

UNDERSTANDING 91.213

START HERE

What is a MEL?

A Minimum Equipment List (MEL) is a document that contains a list of items that may be inoperative and the aircraft still considered airworthy. The vast majority of general aviation aircraft do not have a MEL.

Does the airplane have a MEL?

YES

Refer to the MEL for guidance

NO

Are the inoperative equipment or instruments

Required under CFR 91.205?

NO

Required under the aircraft's equipment list or Kinds of Operations Equipment List (KOEL)?

[If applicable - found in the limitations section of the POH]

NO

Required for VFR-Day type certification prescribed in the applicable airworthiness regulations under which the aircraft was type certificated?

[Check CFR Part 23 or CAR 3]

DON'T FLY!

YES

YES

YES

NO

Required to be operational by an Airworthiness Directive?

NO

Determined by the pilot (or mechanic) to constitute a hazard to the safety of the flight?

YES

DON'T FLY!

NO

Removed from the aircraft, the cockpit control placarded and a maintenance entry made per CFR 43.9 OR deactivated and placarded "INOPERATIVE"?

[If deactivation involves maintenance, it must be done and recorded in accordance with CFR Part 43]

FLY!

YES

What is considered "maintenance"?

Per CFR 1.1 maintenance is defined as "inspection, overhaul, repair, preservation, and the replacement of parts, but excludes preventive maintenance." A list of preventive maintenance tasks can be found in CFR Part 43 - Appendix A

91.205 Required Equipment

VFR

IFR

DAY

- Airspeed Indicator
- Tachometer*
- Oil Pressure Gauge*
- Manifold Pressure Gauge**
- Altimeter
- Temperature Gauge***
- Oil Temperature Gauge*
- Fuel Gauge (each tank)
- Landing Gear Position Indicator (if retractable gear)
- Anti-Collision Lights
- Magnetic Compass
- Emergency Locator Transmitter (if required by CFR 91.207)
- Safety Belts

NIGHT

- VFR DAY PLUS**
- Fuses
 - Landing Light (if for hire)
 - Anti-Collision Lights
 - Position Lights
 - Source of power

VFR DAY/NIGHT PLUS

- Generator or Alternator
- Radio/Navigation Equipment
- Attitude Indicator
- Ball (Inclinometer)
- Clock
- Altimeter (Pressure Sensitive)
- Rate of Turn Indicator
- Directional Gyro

* For each engine
 ** For each altitude engine
 *** For each liquid-cooled engine

Need to fly to an airport where a repair can be made?

If the aircraft is legally unairworthy but is still considered safe you can apply for a "Special Flight Permit" (aka Ferry Permit) to legally fly the aircraft to an airport where a repair can be made. Special Flight Permits can be requested to your local Flight Standards District Office (FSDO). More information on Special Flight Permits can be found in CFR 21.197