



EFC Weather Minima

The Edmonton Flying Club's Weather Minima are applicable to all Flight Training Authorities listed within the Edmonton Flying Clubs Flight Training Unit Operating Certificate.

These weather minima apply to the following authorities:

- Recreational Pilot Permit
- Private Pilot License
- Night Rating
- VFR Over the Top Rating
- Commercial Pilot License
- Multi-Engine Rating
- Instrument Rating
- Flight Instructor Rating

Additionally, the EFC's Weather Minima will be applied to all other flying activities such as (but not limited to):

- Aircraft Rentals
- Aircraft Check On Type
- Mountain Checks
- Discovery Flights

EFC weather minima are set to a more conservative value than the CARs due to the training environment. See the below charts for EFC's VFR and IFR, Dual and Solo weather and fuel minimums. Flights in conditions where the below requirements are not met MAY be authorized by CFI or delegate.

Interpretation

Local CPL6 Flights

Both CZVL and CYEG publications shall satisfy conditions required. Wind speed will include gusts and no thunderstorms forecast for the duration of flight.

Cross Country

Where a TAF is Used:

- TEMPO elements shall meet the conditions required.
- Wind speed will include gusts.
- No thunderstorms forecast.

Flight Temperature Limitations

Normal flight training operations will be suspended if the average between the closest TWO NAV Canada Publications, either ground or aloft, temperature is at or below:

-26°C and +29°C



VFR Limitations

Dual

Approval to fly below EFC's weather minimums and above the CARs minimums for dual flights will be given at the CFI's discretion on a case-by-case basis considering instructor experience and the purpose of the training flight.

| | Dual Day | | Dual Night |
|--------------------------------------|--------------------|--------------------|-----------------------|
| | Local | Cross-Country | Local & Cross-Country |
| All Dual VFR Training Flights | | | |
| Minimum Visibility | 3SM | 3SM | 6SM |
| Ceiling | 1000' | 1000' | 2000' |
| Maximum Wind | 30KTS/25KTS x-wind | 30KTS/25Kts x-wind | 20KTS/15Kts x-wind |
| Fuel* | 45min | | 1hr |

*Fuel reserves are in addition to the fuel required for the planned flight and any contingencies.



Solo

The applicable weather minima table is based on the course that the student is currently enrolled in. For renter pilots who hold a particular license or rating the applicable minima is described in the footnotes.

The below minima may be set more conservative based on student ability, currency, and instructor discretion. If the weather is at or near minimums the go/no-go decision will be made by the authorizing instructor and direct supervision by that same instructor will be required.

| | Student Solo Day | | Student Solo Night |
|-------------------------------------------------------------------|-------------------|-------------------|-----------------------|
| | Local | Cross-Country | Local & Cross-Country |
| Recreational Pilot¹ & Private Pilot Courses | | | |
| Minimum Visibility | 6SM | 6SM | |
| Ceiling | 2000' | 2500' | NA |
| Maximum Wind | 15KTS/7KTS x-wind | 10KTS/7Kts x-wind | |
| Fuel | 45min | 45min | 1hr |

| | Student Solo Day | | Student Solo Night |
|------------------------------------------------------------------|--------------------|--------------------|-----------------------|
| | Local | Cross-Country | Local & Cross-Country |
| Commercial Pilot, Night & VFR OTT Courses² | | | |
| Minimum Visibility | 6SM | 6SM | 10 SM |
| Ceiling | 2000' | 2500' | 2000' |
| Maximum Wind | 15KTS/10KTS x-wind | 15KTS/10Kts x-wind | 10KTS/7KTS x-wind |
| Fuel | 45min | 45min | 1hr |

| | Student Solo Day | | Student Solo Night |
|-----------------------------------------------------------------|--------------------|--------------------|-----------------------|
| | Local | Cross-Country | Local & Cross-Country |
| Multi-Engine & Flight Instructor Courses³ | | | |
| Minimum Visibility | 3SM | 4SM | 10 SM |
| Ceiling | 2000' | 2500' | 2000' |
| Maximum Wind | 25KTS/10KTS x-wind | 25KTS/10Kts x-wind | 15KTS/10KTS x-wind |
| Fuel | 45min | 45min | 1hr |

¹ Note: Weather Minima for the Recreational Pilot Course will be applicable to those pilots who are also holders of a Recreational Pilot Permit.

² Note: Weather Minima for the Commercial, Night and VFR OTT Courses will be applied to holders of those ratings and to pilots who hold a Private Pilots License.

³ Note: Weather Minima for the Multi Engine and Flight Instructor Courses will be applied to holders of those ratings as well as the holders of a Commercial Pilots License.



IFR Limitations

Dual

Only instructors with current IFR ratings are permitted to fly into IMC conditions on an IFR flight plan. The minimum weather required for dual IFR flights regardless of instructor experience is defined below:

| | Single Engine | Multi Engine |
|---------------------------------|--------------------|--------------------|
| Minimum Visibility | | |
| Uncontrolled Approach/Departure | 3SM | 3SM |
| IFR Approach | Advisory Vis +2SM | Advisory Vis +2SM |
| Ceiling | | |
| Uncontrolled Approach/Departure | 2000' AGL | 2000' AGL |
| IFR Approach | 1000' above MDA/DH | 500' above MDA/DH |
| Maximum Wind | 30KTS/15Kts x-wind | 30KTS/15Kts x-wind |
| FUEL* | 1hr 15min | 1hr 15min |

*Fuel reserves are in addition to the fuel required for the planned flight and any contingencies.

Solo

Students with a VALID instrument rating may file and fly an IFR flight plan. However, at NO time may they enter IMC conditions: they must REMAIN VFR AT ALL TIMES as per the applicable EFC Solo VFR Minima. To ensure that IMC conditions are not encountered during a solo flight, pre-flight planning and weather must be thoroughly looked over by an IFR rated instructor. A go/no-go decision must be made with that instructor to ensure avoidance of IMC conditions based on the weather forecast for the duration of the flight and ONE HOUR AFTER the proposed ETA. As well as ensuring that there are 'outs' to avoid IMC conditions if encountered and these options must be briefed.

Flight Into Icing Conditions

Due to the lack of de-icing equipment on any of EFC's aircraft no flights will be permitted into icing conditions. To avoid icing conditions on any IMC flight PIREPs and other applicable NAV Canada publications will be used. An out to avoid or get out of icing conditions will always be considered and available to any EFC flight in IMC conditions.