

**JAR 25.1329 Automatic pilot system (See ACJ 25.1329.)**

- (a) Each automatic pilot system must be approved and must be designed so that the automatic pilot can be quickly and positively disengaged by the pilots to prevent it from interfering with their control of the aeroplane.
- (b) Unless there is automatic synchronisation, each system must have a means to readily indicate to the pilot the alignment of the actuating device in relation to the control system it operates.
- (c) Each manually operated control for the system must be readily accessible to the pilots.
- (d) Quick release (emergency) controls must be on both control wheels, on the side of each wheel opposite the throttles.
- (e) Attitude controls must operate in the plane and sense of motion specified in JAR 25.777 (b) and 25.779 (a) for cockpit controls. The direction of motion must be plainly indicated on, or adjacent to, each control.
- (f) The system must be designed and adjusted so that, within the range of adjustment available to the human pilot, it cannot produce hazardous loads on the aeroplane, or create hazardous deviations in the flight path, under any condition of flight appropriate to its use, either during normal operation, or in the event of a malfunction, assuming that corrective action begins within a reasonable period of time.
- (g) If the automatic pilot integrates signals from auxiliary controls or furnishes signals for operation of other equipment, there must be positive interlocks and sequencing of engagement to prevent improper operation. Protection against adverse interaction of integrated components, resulting from a malfunction, is also required.
- (h) If the automatic pilot system can be coupled to airborne navigation equipment, means must be provided to indicate to the flight crew the current mode of operation. Selector switch position is not acceptable as a means of indication.