



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Flight Standards Service

800 Independence Ave.,  
SW Washington, DC 20591

September 30, 2005

Dear MU-2 Owner / Operator and Aircraft Maintenance Technicians:

As you may know, the MU-2 series airplane has been involved in 11 accidents over the past 18 months, with a total of 12 fatalities. As a result of these accidents, the FAA has urgently undertaken an in-depth Safety Evaluation of this aircraft. The purpose of the safety evaluation is to review the aircraft's certification, training, maintenance, service difficulty and accident history, and to determine what steps are necessary to ensure its continued safe operation. In addition, the FAA plans to meet with flight training providers, MU-2 operators, and industry groups to share information and develop clear guidance on safe practices for the MU-2.

While this evaluation continues, owners and operators of MU-2 aircraft should strongly consider airplane-specific pilot and maintenance training for the MU-2. In addition:

Pilots should pay particularly close attention to the MU-2's performance characteristics. It is especially important for airmen who do not fly the MU-2 exclusively to be aware that performance expectations and control techniques common in other turboprop twins do not necessarily transfer to flying the MU-2. Consequently, pilots should carefully review the performance profile and recommended operating techniques before every flight. Special attention should be paid to the engine out procedures.

Aircraft Maintenance Technicians (AMTs) who service the MU-2 should pay special attention to procedures for airplane rigging (e.g., engine, fuel control, flaps, flight controls, engine torque indicators, and fuel flow idle settings).

As in the case of all of the FAA's crucial safety work, the goal in this case is to identify the root cause, or causes, of MU-2 aircraft accidents and to identify interventions that will save lives. The FAA appreciates the MU-2 community's assistance in this effort, and looks forward to continued close cooperation in ensuring the safest possible operation and maintenance of this aircraft.

Sincerely,

James J. Ballough  
Director, Flight Standards Service