

## 14 CFR Part 135

Air taxis, Aircraft, Aviation safety, Reporting and record keeping requirements.

## The Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends Chapter I of Title 14, Code of Federal Regulations as follows:

# PART 121—OPERATING REQUIREMENTS: DOMESTIC, FLAG, AND SUPPLEMENTAL OPERATIONS

■ 1. The authority citation for part 121 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 40119, 41706, 44101, 44701–44702, 44705, 44709–44711, 44713, 44716–44717, 44722, 46105.

■ 2. Section 121.344(l)(2) is revised to read as follows:

## § 121.344 Digital flight data recorders for transport category airplanes.

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(l) \* \* \*

(2) British Aerospace 1–11, General Dynamics Convair 580, General Dynamics Convair 600, General Dynamics Convair 640, deHavilland Aircraft Company Ltd. DHC–7, Fairchild Industries FH 227, Fokker F–27 (except Mark 50), F–28 Mark 1000 and Mark 4000, Gulfstream Aerospace G–159, Jetstream 4100, Lockheed Aircraft Corporation Electra 10–A, Lockheed Aircraft Corporation Electra 10–B, Lockheed Aircraft Corporation Electra 10–E, Lockheed Aircraft Corporation Electra L–188, Lockheed Martin Model 382 (L–100) Hercules, Maryland Air Industries, Inc. F27, Mitsubishi Heavy Industries, Ltd. YS–11, Short Bros. Limited SD3–30, Short Bros. Limited SD3–60.

■ 3. Section 121.344a(f) is revised to read as follows:

## § 121.344a Digital flight data recorders for 10–19 seat airplanes.

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(f) For airplanes that were manufactured before August 18, 1997, the following airplane types need not comply with this section, but must continue to comply with applicable paragraphs of § 135.152 of this chapter, as appropriate: Beech Aircraft–99 Series, Beech Aircraft 1300, Beech Aircraft 1900C, Construcciones Aeronauticas, S.A. (CASA) C–212, deHavilland DHC–6, Dornier 228, HS–748, Embraer EMB 110, Jetstream 3101, Jetstream 3201, Fairchild Aircraft SA–226, Fairchild Metro SA–227.

■ 4. Appendix M to part 121 is amended to revise item numbers 5, 9, 12a, 14a, 16, 19, 23, 26, 87 and 88 and footnotes 5, 9, 11, 12 and 14 to read as follows:

## Appendix M to Part 121—Airplane Flight Recorder Specifications

The recorded values must meet the designated range, resolution, and accuracy requirements during dynamic and static conditions. All data recorded must be correlated in time to within one second.

Parameters	Range	Accuracy (sensor input)	Seconds per sampling interval	Resolution	Remarks
5. Normal acceleration (vertical) <sup>9</sup> .	–3g to +6g .....	±1% of max range excluding datum error of ±5%.	0.125 .....	0.004g.	
9. Thrust/power on each engine—primary flight crew reference.	Full range forward .....	±2% .....	1 (per engine) .....	0.3% of full range.	Sufficient parameters (e.g. EPR, N1 or Torque, NP) as appropriate to the particular engine being recorded to determine power in forward and reverse thrust, including potential overspeed condition.
12a. Pitch control(s) (non fly-by-wire systems).	Full range .....	±2% Unless higher accuracy uniquely required.	0.5 or 0.25 for airplanes operated under §121.344(f).	0.5% of full range.	For airplanes that have a flight control break away capability that allows either pilot to operate the controls independently, record both control inputs. The control inputs may be sampled alternately once per second to produce the sampling interval of 0.5 or 0.25, as applicable.
14a. Yaw control position(s) (non-fly-by-wire) <sup>5</sup> .	Full range .....	±2° Unless higher accuracy uniquely required.	0.5 .....	0.3% of full range.	For airplanes that have a flight control break away capability that allows either pilot to operate the controls independently, record both control inputs. The control inputs may be sampled alternately once per second to produce the sampling interval of 0.5.
16. Lateral control surface(s) position <sup>7</sup> .	Full range .....	±2° Unless higher accuracy uniquely required.	0.5 or 0.25 for airplanes operated under §121.344(f).	0.3% of full range.	A suitable combination of surface position sensors is acceptable in lieu of recording each surface separately. The control surfaces may be sampled alternately to produce the sampling interval of 0.5 or 0.25.
19. Pitch trim surface position.	Full range .....	±3° Unless higher accuracy uniquely required.	1 .....	0.6% of full range.	
23. Ground spoiler position or brake selection <sup>12</sup> .	Full range or each position (discrete).	±2° Unless higher accuracy uniquely required.	1 or 0.5 for airplanes operated under §121.344(f).	0.5% of full range.	