

## § 29.1529

flight, structural, powerplant, functional, or equipment characteristics, must be established.

(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), Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Amdt. 29-15, 43 FR 2327, Jan. 16, 1978]

### § 29.1529 Instructions for Continued Airworthiness.

The applicant must prepare Instructions for Continued Airworthiness in accordance with appendix A to this part that are acceptable to the Administrator. The instructions may be incomplete at type certification if a program exists to ensure their completion prior to delivery of the first rotorcraft or issuance of a standard certificate of airworthiness, whichever occurs later.

[Amdt. 29-20, 45 FR 60178, Sept. 11, 1980]

#### MARKINGS AND PLACARDS

### § 29.1541 General.

(a) The rotorcraft must contain—

(1) The markings and placards specified in §§ 29.1545 through 29.1565; and

(2) Any additional information, instrument markings, and placards required for the safe operation of the rotorcraft if it has unusual design, operating or handling characteristics.

(b) Each marking and placard prescribed in paragraph (a) of this section—

(1) Must be displayed in a conspicuous place; and

(2) May not be easily erased, disfigured, or obscured.

### § 29.1543 Instrument markings: general.

For each instrument—

(a) When markings are on the cover glass of the instrument there must be means to maintain the correct alignment of the glass cover with the face of the dial; and

(b) Each arc and line must be wide enough, and located to be clearly visible to the pilot.

### § 29.1545 Airspeed indicator.

(a) Each airspeed indicator must be marked as specified in paragraph (b) of

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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 rotorcraft other than helicopters, at  $V_{NE}$ ; and

(ii) For helicopters, at a  $V_{NE}$  (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.

(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), Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-15, 43 FR 2327, Jan. 16, 1978; 43 FR 3900, Jan. 30, 1978; Amdt. 29-17, 43 FR 50602, Oct. 30, 1978]

### § 29.1547 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.

### § 29.1549 Powerplant instruments.

For each required powerplant instrument, as appropriate to the type of instruments—

(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