplished.

Effective Date: 27 July 2006

DCA/MU2/26 Propeller Blade Angles Settings - Inspection

Applicability: Model MU-2B-26A and MU-2B-40 aircraft, S/Ns 321SA, 348SA, 350SA through 419SA, 421SA, 422SA and 423SA.

Model MU-2B-36A and MU-2B-60 aircraft, S/Ns 661SA, 697SA through 747SA, 749SA through 757SA, and 759SA through 773SA.

Requirement: To prevent incorrect flight idle blade angle settings, which could lead to an asymmetric thrust situation in certain flight conditions and aircraft controllability problems, inspect the flight idle blade angles, per Mitsubishi Aircraft International, Inc. Service Bulletin No. SB016/61-001.

If the blade angles are not set to 12 degrees, adjust the flight idle blade angles, per SB No. SB016/61-001.
(FAA AD 2006-14-08 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 31 August 2006

DCA/MU2/27 Propeller Feathering Linkage – AFM Amendment

Applicability: Model MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25 and MU-2B-26 aircraft, S/Ns 008 through 312, 314 through 320 and 322 through 347.

Model MU-2B-30, MU-2B-35 and MU-2B-36 aircraft, S/Ns 501 through 651, 653 through 660 and 662 through 696.

Model MU-2B-25, MU-2B-26, MU-2B-26A and MU-2B-40 aircraft, S/Ns 313SA, 321SA, and 348SA through 459SA.

Model MU-2B-35, MU-2B-36, MU-2B-36A and MU-2B-60 aircraft, S/Ns 652SA, 661SA and 697SA through 1569SA.

Requirement: To detect and correct improper rigging of the propeller feathering linkage, which if left uncorrected could result in degraded aircraft performance, poor handling qualities and the possibility of the loss of aircraft control, accomplish the following:

1. For Model MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25 and MU-2B-26 aircraft, S/Ns 008 through 312, 314 through 320 and 322 through 347, and model MU-2B-30, MU-2B-35 and MU-2B-36 aircraft, S/Ns 501 through 651, 653 through 660 and 662 through 696, amend the limitations section of the Aircraft Flight Manual (AFM) by inserting pages 3 and 4 from Mitsubishi Heavy Industries, Ltd. (MHI) MU-2 Service Bulletin No. 229.

2. For model MU-2B-25, MU-2B-26, MU-2B-26A and MU-2B-40 aircraft, S/Ns 313SA, 321SA, and 348SA through 459SA, and model MU-2B-35, MU-2B-36, MU-2B-36A and MU-2B-60 aircraft, S/Ns 652SA, 661SA and 697SA through 1569SA, amend the limitations section of the AFM by inserting page 3 of 3 from MHI MU-2 Service Bulletin No. 090/76-003.

Note 1: With regard to instruction 5 of the applicable SB make an initial entry in the aircraft log book on first compliance with SB. Subsequent preflight inspections can be accomplished by adding daily inspection to the aircraft's tech log.

Note 2: The AFM amending may be accomplished by the pilot.
(FAA AD 2006-15-07 refers)

Compliance: 1. & 2. Within the next 100 hours TIS.

Effective Date: 31 August 2006

DCA/MU2/28 Torque Transducers – Calibration and AFM Amendment

Applicability: Model MU-2B-26A aircraft, S/Ns 313SA, 321SA, and 348SA through 459SA.
Model MU-2B-30 aircraft, S/Ns 501 through 651, 653 through 660, and 662 through 696.

Requirement: To detect and correct torque transducers that are out of calibration, which if left uncorrected could result in degraded aircraft performance and handling qualities with the possible loss of aircraft control in certain situations, accomplish the following:

1. For MU-2B-26A aircraft incorporate the power assurance charts in section 6, pages 6-17 and 6-18 reissued 25 March 1986 into the limitation section of the AFM.

For MU-2B-30 aircraft incorporate the power assurance charts in section 6, pages 6-19, dated 14 January 1999, revision 10 into the limitation section of the AFM.

Note: The AFM amendment may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

2. Inspect the engine torque indication system and recalibrate the torque pressure transducers as required, per the power assurance charts inserted in the limitations section of the AFM per requirement 1 of this AD and Mitsubishi Heavy Industries, Ltd. (MHI) MU-2 Service Bulletin No. 095/77-002, dated 15 July 1998 for MU-2B-26A aircraft, and per MHI MU-2 Service Bulletin No. 233A, dated 14 January 1999 for MU-2B-30 aircraft.
(FAA AD 2006-17-01 refers)

Compliance: 1. & 2. Within the next 100 hours TIS.

Effective Date: 28 September 2006

DCA/MU2/29 Cancelled – FAA AD 2006-17-05 refers

Effective Date: 25 February 2016

DCA/MU2/30 Elevator Nose-down Trim - Modification

Applicability: Model MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25 and MU-2B-26 aircraft, S/N 008 through to 347 except 313 and 321.

Model MU-2B-30, MU-2B-35 and MU-2B-36 aircraft, S/N 501 through to 696 except 652 and 661.

Model MU-2B-25, MU-2B-26, MU-2B-26A and MU-2B-40 aircraft, S/N 313SA, 321SA, 348SA through to 459SA.

Model MU-2B-35, MU-2B-36, MU-2B-36A and MU-2B-60 aircraft, S/N 652SA, 661SA and 697SA through to 1569SA.

Note: This AD supersedes FAA AD 94-04-16 and FAA AD 93-07-11.

Requirement: To prevent use of the maximum elevator nose-down trim limit possibly resulting in loss of aircraft control, accomplish the following:

1. Reduce the maximum deflection of the elevator nose-down trim to a 1 to 3 degree range, per Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 216 or Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 079/27-010, as applicable to the aircraft model.
2. Modify the elevator trim indicator scale dial per Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 228 or Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 091/27-011, as applicable to the aircraft model.
(FAA AD 2007-17-09 refers)

Compliance:

1. Within the next 100 hours TIS, unless previously accomplished per FAA AD 94-04-16 or FAA AD 93-07-11.
2. Within the next 100 hours TIS.

Effective Date: 27 September 2007

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<http://www.caa.govt.nz/airworthiness-directives/states-of-design/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

2006-17-05 Flight Idle Fuel Flow – Inspection

Effective Date: 25 February 2016

2010-10-17 Torque Indication System – Inspection and AFM Amendment

Effective Date: 25 February 2016

2015-01-02 Fuselage – Inspection

Effective Date: 25 February 2016