

DOCKETED

Docket Number:	15-AFC-02
Project Title:	Mission Rock Energy Center
TN #:	212006-3
Document Title:	VFR Weather Minimums
Description:	N/A
Filer:	Cenne Jackson
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	6/28/2016 1:39:52 PM
Docketed Date:	6/28/2016

VFR Weather Minimums

Altitude	Type of Airspace	Flight Visibility	Cloud Clearance
10,000 MSL	E	5 statute miles	111 → 1,000 below, → 1,000 above, → 1 sm horizontal
Below 10,000 MSL	C	3 statute miles	152 → 500 below → 1,000 above → 2,000 horizontal
	D		
	E		
	B	3 statute miles	Clear of clouds
1,200 AGL or higher	G (night)	3 statute miles	152 → 500 below → 1,000 above → 2,000 horizontal
	G (day)	1 statute mile	152 → 500 below → 1,000 above → 2,000 horizontal
Below 1,200 AGL	G (night)	3 statute miles	152 → 500 below → 1,000 above → 2,000 horizontal
	G (day)	1 statute mile	Clear of clouds

The basic VFR weather minimums (14 CFR 91.155) are specific to types of airspace and altitudes. Understanding the rationale behind the different requirements might help you remember them more easily.

VFR flight is based on the principle of “see and avoid.” The presumption made in establishing the basic VFR weather minimums is that aircraft flying at lower altitudes (i.e., below 10,000 MSL) and/or in airspace with radar approach control and/or an operating control tower (i.e., Class B, C, and D airspace) will be moving more slowly, or that they will be under positive control. Consequently, these aircraft do not need as much flight visibility or as much distance from clouds to see and avoid other traffic.

Aircraft operating at higher altitudes (i.e., Class E airspace above 10,000 MSL) are likely to be not only faster, but also operating on instrument flight plans. The rationale for greater visibility and more distance from clouds when flying above 10,000 MSL is to give VFR pilots more time to see and avoid faster aircraft that are popping in and out of clouds.