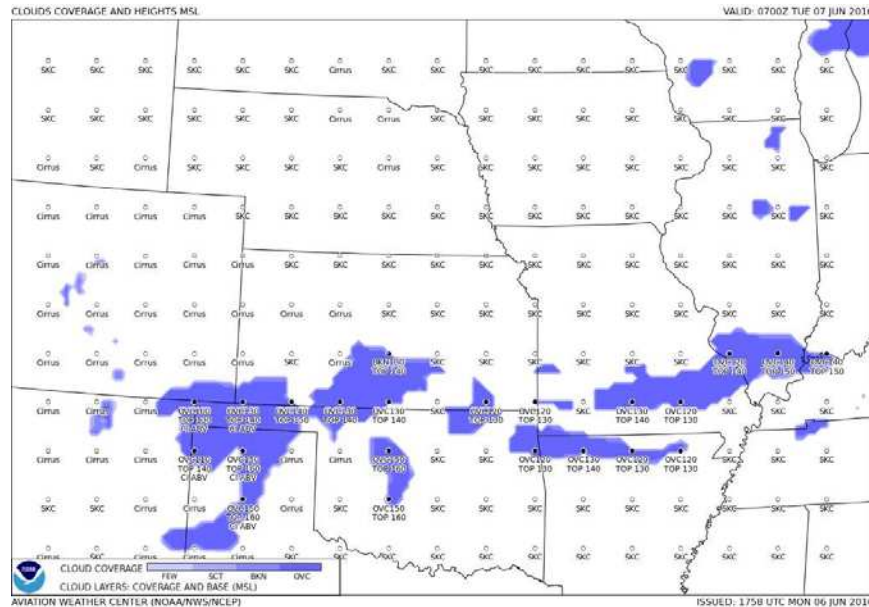


**FIG 7-1-3  
Aviation Cloud Forecast**



**7-1-5. Preflight Briefing**

a. Flight Service Stations (FSS) are the primary sources for obtaining preflight briefings and to file flight plans by phone or the Internet. Flight Service Specialists are qualified and certified as Pilot Weather Briefers by the FAA. They are not authorized to make original forecasts, but are authorized to translate and interpret available forecasts and reports directly into terms describing the weather conditions which can be expected along the flight route and at the destination. 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, Paragraph 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 mass dissemination media; for example, in Alaska only, TIBS and TWEB. 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