

§ 23.1559(b) of this part, paragraph (b)(3) of this section does not apply.

[Amdt. 23-1, 30 FR 8261, June 29, 1965, as amended by Amdt. 23-6, 32 FR 7586, May 24, 1967; 32 FR 13505, Sept. 27, 1967; 32 FR 13714, Sept. 30, 1967; Amdt. 23-20, 42 FR 36968, July 18, 1977; Amdt. 23-34, 52 FR 1834, Jan. 15, 1987; Amdt. 23-42, 56 FR 354, Jan. 3, 1991; Amdt. 23-49, 61 FR 5169, Feb. 9, 1996; Amdt. 23-50, 61 FR 5192, Feb. 9, 1996]

§ 23.1326 Pitot heat indication systems.

If a flight instrument pitot heating system is installed to meet the requirements specified in § 23.1323(d), an indication system must be provided to indicate to the flight crew when that pitot heating system is not operating. The indication system must comply with the following requirements:

(a) The indication provided must incorporate an amber light that is in clear view of a flightcrew member.

(b) The indication provided must be designed to alert the flight crew if either of the following conditions exist:

(1) The pitot heating system is switched "off."

(2) The pitot heating system is switched "on" and any pitot tube heating element is inoperative.

[Doc. No. 27806, 61 FR 5169, Feb. 9, 1996]

§ 23.1327 Magnetic direction indicator.

(a) Except as provided in paragraph (b) of this section—

(1) Each magnetic direction indicator must be installed so that its accuracy is not excessively affected by the airplane's vibration or magnetic fields; and

(2) The compensated installation may not have a deviation in level flight, greater than ten degrees on any heading.

(b) A magnetic nonstabilized direction indicator may deviate more than ten degrees due to the operation of electrically powered systems such as electrically heated windshields if either a magnetic stabilized direction indicator, which does not have a deviation in level flight greater than ten degrees on any heading, or a gyroscopic direction indicator, is installed. Deviations of a magnetic nonstabilized direction indicator of more than 10 de-

grees must be placarded in accordance with § 23.1547(e).

[Amdt. 23-20, 42 FR 36969, July 18, 1977]

§ 23.1329 Automatic pilot system.

If an automatic pilot system is installed, it must meet the following:

(a) Each system must be designed so that the automatic pilot can—

(1) Be quickly and positively disengaged by the pilots to prevent it from interfering with their control of the airplane; or

(2) Be sufficiently overpowered by one pilot to let him control the airplane.

(b) If the provisions of paragraph (a)(1) of this section are applied, the quick release (emergency) control must be located on the control wheel (both control wheels if the airplane can be operated from either pilot seat) on the side opposite the throttles, or on the stick control, (both stick controls, if the airplane can be operated from either pilot seat) such that it can be operated without moving the hand from its normal position on the control.

(c) Unless there is automatic synchronization, each system must have a means to readily indicate to the pilot the alignment of the actuating device in relation to the control system it operates.

(d) Each manually operated control for the system operation must be readily accessible to the pilot. Each control must operate in the same plane and sense of motion as specified in § 23.779 for cockpit controls. The direction of motion must be plainly indicated on or near each control.

(e) Each system must be designed and adjusted so that, within the range of adjustment available to the pilot, it cannot produce hazardous loads on the airplane or create hazardous deviations in the flight path, under any flight condition appropriate to its use, either during normal operation or in the event of a malfunction, assuming that corrective action begins within a reasonable period of time.

(f) Each system must be designed so that a single malfunction will not produce a hardover signal in more than one control axis. If the automatic pilot integrates signals from auxiliary controls or furnishes signals for operation