

# Cheat Sheet

These minimums will be modified by individual company rules and operations specifications.

## Prior to Flight

- Takeoff Alternate Required [§135.217] If weather above takeoff minimums but below authorized IFR landing minimums must have an alternate airport within 1 hour's flying time (at normal cruise speed in still air) of the departure airport.
- Destination Alternate Not Required [§91.167] – If there is an IAP and weather for ETA +/- 1 hour is at least 2,000 and 3.
- Destination Alternate Not Required [§135.223] – If there is an IAP AND Weather for ETA +/- 1 hour at least 1,500' ceiling above lowest circling MDA or if no circling at least 1,500' above lowest minimum or 2,000' above airport elevation whichever higher AND Visibility at least 3 miles or 2 miles more than lowest applicable mins, whichever greater.
- Approach Minimums [§91.175] – (b) For the purpose of this section, when the approach procedure being used provides for and requires the use of a DA/DH or MDA, the authorized DA/DH or MDA is the highest of the following: (1) The DA/DH or MDA prescribed by the approach procedure. (2) The DA/DH or MDA prescribed for the pilot in command. (3) The DA/DH or MDA appropriate for the aircraft equipment available and used during the approach.
- Alternate Airport Weather Requirements [§91.169] – With IAP: 600'/2 precision, 800'/2 non precision at ETA Without IAP: ceiling and vis to allow descent from MEA, approach and landing under basic VFR.

## Prior to Takeoff

- Minimum Fuel [§91.151] – No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed (1) During the day, to fly after that for at least 30 minutes; or (2) At night, to fly after that for at least 45 minutes.
- Minimum Fuel [§91.167] – No person may operate a civil aircraft in IFR conditions unless it carries enough fuel (considering weather reports and forecasts and weather conditions) to (1) Complete the flight to the first airport of intended landing; (2) Except when an alternate is not required, fly from that airport to the alternate airport; and (3) Fly after that for 45 minutes at normal cruising speed or, for helicopters, fly after that for 30 minutes at normal cruising speed.
- Takeoff Minimums [§91.175] – As provided in Part 97, if none then 1 sm visibility for 2 engine aircraft.

- Takeoff Minimums [§135.225] – As provided in Part 97 or Ops Specs, if none then 1 sm visibility for 2 engine aircraft, if straight-in approach available then at mins for that approach.

## Prior to Approach

- Approach Minimums [§135.225] – May not begin an IAP unless the airport has an approved weather facility and the latest weather is above minimums. Eligible on-demand may begin the IAP without an approved weather facility provided the alternate has one and have an approved altimeter setting. If weather goes below after beyond the FAF, may continue.

## General definitions

Ceiling means the height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken", "overcast", or "obscuration", and not classified as "thin" or "partial".

Flight visibility means the average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.

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