

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Reducering av höjdrodrets nos ned trimområde.

GÄLLER: MU-2B modeller och S/N angivna i bifogad kopia av FAA AD 94-04-16

ÅTGÄRD: Utför åtgärder angivna i Mitsubishi Service Bulletin Nr. 216 daterad 11 september 1992, eller senare utgåva..

**TID FÖR
ÅTGÄRD:** Inom 100 flygtimmar räknat från detta LVDs utgivningsdatum.

UNDERLAG: Mitsubishi Service Bulletin Nr.216, daterad 11 september 1992

REFERENS: FAA AD 94-04-16

**UTGIVNINGS-
DATUM:** 1994-04-07

LFS: 1994:9

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

94-04-16 MITSUBISHI HEAVY INDUSTRIES, LTD.: Amendment 39-8836. Docket No. 92-CE-50-AD.

Applicability: The following model and serial number airplanes, certificated in any category:

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

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent excessive control wheel force caused by extreme elevator nose-down trim deflection, which could result in loss of control of the airplane, accomplish the following:

(a) Reduce the maximum deflection of the elevator nose-down trim to a 1-degree to 3-degree range in accordance with the INSTRUCTIONS section of Mitsubishi Service Bulletin No. 216, dated September 11, 1992.

(b) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, 3229 E. Spring Street, Long Beach, California 90806. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) The modification required by this AD shall be done in accordance with Mitsubishi Service Bulletin No. 216, dated September 11, 1992. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Mitsubishi Heavy Industries, Ltd., Nagoya Aerospace Systems, 10, Oyecho, Minato-Ku, Nagoya, Japan. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on April 11, 1994.

FOR FURTHER INFORMATION CONTACT:

Mr. William Roberts, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3229 E. Spring Street, Long Beach, California 90806; telephone (310) 988-5228; facsimile (310) 988-5210.