

Federal Aviation Administration, DOT

§ 25.781

crewmembers can perform their functions efficiently and without interfering with each other.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-46, 43 FR 50596, Oct. 30, 1978]

§ 25.779 Motion and effect of cockpit controls.

Cockpit controls must be designed so that they operate in accordance with the following movement and actuation:

(a) Aerodynamic controls:

(1) *Primary.*

Controls	Motion and effect
Aileron	Right (clockwise) for right wing down.
Elevator	Rearward for nose up.
Rudder	Right pedal forward for nose right.

(2) *Secondary.*

Controls	Motion and effect
Flaps (or auxiliary lift devices).	Forward for flaps up; rearward for flaps down.

Controls	Motion and effect
Trim tabs (or equivalent).	Rotate to produce similar rotation of the airplane about an axis parallel to the axis of the control.

(b) Powerplant and auxiliary controls:

(1) *Powerplant.*

Controls	Motion and effect
Power or thrust	Forward to increase forward thrust and rearward to increase rearward thrust.
Propellers	Forward to increase rpm.
Mixture	Forward or upward for rich.
Carburetor air heat	Forward or upward for cold.
Supercharger	Forward or upward for low blower. For turbosuperchargers, forward, upward, or clockwise, to increase pressure.

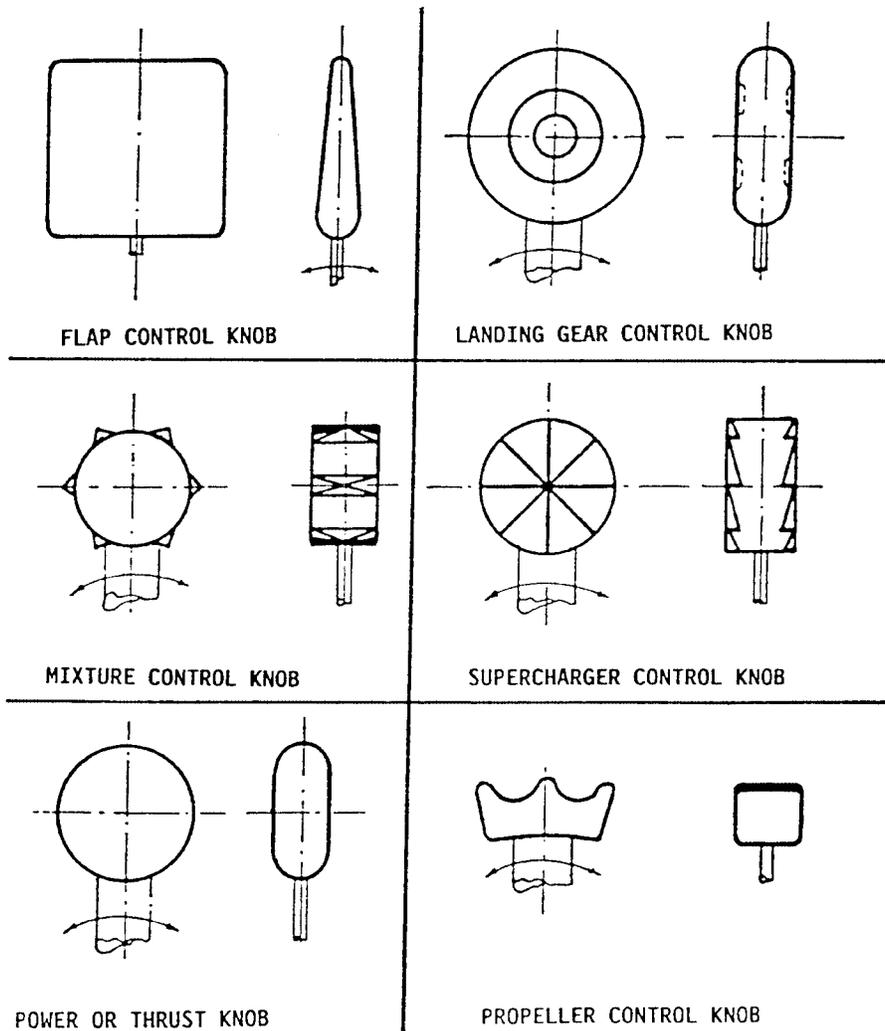
(2) *Auxiliary.*

Controls	Motion and effect
Landing gear	Down to extend.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-72, 55 FR 29778, July 20, 1990]

§ 25.781 Cockpit control knob shape.

Cockpit control knobs must conform to the general shapes (but not necessarily the exact sizes or specific proportions) in the following figure:



[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-72, 55 FR 29779, July 20, 1990]

§ 25.783 Fuselage doors.

(a) *General.* This section applies to fuselage doors, which includes all doors, hatches, openable windows, access panels, covers, etc., on the exterior of the fuselage that do not require the use of tools to open or close. This also applies to each door or hatch through a pressure bulkhead, including any bulkhead that is specifically designed to func-

tion as a secondary bulkhead under the prescribed failure conditions of part 25. These doors must meet the requirements of this section, taking into account both pressurized and unpressurized flight, and must be designed as follows:

- (1) Each door must have means to safeguard against opening in flight as a result of mechanical failure, or failure of any single structural element.