

During the preflight inspection, the pilot recognizes inoperative instruments or equipment		
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Is the equipment required by the aircraft's equipment list or other kinds of equipment lists? (FAR 91.213)	▶	If YES , the aircraft is unairworthy and maintenance is required.
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If NO , is the equipment required by the VFR-day type certificate requirements prescribed in the airworthiness certification regulations? (FAR 91.213)	▶	If YES , the aircraft is unairworthy and maintenance is required.
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If NO , is the equipment required by AD?	▶	If YES , the aircraft is unairworthy and maintenance is required.
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If NO , is the equipment required by FAR?	▶	If YES , the aircraft is unairworthy and maintenance is required.
▼		
If NO , the inoperative equipment must be removed from the aircraft or deactivated and placarded as inoperative.		
At this point the pilot shall make a final determination to confirm that the inoperative instrument/equipment does not constitute a hazard under the anticipated operational conditions before release for departure.		