

No.19
Revision 3
Mitsubishi Heavy Industries, Ltd.
Mitsubishi MU-2B
Mitsubishi MU-2B-20
Mitsubishi MU-2B-25
Mitsubishi MU-2B-26
Date : September 28, 2021

Type Certificate Holder: Mitsubishi Heavy Industries, Ltd.
2-3, Marunouchi 3-chome, Chiyoda-ku, Tokyo, Japan

I-Model Mitsubishi MU-2B, (Normal Category), Approved September 15, 1965.

Engines	2 Propeller-shaft to engine-rotor ratio	AiResearch TPE331-25AA or TPE331-25AB 1 : 20.865
Fuel	Fuels as designated ASTM D1655-68T Aviation Turbine Fuels MIL-DTL-5624 Turbine Fuel MIL-F-5616-1 Fuel MIL-F-46005A (MR) -1 Fuel British Ministry of Supply Specifications MIL-G-5572D Aviation Gasoline	Type Jet A, JET A-1 and Jet B Grade JP-4 and JP-5 Grade JP-1 Type I and II (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 Grade 80/87 (as emergency fuel only) Grade 100/130 (as emergency fuel only)
Oil	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	Static Sea Level Rating (I.S.A.)					
	Shaft Horse-power (SHP)	Jet Thrust (lbs.)	Equivalent Shaft Horse-Power (ESHP)	Propeller Shaft Speed (%)*	Maximum Permissible Exhaust Gas 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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Mitsubishi MU-2B (cont'd)

Propeller and Propeller Limits

2	Hartzell	HC-B3TN-5(C or E or M)/T10176SB-5 with 3 blades each, or
2	Hartzell	HC-B3TN-5(C or E or M)/T10176NSB-5 with 3 blades each, or
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

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°± 0.5° (T10176-5) 87.0 °± 0.5° (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 = .57M	
Vp	(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 009,011,012,014 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)

Gear Extended/Retracted	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 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.			

Maximum Weight	Takeoff	8,930	lbs.
	Landing	8,490	lbs.
	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	lbs.
	(If modified by S/B No.36 and 92.)		
No. of Seats	Maximum 9 (Pilot at +97.2)		
Maximum Baggage	420 lbs.(200 lbs. at +205.1) (220 lbs. at +230.7) (S/N 008 thru 024 if not modified 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 modified by S/B No. 10, and S/N 025 and up)		
Fuel Capacity		Total Cap	Usable
	Wing Tank	165 gal. (+167.3)	155 gal.
	Tip Tank (2 at 65 gal. ea.)	130 gal. (+155.9)	130 gal.
	Total	295 gal.	285 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) (+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)		

Mitsubishi MU-2B (cont'd)

Control Surface Movements	Spoiler	Up	60°		
	Aileron Trim	Up	20°	Down	20°
	Elevator	Up	33°	Down	17°
					(If not modified by S/B No.60)
		Up	33°	Down	10°
	Elevator Tab				(If modified by S/B No. 60)
		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	25°
	Rudder Tab	Right	25°	Left	25°
	Flap Outboard			Down	40°
	Flap Inboard			Down	40°
Serial Nos. Eligible	MU-2B	008 thru 038			

 II-Model Mitsubishi MU-2B-10, (Normal Category), Approved September 26, 1966 : Deleted, 16 March, 2016

 III-Model Mitsubishi MU-2B-20, (Normal Category), Approved April 3, 1968.

Engines	2	AiResearch	TPE331-1-151A	
		Propeller-shaft to engine-rotor ratio	1 : 20.865	
Fuel	Fuels as designated ASTM D1655-68T Aviation Turbine Fuels MIL-DTL-5624 Turbine Fuel MIL-F-5616-1 Fuel MIL-F-46005A (MR) -1 Fuel British Ministry of Supply Specifications MIL-G-5572D Aviation Gasoline			
			Type Jet A, JET A-1 and Jet B Grade JP-4 and JP-5 Grade JP-1 Type I and II (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 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-power (SHP)	Jet Thrust (lbs.)	Equivalent Shaft Horse-Power (ESHP)	Propeller Shaft Speed (%)*	Maximum Permissible Exhaust Gas 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.

*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.

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

Diameter 90-3/8 inches

Pitch setting at 30 in. station	Flight Idle	12°
	Feathered	87.0° ± 0.5°
	Reverse	-6.5°

Mitsubishi MU-2B-20 (cont'd)

Airspeed Limits (CAS)

V _{mo}	(Maximum Operating)	250 knots (287 m.p.h.)
	Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for M _{mo} = .57M	
V _p	(Maneuvering)	181 knots (208 m.p.h.)
V _{fe}	(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.)
V _{lo}	(Landing gear operating)	160 knots (184 m.p.h.)
V _{le}	(Landing gear extended)	162 knots (187 m.p.h.)
V _{mc}	(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	Aft
	9,149 or less	+153.74 (21% MAC)	+ 161.60 (34% MAC)
	9,920	+ 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	9,920	lbs.
	Landing	9,435	lbs.
	Zero fuel	9,270	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		Total Cap	Usable
	Wing Tank	159 gal. (+167.3)	156 gal.
	Outer Tank	30 gal. (+163.4)	30 gal.
	Tip tank (2 at 93 gal. ea.)*	186 gal. (+155.9)	180 gal.
	Total	375 gal.	366 gal.
	Without Outer Tank		
	Wing tank	159 gal. (+167.3)	156 gal.
	Tip tank (2 at 93 gal. ea.)*	186 gal. (+155.9)	180 gal.
	Total	345 gal.	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 25,000 ft

Mitsubishi MU-2B-20 (cont'd)

Control Surface Movements	Spoiler	Up	60°		
	Aileron Trim	Up	20°	Down	20°
	Elevator	Up	33°	Down	10°
	Elevator tab	Up	30°	Down	20°
					(S/N102, 121 thru 164, if not modified by S/B No. 216)
		Up	30°	Down	10°
					(S/N 165 and up , if not modified by S/B No. 216)
		Up	30°	Down	1°
					(S/N102, 121, and up 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 MU-2B-20 102, 121 thru 233

IV-Model Mitsubishi MU-2B-15, (Normal Category), Approved April 3, 1968 : Deleted, 16 March, 2016

V-Model Mitsubishi MU-2B-25, (Normal Category), Approved February 9, 1972.

Engines	2	AiResearch	TPE331-6-251M, or
	2	AiResearch	TPE331-6A-251M, or
	2	AiResearch	TPE331-6-252M, or
	2	AiResearch	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-DTL-5624 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
			Grade 80/87
	MIL-G-5572D Aviation Gasoline		(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)
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 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)/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

Diameter 90 - 3/8 inches

Pitch setting at 30 in. station

Flight idle	12°
Feathered	87.0 ° ± 0.5°
Reverse	-6.5°

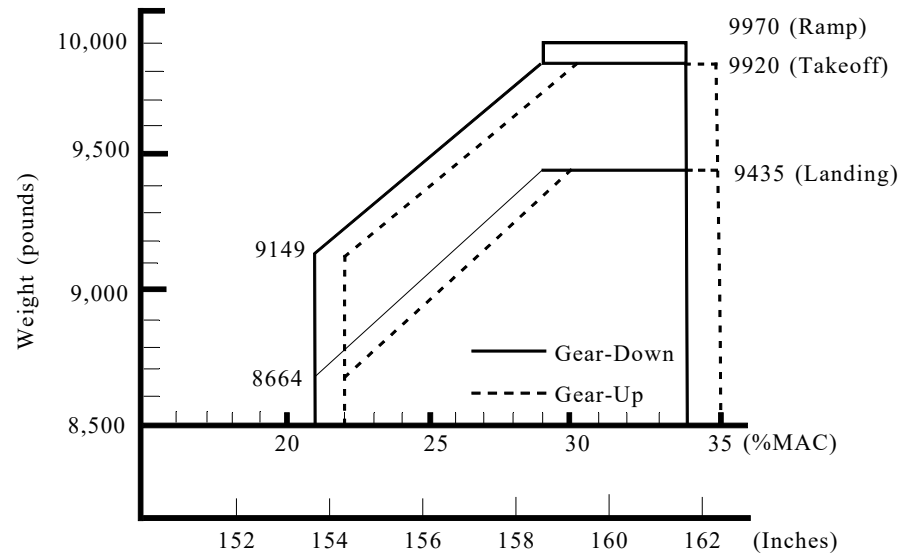
Mitsubishi MU-2B-25 (cont'd)

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.)
		(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)
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.)

Mitsubishi MU-2B-25 (cont'd)

C.G. Range



Center of Gravity Range (MU-2B-25)

Ramp & Takeoff C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
Gear Up	+154.3	22	+162.2	35	9149
Condition	+159.2	30	+162.2	35	9920
Gear	+153.8	21	+161.6	34	9149
Down	+158.6	29	+161.6	34	9920
Condition	+158.6	29	+161.6	34	9970
Landing C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
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)

Mitsubishi MU-2B-25 (cont'd)

Fuel capacity		TOTAL CAP	USABLE
	Wing tank	159gal.(+169.3)	156gal.
	Outer tank	30 gal. (+163.4)	30 gal.
	Tip tank (2 at 93 gal. ea.)*	186 gal. (+155.9)	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.

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			Down	40°

Serial Nos. Eligible MU-2B-25 239 thru 312, 314 thru 318

VI-Model Mitsubishi MU-2B-26, (Normal Category), Approved Jun 12, 1974.

Engines	2	AiResearch	TPE331-6-251M, or
	2	AiResearch	TPE331-6A-251M, or
	2	AiResearch	TPE331-6-252M, or
	2	AiResearch	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-DTL-5624 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	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)
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 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)/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

Diameter 90-3/8 inches

Pitch setting at 30 in. station	Flight idle	12°
	Feathered	87.0° ± 0.5°
	Reverse	-6.5°

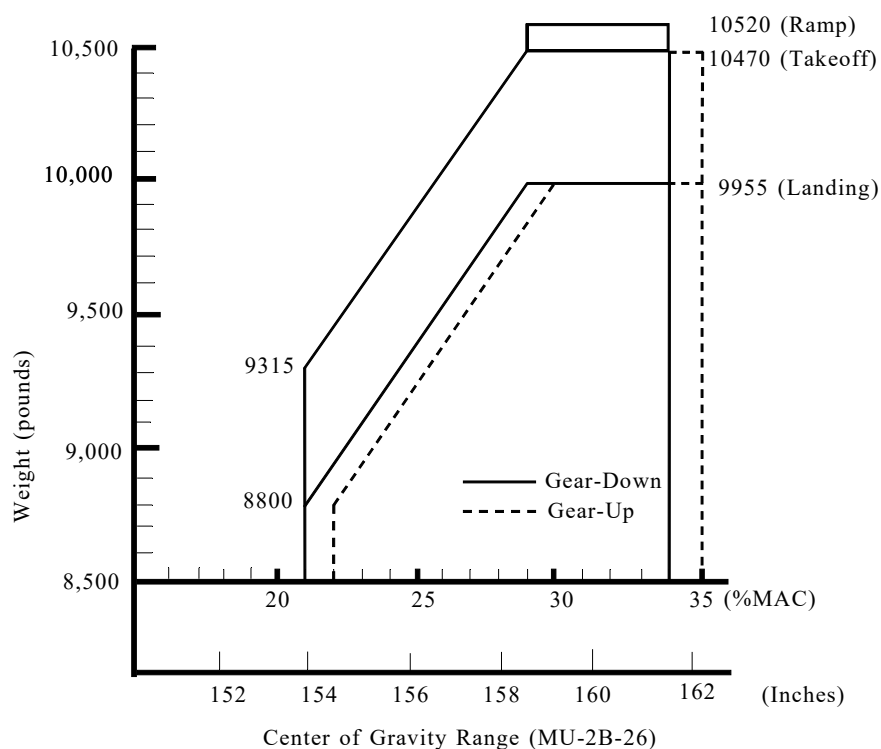
Mitsubishi MU-2B-26 (cont'd)

Airspeed Limits (CAS)

V _{mo}	(maximum operating)	250 knots (287 m.p.h.)
	Decrease by 5 knots per 1,000 ft. above 21,300 ft. to account for M _{mo} = .57M	
V _p	(Maneuvering)	182 knots (209 m.p.h.)
V _{fe}	(Flaps extended)	
	Flap 5°	175 knots (201 m.p.h.)
	Flap 20°, 40°	155 knots (178 m.p.h.)
V _{lo}	(Landing gear operating)	170 knots (196 m.p.h.)
V _{le}	(Landing gear extended)	170 knots (196 m.p.h.)
V _{mc}	(Minimum control)	
	Flap 5°	100 knots (115 m.p.h.)
	Flap 20°	93 knots (107 m.p.h.)

Mitsubishi MU-2B-26 (cont'd)

C.G. Range



Ramp & Takeoff C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
Gear Up	+154.3	22	+162.2	35	9315
Condition	+159.2	30	+162.2	35	10470
Gear	+153.7	21	+161.6	34	9315
Down	+158.6	29	+161.6	34	10470
Condition	+158.6	29	+161.6	34	10520

Landing C.G. Ranges	Forward		Aft		Weight Pounds
	In.	%MAC	In.	%MAC	
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	10,520	lbs.
	Takeoff	10,470	lbs.
	Landing	9,955	lbs.
	Zero fuel	9,710	lbs.

No. of seats	Maximum 9 (Maximum operating altitude 25,000 ft.) (Pitot at +97.2)
	Maximum 7 (Maximum operating altitude 28,000 ft.) (Pitot at +97.2)
	See loading instructions for passenger loading.

Mitsubishi MU-2B-26 (cont'd)

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

Fuel capacity		TOTAL CAP	USABLE
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)

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			Down	40°

Serial Nos. Eligible MU-2B-26 319, 320, 322 thru 347

Data Pertinent to All Model

Datum Nose of fuselage, for Model MU-2B, MU-2B-20, MU-2B-25 and MU-2B-26. [Forward 183.46 in. (4660mm) 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-20, MU-2B-25, MU-2B-26).

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 Model MU-2B, MU-2B-20, MU-2B-25, MU-2B-26.

Certification Basis Civil Aeronautics Regulations Annex 1 "Technical Standards for Ensuring Safety of Aircraft and Equipment".

Part 2 of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Standards) (Enacted in 1960, the KU-KEN-443, revised in 1964, the KU-KEN-190.)

Special conditions respect to the following subjects apply to the Model MU-2B.
KU-KEN-151 (Jun 21,1965)
KU-KEN-264 (Jun 28,1971)

NOTE: Certification basis, in its technical contents, corresponds to FAA 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.

Civil Aeronautics Regulations Annex 2 : N/A
Civil Aeronautics Regulations Annex 3 : N/A
Civil Aeronautics Regulations Annex 4 : N/A

Required	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Equipment Certification Basis) must be installed in the aircraft for type certification.</p> <p>Mitsubishi Reports 5ET65196 (MU-2B), YET68004 (MU-2B-20), YET71354 (MU-2B-25), and YET74194 (MU-2B-26), contain lists of all required equipment as well as optional equipment installations approved by the JCAB.</p>								
Note 1:	<p>(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.</p> <p>(b) The certificated empty weight and corresponding center of gravity location must include unusable fuel as follows:</p> <table> <tr> <td>Unusable fuel (MU-2B)</td><td>65.0 lbs. at (+167.3)</td></tr> <tr> <td>Unusable fuel (MU-2B-20)</td><td>58.5 lbs. at (+159.7)</td></tr> <tr> <td>Unusable fuel (MU-2B-25)</td><td>58.5 lbs. at (+159.7)</td></tr> <tr> <td>Unusable fuel (MU-2B-26)</td><td>58.5 lbs. at (+159.7)</td></tr> </table> <p>(c) The fuel quantity of each tip tank must be not more than 45 gallons, Model MU-2B, and not more than 65 gallons, MU-2B-20, MU-2B-25, and MU-2B-26 before landing.</p>	Unusable fuel (MU-2B)	65.0 lbs. at (+167.3)	Unusable fuel (MU-2B-20)	58.5 lbs. at (+159.7)	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)	65.0 lbs. at (+167.3)								
Unusable fuel (MU-2B-20)	58.5 lbs. at (+159.7)								
Unusable fuel (MU-2B-25)	58.5 lbs. at (+159.7)								
Unusable fuel (MU-2B-26)	58.5 lbs. at (+159.7)								
Note 2:	This aircraft must be operated in accordance with the JCAB approved Airplane Flight Manual.								
Note 3:	(DELETE)								
Note 4:	<p>(a) Model MU-2B-25 can be converted to Model MU-2B-20 by complying with the provisions of S/R No.013.</p> <p>(b) Model MU-2B-25 can be converted to Model MU-2B-26 by complying with the provisions of S/R No.021</p>								