

movement of this lever to the feathering position during normal operation.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-11, 32 FR 6913, May 5, 1967]

**§ 25.1155 Reverse thrust and propeller pitch settings below the flight regime.**

Each control for reverse thrust and for propeller pitch settings below the flight regime must have means to prevent its inadvertent operation. The means must have a positive lock or stop at the flight idle position and must require a separate and distinct operation by the crew to displace the control from the flight regime (forward thrust regime for turbojet powered airplanes).

[Amdt. 25-11, 32 FR 6913, May 5, 1967]

**§ 25.1157 Carburetor air temperature controls.**

There must be a separate carburetor air temperature control for each engine.

**§ 25.1159 Supercharger controls.**

Each supercharger control must be accessible to the pilots or, if there is a separate flight engineer station with a control panel, to the flight engineer.

**§ 25.1161 Fuel jettisoning system controls.**

Each fuel jettisoning system control must have guards to prevent inadvertent operation. No control may be near any fire extinguisher control or other control used to combat fire.

**§ 25.1163 Powerplant accessories.**

(a) Each engine mounted accessory must—

- (1) Be approved for mounting on the engine involved;
- (2) Use the provisions on the engine for mounting; and
- (3) Be sealed to prevent contamination of the engine oil system and the accessory system.

(b) Electrical equipment subject to arcing or sparking must be installed to minimize the probability of contact with any flammable fluids or vapors that might be present in a free state.

(c) If continued rotation of an engine-driven cabin supercharger or of any remote accessory driven by the engine is hazardous if malfunctioning occurs, there must be means to prevent rotation without interfering with the continued operation of the engine.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-57, 49 FR 6849, Feb. 23, 1984]

**§ 25.1165 Engine ignition systems.**

(a) Each battery ignition system must be supplemented by a generator that is automatically available as an alternate source of electrical energy to allow continued engine operation if any battery becomes depleted.

(b) The capacity of batteries and generators must be large enough to meet the simultaneous demands of the engine ignition system and the greatest demands of any electrical system components that draw electrical energy from the same source.

(c) The design of the engine ignition system must account for—

- (1) The condition of an inoperative generator;
- (2) The condition of a completely depleted battery with the generator running at its normal operating speed; and
- (3) The condition of a completely depleted battery with the generator operating at idling speed, if there is only one battery.

(d) Magneto ground wiring (for separate ignition circuits) that lies on the engine side of the fire wall, must be installed, located, or protected, to minimize the probability of simultaneous failure of two or more wires as a result of mechanical damage, electrical faults, or other cause.

(e) No ground wire for any engine may be routed through a fire zone of another engine unless each part of that wire within that zone is fireproof.

(f) Each ignition system must be independent of any electrical circuit, not used for assisting, controlling, or analyzing the operation of that system.

(g) There must be means to warn appropriate flight crewmembers if the malfunctioning of any part of the electrical system is causing the continuous discharge of any battery necessary for engine ignition.