Airworthiness Checklist

(Airworthy means an aircraft or one of its component parts meets its type design (or is properly altered) and is in condition for safe operation. Reference CFR 14 Part 21.31)

Aircraft N# _____ **Date** _____

Current Tach Time _____

Documentation

- **Airworthiness Certificate** (original) –Ref. 14 CFR Part 91.203
- **Registration Certificate** (original) –Ref. 14 CFR Part 91.203
- FAA approved Aircraft Flight Manual (**AFM**) or Pilot Operating Handbook (**POH**), limitations, placards, and markings –Ref. 14 CFR Part 91.9
- **Current Weight and Balance Data** –Ref. CFR Part 91.9
- **External Data Plate**-reflecting aircraft make, model, and serial # -Ref. 14 CFR 45.11

Inspections- All Flight Conditions (as appropriate)

- Annual – within the preceding 12 calendar months- Ref. CFR Part 91.409/91.417

	Date Completed	**Date Due**
Airframe	_____	_____
Powerplant –Left	_____	_____
Powerplant –Right	_____	_____
Propeller -Left	_____	_____
Propeller –Right	_____	_____

- **100-hour**–(b) Except as provided in paragraph (c) of this section, no person may operate an aircraft carrying any person (other than a crewmember) for hire, and no person may give flight instruction for hire in an aircraft which that person provides, unless within the preceding 100 hours of time in service the aircraft has received an annual or 100-hour inspection and been approved for return to service in accordance with part 43 of this chapter or has received an inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter. The 1 00-hour limitation may be exceeded by not more than 10 hours while en route to reach a place where the inspection can be done. The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of time in service. -Ref. CFR Part 91.409/91.417

	Tach Due
Airframe	_____
Powerplant –Left	_____
Powerplant- Right	_____
Propeller -Left	_____
Propeller –Right	_____

	Date Completed	**Date Due**
▪ **ELT-Battery** due date –the transmitter has been in use for more than 1 cumulative hour; or when 50 percent of their useful life (or, for rechargeable batteries, 50 percent of their useful life of charge) has expired, as established by the transmitter manufacturer under its approval- Ref. 14 CFR Part 91.207(c)	_____	_____
▪ **ELT**-within last 12 calendar months operational inspection –Ref. 14 CFR Part 91.207	_____	_____
▪ **Transponder Inspection** Certification- within the preceding 24 calendar months- Ref. 14 CFR Part 91.413	_____	_____
▪ **ADS-B -**Certain Airspaces -Ref. 14 CFR Part 91.225	_____	_____

Inspections- IFR Flight Conditions (in controlled airspace)	**Date Completed**	**Date Due**
▪ **VOR** equipment check –within the preceding 30 days- Ref. 14 CFR Part 91.171	_____	_____
▪ **Static System** Certification–within the preceding 24 calendar months - Ref. 91.411	_____	_____
▪ **Altimeter** Certification- within the preceding 24 calendar months–Ref. 14 CFR Part 91.413	_____	_____
▪ **Encoding Altimeter**– Within the preceding 24 calendar months- Ref. 14 CFR Part 91.411	_____	_____

Airworthiness Directive #	**Description**	**Required Inspection Interval**	**Date Completed**	**Next Due**
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

§ 91.205 Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements.

(a) ***General.*** Except as provided in paragraphs (c)(3) and (e) of this section, no person may operate a powered civil aircraft with a standard category U.S. airworthiness certificate in any operation described in paragraphs (b) through (f) of this section unless that aircraft contains the instruments and equipment specified in those paragraphs (or FAA-approved equivalents) for that type of operation, and those instruments and items of equipment are in operable condition.

(b) ***Visual-flight rules (day).*** For VFR flight during the day, the following instruments and equipment are required:

- (1) Airspeed indicator.
- (2) Altimeter.
- (3) Magnetic direction indicator.
- (4) Tachometer.
- (5) Oil pressure gauge.
- (6) Oil temperature gauge.
- (7) Manifold pressure gauge for each altitude engine.
- (8) Fuel gauge indicating the quantity of fuel in each tank.
- (9) Landing gear position indicator, if the aircraft has a retractable landing gear.
- (10) For small civil airplanes certificated after March 11, 1996, in accordance with part 23 of this chapter, an approved aviation red or aviation white anti-collision light system. In the event of failure of any light of the anti-collision light system, operation of the aircraft may continue to a location where repairs or replacement can be made.
- (11) If the aircraft is operated for hire over water and beyond power-off gliding distance from shore, approved flotation gear readily available to each occupant and, at least one pyrotechnic signaling device. As used in this section, "shore" means that area of the land adjacent to the water which is above the high-water mark and excludes land areas which are intermittently under water.
- (12) An approved safety belt with an approved metal-to-metal latching device for each occupant 2 years of age or older.
- (13) For small civil airplanes manufactured after July 18, 1978, an approved shoulder harness for each front seat.
- (14) An emergency locator transmitter, if required by § 91.207.

(c) ***Visual flight rules (night).*** For VFR flight at night, the following instruments and equipment are required:

- (1) Instruments and equipment specified in paragraph (b) of this section.
- (2) Approved position lights.
- (3) An approved aviation red or aviation white anti-collision light system.
- (4) If the aircraft is operated for hire, one electric landing light.
- (5) An adequate source of electrical energy for all installed electrical and radio equipment.
- (6) One spare set of fuses, or three spare fuses of each kind required, that are accessible to the pilot in flight.

(d) ***Instrument flight rules.*** For IFR flight, the following instruments and equipment are required:

- (1) Instruments and equipment specified in paragraph (b) of this section, and, for night flight, instruments and equipment specified in paragraph (c) of this section.
- (2) Two-way radio communication and navigation equipment suitable for the route to be flown.
- (3) Gyroscopic rate-of-turn indicator, except on the following aircraft:
- (4) Slip-skid indicator.
- (5) Sensitive altimeter adjustable for barometric pressure.
- (6) A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation.
- (7) Generator or alternator of adequate capacity.
- (8) Gyroscopic pitch and bank indicator (artificial horizon).
- (9) Gyroscopic direction indicator (directional gyro or equivalent).

Not Applicable

(e) ***Flight at and above 24,000 feet MSL (FL 240).*** If VOR navigation equipment is required under paragraph (d)(2) of this section, no person may operate a U.S.-registered civil aircraft within the 50 states and the District of Columbia at or above FL 240 unless that aircraft is equipped with approved DME or a suitable RNAV system. When the DME or RNAV system required by this paragraph fails at and above FL 240, the pilot in command of the aircraft must notify ATC immediately, and then may continue operations at and above FL 240 to the next airport of intended landing where repairs or replacement of the equipment can be made.