The recorded values must meet the designated range, resolution and accuracy requirements during static and dynamic conditions. Dynamic condition means the parameter is experiencing change at the maximum rate attainable, including the maximum rate of reversal. All data recorded must be correlated in time to within one second.

Parameters	Range	Accuracy (sensor input)	Seconds per sampling interval	Resolution	Remarks
64. Engine warning each engine oil pressure low.	Discrete		1		
65. Engine warning each engine over speed.	Discrete		1		
66. Yaw Trim Surface Position.	Full Range	±3% Unless Higher Accuracy Uniquely Required.	2	0.3% of full range..	
67. Roll Trim Surface Position.	Full Range	±3% Unless Higher Accuracy Uniquely Required.	2	0.3% of full range..	
68. Brake Pressure (left and right).	As installed	±5%	1		To determine braking effort applied by pilots or by autobrakes.
69. Brake Pedal Application (left and right).	Discrete or Analog ''applied'' or ''off''.	±5% (Analog)	1		To determine braking applied by pilots.
70. Yaw or sideslip angle.	Full Range	±5%	1	0,5°.	
71. Engine bleed valve position.	Decrete ''open'' or ''closed''.		4		
72. De-icing or anti-icing system selection.	Discrete ''on'' or ''off''.		4		
73. Computed center of gravity.	Full Range	±5%	(1 per 64 sec.)	1% of full range.	
74. AC electrical bus status.	Discrete ''power'' or ''off''.		4		Each bus.
75. DC electrical bus status.	Discrete ''power'' or ''off''.		4		Each bus.
76. APU bleed valve position.	Discrete ''open'' or ''closed.		4.		
77. Hydraulic Pressure (each system).	Full range	±5%	2	100 psi.	
78. Loss of cabin pressure.	Discrete ''loss'' or ''normal''.		1.		
79. Computer failure (critical flight and engine control systems).	Discrete ''fail'' or ''normal''.		4.		
80. Heads-up display (when an information source is installed).	Discrete(s) ''on'' or ''off''.		4.		
81. Para-visual display (when an information source is installed).	Discrete(s) ''on'' or ''off''.		1.		
82. Cockpit trim control input position—pitch.	Full Range	±5%	1	0.2% of full range.	Where mechanical means for control inputs are not available, cockpit display trim positions should be recorded.
83. Cockpit trim control input position—roll.	Full Range	±5%	1	0.7% of full range.	Where mechanical means for control inputs are not available, cockpit display trim position should be recorded.