

**§ 91.147 Passenger carrying flights for compensation or hire.**

Each Operator conducting passenger-carrying flights for compensation or hire must meet the following requirements unless all flights are conducted under § 91.146.

(a) For the purposes of this section and for drug and alcohol testing, *Operator* means any person conducting non-stop passenger-carrying flights in an airplane or helicopter for compensation or hire in accordance with §§ 119.1(e)(2), 135.1(a)(5), or 121.1(d), of this chapter that begin and end at the same airport and are conducted within a 25-statute mile radius of that airport.

(b) An Operator must comply with the safety provisions of part 136, subpart A of this chapter, and apply for and receive a Letter of Authorization from the responsible Flight Standards office.

(c) Each application for a Letter of Authorization must include the following information:

- (1) Name of Operator, agent, and any d/b/a (doing-business-as) under which that Operator does business;
  - (2) Principal business address and mailing address;
  - (3) Principal place of business (if different from business address);
  - (4) Name of person responsible for management of the business;
  - (5) Name of person responsible for aircraft maintenance;
  - (6) Type of aircraft, registration number(s), and make/model/series; and
  - (7) An Antidrug and Alcohol Misuse Prevention Program registration.
- (d) The Operator must register and implement its drug and alcohol testing programs in accordance with part 120 of this chapter.

(e) The Operator must comply with the provisions of the Letter of Authorization received.

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**§§ 91.148–91.149 [Reserved]**

## VISUAL FLIGHT RULES

**§ 91.151 Fuel requirements for flight in VFR conditions.**

(a) No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed—

(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 in a rotorcraft under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least 20 minutes.

**§ 91.153 VFR flight plan: Information required.**

(a) *Information required.* Unless otherwise authorized by ATC, each person filing a VFR flight plan shall include in it the following information:

(1) The aircraft identification number and, if necessary, its radio call sign.

(2) The type of the aircraft or, in the case of a formation flight, the type of each aircraft and the number of aircraft in the formation.

(3) The full name and address of the pilot in command or, in the case of a formation flight, the formation commander.

(4) The point and proposed time of departure.

(5) The proposed route, cruising altitude (or flight level), and true airspeed at that altitude.

(6) The point of first intended landing and the estimated elapsed time until over that point.

(7) The amount of fuel on board (in hours).

(8) The number of persons in the aircraft, except where that information is otherwise readily available to the FAA.

(9) Any other information the pilot in command or ATC believes is necessary for ATC purposes.

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(b) *Cancellation.* When a flight plan has been activated, the pilot in command, upon canceling or completing the flight under the flight plan, shall notify an FAA Flight Service Station or ATC facility.

**§91.155 Basic VFR weather minimums.**

(a) Except as provided in paragraph (b) of this section and §91.157, no person may operate an aircraft under VFR when the flight visibility is less, or at a distance from clouds that is less, than that prescribed for the corresponding altitude and class of airspace in the following table:

Airspace	Flight visibility	Distance from clouds
Class A .....	Not Applicable ....	Not Applicable.
Class B .....	3 statute miles ....	Clear of Clouds.
Class C .....	3 statute miles ....	500 feet below. 1,000 feet above. 2,000 feet horizontal.
Class D .....	3 statute miles ....	500 feet below. 1,000 feet above. 2,000 feet horizontal.
Class E: Less than 10,000 feet MSL.	3 statute miles ....	500 feet below. 1,000 feet above. 2,000 feet horizontal.
At or above 10,000 feet MSL.	5 statute miles ....	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.
Class G: 1,200 feet or less above the surface (regardless of MSL altitude)		
For aircraft other than helicopters:		
Day, except as provided in §91.155(b).	1 statute mile .....	Clear of clouds.
Night, except as provided in §91.155(b).	3 statute miles ....	500 feet below. 1,000 feet above. 2,000 feet horizontal.
For helicopters:		
Day .....	½ statute mile ....	Clear of clouds
Night, except as provided in §91.155(b).	1 statute mile .....	Clear of clouds.
More than 1,200 feet above the surface but less than 10,000 feet MSL		
Day .....	1 statute mile .....	500 feet below.

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Airspace	Flight visibility	Distance from clouds
	.....	1,000 feet above.
	.....	2,000 feet horizontal.
Night .....	3 statute miles ....	500 feet below. 1,000 feet above. 2,000 feet horizontal.
More than 1,200 feet above the surface and at or above 10,000 feet MSL.	5 statute miles ....	1,000 feet below.
	.....	1,000 feet above.
	.....	1 statute mile horizontal.

(b) *Class G Airspace.* Notwithstanding the provisions of paragraph (a) of this section, the following operations may be conducted in Class G airspace below 1,200 feet above the surface:

(1) *Helicopter.* A helicopter may be operated clear of clouds in an airport traffic pattern within ½ mile of the runway or helipad of intended landing if the flight visibility is not less than ½ statute mile.

(2) *Airplane, powered parachute, or weight-shift-control aircraft.* If the visibility is less than 3 statute miles but not less than 1 statute mile during night hours and you are operating in an airport traffic pattern within ½ mile of the runway, you may operate an airplane, powered parachute, or weight-shift-control aircraft clear of clouds.

(c) Except as provided in §91.157, no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet.

(d) Except as provided in §91.157 of this part, no person may take off or land an aircraft, or enter the traffic pattern of an airport, under VFR, within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport—

(1) Unless ground visibility at that airport is at least 3 statute miles; or

(2) If ground visibility is not reported at that airport, unless flight visibility during landing or takeoff, or while operating in the traffic pattern is at least 3 statute miles.