

CHAPTER 7 FLIGHT PREPARATION (WEATHER ASSESSMENTS) REQUIREMENTS

7.01 Purpose

For subregulation 91.230 (1), this Chapter prescribes requirements relating to flight preparation and weather assessments (the *flight preparation (weather assessments) requirements*).

7.02 Forecasts for flight planning

- (1) Subject to subsection (1A), before commencing a flight, the pilot in command must study:
 - (a) authorised weather forecasts and authorised weather reports for:
 - (i) the route to be flown; and
 - (ii) the departure aerodrome, the planned destination aerodrome and any planned alternate aerodrome; and

Note See also subsection 8.04 (3).
 - (b) any other reasonably available weather information that is relevant to the intended operation.
- (1A) If the information mentioned in paragraph (1) (a) is studied more than 1 hour before commencing the flight, the pilot in command must obtain, and review, an update to that information before the flight begins.
- (2) For subparagraph (1) (a) (i), the authorised weather forecasts are as follows:
 - (a) 1 of the following:
 - (i) for an operation at or below 10 000 ft AMSL — a GAF or a GAMET area forecast;
 - (ii) for an operation above 10 000 ft AMSL — a SIGWX forecast;
 - (iii) for any operation — a flight forecast;
 - (b) a wind and temperature forecast.
- (3) An authorised weather forecast used to satisfy the requirement under subparagraph (1) (a) (i) must cover the whole period of the flight for which it is to be used.
- (4) For subparagraph (1) (a) (ii), for an IFR flight to a planned destination aerodrome with an IAP that a pilot is able to conduct, the authorised weather forecasts for the planned destination aerodrome and any planned alternate aerodromes must be an aerodrome forecast or an ICAO landing forecast.
- (5) For subparagraph (1) (a) (ii), for an IFR flight to a planned destination aerodrome without an IAP, or with 1 or more IAPs none of which a pilot is able to conduct, the authorised weather forecasts must be the following:
 - (a) for the planned destination aerodrome — an aerodrome forecast, an ICAO landing forecast, or a GAF or a GAMET area forecast;
 - (b) for any planned alternate aerodrome — an aerodrome forecast or an ICAO landing forecast.
- (5A) However, subsections (4) and (5) do not apply if the IFR flight is a Part 121 operation.
- (6) An authorised weather forecast used to satisfy the requirement under subparagraph (1) (a) (ii) must be valid for at least 30 minutes before, and 60 minutes after, the planned ETA.

7.03 Flights unable to obtain an authorised weather forecast before departure

- (1) Despite subsection 7.02 (1), an aircraft may commence a flight if:
 - (a) an authorised weather forecast or an authorised weather report for the flight is not available; and
 - (b) the pilot in command reasonably considers that the weather conditions at the departure aerodrome will permit the aircraft to return and land safely at the departure aerodrome within 1 hour after take-off.
- (2) The pilot in command of a flight mentioned in subsection (1) (other than a flight that is a Part 121 operation) must return to the departure aerodrome if:
 - (a) the authorised weather forecast required for the planned destination aerodrome is not obtained within 30 minutes after take-off; and
 - (b) the pilot in command has not nominated a destination alternate aerodrome if required to do so by subsection 8.04 (3).
- (3) The pilot in command of a flight that is a Part 121 operation must return to the departure aerodrome if the authorised weather forecasts required to satisfy the requirements under regulation 121.170 of CASR (Flight preparation (Part 121 alternate aerodromes) requirements) are not obtained within 30 minutes after take-off.