

FSS Briefing

800 992-7433 (1800 wxbrief)

N Number

Type Aircraft

Type Brief (Outlook, Standard or Abbreviated)

VFR or IFR

Takeoff Location

Takeoff Time

Destination (s)

Altitudes

Land Time or Airborne Time

I already know/have

Radar/satellite

METAR

TAF

Other

Don't need

Winds Aloft

Unlit Towers

Do need

TFRs

NOTAMS

Standard Briefing

A Standard Briefing includes complete weather and aeronautical information for flight planning. Request a Standard Briefing when the flight will occur within six hours of the briefing. A Standard Weather Briefing includes:

- *Adverse Conditions* — Current or forecast conditions which may adversely affect a planned flight, such as Convective SIGMETS, SIGMETS, AIRMETS, and Center Weather Advisories. Adverse conditions include (but are not limited to) icing, turbulence, thunderstorms, mountain obscuration and instrument flight conditions.
- *VFR Flight Not Recommended (VNR)* — When a VFR flight is proposed and the actual or forecast conditions, surface based or aloft, in the briefer's judgment, make visual flight doubtful. Remember, the final go/no-go decision always belongs to the pilot.
- *Synopsis* — A brief statement describing the type, location and movement of weather systems affecting the flight.
- *Current Conditions* — A summary of the current weather along the proposed route. The current weather is omitted when the estimated time of departure is more than two hours from the time of the briefing, unless requested by the pilot.
- *Enroute Forecast* — Summarized from various sources, to provide forecast conditions along the proposed route of flight.
- *Destination Forecast* — A destination forecast including significant changes one hour before and after the estimated time of arrival.
- *Winds Aloft Forecast* — Available at 3,000; 6,000; 9,000; 12,000; 18,000; 24,000; 30,000; 34,000 and 39,000 feet.
- [Notices to Airmen](#) — NOTAM D, NOTAM L, and non-published FDC NOTAMS.
- *ATC Delays* — Information on known ATC delays (IFR only). Information on military training activity and published NOTAMS are provided upon request.

Abbreviated Briefing

Request an Abbreviated Briefing to supplement or update previously received information. Here are three examples of situations where an Abbreviated Briefing will work to your advantage:

- You received a Standard Briefing earlier in the day. An Abbreviated Briefing could be requested for those items that have changed, such as current weather or updated forecasts. The briefer will need the background information and the time of the earlier briefing.
- Weather information has been received from one of the other briefing outlets, such as TIBS or other sources. Supplemental information is needed to complete preflight planning, such as NOTAMS, air traffic delays or an updated destination forecast. The briefer will need the background information and the time the earlier information was received.
- When you require only one or two items, request an Abbreviated Briefing and state the specific aviation weather products you need. "This is N12345, I would like an Abbreviated Briefing, the current and forecast weather at Bakersfield." Remember to provide the briefer with enough information to complete your request. In this example, Estimated Time of Arrival at Bakersfield would be required.

The important point about an Abbreviated Briefing is what it does not do: it does not provide a complete weather picture of the route of flight. It should never be used as a shortcut for a standard briefing. An Abbreviated Briefing can save time if you have already received a Standard Briefing.

Outlook Briefing

When the Estimated Time of Departure is more than six hours away, request an Outlook Briefing. After receiving the background information, the briefer will provide forecast data applicable to the proposed flight.

If any portion of a briefing is unclear to you, stop the briefer and get the point clarified. Save your general questions until the end of the briefing.