

**Implementing rules :** CAT.GEN.MPA.195(b)

(b) The operator shall conduct operational checks and evaluations of the recordings to ensure the continued serviceability of the flight recorders which are required to be carried under this Regulation.

**Existing Acceptable Means of Compliance :** : AMC1 CAT.GEN.MPA.195(b)

**DGAC France Alternative Means of compliance :**

## INSPECTIONS AND CHECKS OF RECORDINGS

Whenever a flight recorder is required to be carried:

(a) the operator should perform an inspection of the FDR recording and the CVR recording every year unless one or more of the following applies:

- (1) If the flight recorder records on magnetic wire or uses frequency modulation technology, the time interval between two inspections of the recording should not exceed three months.
- (2) If the flight recorder is solid-state and the flight recorder system is fitted with continuous monitoring for proper operation, the time interval between two inspections of the recording may be up to two years.
- (3) In the case of an aircraft equipped with two solid-state flight data and cockpit voice combination recorders, where
  - (i) the flight recorder systems are fitted with continuous monitoring for proper operation, and
  - (ii) the flight recorders share the same flight data acquisition,a comprehensive inspection of the recording needs only to be performed for one flight recorder position. The inspection of the recordings should be performed alternately so that each flight recorder position is inspected at time intervals not exceeding four years.
- (4) Where all of the following conditions are met, the inspection of the FDR recording is not needed:
  - (i) the aircraft flight data are collected in the frame of a flight data monitoring (FDM) programme;
  - (ii) the data acquisition of mandatory flight parameters is the same for the FDR and for the recorder used for the FDM programme;
  - (iii) an inspection similar to the inspection of the FDR recording and covering all mandatory flight parameters is conducted on the FDM data at time intervals not exceeding two years; and
  - (iv) the FDR is solid-state and the FDR system is fitted with continuous monitoring for proper operation.

(b) the operator should perform every five years an inspection of the data link recording;

(c) when installed, the aural or visual means for preflight checking the flight recorders for proper operation should be used every day. When no such means is available for a flight recorder, the operator should perform an operational check of this flight recorder at time intervals not exceeding seven calendar days of operation.

(d) the operator should check every five years, or in accordance with the recommendations of the sensor manufacturer, that the parameters dedicated to the FDR and not monitored by other means are being recorded within the calibration tolerances and that there is no discrepancy in the engineering conversion routines for these parameters.

***(e) CVR/FDR and datalink recording inspections initially scheduled per the timelines specified in (a) and (b) above can be postponed where,***

***(i) affected aircraft operation is temporarily ceased due to Covid-19 measures, and***

***(ii) applicable aircraft manufacturer maintenance instructions relevant to aircraft storage are applied, and***

***(iii) applicable aircraft manufacturer instructions relevant to post-storage re-introduction in service of an aircraft are applied.***

***For aforementioned aircraft, the inspections initially due before the end of the storage period can be postponed by :***

***3 months for inspections whose time frame is specified in a(1)***

***6 months for the inspections whose timeframe is specified in a(2) to a(4) and (b)***

***Re-introduction in service will be conditioned to the performance of a successful pre-flight operational check of the CVR/FDR and datalink recorder for the proper recording of data in the storage medium.***