

MARKINGS AND PLACARDS

§ 25.1541 General.

(a) The airplane must contain—

(1) The specified markings and placards; and

(2) Any additional information, instrument markings, and placards required for the safe operation if there are unusual design, operating, or handling characteristics.

(b) Each marking and placard prescribed in paragraph (a) of this section—

(1) Must be displayed in a conspicuous place; and

(2) May not be easily erased, disfigured, or obscured.

§ 25.1543 Instrument markings: general.

For each instrument—

(a) When markings are on the cover glass of the instrument, there must be means to maintain the correct alignment of the glass cover with the face of the dial; and

(b) Each instrument marking must be clearly visible to the appropriate crewmember.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-72, 55 FR 29786, July 20, 1990]

§ 25.1545 Airspeed limitation information.

The airspeed limitations required by § 25.1583 (a) must be easily read and understood by the flight crew.

§ 25.1547 Magnetic direction indicator.

(a) A placard meeting the requirements of this section must be installed on, or near, the magnetic direction indicator.

(b) The placard must show the calibration of the instrument in level flight with the engines operating.

(c) The placard must state whether the calibration was made with radio receivers on or off.

(d) Each calibration reading must be in terms of magnetic heading in not more than 45 degree increments.

§ 25.1549 Powerplant and auxiliary power unit instruments.

For each required powerplant and auxiliary power unit instrument, as appropriate to the type of instrument—

(a) Each maximum and, if applicable, minimum safe operating limit must be marked with a red radial or a red line;

(b) Each normal operating range must be marked with a green arc or green line, not extending beyond the maximum and minimum safe limits;

(c) Each takeoff and precautionary range must be marked with a yellow arc or a yellow line; and

(d) Each engine, auxiliary power unit, or propeller speed range that is restricted because of excessive vibration stresses must be marked with red arcs or red lines.

[Amdt. 25-40, 42 FR 15044, Mar. 17, 1977]

§ 25.1551 Oil quantity indication.

Each oil quantity indicating means must be marked to indicate the quantity of oil readily and accurately.

[Amdt. 25-72, 55 FR 29786, July 20, 1990]

§ 25.1553 Fuel quantity indicator.

If the unusable fuel supply for any tank exceeds one gallon, or five percent of the tank capacity, whichever is greater, a red arc must be marked on its indicator extending from the calibrated zero reading to the lowest reading obtainable in level flight.

§ 25.1555 Control markings.

(a) Each cockpit control, other than primary flight controls and controls whose function is obvious, must be plainly marked as to its function and method of operation.

(b) Each aerodynamic control must be marked under the requirements of §§ 25.677 and 25.699.

(c) For powerplant fuel controls—

(1) Each fuel tank selector control must be marked to indicate the position corresponding to each tank and to each existing cross feed position;

(2) If safe operation requires the use of any tanks in a specific sequence, that sequence must be marked on, or adjacent to, the selector for those tanks; and