

KOKU-KU-KI-2301

No. TCD-8783-2016

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Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: Mitsubishi MU-2B-20/-25/-26 airplanes, serial numbers 102 and from 121 through 347 (except 313 and 321); Mitsubishi MU-2B-30/-35/-36 airplanes, serial numbers from 502 through 696 (except 652 and 661)

2. Compliance is required as indicated, unless already accomplished.

To detect and correct cracks in the wing spacer plates, which could result in reduced structural integrity of the wings.

2.1 Within the compliance time as specified in paragraph 2.1.1 or 2.1.2 of this AD, as applicable, perform a fluorescent penetrant inspection of the wing spacer plates in accordance with the instructions of Mitsubishi MU-2 Service Bulletin No. 245 or later JCAB-approved revision (hereafter referred to as "SB").

2.1.1 For aircraft with 7500 flight hours or over since first flight on the effective date of this AD: Within 200 flight hours, or 12 months, whichever occurs first after the effective date of this AD

2.1.2 For aircraft with less than 7500 flight hours since first flight on the effective date of this AD: During 7500 flight hours inspection.

2.2 After accomplishment of the inspection as required by paragraph 2.1 of this AD, at intervals not to exceed 2000 FH, perform a fluorescent penetrant inspection of the wing spacer plates in accordance with the approved MU-2 AIRCRAFT SCHEDULED INSPECTION AND MAINTENANCE REQUIREMENTS Revision 23 or later JCAB-approved revision.

2.3 If, during any inspection, as required by paragraph 2.1 or 2.2 of this AD, any crack is found that is 0.6 inch or more, before next flight after any

such crack is found, replace the spacer plate with an improved plate, Part Number (P/N) 017A-11102-13 or P/N 017A-11102-14, in accordance with SB.

2.4 If, during any inspection as required by paragraph 2.1 or 2.2 of this AD, any crack is found that is less than 0.6 inch, within 600 flight hours after the last inspection as required by paragraph 2.1 or 2.2 of this AD, and, thereafter, at intervals not to exceed 600 flight hours, repeat the fluorescent penetrant inspections for the crack growth. If, during any of these inspections, any crack is found that is 0.6 inch or more, before next flight after any such crack is found, replace the spacer plate with an improved plate, P/N 017A-11102-13 or P/N 017A-11102-14, in accordance with SB.

2.5 The replacements of the spacer plate accomplished in accordance with SB, terminate the inspection requirements of paragraph 2.1, 2.2 and 2.4 of this AD.

2.6 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 July 12, 2016.

3.2 Mitsubishi MU-2 Service Bulletin No.245 dated April 21, 2016, and MU-2 AIRCRAFT SCHEDULED INSPECTION AND MAINTENANCE REQUIREMENTS Revision 23 dated April 21, 2016 and later JCAB approved revisions pertain to this subject.