Federal Aviation Administration, DOT

§ 27.1385

(a) There must be a master switch arrangement to allow ready disconnection of each electric power source from the main bus. The point of disconnection must be adjacent to the sources controlled by the switch.

(b) Each cable that would overheat in the event of circuit overload or fault must be at least flame resistant and may not emit dangerous quantities of toxic fumes.

(c) Insulation on electrical wire and cable installed in the rotorcraft must be self-extinguishing when tested in accordance with appendix F, part I(a)(3), of part 25 of this chapter.

§ 27.1367 Switches.

Each switch must be—

(a) Able to carry its rated current;

(b) Accessible to the crew; and

(c) Labeled as to operation and the circuit controlled.

§ 27.1381 Instrument lights.

The instrument lights must—

(a) Make each instrument, switch, and other devices for which they are provided easily readable; and

(b) Be installed so that—

(1) Their direct rays are shielded from the pilot’s eyes; and

(2) No objectionable reflections are visible to the pilot.

§ 27.1383 Landing lights.

(a) Each required landing or hovering light must be approved.

(b) Each landing light must be installed so that—

(1) No objectionable glare is visible to the pilot;

(2) The pilot is not adversely affected by halation; and

(3) It provides enough light for night operation, including hovering and landing.

(c) At least one separate switch must be provided, as applicable—

(1) For each separately installed landing light; and

(2) For each group of landing lights installed at a common location.

§ 27.1385 Position light system installation.

(a) General. Each part of each position light system must meet the applicable requirements of this section, and each system as a whole must meet the