

## RECORDER TIMELINE



- 1958: Crash-protected Foil Flight Data Recorders (FDR's) mandated, 5 parameters
- 1966: Cockpit Voice Recorders (CVR) mandated
- 1972: Digital Flight Data Recorder (DFDR) introduced, expanded parameter requirements
- 1976: NTSB first recommends automatic recording devices on oceangoing ships
- 1988: FDR/CVR requirement expanded to smaller aircraft
- 1989: Foil recorders prohibited, must be replaced by DFDR's
- 1990's: Solid State FDR introduced, increased capacity and crash/fire survivability
- 1995: 5 parameter recorders upgraded to 11 parameters
- 1995: FRA mandates event recorders on any train faster than 30 miles an hour
- 1995: NTSB recommends all marine vessels over 1,600 gross tons be equipped with Voyage Event Recorders
- 1997: NTSB recommends automotive industry gather better crash pulse data and parameters
- 1998: NTSB recommends commercial vehicle fleets (trucks) install on-board recording devices
- 1998: NTSB recommends increased recorded parameters
- 1999: RSPA sets an industry standard for a pipeline leak detection software monitoring tool (though operators are not required to install one)
- 1999: NTSB recommends a 2 hour solid state CVR, dual Combi FDR/CVR recorders
- 1999: NTSB recommends event recorders be installed on school busses and motor coaches
- 2000: NTSB recommends Part 135 turbine-powered aircraft exempt from flight recorder rules be required to install crash-protected image recorders
- 2000: NTSB recommends all Part 121, 125 & 135 aircraft be required to install 2 hour crash-protected image recorders