

Federal Aviation Regulation

Sec. 121.305

Part 121 OPERATING REQUIREMENTS: DOMESTIC, FLAG, AND SUPPLEMENTAL OPERATIONS	
Subpart K--Instrument and Equipment Requirements	

Sec. 121.305

Flight and navigational equipment.

No person may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment:

- (a) An airspeed indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing.
- (b) A sensitive altimeter.
- (c) A sweep-second hand clock (or approved equivalent).
- (d) A free-air temperature indicator.
- (e) A gyroscopic bank and pitch indicator (artificial horizon).
- (f) A gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) except that only a slip-skid indicator is required when a third attitude instrument system usable through flight attitudes of 360° of pitch and roll is installed in accordance with paragraph (k) of this section.
- (g) A gyroscopic direction indicator (directional gyro or equivalent).
- (h) A magnetic compass.
- (i) A vertical speed indicator (rate-of-climb indicator).
- (j) On the airplane described in this paragraph, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed in accordance with paragraph (k) of this section:
 - (1) On each turbojet powered airplane.
 - (2) On each turbopropeller powered airplane having a passenger-seat configuration of more than 30 seats, excluding each crewmember seat, or a payload capacity of more than 7,500 pounds.
 - (3) On each turbopropeller powered airplane having a passenger-seat configuration of 30 seats or fewer, excluding each crewmember seat, and a payload capacity of 7,500 pounds or less that is manufactured on or after March 20, 1997.

(4) After December 20, 2010, on each turbopropeller powered airplane having a passenger seat configuration of 10-30 seats and a payload capacity of 7,500 pounds or less that was manufactured before March 20, 1997.

(k) When required by paragraph (j) of this section, a third gyroscopic bank-and-pitch indicator (artificial horizon) that:

(1) Is powered from a source independent of the electrical generating system;

(2) Continues reliable operation for a minimum of 30 minutes after total failure of the electrical generating system;

(3) Operates independently of any other attitude indicating system;

(4) Is operative without selection after total failure of the electrical generating system;

(5) Is located on the instrument panel in a position acceptable to the Administrator that will make it plainly visible to and usable by each pilot at his or her station; and

(6) Is appropriately lighted during all phases of operation.

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▶ **Comments**

▼ **Document History**

Notice of Proposed Rulemaking Actions:

Final Rule Actions: