

Federal Aviation Administration, DOT

Pt. 135, App. F

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
56. Multi-function/Engine Alerts Display format.	Discrete(s)	4	Discretes should show the display system status (e.g., off, normal, fail, and the identity of display pages for emergency procedures, need not be recorded.
57. Thrust comand ¹⁷ .	Full Range	±2%	2	2% of full range	
58. Thrust target	Full Range	±2%	4	2% of full range.	
59. Fuel quantity in CG trim tank.	Full Range	±5%	(1 per 64 sec.) ..	1% of full range.	A suitable combination of discretes to determine the Primary Navigation System reference.
60. Primary Navigation System Reference.	Discrete GPS, INS, VOR/DME, MLS, Localizer Glideslope.	.....	4 .....	.....
61. Ice Detection	Discrete "ice" or "no ice".	.....	4.	.....
62. Engine warning each engine vibration.	Discrete .....	.....	1.	.....
63. Engine warning each engine over temp..	Discrete .....	.....	1.	.....
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 .....	.....
69. Brake Pedal Application (left and right).	Discrete or Analog "applied" or "off".	±5% (Analog)	1	To determine braking effort applied by pilots or by autobrakes. To determine braking applied by pilots.
70. Yaw or sideslip angle.	Full Range	±5%	1	0.5°.	
71. Engine bleed valve position.	Discrete "open" or "closed".	4.	Each bus. Each bus.
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 .....	.....
75. DC electrical bus status.	Discrete "power" or "off".	.....	4 .....	.....
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.	.....