

(d) For each airplane, the flight instruments required by § 23.1303, and, as applicable, by the operating rules of this chapter, must be grouped on the instrument panel and centered as nearly as practicable about the vertical plane of each required pilot's forward vision. In addition:

(1) The instrument that most effectively indicates the attitude must be on the panel in the top center position;

(2) The instrument that most effectively indicates airspeed must be adjacent to and directly to the left of the instrument in the top center position;

(3) The instrument that most effectively indicates altitude must be adjacent to and directly to the right of the instrument in the top center position;

(4) The instrument that most effectively indicates direction of flight, other than the magnetic direction indicator required by § 23.1303(c), must be adjacent to and directly below the instrument in the top center position; and

(5) Electronic display indicators may be used for compliance with paragraphs (d)(1) through (d)(4) of this section when such displays comply with requirements in § 23.1311.

(e) If a visual indicator is provided to indicate malfunction of an instrument, it must be effective under all probable cockpit lighting conditions.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-14, 38 FR 31824, Nov. 19, 1973; Amdt. 23-20, 42 FR 36968, July 18, 1977; Amdt. 23-41, 55 FR 43310, Oct. 26, 1990; 55 FR 46888, Nov. 7, 1990; Amdt. 23-49, 61 FR 5168, Feb. 9, 1996]

§ 23.1322 Warning, caution, and advisory lights.

If warning, caution, or advisory lights are installed in the cockpit, they must, unless otherwise approved by the Administrator, be—

(a) Red, for warning lights (lights indicating a hazard which may require immediate corrective action);

(b) Amber, for caution lights (lights indicating the possible need for future corrective action);

(c) Green, for safe operation lights; and

(d) Any other color, including white, for lights not described in paragraphs (a) through (c) of this section, provided

the color differs sufficiently from the colors prescribed in paragraphs (a) through (c) of this section to avoid possible confusion.

(e) Effective under all probable cockpit lighting conditions.

[Amdt. 23-17, 41 FR 55465, Dec. 20, 1976, as amended by Amdt. 23-43, 58 FR 18976, Apr. 9, 1993]

§ 23.1323 Airspeed indicating system.

(a) Each airspeed indicating instrument must be calibrated to indicate true airspeed (at sea level with a standard atmosphere) with a minimum practicable instrument calibration error when the corresponding pitot and static pressures are applied.

(b) Each airspeed system must be calibrated in flight to determine the system error. The system error, including position error, but excluding the airspeed indicator instrument calibration error, may not exceed three percent of the calibrated airspeed or five knots, whichever is greater, throughout the following speed ranges:

(1) $1.3 V_{S1}$ to V_{MO}/M_{MO} or V_{NE} , whichever is appropriate with flaps retracted.

(2) $1.3 V_{S1}$ to V_{FE} with flaps extended.

(c) The design and installation of each airspeed indicating system must provide positive drainage of moisture from the pitot static plumbing.

(d) If certification for instrument flight rules or flight in icing conditions is requested, each airspeed system must have a heated pitot tube or an equivalent means of preventing malfunction due to icing.

(e) In addition, for commuter category airplanes, the airspeed indicating system must be calibrated to determine the system error during the accelerate-takeoff ground run. The ground run calibration must be obtained between 0.8 of the minimum value of V_I , and 1.2 times the maximum value of V_I , considering the approved ranges of altitude and weight. The ground run calibration must be determined assuming an engine failure at the minimum value of V_I .

(f) For commuter category airplanes, where duplicate airspeed indicators are required, their respective pitot tubes

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must be far enough apart to avoid damage to both tubes in a collision with a bird.

[Amdt. 23-20, 42 FR 36968, July 18, 1977, as amended by Amdt. 23-34, 52 FR 1834, Jan. 15, 1987; 52 FR 34745, Sept. 14, 1987; Amdt. 23-42, 56 FR 354, Jan. 3, 1991; Amdt. 23-49, 61 FR 5168, Feb. 9, 1996]

§ 23.1325 Static pressure system.

(a) Each instrument provided with static pressure case connections must be so vented that the influence of airplane speed, the opening and closing of windows, airflow variations, moisture, or other foreign matter will least affect the accuracy of the instruments except as noted in paragraph (b)(3) of this section.

(b) If a static pressure system is necessary for the functioning of instruments, systems, or devices, it must comply with the provisions of paragraphs (b)(1) through (3) of this section.

(1) The design and installation of a static pressure system must be such that—

(i) Positive drainage of moisture is provided;

(ii) Chafing of the tubing, and excessive distortion or restriction at bends in the tubing, is avoided; and

(iii) The materials used are durable, suitable for the purpose intended, and protected against corrosion.

(2) A proof test must be conducted to demonstrate the integrity of the static pressure system in the following manner:

(i) *Unpressurized airplanes.* Evacuate the static pressure system to a pressure differential of approximately 1 inch of mercury or to a reading on the altimeter, 1,000 feet above the aircraft elevation at the time of the test. Without additional pumping for a period of 1 minute, the loss of indicated altitude must not exceed 100 feet on the altimeter.

(ii) *Pressurized airplanes.* Evacuate the static pressure system until a pressure differential equivalent to the maximum cabin pressure differential for which the airplane is type certificated is achieved. Without additional pumping for a period of 1 minute, the loss of indicated altitude must not exceed 2 percent of the equivalent altitude of

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the maximum cabin differential pressure or 100 feet, whichever is greater.

(3) If a static pressure system is provided for any instrument, device, or system required by the operating rules of this chapter, each static pressure port must be designed or located in such a manner that the correlation between air pressure in the static pressure system and true ambient atmospheric static pressure is not altered when the airplane encounters icing conditions. An antiicing means or an alternate source of static pressure may be used in showing compliance with this requirement. If the reading of the altimeter, when on the alternate static pressure system differs from the reading of the altimeter when on the primary static system by more than 50 feet, a correction card must be provided for the alternate static system.

(c) Except as provided in paragraph (d) of this section, if the static pressure system incorporates both a primary and an alternate static pressure source, the means for selecting one or the other source must be designed so that—

(1) When either source is selected, the other is blocked off; and

(2) Both sources cannot be blocked off simultaneously.

(d) For unpressurized airplanes, paragraph (c)(1) of this section does not apply if it can be demonstrated that the static pressure system calibration, when either static pressure source is selected, is not changed by the other static pressure source being open or blocked.

(e) Each static pressure system must be calibrated in flight to determine the system error. The system error, in indicated pressure altitude, at sea-level, with a standard atmosphere, excluding instrument calibration error, may not exceed ± 30 feet per 100 knot speed for the appropriate configuration in the speed range between $1.3 V_{SO}$ with flaps extended, and $1.8 V_{S1}$ with flaps retracted. However, the error need not be less than 30 feet.

(f) [Reserved]

(g) For airplanes prohibited from flight in instrument meteorological or icing conditions, in accordance with