§ 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.

§ 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 reading 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...
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plainly marked as to its function and method of operation.

(b) For powerplant fuel controls—

(1) Each fuel tank selector control must be marked to indicate the position corresponding to each tank and to each existing cross feed position;

(2) If safe operation requires the use of any tanks in a specific sequence, that sequence must be marked on, or adjacent to, the selector for those tanks; and

(3) Each valve control for any engine of a multiengine rotorcraft must be marked to indicate the position corresponding to each engine controlled.

(c) Usable fuel capacity must be marked as follows:

(1) For fuel systems having no selector controls, the usable fuel capacity of the system must be indicated at the fuel quantity indicator.

(2) For fuel systems having selector controls, the usable fuel capacity available at each selector control position must be indicated near the selector control.

(d) For accessory, auxiliary, and emergency controls—

(1) Each essential visual position indicator, such as those showing rotor pitch or landing gear position, must be marked so that each crewmember can determine at any time the position of the unit to which it relates; and

(2) Each emergency control must be red and must be marked as to method of operation.

(e) For rotorcraft incorporating retractable landing gear, the maximum landing gear operating speed must be displayed in clear view of the pilot.

§ 27.1561 Safety equipment.

(a) Each safety equipment control to be operated by the crew in emergency, such as controls for automatic liferaft releases, must be plainly marked as to its method of operation.

(b) Each location, such as a locker or compartment, that carries any fire extinguishing, signaling, or other life saving equipment, must be so marked.

§ 27.1565 Tail rotor.

Each tail rotor must be marked so that its disc is conspicuous under normal daylight ground conditions.