§§ 91.162–91.165
chapter, the U.S. Armed Forces, or a
law enforcement agency.

12, 2008]

§§ 91.162–91.165 [Reserved]

INSTRUMENT FLIGHT RULES

§ 91.167 Fuel requirements for flight in
IFR conditions.

(a) No person may operate a civil air-
craft in IFR conditions unless it car-
ries enough fuel (considering weather
reports and forecasts and weather condi-
tions) to—

(1) Complete the flight to the first
airport of intended landing;

(2) Except as provided in paragraph
(b) of this section, fly from that airport
to the alternate airport; and

(3) Fly after that for 45 minutes at
normal cruising speed or, for heli-
copters, fly after that for 30 minutes at
normal cruising speed.

(b) Paragraph (a)(2) of this section
does not apply if:

(1) Part 97 of this chapter prescribes
a standard instrument approach proce-
dure to, or a special instrument ap-
proach procedure has been issued by
the Administrator to the operator for,
the first airport of intended landing; and

(2) Appropriate weather reports or
weather forecasts, or a combination of
them, indicate the following:

(i) For aircraft other than helicopters.
For at least 1 hour before and for 1
hour after the estimated time of ar-
rival, the ceiling will be at least 2,000
feet above the airport elevation and
the visibility will be at least 3 statute
miles.

(ii) For helicopters.
At the estimated
time of arrival and for 1 hour after the
estimated time of arrival, the ceiling
will be at least 1,000 feet above the air-
port elevation, or at least 400 feet
above the lowest applicable approach
minima, whichever is higher, and the
visibility will be at least 2 statute
miles.

§ 91.169 IFR flight plan: Information
required.

(a) Information required. Unless other-
wise authorized by ATC, each person
filing an IFR flight plan must include
in it the following information:

(1) Information required under §91.153
(a) of this part;

(2) Except as provided in paragraph
(b) of this section, an alternate airport.

(b) Paragraph (a)(2) of this section
does not apply if:

(1) Part 97 of this chapter prescribes
a standard instrument approach proce-
dure to, or a special instrument ap-
proach procedure has been issued by
the Administrator to the operator for,
the first airport of intended landing; and

(2) Appropriate weather reports or
weather forecasts, or a combination of
them, indicate the following:

(i) For aircraft other than helicopters.
For at least 1 hour before and for 1
hour after the estimated time of ar-
rival, the ceiling will be at least 2,000
feet above the airport elevation and
the visibility will be at least 3 statute
miles.

(ii) For helicopters.
At the estimated
time of arrival and for 1 hour after the
estimated time of arrival, the ceiling
will be at least 1,000 feet above the air-
port elevation, or at least 400 feet
above the lowest applicable approach
minima, whichever is higher, and the
visibility will be at least 2 statute
miles.

(c) IFR alternate airport weather mini-
ma. Unless otherwise authorized by the
Administrator, no person may include
an alternate airport in an IFR flight
plan unless appropriate weather re-
ports or weather forecasts, or a com-
bination of them, indicate that, at the
estimated time of arrival at the alter-
nate airport, the ceiling and visibility
at that airport will be at or above the
following weather minima:

(1) If an instrument approach proce-
dure has been published in part 97 of
this chapter, or a special instrument
approach procedure has been issued by
the Administrator to the operator, for
that airport, the following minima:

(A) For aircraft other than helicopters:
The alternate airport minima specified
in that procedure, or if none are speci-
fied the following standard approach
minima:

(A) For a precision approach procedure.
Ceiling 600 feet and visibility 2 statute
miles.