

CAME-PART M COMPLIANCE LIST

THIS LIST MUST BE COMPLETED AND ENCLOSED WITH APPLICATION

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FDR/CVR readout	Ref. doc./Chapter
Aircraft maintenance programme revision: _____ <u>Check that all specified is described in CAME and aircraft maintenance programme, as appropriate.</u>	Remarks:
3. Preservation of Flight Recorder records An operator shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records and, if necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with ICAO Annex 13.	
4. Flight Recorder documentation Documentation concerning parameter allocation, conversion equations, periodic calibration and other serviceability/ maintenance information should be maintained by the operator. The documentation must be sufficient to ensure that accident investigation authorities have the necessary information to read out the data in engineering units.	
5. Guidance material for FDR/CVR inspections 1. Prior to the first flight of the day, the built-in test features on the flight deck for the CVR, FDR and Flight Data Acquisition Unit (FDAU), when installed, should be monitored. 2. Annual inspections should be carried out as follows: Note: If the FDR equipment employs Solid State technology, and if operator continually performs Flight Data Monitoring of aircraft parameters, then the annual readout requirement is extended to biannual interval. a) the read-out of the recorded data from the FOR and CVR should ensure that the recorder operates correctly for the nominal duration of the recording; b) the analysis of the FDR should evaluate the quality of the recorded data to determine if the bit error rate is within acceptable limits and to determine the nature and distribution of the errors; c) a complete flight from the FDR should be examined in engineering units to evaluate the validity of all recorded parameters. Particular attention should be given to parameters from sensors dedicated to the FOR. Parameters taken from the aircraft's electrical bus system need not be checked if their serviceability can be detected by other aircraft systems; d) the read-out facility should have the necessary software to accurately convert the recorded values to engineering units and to determine the status of discrete signals; e) an annual examination of the recorded signal on the CVR should be carried out by re-play of the CVR recording. While installed in the aircraft, the CVR should record test signals from each aircraft source and from relevant external sources to ensure that all required signals meet intelligibility standards; and f) where practicable, during the annual examination, a sample of in-flight recordings of the CVR should be examined for evidence that the intelligibility of the signal is acceptable. Flight recorder systems should be considered unserviceable if there is a significant period of poor quality data, unintelligible signals, or if one or more of the mandatory parameters is not recorded correctly. A report of the annual/biannual inspection should be made available on request to the State's regulatory Authority for monitoring purposes.	
6. Calibration of the FDR system a) the FDR system should be re-calibrated at least every five years to determine any discrepancies in the engineering conversion routines for the mandatory parameters, and to ensure that parameters are being recorded within the calibration tolerances; and b) when the parameters of altitude and airspeed are provided by sensors that are dedicated to the FDR system, there should be a re-calibration performed as recommended by the sensor manufacturer, or at least every two years.	

Organisation / Operator's name:	Signature:	Date:	CAME revision:
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