

Parameters	Range	Accuracy (sensor input)	Seconds per sampling interval	Resolution	Remarks
26. Radio Altitude <sup>14</sup> .....	– 20 ft to 2,500 ft .....	±2 ft or ±3% whichever is greater below 500 ft and ±5% above 500 ft.	1 .....	1 ft +5% above 500 ft.	For autoland/category 3 operations. Each radio altimeter should be recorded, but arranged so that at least one is recorded each second.
87. Ground spoiler position and speed brake selection.	Full range or discrete ....	±5% .....	0.5 .....	0.3% of full range.	
88. All cockpit flight control input forces (control wheel, control column, rudder pedal).	Full range control wheel ±70 lb control column ±85 rudder pedal ±165.	±5% .....	1 .....	0.3% full range	For fly-by-wire flight control systems, where flight control surface position is a function of the displacement of the control input device only, it is not necessary to record this parameter. For airplanes that have a flight control break away), capability that allows either pilot to operate the control independently, record both control force inputs. The control force inputs may be sampled alternately once per 2 seconds to produce the sampling interval of 1.

<sup>5</sup> For A330/A340 series airplanes, resolution = 1.18% (0.703°>0.120°).

<sup>7</sup> For A330/A340 series airplanes, aileron resolution = 0.704% (0.352°>0.100°). For A330/A340 series airplanes, spoiler resolution = 1.406% (0.703°>0.100°).

<sup>9</sup> For B–717 series airplanes, resolution = .005g. For Dassault F900C/F900EX airplanes, resolution = .007g.

<sup>11</sup> For A330/A340 series airplanes, resolution = 1.05% (0.250°>0.120°). For A300 B2/B4 series airplanes, resolution = 0.92% (0.230°>0.125°).

<sup>12</sup> For A330/A340 series airplanes, spoiler resolution = 1.406% (0.703°>0.100°).

<sup>14</sup> For Dassault F900C/F900EX airplanes, Radio altitude resolution = 1.25 ft.

■ 5.–6. Special Federal Aviation Regulation No. 89 (SFAR 89)—Suspension of Certain Flight Recorder Requirements is removed on the date this rule becomes effective.

**PART 125—CERTIFICATION AND OPERATIONS: AIRPLANES HAVING A SEATING CAPACITY OF 20 OR MORE PASSENGERS OR A MAXIMUM PAYLOAD CAPACITY OF 6,000 POUNDS OR MORE; AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT**

■ 7. The authority citation for part 125 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701–44702, 44705, 44710–44711, 44713, 44716–44717, 44722.

■ 8. Section 125.226(l)(2) is revised to read as follows:

**§ 125.226 Digital flight data recorders.**

\* \* \* \* \*

(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.

■ 9. Appendix E to part 125 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 E to Part 125—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.