

MARKINGS AND PLACARDS**JAR 22.1541 General**

- (a) The sailplane must contain –
- (1) the markings and placards specified in JAR 22.1545 through JAR 22.1567; and
 - (2) any additional information, instrument markings, and placards required for the safe operation if it has unusual design, operating, or handling characteristics.
- (b) Each marking and placard prescribed in sub-paragraph (a) of this paragraph –
- (1) must be displayed in a conspicuous place; and
 - (2) may not be easily erased, disfigured, or obscured.
- (c) The units of measurement used to indicate air speed on placards must be the same as those used on the indicator.

JAR 22.1543 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 and not mask any portion of the dial.

JAR 22.1545 Air-speed indicator

Each air-speed indicator must show the following markings:

- (a) For V_{NE} , a radial red line. If V_{NE} varies with altitude, there must be a means to indicate to the pilot the appropriate limitations throughout the operating altitude range.

AMC 22.1545(a)

A placard located close to, or suitable markings on the face of, the airspeed indicator, giving reductions of V_{NE} with altitude, are acceptable means of compliance with the second sentence of this paragraph.

- (b) for the upper caution range a yellow arc extending from V_{NE} to the allowable rough-air speed V_{RA} ;

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- (c) for the normal operating range, a green arc with the lower limit at $1.1 V_{S1}$ with maximum weight and for wing-flaps neutral (see ACJ 22.335) and landing gear retracted and the upper limit at the rough-air speed V_{RA} ;

- (d) for the wing-flap operating range, a white arc with the lower limit at the stall speed $1.1 V_{S0}$ for maximum weight and the upper limit at the allowable wing-flaps extended speed V_{FE} ;

- (e) a yellow marking (triangle) for the lowest approach speed (at maximum weight without water ballast) recommended by the manufacturer;

- (f) for the best rate-of-climb speed V_Y a blue radial line (for powered sailplanes only).

IEM 22.1545

An example of the presentation of an air-speed indicator complying with this requirement is shown in Figure 1.

[Ch. 4, 7.5.87; Ch. 5, 28.10.95]

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