

Phasing into the New MU-2B Training Program

Special Federal Aviation Regulation (SFAR) 108 has been issued and became active regulation on February 5, 2009. This SFAR requires annual mandatory training for the MU-2. The FAA stated that: "Pilots who received the training required under the SFAR prior to its issue, will be considered SFAR compliant for training even though changes may be made to the SFAR based on NPRM comments". With the exception of any pilot who received training prior to February 5, 2009, that complied with the SFAR as it was proposed and who received an endorsement that verified successful completion of SFAR compliant training, all pilots that fly an MU-2 are required to have completed the new training program prior to the effective date of the SFAR.

The new training program may be received from any of the currently qualified training centers (SimCom, Howell Enterprises or Professional Flight Training) or from any flight instructor for the MU-2 that qualifies in accordance with the SFAR.

To determine what type of training you must complete, you should follow these guidelines as outlined by the FAA in the new training program and in the SFAR.

If the pilot has less than 500 hours, lifetime, of pilot in command experience in the MU-2B or has not flown more than 50 hours pilot in command the MU-2B within the last 24 months. (this includes the pilot who says that he had some "time" with his friend (right seat) within the last 24 months, but has never received any formal training), then they must take the INITIAL TRAINING PROGRAM.

If the pilot has at least 500 hours, lifetime, of pilot in command time in the MU-2B or has flown at least 50 hours pilot in command time within the last 24 months. (This includes any pilot currently flying the MU-2B, or one that had discontinued flying the MU-2B sometime within the last 24 months). (Sold aircraft, left company, etc.), then they must take the REQUALIFICATION TRAINING PROGRAM.

One of the above training programs will apply to virtually all pilots wanting to fly as PIC in the MU-2 after the SFAR effective date. Regardless, all pilots will enter at either the Initial or Requalification Training level before they can receive Recurrent Training.

After a pilot has done one of the above training programs the first time, they will then fall into rotation for RECURRENT TRAINING. In order to request the Recurrent Training Program, the pilot must be able to prove that he or she has attended and successfully passed either Initial Training or Requalification Training within the previous 12 months and that they are landing current in the MU-2 (3 T/O and LND in last 90 days). 90 day takeoff and landing currency for the MU-2 is required to be done in the MU-2.

Annual Recurrent Training must be accomplished to continue to fly the MU-2. A pilot must receive that recurrent training within their base month (the month that they received Initial, Requalification or Recurrent Training) or within the month before or after that month. However, if a pilot falls out of the recurrent training period, the pilot will then establish a

new base month. Even under these circumstances, the pilot will only need to accomplish Recurrent Training. Initial or Requalification Training are a one time event and need not be repeated regardless of falling out of their normal annual rotation.

Pilots must accomplish training to the instrument level if they possess an instrument rating, current or not. Pilots without an instrument certificate may elect to train to the Commercial Pilot VFR level only.

The flight review required by FAR 61.56 may be carried out in the airplane or in the Level 5 FTD at SimCom. However, if completed in the FTD, one hour of flight time in the airplane will be required to complete the SFAR requirement. This one hour of flight may be completed by any certified MU-2 flight instructor meeting the requirement of the SFAR. The flight review for the MU-2 may count for the flight review required by all other aircraft (except for the Robinson R-22/44 helicopters), but a flight review taken in any other aircraft type may not count toward the flight review for the MU-2.

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