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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 4889-1-2006

Datum účinnosti: 11. ledna 2007

MITSUBISHI HEAVY INDUSTRIES

modely MU-2B-10/-15/-20/-25/-26 a

MU-2B-30/-35/-36

Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.

- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.

- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

KOKU-KU-KI-1044

No. TCD-4889-1-2006

Date of Issue: December 28, 2006

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to : Mitsubishi Heavy Industries (MHI) Model MU-2B/-10/-15/-20/-25/-26 airplanes : Serial Number (S/N) 008 through 347 (except S/N 313 and 321) ; and MU-2B-30/-35/-36 airplanes : S/N 501 through 696 (except S/N 652 and 661)

2. Compliance required as indicated, unless already accomplished.

To prevent the inability to adjust correct power due to inappropriate calibration of the engine torque meter, accomplish the following.

2.1 For MU-2B, -10, -15, -20 and -30 models, within 100 flight hours after November 11, 1998 (the effective date of TCD-4889-98), inspect the torque indication system in accordance with MHI MU-2 Service Bulletin No.233, dated November 7, 1998 or further JCAB approved revisions (hereinafter referred to as SB). If the errors in torque indication system exceed the allowable limit specified in SB, repair or replace the torque transmitter in accordance with SB.

2.2 For MU-2B-25, -26, -35 and -36 models, within 100 flight hours after November 11, 1998 (the effective date of TCD-4889-98), accomplish the following paragraphs 2.2.1 and 2.2.2.

2.2.1 Inspect the torque meter in accordance with SB. If the errors in torque indication system exceed the allowable limit specified in SB, repair or replace the torque transmitter in accordance with SB.

2.2.2 Inspect the torque transducer in accordance with SB. If the torque transducer output-voltage exceed the allowable limit specified in SB, adjust it in accordance with SB.

2.3 Within 100 flight hours after the effective date of this AD, confirm the

revision status of Airplane Flight Manual (AFM) in accordance with MHI MU-2 Service Bulletin No.233A, dated January 14, 1999 or further JCAB approved revisions (hereinafter referred to as SB Revision), and if necessary, insert the latest AFM. Then, accomplish the ground check of the engines with the AFM Power Assurance Chart in accordance with the SB Revision, and if necessary, repair the engines before next flight.

2.4 An alternative means of compliance with this AD may be used, if approved by the Director-General of JCAB

3. Remarks

3.1 This AD becomes effective on January 11, 2007.

3.2 This AD revises a part of TCD-4889-98 dated November 5, 1998. 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.

3.3 Mitsubishi MU-2 Service Bulletin No.233 dated October 7, 2006 and No.233A dated January 14, 1999 and later JCAB-approved revisions pertain to this subject.