DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

A2PC	
	Revision 20
	MITSUBISHI
	MU-2B
	MU-2B-10
	MU-2B-20
	MU-2B-15
	MU-2B-30
	MU-2B-35
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	MU-2B-26
	March 8, 2016

TYPE CERTIFICATE DATA SHEET NO. A2PC

This data sheet which is part of Type Certificate No. A2PC prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder: Mitsubishi Heavy Industries, Ltd.

16-5, KONAN 2-CHOME, MINATO-KU

TOKYO, 108-8215

JAPAN

Engines 2 Honeywell (AiResearch/Garrett) TPE331-25AA or TPE331-25AB

Propeller-shaft to engine-rotor ratio 1:20.865

Fuel Fuels as designated

ASTM D1655-68T Aviation Turbine Fuels Type Jet A, JET A-1 and Jet B

MIL-T-5624G-1 Turbine Fuel Grade JP-4 and JP-5 MIL-F-5616-l Fuel Grade JP-1

MIL-F-5616-I Fuel Grade JP-I MIL-F-46005A (M) -I Fuel Type I and II

British Ministry of Supply Specifications (a) D.Eng.R.D.2482 Issue No.2 (b) D.Eng.R.D.2486 Issue No.2

(c) D.Eng.R.D.2494 Issue No.4

MIL-G-5572D Aviation Gasoline Grade 80/87 (as emergency fuel only)
Grade 100/130 (as emergency fuel only)

Oils brands and trade names conforming to MIL-L-23699 or MIL-L-7808 are approved lubricants. (See Allied Signal Aerospace Company Service Information Letter SIL P331-2

latest revision.)

Engine Limits <u>Static Sea Level Rating (I.S.A.)</u>

	Shaft	Jet	Equivalent	*Propeller	Maximum
	Horse-	Thrust	Shaft Horse-	Shaft	Permissible
	power	(lbs.)	Power	Speed	Exhaust Gas
	(SHP)		(ESHP)	(%)*	Temperature
					(°C)
Takeoff (5 min.)	575	75	605	100	571
Maximum continuous	500	73	529	100	530
Starting transient (1 sec.)					815

At low altitude and low ambient temperature the engines may produce more power than that for which the aircraft has been certificated. Under these conditions the placarded torque meter limitations shall not be exceeded.

* The maximum allowable propeller shaft speed is 105% for a transient period not to exceed 5 seconds. 100% propeller shaft speed is defined as 2,000 r.p.m.

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Rev. No.	20	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	20

Oil

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MU-2B (cont'd)

2 Hartzell HC-B3TN-5(C or E or M)/T10176SB-5 with 3 blades each, or Propeller and Hartzell HC-B3TN-5(C or E or M)/T10176NSB-5 with 3 blades each, or Propeller Hartzell HC-B3TN-5(C or E or M)/T10178B-11 with 3 blades each, or Limits Hartzell HC-B3TN-5(C or E or M)/T10178NB-11 with 3 blades each, or Hartzell HC-B3TN-5(C or E or M)/T10178B-11R with 3 blades each, or 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each See Note 6 and 8 Diameter 96-3/8 inches (T10176-5) 90-3/8 inches (T10178-11) Pitch setting at 30 in. Station Flight Idle 12° Feathered $86.5^{\circ} \pm 0.5^{\circ} (T10176-5)$ $87.0^{\circ} \pm 0.5^{\circ} (T10178-11)$ Airspeed Limits (CAS) Vmo (Maximum Operating) 250 knots (287 m.p.h.) Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for Mmo = .57MVp (Maneuvering) 172 knots (197 m.p.h.) Vfe (Flaps extended) 140 knots (161 m.p.h.) Vlo (Landing gear operating) 160 knots (184 m.p.h.) Vle (Landing gear extended) 160 knots (184 m.p.h.) Vmc (Minimum control) 91 knots (105 m.p.h.) (S/N 008,010,013 if not modified by S/B No. 66) 89 knots (102 m.p.h.) (S/N 1009,011,012,014 thru 038 if not modified by S/B No.66) Flap 5° 99 knots (114 m.p.h.) (S/N 008, 010, 013 if modified by S/B No.66) Flap 20° 91 knots (105 m.p.h.) (S/N 008, 010, 013 if modified by S/B No.66) Flap 5° 97 knots (112 m.p.h.) (S/N 009, 011, 012, 014 thru 038 if modified by S/B No.66) Flap 20° 89 knots (102 m.p.h.) (S/N 009, 011, 012, 014 thru 038 if modified by S/B No. 66)

C. G. Range

(Landing Gear Extended)

Weight (lbs.)	Forward	Aft
8,160 or less	+153.74 (21% MAC)	+161.60 (34% MAC)
8, 930	+158.58 (29% MAC)	+161.60 (34% MAC)
(If not modified	d by S/B No.36 and 92.)	
8, 577 or less	+153.74 (21% MAC)	+161.60 (34% MAC)
9,350	+158.58 (29% MAC)	+161.60 (34% MAC)

(If modified by S/B No.36 and 92.)

Straight line variation between points given.

Moment change due to gear retraction is +6, 738 in. lbs.

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Maximum Weight	Takeoff			8,930	lbs.		
	Landing			8,490			
	Zero fuel			8,490	lbs.		
				(If not	modified by S/B No.36 and	92.)	
	Takeoff			9,350	lbs.		
	Landing			8,930	lbs.		
	Zero fuel			8,930			
				(If mo	dified by S/B No.36 and 92.)	1	
No. of Seats	Maximum 9 (Pilot	at +97.2)					
Maximum Baggage	420 lbs. (200 lbs. a	at +205.1)	(220 lbs. at	t +230.7)			
	(S/N 008 thru 024	if not mod	ified by S/	B No.10)			
	574 lbs. (200 lbs. at +205.1) (220 lbs. at +230.7) (154 lbs. at +253.2)						
	(S/N 008 thru 024	if modifie	d by S/B N	o. 10, and S/	N 025 and up)		
			Total C	Сар	Usable		
Fuel Capacity	Wing Tank			l. (+167.3)	155 gal.		
1 2	TIP Tank (2 at 65	gal. ea.)		1. (+155.9)	130 gal.		
	Total	,	295 ga		285 gal.		
	Fuel weights are b	ased on 6.5	5 lbs./gal.				
	*See Note 1 (c) fo	r required	fuel usage	procedure.			
Oil Capacity	Total 3.1 gal. (1.55	5 gal. each	tank) (+13	9.4)			
Maximum Operating Altitude	23,000 ft. (if not n 25,000 ft. (if modi			9)			
Control Surface Movements	Spoiler	Up	60°				
	Aileron Trim		20°	Down			
	Elevator	Up	33°	Down	17° (If not modified by S/B)	No.	
		Up	33°	Down	10° (If modified by S/B No.	. 60)	
	Elevator Tab	Up	30°	Down	20° (f not modified by S/B N	No.2	
		Up	30°	Down	1° (if modified by S/B No.2	16)	
	Rudder	Right		Left	25°		
	Rudder Tab	Right	25°	Left			
	Flap Outboard			Down			
	Flap Inboard			Down	40°		
Serial Nos. eligible	TI C	of Ionan C	utificata of	: A imre anthin a	ss for Export endorsed as not	ed n	

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	(See Note4 for conversion									
Engines	2 Honeywell (AiReseach/ Propeller-shaft to engine-			PE331-25AA or TPE331-25AB 1 : 20.865						
Fuel	Fuels as designated									
	ASTM D1655-68T Aviati		• •	Jet A, JET A-						
	MIL-T-5624G-1 Turbine	Fuel		e JP-4 and JP-	5					
	MIL-F-5616-l Fuel MIL-F-46005A (MR) -l F	inel		e JP-l I and II						
	British Ministry of Supply			D.Eng.R.D.2482	2 Issue No.2					
	, , ,	•	(b) I	D.Eng.R.D.2480	5 Issue No.2					
	MI C 5570D A : .:	· 1.).Eng.R.D.2494		1 \				
	MIL-G-5572D Aviation C	jasoline		e 80/87 (as em e 100/130 (as e						
Oil	Oils brands and trade nam	es conformin	g to MIL-L.	23699 or MIL.	-I7808 are an	proved				
Oli	lubricants. (See Allied Sig									
	latest revision.)	, -								
Engine Limits	Static Sea Lev			Ei1	*D11-	Manimu				
		Shaft Horse-	Jet Thrust	Equivalent Shaft	*Propelle r Shaft	Maximu Permiss				
		power	(lbs.)	Horse-	Speed	Exhaust				
		(SHP)	` ,	Power	(%)*	Tempera				
				(ESHP)		(°C)				
	Takeoff (5 min.)	575	75 72	605	100	571				
	Maximum continuous Starting transient	500	73	529	100	530 815				
	(1 sec.)									
	At low altitude and low ambient temperature the engines may produce more power than that									
	for which the aircraft has been certificated. Under these conditions the placarded torque meter limitations shall not be exceeded.									
	*The maximum allowable propeller shaft speed is 105% for a transient period not to exceed 5									
	seconds. 100% propeller	shaft speed is	defined as 2	2,000 r.p.m.						
Propeller	2 Hartzell HC-B3T	N-5(C or E or	M)/T1017	6SB-5 with 3 b	lades each, or					
and				6NSB-5 with 3		or				
Propeller				3B-11 with 3 b						
Limits	2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11 with 3 blades each, or									
	2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11R with 3 blades each, or 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each									
	See Note 6 and 8	11 5(C of L of	111)/11017	JIND THE WILL	5 blades each					
	Diameter		96 –	3/8 inches (T1	0176-5)					
			90 –	3/8 inches (T)	10178-11)					
	Pitch setting at 30 in. Stati	ion	100							
	Flight Idle Feathered			12° 86.5° ± 0.5° (T10176-5)						
	reamered			$\pm 0.5^{\circ} (T1017)$ $\pm 0.5^{\circ} (T1017)$						
Airspeed Limits (CAS)	Vmo (Maximum Operating) 250 knots (287 m.p.h.)									
	_	per 1,000 ft. a		ove 21,300 ft. to account for Mmo = .57 M						
	Vp (Maneuvering) Vfe(Flaps extended)			172 knots (197 m.p.h.) 140 knots (161 m.p.h.)						
	VIo (Landing gear operati		140 knots (161 m.p.n.) 160 knots (184 m.p.h.)							
	Vle (Landing gear extende	160	160 knots (184 m.p.h.)							
	Vmc(Minimum control)			nots (102 m.p.		. ~				
	E1 50			101 thru 113 i		by S/B No.				
	Flap 5°			nots (112 m.p. 101 thru 113 i		S/R No 66				
				5/N 116, 117, 1	-	אַט.טען עייט, נייט				
	Flap 20°			nots (102 m.p.l						
	-		(S/N	101 thru 113 i	f modified by					
			3.7	66, and S/N 116	117 110 10	0)				

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MU-2B-10 (cont'd)

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C.	ĆŤ.	Kan	196

(Landing Gear Extended)

Weight (lbs.)	<u>Forward</u>	<u>Aft</u>				
8, 577 or less	+153.74 (21% MAC)	+161.60				
	(21/01/112)	(34% MAC)				
9,350	+158.58 (29% MAC)	+161.60				
		(34% MAC)				
Straight line variation between points given.						

Moment change due to gear retraction is +6, 738 in. lbs.

Maximum Weight Takeoff 9,350 lbs. Landing 8,930 lbs. Zero fuel 8,930 lbs.

No. of Seats Maximum 9 (Pilot at +97.2)

Maximum Baggage 574 lbs. (200 lbs. at +205.1) (220 lbs. at +230.7) (154 lbs. at +253.2)

Fuel Capacity

Tip Tanks	Standard		Extend range	F. STA	
	Total Gap	Usable	Total Gap	Usable	
Wing Tank	159 gal.	156 gal.	159 gal.	156 gal.	+167.3
Tip Tanks	130 gal.	130 gal.	186* gal.	180 gal.	+155.9
Total	289 gal.	286 gal.	345 gal.	336 gal.	

Fuel weights are based on 6.5 lbs./gal.

Oil Capacity Total 3.1 gal. (1.55 gal. each tank) (+139.4)

Maximum Operating Altitude 23,000 ft.(if not modified by S/B No. 69)

25,000 ft.(if modified by S/B No. 69)

Control Surface Movements

Spoiler	Up	60°		
Aileron Trim	Úр	20°	Down	20°
Elevator	Up	33°	Down	17° (S/N 101 thru 108 if not modified
				by S/B No. 60)
	Up	33°	Down	10° (S/N 101 thru 108 if modified by
				S/B No. 60, and S/N 109 and up)
Elevator Tab	Up	30°	Down	20° (if not modified by S/B No. 216)
	Up	30°	Down	1° (if modified by S/B No. 216)
D 11	D: 1.	2.50	T 6	250
Rudder	Right	25°	Left	25°
Rudder Tab	Right	25°	Left	25°
Flap Outboard			Down	40°
Flap Inboard			Down	40°

Serial Nos. eligible

The Government of Japan Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application

for certification is made

Engines 2 Honeywell (AiResearch/Garrett) TPE331-1-151A

Propeller-shaft to engine-rotor ratio 1:20.865

Fuel Fuels as designated

> ASTM D1655-68T Aviation Turbine Fuels Type Jet A, JET A-1 and Jet B

Grade JP-4 and JP-5 MIL-T-5624G-1 Turbine Fuel

MIL-F-5616-l Fuel Grade JP-l MIL-F-46005A (MR) -1 Fuel Type I and II

^{*}See Note 1 (c) for required fuel usage procedure.

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III-Model MU-2B-20, (Cont.)

Fuel (cont.) British Ministry of Supply Specifications (a) D.Eng.R.D.2482 Issue No.2

(b) D.Eng.R.D.2486 Issue No.2
(c) D.Eng.R.D.2494 Issue No.4
MIL-G-5572D Aviation Gasoline
Grade 80/87 (as emergency fuel only)
Grade 100/130 (as emergency fuel only)

Oil

Oil brands and trade names conforming to MIL-L-23699 or MIL-L-7808 are approved lubricants. (See Allied Signal Aerospace Company Service Information Letter SIL P331-2 latest revision.)

Engine Limits

Static Sea Level Rating (I. S. A.)

	Shaft Horse-	Jet Thrust	Equivalent Shaft Horse-	Propeller Shaft	Maximum Permissible
	power (SHP)	(lbs.)	Power (ESHP)	Speed (%)*	Interstage Turbine
					Temperature (°C)
Takeoff (5 min.)	665	100	705	100	572
Maximum continuous	665	100	705	100	550
Starting transient (1 sec.)					815

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

Propeller and Propeller Limits

- 2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11 with 3 blades each, or
- 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11 with 3 blades each, or
- 2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11R with 3 blades each, or
- 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each

See Note 6 and 8

Diameter 90-3/8 inches

Pitch setting at 30 in. station

Flight Idle 12° Feathered $87.0^{\circ} \pm 0.5^{\circ}$ Reverse -6.5°

Airspeed Limits (CAS)

Vmo (Maximum Operating) 250 knots (287 m.p.h.)

Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for Mmo = .57M

Vp (Maneuvering) 181 knots (208 m.p.h.)

Vfe (Flaps extended)

Flap 5° 140 knots (161 m.p.h.)

(if not modified by S/R No.010)
Flap 5° 175 knots (201 m.p.h.)
Flap 20°, 40° 140 knots (161 m.p.h.)
Vlo (Landing gear operating) 160 knots (184 m.p.h.)
Vle (Landing gear extended) 162 knots (187 m.p.h.)

Vmc (Minimum control)

Flap 5° 100 knots (115 m.p.h. Flap 20° 93 knots (107 m.p.h.)

C. G. Range

(Landing Gear Extended)

Weight (lbs.)	Forward	<u>Aft</u>
9,149 or less	+153.74	+ 161.60
	(21% MAC)	(34% MAC)
9,920	+ 158.58	+ 161.60
	(29% MAC)	(34% MAC)
~		

Straight line variation between points given.

Moment change due to gear retraction is +6, 738 in. lbs.

^{*}The maximum allowable propeller shaft is 105% for a transient period not to exceed 5 seconds, and 101% for 5 minutes. 100% propeller shaft speed is defined as 2,000 r.p.m.

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MU-2B-20 (Cont'd)					
Maximum Weight No. of Seats	Takeoff Landing Zero fuel Maximum 9 (Pilot a	at +97.2)		9,920 1 9,435 1 9,270 1	bs.
Maximum Baggage	574 lbs. (200 lbs. at		220 lbs. at +2	230.7) (154	lbs. at +253.2)
Fuel Capacity	Wing Tank Outer Tank (2 at 15 Tip Tank (2 at 93 g Total Without Outer Tanl Wing Tank Tip Tank (2 at 93 g Total Fuel weights are ba *See Note 1 (c) for	al. ea.)* k al. ea.)* sed on 6.5		+167.3) 163.4) +155.9) +167.3) +155.9)	<u>Usable</u> 156 gal. 30 gal. 180 gal. 366 gal. 156 gal. 180 gal. 336 gal.
Oil Capacity Maximum Operating Altitude	Total 3.1 gal. (1.55 25,000 ft	gal. each t	ank)(+138.7))	
Control Surface Movements	Spoiler Aileron Trim Elevator Elevator tab	Up Up Up Up Up Up	20° 33° 30° 30°	Down Down Down Down	20° 10° 20° (S/N102, 121 thru 164, if not modified by S/B No. 216) 10° (S/N 165 and up, if not modified by S/B No. 216) 1° (S/N102, 121, and up if modified by S/B No. 216)
	Rudder Rudder tab Flap outboard Flap inboard	Right :	25°	Left Left Down Down	22° 25° 40° 40°
Serial Nos. eligible	The Government of J "Import Requirement certification is made.	ts" must be	ficate of Airve submitted for	worthiness or each ind	for Export endorsed as noted under ividual aircraft for which application for
V-Model MU-2B-15, 6 to 9 PCLM	(Normal Category), App	roved Aug	ust 15, 1968		
Engines	2 Honeywell (AiRe Propeller-shaft to e				
Fuel	Fuels as designated				

IV-

ASTM D1655-68T Aviation Turbine Fuels Type Jet A, JET A-1 and Jet B Grade JP-4 and JP-5 MIL-T-5624G-1 Turbine Fuel MIL-F-5616-l Fuel Grade JP-l

MIL-F-46005A (MR) -1 Fuel Type I and II

British Ministry of Supply Specifications (a) D.Eng.R.D.2482 Issue No.2

(b) D.Eng.R.D.2486 Issue No.2 (c) D.Eng.R.D.2494 Issue No.4

MIL-G-5572D Aviation Gasoline Grade 80/87 (as emergency fuel only) Grade 100/130 (as emergency fuel only)

Oil brands and trade names conforming to MIL-L-23699 or MIL-L-7808 are approved

lubricants. (See Allied Signal Aerospace Company Service Information Letter SIL P331-2

latest revision.)

Oil

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IV-Model MU-2B-15, Cont.

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Η'n	igine	1	.11	nıts

Static Sea Level Rating (I.S.A.)

2 miles 2 m = 2 · · · · · · · · · · · · · · · · · ·							
	Shaft	Jet	Equivalent	*Propeller	Maximum		
	Horse-	Thrust	Shaft	Shaft	Permissible		
	power	(lbs.)	Horse-	Speed	Exhaust Gas		
	(SHP)		Power	(%)*	Temperature		
			(ESHP)		(°C)		
Takeoff (5 min.)	665	100	705	100	572		
Maximum continuous	665	100	705	100	550		
Starting transient (1 sec.)					815		

At low altitude and low ambient temperature the engines may produce more power than that for which the aircraft has been certificated. Under these conditions the placarded torque meter limitations shall not be exceeded.

Propeller and Propeller Limits

- 2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11 with 3 blades each, or
- 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11 with 3 blades each, or
- 2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11R with 3 blades each, or
- 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each

See Note 6 and 8.

Diameter 90-3/8 inches

Pitch setting at 30 in. station

Flight idle 12° Feathered $87.0^{\circ}\pm0.5$ Reverse -6.5°

Airspeed Limits

(CAS)

Vmo (Maximum operating) 250 knots (287 m.p.h.)

Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for Mmo = .57M

 Vp(Maneuvering)
 172 knots (197 m.p.h.)

 Vfe (Flap extended)
 140 knots (161 m.p.h.)

 Vlo (Landing gear operating)
 160 knots (184 m.p.h.)

 Vle (Landing gear extended)
 160 knots (184 m.p.h.)

 Vmc (Minimum Control)
 93 knots (107 m.p.h.)

(S/N 114 and 115 if not modified by SB No.66

Flap 5° 100 knots (115 m.p.h.)

(S/N 114 and 115 if modified by S/B No.66 $\,$

and S/N 118)

Flap 20° 93 knots (107 m.p.h.)

(S/N 114 and 115 if modified by S/B No.66

and S/N 118)

C. G. Range

(Landing Gear Extended)

Weight (lbs.)	<u>Forward</u>	<u>Aft</u>
8,577 or less	+ 153.74	+ 161.60
	(21% MAC)	(34% MAC)
9,350	+ 158.58 (29% MAC)	+161.60 (34% MAC)

Straight line variation between points given.

Moment change due to gear retraction is +6, 738 in. lbs.

 Maximum
 Take off
 9,350 lbs.

 weight
 Landing
 8,930 lbs.

 Zero fuel
 8,930 lbs.

No. of Seat Maximum 9 (Pilot at +97.2)

^{*}The maximum allowable propeller shaft speed is 105% for a transient period not to exceed 5 seconds, and 101% for 5 minutes. 100% propeller shaft speed is defined as 2,000 r.p.m.

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Oil

Maximum Baggage 574 lbs. (200lbs. at +205.1) (220lbs. at +230.7) (154lbs. at +253.2)

Fuel Capacity Wing Tank 159 gal. (+167.3) 156 gal.

Tip Tank (2 at 93 gal. ea.)* 186 gal. (+155.9) 180 gal.

Total 345gal. 336 gal.

Fuel weights are based on 6.5 lbs./gal.

*See Note 1 (c) for required fuel usage procedure.

Oil Capacity Total 3.1 gal. (1.55 gal. each tank) (+138.7)

Maximum Operating Altitude 23,000 ft. (If not modified by S/B No.69)

25,000 ft. (If modified by S/B No.69)

Control Surface Movements Spoiler Up 60°

Aileron Trim Up 20° Down 20° Elevator Up 33° Down 10°

Elevator tab Up 30° Down 20° (If not modified by S/B No.

216)

Up 30° Down 1° (If modified by S/B No. 216)

Rudder Right 25° Left 22° Rudder tab Right 25° Left 25° Flap outboard Down 40° Flap inboard Down 40°

Serial Nos. eligible The Government of Japan Certificate of Airworthiness for Export endorsed as noted under

"Import Requirements" must be submitted for each individual aircraft for which application

for certification.

I-Model MU-2B-30, 10 PCLM (Normal Category), Approved July 14, 1969

Engines 2 Honeywell (AiResearch/Garrett) TPE331-1-151A

Propeller-shaft to engine-rotor ratio 1: 20.865

Fuel Fuels as designated

ASTM D1655-68T Aviation Turbine Fuels Type Jet A, JET A-1 and Jet B

MIL-T-5624G-1 Turbine Fuel Grade JP-4 and JP-5 MIL-F-5616-1 Fuel Grade JP-1

MIL-F-46005A (MR) -1 Fuel Type I and II

British Ministry of Supply Specifications (a) D.Eng.R.D.2482 Issue No.2 (b) D.Eng.R.D.2486 Issue No.2

(c) D.Eng.R.D.2494 Issue No.4

MIL-G-5572D Aviation Gasoline Grade 80/87

(as emergency fuel only)

Grade 100/130

(as emergency fuel only)

Oil brands and trade names conforming to MIL-L-23699 or MIL-L-7808 are approved

lubricants. (See Allied Signal Aerospace Company Service Information Letter SIL P331-2

latest revision.)

I-Model MU-2B-30, Cont.

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Ηn	gine	۱ ۱	.11	m1	ts
	- mil		,,,	111	u

Static Sea Level Rating (I.S.A.)

	Shaft	Jet	Equivalent	*Propeller	Maximum
	Horsepower	Thru	Horse-	Shaft	Permissible
	(SHP)	st	Power	Speed	Interstage
		(lbs.)	(ESHP)	(%)*	Turbine
					Temperature
					(°C)
Takeoff (5 min.)	665	100	705	100	572
Maximum Continuous	665	100	705	100	550
Starting transient					815
(1 sec.)					

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

Propeller and Propeller Limits

2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11 with 3 blades each, or 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11 with 3 blades each, or 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each, or 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each See Note 6 and 8.

Diameter 90-3/8 inches

Pitch setting at 30 in. station

Flight Idle 12° Feathered $87.0^{\circ} \pm 0.5^{\circ}$ Reverse -6.5°

Airspeed Limits (CAS)

Vmo (Maximum Operating) 250 knots (287 m.p.h.)

Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for Mmo = .57 M

Vp (Maneuvering) 188 knots (216 m.p.h.)

Vfe (Flaps extended)

Flap 5° 145 knots (167 m.p.h.)

(S/N 502, 504, 506 thru 519, 521 thru 523 if

not modified by S/B No.113)

Flap 5° 146 knots (168 m.p.h.)

(S/N 505, 520, 524 and up if not modified by

S/R No. 010)

(S/N 502 thru 504, 506 thru 519, 521 thru 523 if modified by S/B No. 113 and not modified

by S/R No.010)

Flap 5° 175 knots (201 m.p.h.) Flap 20°, 40° 146 knots (168 m.p.h.)

(S/N 505, 520, 524 and up if modified by S/R

No. 010)

(S/N 502 thru 504, 506 thru 519, 521 thru 523 if modified by S/B No. 113 and S/R No.010)

^{*}The maximum allowable propeller shaft speed is 105% for a transient period not to exceed 5 seconds, and 101% for 5 minutes. 100% propeller shaft speed is defined as 2,000 r.p.m.

MU-2B-30 (cont'd)						
Airspeed Limits (CAS) Cont.						
	Vlo (Landing gear operating)					
	Retract	160 knots (184 m				
			4, 506 thru 519, 521 thru 523			
		if not modified b	-			
	Extend	170 knots (195 m				
			4, 506 thru 519, 521 thru 523			
	Retract	if not modified b 170 knots (195 m				
	Retract		4 and up. S/N 502 thru 504,			
			1 thru 523 if modified by S/B			
		No.113)	1 4114 0 20 11 1110411104 0, 5, 5			
	Extend	170 knots (195 m	ı.p.h.)			
			4 and up. S/N 502 thru 504, 506			
			u 523 if modified by			
		S/B No.113)				
	Vle (Landing gear extended)	170 knots (195 m	ı.p.h.)			
	Vmc (Minimum control)					
	Flap 5°	99 knots (11				
	Flap 20°	90 knots (10)4 m.p.n.)			
C. G. Range						
(Landing Gear Extend)						
,	Weight (lbs.)	Forward	Aft			
	10,360	+190.93 (21% MAC)	+199.41(35% MAC)			
	(S/N 502 thm, 504	506 thru 519, 521 thru 523 if no	ot modified by S/P No. 112)			
	10,360 or less	+190.93 (21% MAC) to	+199.41(35% MAC)			
	10,800 or less 10,800	+190.95 (21% MAC) to	+199.41(35% MAC) +199.41(35% MAC)			
		, and up. S/N 502 thru 504, 506				
	modified by S/B N					
	Straight line variation betw					
		r retraction is -6,556 in. lbs.				
	moment onlings due to gen	1 1011101111111111111111111111111111111	_			
Maximum Weight	Take off	10,360 lbs.				
	Landing	9,850 lbs.				
	Zero fuel 9,772 lbs.					
		1 519, 521 thru 523 if not modif	ied by S/B No.113)			
	Take off	10,800 lbs.				
	Landing	10,260 lbs.				
	Zero fuel	9,772 lbs.	521 thru 522 if modified by S/D			
	No.113)	5/N 302 tillu 304, 300 tillu 319	, 521 thru 523 if modified by S/B			
N. CC .	M : 10 (D) 1 1 107	2)				
No. of Seats	Maximum 10 (Pilot at +97. See loading instructions for					
	-	passenger loading.				
Maximum Baggage	600 lbs. at +286.8					
		Total Cap	Usable			
Fuel Capacity	Wing Tank	159 gal. (+204.5)	156 gal.			
	Outer Tank (2 at 15 gal. ea.		30 gal.			
	Tip Tank (2 at 93 gal. ea.)*		180 gal.			
	Total	375 gal.	366 gal.			
	Fuel weight is based on 6.5	lbs /oal				

Fuel weight is based on 6.5 lbs./gal.

*See Note 1 (c) for required fuel usage procedure.

MU-2B-30	(cont'd)

Oil Capacity Total (2 at 1.55 gal. each tank) 3.1 gal. (+175.9)

Maximum Operating Altitude 25,000 ft.

Control Surface Movements Spoiler Up 60°

(If not modified by S/B No. 216)

Up 30° Down 1°

(If modified by S/B No. 216)

Rudder Right 24° Left 22° Rudder Tab Right 25° Left 25° Flap Outboard Down 40° Flap Inboard 40° Down

Serial Nos. eligible The Government of Japan Certificate of Airworthiness for Export endorsed as noted under

"Import Requirements" must be submitted for each individual aircraft for which application for

certification is made.

II-Model MU-2B-35, 8 to 10 PCLM (Normal Category), Approved May 28, 1971.

Engines	2 Honeywell (AiResearch/Garrett)	TPE331-6-251M, or
	2 Honeywell (AiResearch/Garrett)	TPE331-6A-251M, or
	2 Honeywell (AiResearch/Garrett)	TPE331-6-252M, or
	2 Honeywell (AiResearch/Garrett)	TPE331-6A-252M
	Propeller-shaft to engine-rotor ratio	1: 20.865

Fuels as designated

ASTM D1655-68T Aviation Turbine Fuels Type Jet A, JET A-1 and Jet B MIL-T-5624G-1 Turbine Fuel Grade JP-4 and JP-5

MIL-T-5624G-1 Turbine Fuel Grade JP-4 and J
MIL-F-5616-1 Fuel Grade JP-1
MIL-F-46005A (MR) -1 Fuel Type I and II

British Ministry of Supply Specifications (a) D.Eng.R.D.2482 Issue No.2 (b) D.Eng.R.D.2486 Issue No.2

(c) D.Eng.R.D.2494 Issue No.4

MIL-G-5572D Aviation Gasoline Grade 80/87

(as emergency fuel only)

Grade 100/130

(as emergency fuel only)

Oil Oil brands and trade names conforming to MIL-L-23699 or MIL-L-7808 are approved lubricants. (See Allied Signal Aerospace Company Service Information Letter SIL P331-2

latest revision.)

Engine Limits Static Sea Level Rating (I. S. A.)

-	Shaft	Propeller	Maximum Permissible
	Horsepower	Shaft Speed	Interstage Turbine
	(SHP)	(%)*	Temperature (°C)
Takeoff (5 min.)	665	100	923
Maximum continuous	665	100	923
Starting transient (1 sec.)			1149

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

*The maximum allowable propeller shaft is 106% for a transient period not to exceed 5 seconds, and 101.5% for 5 minutes. 100% propeller shaft speed is defined as 2,000 r.p.m.

MU-2B-35 (cont'd)

Propeller and Propeller Limits

2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11 with 3 blades each, or Hartzell HC-B3TN-5(C or E or M)/T10178B-11R with 3 blades each, or Hartzell HC-B3TN-5(C or E or M)/T10178NB-11 with 3 blades each, or 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each

See Note 6 and 8.

Diameter 90-3/8 inches

Pitch setting at 30 in. station

12° Flight Idle Feathered $87.0^{\circ} \pm 0.5^{\circ}$

Reverse -6.5°

Airspeed Limits (CAS)

Vmo (Maximum Operating) 250 knots (287 m.p.h.)

Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for Mmo = .57 M

Vp (Maneuvering) 188 knots (216 m.p.h.)

Vfe (Flaps extended)

Flap 5° 146 knots (168 m.p.h.) (S/N 548 thru

609 if not modified by S/R No.010) Flap 5° 175 knots (201 m.p.h.) (S/N 610 and up,

S/N 548 thru 609 if modified by S/R No.010)

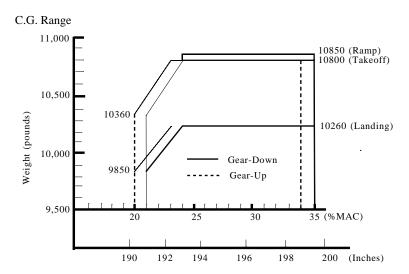
Flap 20°, 40° 146 knots (168 m.p.h.)

Vlo (Landing gear operating)

Retract 170 knots (195 m.p.h.) Extend 170 knots (195 m.p.h.) Vle (Landing gear extended) 170 knots (195 m.p.h.)

Vmc (Minimum control)

Flap 5° 99 Knots (114 m.p.h.) Flap 20° 90 Knots (104 m.p.h.)



Ramp & Takeoff	Forv	vard	A	.ft	Weight
C.G. Ranges	In.	%MAC	In.	%MAC	Pounds
Gear Up	+190.3	20	+198.8	34	10360
Condition	+192.1	23	+198.8	34	10800
Gear	+190.9	21	+199.4	35	10360
Down	+192.8	24	+199.4	35	10800
Condition	+192.8	24	+199.4	35	10850
Landing	Forv	vard	A	.ft	Weight
C.G. Ranges	In.	%MAC	In.	%MAC	Pounds
Gear Up	+190.3	20	+198.8	34	9850
Condition	+192.1	23	+198.8	34	10260
Gear Down	+190.9	21	+199.4	35	9850
Condition	+192.8	24	+199.4	35	10260

Straight line variation between points given. Moment change due to gear retraction is -6556 in-lbs.

MU-2B-35 (cont'd)

Maximum weight	Ramp Takeoff Landing Zero fuel			10,850 lbs 10,800 lbs 10,260 lbs 9,775 lbs	i.
Number of seats	Maximum 10 (Pilot at See loading instruction	,	nger loading	ŗ.	
Maximum baggage	600 lbs. at +286.8				
Fuel capacity	Wing Tank Outer Tank (2 at 15 gal Tip Tank (2 at 93 gal. e Total Fuel weights are based *See Note 1(c) for requ	a.)* on 6.5 lbs.		-204.5) -201.0) -193.1)	<u>USABLE</u> 156 gal. 30 gal. 180 gal. 366 gal.
Oil capacity	Total 3.1 gal. (1.55 gal.	each tank) (+175.9)		
Maximum Operating Altitude	25,000 ft.				
Control Surface Movements	Spoiler Aileron Trim Elevator Elevator Tab	Up Up Up Up	60° 20° 28° 30°	Down Down Down	20° 12° 10° (If not modified
		Up	30°	Down	by S/B No. 216) 1° (If modified by S/B No. 216)
	Rudder Rudder Tab Flap Outboard Flap Inboard	Right Right	24° 25°	Left Left Down Down	22° 25° 40° 40°

Serial Nos. eligible

The Government of Japan Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for certification is made.

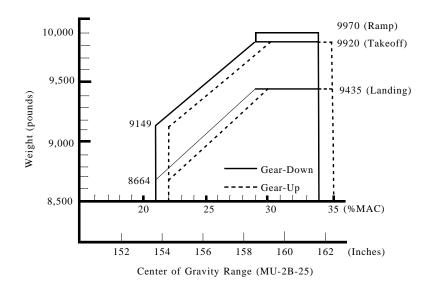
II-Model MU-2B-25, 6 ti 9 PCLM (Normal Category), Approved June 16, 1972

2 Honeywell (AiResearch/Garrett) TPE331-6-251M, or **Engines** 2 Honeywell (AiResearch/Garrett) TPE331-6A-251M, or 2 Honeywell (AiResearch/Garrett) TPE331-6-252M, or 2 Honeywell (AiResearch/Garrett) TPE331-6A-252M Propeller-shaft to engine-rotor ratio 1: 20.865 Fuel Fuels as designated ASTM D1655-68T Aviation Turbine Fuels Type Jet A, JET A-1 and Jet B MIL-T-5624G-1 Turbine Fuel Grade JP-4 and JP-5 MIL-F-5616-l Fuel Grade JP-1 MIL-F-46005A (MR) -1 Fuel Type I and II British Ministry of Supply Specifications (a) D.Eng.R.D.2482 Issue No.2 (b) D.Eng.R.D.2486 Issue No.2 (c) D.Eng.R.D.2494 Issue No.4 MIL-G-5572D Aviation Gasoline Grade 80/87 (as emergency fuel only) Grade 100/130 (as emergency fuel only) Oil Oil brands and trade names conforming to MIL-L-23699 or MIL-L-7808 are approved lubricants. (See Allied Signal Aerospace Company Service Information Letter SIL P331-2 latest revision.) **Engine Limits** Static Sea Level Rating (I.S.A.) Shaft *Propeller Maximum Permissible Horsepower Shaft Interstage Turbine Speed (%)* (SHP) Temperature (°C) Takeoff (5 min.) 923 665 100 Maximum continuous 100 923 665 Starting transient (1 sec.) 1149 At low altitude and low ambient temperature the engines may produce more power than that for which the aircraft has been certificated. Under these conditions the placarded torque meter limitations shall not be exceeded. *The maximum allowable propeller shaft speed is 106% for a transient period not to exceed 5 seconds, and 101.5% for 5 minutes. 100% propeller shaft speed is defined as 2,000 r.p.m. Propeller and **Propeller Limits** 2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11 with 3 blades each, or 2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11R with 3 blades each, or 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11 with 3 blades each, or 2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each See Note 6 and 8 90 - 3/8 inches Diameter Pitch setting at 30 in. station 12° Flight idle $87.0\pm5^{\circ}$ Feathered Reverse -6.5° Airspeed Limits (CAS) Vmo (Maximum Operating) 250 knots (287 m.p.h.) Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for Mmo = .57M 181 knots (208 m.p.h.) Vp (Maneuvering) Vfe (Flaps extended) Flap 5° 140 knots (161 m.p.h.) (S/N 239 thru 279 if not modified by S/R No.010) Flap 5° 175 knots (201 m.p.h.) (S/N 280 and up. S/N 239 thru 279 if modified by S/R No. 010) Flap 20°, 40° 140 knots (161 m.p.h.) (S/N 280 and up. S/N 239 thru 279 if modified by S/R No. 010) 160 knots (184 m.p.h.) Vlo (Landing gear operating) Vle (Landing gear extended) 162 knots (187 m.p.h.)

MU-2B-25 (cont'd)

Airspeed Limits (CAS) Cont. Vmc (Minimum control) Flap 5° 100 knots (115 m.p.h.) Flap 20° 93 knots (107 m.p.h.)

C.G. Range



Ramp & Takeoff	Forv	vard	A	Aft	Weight
C.G. Ranges	In.	%MAC	In.	%MAC	Pounds
Gear Up	+154.3	22	+162.2	35	9149
Condition	+159.2	30	+162.2	35	9920
Gear	+153.8	21	+161.6	35	9149
Down	+158.6	29	+161.6	34	9920
Condition	+158.6	29	+161.6	34	9970
Landing	Forv	vard	A	\ft	Weight
C.G. Ranges	In.	%MAC	In.	%MAC	Pounds
Gear Up	+154.3	22	+162.2	35	8664
Condition	+159.2	30	+162.2	35	9435
Gear Down	+153.8	21	+161.6	34	8664
Condition	+158.6	29	+161.6	34	9435

Straight line variation between points given.

Moment change due to gear retraction is +6738 in-lbs.

Maximum weight	Ramp	9,970 lbs.
	Takeoff	9,920 lbs.
	Landing	9,435 lbs.
	Zero fuel	9,271 lbs.

No. of seats Maximum 9 (Pilot at +97.2)

Maximum baggage 574 lbs. (200 lbs. at +205.1) (220 lbs. at +230.7) (154 lbs. at +253.2)

capacity		TOTAL CAP	USABLE
	Wing Tank	159gal. (+169.3)	156gal.
	Outer Tank (2 at 15 gal. ea.)	30 gal. (+163.4)	30 gal.
	Tip Tank (2 at 93 gal. ea.)*	186 gal. (+155.9)	180 gal.
	Total	375 gal.	366 gal.
	E 1 11/ 1 1 671		

Fuel weights are based on 6.5 lbs./gal.

*See Note 1(c) for required fuel usage procedure.

Oil Capacity Total 3.1 gal. (1.55 gal. each tank) (+138.7)

MU-2B-25 (cont'd)

Maximum Operating Altitude	25, 000 ft.				
Control Surface Movements	Spoiler	Up	60°		
	Aileron Trim	Up	20°	Down	20°
	Elevator	Up	33°	Down	10°
	Elevator Tab	Up	30°	Down	10°
					(If not modified by S/B No. 216)
		Up	30°	Down	1° (If modified by S/B No. 216)
	Rudder	Right	25°	Left	22°
	Rudder Tab	Right	25°	Left	25°
	Flap Outboard			Down	40°

Flap Inboard

Serial Nos. eligible

The Government of Japan Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for certification is made.

Down

40°

Engines	2 Honeywell (AiResearch/Garrett)	TPE331-6-251M, or
	2 Honeywell (AiResearch/Garrett)	TPE331-6A-251M, or
	2 Honeywell (AiResearch/Garrett)	TPE331-6-252M, or
	2 Honeywell (AiResearch/Garrett)	TPE331-6A-252M
	Propeller-shaft to engine-rotor ratio	1: 20.865
Fuel	Fuels as designated	
	ASTM D1655-68T Aviation Turbine Fuels	Type Jet A, JET A-1 and Jet B
	MIL-T-5624G-1 Turbine Fuel	Grade JP-4 and JP-5
	MIL-F-5616-l Fuel	Grade JP-l
	MIL-F-46005A (MR) -1 Fuel	Type I and II
	British Ministry of Supply Specifications	(a) D.Eng.R.D.2482 Issue No.2
	• • • •	(b) D.Eng.R.D.2486 Issue No.2
		(c) D.Eng.R.D.2494 Issue No.4
	MIL-G-5572D Aviation Gasoline	Grade 80/87
		(as emergency fuel only)
		Grade 100/130
		(as emergency fuel only)

Oil

Oil brands and trade names conforming to MIL-L-23699 or MIL-L-7808 are Approved lubricants. (See Allied Signal Aerospace Company Service Information Letter SIL P331-2 latest revision.)

Engine Limits

Static Sea Level Rating (I.S.A.)

	Shaft Horsepower (SHP)	Propeller Shaft Speed	Maximum Permissible Interstage Turbine Temperature (°C)
	(SIII)	(%)*	
Takeoff (5 min.)	715	100	923
Maximum continuous	715	100	923
Starting transient (1 sec.)			1149

At low altitude and low ambient temperature, the engines may produce more power than that for which the aircraft has been certificated. Under these conditions, the placarded torque meter limitations shall not be exceeded.

*The maximum allowable propeller shaft speed is 106% for a transient period not to exceed 5 seconds, and 101.5% for 5 minutes. 100% propeller shaft speed is defined as 2,000 r.p.m.

Propeller and Propeller Limits

2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11 with 3 blades each, or
2 Hartzell HC-B3TN-5(C or E or M)/T10178B-11R with 3 blades each, or
2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11 with 3 blades each, or
2 Hartzell HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each, or
3 HC-B3TN-5(C or E or M)/T10178NB-11R with 3 blades each wit

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Model MU-2B-36 (cont'd)

Propeller (cont.) Pitch setting at 30 in. Station Flight Idle 12° Feathered $87.0^{\circ} \pm 0.5^{\circ}$ Reverse -6.5°

Airspeed Limits (CAS) Vmo (maximum operating) 250 knots (287 m.p.h.)

Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for Mmo = .57M

Vp (Maneuvering) 191 knots (220 m.p.h.)

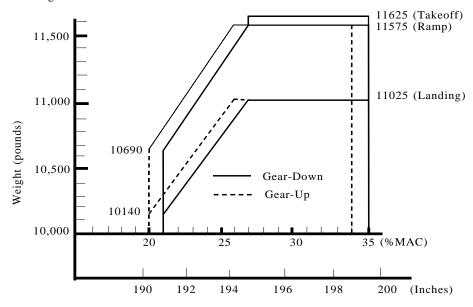
Vfe (Flaps extended)

Flap 5° 175 knots (201 m.p.h.)
Flap 20°, 40° 155 knots (178 m.p.h.)
Vlo (Landing gear operating) 175 knot (201 m.p.h.)
Vle (Landing gear extended) 175 knots (201 m.p.h.)

Vmc (Minimum control)

Flap 5 99 knots (114 m.p.h.) Flap 20° 99 knots (114 m.p.h.

C.G. Range



Ramp & Takeoff	Forv	vard	A	Aft	Weight
C.G. Ranges	In.	%MAC	In.	%MAC	Pounds
Gear Up	+190.3	20	+198.8	34	10690
Condition	+194.0	26	+198.8	34	11575
Gear	+190.9	21	+199.4	35	10690
Down	+194.6	27	+199.4	35	11575
Condition	+194.6	27	+199.4	35	11625
Landing	Forv	ward	A	.ft	Weight
C.G. Ranges	In.	%MAC	In.	%MAC	Pounds
Gear Up	+190.3	20	+198.8	34	10140
Condition	+194.0	26	+198.8	34	11025
Gear Down	+190.9	21	+199.4	35	10140
Condition	+194.6	27	+199.4	35	11025

Straight line variation between points given.

Moment change due to gear retraction is -6556 in-lbs.

Model MU-2B-36 (cont'd)

Maximum weight	Ramp Take off Landing Zero fuel			11,625 li 11,575 li 11,025 li 9,943 lbs.	bs. bs.
No. of seats	Maximum 10 (Pilot at +	-97.2) Se	e loading in	structions fo	or passenger loading
Maximum baggage	600 lbs. at +286.8				
Fuel capacity	Wing Tank Outer Tank (2 at 15 gal. Tip Tank (2 at 93 gal. ea Total Fuel weights are based (*See Note 1(c) for requi	a.)* on 6.5 lb		204.5) 201.0) 193.1)	<u>USABLE</u> 156gal. 30 gal. 180 gal. 366 gal.
Oil Capacity	Total 3.1 gal.(1.55 gal. 6	each tank	x) (+175.9)		
Maximum Operating Altitude	25,000 ft.				
Control Surface Movements	Spoiler Aileron Trim Elevator Elevator Tab Rudder Rudder Tab	Up Up Up Up Up	60° 20° 28° 30° 30°	Down Down Down Left Left	20° 12° 10° (If not modified by S/B No. 216) 1° (If modified by S/B No. 216) 22° 25°
	Flap Outboard Flap Inboard			Down Down	40° 40°
Serial Nos. eligible		must be			or Export endorsed as noted under vidual aircraft for which application

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Model MU-2B-26, 6 to 9 PCLM (Engines	2 Honeywell (AiResea	<u>.</u>	TPE331-6-25	1M. or
Ziigiiies	2 Honeywell (AiResea		TPE331-6A-2	
	2 Honeywell (AiResea		TPE331-6-25	*
	2 Honeywell (AiResea		TPE331-6A-2	*
	Propeller-shaft to engine		1: 20.865	
Fuel	Fuels as designated			
	ASTM D1655-68T Avia			ET A-1 and Jet B
	MIL-T-5624G-1 Turbine	e Fuel	Grade JP-4 ar	nd JP-5
	MIL-F-5616-l Fuel	E1	Grade JP-l	
	MIL-F-46005A (MR) -l British Ministry of Supp		Type I and II	D.2482 Issue No.2
	Billish Willishy of Supp.	ly Specifications		D.2486 Issue No.2
				D.2494 Issue No.4
	MIL-G-5572D Aviation	Gasoline		(as emergency fuel only)
				0 (as emergency fuel only)
Oil				MIL-L-7808 are approved Information Letter SIL P331-
Engine Limits	Static Sea Le	vel Rating (I.S.A.)		
		Shaft	Propeller	Maximum
		Horsepower	Shaft	Permissible Interstage
		(SHP)	Speed	Turbine Temperature
	-		(%)*	(°C)
	Takeoff (5 min.)	665	100	923
	Maximum continuous	665	100	923
	Starting transient (1 sec.))	a ·	1149
	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab	ambient temperature s been certificated. United to be exceeded. le propeller shaft sp	Under these conceed is 106% for	by produce more power than the ditions the placarded torque a transient period not to exce
December and December Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for	ambient temperature s been certificated. Up to the exceeded. le propeller shaft sp 5minutes. 100% pro-	Under these condeed is 106% for opeller shaft spe	by produce more power than to ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m.
Propeller and Propeller Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E	ambient temperature s been certificated. Use to the exceeded. le propeller shaft sp 5minutes. 100% pr 33TN-5(C or E or M	Under these condeed is 106% for opeller shaft spe	by produce more power than a ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or
Propeller and Propeller Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E 2 Hartzell HC-E	ambient temperature s been certificated. Use to the exceeded. le propeller shaft sp 5minutes. 100% pro 33TN-5(C or E or M 33TN-5(C or E or M	Under these condeed is 106% for opeller shaft spe 1)/T10178B-111 1)/T10178B-111	ay produce more power than to ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or R with 3 blades each, or
Propeller and Propeller Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E	ambient temperature s been certificated. Use to the exceeded. le propeller shaft sp 5minutes. 100% pro 33TN-5(C or E or M 33TN-5(C or E or M	Jnder these condeed is 106% for opeller shaft spendi/T10178B-111/1/T10178B-111/1/T10178NB-1	ay produce more power than to ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or 8 with 3 blades each, or 1 with 3 blades each, or
Propeller and Propeller Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E	ambient temperature s been certificated. Use to the exceeded. le propeller shaft sp 5minutes. 100% pro 33TN-5(C or E or M 33TN-5(C or E or M	Jnder these condeed is 106% for opeller shaft spendi/T10178B-111/1/T10178B-111/1/T10178NB-1	ay produce more power than to ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or R with 3 blades each, or
Propeller and Propeller Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E	ambient temperature s been certificated. Use to the exceeded. le propeller shaft sp 5minutes. 100% pro 33TN-5(C or E or M 33TN-5(C or E or M	Jnder these condeed is 106% for opeller shaft spendi/T10178B-111/1/T10178B-111/1/T10178NB-1	ay produce more power than to ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or 1 with 3 blades each, or 1 with 3 blades each, or 1R with 3 blades each
Propeller and Propeller Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E Hartzell HC-E Hartzell HC-E Hartzell HC-E Hartzell HC-E Diameter Pitch setting at 30 in the second seco	ambient temperatures been certificated. Up to be exceeded. It propeller shaft sp. 5minutes. 100% pr. 33TN-5(C or E or M. 33TN-	Jnder these condeed is 106% for opeller shaft spendiff, and the shaft spendiff	ay produce more power than to ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or 1 with 3 blades each, or 1 with 3 blades each, or 1R with 3 blades each
Propeller and Propeller Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E See Note 6 and 8 Diameter Pitch setting at 30 in Flight idle	ambient temperatures been certificated. Up to be exceeded. It propeller shaft sp. 5minutes. 100% pr. 33TN-5(C or E or M. 33TN-	Under these condeed is 106% for opeller shaft spendiff, and the shaft spendiff	ay produce more power than to ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or 1 with 3 blades each, or 1 with 3 blades each, or 1R with 3 blades each
Propeller and Propeller Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 3 Hartzell HC-E 4 Pitch setting at 30 in Flight idle 4 Feathered	ambient temperatures been certificated. Up to be exceeded. It propeller shaft sp. 5minutes. 100% pr. 33TN-5(C or E or M. 33TN-	Jnder these condeed is 106% for opeller shaft specially (1)/T10178B-111/T10178NB-11/T10178	ay produce more power than to ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or 1 with 3 blades each, or 1 with 3 blades each, or 1R with 3 blades each
Propeller and Propeller Limits	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E See Note 6 and 8 Diameter Pitch setting at 30 in Flight idle	ambient temperatures been certificated. Up to be exceeded. It propeller shaft sp. 5minutes. 100% pr. 33TN-5(C or E or M. 33TN-	Under these condeed is 106% for opeller shaft spendiff, and the shaft spendiff	ay produce more power than to ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or 1 with 3 blades each, or 1 with 3 blades each, or 1R with 3 blades each
Propeller and Propeller Limits Airspeed Limits (CAS)	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 3 Hartzell HC-E 4 Fartzell HC-E 5 For Note 6 and 8 6 Diameter Pitch setting at 30 in Flight idle 6 Feathered 7 Reverse Province of the provinc	ambient temperatures been certificated. Up to be exceeded. The propeller shaft sp. 5minutes. 100% pr. 33TN-5(C or E or M. 33TN	Jnder these condeed is 106% for opeller shaft specially 10/T10178B-11 st. 11/T10178NB-11 st. 11/T10178NB-11 st. 11/T10178NB-11 st. 11/T10178NB-11 st. 11/T10178NB-11 st. 12° st. 12° st. 10° st. 12° st. 10° s	ay produce more power than of ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or a with 3 blades each, or with 3 blades each, or a with 3 blades each with 3 blades each with 3 blades each
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	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 3 Hartzell HC-E 4 Hartzell HC-E 5 Hartzell HC-E 5 Hartzell HC-E 6 And 8 Diameter Pitch setting at 30 is Flight idle Feathered Reverse Vmo (maximum operating Decrease by 5 knots per Vp (Maneuvering) Vfe (Flaps extended) Flap 5° Flap 20°, 40	ambient temperatures been certificated. Upto the exceeded. The propeller shaft sp. 5minutes. 100% propeller. The propeller of E or Matter State of E or Matt	Jnder these condeed is 106% for opeller shaft specially 10/T10178B-11 st. 11/T10178NB-11 st. 11/T10178NB-11 st. 11/T10178NB-11 st. 11/T10178NB-11 st. 12° 87.0° ± 0.5° -6.5° 250 knots (28 to account 182 knots (20 175 knots (20 155 knots (17 to account 182 knots (17 to account 182 knots (20 155 knots (17 to account 182 knots (17 to accou	ay produce more power than of ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or a with 3 blades each with 3 blades each with 3 blades each are a with 3 blades
	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 3 Hartzell HC-E 4 Hartzell HC-E 5 Hartzell HC-E 5 Hartzell HC-E 6 And 8 Diameter Pitch setting at 30 in Flight idle Feathered Reverse Vmo (maximum operation Decrease by 5 knots per typ (Maneuvering) Vfe (Flaps extended) Flap 5°	ambient temperatures been certificated. Up to be exceeded. The propeller shaft sp. 5minutes. 100% pr. 33TN-5(C or E or M. 33TN	Jnder these condeed is 106% for opeller shaft specially 10/T10178B-118 10/T10178NB-119 10/T10178NB-119 10/T10178NB-119 90-3/8 inches 12° 87.0° ± 0.5° -6.5° 250 knots (28 00 ft. to account 182 knots (20 175 knots	ay produce more power than of ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or a with 3 blades each with 3 blades each with 3 blades each are a with 3 blades each with 3 blades each are a with 3 blades each a with 3 blades each are a
	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 3 Hartzell HC-E 4 Hartzell HC-E 5 Hartzell HC-E 5 Hartzell HC-E 6 And 8 6 Diameter Pitch setting at 30 is Flight idle Feathered Reverse Vmo (maximum operating Decrease by 5 knots per Vp (Maneuvering) Vfe (Flaps extended) Flap 5° Flap 20°, 40 Vlo (Landing gear operavole (Landing gear extended) Vmc (Minimum control)	ambient temperatures been certificated. Upto the exceeded. The propeller shaft sp. 5minutes. 100% propeller shaft sp. 5mi	Jnder these condeed is 106% for opeller shaft specially 10/T10178B-118 10/T10178NB-119 10/T10178NB-119 10/T10178NB-119 10/T10178NB-119 20-3/8 inches 12° 87.0° ± 0.5° -6.5° 250 knots (28 00 ft. to account 182 knots (20 175 knots (20 155 knots (17 170 knots (19 170 knot	ay produce more power than of ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or a with 3 blades each with 3 blades each with 3 blades each are a with 3 blades each a with
	At low altitude and low a for which the aircraft has meter limitations shall no *The maximum allowab seconds, and 101.5% for 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 2 Hartzell HC-E 3 Hartzell HC-E 4 Hartzell HC-E 5 Hartzell HC-E 5 Hartzell HC-E 6 And 8 Diameter Pitch setting at 30 is Flight idle Feathered Reverse Vmo (maximum operation Decrease by 5 knots per Vp (Maneuvering) Vfe (Flaps extended) Flap 5° Flap 20°, 40 Vlo (Landing gear operation Vle (Landing gear extended)	ambient temperatures been certificated. Upto the exceeded. The propeller shaft sp. 5minutes. 100% propeller shaft sp. 5mi	Jnder these condeed is 106% for opeller shaft specially 10/T10178B-118 10/T10178NB-118 10/T10178NB-119 10/T10178NB-119 90-3/8 inches 12° 87.0° ± 0.5° -6.5° 250 knots (28 00 ft. to account 182 knots (20 175 knots (17 170 knots (19	ay produce more power than of ditions the placarded torque a transient period not to exceed is defined as 2,000 r.p.m. with 3 blades each, or a with 3 blades each with 3 blades each with 3 blades each with 3 blades each a with 3 blades each with 3 blades each, or 3

MU-2B-26 (cont'd)

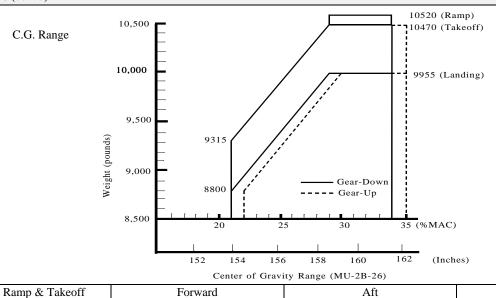
C.G. Ranges

Gear Up

Condition

Gear

Down



Forward		A	Weight	
	%MAC	In.	%MAC	Pounds
3	22	+162.2	35	9315
2	30	+162.2	35	10470
'	21	+161.6	34	9315
ó	29	+161.6	34	10470
ó	29	+161.6	34	10520
Forward		Λ	Weight	

Condition	+158.6	29	+161.6	34	10520
Landing	Forward		A	.ft	Weight
C.G. Ranges	In.	%MAC	In.	%MAC	Pounds
Gear Up	+154.3	22	+162.2	35	8800
Condition	+159.2	30	+162.2	35	9955
Gear Down	+153.7	21	+161.6	34	8800
Condition	+158.6	29	+161.6	34	9955

Straight line variation between points given. Moment change due to gear retraction is +6738 in-lbs.

Maximum weight	Ramp Takeoff Landing Zero fuel	10,520 lbs. 10,470 lbs. 9,955 lbs. 9,710 lbs.
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

In.

+154.3

+159.2

+153.7

+158.6

No. of seats Maximum 9 (Maximum operating altitude 25,000 ft.) (Pilot at +97.2)

Maximum 7 (Maximum operating altitude 28,000 ft) (Pilot at +97.2)

See loading instructions for passenger loading.

Maximum baggage 574 lbs. (200 lbs. at +205.1) (220 lbs. at +230.7) (154 lbs. at +253.2)

Fuel capacity		TOTAL CAP	<u>USABLE</u>		
	Wing Tank	159 gal. (+204.5)	156 gal.		
	Outer Tank (2 at 15 gal. ea.)	30 gal. (+201.0)	30 gal.		
	Tip Tank (2 at 93 gal. ea.)*	186 gal. (+193.1)	180 gal.		
	Total	375 gal.	366 gal.		
	Fuel weights are based on 6.5 lbs./gal.				

*See Note 1 (c) for required fuel usage procedure.

Oil Capacity Total 3.1 gal.(1.55 gal. each tank) (+138.7)

Maximum Operating Altitude 25,000 ft. (Ships of cabin differential pressure 5 psi-nominal)

28,000 ft. (Ships of cabin differential pressure 6 psi-nominal)

ΜI	J-2B-26	(cont'd)

Control Surface Movements	Spoiler	Up	60°		
	Aileron Trim	Up	20°	Down	20°
	Elevator	Úp	33°	Down	10°
	Elevator Tab	Up	30°	Down	10° (If not modified by S/B No.
					216)
		Up	30°	Down	1° (If modified by S/B No. 216)
	Rudder	Right	25°	Left	22°
	Rudder Tab	Right	25°	Left	25°
	Flap Outboard			Down	40°
	Flap Inboard			Down	40°

Serial Nos. eligible

The Government of Japan Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for certification is made.

Data Pertinent to All Model

Datum

Nose of fuselage for Models MU-2B, MU-2B-10, MU-2B-20, MU-2B-15, MU-2B-25, MU-2B-26 (Forward 183.46 in. (4660 mm) from front plane of wing rear spar fuselage connecting frame).

6.69 in. (170 mm) aft of nose for Models MU-2B-30, MU-2B-35, MU-2B-36 (Forward 220.67 in. (5605 mm) from front plane of wing rear spar fuselage connecting frame).

MAC

60.55 in. (Leading edge of MAC is at +141.03 (MU-2B, MU-2B-10, MU-2B-20, MU-2B-15, MU-2B-25, and MU-2B-26), and at +178.23 (MU-2B-30, MU-2B-35, and MU-2B-36).

Leveling means

Position spirit level on the R.H. bracket of keel (STA. 5809, STA.6020) longitudinally, and on the channel of door actuator laterally, for Models MU-2B, MU-2B-10, MU-2B-20, MU-2B-15, MU-2B-25 and MU-2B-26.

A plumb bob suspension crip fitted to the channel of the pressure bulkhead (STA. 8035), and a leveling provision scale on the equipment floor in the electrical compartment for Models MU-2B-30, MU-2B-35, and MU-2B-36.

Certification basis

CAR 10 dated March 28, 1955. (Applicable regulations are CAR 3 dated May 15, 1956 including Amendments 3-1 through 3-8, plus the Special Conditions stated in FAA letter to the JCAB dated May 14, 1965, modified by FAA letters to the JCAB dated January 25, 1968, and May 12, 1971.

Type Certificate No. A2PC issued November 4, 1965.

Application for Type Certificate dated November 25, 1964.

Required equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for type certification. Mitsubishi Reports 5ET65196(MU-2B), YET66131 (MU-2B-10), YET68004 (MU-2B-20), YET-68027 (MU-2B-15), YET 69069(MU-2B-30) and YET 70176(MU-2B-35), YET 71354(MU-2B-25), YET-74194 (MU-2B-26) and YET 74196(MU-2B-36), contain lists of all required equipment as well as optional equipment installations approved by the JCAB.

Import requirements

Each aircraft and any replacement parts manufactured in Japan and exported to the United States must be designated as "Import" and clearly labeled as such in accordance with CAR 10.30. A U.S. certificate of Airworthiness may be issued on the basis of a Japanese Certificate of Airworthiness for export signed by a representative of the JCAB containing the following notation.

"The aircraft covered by this certificate has been found to conform to Type Certificate Number A2PC and is in a condition for safe operation."

Model MU-2B (cont'd)

Note 1

- (a) Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original airworthiness certification.
- (b) The certificated empty weight and corresponding center of gravity location must include unusable fuel and undrainable oil as follows:

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Unusable Fuel (MU-2B)
                                            65.0 lbs. at (+167.3)
Unusable Fuel (MU-2B-10)
                                             19.5 lbs. at (+167.3) (Standard)
                                             58.5 lbs. at (+159.7) (Extended Range)
                                            58.5 lbs. at (+159.7)
Unusable Fuel (MU-2B-20)
Unusable Fuel (MU-2B-15)
                                            58.5 lbs. at (+159.7)
Unusable Fuel (MU-2B-30)
                                            58.5 lbs. at (+196.9)
Unusable Fuel (MU-2B-35)
                                            58.5 lbs. at (+196.9)
Unusable Fuel (MU-2B-25)
                                             58.5 lbs. at (+159.7)
Unusable Fuel (MU-2B-26)
                                             58.5 lbs. at (+159.7)
Unusable Fuel (MU-2B-36)
                                             58.5 lbs. at (+196.9)
Undrainable oil (All Models)
                                            0 lbs.
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- (c) The fuel quantity of each tip tank must not be more than 45 gallons, Model MU-2B, and not more than 65 gallons, Model MU-2B-10 (Extend Range), MU-2B-20, MU-2B-15, MU-2B-30, MU-2B-35, MU-2B-25, and MU-2B-26, MU-2B-36, before landing.
- Note 2 This aircraft must be operated in accordance with the JCAB approved Airplane Flight Manual.
- Note 3 (Delete)
- Note 4 (a) Model MU-2B-10 can be converted to Model MU-2B-15 by complying with the provisions of Service Recommendation No. 086.
 - (b) Model MU-2B-25 can be converted to Model MU-2B-20 by complying with the provisions of Service Recommendation No. 013.
 - (c) Model MU-2B-35 can be converted to Model MU-2B-36 by complying with the provisions of Service Recommendation No. 020.
 - (d) Model MU-2B-25 can be converted to Model MU-2B-26 by complying with the provisions of Service Recommendation No. 021.
- Note 5 Mitsubishi Heavy Industries America Inc; Addison, Texas 75001, is licensed by Mitsubishi Heavy Industries, Ltd. to maintain the type design and to manufacture replacement and modification parts for Model MU-2B series airplanes listed in this type certificate data sheet.
- Note 6 Airworthiness Directive AD 2003-04-23, mandated that existing blades be replaced with new blades of the latest design in accordance with Hartzell Propeller Inc. SB HC-SB-61-250, Revision 1, dated April 8, 2002. Effected models are MU-2B/-10/-15/-20/-25/-26/-30/-35/-36. Removed Blade: T10176 H (B)-5, T10176H (K)-5, T10176H-5, T10176HSB-5, T10178H-11R, T10178H (B)-11, T10178H (B)-11R Replaced By: T10176 (N) SB-5, T10178 (N) B-11, T10178 (N) B-11R
- Note 7 Updated the propeller blades per Hartzell SB HC-SB-61-170, Rev. B, dated September 18, 1992 and A188, dated February 25, 1994, AD 95-01-02.
- Note 8 Updated the propeller hubs and blades per Hartzell TC Data Sheet P15EA, Note 6(a) and (c)
- Note 9 The following serial number aircraft are no longer eligible for a standard airworthiness certificate; MU-2B: S/N 4,6 thru 35,37,38; MU-2B-10: S/N 101, 103 to 111, 113, 116, 117, 119 and 120; MU-2B-15: S/N 114, 115 and 118.

.....END.....