



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 CYEP 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	P6SM
Ceiling	1000'	1500'	2000'
Maximum Wind	30KTS/POH x-wind	30KTS/POH x-wind	25KTS/POH x-wind
Fuel Reserve	45min		1hr

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

Dual VFR OTT

- Departure:

- Strictly VFR

- Cruising phase:

- 1000' at least below cloud
- Minimum 5,000' between cloud layers
- 5 SM visibility

- Arrival:

At least a 1 hour before to 3 hours after Estimated Time of Arrival, the forecasted weather at the destination aerodrome must be:

- No ceilings;
- 5 SM visibility or better;
- No forecasted precipitation, fog, thunderstorms or blowing snow.
- Maximum wind of 30 knots and/or cross-wind component not to exceed POH maximum demonstrated.



Solo

The applicable weather minima tables (1 and 2) are based on the courses that the student is currently enrolled in or the holder of a Private Pilot License (PPL). Table #3 is applicable to the holders of higher licenses such as CPL, Flight Instructor Rating, ATPL...etc.

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.

1. Working towards REC, PPL & Night Rating:

	Student Solo Day		Solo Night Rating
	Local	Local & Cross-Country	Local & Cross-Country
Recreational Pilot & Private Pilot Courses			
Minimum Visibility	P6SM	P6SM	P6SM
Ceiling	2000'	2500'	3000'
Maximum Wind	15KTS/10Kts x-wind	15KTS/10Kts x-wind	15KTS/10kts x-wind
Fuel Reserve	45min	45min	1hr

2. Working towards CPL or hold a PPL or hold a Night Rating:

	Student Solo Day		Solo Night Build Up
	Local	Cross-Country	Local & Cross-Country
Commercial Pilot, Night & Rentals			
Minimum Visibility	5SM	6SM	P6SM
Ceiling	1500'	2000'	3000'
Maximum Wind	25KTS/ Crosswind not greater than POH	25KTS/ Crosswind not greater than POH	20KTS/15kts x-wind
Fuel Reserve	45min	45min	1hr

3. Holder of a CPL or Higher Licenses:

	Student Solo Day	
	Local	Cross-Country
Commercial Pilot or Higher License...etc.		
Minimum Visibility	3SM	6SM
Ceiling	1500'	2000'
Maximum Wind	30KTS/ Crosswind not greater than POH	25KTS/ Crosswind not greater than POH
Fuel Reserve	45min	45min



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 Departure		
Uncontrolled Departure	2SM/1000'	2SM/1000'
Controlled Departure	As per the CAP GEN	As per the CAP GEN
Enroute	MOCA + 500	MOCA +500
Ceiling Approaches		
IFR Controlled Approach	MDA/DH + 200'	MDA/DA + 200'
IFR Uncontrolled Approach	Min + 500'	Min + 500'
Approach visibility (Controlled & Uncontrolled)	CAP GEN + 1/2SM	CAP GEN + 1/2SM
Maximum Wind	30KTS/Crosswind not greater than POH	30KTS/Crosswind not greater than POH
Fuel Reserve	1hr	1hr

Solo renter

Renters with a VALID instrument rating may file and fly an IFR flight plan. However, at **NO time may they enter IMC**: they must **REMAIN VFR AT ALL TIMES** as per the applicable EFC Solo VFR Minima. To ensure that IMC 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 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 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 must be considered and available to any EFC flight in Instrument Meteorological Condition.