Federal Aviation Regulations (FAR). The related sections of Part 25  
§ 25.773 Pilot compartment view  
  
  
(1) Forward and up 35 degrees from the horizontal datum plane at 40 degrees left of the vertical datum plane, diminishing (tapers to) linearly to 15 degrees up at 20 degrees right.

(2) Forward and down 17 degrees from the horizontal datum plane between 30 degrees left and 10 degrees right of the vertical datum plane (side plane view), diminishing linearly to 10 degrees down at 20 degrees right.

(3) Forward and up 35 degrees from the horizontal datum plane between 40 degrees left and 80 degrees left of the vertical datum plane, diminishing linearly to 15 degrees up at 120 degrees left.

(4) Forward and down 17 degrees from the horizontal datum plane at 30 degrees left of the vertical datum plane, diminishing linearly to 27 degrees down at 70 degrees left.

(5) Forward and down 27 degrees from the horizontal datum plane between 70 degrees left and 95 degrees left of the vertical datum plane, diminishing linearly to 15 degrees down at 120 degrees left.

Do a diagram like this

A graph with lines and numbers

Description automatically generated

For structural design no need to consider windows of aircraft.

FAR § 25.773 is taken into account when designing the pilot compartment view with reference to figure \_\_\_. This compliance guarantee our design meets regulation for standard upwards, downwards and lateral visibility from the pilot’s eye position. (mention in appendix from FAR 25 notes?)

For cockpit equitment it is too vague to mention might not even worth mentioning

Reference:

Boeing 777X Cockpit Suppliers

Honeywell:

Honeywell supplies the flight control electronics and fly-by-wire system for the 777X, which converts pilot inputs into electronic signals for precise control.

The Synthetic Vision System (SVS) is also developed by Honeywell, offering a digital 3D view of the terrain to improve situational awareness.

Collins Aerospace:

Collins Aerospace provides the touchscreen displays in the 777X cockpit, a first for commercial airliners. These displays are customizable and allow pilots to interact directly with flight information, eliminating many physical buttons and switches.

Collins also supplies the Head-Up Displays (HUDs), which project key flight data onto the pilot’s line of sight.

GE Aviation:

GE supplies the electronic flight bag (EFB) and other data management solutions that integrate with the cockpit displays. This system helps pilots manage flight plans, performance data, and fuel calculations.

Boeing In-House:

Boeing manages the overall integration of these systems to ensure they work seamlessly together, while also developing custom software solutions for cockpit displays and interface layouts.

Airbus A350 ULR Cockpit Suppliers

Thales:

Thales supplies the avionics suite for the A350, including the primary flight displays (PFDs) and multifunctional displays, as well as the Enhanced Vision System (EVS).

The six large LCD screens are also provided by Thales, and they integrate with Airbus’s software to deliver a seamless interface.

Honeywell:

Honeywell provides Onboard Information System (OIS) hardware and software in collaboration with Airbus. This system supports digital charts, flight planning, and decision aids.

Honeywell also developed the Runway Overrun Prevention System (ROPS), an Airbus-exclusive safety feature that alerts pilots to runway overrun risks.

Collins Aerospace:

Collins supplies the dual HUDs for the A350, projecting flight-critical information onto the windscreen for both pilots, which is especially useful in low-visibility operations.

Airbus In-House:

Airbus developed the fly-by-wire system and side-stick controllers in-house. The side-stick is a distinctive feature of Airbus cockpits and is unique to their design philosophy.

Airbus also manages the ROPS software integration with the flight management system, making it an exclusive feature for Airbus aircraft.