	7. 1		
	During the preflight inspection, the pilot recognizes inoperative instruments or equipment.		
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A CONTRACTOR OF THE PROPERTY O	Is the equipment required by the aircraft's equipment list or the kinds of equipment list? (FAR § 91.213(d)(2)(ii).)	<b>→</b>	If <b>YES</b> , the aircraft is unairworthy and maintenance is required.
L	1		
THE STREET STREE	If NO, is the equipment required by the VFR-day type certificate requirements prescribed in the airworthiness certification regulations? (FAR § 91.213(d)(2)(ii).) See appendix 1 of this AC.	<b>→</b>	If YES, the aircraft is unairworthy and maintenance is required.
L	<b>↓</b>		
	If NO, is the equipment required by AD? (FAR § 91.213(d)(2)(iv).)	· →	If <b>YES</b> , the aircraft is unairworthy and maintenance is required.
1			
	If NO, is the equipment required by FAR \$\$ 91.205, 91.207, etc.? (FAR \$ 91.213(d)(2)(iii).)	<b>→</b>	If <b>YES</b> , the aircraft is unairworthy and maintenance is required.
	<b>†</b>		
and the second s	If NO, the inoperative equipment must be removed from the aircraft (FAR § 91.213(d)(3)(i)) or deactivated (FAR § 91.213(d)(3)(ii)) and placarded as inoperative.		
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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.

Figure 2. Pilot Decision Sequence When Operating Without An MEL.