

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.387

National Policy

Effective Date:
10/26/16

Cancellation Date:
10/26/17

SUBJ: Mitsubishi MU-2B Series Aircraft Training Program Approval

1. Purpose of this Notice. This notice introduces a new letter of authorization (LOA) paragraph to be issued via the Web-based Operations Safety System (WebOPSS) and provides guidance to Federal Aviation Administration (FAA) aviation safety inspectors (ASI) with oversight responsibility for pilots, flight instructors, training providers, and owners/operators of Mitsubishi MU-2B series airplanes. Title 14 of the Code of Federal Regulations (14 CFR) part 91 subpart N, Mitsubishi MU-2B Series Special Training, Experience, and Operating Requirements, mandates training, experience, and operating requirements to ensure the highest level of operational safety for the MU-2B series airplane. The standardized methods for meeting the training requirements are outlined in part 91 subpart N. All MU-2B training program approvals per part 91, § 91.1709 will be provided through the new LOA T309, Authorization for Use of an Approved MU-2B Training Program, except for those identified in subparagraph 5c(1).

2. Audience. The primary audience for this order is Flight Standards District Office (FSDO) ASIs, principal operations inspectors (POI), and Training Center Program Managers (TCPM). The secondary audience includes FSDO managers and supervisors, and other operational employees. FSDOs are encouraged to designate an ASI as the MU-2B focal point who is responsible for ensuring the part 91 training providers comply with part 91 subpart N. The ASI will need to be knowledgeable about part 91 subpart N and the current edition of Advisory Circular (AC) 91-89, Mitsubishi MU-2B Training Program.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the FAA's Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. In 2008, the FAA published Special Federal Aviation Regulation (SFAR) No. 108, Mitsubishi MU-2B Series Special Training, Experience, and Operating Requirements, to mandate flight training and experience requirements for operators of the Mitsubishi Heavy Industries, LTD. (MHI) MU-2B twin turboprop aircraft. Following the issuance of SFAR No. 108, Mitsubishi Heavy Industries America, Inc. (MHIA) began an evaluation to identify errors in flight profiles published in SFAR No. 108. In 2012, the FAA revised its stall recognition and recovery procedures for all aircraft and training programs by

removing the emphasis to ensure a “minimum loss of altitude” when performing stall training maneuvers and by emphasizing a positive reduction in angle of attack (AOA) as the proper stall recovery method. At that time, the FAA had set forth to amend SFAR No. 108 due to the inaccuracies contained in the SFAR. On September 7, 2016, the FAA promulgated a new part 91 subpart N (81 Federal Register (FR) 61583, Mitsubishi MU-2B Series Airplane Training Requirements Update). This action relocates and updates the content of SFAR No. 108 to the newly promulgated part 91 subpart N in order to improve the safety of operating the MHI MU-2B series airplane.

5. Guidance. This notice contains guidance for issuing LOA T309 along with a sample LOA T309 template in Appendix A, Sample LOA T309, Authorization for Use of an Approved MU-2B Training Program: 14 CFR Part 91, which applies to MU-2B training program approval under part 91.

a. Requirements of Key Personnel.

(1) Responsible Person. The Responsible Person for an MU-2B training program must be an individual person who is the training provider, or, if the training provider is a legal entity, then the person may be an officer, employee, or person with whom that entity has contracted in order to act on behalf of the legal entity with respect to the MU-2B training program authorization. This person must be a U.S. citizen, or a person who holds a U.S. pilot certificate, and must accept responsibility for ensuring the training provider complies with the approved training program, the training program authorization, and all other applicable regulations.

(2) Training Provider. Training providers authorized to provide MU-2B training under part 91 subpart N must meet the requirements of § 91.1709.

(3) Authorized Flight Instructor. Flight instructors authorized to conduct MU-2B flight training under part 91 subpart N must meet the requirements of § 91.1713.

b. Issuance of an LOA to Part 91 Training Providers.

(1) Proposed MU-2B training programs must be submitted by operators to their jurisdictional FSDO. The jurisdictional FSDO will forward these packets to the Commercial Operations Branch (AFS-820) for review. After AFS-820 conducts its review to ensure compliance with part 91 subpart N, it will issue a recommendation of approval or disapproval to the jurisdictional FSDO. If AFS-820 recommends disapproval, the jurisdictional FSDO will not issue LOA T309 without further conferring with AFS-820 and will notify the part 91 training provider of the disapproval by formal letter.

(2) The jurisdictional FSDO should submit these training programs to AFS-820 in electronic form via email at 9-AFS-800-Correspondence@faa.gov. Electronic submissions are the preferred submission method. Due to FAA server limitations, large submissions may be broken into multiple files. Hardcopy submissions can be mailed to: Federal Aviation Administration, Commercial Operations Branch, AFS-820, 800 Independence Ave. SW., Washington, DC 20591.

(3) If a proposed MU-2B training program differs substantially from the training program curriculum presented in AC 91-89, Appendix A, MU-2B Training Program, AFS-820 will coordinate with the Kansas City Aircraft Evaluation Group (MKC-AEG) prior to recommending approval or disapproval. Personnel submitting these proposed training programs should be aware that this may add to the approval process time.

(4) The proposed MU-2B training program must include factory type design differences training as specified in part 91 subpart N, as applicable to the training and/or operation. The FAA recommends that where MU-2B differences training, in addition to factory type design differences training, is applicable to training and/or operation, the differences training specified in the MU-2B series Flight Standardization Board (FSB) report be included in the training provider's proposed MU-2B training program.

(5) AFS-820 will reply to the jurisdictional FSDO to notify them of the recommended approval or disapproval of the training program. After the recommendation is received from AFS-820, the jurisdictional FSDO will issue LOA T309 if they concur with the recommendation, as follows:

(a) Adding an operator to WebOPSS: If a part 91 training provider is not already established in WebOPSS, general instructions for adding an operator to WebOPSS can be found in the WebOPSS Field User Guide.

(b) Required LOAs: When issuing LOA T309 via WebOPSS, at a minimum, LOA A001, Issuance and Applicability, and paragraph A004, Summary of Special Authorizations and Limitations, must be issued to the training provider.

(6) The ASI will prepare the appropriate sections of LOA T309. An ASI may sign on behalf of the jurisdictional FSDO manager or supervisor, provided this privilege has been delegated to the ASI.

(7) ASIs will use Program Tracking and Reporting Subsystem (PTRS) code 1220 for the issuance of the LOA paragraph. When completing the PTRS record, inspectors should enter "MU2TP" in the "National Use" block.

c. Approval for Operators and Training Providers Under 14 CFR Parts 91 Subpart K (Part 91K), 135, 141, and 142.

(1) Issuance of LOA T309 is not applicable to any operators conducting operations under part 91K, 135, 141, or 142. These operators and training providers will submit their proposed training program or course to their POI or TCPM, as applicable, for review and approval as normal.

(2) POIs and TCPMs must ensure the proposed training program meets the standards of part 91 subpart N.

6. Action. LOA T309 is a nonstandard paragraph requiring concurrence from headquarters (HQ) (AFS-820) for issuance to part 91 training providers. ASIs and TCPMs responsible for MU-2B training program approvals will review the guidance in paragraph 5 of this notice and follow these procedures for approving an operator's MU-2B training program.

7. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the Commercial Operations Branch (AFS-820) at 202-267-1100.

ORIGINAL SIGNED by

/s/ John Barbagallo
Deputy Director, Flight Standards Service

Appendix A. Sample LOA T309, Authorization for Use of an Approved MU-2B Training Program: 14 CFR Part 91

1. The training provider, [provider name], is authorized to conduct the Mitsubishi MU-2B training required by 14 CFR part 91 subpart N, in accordance with part 91, § 91.1701 and the limitations and provisions of this letter of authorization (LOA). Use of an approved MU-2B training program must be conducted in accordance with 14 CFR parts 61 and 91.

2. Training Program Conditions and Limitations.

a. The Responsible Person for the training provider must ensure that a flight instructor providing instruction or conducting a flight review for that training provider in a Mitsubishi MU-2B series airplane meets the requirements of § 91.1713 and conducts training in accordance with the approved training program listed in Table 1, Approved MU-2B Training Program.

b. The Responsible Person for the training provider must ensure and certify that each person receiving training under the approved training program listed in Table 1 below meets the eligibility and aeronautical experience requirements of the approved training program to begin any training, testing, or checking associated with the assigned training program. Such certification will be placed in the trainee’s training records.

c. MU-2B training programs authorized by this LOA are not applicable to any 14 CFR part 121 or part 135 air carrier-specific training programs, or to any 14 CFR part 91 subpart K or part 125 air operator-specific training programs.

d. The MU-2B training program authorized in Table 1 must continue to be in compliance with part 91 subpart N, § 91.1709.

e. The authority to conduct approved training under this LOA will expire on the date indicated in Table 1 unless sooner revoked, rescinded, superseded, or the authorization is renewed prior to the expiration date listed. Training program approvals will not exceed 24 months.

Table 1 – Approved MU-2B Training Program

Course Title	Revision Number and/or Date	Expiration Date (MM/YYYY)
(text box)	(text box)	(text box or calendar)

3. Use of This LOA.

- a. This authorization may be cancelled by the issuing office in the event the training provider fails to comply with the requirements of part 91 subpart N.
- b. The Administrator may require revision of an approved MU-2B training program at any time.
- c. The training provider must submit any requested changes to the approved training program authorized in this LOA to the issuing Flight Standards District Office (FSDO).
- d. The Responsible Person must present the approved training program and FAA approval documentation to any representative of the Administrator, upon request.
- e. This LOA is nontransferable.
- f. The Administrator may observe flight instructors conducting training or personnel administering checks at any time.

4. Responsible Person. The Responsible Person must be a person who is the training provider, or, if the training provider is a legal entity, then the person may be an officer, employee, or person with whom that entity has contracted in order to act on behalf of the legal entity with respect to the MU-2B training program authorization. This person must be a U.S. citizen or a person who holds an FAA pilot certificate, and must accept responsibility for ensuring the training provider complies with the approved training program, the training program authorization, and all other applicable regulations.

- a. If the Responsible Person named on this LOA relinquishes responsibility, this LOA becomes void.
- b. The Responsible Person listed in Table 2, MU-2B Training Program Responsible Person, is also responsible for ensuring this LOA is kept current.

Table 2 – MU-2B Training Program Responsible Person

Name	Email Address	Telephone Number
(LOAD personnel data)	(text box)	(text box)