



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**NOTICE
N8400.90**

Effective Date:
3/24/06

Cancellation Date:
3/24/07

**SUBJ: PRESERVATION OF COCKPIT VOICE RECORDER DATA AFTER AN
INCIDENT OR ACCIDENT**

1. PURPOSE. This notice provides guidance to principal operations inspectors (POI) concerning their assigned air carrier's procedures for the timely preservation of cockpit voice recorder (CVR) data after the occurrence of accidents and serious incidents. It also re-emphasizes current flight standards guidance regarding this issue.

2. DISTRIBUTION. This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices, and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the Federal Aviation Administration's (FAA) Web site at:
http://www.faa.gov/library/manuals/examiners_inspectors/8400/.

3. BACKGROUND.

a. On August 5, 1997, the Flight Standards Air Transportation Division, AFS-200, published FSAT 97-09, Action to Conserve Data Contained Within Cockpit Voice Recorders (CVR) Following an Incident or Accident. FSAT 97-09 contains guidance and information regarding procedures that ensure CVR data is preserved following a reportable incident or accident. FSAT 97-09 is available on the Web at:
http://www.faa.gov/library/manuals/examiners_inspectors/8400/fsat/media/fsat9709.txt.

b. Recently, a Boeing B-777, while taxiing for takeoff at Heathrow International Airport, struck the wing tip of a stationary Airbus A-340. The B-777 CVR had a 30-minute recording duration. The CVR was left running after the incident so that information relating to the incident was overwritten. The air carrier's manuals did not adequately identify the scope of serious incidents that may require preservation of CVR data. If the CVR had been stopped after this incident, investigators may have had more information they could have used to prevent future taxi incidents at this or any other airport.

4. ACTION. POIs should provide a copy of this notice to their respective operators and make them aware of the guidance in FSAT 97-09. POIs should also review their operator's procedures and training to verify that they:

a. Provide the guidance necessary to identify accidents and serious incidents that may require de-powering the CVR; and

b. Identify the necessary tasks to preserve CVR recordings in a timely manner.

5. DISPOSITION. This notice will not be incorporated into Order 8400.10, Air Transportation Operations Inspector's Handbook. Questions concerning this notice should be directed to AFS-200 at (202) 267-8166.

ORIGINAL SIGNED BY
CAROL E. GILES (for)

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Director, Flight Standards Service