

FAR 91.213 Inoperative Equipment

Paragraphs (a) (b) and (c) deal with compliance on an airplane with an MEL.

An MEL is a document that the FAA and aircraft manufacturer develop that stipulates how to handle inoperative equipment. It is aircraft specific. Do not confuse this with the required equipment that is listed in the POH. Most light aircraft do not have an MEL. Check the paperwork for that aircraft to be sure.

So we then have to deal with paragraphs (d) and (e) to find out how to handle inoperative equipment installed in aircraft without a MEL.

(d) (1) (i) Pilot determines that we are dealing with non-turbine powered airplane without a MEL.

(d) (2) (i) Pilot checks the Type Certificate Data Sheet for required equipment.

(d) (2) (ii) Pilot then checks the Pilots Operating Handbook for required equipment.

(d) (2) (iii) Pilot makes sure the equipment is not required by 91.205.

(d) (2) (iv) Lastly pilot makes sure that the equipment is not required by an Airworthiness Directive.

(d) (3) (i) This paragraph basically says that the inoperative equipment needs to be removed, placarded "INOP", and maintenance recorded in the maintenance logbook if maintenance is required. This may require a weight and balance update. **OR**

(d) (3) (ii) The inoperative equipment can be deactivated, placarded "INOP", and maintenance recorded in the maintenance logbook if maintenance is required.

(d) (4) A determination by pilot and/or mechanic that the inoperative equipment does not constitute a hazard to that kind of operation. **AND**

(d) (4) If all these steps are followed then it is OK with Administrator (FAA).

(e) Addresses the issuance of a Special Flight Permit and refers the pilot to 21.197 & 21.199 for the issuance of that permit.

Scenarios...

How do you handle an inoperative radio?

How do you handle an inoperative navigation light?

How do you handle an inoperative gyroscopic instrument?

How do you handle an inoperative vertical speed indicator?

How do you handle an inoperative airspeed indicator?

C-172. Annual Inspection completed September 2010. Time flown since that inspection has been 120 hours.

No maintenance has been done since. Is this aircraft airworthy? What needs to be checked?

Discussion about preventative maintenance in FAR Part 43, and pilot responsibilities.

Discussion about what needs to be accomplished to "deactivate" inoperative equipment.