

who prefer to contact Flight Service are encouraged to conduct a self-brief prior to calling. Conducting a self-brief before contacting Flight Service provides familiarity of meteorological and aeronautical conditions applicable to the route of flight and promotes a better understanding of weather information. Three basic types of preflight briefings (Standard, Abbreviated, and Outlook) are available to serve the pilot's specific needs. Pilots should specify to the briefer the type of briefing they want, along with their appropriate background information. This will enable the briefer to tailor the information to the pilot's intended flight. The following paragraphs describe the types of briefings available and the information provided in each briefing.

REFERENCE-

AIM, Para 5-1-1, Preflight Preparation, for items that are required.

b. Standard Briefing. You should request a Standard Briefing any time you are planning a flight and you have not received a previous briefing or have not received preliminary information through online resources. International data may be inaccurate or incomplete. If you are planning a flight outside of U.S. controlled airspace, the briefer will advise you to check data as soon as practical after entering foreign airspace, unless you advise that you have the international cautionary advisory. The briefer will automatically provide the following information in the sequence listed, except as noted, when it is applicable to your proposed flight.

1. Adverse Conditions. Significant meteorological and/or aeronautical information that might influence the pilot to alter or cancel the proposed flight; for example, hazardous weather conditions, airport closures, air traffic delays, etc. Pilots should be especially alert for current or forecast weather that could reduce flight minimums below VFR or IFR conditions. Pilots should also be alert for any reported or forecast icing if the aircraft is not certified for operating in icing conditions. Flying into areas of icing or weather below minimums could have disastrous results.

2. VFR Flight Not Recommended. When VFR flight is proposed and sky conditions or visibilities are present or forecast, surface or aloft, that, in the briefer's judgment, would make flight under VFR doubtful, the briefer will describe the conditions, describe the affected locations, and use the phrase "*VFR flight not recommended.*" This recommendation is advisory in nature. The final decision as to whether the flight can be conducted safely rests solely with the pilot. Upon receiving a "*VFR flight not recommended*" statement, the non-IFR rated pilot will need to make a "go or no go" decision. This decision should be based on weighing the current and forecast weather conditions against the pilot's experience and ratings. The aircraft's equipment, capabilities and limitations should also be considered.

NOTE-

Pilots flying into areas of minimal VFR weather could encounter unforecasted lowering conditions that place the aircraft outside the pilot's ratings and experience level. This could result in spatial disorientation and/or loss of control of the aircraft.

3. Synopsis. A brief statement describing the type, location and movement of weather systems and/or air masses which might affect the proposed flight.

NOTE-

These first 3 elements of a briefing may be combined in any order when the briefer believes it will help to more clearly describe conditions.

4. Current Conditions. Reported weather conditions applicable to the flight will be summarized from all available sources; e.g., METARs/ SPECIs, PIREPs, RAREPs. This element will be omitted if the proposed time of departure is beyond 2 hours, unless the information is specifically requested by the pilot.

5. En Route Forecast. Forecast en route conditions for the proposed route are summarized in logical order; i.e., departure/climbout, en route, and descent. (Heights are MSL, unless the contractions "AGL" or "CIG" are denoted indicating that heights are above ground.)

6. Destination Forecast. The destination forecast for the planned ETA. Any significant changes within 1 hour before and after the planned arrival are included.

7. Winds Aloft. Forecast winds aloft will be provided in knots and degrees, referenced to true north. The briefer will interpolate wind directions and speeds between levels and stations as necessary to provide expected conditions at planned altitudes. (Heights are MSL.) Temperature information will be provided on request.