



FAASTeam SPECIAL EMPHASIS PROGRAM

COMPREHENSIVE AIRWORTHINESS CHECKLIST

Aircraft: _____ Reg#: _____ S/N: _____

No secrets, No surprises: The following items must be verified and current in order to render a 'Standard Airworthiness' determination on a civil aircraft operating FAR Part 91.

- _____ **Airworthiness Certificate (original) Ret. FAR 91.203**
- _____ **Registration Certificate (original and current) - Ref. FAR 91.203**
- _____ **Radio Operator Ship License (Int'l flights or 12,500 lbs.+) FCC ru/e**
- _____ **Aircraft Flight Manual or Pilot Operating Handbook (current revision) including current weight and balance data- Ref. FAR 91.9**
- _____ **Current status listing of all applicable Airworthiness Directives including time and/or date of recurring action - Ref. FAR 91.417, FAR 39**
- _____ **Inspection due date, Annual/100 hour/progressive event- Ref. FAR 91.409/417**
- _____ **ELT - battery due date - Ref. FAR 91.207 (c) (50 NM radius)**
- _____ **ELT - within last 12 months ops. inspection - Ref. FAR 91.207 (d)**
- _____ **VOR Equipment Check for IFR operation - Ref. FAR 91.171 (IFR)**
- _____ **Compass Deviation Card - Ref. CAR 3.758 - FAR 23.1547**
- _____ **Static System Inspection Certification-Ref. FAR 91.411 (IFR)**
- _____ **Altimeter Inspection Certification - Ref. FAR 91.411 (IFR)**
- _____ **Transponder Inspection Certification - Ref. FAR 91.413 (ATC)**
- _____ **Current Status of Life-limited parts per T.C.D.S. - Ref. FAR 91.417**
- _____ **FAA Form 337's for alterations or repairs - Ref. FAR 91.417**
- _____ **Inoperative Equipment Certifications - Ref. FAR 91.213**
- _____ **External Data Plate / Serial Number - Ref. FAR 45.11**

"Airworthy" means an aircraft and component parts meet its typo design (or properly altered configuration) and is in condition for safe operation. (References: Public Law 103-272, Section 44704, **FAR 3.5**, FAR 21.31, FAR 21.41, FAR 21.183, AC43.13-1B glossary, FAA Form 8100-2)

Fellow airmen: This general checklist is a living document and references were current at the time of this revision. It was not developed or intended to be an 'end-air checklist for flight planning purposes. The purpose of this checklist fist is to aid the airman and to increase industry awareness of the associated responsibilities with the term "airworthy". The decision to accept an aircraft in its' present condition rests with the Pilot-In-Command. Constructive criticism of (his content is welcome and encouraged. At least then we know you are putting some thought into the matter.

Have a Safe Flight!

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