

(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.

**§ 25.1549 Powerplant and auxiliary power unit instruments.**

For each required powerplant and auxiliary power unit instrument, 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 a yellow line; and

(d) Each engine, auxiliary power unit, or propeller speed range that is restricted because of excessive vibration stresses must be marked with red arcs or red lines.

[Amdt. 25-40, 42 FR 15044, Mar. 17, 1977]

**§ 25.1551 Oil quantity indication.**

Each oil quantity indicating means must be marked to indicate the quantity of oil readily and accurately.

[Amdt. 25-72, 55 FR 29786, July 20, 1990]

**§ 25.1553 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.

**§ 25.1555 Control markings.**

(a) Each cockpit control, other than primary flight controls and controls whose function is obvious, must be plainly marked as to its function and method of operation.

(b) Each aerodynamic control must be marked under the requirements of §§ 25.677 and 25.699.

(c) 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 each engine must be marked to indicate the position corresponding to each engine controlled.

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

(1) Each emergency control (including each fuel jettisoning and fluid shut-off must be colored red; and

(2) Each visual indicator required by § 25.729(e) must be marked so that the pilot can determine at any time when the wheels are locked in either extreme position, if retractable landing gear is used.

**§ 25.1557 Miscellaneous markings and placards.**

(a) *Baggage and cargo compartments and ballast location.* Each baggage and cargo compartment, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements. However, underseat compartments designed for the storage of carry-on articles weighing not more than 20 pounds need not have a loading limitation placard.

(b) *Powerplant fluid filler openings.* The following apply:

(1) Fuel filler openings must be marked at or near the filler cover with—

(i) The word “fuel”;

(ii) For reciprocating engine powered airplanes, the minimum fuel grade;

(iii) For turbine engine powered airplanes, the permissible fuel designations; and

(iv) For pressure fueling systems, the maximum permissible fueling supply pressure and the maximum permissible defueling pressure.

(2) Oil filler openings must be marked at or near the filler cover with the word “oil”.

(3) Augmentation fluid filler openings must be marked at or near the filler cover to identify the required fluid.

(c) *Emergency exit placards.* Each emergency exit placard must meet the requirements of § 25.811.