



U.S. Department
of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Encouraging the Use of Cockpit Voice Recorders During Ground Functional Tests

Purpose: This InFO encourages operators to activate their cockpit voice recorders (CVR) before conducting engine run-ups and during some ground functional tests. If maintenance or ground personnel experience an event or reportable incident during ground operations, they could use the CVR to capture and preserve possible sounds or detectable audible disturbances that may assist in a post-incident investigation or evaluation.

Background: An incident occurred during an engine run-up of a GE CF6-80A engine on a Boeing 767 resulting in an uncontained failure of the high-pressure turbine stage, which the CVR could have detected and recorded. Such a recording could have been useful for the operator, manufacturers, and others in their assessment of the cause of or conditions leading to the occurrence.

Discussion: CVR systems are designed and implemented to record communications and other sounds while on the ground as well as in flight. Such communications and sounds can assist in evaluating an incident that occurs while the aircraft is under power and operated by maintenance personnel engaged in performing engine run-ups or other functional tests.

The FAA has no regulation, nor does it intend to promulgate one, requiring operators to activate the CVR for reasons other than recording communications and other detectable audio while the aircraft is operating under its own power and controlled by a qualified flight crewmember with the intent of taking flight. The FAA also does not intend to promulgate a regulation requiring operators to make the CVR accessible to the National Transportation Safety Board (NTSB) for reasons other than post-incident or accident investigation, unless the aircraft is operating under its own power and controlled by a qualified flight crewmember with the intent of taking flight.

Recommended Action: Operators, directors of operations, chief pilots, crewmembers, and maintenance personnel of aircraft are encouraged to perform ground operations and functional tests with the CVR operational for purposes of post-incident investigation or evaluation, should such incident occur.

Questions or comments on this InFO should be addressed to the Aircraft Maintenance Division, AFS-300, (202) 267-3807.