MITSUBISHI HEAVY INDUSTRIES AMERICA INC.

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SL 130
SL 103/25-008
FAA Special Airworthiness Information Bulletin (SAIB) 2026-10R1 – Restraint Systems

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Mitsubishi Heavy Industries America, Inc.
Aircraft Product Support Division
450 N. Freeport Pkwy Suite 3400 Coppell, TX 75019
USA

Email: mu-2support@mhia.com

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MU–2

SERVICE LETTER

MITSUBISHI HEAVY INDUSTRIES, LTD.
NAGOYA AEROSPACE SYSTEMS WORKS
10 OYE-CHO, MINATO-KU, NAGOYA, AICHI, JAPAN

JCAB T.C.: No. 130 DATE: May 1, 2026
FAA T.C.: No. 103/25-008

SUBJECT: FAA Special Airworthiness Information Bulletin (SAIB) 2026-10R1 – Restraint Systems
MODELS AFFECTED: All MU-2B Airplanes

The Federal Aviation Administration (FAA) has issued Special Airworthiness Information Bulletin (SAIB) 2026-10R1, dated April 15, 2026, addressing potential airworthiness concerns for torso restrain systems and safety belts installed in general aviation aircraft.

The original seat belts installed on the MU-2s are likely to meet TSO-C22f standard. If aircraft pilot and co-pilot seats are modified with FAA Supplemental Type Certificate (STC) No. SA1751SW with Pacific Scientific restraint system, the restraint systems meet TSO-C114 standard.

The FAA recommends that all owners and operators perform routine preflight and annual visual inspections of both the shoulder and pelvic restraints to check for signs of wear, deformation, discoloration, defects, or fraying.

Mitsubishi Heavy Industries, Ltd. (MHI) encourages MU-2 owners and operators to review the attached SAIB and MHI Service News No. 144, No. 098/25-002, dated November 7, 2003.

Mitsubishi Heavy Industries America, Inc.
Aircraft Product Support Division
450 N. Freeport Pkwy, Suite 3400, Coppell, Texas 75019
Email: mu-2support@mhia.com | Website: www.mu-2aircraft.com

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FAA
Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: 2026-10R1
Date: April 15, 2026

SUBJ: Equipment / Furnishings - Restraint Systems

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) is being issued to alert owners, operators, and maintenance technicians of an airworthiness concern for torso restraint systems and safety belts installed in general aviation aircraft.

The FAA is revising this SAIB to correct a date in the background.

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Background

The National Transportation Safety Board (NTSB) notified the FAA of multiple general aviation accidents in which restraint assemblies failed after being subjected to impact loading. Although it is unknown if the loading surpassed the restraints' design criteria, failed restraints may contribute to serious injury or death of occupants.

One related accident as documented in NTSB Accident No. CEN12FA601 occurred on September 1, 2012, when an Aeronca 7AC airplane impacted terrain after losing control during takeoff. The pilot sustained serious injuries, and the passenger sustained fatal injuries. The investigation revealed that the pilot's Aero Fabricators four-point restraint assembly model H-702-300, see Figure 1, separated at the shoulder harness Y-junction threading that separates the two shoulder straps and connects to the fuselage attach strap behind the pilot's head as shown in Figure 2. The NTSB performed additional testing on these restraints as documented in the accident docket's "Survival Factors Factual Report" dated September 16, 2014, and concluded that the shoulder harness failed at loads below those prescribed in current Technical Standard Orders (TSOs).

A search of NTSB public dockets identified at least fifteen other general aviation accidents resulting in full or partial failure of the occupants' restraint system. Many of these failures occurred at the Y-junction threading as shown in Figure 2. These accidents often involved serious or fatal injuries of the occupants. Further inspection of the accident findings revealed that these restraints are often designed to obsolete TSO requirements. Minimum torso restraint system performance requirements are currently prescribed in TSO-C114 dated March 27, 1987. Minimum safety belt performance requirements are currently prescribed in TSO-C22g dated March 5, 1993. Both TSOs provide standards equivalent to SAE Aerospace Standard (AS) Document No. AS8043, "Torso

Restraint Systems," dated March 1986.

Recommendations

The FAA recommends that owners and operators of general aviation aircraft:

- Ensure their restraint systems meet the minimum performance requirements prescribed in TSO-C114 dated March 27, 1987 for torso restraints and TSO-C22g dated March 5, 1993 for pelvic seat belt restraints, or later revisions thereof.
- Positively identify that their restraints meet these minimum performance requirements through visual inspection of the manufacturer's label markings on the restraint assemblies. These markings may list the TSO numbers and/or the rated strength of the restraint assembly. The assembly's rated strength to meet the current performance requirements is 3000 lbs or more. Figure 3 and Figure 4 show examples of label markings of restraints which do and do not meet TSO-C114 or TSO-C22g requirements.
- Replace torso and pelvic restraints which are not labeled as meeting TSO-C114 or TSO-C22g or later revisions, respectively; which do not meet or exceed an assembly rated strength of 3000 lbs or more; or which have a missing, illegible, or unreadable label or marking on the restraints with restraints which meet these TSO minimum performance requirements.

The FAA recommends that owners, operators, and maintenance technicians of general aviation aircraft:

- Perform routine preflight and annual visual inspections of both the shoulder and pelvic restraints to check for signs of wear, deformation, discoloration, defects, or fraying. Special attention should be paid to the threading on the Y-junction that separates the two shoulder straps and connects to the fuselage attach strap behind the occupant's head as well as the fastener hardware.
- Report findings of damage to the FAA point of contact. Please include the make, model, and serial number of the restraint and aircraft; a description of the damage; photographs; recommended inspection techniques to locate the damage; the damaged parts' time in service; and any other information that may assist in our evaluation of this issue.

Under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the collection of information. The OMB control number is 2120-0731.

For Further Information Contact

Kristi Bradley, General Aviation Safety Coordinator, Fleet Safety Section, Compliance and Airworthiness Division, FAA; phone: (817) 222-5390; email: OperationalSafety@faa.gov.

Figure 1

Four-point restraint assembly

Figure 2

Four-point restraint assembly with separation at shoulder harness Y-junction threading

Figure 3
Example label markings of restraints that do meet TSO-C114 or TSO-C22g requirements
(Photo credit: AeroSavvy Aviation Insight)

Figure 4

Example label marking of restraint that does not meet TSO-C114 or TSO-C22g requirements

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SERVICE NEWS

MITSUBISHI HEAVY INDUSTRIES, LTD.
NAGOYA AEROSPACE SYSTEMS WORKS
10, OYE-CHO, MINATO-KU, NAGOYA, JAPAN

JCAB T.C. : No. 144
FAA T.C. : No. 098/25-002

DATE: November 7, 2003

SUBJECT : PILOT RESTRAINT SYSTEM - STC SA1751SW

EFFECTIVITY: All MU-2B

Mitsubishi Heavy Industries (MHI) is pleased to announce the availability of STC SA1751SW owned by MHIA, which provides the instructions and parts to install the Pacific Scientific restraint system on pilot/co-pilot seats of all MU-2B airplanes. The Pacific Scientific system can be installed either as a replacement for existing production pilot and copilot seat restraint systems or as a new installation on early model seats that were not equipped with shoulder harness systems. Each kit contains a restraint system as well as the attaching hardware necessary for mounting to the existing seats. Various webbing colors are available on special order.

The Pacific Scientific safety restraint system consists of a lap belt with dual shoulder harnesses with inertia reel. This system allows the pilot to lock the shoulder harness during takeoffs, landings, and turbulence and to select the inertia reel protection during other flight regimes. The control lever for this feature is conveniently located on the lower inboard edge of the seat. A single center rotary buckle receives each belt independently of each other. To completely release the restraint system, the rotary buckle is simply rotated.

Inertial reel mounting hardware is replaced on the Tenryu seat. Some structural modification of the older MHI seats is required to increase the strength of the seat back to accept the loads from the shoulder harness. Modification of either seat configuration can be accomplished at your local Service Center.

The STC is applicable to the Tenryu and MHI seats installed in the MU-2B aircraft. Please verify the actual part number of the seats in your airplane, as they are physically interchangeable. Seat ID plates are located on the aft side of the seat-leg assembly as shown in Figure 1. Please contact your local MHIA Authorized MU-2 Service Center to order the applicable STC installation. The Service Centers will need to know the applicable seat part number, aircraft serial number, and webbing color. In addition, this STC provides the necessary installation instructions for an oxygen mask holder on the back of the seats.

The applicable STC installations are listed in the table below:

Applicable seat		STC kit		
Manufacturer	Part No.	Pilot's seat	Copilot's seat	Oxygen mask holder option
Tenryu seat installation Tenryu seat assembly	PN 037A-91120-XX PN 9002-X	MU2-9002-101	MU2-9002-103	MU2-9002-105
MHI seat assembly	PN 010A-91101-XX	MU2-9012-101	MU2-9012-103	MU2-9012-105

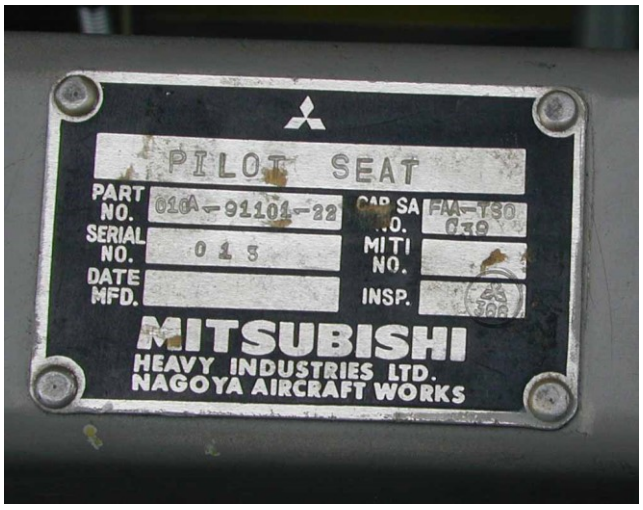
MU-2 Service News

JCAB T.C.: No. 144 DATE: November 7, 2003

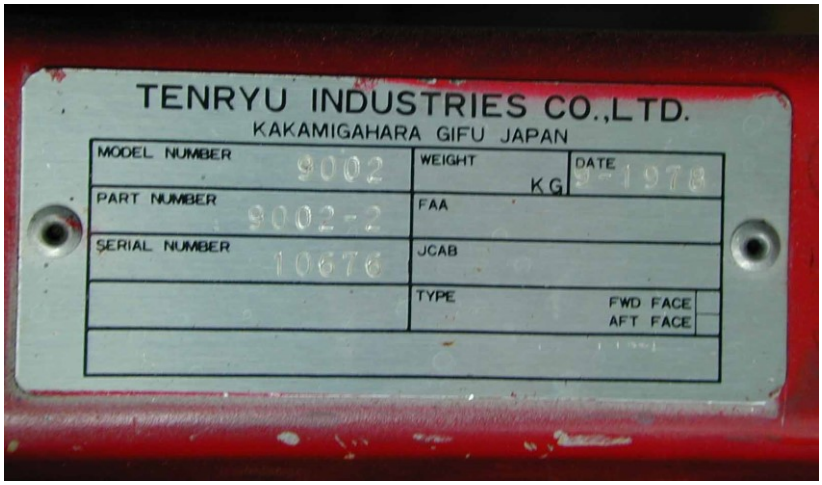
FAA T.C.: No. 098/25-002

Operators should be aware that some third party companies might have provided shoulder harness system installations for some of the MHI seats (PN 010A-91101-XX) that are not approved by MHI. While these systems may appear to function satisfactorily the unapproved installations might not meet FAA certification requirements if the seat back structure was not properly strengthened to carry the loads. MHI strongly urges all owners and operators with MHI seats to incorporate the Pacific Scientific restraint system.

MHIA has prepared a product information document that provides general operating instructions of the Pacific Scientific Flight Crew Restraint System installed in accordance with this STC. A copy of this document is attached to this Service News for your reference.



MHI Pilot Seat Assembly PN 010A-91101-XX



Tenryu Pilot Seat Installation PN 037A-91120-XX
(Tenryu Pilot Seat Assembly PN 9002-X)

FIGURE 1 PILOT SEAT ID PLATE

PRODUCT INFORMATION

Mitsubishi Heavy Industries, Inc. suggests keeping this document in a convenient place where it is readily accessible such as the back of the “Systems Description” section of the Pilots Operating Manual.

FLIGHT CREW RESTRAINT SYSTEM – PILOT AND COPILOT SEAT

For aircraft equipped with Pacific Scientific Flight Crew Restraint System installed in accordance with Supplemental Type Certificate (STC) SA1751SW.

Flight crew restraint systems, PN: MU2-9002 or MU2-9012, incorporate an integrated shoulder harness and lap belt manufactured by Pacific Scientific which provides a manual locking feature for the inertia reel. Pilots have found it desirable to have the shoulder harness locked during takeoff, landing and flight in turbulence. During normal operation unlocking the reel and utilizing the inertia feature of the harness can provide an increased level of comfort for the pilots.

Operation of the Flight Crew Restraint System is straightforward and has been designed to provide the wearer with comfort as well as protection from head impact injuries. The occupant of the restraint system shall adjust the lap belt halves to a length that centers the buckle and allows correct insertion of the plug-in fittings. Prior to inserting the lap belt plug-in fitting into the rotary buckle, the occupant shall verify that the straps are straight and not twisted. Insertion, is ensured by a slight click or snapping sound and then verified by pulling outward on the plug-in link away from the rotary buckle to verify the plug engages and remain engaged. The two shoulder harness straps are then inserted into the rotary buckle. Insertion is ensured by a slight click or snapping sound.

The Flight Crew Restraint System utilizes a single inertia reel, which allows for unrestrained movement of the upper torso under normal conditions. However, once the shoulder strap payout exceeds approximately 1.5 g acceleration, the reel will automatically lock preventing further payout of the strap webbing. The inertia reel will return to the unrestrained mode once the force that caused the locking condition is removed.

A manual locking feature is also available for the inertia reel through a cable and control assembly. This feature allows the occupant to select a fully locked (no additional strap payout) or automatic payout feature for the shoulder harness. The control assembly lever is located on the inboard base of each pilot seat. In the forward position, the inertia reel operates in the automatic mode. When the lever is positioned all the way aft, the inertia reel is locked to prevent further payout. In the locked position the retract feature of the inertia reel still functions to maintain the shoulder strap tension. Once in the locked position, the control assembly lever must be moved to the forward position if the occupant wants freedom of movement for the upper torso.

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