

Federal Aviation Administration, DOT

Pt. 91, App. E

Tampa, FL (Tampa International Airport)
 Washington, DC (Ronald Reagan Washington National Airport and Andrews Air Force Base, MD)

Section 4. Locations at which solo student, sport, and recreational pilot activity is not permitted.

Pursuant to §91.131(b)(2), solo student, sport, and recreational pilot operations are not permitted at any of the following airports.

- Atlanta, GA (The William B. Hartsfield Atlanta International Airport)
- Boston, MA (General Edward Lawrence Logan International Airport)
- Chicago, IL (Chicago-O'Hare International Airport)
- Dallas, TX (Dallas/Fort Worth Regional Airport)
- Los Angeles, CA (Los Angeles International Airport)
- Miami, FL (Miami International Airport)
- Newark, NJ (Newark International Airport)
- New York, NY (John F. Kennedy International Airport)
- New York, NY (LaGuardia Airport)

San Francisco, CA (San Francisco International Airport)
 Washington, DC (Ronald Reagan Washington National Airport)
 Andrews Air Force Base, MD

[Amdt. 91-227, 56 FR 65661, Dec. 17, 1991, as amended by Amdt. 91-235, 58 FR 51968, Oct. 5, 1993; Amdt. 91-236, 59 FR 2918, Jan. 19, 1994; Amdt. 91-237, 59 FR 6547, Feb. 11, 1994; 59 FR 37667, July 25, 1994; Amdt. 91-258, 64 FR 66769, Nov. 30, 1999; Amdt. 91-278, 68 FR 9795, Feb. 28, 2003; Amdt. 91-282, 69 FR 44882, July 27, 2004; Admt. 91-314, 75 FR 30195, May 28, 2010; Amdt. 91-319, 75 FR 61613, Oct. 6, 2010]

EFFECTIVE DATE NOTE: By Amdt. 91-236, 59 FR 2918, Jan. 19, 1994, as corrected by Amdt. 91-237, 59 FR 6547, Feb. 11, 1994, appendix D to part 91 was amended in sections 1 and 3 in the Denver, CO entry by revising "Stapleton" to read "Denver" effective March 9, 1994. By Amdt. 91-238, 59 FR 10958, Mar. 9, 1994, the effective date was delayed to May 15, 1994. By Amdt. 91-241, 59 FR 24916, May 13, 1994, the effective date was suspended indefinitely.

APPENDIX E TO PART 91—AIRPLANE FLIGHT RECORDER SPECIFICATIONS

Parameters	Range	Installed system ¹ minimum accuracy (to recovered data)	Sampling interval (per second)	Resolution ⁴ read out
Relative Time (From Recorded on Prior to Takeoff).	8 hr minimum	±0.125% per hour	1	1 sec.
Indicated Airspeed	V _{so} to VD (KIAS)	±5% or ±10 kts., whichever is greater. Resolution 2 kts. below 175 KIAS.	1	1% ³
Altitude	−1,000 ft. to max cert. alt. of A/C.	±100 to ±700 ft. (see Table 1, TSO C51-a).	11	25 to 150 ft.
Magnetic Heading	360°	±5°	1	1°
Vertical Acceleration	−3g to +6g	±0.2g in addition to ±0.3g maximum datum.	4 (or 1 per second where peaks, ref. to 1g are recorded).	0.03g.
Longitudinal Acceleration.	±1.0g	±1.5% max. range excluding datum error of ±5%.	2	0.01g.
Pitch Attitude	100% of usable	±2°	1	0.8°
Roll Attitude	±60° or 100% of usable range, whichever is greater.	±2°	1	0.8°
Stabilizer Trim Position, or, Pitch Control Position ⁵ .	Full Range	±3% unless higher uniquely required.	1	1% ³
Engine Power, Each Engine:	Full Range	±3% unless higher uniquely required.	1	1% ³
Fan or N ¹ Speed or EPR or Cockpit indications Used for Aircraft Certification OR.	Maximum Range	±5%	1	1% ³

Parameters	Range	Installed system ¹ minimum accuracy (to recovered data)	Sampling interval (per second)	Resolution ⁴ read out
Prop. speed and Torque (Sample Once/Sec as Close together as Practicable).	.....	.....	1 (prop Speed) 1 (torque)	1% ³ 1% ³
Altitude Rate ² (need depends on altitude resolution).	±8,000 fpm	±10%. Resolution 250 fpm below 12,000 ft. indicated.	1	250 fpm. below 12,000
Angle of Attack ² (need depends on altitude resolution).	–20° to 40° or 100% of usable range.	±2°	1	0.8% ³
Radio Transmitter Keying (Discrete).	On/Off .....	.....	1.	
TE Flaps (Discrete or Analog).	Each discrete position (U, D, T/O, AAP) OR.	.....	1.	
LE Flaps (Discrete or Analog).	Analog 0–100% range	±3%	1	1% ³
Thrust Reverser, Each Engine (Discrete).	Each discrete position (U, D, T/O, AAP) OR.	.....	1.	
	Analog 0–100% range	±3°	1	1% ³
Spoiler/Speedbrake (Discrete).	Stowed or full reverse.	.....	.....	.....
	Stowed or out .....	.....	1.	
Autopilot Engaged (Discrete).	Engaged or Disengaged .....	.....	1.	

¹When data sources are aircraft instruments (except altimeters) of acceptable quality to fly the aircraft the recording system excluding these sensors (but including all other characteristics of the recording system) shall contribute no more than half of the values in this column.

²If data from the altitude encoding altimeter (100 ft. resolution) is used, then either one of these parameters should also be recorded. If however, altitude is recorded at a minimum resolution of 25 feet, then these two parameters can be omitted.

³Per cent of full range.

⁴This column applies to aircraft manufactured after October 11, 1991.

⁵For Pitch Control Position only, for all aircraft manufactured on or after April 6, 2012, the sampling interval (per second) is 8. Each input must be recorded at this rate. Alternately sampling inputs (interleaving) to meet this sampling interval is prohibited.

[Doc. No. 18334, 54 FR 34327, Aug. 18, 1989, as amended by Amdt. 91–300, 73 FR 12565, Mar. 7, 2008; 73 FR 15280, Mar. 21, 2008; Amdt. 91–313, 75 FR 17046, Apr. 5, 2010]

APPENDIX F TO PART 91—HELICOPTER FLIGHT RECORDER SPECIFICATIONS

Parameters	Range	Installed system ¹ minimum accuracy (to recovered data)	Sampling interval (per second)	Resolution ³ read out
Relative Time (From Recorded on Prior to Takeoff).	4 hr minimum	±0.125% per hour	1	1 sec.
Indicated Airspeed	VM in to VD (KIAS) (minimum airspeed signal attainable with installed pilot-static system).	±5% or ±10 kts., whichever is greater.	1	1 kt.
Altitude	–1,000 ft. to 20,000 ft. pressure altitude.	±100 to ±700 ft. (see Table 1, TSO C51–a).	1	25 to 150 ft.
Magnetic Heading	360°	±5°	1	1°
Vertical Acceleration ..	–3g to +6g	±0.2g in addition to ±0.3g maximum datum.	4 (or 1 per second where peaks, ref. to 1g are recorded).	0.05g.
Longitudinal Acceleration.	±1.0g	±1.5% max. range excluding datum error of ±5%.	2	0.03g.
Pitch Attitude	100% of usable range	±2°	1	0.8°
Roll Attitude	±60 or 100% of usable range, whichever is greater.	±2°	1	0.8°
Altitude Rate	±8,000 fpm	±10% Resolution 250 fpm below 12,000 ft. indicated.	1	250 fpm below 12,000.