§ 125.223 Airborne weather radar equipment requirements.

(a) No person may operate an airplane governed by this part in passenger-carrying operations unless approved airborne weather radar equipment is installed in the airplane.

(b) No person may begin a flight under IFR or night VFR conditions when current weather reports indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar equipment, may reasonably be expected along the route to be flown, unless the airborne weather radar equipment required by paragraph (a) of this section is in satisfactory operating condition.

(c) If the airborne weather radar equipment becomes inoperative en route, the airplane must be operated under the instructions and procedures specified for that event in the manual required by §125.71.

(d) This section does not apply to airplanes used solely within the State of Hawaii, within the State of Alaska, within that part of Canada west of longitude 130 degrees W, between latitude 70 degrees N, and latitude 53 degrees N, or during any training, test, or ferry flight.

(e) Without regard to any other provision of this part, an alternate electrical power supply is not required for airborne weather radar equipment.

§ 125.224 Collision avoidance system.

Effective January 1, 2005, any airplane you operate under this part 125 must be equipped and operated according to the following table:

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<thead>
<tr>
<th>COLLISION AVOIDANCE SYSTEMS—Continued</th>
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<td>COLLISION AVOIDANCE SYSTEMS</td>
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<td>Then you must operate that airplane</td>
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(a) Turbine-powered airplane of more than 33,000 pounds maximum certificated take-off weight.

(1) An appropriate class of Mode S transponder that meets Technical Standard Order (TSO) C–112, or a later version, and one of the following approved units:

(i) TCAS II that meets TSO C–119a (version 6.04A Enhanced) that was installed in that airplane before May 1, 2003. If that TCAS II version 6.04A Enhanced no longer can be repaired to TSO C–119a standards, it must be replaced with a TCAS II that meets TSO C–119b (version 7.0), or a later version.

(ii) A collision avoidance system equivalent to TSO C–119b (version 7.0), or a later version, capable of coordinating with units that meet TSO C–119a (version 6.04A Enhanced), or a later version.

(b) Piston-powered airplane of more than 33,000 pounds maximum certificated take-off weight.

(1) TCAS I that meets TSO C–118, or a later version, or

(2) A collision avoidance system equivalent to TSO C–118, or a later version, or

(3) A collision avoidance system and Mode S transponder that meet paragraph (a)(1) of this section.

§ 125.225 Flight data recorders.

(a) Except as provided in paragraph (d) of this section, after October 11, 1991, no person may operate a large airplane type certificated before October 1, 1969, for operations above 25,000 feet altitude, nor a multiengine, turbine powered airplane type certificated before October 1, 1969, unless it is equipped with one or more approved flight recorders that utilize a digital method of recording and storing data and a method of readily retrieving that data from the storage medium. The following information must be able to be determined within the ranges, accuracies, resolution, and recording intervals specified in appendix D of this part:

- (1) Time;
- (2) Altitude;
- (3) Airspeed;
- (4) Vertical acceleration;
- (5) Heading;
- (6) Time of each radio transmission to or from air traffic control;
- (7) Pitch attitude;
- (8) Roll attitude;
- (9) Longitudinal acceleration;
- (10) Control column or pitch control surface position; and
- (11) Thrust of each engine.
§ 125.225

(b) Except as provided in paragraph (d) of this section, after October 11, 1991, no person may operate a large airplane type certificated after September 30, 1969, for operations above 25,000 feet altitude, nor a multiengine, turbine powered airplane type certificated after September 30, 1969, unless it is equipped with one or more approved flight recorders that utilize a digital method of recording and storing data and a method of readily retrieving that data from the storage medium. The following information must be able to be determined within the ranges, accuracies, resolutions, and recording intervals specified in appendix D of this part:

(1) Time;
(2) Altitude;
(3) Airspeed;
(4) Vertical acceleration;
(5) Heading;
(6) Time of each radio transmission either to or from air traffic control;
(7) Pitch attitude;
(8) Roll attitude;
(9) Longitudinal acceleration;
(10) Pitch trim position;
(11) Control column or pitch control surface position;
(12) Control wheel or lateral control surface position;
(13) Rudder pedal or yaw control surface position;
(14) Thrust of each engine;
(15) Position of each trust reverser;
(16) Trailing edge flap or cockpit flap control position; and
(17) Leading edge flap or cockpit flap control position.

(c) After October 11, 1991, no person may operate a large airplane equipped with a digital data bus and ARINC 717 digital flight data acquisition unit (DFDAU) or equivalent unless it is equipped with one or more approved flight recorders that utilize a digital method of recording and storing data and a method of readily retrieving that data from the storage medium. Any erasure made in accordance with this paragraph must be of the oldest recorded data accumulated at the time of testing. Except as provided in paragraph (g) of this section, no record need be kept more than 60 days.

(g) In the event of an accident or occurrence that requires immediate notification of the National Transportation Safety Board under 49 CFR part 830 and that results in termination of the flight, the certificate holder shall remove the recording media from the airplane and keep the recorded data required by paragraph (a), (b), (c), or (d) of this section, as applicable, for a total of 1 hour of recorded data may be erased for the purpose of testing the flight recorder or the flight recorder system. Any erasure made in accordance with this paragraph must be of the oldest recorded data accumulated at the time of testing. Except as provided in paragraph (g) of this section, no record need be kept more than 60 days.
§ 125.226 Digital flight data recorders.

(a) Except as provided in paragraph (l) of this section, no person may operate under this part a turbine-engine-powered transport category airplane unless it is equipped with one or more approved flight recorders that use a digital method of recording and storing data and a method of readily retrieving that data from the storage medium. The operational parameters required to be recorded by digital flight data recorders required by this section are as follows: the phrase “when an information source is installed” following a parameter indicates that recording of that parameter is not intended to require a change in installed equipment:

1. Time;
2. Pressure altitude;
3. Indicated airspeed;
4. Heading—primary flight crew reference (if selectable, record discrete, true or magnetic);
5. Normal acceleration (Vertical);
6. Pitch attitude;
7. Roll attitude;
8. Manual radio transmitter keying, or CVR/DFDR synchronization reference;
9. Thrust/power of each engine—primary flight crew reference;
10. Autopilot engagement status;
11. Longitudinal acceleration;
12. Pitch control input;
13. Lateral control input;
14. Rudder pedal input;
15. Primary pitch control surface position;
16. Primary lateral control surface position;
17. Primary yaw control surface position;
18. Lateral acceleration;
19. Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded;
20. Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply);
21. Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply);
22. Each Thrust reverser position (or equivalent for propeller airplane);
23. Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply);
24. Outside or total air temperature;
25. Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle;
26. Radio altitude (when an information source is installed);
27. Localizer deviation, MLS Azimuth;
28. Glideslope deviation, MLS Elevation;
29. Marker beacon passage;
30. Master warning;
31. Air/ground sensor (primary airplane system reference nose or main gear);
32. Angle of attack (when information source is installed);
33. Hydraulic pressure low (each system);
34. Ground speed (when an information source is installed);
35. Ground proximity warning system;
36. Landing gear position or landing gear cockpit control selection;