

3.2 Flight Training Requirements and Limitations

3.2.1 Fuel and Oil Reserves:

1. **Verification:** Prior to any flight, the Pilot-in-Command shall check oil levels and inspect the aircraft fuel levels to ensure there is sufficient fuel and oil on board the aircraft for the intended flight.
2. **Minimum Requirements:** VFR flights will be planned so that the aircraft has sufficient fuel and oil to land at the destination with the reserves listed in the following fuel reserve table after having taken into account the CAR 602.88 fuel requirements.

Dual Training Flights		
VFR Reserve	Day	Night
Local	30 minutes	45 minutes
Cross Country	45 minutes	60 minutes

Solo Training Flights		
VFR Reserve	Day	Night
Circuit	30 minutes	45 minutes
Local	30 minutes	45 minutes
Cross Country	45 minutes	60 minutes

3. CAR 602.88 Additional Fuel Requirements: Every aircraft shall carry an amount of fuel that is sufficient to provide for:
 - a. taxiing and foreseeable delays prior to take-off;
 - b. meteorological conditions;
 - c. foreseeable air traffic routings and traffic delays;
 - d. landing at a suitable aerodrome in the event of loss of cabin pressurization or,
 - e. critical point during the flight; and
 - f. any other foreseeable conditions that could delay the landing of the aircraft.

3.2.2 Weather Minima and Restrictions:

Under no circumstances will authorization be given for VFR flights when conditions are less than VFR minima as defined by CAR 602.114 - 602.117. VFR Weather Minima

3.2.2.1 VFR Weather Minima:

Dual Training Flights;

<u>Day VFR</u>	<u>Ceiling (AGL)</u>	<u>Visibility</u>	Distance From Cloud
Cross Country	3000 feet	5 SM	Clear of Cloud
Local Training Area	1500 feet	5 SM	
Circuit	1500 feet	3 SM	
<u>Night VFR</u>	<u>Ceiling (AGL)</u>	<u>Visibility</u>	
Cross Country	4000 feet	10 SM	
Local Training Area	3000 feet	10 SM	
Circuit	2000 feet	5 SM	

Solo Training Flights;

<u>Day VFR</u>	<u>Ceiling (AGL)</u>	<u>Visibility</u>	Distance From Cloud
Cross Country	3000 feet	6 SM	Horizontally: 1 mile Vertically: 500 feet
Local Training Area	2000 feet	6 SM	
Circuit	1500 feet	5 SM	
<u>Night VFR</u>	<u>Ceiling (AGL)</u>	<u>Visibility</u>	
Cross Country	5000 feet	15 SM	
Local Training Area	3000 feet	10 SM	
Circuit	2000 feet	6 SM	

3.2.2.2 IFR Weather Minima:

Multi-Engine IFR Training:

Instructors with more than 100 hours instrument flight time and approved by CFI; CARs IFR Minima.

Instructors with less than 100 hours instrument flight time; VFR minima.

Single engine IFR training:

Ceilings not lower than 2000' AGL and visibility not less than 3 SM, day only.

3.2.2.3 Winds and Crosswind limits

Dual; The surface wind for the departure aerodrome and the forecast surface wind for the destination aerodrome must be 25 knots or less with no more than gusting 30kts. (average wind speed). The crosswind limits shall be no greater than the structural limitations of the aircraft.

Solo until completion of Phase 2; The surface wind for the departure aerodrome and the forecast surface wind for the destination aerodrome must be 20 knots or less with no more than gusting 25 knots. The crosswind limits shall be no greater than the maximum demonstrated crosswind from the POH.

Solo Following completion of Phase 2; The surface wind for the departure aerodrome and the forecast surface wind for the destination aerodrome must be 25 knots or less with no more than gusting 30 knots. The crosswind limits shall be no greater than the structural limitations of the aircraft.

3.2.2.4 Minimum and Maximum Temperature for Flight Training Operations

Solo flying will be suspended at an ambient surface temperature of -20° C or less and greater than 30° C. All flying will be suspended if the ambient temperature falls below -25° C or if the temperature, including the humidex, is greater than 35° C.

3.2.2.5 Minimum Operating Altitude for all Cross-Country Training Flights

Dual: Normally the minimum operating altitude will be 1500 feet above the highest obstacle within five miles of the aircraft.

Solo: 1500 feet above the highest obstacle within five miles of the aircraft

3.2.2.6 Minimum Operating Altitude for Diversion Training

Dual: For diversion training purposes the aircraft may be flown lower but not below 500 feet AGL for the duration of the diversion exercise. Normal CARs provisions apply in respect of flying over built up areas and remain applicable to all flights.

Solo: For diversion training purposes the aircraft may be flown lower but not below 1000 feet AGL until the completion of Phase 2. Following the completion of Phase 2 flight may be conducted not below 500 feet AGL for the duration of the diversion exercise. Normal CARs provisions apply in respect of flying over built up areas and remain applicable to all flights.

3.2.2.7 Operations in Hazardous Conditions

IPA aircraft are not to be flown into hazardous conditions such as thunderstorms, white out and windshear. Aircrafts equipped for flight in icing conditions, will not be flown in icing conditions for continued periods of time. Similarly, should unforecasted thunderstorms be encountered en route they are to be avoided by diversion around them and if necessary landing at an alternate airport.

3.2.2.8 Operations From Unprepared Surfaces

IPA aircraft will only be flown from prepared surfaces, normally only from hard surfaced runways. Authorization to fly into grass or gravel runways must be obtained from the CFI or his delegate in a case-by-case basis. Should a precautionary or forced landing be carried out to an unprepared surface or a grass or gravel runway, the pilot is not authorized to take-off again, rather he or she must contact IPA Operations for further instructions.

3.2.2.9 Aeroplane Critical Surface Contamination Procedures

IPA aircraft will not depart with any contamination such as snow, ice or frost on any surfaces. Normally, aircraft with contamination on any surfaces will be placed in a hangar for removal of the contaminant. In the case of a light frost or hoar frost on the aircraft a handheld dispenser designed to spray a light coating of defrosting fluid may be used to remove the contamination provided its use is approved by the airport authority.