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(b) Each nonejectable recorder container must be located and mounted so as to minimize the probability of container rupture resulting from crash impact and subsequent damage to the record from fire.

(c) 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. This correlation must cover the airspeed range over which the aircraft is to be operated, the range of altitude to which the aircraft is limited, and 360 degrees of heading. Correlation may be established on the ground as appropriate.

(d) Each recorder container must:

1. Be either bright orange or bright yellow;
2. Have a reflective tape affixed to its external surface to facilitate its location under water; and
3. Have an underwater locating device, when required by the operating rules of this chapter, on or adjacent to the container which is secured in such a manner that it is not likely to be separated during crash impact.

(e) When both a cockpit voice recorder and a flight data recorder are required by the operating rules, one combination unit may be installed, provided that all other requirements of this section and the requirements for cockpit voice recorders under this part are met.

[Amtd. 29–3, 33 FR 971, Jan. 26, 1968]

Subpart G—Operating Limitations and Information


(a) An operating speed range must be established.

(b) When airspeed limitations are a function of weight, weight distribution, altitude, rotor speed, power, or other factors, airspeed limitations corresponding with the critical combinations of these factors must be established.

§ 29.1505 Never-exceed speed.

(a) The never-exceed speed, $V_{NE}$, must be established so that it is—

1. Not less than 40 knots (CAS); and
2. Not more than the lesser of—
   (i) 0.9 times the maximum forward speeds established under §29.309;
   (ii) 0.9 times the maximum speed shown under §§29.251 and 29.629; or