

of New York Oceanic Control Area, excluding the areas west of 60 degrees west and south of 38 degrees 30 minutes north.

Section 2

The navigation performance capability required for aircraft to be operated in the airspace defined in section 1 of this appendix is as follows:

(a) The standard deviation of lateral track errors shall be less than 6.3 NM (11.7 Km). Standard deviation is a statistical measure of data about a mean value. The mean is zero nautical miles. The overall form of data is such that the plus and minus 1 standard deviation about the mean encompasses approximately 68 percent of the data and plus or minus 2 deviations encompasses approximately 95 percent.

(b) The proportion of the total flight time spent by aircraft 30 NM (55.6 Km) or more off the cleared track shall be less than 5.3×10^{-4} (less than 1 hour in 1,887 flight hours).

(c) The proportion of the total flight time spent by aircraft between 50 NM and 70 NM (92.6 Km and 129.6 Km) off the cleared track shall be less than 13×10^{-5} (less than 1 hour in 7,693 flight hours.)

Section 3

Air traffic control (ATC) may authorize an aircraft operator to deviate from the requirements of §91.705 for a specific flight if, at the time of flight plan filing for that flight, ATC determines that the aircraft may be provided appropriate separation and that the flight will not interfere with, or impose a burden upon, the operations of other aircraft which meet the requirements of §91.705.

[Doc. No. 18334, 54 FR 34327, Aug. 18, 1989, as amended by Amdt. 91-254, 62 FR 17487, Apr. 9, 1997]

APPENDIX D TO PART 91—AIRPORTS/LOCATIONS: SPECIAL OPERATING RESTRICTIONS

Section 1. Locations at which the requirements of §91.215(b)(2) and §91.225(d)(2) apply. The requirements of §§91.215(b)(2) and 91.225(d)(2) apply below 10,000 feet MSL within a 30-nautical-mile radius of each location in the following list.

Atlanta, GA (Hartsfield-Jackson Atlanta International Airport)
 Baltimore, MD (Baltimore/Washington International Thurgood Marshall Airport)
 Boston, MA (General Edward Lawrence Logan International Airport)
 Camp Springs, MD (Joint Base Andrews)
 Chantilly, VA (Washington Dulles International Airport)
 Charlotte, NC (Charlotte/Douglas International Airport)
 Chicago, IL (Chicago-O'Hare International Airport)

Cleveland, OH (Cleveland-Hopkins International Airport)
 Covington, KY (Cincinnati/Northern Kentucky International Airport)
 Dallas, TX (Dallas/Fort Worth International Airport)
 Denver, CO (Denver International Airport)
 Detroit, MI (Detroit Metropolitan Wayne County Airport)
 Honolulu, HI (Honolulu International Airport)
 Houston, TX (George Bush Intercontinental/Houston Airport)
 Houston, TX (William P. Hobby Airport)
 Kansas City, MO (Kansas City International Airport)
 Las Vegas, NV (McCarran International Airport)
 Los Angeles, CA (Los Angeles International Airport)
 Memphis, TN (Memphis International Airport)
 Miami, FL (Miami International Airport)
 Minneapolis, MN (Minneapolis-St. Paul International/Wold-Chamberlain Airport)
 Newark, NJ (Newark Liberty International Airport)
 New Orleans, LA (Louis Armstrong New Orleans International Airport)
 New York, NY (John F. Kennedy International Airport)
 New York, NY (LaGuardia Airport)
 Orlando, FL (Orlando International Airport)
 Philadelphia, PA (Philadelphia International Airport)
 Phoenix, AZ (Phoenix Sky Harbor International Airport)
 Pittsburgh, PA (Pittsburgh International Airport)
 St. Louis, MO (Lambert-St. Louis International Airport)
 Salt Lake City, UT (Salt Lake City International Airport)
 San Diego, CA (Miramar Marine Corps Air Station)
 San Diego, CA (San Diego International Airport)
 San Francisco, CA (San Francisco International Airport)
 Seattle, WA (Seattle-Tacoma International Airport)
 Tampa, FL (Tampa International Airport)
 Washington, DC (Ronald Reagan Washington National Airport)

Section 2. Airports at which the requirements of §91.215(b)(5)(ii) apply. [Reserved]

Section 3. Locations at which fixed-wing Special VFR operations are prohibited.

The Special VFR weather minimums of §91.157 do not apply to the following airports:

Atlanta, GA (Hartsfield-Jackson Atlanta International Airport)
 Baltimore, MD (Baltimore/Washington International Thurgood Marshall Airport)
 Boston, MA (General Edward Lawrence Logan International Airport)

Buffalo, NY (Greater Buffalo International Airport)
 Camp Springs, MD (Joint Base Andrews)
 Chicago, IL (Chicago-O'Hare International Airport)
 Cleveland, OH (Cleveland-Hopkins International Airport)
 Columbus, OH (Port Columbus International Airport)
 Covington, KY (Cincinnati/Northern Kentucky International Airport)
 Dallas, TX (Dallas/Fort Worth International Airport)
 Dallas, TX (Dallas Love Field Airport)
 Denver, CO (Denver International Airport)
 Detroit, MI (Detroit Metropolitan Wayne County Airport)
 Honolulu, HI (Honolulu International Airport)
 Houston, TX (George Bush Intercontinental/Houston Airport)
 Indianapolis, IN (Indianapolis International Airport)
 Los Angeles, CA (Los Angeles International Airport)
 Louisville, KY (Louisville International Airport-Standiford Field)
 Memphis, TN (Memphis International Airport)
 Miami, FL (Miami International Airport)
 Minneapolis, MN (Minneapolis-St. Paul International/Wold-Chamberlain Airport)
 Newark, NJ (Newark Liberty International Airport)
 New York, NY (John F. Kennedy International Airport)
 New York, NY (LaGuardia Airport)
 New Orleans, LA (Louis Armstrong New Orleans International Airport)
 Philadelphia, PA (Philadelphia International Airport)
 Pittsburgh, PA (Pittsburgh International Airport)
 Portland, OR (Portland International Airport)
 San Francisco, CA (San Francisco International Airport)
 Seattle, WA (Seattle-Tacoma International Airport)
 St. Louis, MO (Lambert-St. Louis International Airport)

Tampa, FL (Tampa International Airport)
 Washington, DC (Ronald Reagan Washington National Airport)

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 (Hartsfield-Jackson Atlanta International Airport)
 Boston, MA (General Edward Lawrence Logan International Airport)
 Camp Springs, MD (Joint Base Andrews)
 Chicago, IL (Chicago-O'Hare International Airport)
 Dallas, TX (Dallas/Fort Worth International Airport)
 Los Angeles, CA (Los Angeles International Airport)
 Miami, FL (Miami International Airport)
 Newark, NJ (Newark Liberty 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)

[Amdt. 91-227, 56 FR 65661, Dec. 17, 1991]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting appendix D to part 91, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at www.fdsys.gov.

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 Mar. 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 V _D (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). | 1 | 25 to 150 ft. |