

- 4.15.1.1. Weather conditions do not permit VFR flight (T-0);
- 4.15.1.2. Airspace rules require IFR flight (T-0);
- 4.15.1.3. Operating in excess of 180 knots true airspeed (KTAS) within (not simply crossing) federal airways (T-1); or,
- 4.15.1.4. Operating fixed-wing aircraft at night, unless the mission cannot be flown under IFR.

4.15.2. **IFR Destination Filing Requirements.** Flowcharts are available in [Attachment 2](#) (Fixed-Wing) or [Attachment 3](#) (Helicopter).

4.15.2.1. **Required Weather.**

4.15.2.1.1. **Fixed-Wing and Helicopter.** Prevailing weather for the estimated time of arrival (ETA) ± 1 hour at destination must be at or above the lowest compatible published landing minimums (TEMPO conditions may be below published minimums at ETA ± 1 hour) (T-1). Helicopters may reduce visibility by one-half, but no lower than 1/4 SM PV or 1,200 ft RVR (T-1). See [paragraph 4.15.3](#) for alternate requirements (T-1). **Exception:** MAJCOMs may authorize filing to a destination with weather below the lowest compatible landing minimums, but must establish supplemental recovery procedures such as the use of two or more alternate airports, additional holding fuel, etc.

4.15.2.1.1.1. For a straight-in or sidestep approach, the forecast weather must meet required visibility minimums (T-1).

4.15.2.1.1.2. For a circling approach, the forecast weather must meet both the ceiling and prevailing visibility minimums (T-1).

4.15.2.1.1.3. For an RNAV/RNP/GNSS approach based on SBAS and annotated with the “W” symbol, weather must meet Lateral Navigation (LNAV) minimums (T-1).

4.15.2.1.2. **UAS.** In the absence of MAJCOM UAS weather guidance, follow manned fixed-wing and helicopter weather requirements (T-1).

4.15.2.2. **Available Instrument Approach.**

4.15.2.2.1. Pilots must file IFR to a destination or an alternate with a compatible instrument approach (T-1). If there is no compatible published approach at the destination, pilots may proceed to a point served by a published approach or to an IFR point where forecast weather at ETA ± 1 hour allows the pilot to continue VFR to the destination.

4.15.3. **Requiring an IFR Alternate.**

4.15.3.1. **Weather.** An alternate is required when the worst weather at destination, to include TEMPO conditions, at the ETA ± 1 hour is less than:

4.15.3.1.1. **Fixed-Wing Aircraft.** A ceiling of 2,000 ft or a visibility of 3 SM (T-0).

4.15.3.1.2. **Helicopters.** A ceiling of 1,000 ft. (or 400 ft above the lowest compatible approach minimums, whichever is higher) or a visibility of 2 SM (T-0).

4.15.3.1.3. **UAS.** MAJCOMs will determine alternate airfield policies for UAS.

4.15.3.2. Other Conditions Requiring an Alternate:

4.15.3.2.1. All compatible approaches require radar (T-1);

4.15.3.2.2. Required navigational aids (NAVAID) will be unmonitored (T-1);

4.15.3.2.3. The destination has no weather reporting capability (T-1);

4.15.3.2.4. The airfield's lowest compatible approach weather minimums are greater than or equal to a 1,500 ft. ceiling or 3 SM visibility (T-1); or,

4.15.3.2.5. GPS is the only available NAVAID (T-1).

4.15.3.3. Exceptions:

4.15.3.3.1. **Remote or Island Destinations.** MAJCOMs may authorize holding for a specified time in lieu of filing an alternate for remote or island destinations. MAJCOMs will define remote or island destinations and prescribe weather criteria and recovery procedures.

4.15.3.3.2. Alternate requirement may be cancelled enroute if weather conditions improve at destination to exceed **paragraph 4.15.3.1.**

4.15.3.4. Selecting an Alternate. The worst alternate forecast weather conditions for ETA ± 1 hour, to include TEMPO conditions (except those caused by thunderstorms, rain showers, or snow showers) will meet or exceed:

4.15.3.4.1. **Fixed-Wing Aircraft.** A ceiling of 1000 ft., or 500 ft. above the lowest compatible minimum, whichever is higher; and a visibility of 2 SM or 1 SM above the lowest compatible minimum, whichever is higher (T-0).

4.15.3.4.2. **Helicopters.** A ceiling of at least 200 ft. above, and a visibility of at least 1 SM above the lowest compatible published landing minimum (T-0).

4.15.3.4.3. **UAS.** MAJCOMs will establish UAS alternate airfield policies.

4.15.3.4.4. **Alternate without a Published or Compatible Instrument Approach Procedure.** Forecast weather for the ETA (± 1 hour) must permit a VFR descent from a published IFR altitude to a VFR approach and landing (T-0). Conditions in para 4.15.3.5. do not apply when utilizing this option.

4.15.3.5. Conditions Disqualifying an Alternate. The disqualifying conditions below may be listed throughout various sources (e.g., TPP, NOTAMs, IFR Supplement):

4.15.3.5.1. All compatible approaches require radar (T-1).

4.15.3.5.2. All compatible approaches require an unmonitored NAVAID (T-1).

4.15.3.5.3. The airfield does not have a weather reporting service (T-1).

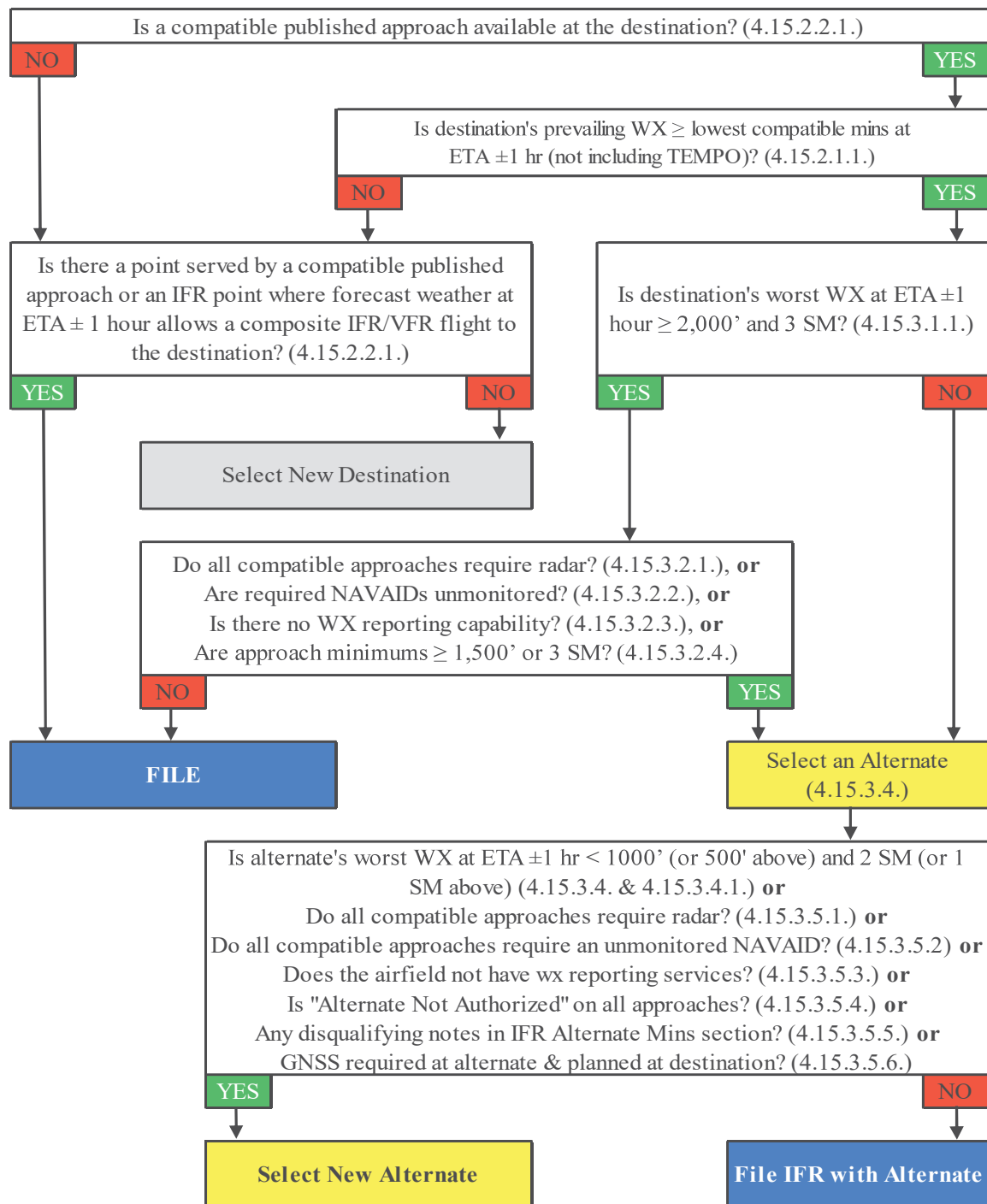
4.15.3.5.4. “**▲**NA” (Alternate Not Authorized) on all compatible approaches (T-1).

4.15.3.5.5. Any note disqualifying the airfield or all compatible approaches in the IFR Alternate Minimums section **▲** (T-1).

4.15.3.5.6. GPS is the only available NAVAID (T-1).

Attachment 2

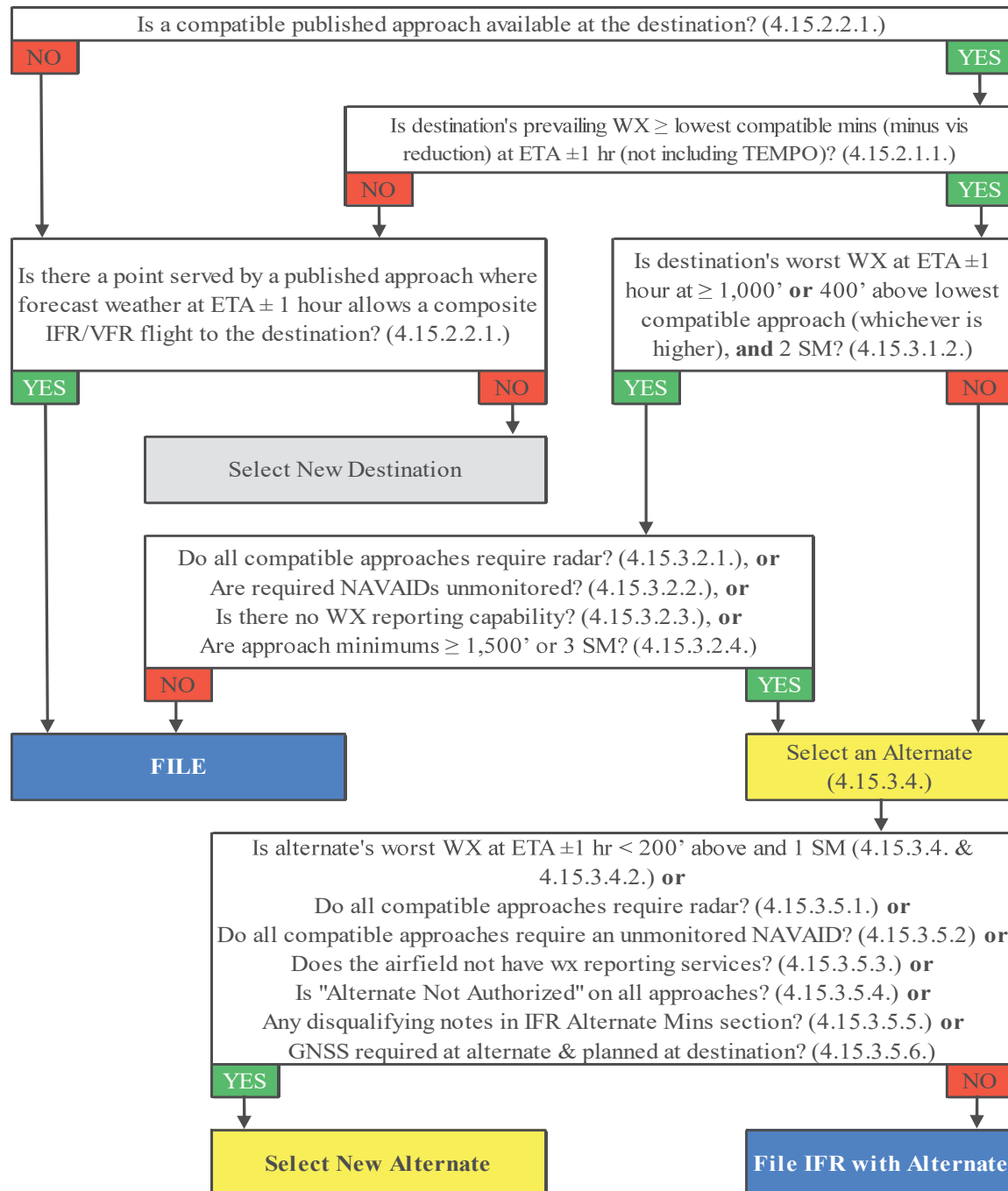
IFR FILING DECISION TREE – FIXED-WING

IFR Filing Decision Tree - **FIXED-WING**

Note: Quick reference only; see full guidance to ensure complete flight planning.

Attachment 3

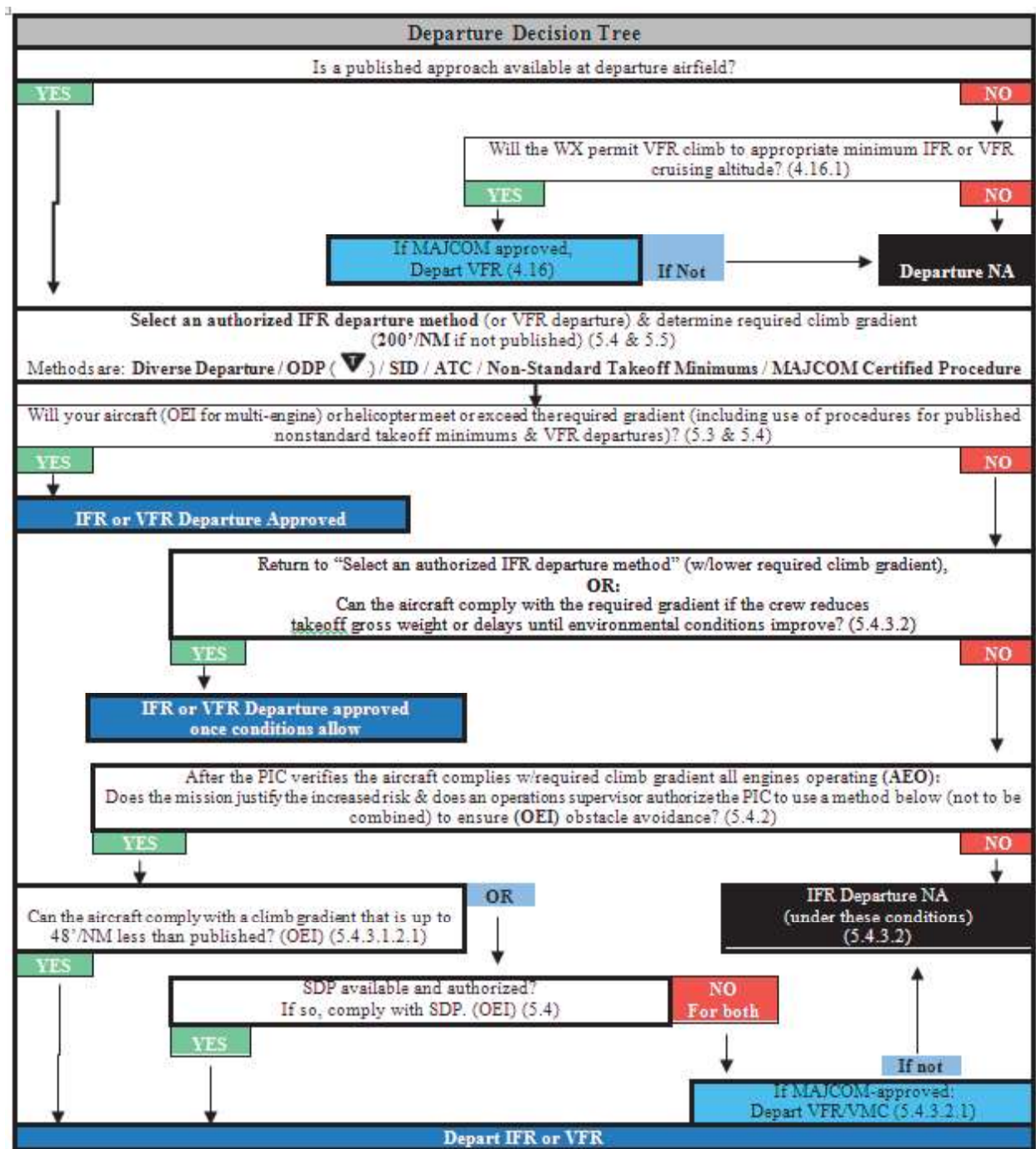
IFR FILING DECISION TREE - HELICOPTER

IFR FILING DECISION TREE - **HELICOPTER**

Note: Quick reference only; see full guidance to ensure complete flight planning.

Attachment 4

DEPARTURE DECISION TREE



Note: PICs shall conduct departure planning IAW AFMAN 11-217 and this instruction.