

Pilot Currency Rules by Aircraft

C152, C172N and C172S (Including G1000 Equipped 172S)

- (1) If you have 150 total hours or less:
 - (a) If it has been more than 30 days since you last flew the C152, C172N or C172S, but less than 60 days, a circuit check is required.
 - (b) If it has been more than 60 days, a complete checkout is required.
- (2) If you have more than 150 total hours:
 - (a) If it has been more than 60 days since you last flew the C152, C172N or C172S, but less than 90 days, a circuit check is required.
 - (b) If it has been more than 90 days, a complete checkout is required.
- (3) All renters:
 - (a) Flying the C152 does not maintain currency on any other aircraft type.
 - (b) Flying the C172N or C172S does not maintain currency on the C172RG.
 - (c) Flying the C172S does maintain currency on the C172N, provided an initial full checkout on each type has been completed.
 - (d) Flying the C172N does maintain currency on the C172S, provided an initial full checkout on each type has been completed.
- (4) G1000 Equipped Cessna 172s
 - (a) If you have less than 10 hours of flight time with G1000 equipped aircraft (at WWFC or elsewhere)
 - (i) If it has been more than 30 days since you last flew a G1000 equipped aircraft at WWFC, but less than 30 days, a circuit check is required.
 - (ii) If it has been more than 60 days since you last flew a G1000 equipped aircraft at WWFC, a complete checkout is required.
 - (b) If you have more than 10 hours of flight time with G1000 equipped aircraft (at WWFC or elsewhere), the Cessna 172S currency rules apply with no additional restrictions.
 - (c) Provided you have been checked out on the non-G1000 equipped C172S, flying the G1000 equipped C172 maintains currency on all 172S models.

Information Note: An initial full checkout is required on the C172S, even if you are already checked out on the C172N. Pilots who are current on the C172S must complete differences training in order to fly the G1000-equipped C172S. It is the intent of these policies that after initial training and a minimum level of experience with the G1000 system as stated in 9.18.1(4), all Cessna 172S aircraft can be treated as a common fleet.

C172RG (Cutlass) and DA-40 G1000

- (1) To rent the C172RG (Cutlass) or DA-40, renters must have:
 - (a) 75 hours total time
 - (b) 15 hours post-private flying experience
 - (c) Flown the C172RG or DA-40 for at least one hour in the previous 30 days
- 2) If it has been more than 30 days since you last flew the C172RG or DA-40, but less than 60 days, a circuit check is required.
 - (a) If over 60 days have lapsed, a complete checkout is required.

Information Note: Flying the C172RG and/or the DA-40 does not maintain currency on any other aircraft type.

PA-44 (Piper Seminole)

- (1) To rent the PA-44 (Piper Seminole), renters must have:
 - (a) 150 hours total time
 - (b) 15 hours of Multi-Engine time.
- (2) If it has been more than 30 days since you last flew the PA-44, but less than 45 days a circuit check is required.
- (3) If it has been more than 45 days, a complete checkout is required.

Information Note: Flying the Piper Seminole does not maintain currency on any other aircraft type.

Operating Limitations

Minimum Weather Conditions: VFR Student Solo

1. Day restrictions apply to the following:
 - (a) SPP holders
2. Night restrictions apply to the following:
 - (b) PPL holders who do not hold a Night Rating

A student's flight instructor may from time to time specify greater restrictions than those listed below. This will be noted the student's PTR.

VFR Student Solo Standards					
Day	Visibility	Ceiling	Temperature	Wind	Minimum Fuel
Circuit	5+ SM	1500' AGL	Minimum -25°C (ambient) Maximum +35°C (ambient)	Crosswind: DCWC Gust: 25 knots OR Limitation noted in PTR (whichever is more restrictive)	1 hour reserve For solo XC, max allowable fuel (min 1 hour)
Local Flight	6+ SM	2000' AGL			
Cross-Country	6+ SM	3000' AGL			
Night	Visibility	Ceiling			
Circuit	6+ SM	1500' AGL			
Local Flight	8+ SM	3000' AGL			

Minimum Weather Conditions: VFR Licenced Pilots

1. Day restrictions apply to the following:
 - a. A student who holds a RPP or PPL or CPL
 - b. Flight instructors who are conducting flight training under VFR flight rules.
 - c. Rental flights.
2. Night restrictions
 - a. A student who holds a PPL with a Night Rating or CPL
 - b. Flight instructors who are conducting flight training under VFR flight rules.
 - c. Rental flights.
3. In certain instances the Duty Pilot may authorize specific flights in accordance with CARs.
4. Training flights conducted by pilots who hold a RPP or PPL and/or a night rating may have weather restrictions greater than these minima written in their PTR by their flight instructor.
5. The night restrictions assume that the pilot has a night rating or a licence that is not restricted to "Day only".

VFR Licenced Pilot Standards					
Day	Visibility	Ceiling	Temperature	Wind	Minimum Fuel
Controlled Airspace	3+ SM	1500' AGL	Minimum -25°C (ambient) Maximum +35°C (ambient)	Crosswind: DCWC Gust: ≤ 30 knots OR Limitation noted in PTR (whichever is more restrictive)	1 hour reserve For solo XC, max allowable fuel (min 1 hour)
Uncontrolled Airspace (1000' AGL and above)	1+ SM	2000' AGL			
Night	Visibility	Ceiling			
Control Zones	3+ SM	1500' AGL			
Outside Control Zone	5+ SM	2000' AGL			

Minimum Weather Conditions: Special VFR

1. Intentional flight in Special VFR is permissible only by day.
2. All SVFR flights are subject to prior approval by the CFI or Duty Pilot.
3. Student pilots are to use Special VFR for the purpose of landing only (this should happen only in the case of inadvertent encounter with SVFR conditions).

Special VFR		
Day	Visibility	Ceiling
Control Zones	1 SM	500' AGL
Night	Visibility	Ceiling
Control Zones (arrival only)t	1 SM	500' AGL

Minimum Weather Conditions: IFR

1. All flights in actual IMC are subject to approval by the CFI or Duty Pilot.
2. IFR flights are limited to CARs, Canada Air Pilot and WWFC minimums/maximms.
3. The CFI or Duty Pilot can place higher limitations on IFR flights on a case by case basis.

Minimum Operating Altitude for Cross-Country VFR Flights

1. 1000 feet above the highest obstacle or built-up area located within a horizontal distance of 2000 feet from the aircraft, and 500 feet from any person, vessel, vehicle or structure.

Performance Limitations on Soft Field Surfaces

- Flights to/from soft fields should account for extended take-off / landing distances. It is the PIC's responsibility to pre-calculate the required distances when conducting operations into / out-of unprepared surfaces. The aircraft's POH will supply the minimum performance limitations. (A good rule of thumb is to add 100% to calculated field lengths to allow for safe operations.)
- In calm wind conditions (less than 10 knots headwind component) and on grass fields, the C-152 is restricted from practicing obstacle clearance operations.

Information Note: Approved fields for dual and solo practice are listed on the Approved Soft Field List located on the Flight Authorization Board and authorization needs to be given by the Duty Pilot.

Soft Field Operations

All pilots are to request prior authorization from the CFI and/or Duty Pilot to operate in or out of soft or unprepared fields (Grass, Gravel, Dirt). Pilots will require prior experience to attempt these operations solo. A list of pre-approved fields is posted on our flight authorization board.

Fuel and Oil Requirements

Minimum fuel requirements for WWFC operations are as follows:

Flight Operation	Minimum Fuel Requirement sufficient for:	
VFR flights	The planned flight plus	
	Dual and solo circuits	1.0 hr reserve
	Dual cross country	1.0 hr reserve
	Solo cross-country	1.0 hr reserve
	Plus a further contingency reserve if required by any factors that may affect the planned duration of the flight. A minimum 20% contingency is highly recommended.	
IFR flights	The planned flight plus	
	Conducting an approach and a missed approach	
	A flight to the alternate aerodrome	
	A minimum 1.0 hr reserve at normal cruising speed	
	Plus a further contingency reserve if required by any factors that may affect the planned duration of the flight. A minimum 20% contingency is highly recommended.	

Flight operations shall follow the guidelines set forth by the manufacturer in regards to minimum and maximum oil requirements. These guidelines are outlined in the Pilot Operating Handbook under Airplane Handling, Service and Maintenance Section.