be issued if the applicant shows conserva-
tively under paragraph (a)(3) of this section that—

1. The flight will not cause a measurable sonic boom overpressure to reach the surface when the aircraft is operated under condi-
tions and limitations demonstrated under para-
graph (a)(3) of this section; and

2. Those conditions and limitations rep-
resent all foreseeable operating conditions.

Section 3. Duration

(a) An authorization to exceed Mach 1 is ef-
fective until it expires or is surrendered, or
until it is suspended or terminated by the Adminis-
trator. Such an authorization may be amended or
be revoked by the Administrator at any time if the Administrator finds that such action is necessary to protect the environment. Within 30 days of notification of amendment, the holder of the authorization must request reconsideration or the amendment becomes final. Within 30 days of notification of suspension, the holder of the authorization must request reconsideration or the authorization is automatically termi-
nated. If reconsideration is requested within the 30-day period, the amendment or suspension continues until the holder shows why the authorization should not be amended or terminated. Upon such showing, the Adminis-
trator may terminate or amend the author-
ization if the Administrator finds that such action is necessary to protect the environ-
ment, or he may reinstate the authorization without amendment if he finds that termination or amendment is not necessary to pro-
tect the environment.

(b) Findings and actions by the Adminis-
trator under this section do not affect any certificate issued under title VI of the Fed-
eral Aviation Act of 1968.

[Doc. No. 18334, 54 FR 34327, Aug. 18, 1989]

APPENDIX C TO PART 91—OPERATIONS IN
THE NORTH ATLANTIC (NAT) MIN-
IMUM NAVIGATION PERFORMANCE
SPECIFICATIONS (MNPS) AIRSPACE

Section 1

NAT MNPS airspace is that volume of air-
space between FL 285 and FL 420 extending between latitude 27 degrees north and the North Pole, bounded in the east by the eastern boundaries of control areas Santa Maria Oceanic, Shanwick Oceanic, and Reykjavik Oceanic and in the west by the western boundary of Reykjavik Oceanic Control
Area, the western boundary of Gander Oceanic Control Area, and the western boundary of New York Oceanic Control Area, excluding the area west of 60 degrees west and south of 38 degrees 30 minutes north.

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 (The William B. Hartsfield Atlanta International Airport)
Baltimore, MD (Baltimore Washington International Airport)
Boston, MA (General Edward Lawrence Logan International Airport)
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 Regional Airport)
Denver, CO (Denver International Airport)
Detroit, MI (Metropolitan Wayne County Airport)
Honolulu, HI (Honolulu International Airport)
Houston, TX (George Bush Intercontinental Airport/Houston)
Kansas City, KS (Mid-Continent 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 Airport)
Newark, NJ (Newark International Airport)
New Orleans, LA (New Orleans International Airport-Moisant Field)
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)
St. Louis, MO (Lambert-St. Louis International Airport)
Salt Lake City, UT (Salt Lake City International Airport)
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 and Andrews Air Force Base, MD)

Section 2. Airports at which the requirements of §91.215(b)(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 (The William B. Hartsfield Atlanta International Airport)
Baltimore, MD (Baltimore/Washington International Airport)
Boston, MA (General Edward Lawrence Logan International Airport)
Buffalo, NY (Greater Buffalo International Airport)
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 Regional Airport)
Dallas, TX (Love Field)
Denver, CO (Denver International Airport)
Detroit, MI (Metropolitan Wayne County Airport)
Honolulu, HI (Honolulu International Airport)
Houston, TX (George Bush Intercontinental Airport/Houston)
Indianapolis, IN (Indianapolis International Airport)
Los Angeles, CA (Los Angeles International Airport)
Louisville, KY (Standiford Field)
Memphis, TN (Memphis International Airport)
Miami, FL (Miami International Airport)
Minneapolis, MN (Minneapolis-St. Paul International Airport)
Newark, NJ (Newark International Airport)
New York, NY (John F. Kennedy International Airport)
New York, NY (LaGuardia Airport)
New Orleans, LA (New Orleans International Airport-Moisant Field)
Philadelphia, PA (Philadelphia International Airport)
Pittsburgh, PA (Greater 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 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)
### APPENDIX E TO PART 91—AIRPLANE FLIGHT RECORDER SPECIFICATIONS

<table>
<thead>
<tr>
<th>Parameters</th>
<th>Range</th>
<th>Installed system (^1) minimum accuracy (to recovered data)</th>
<th>Sampling interval (per second)</th>
<th>Resolution (^4) read out</th>
</tr>
</thead>
<tbody>
<tr>
<td>Relative Time (From Recorded on Prior to Takeoff)</td>
<td>8 hr minimum</td>
<td>±0.125% per hour</td>
<td>1</td>
<td>1 sec.</td>
</tr>
<tr>
<td>Indicated Airspeed</td>
<td>Vs to VD (KIAS)</td>
<td>±5% or ±10 kts., whichever is greater. Resolution 2 kts. below 175 KIAS.</td>
<td>1</td>
<td>1% (^3)</td>
</tr>
<tr>
<td>Altitude</td>
<td>−1,000 ft. to max cert. alt. of A/C.</td>
<td>±100 to ±300 ft. (see Table 1, TSO C51-a).</td>
<td>11</td>
<td>25 to 150 ft.</td>
</tr>
<tr>
<td>Magnetic Heading</td>
<td>360°</td>
<td>±15°</td>
<td>1</td>
<td>1°</td>
</tr>
<tr>
<td>Vertical Acceleration</td>
<td>−3g to +6g</td>
<td>±0.2g in addition to ±0.3g maximum datum.</td>
<td>4 (or 1 per second where peaks, ref. to 1g are recorded).</td>
<td>±0.03g.</td>
</tr>
<tr>
<td>Longitudinal Acceleration.</td>
<td>±1.0g</td>
<td>±1.5% max. range excluding datum error of ±15%.</td>
<td>2</td>
<td>0.01g.</td>
</tr>
<tr>
<td>Pitch Attitude</td>
<td>100% of usable</td>
<td>±12°</td>
<td>1</td>
<td>0.8°</td>
</tr>
<tr>
<td>Roll Attitude</td>
<td>±60° or 100% of usable range, whichever is greater.</td>
<td>±12°</td>
<td>1</td>
<td>0.8°</td>
</tr>
<tr>
<td>Stabilizer Trim Position, or. Pitch Control Position (^2)</td>
<td>Full Range</td>
<td>±3% unless higher uniquely required.</td>
<td>1</td>
<td>1% (^3)</td>
</tr>
<tr>
<td>Engine Power, Each Engine.</td>
<td></td>
<td>±3% unless higher uniquely required.</td>
<td>1</td>
<td>1% (^3)</td>
</tr>
<tr>
<td>Fan or N 1 Speed or EPR or Cockpit indications Used for Aircraft Certification OR.</td>
<td>Maximum Range</td>
<td>±15%</td>
<td>1</td>
<td>1% (^3)</td>
</tr>
<tr>
<td>Prop. speed and Torque (Sample Once/Sec as Close together as Practicable).</td>
<td></td>
<td></td>
<td>1 (prop Speed)</td>
<td>1%(^3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1 (torque)</td>
<td>1%(^3)</td>
</tr>
<tr>
<td>Altitude Rate (^2) (need depends on altitude resolution).</td>
<td>±8,000 fpm</td>
<td>±10%. Resolution 250 fpm below 12,000 ft. indicated.</td>
<td>1</td>
<td>250 fpm. below 12,000</td>
</tr>
<tr>
<td>Angle of Attack (^2) (need depends on altitude resolution).</td>
<td>−20° to 40° or 100% of usable range.</td>
<td>±12°</td>
<td>1</td>
<td>0.8°(^2)</td>
</tr>
<tr>
<td>Radio Transmitter Keying (Discrete). TE Flaps (Discrete or Analog). LE Flaps (Discrete or Analog).</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td>1% (^2)</td>
</tr>
</tbody>
</table>

\(1\) 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. 91–231, 59 FR 24916, May 13, 1994, the effective date was suspended indefinitely.

\(2\) 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.

\(3\) Appendix D to part 91 was amended 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.

\(4\)Appendix E to part 91 was amended 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.