

## Weather Briefing - 1800-WX-BRIEF

The FAA has established a universal toll-free telephone number 1-800 WX BRIEF (1-800-992-7433). Prior to contacting Flight Service you should have the general route-of-flight worked out.

When you reach Flight Service, you will be answered by a recorded announcement, followed by instructions to either:

Press 1 (touch tone on your telephone) or say "Briefer" or

Press 5 (touch tone on your telephone) or say "Special announcement"

Next you will be instructed to enter your state:

Enter the state abbreviation on the touch tone on your telephone (6 & 2 for Massachusetts) or

Say the state i.e "Massachusetts"

Before you call ensure you have a your Tail Number and estimated time of departure in UTC available and ready

To help the briefer provide you with the best service, state your request

- Standard
- Abbreviated,
- Outlook briefing;
- File a flight plan

So that your briefing can be tailored to your needs, provide the briefer with the following "background information":

- Your qualifications (e.g., student, private, or commercial pilot, and if instrument rated),
- The type of flight planned (e.g., VFR or IFR),
- The aircraft's N-number or Pilot's name, i.e N267ND (Name is usually your name)
- The aircraft type, (i.e PA28 or Cessna 172)
- Departure point, (Airport i.e KBED for Hanscom)
- Estimated time of departure, (UTC / Zulu time - calculate before calling!!)
- Proposed flight altitude(s), (i.e 3,500 feet)
- Proposed route-of-flight, if other than direct; specify any landing en route,
- Destination, (Airport i.e KASH for Nashua)
- Estimated time en route. (i.e 60 mins - or - one hour 30 minutes etc)

Ask the briefer to provide a standard briefing. This briefing will follow specific procedures and use standard phraseology developed by FAA flight services personnel.

The briefer will first advise you of any adverse conditions along your proposed route of flight.

When a VFR flight is proposed, and actual or forecast conditions make VFR flight questionable, the briefer will describe the conditions and may advise you that **"VFR flight (is) not recommended."**

If this occurs you are still entitled to a complete briefing; however, if you feel that the weather conditions are beyond your capabilities (or that of your aircraft or equipment), you should consider terminating the briefing (and your flight). This will free the briefer to handle other incoming calls.

Just because the briefer does not issue this statement does not necessarily guarantee a flight free from adverse weather effects. Phenomena such as thunderstorms, turbulence, mountain obscurations, and strong winds do not, in and of themselves, warrant this statement.

Only you as pilot in command know your own capabilities and limitations.

Briefers will typically summarize weather reports and forecasts, unless you specifically request that they be read verbatim. Try not to interrupt the briefer unless the briefer is speaking too fast. At the conclusion of the briefing ask for any additional information you may require, or for clarification of any point you do not completely understand. The amount of detail in your weather briefing will depend upon the complexity of the weather situation .

It is both your responsibility and prerogative as a pilot to obtain a standard briefing