§ 27.1545 Airspeed indicator.

(a) Each airspeed indicator must be marked as specified in paragraph (b) of this section, with the marks located at the corresponding indicated airspeeds.

(b) The following markings must be made:

(1) A red radial line—
   (i) For rotocraft other than helicopters, at \(V_{NE}\) and
   (ii) For helicopters at \(V_{NE}\) (power-on).

(2) A red cross-hatched radial line at \(V_{NE}\) (power-off) for helicopters, if \(V_{NE}\) (power-off) is less than \(V_{NE}\) (power-on).

(3) For the caution range, a yellow arc.

(4) For the safe operating range, a green arc.

§ 27.1547 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.

(e) If a magnetic nonstabilized direction indicator can have a deviation of more than 10 degrees when turned on, cause a deviation of more than 10 degrees when turned on.

(Sees. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))


§ 27.1551 Oil quantity indicator.

Each oil quantity indicator must be marked with enough increments to indicate readily and accurately the quantity of oil.

§ 27.1553 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 obtainable in level flight.

§ 27.1555 Control markings.

(a) Each cockpit control, other than primary flight controls or control whose function is obvious, must be