



AIRWORTHINESS BULLETIN

Flight Recording System Serviceability

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1. Effectivity

All Australia registered aircraft with CVR and FDR capability. The recording system serviceability problems are concentrated on aircraft types where the recording system has been installed by STC and not during aircraft manufacture.

2. Purpose

Provide awareness due to inadequate maintenance programs of having unserviceable recording systems.

3. Background

CVRs and FDRs are intended to provide crucial information during the investigation of accidents and serious incidents. In order to provide this information, the CVR system (CVR, microphone inputs and power supply g-switches) and FDR system (FDR, all input sensors and power supply g-switches) must be serviceable. The ATSB's experience over the past 5 years shows that the CVR and FDR serviceability problems experienced during the Lockhart River investigation are still occurring.

4. Recommendations

The guidance in [AC 21-24](#) can form the basis for a flight recorder maintenance program in the absence of information from the original equipment manufacturer.

It is important to note that a single failure in an input is a failure of the complete recording system.

5. Reporting

The operator should be able to download data in a readable format at the request of CASA or the ATSB.

Operators have a responsibility to report defects as mandated by CAR 51. These defects are reported by CASA's Service Difficulty Reporting (SDR) system. Also a further recommendation is to report defects to TC or STC holders. This will assist in continuing airworthiness, by improving components/ systems where required to improve reliability.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address: AirworthinessBulletin@casa.gov.au or in writing, to:

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