§ 25.689 Cable systems.

(b) There must be means in the cockpit to prevent the entry of foreign objects into places where they would jam the system.

c) There must be means to prevent the slapping of cables or tubes against other parts.

(d) Sections 25.689 and 25.693 apply to cable systems and joints.

§ 25.697 Lift and drag devices, controls.

(a) Each lift device control must be designed so that the pilots can place the device in any takeoff, en route, approach, or landing position established under §25.101(d). Lift and drag devices must maintain the selected positions, except for movement produced by an automatic positioning or load limiting device, without further attention by the pilots.

(b) Each lift and drag device control must be designed and located to make inadvertent operation improbable. Lift and drag devices intended for ground operation only must have means to prevent the inadvertent operation of their controls in flight if that operation could be hazardous.

(c) The rate of motion of the surfaces in response to the operation of the control and the characteristics of the automatic positioning or load limiting device must give satisfactory flight and performance characteristics under steady or changing conditions of airspeed, engine power, and airplane attitude.

(d) The lift device control must be designed to retract the surfaces from the fully extended position, during steady flight at maximum continuous engine power at any speed below \(V_F + 9.0\) (knots).

§ 25.699 Lift and drag device indicator.

(a) There must be means to indicate to the pilots the position of each lift or drag device having a separate control in the cockpit to adjust its position. In addition, an indication of unsymmetrical operation or other malfunction in the lift or drag device systems must be provided when such indication is necessary to enable the pilots to prevent or counteract an unsafe flight or ground condition, considering the effects on flight characteristics and performance.