(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.

(5) The placard must state whether the calibration was made with radio receivers on or off.

(6) Each calibration reading must be in terms of magnetic heading in not more than 45 degree increments.

(7) If a magnetic nonstabilized direction indicator can have a deviation of more than 10 degrees caused by the operation of electrical equipment, the placard must state which electrical loads, or combination of loads, would cause a deviation of more than 10 degrees when turned on.

(8) For powerplant instruments, as appropriate to the type of instrument—

(a) Each maximum and, if applicable, minimum safe operating limit must be marked with a red radial or a red line;

(b) Each normal operating range must be marked with a green arc or green line, not extending beyond the maximum and minimum safe limits;

(c) Each takeoff and precautionary range must be marked with a yellow arc or yellow line;

(d) Each engine or propeller range that is restricted because of excessive vibration stresses must be marked with red arcs or red lines; and

(e) Each OEI limit or approved operating range must be marked to be clearly differentiated from the markings of paragraphs (a) through (d) of this section except that no marking is normally required for the 30-second OEI limit.

[Secs. 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))]