

# **MITSUBISHI HEAVY INDUSTRIES AMERICA INC.**

## **MITSUBISHI SERVICE PUBLICATIONS TRANSMITTAL**

The attached Mitsubishi MU-2B series Service Publication has been issued by Mitsubishi Heavy Industries, Ltd. in Japan, who is the type certificate holder of the MU-2 aircraft. It is the owner and/or operator's responsibility to adhere to or comply with new information contained in the attached publication.

**SL 127  
SL 100/25-007**

**FAA Special Airworthiness Information Bulletin (SAIB) 2026-03 –  
Emergency Equipment**

### **NOTE**

**THIS PUBLICATION IS PRINTED AND/OR DISTRIBUTED BY  
MITSUBISHI HEAVY INDUSTRIES AMERICA, INC., UNDER LICENSE  
FROM MITSUBISHI HEAVY INDUSTRIES LTD. FOR COMMENTS OR  
INQUIRIES REGARDING DISTRIBUTION OF THIS PUBLICATION OR  
RECEIPT OF ANY OF THE PUBLICATIONS LISTED HEREIN, PLEASE  
CONTACT:**

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

Email: [mu-2support@mhia.com](mailto:mu-2support@mhia.com)

THIS PAGE INTENTIONALLY LEFT BLANK



**MU-2**

# **SERVICE LETTER**

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

JCAB T.C.: No. 127

DATE: February 19, 2026

FAA T.C.: No. 100/25-007

**SUBJECT:** FAA Special Airworthiness Information Bulletin (SAIB) 2026-03 – Emergency Equipment

**MODELS AFFECTED:** All MU-2B Airplanes

The Federal Aviation Administration (FAA) has issued Special Airworthiness Information Bulletin (SAIB) 2026-03, dated January 23, 2026, addressing potential concerns on Orion Safety Products (Orion) Skyblazer II Red XLT Aerial Signals (flares) igniting without the safety cap being removed or the ignition cord being pulled.

Mitsubishi Heavy Industries, Ltd. (MHI) encourages MU-2 owners and operators to review the attached SAIB for potential applicability to emergency equipment products onboard.

Mitsubishi Heavy Industries America, Inc.

Aircraft Product Support Division

450 N. Freeport Pkwy, Suite 3400, Coppell, Texas 75019

Email: [mu-2support@mhia.com](mailto:mu-2support@mhia.com) | Website: [www.mu-2aircraft.com](http://www.mu-2aircraft.com)

THIS PAGE INTENTIONALLY LEFT BLANK



**SUBJ: EMERGENCY EQUIPMENT**, Orion Safety Products Skyblazer II  
Red XLT Aerial Signal

**SAIB:** 2026-03  
**Date:** January 23, 2026

*This is information only. Recommendations aren't mandatory.*

## Introduction

This Special Airworthiness Information Bulletin (SAIB) advises all owners and operators of any aircraft, certificated in any category, of reports of Orion Safety Products (Orion) Skyblazer II Red XLT Aerial Signals (flares) igniting without the safety cap being removed or the ignition cord being pulled.

The FAA is aware of this issue and is investigating to determine if mandatory action is appropriate. At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under 14 CFR part 39.

## Background

Orion supplies aerial signals for general purpose use on boats, and the aerial signals are also sold in retail stores for personal use. Orion also supplies these signals to various FAA design approval holders (DAH) engaged in assembly and production of technical standard order (TSO) authorized liferafts and emergency escape slide/raft assemblies. The aerial signals are also packed in survival kits maintained in aircraft cabins as stand-alone units or installed separately from the liferafts and emergency escape slide/raft assemblies. Additionally, general aviation operators may procure aerial signals from retail locations and carry them on aircraft or utilize non-TSO authorized liferafts that potentially contain an affected aerial signal. Authorized and independent maintenance, repair, and overhaul (MRO) organizations and airlines may also procure new aerial signals for use during repacking and servicing of liferafts and emergency escape slide/raft assemblies. Typical replacement intervals of the signals in survival kits, liferafts, or emergency escape slide/raft assemblies are every 3 to 5 years.

Orion received a report indicating that an aerial signal ignited without the safety cap being removed or the ignition cord being pulled. The report and photographs from this incident indicate that the aerial signal did not launch but burned in place. There were no reported injuries. Orion has subsequently learned that the aerial signal in question ignited after having been vacuum sealed, and an employee was working the liferaft into the fixture using a mallet. Orion has identified two additional incidents of aerial signals igniting without the safety cap being removed or the ignition cord being pulled that occurred prior to being delivered to a customer. The FAA is not aware of any incidents occurring on aircraft.

Signs of possible inadvertent ignition of an aerial signal in a liferaft or emergency escape slide/raft assembly may include visual signs of burning or heat damage to the liferaft or escape slide/raft, compromised vacuum seal to the liferaft or escape slide/raft assembly packaging, or the smell of smoke or burning of these materials.

Orion issued a recall and product quarantine for all affected signals with the below impacted Orion product numbers and expiration/manufacture dates:

- Product numbers 769, 855, and 859 with an expiration date of August 2028 through April 2029
- Product number 855A with manufacture dates of March 2025 through November 2025.

The Orion Skyblazer II Red XLT Aerial Signals recall notification and additional information is available on their website to all customers, distributors, and dealers:

<https://www.orionsignals.com/project/recall-notices/>

Subsequent to the Orion recall notification, the United States Coast Guard issued Marine Safety Alert 21-25, dated December 24, 2025 to all customers and end users:

[https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/USCGSA\\_2125.pdf](https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/USCGSA_2125.pdf)

The FAA also issued FAA Safety Team (FAASTeam) Notice NOTC4785, dated January 13, 2026 to all owners and operators of general aviation aircraft:

<https://www.faasafety.gov/spans/noticeView.aspx?nid=14785>

At this time, there are no replacement Orion Skyblazer II Red XLT Aerial Signals available. Orion is currently testing a replacement product.

## **Recommendations**

For all owners and operators of any aircraft, certificated in any category:

- 1) The FAA recommends the accomplishment of the actions specified in Orion Safety Products “URGENT SAFETY RECALL AND PRODUCT QUARANTINE” notification for Skyblazer II Red XLT Aerial Signals, dated January 6, 2026, at earliest practical opportunity but not to exceed the established maintenance interval for removal and refurbishment of liferafts, escape slide/raft assemblies, or survival kits. Replace any damaged survival kits, liferafts, or emergency escape slide/raft assemblies with serviceable survival kits, liferafts, or emergency escape slide/raft assemblies.
- 2) Report any incidents of inadvertent ignition of the recalled aerial signals to the FAA via email at [OperationalSafety@faa.gov](mailto:OperationalSafety@faa.gov). Include the following information in your email response.

Reference the SAIB number, Orion Safety Products Skyblazer II Red XLT Aerial Signals product number, product expiration/manufacture date (if possible), date of incident, location of incident, describe intended product use (e.g., survival kit, liferaft, escape slide/raft), provide assembly details (e.g., life raft/slide manufacturer, assembly number).

## **Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0731. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of

information. All responses to this collection of information are voluntary; the nature and extent of confidentiality to be provided, if any. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

**For Further Information Contact**

Bobbie Kroetch, Continued Operational Safety Program Manager; phone: (817) 222-5390; email: OperationalSafety@faa.gov.

THIS PAGE INTENTIONALLY LEFT BLANK