

in the same sense, and at speeds below stall warning speed the IAS must not change in an incorrect sense.

(e) From V_{MO} to $V_{MO} + 2/3 (V_{DF} - V_{MO})$, the IAS must change perceptibly with CAS and in the same sense, and at higher speeds up to V_{DF} the IAS must not change in an incorrect sense.

(f) There must be no indication of airspeed that would cause undue difficulty to the pilot during the takeoff between the initiation of rotation and the achievement of a steady climbing condition.

(g) The effects of airspeed indicating system lag may not introduce significant takeoff indicated airspeed bias, or significant errors in takeoff or accelerate-stop distances.

(h) Each system must be arranged, so far as practicable, to prevent malfunction or serious error due to the entry of moisture, dirt, or other substances.

(i) Each system must have a heated pitot tube or an equivalent means of preventing malfunction due to icing.

(j) Where duplicate airspeed indicators are required, their respective pitot tubes must be far enough apart to avoid damage to both tubes in a collision with a bird.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-57, 49 FR 6849, Feb. 23, 1984; Amdt. 25-108, 67 FR 70828, Nov. 26, 2002; Amdt. 25-109, 67 FR 76656, Dec. 12, 2002]

§ 25.1325 Static pressure systems.

(a) Each instrument with static air case connections must be vented to the outside atmosphere through an appropriate piping system.

(b) Each static port must be designed and located in such manner that the static pressure system performance is least affected by airflow variation, or by moisture or other foreign matter, and that the correlation between air pressure in the static pressure system and true ambient atmospheric static pressure is not changed when the airplane is exposed to the continuous and intermittent maximum icing conditions defined in appendix C of this part.

(c) The design and installation of the static pressure system must be such that—

(1) Positive drainage of moisture is provided; chafing of the tubing and excessive distortion or restriction at

bends in the tubing is avoided; and the materials used are durable, suitable for the purpose intended, and protected against corrosion; and

(2) It is airtight except for the port into the atmosphere. 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 airplane 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 the maximum cabin differential pressure or 100 feet, whichever is greater.

(d) Each pressure altimeter must be approved and must be calibrated to indicate pressure altitude in a standard atmosphere, with a minimum practicable calibration error when the corresponding static pressures are applied.

(e) Each system must be designed and installed so that the error in indicated pressure altitude, at sea level, with a standard atmosphere, excluding instrument calibration error, does not result in an error of more than ± 30 feet per 100 knots speed for the appropriate configuration in the speed range between $1.23 V_{SR0}$ with flaps extended and $1.7 V_{SR1}$ with flaps retracted. However, the error need not be less than ± 30 feet.

(f) If an altimeter system is fitted with a device that provides corrections to the altimeter indication, the device must be designed and installed in such manner that it can be bypassed when it malfunctions, unless an alternate altimeter system is provided. Each correction device must be fitted with a means for indicating the occurrence of reasonably probable malfunctions, including power failure, to the flight

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crew. The indicating means must be effective for any cockpit lighting condition likely to occur.

(g) Except as provided in paragraph (h) 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.

(h) For unpressurized airplanes, paragraph (g)(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.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-5, 30 FR 8261, June 29, 1965; Amdt. 25-12, 32 FR 7587, May 24, 1967; Amdt. 25-41, 42 FR 36970, July 18, 1977; Amdt. 25-108, 67 FR 70828, Nov. 26, 2002]

§ 25.1326 Pitot heat indication systems.

If a flight instrument pitot heating system is installed, 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 flight crewmember.

(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.

[Amdt. 25-43, 43 FR 10339, Mar. 13, 1978]

§ 25.1327 Magnetic direction indicator.

(a) Each magnetic direction indicator must be installed so that its accuracy is not excessively affected by the airplane’s vibration or magnetic fields.

(b) The compensated installation may not have a deviation, in level flight, greater than 10 degrees on any heading.

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§ 25.1329 Flight guidance system.

(a) Quick disengagement controls for the autopilot and autothrust functions must be provided for each pilot. The autopilot quick disengagement controls must be located on both control wheels (or equivalent). The autothrust quick disengagement controls must be located on the thrust control levers. Quick disengagement controls must be readily accessible to each pilot while operating the control wheel (or equivalent) and thrust control levers.

(b) The effects of a failure of the system to disengage the autopilot or autothrust functions when manually commanded by the pilot must be assessed in accordance with the requirements of § 25.1309.

(c) Engagement or switching of the flight guidance system, a mode, or a sensor may not cause a transient response of the airplane’s flight path any greater than a minor transient, as defined in paragraph (n)(1) of this section.

(d) Under normal conditions, the disengagement of any automatic control function of a flight guidance system may not cause a transient response of the airplane’s flight path any greater than a minor transient.

(e) Under rare normal and non-normal conditions, disengagement of any automatic control function of a flight guidance system may not result in a transient any greater than a significant transient, as defined in paragraph (n)(2) of this section.

(f) The function and direction of motion of each command reference control, such as heading select or vertical speed, must be plainly indicated on, or adjacent to, each control if necessary to prevent inappropriate use or confusion.

(g) Under any condition of flight appropriate to its use, the flight guidance system may not produce hazardous loads on the airplane, nor create hazardous deviations in the flight path. This applies to both fault-free operation and in the event of a malfunction, and assumes that the pilot begins corrective action within a reasonable period of time.

(h) When the flight guidance system is in use, a means must be provided to avoid excursions beyond an acceptable margin from the speed range of the