



MU-2

SERVICE NEWS

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

JCAB T.C. : No. 191
FAA T.C. : No. 140/00-025

DATE: September 15, 2016

SUBJECT: MU-2B Series Airplane Training Requirements Update

MODELS AFFECTED: All MU-2B Airplanes

The Federal Aviation Administration (FAA) has just introduced a new regulation, 14 CFR Part 91 Subpart N, which will be replacing Special Federal Aviation Regulation 108 (SFAR 108) concerning MU-2B special training, experience, and operating requirements. This regulation can be found at

<https://www.federalregister.gov/articles/2016/09/07/2016-21356/mu-2b-series-airplane-training-requirements-update>

In general terms, the new regulation relocates and updates SFAR 108 to a newly created 14 CFR Part 91 Subpart N. All MU-2 owners and operators are encouraged to review the new regulation above. Operators currently in compliance with SFAR 108 will remain in compliance with the new Subpart N qualification requirements and, typically, no adjustment to your training schedule will be required.

The purpose of this action is to remove the details of the training program (such as the profiles) from the Code of Federal Regulations (CFR). Instead, the training program will be incorporated into a new Advisory Circular AC 91-89, Mitsubishi MU-2B Training Program, which will be referenced in Subpart N. Removing the training program from the CFR and incorporating it by reference in an AC will enable corrections and modifications to be more readily implemented without having to go through the federal rulemaking process (a process similar to issuing Airworthiness Directives). This will benefit the MU-2 community since modifications to the training program (such as changes to the stall recovery procedure) will be more easily corrected with AC updates in the future.

There is one substantial change to this program which all should be made aware of. Within the next two months, by November 7, 2016, all MU-2 instructors and training providers will need to have their MU-2

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training program approved in writing by the FAA Administrator. Although training providers are allowed to submit their own training program to FAA for approval, they have the option to submit the training program described in the AC to their local Flight Standards District Offices (FSDO). This second option should allow quick acceptance. All operators, if scheduling training after November 7, 2016, should check that their training provider has received FAA approval for their training program per the requirements of Part 91 Subpart N.

For operators with questions, contact your MU-2 training provider or Mitsubishi Heavy Industries America, Inc.

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