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of this section, the following powerplant instruments are required:

(1) A gas temperature indicator for each engine.
(2) A fuel flowmeter indicator for each engine.
(3) A tachometer (to indicate the speed of the rotors with established limiting speeds) for each engine.
(4) A means to indicate, to the flight crew, the operation of each engine starter that can be operated continuously but that is neither designed for continuous operation nor designed to prevent hazard if it failed.
(5) An indicator to indicate the functioning of the powerplant ice protection system for each engine.
(6) An indicator for the fuel strainer or filter required by §25.997 to indicate the occurrence of contamination of the strainer or filter before it reaches the capacity established in accordance with §25.997(d).
(7) A warning means for the oil strainer or filter required by §25.1019, if it has no bypass, to warn the pilot of the occurrence of contamination of the strainer or filter screen before it reaches the capacity established in accordance with §25.1019(a)(2).
(8) An indicator to indicate the proper functioning of any heater used to prevent ice clogging of fuel system components.

(d) For turbojet engine powered airplanes. In addition to the powerplant instruments required by paragraphs (a) and (c) of this section, the following powerplant instruments are required:

(1) A torque indicator for each engine.
(2) Position indicating means to indicate to the flight crew when the propeller blade angle is below the flight low pitch position, for each propeller.

(f) For airplanes equipped with fluid systems (other than fuel) for thrust or power augmentation, an approved means must be provided to indicate the proper functioning of that system to the flight crew.

§ 25.1307 Miscellaneous equipment.

The following is required miscellaneous equipment:

(a) [Reserved]
(b) Two or more independent sources of electrical energy.
(c) Electrical protective devices, as prescribed in this part.
(d) Two systems for two-way radio communications, with controls for each accessible from each pilot station, designed and installed so that failure of one system will not preclude operation of the other system. The use of a common antenna system is acceptable if adequate reliability is shown.
(e) Two systems for radio navigation, with controls for each accessible from each pilot station, designed and installed so that failure of one system will not preclude operation of the other system. The use of a common antenna system is acceptable if adequate reliability is shown.