

equipped with an approved cockpit voice recorder that:

(1) Is installed in compliance with §23.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g); §25.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g); §27.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g); or §29.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g) of this chapter, as applicable; and

(2) Is operated continuously from the use of the check list before the flight to completion of the final check list at the end of the flight.

(b) No person may operate a multiengine, turbine-powered airplane or rotorcraft having a passenger seating configuration of 20 or more seats unless it is equipped with an approved cockpit voice recorder that—

(1) Is installed in compliance with §23.1457, §25.1457, §27.1457 or §29.1457 of this chapter, as applicable; and

(2) Is operated continuously from the use of the check list before the flight to completion of the final check list at the end of the flight.

(c) In the event of an accident, or occurrence requiring immediate notification of the National Transportation Safety Board which results in termination of the flight, the certificate holder shall keep the recorded information for at least 60 days or, if requested by the Administrator or the Board, for a longer period. Information obtained from the record may be used to assist in determining the cause of accidents or occurrences in connection with investigations. The Administrator does not use the record in any civil penalty or certificate action.

(d) For those aircraft equipped to record the uninterrupted audio signals received by a boom or a mask microphone the flight crewmembers are required to use the boom microphone below 18,000 feet mean sea level. No person may operate a large turbine engine powered airplane manufactured after October 11, 1991, or on which a cockpit voice recorder has been installed after October 11, 1991, unless it is equipped to record the uninterrupted audio signal received by a boom or mask microphone in accordance with §25.1457(c)(5) of this chapter.

(e) In complying with this section, an approved cockpit voice recorder having

an erasure feature may be used, so that during the operation of the recorder, information:

(1) Recorded in accordance with paragraph (a) of this section and recorded more than 15 minutes earlier; or

(2) Recorded in accordance with paragraph (b) of this section and recorded more than 30 minutes earlier; may be erased or otherwise obliterated.

[Doc. No. 16097, 43 FR 46783, Oct. 10, 1978, as amended by Amdt. 135-23, 52 FR 9637, Mar. 25, 1987; Amdt. 135-26, 53 FR 26151, July 11, 1988; Amdt. 135-60, 61 FR 2616, Jan. 26, 1996]

#### § 135.152 Flight recorders.

(a) Except as provided in paragraph (k) of this section, no person may operate under this part a multi-engine, turbine-engine powered airplane or rotorcraft having a passenger seating configuration, excluding any required crewmember seat, of 10 to 19 seats, that was either brought onto the U.S. register after, or was registered outside the United States and added to the operator's U.S. operations specifications after, October 11, 1991, unless it is equipped with one or more approved flight recorders that use a digital method of recording and storing data and a method of readily retrieving that data from the storage medium. The parameters specified in either Appendix B or C of this part, as applicable must be recorded within the range, accuracy, resolution, and recording intervals as specified. The recorder shall retain no less than 25 hours of aircraft operation.

(b) After October 11, 1991, no person may operate a multiengine, turbine-powered airplane having a passenger seating configuration of 20 to 30 seats or a multiengine, turbine-powered rotorcraft having a passenger seating configuration of 20 or more seats unless it is equipped with one or more approved flight recorders that utilize a digital method of recording and storing data, and a method of readily retrieving that data from the storage medium. The parameters in appendix D or E of this part, as applicable, that are set forth below, must be recorded within the ranges, accuracies, resolutions, and sampling intervals as specified.

(1) Except as provided in paragraph (b)(3) of this section for aircraft type

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certificated before October 1, 1969, the following parameters must be recorded:

- (i) Time;
- (ii) Altitude;
- (iii) Airspeed;
- (iv) Vertical acceleration;
- (v) Heading;
- (vi) Time of each radio transmission to or from air traffic control;
- (vii) Pitch attitude;
- (viii) Roll attitude;
- (ix) Longitudinal acceleration;
- (x) Control column or pitch control surface position; and
- (xi) Thrust of each engine.

(2) Except as provided in paragraph (b)(3) of this section for aircraft type certificated after September 30, 1969, the following parameters must be recorded:

- (i) Time;
- (ii) Altitude;
- (iii) Airspeed;
- (iv) Vertical acceleration;
- (v) Heading;
- (vi) Time of each radio transmission either to or from air traffic control;
- (vii) Pitch attitude;
- (viii) Roll attitude;
- (ix) Longitudinal acceleration;
- (x) Pitch trim position;
- (xi) Control column or pitch control surface position;
- (xii) Control wheel or lateral control surface position;
- (xiii) Rudder pedal or yaw control surface position;
- (xiv) Thrust of each engine;
- (xv) Position of each thrust reverser;
- (xvi) Trailing edge flap or cockpit flap control position; and
- (xvii) Leading edge flap or cockpit flap control position.

(3) For aircraft manufactured after October 11, 1991, all of the parameters listed in appendix D or E of this part, as applicable, must be recorded.

(c) Whenever a flight recorder required by this section is installed, it must be operated continuously from the instant the airplane begins the takeoff roll or the rotorcraft begins the lift-off until the airplane has completed the landing roll or the rotorcraft has landed at its destination.

(d) Except as provided in paragraph (c) of this section, and except for recorded data erased as authorized in this paragraph, each certificate holder

shall keep the recorded data prescribed in paragraph (a) of this section until the aircraft has been operating for at least 25 hours of the operating time specified in paragraph (c) of this section. In addition, each certificate holder shall keep the recorded data prescribed in paragraph (b) of this section for an airplane until the airplane has been operating for at least 25 hours, and for a rotorcraft until the rotorcraft has been operating for at least 10 hours, of the operating time specified in paragraph (c) of this section. A total of 1 hour of recorded data may be erased for the purpose of testing the flight recorder or the flight recorder system. Any erasure made in accordance with this paragraph must be of the oldest recorded data accumulated at the time of testing. Except as provided in paragraph (c) of this section, no record need be kept more than 60 days.

(e) In the event of an accident or occurrence that requires the immediate notification of the National Transportation Safety Board under 49 CFR part 830 of its regulations and that results in termination of the flight, the certificate holder shall remove the recording media from the aircraft and keep the recorded data required by paragraphs (a) and (b) of this section for at least 60 days or for a longer period upon request of the Board or the Administrator.

(f)(1) For airplanes manufactured on or before August 18, 2000, and all other aircraft, each flight recorder required by this section must be installed in accordance with the requirements of §23.1459, 25.1459, 27.1459, or 29.1459, as appropriate, of this chapter. The correlation required by paragraph (c) of §23.1459, 25.1459, 27.1459, or 29.1459, as appropriate, of this chapter need be established only on one aircraft of a group of aircraft:

- (i) That are of the same type;
- (ii) On which the flight recorder models and their installations are the same; and
- (iii) On which there are no differences in the type designs with respect to the installation of the first pilot's instruments associated with the

flight recorder. The most recent instrument calibration, including the recording medium from which this calibration is derived, and the recorder correlation must be retained by the certificate holder.

(f)(2) For airplanes manufactured after August 18, 2000, each flight data recorder system required by this section must be installed in accordance with the requirements of §23.1459 (a), (b), (d) and (e) of this chapter, or §25.1459 (a), (b), (d), and (e) of this chapter. A correlation must be established between the values recorded by the flight data recorder and the corresponding values being measured. The correlation must contain a sufficient number of correlation points to accurately establish the conversion from the recorded values to engineering units or discrete state over the full operating range of the parameter. Except for airplanes having separate altitude and airspeed sensors that are an integral part of the flight data recorder system, a single correlation may be established for any group of airplanes—

- (i) That are of the same type;
- (ii) On which the flight recorder system and its installation are the same; and
- (iii) On which there is no difference in the type design with respect to the installation of those sensors associated with the flight data recorder system. Documentation sufficient to convert recorded data into the engineering units and discrete values specified in the applicable appendix must be maintained by the certificate holder.

(g) Each flight recorder required by this section that records the data specified in paragraphs (a) and (b) of this section must have an approved device to assist in locating that recorder under water.

(h) The operational parameters required to be recorded by digital flight data recorders required by paragraphs (i) and (j) of this section are as follows, the phrase “when an information source is installed” following a parameter indicates that recording of that parameter is not intended to require a change in installed equipment.

- (1) Time;
- (2) Pressure altitude;
- (3) Indicated airspeed;

(4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic);

- (5) Normal acceleration (Vertical);
- (6) Pitch attitude;
- (7) Roll attitude;
- (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference;
- (9) Thrust/power of each engine—primary flight crew reference;
- (10) Autopilot engagement status;
- (11) Longitudinal acceleration;
- (12) Pitch control input;
- (13) Lateral control input;
- (14) Rudder pedal input;
- (15) Primary pitch control surface position;
- (16) Primary lateral control surface position;
- (17) Primary yaw control surface position;
- (18) Lateral acceleration;
- (19) Pitch trim surface position or parameters of paragraph (h)(82) of this section if currently recorded;
- (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (h)(85) of this section apply);
- (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (h)(86) of this section apply);
- (22) Each Thrust reverser position (or equivalent for propeller airplane);
- (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (h)(87) of this section apply);
- (24) Outside or total air temperature;
- (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle;
- (26) Radio altitude (when an information source is installed);
- (27) Localizer deviation, MLS Azimuth;
- (28) Glideslope deviation, MLS Elevation;
- (29) Marker beacon passage;
- (30) Master warning;
- (31) Air/ground sensor (primary airplane system reference nose or main gear);
- (32) Angle of attack (when information source is installed);
- (33) Hydraulic pressure low (each system);

- (34) Ground speed (when an information source is installed);
- (35) Ground proximity warning system;
- (36) Landing gear position or landing gear cockpit control selection;
- (37) Drift angle (when an information source is installed);
- (38) Wind speed and direction (when an information source is installed);
- (39) Latitude and longitude (when an information source is installed);
- (40) Stick shaker/pusher (when an information source is installed);
- (41) Windshear (when an information source is installed);
- (42) Throttle/power lever position;
- (43) Additional engine parameters (as designated in appendix F of this part);
- (44) Traffic alert and collision avoidance system;
- (45) DME 1 and 2 distances;
- (46) Nav 1 and 2 selected frequency;
- (47) Selected barometric setting (when an information source is installed);
- (48) Selected altitude (when an information source is installed);
- (49) Selected speed (when an information source is installed);
- (50) Selected mach (when an information source is installed);
- (51) Selected vertical speed (when an information source is installed);
- (52) Selected heading (when an information source is installed);
- (53) Selected flight path (when an information source is installed);
- (54) Selected decision height (when an information source is installed);
- (55) EFIS display format;
- (56) Multi-function/engine/alerts display format;
- (57) Thrust command (when an information source is installed);
- (58) Thrust target (when an information source is installed);
- (59) Fuel quantity in CG trim tank (when an information source is installed);
- (60) Primary Navigation System Reference;
- (61) Icing (when an information source is installed);
- (62) Engine warning each engine vibration (when an information source is installed);
- (63) Engine warning each engine over temp. (when an information source is installed);
- (64) Engine warning each engine oil pressure low (when an information source is installed);
- (65) Engine warning each engine over speed (when an information source is installed);
- (66) Yaw trim surface position;
- (67) Roll trim surface position;
- (68) Brake pressure (selected system);
- (69) Brake pedal application (left and right);
- (70) Yaw or sideslip angle (when an information source is installed);
- (71) Engine bleed valve position (when an information source is installed);
- (72) De-icing or anti-icing system selection (when an information source is installed);
- (73) Computed center of gravity (when an information source is installed);
- (74) AC electrical bus status;
- (75) DC electrical bus status;
- (76) APU bleed valve position (when an information source is installed);
- (77) Hydraulic pressure (each system);
- (78) Loss of cabin pressure;
- (79) Computer failure;
- (80) Heads-up display (when an information source is installed);
- (81) Para-visual display (when an information source is installed);
- (82) Cockpit trim control input position—pitch;
- (83) Cockpit trim control input position—roll;
- (84) Cockpit trim control input position—yaw;
- (85) Trailing edge flap and cockpit flap control position;
- (86) Leading edge flap and cockpit flap control position;
- (87) Ground spoiler position and speed brake selection; and
- (88) All cockpit flight control input forces (control wheel, control column, rudder pedal).
  - (i) For all turbine-engine powered airplanes with a seating configuration, excluding any required crewmember seat, of 10 to 30 passenger seats, manufactured after August 18, 2000—

(1) The parameters listed in paragraphs (h)(1) through (h)(57) of this section must be recorded within the ranges, accuracies, resolutions, and recording intervals specified in Appendix F of this part.

(2) Commensurate with the capacity of the recording system, all additional parameters for which information sources are installed and which are connected to the recording system must be recorded within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix F of this part.

(j) For all turbine-engine-powered airplanes with a seating configuration, excluding any required crewmember seat, of 10 to 30 passenger seats, that are manufactured after August 19, 2002 the parameters listed in paragraph (a)(1) through (a)(88) of this section must be recorded within the ranges, accuracies, resolutions, and recording intervals specified in Appendix F of this part.

(k) For aircraft manufactured before August 18, 1997, the following aircraft types need not comply with this section: Bell 212, Bell 214ST, Bell 412, Bell 412SP, Boeing Chinook (BV-234), Boeing/Kawasaki Vertol 107 (BV/KV-107-II), deHavilland DHC-6, Eurocopter Puma 330J, Sikorsky 58, Sikorsky 61N, Sikorsky 76A.

[Doc. No. 25530, 53 FR 26151, July 11, 1988, as amended by Amdt. 135-69, 62 FR 38396, July 17, 1997; 62 FR 48135, Sept. 12, 1997; Amdt. 135-89, 68 FR 42939, July 18, 2003]

**§ 135.153 Ground proximity warning system.**

(a) No person may operate a turbine-powered airplane having a passenger seat configuration of 10 seats or more, excluding any pilot seat, unless it is equipped with an approved ground proximity warning system.

(b) [Reserved]

(c) For a system required by this section, the Airplane Flight Manual shall contain—

- (1) Appropriate procedures for—
  - (i) The use of the equipment;
  - (ii) Proper flight crew action with respect to the equipment; and
  - (iii) Deactivation for planned abnormal and emergency conditions; and

(2) An outline of all input sources that must be operating.

(d) No person may deactivate a system required by this section except under procedures in the Airplane Flight Manual.

(e) Whenever a system required by this section is deactivated, an entry shall be made in the airplane maintenance record that includes the date and time of deactivation.

(f) This section expires on March 29, 2005.

[Doc. No. 26202, 57 FR 9951, Mar. 20, 1992, as amended by Amdt. 135-60, 61 FR 2616, Jan. 26, 1996; Amdt. 135-66, 62 FR 13257, Mar. 19, 1997; Amdt. 135-75, 65 FR 16755, Mar. 29, 2000]

**§ 135.154 Terrain awareness and warning system.**

(a) *Airplanes manufactured after March 29, 2002:*

(1) No person may operate a turbine-powered airplane configured with 10 or more passenger seats, excluding any pilot seat, unless that airplane is equipped with an approved terrain awareness and warning system that meets the requirements for Class A equipment in Technical Standard Order (TSO)-C151. The airplane must also include an approved terrain situational awareness display.

(2) No person may operate a turbine-powered airplane configured with 6 to 9 passenger seats, excluding any pilot seat, unless that airplane is equipped with an approved terrain awareness and warning system that meets as a minimum the requirements for Class B equipment in Technical Standard Order (TSO)-C151.

(b) *Airplanes manufactured on or before March 29, 2002:*

(1) No person may operate a turbine-powered airplane configured with 10 or more passenger seats, excluding any pilot seat, after March 29, 2005, unless that airplane is equipped with an approved terrain awareness and warning system that meets the requirements for Class A equipment in Technical Standard Order (TSO)-C151. The airplane must also include an approved terrain situational awareness display.

(2) No person may operate a turbine-powered airplane configured with 6 to 9 passenger seats, excluding any pilot seat, after March 29, 2005, unless that