

# AHART WEATHER MINIMUMS

PILOT	CROSS COUNTRY <sup>1</sup>		SURFACE WINDS			LOCAL <sup>2</sup>		PATTERN <sup>2</sup>		
	DAY FT AGL / SM	NIGHT FT AGL/ SM	WINDS ALOFT	CROSS- WIND	SUS- TAINED	GUSTS	DAY FT AGL / SM	NIGHT FT AGL/ SM	DAY FT AGL / SM	NIGHT FT AGL/ SM
STUDENT	5000/7	NA	25 KT	7 KT	15 KT	NONE	3000/5	NA	2000/5	NA
PRIVATE PILOT	4000/5	7000/7	25 KT	POH <sup>3</sup>	20 KT	10 KT	FAR <sup>5</sup>	4000/5	FAR <sup>5</sup>	2000/3
COM or INST PVT (VFR Flight)	FAR <sup>5</sup>	4000/3	35 KT	POH <sup>3</sup>	25 KT	10 KT	FAR <sup>5</sup>	4000/3	FAR <sup>5</sup>	1500/3
DUAL VFR	FAR <sup>5</sup>	4000/5	35 KT	POH <sup>3</sup>	PD <sup>4</sup>	PD <sup>4</sup>	FAR <sup>5</sup>	4000/3	FAR <sup>5</sup>	1500/3
DUAL IFR	FAR <sup>5</sup>	800/2	35 KT	POH <sup>3</sup>	PD <sup>4</sup>	PD <sup>4</sup>				
INST (Solo)	600/2 <sup>6</sup>	1000/2 <sup>6</sup>								

<sup>1</sup> Maximum allowable fuel.

<sup>2</sup> ETE plus 1 hour reserve or 2 hours

<sup>3</sup> Pilot Operating Handbook (POH) maximum demonstrated crosswind component

<sup>4</sup> Instructor pilot's discretion

<sup>5</sup> 14 CFR Part 91 minimums

<sup>6</sup> Or, FAA published Takeoff and IFR Departure minimums, including climb gradients, whichever is greater.