

**§91.1707**

**14 CFR Ch. I (1–1–19 Edition)**

(xxx) One engine inoperative circling approach at weather minimums.

(3) Flight training must include a final phase check sufficient to document pilot proficiency in the flight training maneuver profiles at the completion of training; and

(4) Differences training for applicable MU-2B model variants sufficient to ensure pilot proficiency in each model operated. Current MU-2B differences requirements are specified in §91.1707(c). A person must complete Differences training if a person operates more than one MU-2B model as specified in §91.1707(c). Differences training between the factory type design K and M models of the MU-2B airplane, and the factory type design J and L models of the MU-2B airplane, may be accomplished with Level A training. All other factory type design differences training must be accomplished with Level B training unless otherwise specified in §91.1707(c). A Level A or B differences training is not a recurring annual requirement. Once a person has completed Initial Level A or B Differences training between the applicable different models, no additional differences training between those models is required.

(5) Icing training sufficient to ensure pilot knowledge and safe operation of the MU-2B aircraft in icing conditions as established by the FAA;

(6) Ground and flight training programs must include training hours identified by §91.1707(a) for ground instruction, §91.1707(b) for flight instruc-

tion, and §91.1707(c) for differences training.

(i) No training credit is given for second-in-command training and no credit is given for right seat time under this program. Only the sole manipulator of the controls of the MU-2B airplane, flight training device, or Level C or D simulator can receive training credit under this program;

(ii) An MU-2B airplane must be operated in accordance with an FAA approved MU-2B training program that meets the standards of this subpart and the training hours in §91.1707.

(7) Endorsements given for compliance with paragraph (f) of this section must be appropriate to the content of that specific MU-2B training program's compliance with standards of this subpart.

**§91.1707 Training program hours.**

(a) Ground instruction hours are listed in the following table:

Initial/transition	Requalification	Recurrent
20 hours .....	12 hours .....	8 hours.

(b) Flight instruction hours are listed in the following table:

Initial/transition	Requalification	Recurrent
12 hours with a minimum of 6 hours at level E.	8 hours level C or level E.	4 hours at level E, or 6 hours at level C.

(c) Differences training hours are listed in the following table:

2 factory type design models concurrently .....	1.5 hours required at level B.
More than 2 factory type design models concurrently ....	3 hours at level B.
Each additional factory type design model added separately.	1.5 hours at level B.

(d) Definitions of levels of training as used in this subpart:

(1) LEVEL A Training—Training that is conducted through self-instruction by the pilot.

(2) LEVEL B Training—Training that is conducted in the classroom environment with the aid of a qualified instructor who meets the requirements of this subpart.

(3) LEVEL C Training—Training that is accomplished in an FAA-approved

Level 5 or 6 flight training device. In addition to the basic FTD requirements, the FTD must be representative of the MU-2B cockpit controls and be specifically approved by the FAA for the MU-2B airplane.

(4) Level E Training—Training that must be accomplished in the MU-2B airplane, Level C simulator, or Level D simulator.