

MU-2B series airplane annual recurrent flight training of this section.

(e) If a person complies with the requirements of paragraph (a) or (b) of this section in the calendar month before or the calendar month after the month in which compliance with these paragraphs are required, that person is considered to have accomplished the training requirement in the month the training is due.

(f) The endorsement required under paragraph (a) and (b) of this section must be made by—

(1) A certificated flight instructor or a simulator instructor authorized by a Training Center certificated under part 142 of this chapter and meeting the qualifications of §91.1713; or

(2) For persons operating the Mitsubishi MU-2B series airplane for a 14 CFR part 119 certificate holder within the last 12 calendar months, the part 119 certificate holder's flight instructor if authorized by the FAA and if that flight instructor meets the requirements of §91.1713.

(g) All training conducted for a Mitsubishi MU-2B series airplane must be completed in accordance with an MU-2B series airplane checklist that has been accepted by the Federal Aviation Administration's MU-2B Flight Standardization Board or the applicable MU-2B series checklist (incorporated by reference, see §91.1721).

(h) MU-2B training programs must contain ground training and flight training sufficient to ensure pilot proficiency for the safe operation of MU-2B aircraft, including:

(1) A ground training curriculum sufficient to ensure pilot knowledge of MU-2B aircraft, aircraft systems, and procedures, necessary for safe operation; and

(2) Flight training curriculum including flight training maneuver profiles sufficient in number and detail to ensure pilot proficiency in all MU-2B operations for each MU-2B model in correlation with MU-2B limitations, procedures, aircraft performance, and MU-2B Cockpit Checklist procedures applicable to the MU-2B model being trained. A MU-2B training program must contain, at a minimum, the following flight training maneuver pro-

files applicable to the MU-2B model being trained:

(i) Normal takeoff with 5- and 20- degrees flaps;

(ii) Takeoff engine failure with 5- and 20- degrees flaps;

(iii) Takeoff engine failure on runway or rejected takeoff;

(iv) Takeoff engine failure after lift-off—unable to climb (may be completed in classroom or flight training device only);

(v) Steep turns;

(vi) Slow flight maneuvers;

(vii) One engine inoperative maneuvering with loss of directional control;

(viii) Approach to stall in clean configuration and with wings level;

(ix) Approach to stall in takeoff configuration with 15- to 30- degrees bank;

(x) Approach to stall in landing configuration with gear down and 40- degrees of flaps;

(xi) Accelerated stall with no flaps;

(xii) Emergency descent at low speed;

(xiii) Emergency descent at high speed;

(xiv) Unusual attitude recovery with the nose high;

(xv) Unusual attitude recovery with the nose low;

(xvi) Normal landing with 20- and 40- degrees flaps;

(xvii) Go around and rejected landing;

(xviii) No flap or 5- degrees flaps landing;

(xix) One engine inoperative landing with 5- and 20- degrees flaps;

(xx) Crosswind landing;

(xxi) Instrument landing system (ILS) and missed approach ;

(xxii) Two engine missed approach;

(xxiii) One engine inoperative ILS and missed approach;

(xxiv) One engine inoperative missed approach;

(xxv) Non-precision and missed approach;

(xxvi) Non-precision continuous descent final approach and missed approach;

(xxvii) One engine inoperative non-precision and missed approach;

(xxviii) One engine inoperative non-precision CDFA and missed approach;

(xxix) Circling approach at weather minimums;