§ 135.205  VFR: Visibility requirements.

(a) No person may operate an air-
plane under VFR in uncontrolled air-
space when the ceiling is less than 1,000 
feet unless flight visibility is at least 2 
miles.

(b) No person may operate a heli-
copter under VFR in Class G airspace 
at an altitude of 1,200 feet or less above 
the surface or within the lateral bound-
aries of the surface areas of Class B, 
Class C, Class D, or Class E airspace 
designated for an airport unless the 
visibility is at least—
(1) During the day—½ mile; or
(2) At night—1 mile.

[Doc. No. 16097, 43 FR 46783, Oct. 10, 1978, as 
17, 1991]

§ 135.207  VFR: Helicopter surface ref-
ence requirements.

No person may operate a helicopter 
under VFR unless that person has vis-
ual surface reference or, at night, vis-
ual surface light reference, sufficient 
to safely control the helicopter.

§ 135.209  VFR: Fuel supply.

(a) No person may begin a flight op-
eration in an airplane under VFR un-
less, considering wind and forecast 
weather conditions, it has enough fuel 
to fly to the first point of intended 
landing and, assuming normal cruising 
fuel consumption—
(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.

(b) No person may begin a flight op-
eration in a helicopter under VFR un-
less, considering wind and forecast 
weather conditions, it has enough fuel 
to fly to the first point of intended 
landing and, assuming normal cruising 
fuel consumption, to fly after that for 
at least 20 minutes.

§ 135.211  VFR: Over-the-top carrying 
passengers: Operating limitations.

Subject to any additional limitations 
in §135.181, no person may operate an 
aircraft under VFR over-the-top car-
rying passengers, unless—

(a) Weather reports or forecasts, or 
any combination of them, indicate that 
the weather at the intended point of 
termination of over-the-top flight—
(1) Allows descent to beneath the 
ceiling under VFR and is forecast to re-
main so until at least 1 hour after the 
estimated time of arrival at that point; or

(2) Allows an IFR approach and land-
ing with flight clear of the clouds until 
reaching the prescribed initial ap-
proach altitude over the final approach 
facility, unless the approach is made 
with the use of radar under §91.175(i) of 
this chapter; or

(b) It is operated under conditions al-
lowing—
(1) For multiengine aircraft, descent 
or continuation of the flight under 
VFR if its critical engine fails; or

(2) For single-engine aircraft, descent 
under VFR if its engine fails.

[Doc. No. 16097, 43 FR 46783, Oct. 10, 1978, as 
18, 1989, 73 FR 20164, Apr. 15, 2008]

§ 135.213  Weather reports and fore-
casts.

(a) Whenever a person operating an 
aircraft under this part is required to 
use a weather report or forecast, that 
person shall use that of the U.S. Na-
tional Weather Service, a source ap-
proved by the U.S. National Weather 
Service, or a source approved by the 
Administrator. However, for operations 
under VFR, the pilot in command may, 
if such a report is not available, use 
weather information based on that pi-
lot’s own observations or on those of 
other persons competent to supply ap-
propriate observations.

(b) For the purposes of paragraph (a) 
of this section, weather observations 
made and furnished to pilots to con-
duct IFR operations at an airport must 
be taken at the airport where those 
IFR operations are conducted, unless 
the Administrator issues operations 
specifications allowing the use of 
weather observations taken at a loca-
tion not at the airport where the IFR 
operations are conducted. The Admin-
istrator issues such operations speci-
fications when, after investigation by 
the U.S. National Weather Service and 
the certificate-holding district office, 
it is found that the standards of safety

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§ 135.215 IFR: Operating limitations.

(a) Except as provided in paragraphs (b), (c) and (d) of this section, no person may operate an aircraft under IFR outside of controlled airspace or at any airport that does not have an approved standard instrument approach procedure.

(b) The Administrator may issue operations specifications to the certificate holder to allow it to operate under IFR over routes outside controlled airspace if—

(1) The certificate holder shows the Administrator that the flight crew is able to navigate, without visual reference to the ground, over an intended track without deviating more than 5 degrees or 5 miles, whichever is less, from that track; and

(2) The Administrator determines that the proposed operations can be conducted safely.

(c) A person may operate an aircraft under IFR outside of controlled airspace if the certificate holder has been approved for the operations and that operation is necessary to—

(1) Conduct an instrument approach to an airport for which there is in use a current approved standard or special instrument approach procedure; or

(2) Climb into controlled airspace during an approved missed approach procedure; or

(3) Make an IFR departure from an airport having an approved instrument approach procedure.

(d) The Administrator may issue operations specifications to the certificate holder to allow it to depart at an airport that does not have an approved standard instrument approach procedure when the Administrator determines that it is necessary to make an IFR departure from that airport and that the proposed operations can be conducted safely. The approval to operate at that airport does not include an approval to make an IFR approach to that airport.

§ 135.217 IFR: Takeoff limitations.

No person may takeoff an aircraft under IFR from an airport where weather conditions are at or above takeoff minimums but are below authorized IFR landing minimums unless there is an alternate airport within 1 hour's flying time (at normal cruising speed, in still air) of the airport of departure.

§ 135.219 IFR: Destination airport weather minimums.

No person may take off an aircraft under IFR or begin an IFR or over-the-top operation unless the latest weather reports or forecasts, or any combination of them, indicate that weather conditions at the estimated time of arrival at the next airport of intended landing will be at or above authorized IFR landing minimums.

§ 135.221 IFR: Alternate airport weather minimums.

No person may designate an alternate airport unless the weather reports or forecasts, or any combination of them, indicate that the weather conditions will be at or above authorized alternate airport landing minimums for that airport at the estimated time of arrival.

§ 135.223 IFR: Alternate airport requirements.

(a) Except as provided in paragraph (b) of this section, no person may operate an aircraft in IFR conditions unless it carries enough fuel (considering weather reports or forecasts or any combination of them) to—

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

(2) 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.

(b) Paragraph (a)(2) of this section does not apply if part 97 of this chapter prescribes a standard instrument approach procedure for the first airport of intended landing and, for at least one hour before and after the estimated