

---

## AIRWORTHINESS DIRECTIVE

---

On the commencement date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below repeals Airworthiness Directive (AD) AD/REC/1 Amdt 4 and issues the following AD under subregulation 39.001 (1) of CASR and subsection 33 (3) of the *Acts Interpretation Act 1901*. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct an unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

---

### Cockpit Voice and Flight Data Recording Systems

**AD/REC/1  
Amdt 5**

**Maintenance of Cockpit Voice  
Recording Systems**

**18/2021**

**Applicability:** All aircraft maintained pursuant to Part 42 of the Civil Aviation Safety Regulations 1998 (CASR) with a cockpit voice recording system.

**Requirement:** Check and functionally test the cockpit voice recorder system as follows:

1. Confirm the proper recording of:
  - (a) voice communications transmitted from, or received in, the aircraft by radio; and
  - (b) all conversation, audio signals from alerting or warning devices and general sounds on the flight deck; and
  - (c) voice communications of flight crew members on the flight deck, using the aircraft's interphone system; and
  - (d) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker; and
  - (e) voice communications of flight crew to cabin crew and/or passengers using the passenger address system, if a recording channel has been utilised.
2. Confirm the proper functioning of the bulk erase inhibit logic.
3. Maintain the underwater locating device, if fitted, in accordance with the manufacturer's requirements.
4. Check the operation of crash sensor switches, in accordance with the manufacturer's procedures, in installations incorporating these switches in the cockpit voice recorder power feed.

**Compliance:** For requirements 1, 2, 3 and 4, after 1 July 1988:

1. For a system utilising analogue technology (tape based), at intervals not exceeding 12 months or 2000 hours time in service, whichever occurs first; or
2. For a system utilising digital technology (solid state based), at intervals not exceeding 24 calendar months; or

## Cockpit Voice and Flight Data Recording Systems

AD/REC/1 Amdt 5 (continued)

3. Instead of compliance with item 1 or 2, at intervals in accordance with an approved maintenance program for the aircraft under regulation 42.140 of CASR where the approved maintenance program incorporates the instructions mentioned in requirements 1, 2, 3 and 4 of this AD, for the maintenance of the cockpit voice recorder.

Commencement: This AD commences on 10 September 2021.

Background: The maintenance procedures presently applied to some cockpit voice recording systems have been shown to be inadequate. Experience both in Australia and overseas has shown that the above maintenance periods will normally ensure the proper functioning of these systems.

Amendment 1 of this AD was administrative only and removed reference to the obsolete terms of *Air Navigation Order (ANO)* and *Air Navigation Regulation (ANR)*. Reference to subregulation 43 (3) of the ANR was replaced by subregulations 39 (1) and 41 (1) of *Civil Aviation Regulations 1988 (CAR)*.

Amendment 2 of this AD was issued to incorporate the particular audio tracks required to be recorded and listed in *Civil Aviation Order (CAO)* 103.20 in anticipation of the cancellation of that CAO. The amendment also acknowledged the increased reliability of modern digital solid state recorders and so extended the compliance time interval for testing. In addition, if modern aircraft have an approved system of maintenance, maintenance schedule or maintenance program that address the requirements of this AD, the intervals within those approved programs may be used for the purpose of compliance with this AD.

Amendment 3 of this AD was issued to limit the applicability of the AD to Part 42 aircraft only.

Amendment 4 of this AD was issued to remove obsolete regulatory references in the compliance section to regulations 41 and 42M of CAR 1988. The reference to the approved maintenance program under regulation 42.140 has also been clarified to require incorporation of the AD's 4 requirements. This AD will be repealed after the requirements are incorporated into a future amendment of the Part 42 Manual of Standards.

Amendment 5 of this AD is issued to remove an obsolete reference and makes minor editorial changes to reflect current requirements



David Punshon  
Delegate of the Civil Aviation Safety Authority

30 August 2021