

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 using degrees of the compass. 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.

8. Notices to Airmen (NOTAMs).

(a) Available NOTAM (D) information pertinent to the proposed flight, including special use airspace (SUA) NOTAMs for restricted areas, aerial refueling, and night vision goggles (NVG).

NOTE–

Other SUA NOTAMs (D), such as military operations area (MOA), military training route (MTR), and warning area NOTAMs, are considered “upon request” briefing items as indicated in paragraph 7–1–4b10(a).

(b) Prohibited Areas P–40, P–49, P–56, and the special flight rules area (SFRA) for Washington, DC.

(c) FSS briefers do not provide FDC NOTAM information for special instrument approach procedures unless specifically asked. Pilots authorized by the FAA to use special instrument approach procedures must specifically request FDC NOTAM information for these procedures.

NOTE–

1. *NOTAM information may be combined with current conditions when the briefer believes it is logical to do so.*

2. *Airway NOTAMs, procedural NOTAMs, and NOTAMs that are general in nature and not tied to a specific airport/facility (for example, flight advisories and restrictions, open duration special security instructions, and special flight rules areas) are briefed solely by pilot request. NOTAMs, graphic notices, and other information published in the NTAP are not included in pilot briefings unless the pilot specifically requests a review of this publication. For complete flight information, pilots are urged to review the printed information in the NTAP and the Chart Supplement U.S. In addition to obtaining a briefing.*

9. ATC Delays. Any known ATC delays and flow control advisories which might affect the proposed flight.

10. Pilots may obtain the following from flight service station briefers upon request:

(a) Information on SUA and SUA-related airspace, except those listed in paragraph 7–1–4b8.

NOTE–

1. *For the purpose of this paragraph, SUA and related airspace includes the following types of airspace: alert area, military operations area (MOA), warning area, and air traffic control assigned airspace (ATCAA). MTR data includes the following types of airspace: IFR training routes (IR), VFR training routes (VR), and slow training routes (SR).*

2. *Pilots are encouraged to request updated information from ATC facilities while in flight.*