

VFR Flight Training Operating Requirements

OFC VFR Flight Training Operating Minima		Min. Ceiling (AGL)	Min. Visibility	Max. Winds	Max. Crosswind	Max. Gust Factor	Min. Temp. (Ambient/Wind Chill)	Max. Temp.	Minimum Fuel				
Solo Students (PPL/REC) / Night Student	Circuit	1500 ft	6 SM	15 KT	Instructor Discretion Max 15KT	10 KT	-15°C SPP -20°C Night -20°C C150 -25°C C172 or -30°C wind chill factor	+30°C or +35°C humidex	FULL TANKS 1 hour reserve				
	Local	3000 ft	8 SM										
	Cross Country	3000 ft	10 SM										
Rental / CPL Student	Circuit	1500 ft	4 SM	25 KT	20 KT	15 KT			+30°C or +35°C humidex	C150 +27°C or +30°C humidex No departures from 04/22	60 min reserve		
	Local	2000 ft	6 SM										
	Cross Country	2500 ft									60 min reserve + 20% of cruise fuel req.		
Night Rental / Night Rated Student (CPL)	Circuit	1500 ft	6 SM	25 KT	20 KT	10 KT					+30°C or +35°C humidex	C150 +27°C or +30°C humidex No departures from 04/22	60 min reserve
	Local	2500 ft	8 SM										
	Cross Country												60 min reserve + 20% of cruise fuel req.
Dual Training Flights (Day)	Circuit	SVFR	VFR	30 KT	Instructor Discretion	15 KT							+30°C or +35°C humidex
	Local	VFR											
	Cross Country	2500 ft					60 min reserve + 20% of cruise fuel req.						
Dual Training Flights (Night)	Circuit	VFR	6 SM	30 KT	Instructor Discretion	15 KT	+30°C or +35°C humidex	C150 +27°C or +30°C humidex No departures from 04/22					
	Local	3000 ft											
	Cross Country	3000 ft							60 min reserve + 20% of cruise fuel req.				

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The following provides additional detail to the above chart:

- OFC aircraft are not to be operated in ambient temperatures below -25°C
- C-150 aircraft are not to be operated if the temperature at point of departure is below -20°C
- If the temperature at altitude is below -25°C, descend to an altitude where the temperature is above -25°C, or return immediately to land if unable to safely descend
- The minimum temperature is -15°C for solo students working towards a PPL or night rating
- OFC aircraft are not to be operated in surface winds above 30 knots
- Fuel calculations for cross country flights shall use the following:
 - POH calculate values with a 20% contingency + 60 minute reserve
- Fuel calculations for local and circuit flights shall use the following:
 - C150 – 6.5 gallons per hour + 60 minute reserve
 - C172 – 8.5 gallons per hour + 60 minute reserve
- No flights shall be undertaken if thunderstorm conditions are forecast or occurring within 20nm of the planned flight path
- No flights should be undertaken if icing conditions are forecast or occurring
- No flights should be undertaken if winds aloft conditions are forecast or occurring greater than 60 knots
- No instructional flights shall be performed in IMC towards the PPL or CPL unless approved by the CFI
- The FRAT (flight risk assessment tool) shall be used for all flights.
- The CFI, or delegate, has the ability to modify the above weather minima on a case-by-case basis should there be an operational requirement to do so, commensurate with safety.