

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Adminis- tration, Department of Transporta- tion

[Docket No. 6486; Amdt. 121-37]

PART 121—CERTIFICATION AND OP- ERATIONS: AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Recorder Correlation Tests

The purpose of this amendment to § 121.343(d) of the Federal Aviation Regulations is to make it clear that there is no requirement for establishing correlation between the flight recorder and the first pilot's instruments on each airplane of a given type where the same recorder and the same installations are used.

On December 29, 1965, the Federal Aviation Administration, in Amendment 121-15, adopted § 121.343 of the Federal Aviation Regulations. Paragraph (d) of that section requires as follows: "After December 15, 1967, each flight recorder must be installed in accordance with the requirements of § 25.1459 of Part 25 of this chapter. 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."

Thus, to comply with the literal requirements of § 121.343(d) it would be necessary to correlate each flight recorder installation on each airplane. This would be true even if the same model recorder and the same approved installation was used for each airplane for a given type owned by a Part 121 certificate holder. The relevant Part 25 requirement is contained in paragraph (c) of § 25.1459 which states:

"A correlation must be established between the flight recorder readings of airspeed, altitude, and heading and the corresponding readings (taking into account correction factors) of the first pilot's instruments. The correlation must cover the airspeed range over which the airplane is to be operated, the range of altitude to which the airplane is limited, and 360 degrees of heading. Correlation may be established on the ground as appropriate."

For a given combination of airplane type, flight recorder, recorder installation, and first pilot's instrument installation, the differences in correlation data

from airplane to airplane (after taking into account correction factors for the first pilot's instruments) would be negligible. Therefore, there is no need to comply with paragraph (c) of § 25.1459 on more than one airplane of any group of airplanes: (1) That are of the same type; (2) on which the model flight recorder and its installation are the same; and (3) on which there is no difference in type design with respect to those first pilot's instruments associated with the flight recorder. The National Transportation Safety Board concurs in this conclusion.

In view of the above, to eliminate an unnecessary requirement that could delay compliance with the December 15, 1967 date, the Federal Aviation Administration is amending § 121.343(d) to make it clear that where all of the above stated conditions are met the required correlation need be established for only one airplane in any group of airplanes of the same type.

Since, to the extent that this amendment is other than clarifying, it is relaxatory, and in view of the imminent compliance date, I find that notice and public procedure hereon are unnecessary, and that good cause exists for making it effective on less than 30 days notice.

In consideration of the foregoing, paragraph (d) of § 121.343 is hereby amended effective December 14, 1967, to read as follows:

§ 121.343 Flight recorders.

* * * * *

(d) After December 15, 1967, each flight recorder must be installed in accordance with the requirements of § 25.1459 of Part 25 of this chapter. The correlation required by paragraph (c) of § 25.1459 of this chapter need be established only on one airplane of any group of airplanes (1) that are of the same type; (2) on which the model flight recorder and its installation are the same; and (3) on which there is no difference in type design with respect to the installation of those 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 each certificate holder.

(Secs. 313(a), 601, 604, 605, Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, 1424, 1425)

Issued in Washington, D.C., on December 8, 1967.

WILLIAM F. MCKEE,
Administrator.

(As published in the Federal Register /32 F.R. 17889/ on December 14, 1967)