

Mitsubishi MU-2 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/MU-2/61 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

**AD/MU-2/61
Amdt 1**

**Trim In Motion and Automatic
Pilot Disconnect System**

7/2001

Applicability: Mitsubishi Model MU-2B, MU-2B-10, -15, -20 and -25 aircraft having serial numbers 008 through 279 inclusive; and MU-2B-30, -35 and -36 airplanes having serial numbers 502 through 651 inclusive, and 653.

Requirement: Unless previously accomplished in accordance with Mitsubishi MU-2 Service Bulletin (SB) No.231 dated 2 July 1997, install a trim-in-motion alert system and an automatic autopilot disconnect system in accordance with Mitsubishi MU-2 SB No.231A dated 20 December 2000.

Note 1: There is a flight manual revision associated with this installation.

Note 2: Japanese Civil Aviation Bureau AD TCD-4625A-2001 refers.

Compliance: Before 1 December 2001.

This Amendment becomes effective on 12 July 2001.

Background: The original issue of this Directive was issued to minimise the risk of undetected airspeed decreasing during flight with autopilot engaged in icing conditions, which could result in the aircraft stalling. Reports had been received by the manufacturer that pilots have inadvertently allowed their aircraft to slow while climbing or in cruise with the autopilot engaged in an attitude or altitude hold mode.

This amendment introduces an additional aeroplane model and an alternative method of compliance.

The original issue of this Directive became effective on 4 December 1997.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

30 May 2001