

Inoperative Equipment Decision Sequence

During the preflight inspection, the pilot recognizes inoperative instruments or equipment.

1. Is the equipment required by the Equipment List or Kinds of Equipment list in the AFM?

→ YES →

The aircraft is unairworthy and maintenance is required

NO
↓

2. Is the equipment required by the aircraft's type certificate?

→ YES →

The aircraft is unairworthy and maintenance is required

NO
↓

3. Is the equipment required by an Airworthiness Directive (AD)?

→ YES →

The aircraft is unairworthy and maintenance is required

NO
↓

4. Is the equipment required by the FAR required Day/Night equipment?

→ YES →

The aircraft is unairworthy and maintenance is required

NO
↓

The aircraft is airworthy. The inoperative equipment must be removed or deactivated and placarded as inoperative.

The pilot must make the decision that the aircraft is still safe for flight.