NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.359

National Policy

Effective Date:
4/8/16

Cancellation Date:
4/8/17

SUBJ: Mitsubishi MU-2B Series Aircraft NTSB Safety Recommendation

1. Purpose of This Notice. This notice provides guidance to Federal Aviation Administration (FAA) Operations inspectors with oversight responsibility of pilots, operators, flight instructors, training providers, and owners of Mitsubishi MU-2B series aircraft. This action is in response to National Transportation Safety Board (NTSB) Safety Recommendation A-14-098, which recommends the FAA verify the use of FAA-accepted checklists as required by Special Federal Aviation Regulation (SFAR) No. 108, Mitsubishi MU-2B Series Special Training, Experience, and Operating Requirements. Surveillance is the responsibility of the Flight Standards District Office (FSDO) where the pilot, operator, flight instructor, training provider, or owner of an MU-2B series aircraft maintains a principal base of operations.

2. Audience. The primary audience for this notice is FSDO aviation safety inspectors (ASI). The secondary audience includes FSDO managers and supervisors, and other operational employees. FSDOs are encouraged to designate an aviation Operations inspector as the MU-2B series specialist and principal point of contact (POC) responsible for ensuring training in, and operational use of, FAA-accepted checklists for MU-2B series aircraft. The inspector will need to be knowledgeable about SFAR No. 108, NTSB Safety Recommendations A-14-098 and A-14-099, and FAA-accepted checklists for MU-2B series aircraft.

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. The FAA-accepted checklist was developed through the combined efforts of pilots, engineers, and human factors experts. It represents the compilation of decades of MU-2B flying experience and Crew Resource Management (CRM) concepts. SFAR No. 108 states that no person may operate an MU-2B series airplane unless an MU-2B series airplane checklist, appropriate for the model being operated and accepted by the FAA MU-2B Flight Standardization Board (FSB), is accessible for each flight at the pilot station and is used by the flightcrew members when operating the airplane.

a. Unaccepted Checklists. During an accident investigation involving an MU-2B aircraft, a checklist that had not been accepted by the FAA was found in the aircraft along with the FAA-accepted checklist. When the NTSB checked ten other MU-2B aircraft, they found unaccepted checklists close to the pilot station in three of them.

b. The NTSB's Response. In addition to Safety Recommendation A-14-098, referenced above, the NTSB issued Safety Recommendation A-14-099, directing Mitsubishi Heavy Industries America, Inc. (MHIA) to "work with the Federal Aviation Administration (FAA) to develop and distribute written guidance to flight instructors, owners, operators, and pilots of Mitsubishi MU-2B series airplanes about the requirement to use FAA-accepted checklists as specified in Special Federal Aviation Regulation No. 108."

c. Mitsubishi's Compliance. MHIA has written letters to every known MU-2B instructor, providing them with a copy of Safety Recommendation A-14-099. Additionally, MHIA has written and published a Service News letter, distributed to every owner, operator, and pilot of MU-2B series aircraft who registered with the FAA or who MHIA is aware of, including copies of Safety Recommendation A-14-099 and a strong recommendation that they fully comply with this Safety Recommendation.

d. Accessing and Complying with SFAR No. 108. All MU-2B series aircraft flight instructors, owners, operators, training providers, and pilots must be knowledgeable of, and fully compliant with, SFAR No. 108, including the checklist provisions. The Web site below can be used to access SFAR No. 108: http://www.gpo.gov/fdsys/pkg/CFR-2012-title14-vol2/pdf/CFR-2012-title14-vol2-part91-appFederal-id438.pdf.

5. Action. Principal inspectors (PI) with oversight of MU-2B series aircraft based in their district must, within 30 days of receipt of this notice, review training and operations for each certificate holder/operator/training provider to ensure that only the FAA-accepted checklist is available at the pilot station for use during training and operations in accordance with NTSB Safety Recommendation A-14-098 and SFAR No. 108. PIs will document surveillance by one of two methods:

a. Title 14 of the Code of Federal Regulations (14 CFR) Parts 91, 91 Subpart K (91K), and 142 Operators. For parts 91, 91K, and 142, use National Work Program Guidelines (NPG) as follows:

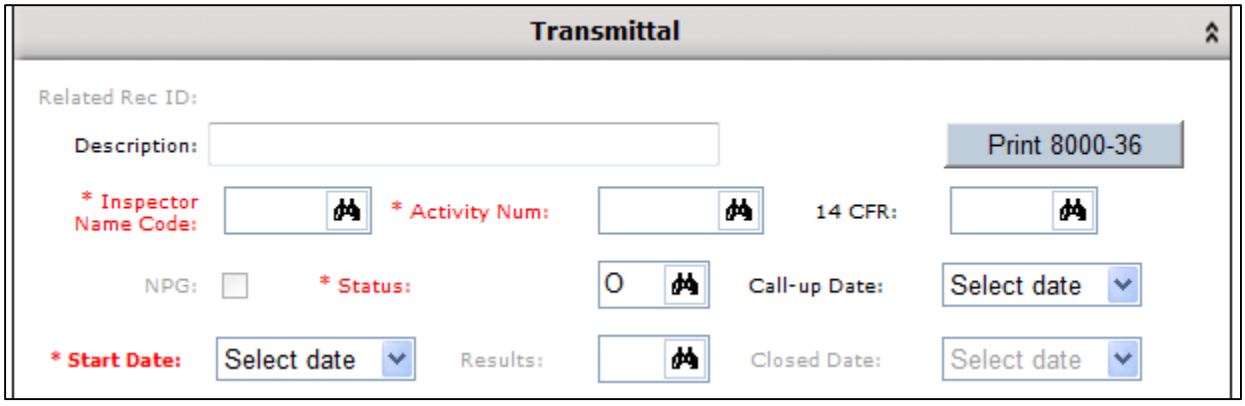
(1) Document the review in the Program Tracking and Reporting Subsystem (PTRS) using code 1088, Special Inspection, for all program managers and training centers (parts 91K and 142).

(2) Use code 1682, Surv/Misc/Exec/Corp Operator, for part 91 operators.

(3) In the 14 CFR block, use the appropriate 14 CFR part (i.e., 91, 91K, or 142).

(4) Document the start date and results using code "C" or "I."

(5) Enter the closed date.

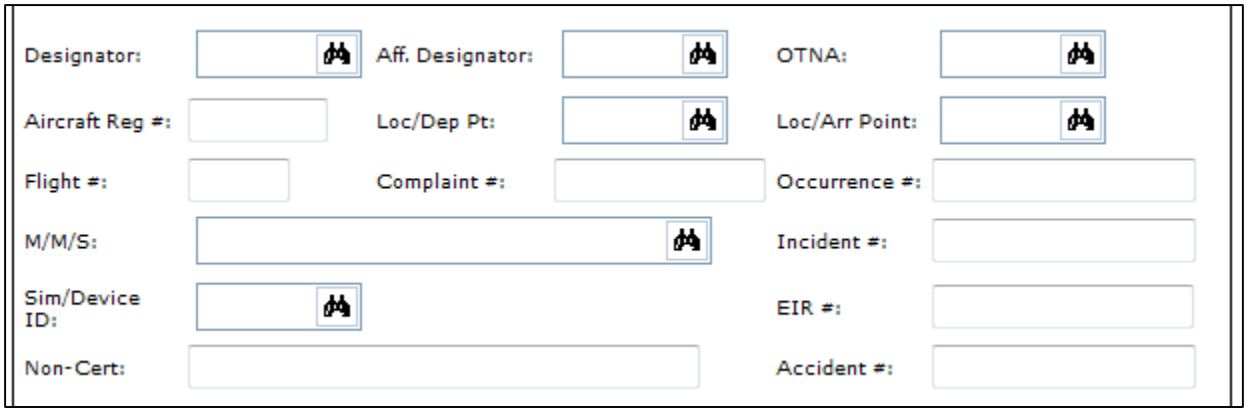


(6) Enter the designator code for the operator.

(7) Enter the registration N-number for the aircraft.

(8) In the M/M/S field, enter "MU-2B."

(9) In the Non-Cert block, enter the operator/company name.

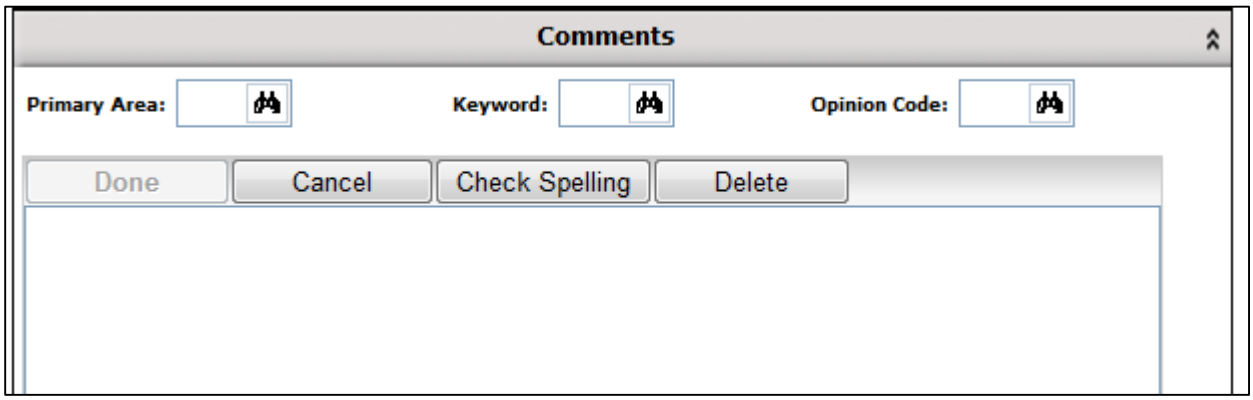


(10) In the National Use block, enter "MU2A1498."



(11) In the Comments section, enter "B" for General Aviation Operations.

(12) Enter “605,” Checklist, into the Keyword section.



(13) In the Opinion Code section, enter “U,” “P,” or “I,” as appropriate.

Opinion	Description
U	Unacceptable
P	Potential
I	Information

(14) Enter supporting comments in this section. Describe the operator’s or training provider’s compliance or noncompliance. Followup may be necessary to assure compliance.

(15) Save and close the PTRS.

Note: If the surveillance shows noncompliance, the PI should use the compliance philosophy to determine any further action.

b. Title 14 CFR Part 135 Air Carriers. For part 135 air carriers, use the Safety Assurance System (SAS) National/Regional (NR) Custom Data Collection Tools (C DCT) titled, “MU-2B Checklist Training and Operations Assessment” and “Pilot Station Assessment,” for the required Design Assessment (DA) and Performance Assessment (PA) as follows:

(1) PIs will load the NR C DCT Template using the following steps:

(a) From the SAS Menu, under Create DCTs, select “Custom DCT.”

(b) Enter/select the certificate holder or applicant, then select the “OP” Specialty radio button and “Design” (or “Performance”) for Question Type (title should be left blank; it will autopopulate with the template title).

(c) In “Select Requires Own Assessment,” ensure “Yes” is selected (Performance Assessment).

(d) Select the “Search/Add Questions” button.

(e) In Apply from Templates, select radio button “Yes – National/Regional.”

(f) Click on the Select Template dropdown menu and select the DA: “MU-2B Checklist Training and Operations Assessment” template.

(g) Select “Search.”

(h) Select “Add Questions.”

(i) Select “Close.”

(j) Select “Send to Planning.” The NR C DCT will appear on the Comprehensive Assessment Plan (CAP).

(k) Repeat steps (a) through (j) for the PA titled “Pilot Station Assessment.”

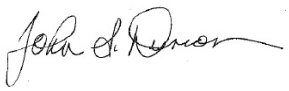
(2) Once loaded, PIs will document their review of the safety issue regarding MU-2B FAA-accepted checklists by answering the questions in the C DCT. Enter “N8900.359” in the Local/Regional/National field under the Enter Common Data Fields tab for each DCT.

(3) The PI/certification project manager (CPM) will evaluate the status of the hazard and verify that the certificate holder uses FAA-accepted checklists, reducing the level of risk posed by the hazard.

(4) After the C DCTs are completed, the Commercial Operations Branch (AFS-820) will query the data in SAS.

Note: If the DCT shows that the certificate holder is not compliant, the PI should use the compliance philosophy to determine any further action.

6. 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 AFS-820 at 202-267-1100.



John S. Duncan
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