FSS Weather Briefing / Flight Plan

- 1-800-992-7433 (1-800-WX-BRiEF)
  Press 1 for a Briefer, then
  AZ: 29 CA North: 221, CA South: 222 NV North: 682, NV South: 683
- **Pilot:** I'm planning a VFR (IFR) flight from __ to ___.
  I need a "standard" briefing and would like to file a flight plan.
  Note: If you have recently received a standard briefing, and just want an update, request an "abbreviated" briefing with specifics on what you need.
- **Briefer:** Go ahead with your flight plan.
- **Pilot:** VFR, N___, C172, SFV/C, 100 kts, Dep. ___, today 12:00z, 7500 feet, [RTE], Dest. ___, ETE 1:30, remarks (if any), fuel 4:00, alternates none, pilot name / address / phone, home-base __, persons on board 1, color W/B, destination contact (name/phone)
- **Briefer:** Flight Plan on file (then Briefer provides a "standard" WX briefing).

Open Flight Plan In-Flight

On Ground "request VFR flight following to ___":

1. Open (after takeoff)
   with VFR-Flight-Following: "[ATC center], Skyhawk ___, Request a temporary frequency change to ___ Radio to open my VFR flight plan".
   Contact nearest FSS (122,5 or 122,2):
   "___ Radio, Skyhawk ___, [actual Position] on [actual VHF-Freq], request open VFR flight plan from ___ to ___ at [now] ___ UTC".
2. Close (in flight)
   with VFR-Flight-Following: "[ATC center], Skyhawk ___, Request a temporary frequency change to ___ Radio to close my VFR flight plan".
   Contact nearest FSS (122,5 or 122,2) before entering Class B/C/D:
   "___ Radio, Skyhawk ___, [actual Position] on [actual VHF-Freq], request close my VFR flight plan from ___ to ___ at [now] ___ UTC".
3. Close (on ground - if not closed in the air)
   After landing call FSS at 800-WX-BRIEF and close the flight plan.

Update Flight Plan

1. Before the flight
   Call FSS at 800-WX-BRIEF and request to amend filed VFR flight plan. Pilots can also request updates to their weather briefing information for departure, en-route, and destination
2. In flight
   Contact nearest FSS (122,5 or 122,2):
   "___ Radio, Skyhawk ___, [actual Position] on [actual VHF-Freq], request to update my VFR flight plan from ___ to ___".
3. Pilots can request updates to their weather information for en-route and destination and/or provide PIREPs by contacting Flight Service 122,2.

Flightplan Sequence

- Type of Flightplan
- Registration
- Type and Equipment
- True Air Speed
- Departure Point
- Departure Time
- Altitude
- Route
- Destination
- Remarks
- Time enroute
- Fuel
- Alternate
- Name
- Home Base
- People on Board
- Color

No DME No-RVSM	None	/X
	no Mode C	/T
	with Mode C	/U
DME No-RVSM	None	/D
	no Mode C	/B
	with Mode C	/A
RNAV, no GNSS No-RVSM	None	/Y
	no Mode C	/C
	with Mode C	/I
GNSS No-RVSM	None	/V
	no Mode C	/S
	with Mode C	/G

Obtaining IFR-Clearance

- On the ground:
  1. Contact Gnd (or Clearance Delivery or RCO or phone Center via published number)
  2. Contact nearest FSS (122,5 or 122,2):
     "___ Radio, Skyhawk ___, [actual Position] on [actual VHF-Freq], request IFR clearance [from ___] to ___. We are ready for takeoff at [now] ___ UTC".
  3. Call Center from ground
  4. Use Clearance Relay Phone Numbers when numbers or Freq. are not listed in the Airport Listing
     Oakland 510-745-3380 Los Angeles 661-575-2079
- In the air:
  1. Contact Center
     "___ Center, Skyhawk ___, VFR, ___ [actual Position], request IFR to ___"
  2.

Common Frequencies

- Flight Service Station.....122,2
- Local Airport Advisory (A/P with FSS) CTAF 123,6
- Uncontrolled A/P w/o Twr, Unicom, FSS.....122,9
- Air to Air.....122,75

Pirep

1. ***Aircraft Identification**
2. ***Location:** Present position, point-to-point, or location where conditions were encountered (within the last hour)
3. ***Time**
4. ***Altitude**
5. ***Aircraft Type**
6. **Sky Condition:** Describe cloud layers as few, scattered, broken or overcast, with associated altitudes
7. **Temperature:** At altitude (required when reporting icing)
8. **Turbulence:** Describe frequency as occasional, intermittent or continuous and intensity as light, moderate, severe or extreme, with associated altitudes
9. **Wind:** Magnetic direction and speed in knots, or light and variable
10. **Icing:** Describe accumulation as trace, light, moderate or severe and type as rime, clear or mixed. Report negative, when icing was forecast, but not encountered
11. **Visibility:** Flight visibility at altitude
12. **Weather:** Describe meteorological conditions such as thunderstorms, rain, snow, fog and hail
13. **Remarks:** Report additional useful information such as wind shear, storm location and movement, and lightning; describe lightning as in-cloud, cloud-to-cloud or cloud-to-ground

* required

- PIREPs should be given to the ground facility with which communications are established; i.e., FSS, ARTCC, or terminal ATC
- Although PIREP should be as complete and concise as possible, pilots should not be overly concerned with strict format or phraseology
- The important thing is that the information is relayed so other pilots may benefit from your observation

BFR

Day VFR - Destination + 30 min Crz Spd (91.151)
Night VFR - Destination + 45 min Crz Spd (91.151)
IFR - Destination + Altern. + 45 min Crz Spd (91.167)

Annual inspection & ADs	Every 12 calendar months *(ADs are required)*	14 CFR 91.409
VOR check ± *6°* *(if used for IFR)*	Every 30 days	14 CFR 91.171
100 hour inspection *(if for hire or instruction)*	Every 100 hours	14 CFR 91.409
Altimeter & Pitot-Static	Every 24 calendar months	14 CFR 91.411
Transponder		14 CFR 91.413
ELT operation & battery currency	Every 12 calendar months	14 CFR 91.207

Currency

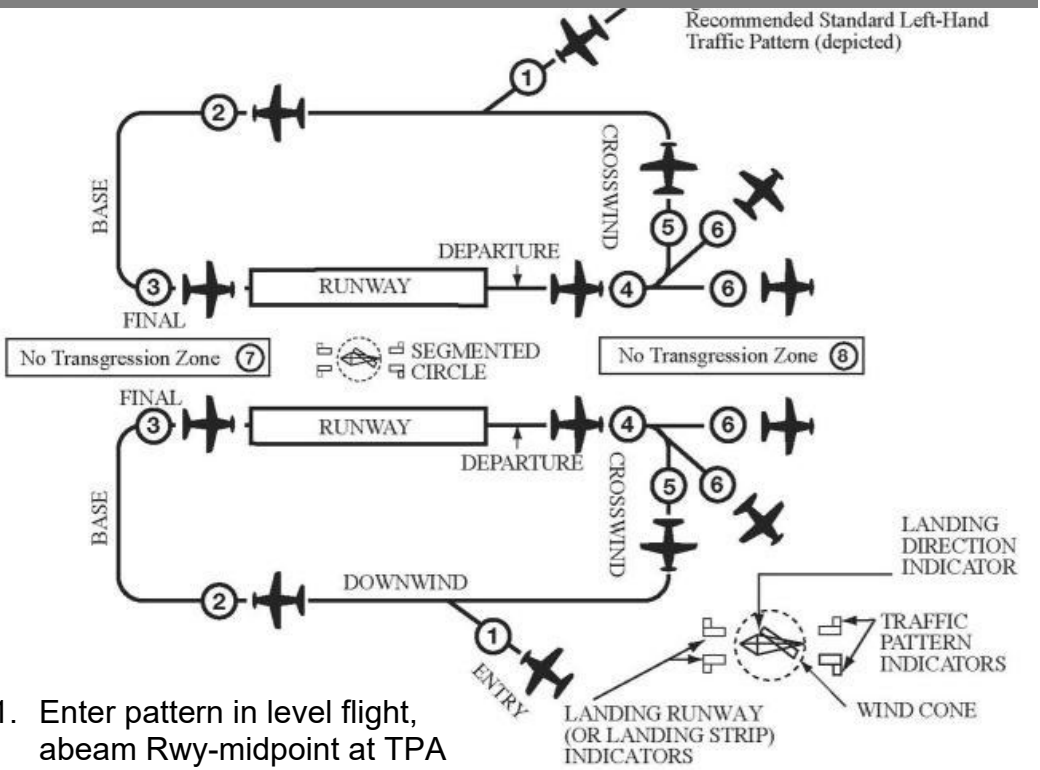
IFR: 6 Appch within 6 month *or IPC (Instr. Prof. Check)*
VFR: 3 T&G* within 90 days *(*for night: 3 Ldgs)*

Required Equipment

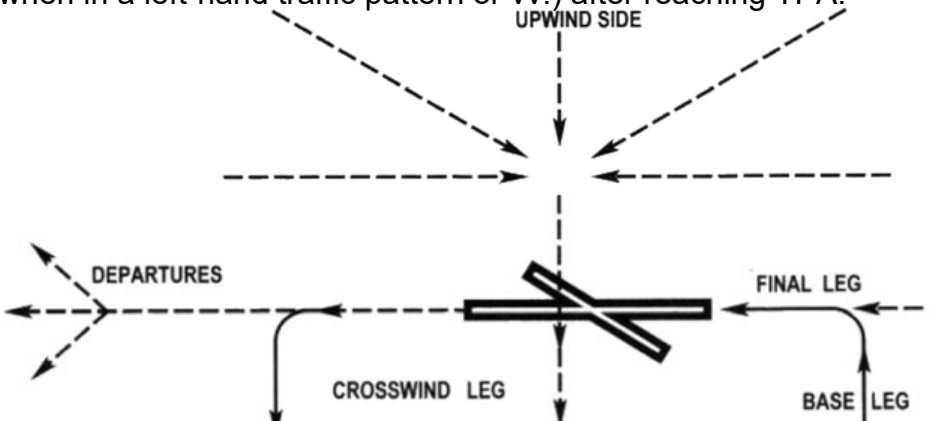
14 CFR 91.207, 14 CFR 91.209

	Engine Condition	Performance & Navigation	Safety Information
VFR	Manifold Pressure* Oil pressure² Oil Temp² Tachometer² Temp *(if liquid-cooled)*	Altimeter Airspeed Indicator Magnetic Compass ***IFR:*** *Generator* *Rate of turn indicator* *Attitude indicator* *Ball* *Clock* *Radios (Com/Nav/VOR)* *Direction indicator*	Fuel gauge *(each tank)* Anticollision Lights Ldg gear indicator* Safety Belts ELT *(14 CFR 91.207)* ***Night:*** *Fuses** *Landing Light (if for hire)* *Position Lights (14 CFR 91.209)*
	* if applicable	² each engine	

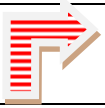
Traffic Pattern USA



1. Enter pattern in level flight,
   abeam Rwy-midpoint at TPA
   (1,000' AGL unless established otherwise. . .)
2. Maintain TPA until abeam.
3. final turn at least 1/4 mile from the Rwy.
4. Continue straight ahead until beyond departure end of Rwy.
5. If remaining in the traffic pattern, commence turn to crosswind beyond departure end of the runway within 300 ft of TPA.
   Turn downwind at TPA
6. If departing, continue straight out, or exit with a 45° turn (to the left when in a left-hand traffic pattern or vv.) after reaching TPA.



Legend

	L/H Pattern Standard		L/H Pattern by ATC
	R/H Pattern Non-Standard		R/H Pattern by ATC
 H 100°	Departure Instruction		R/H Pattern if Twr closed
	turn 90° left/right		
	turn downwind		Calm Wind Rwy
Abcdef	Handling FBO/Shop	*Abcdef*	Restaurant
	Traffic Pattern Altitude (TPA) from AFD		
1234 987	1000 ft AGL 900 ft AGL	987 987	800 ft AGL 600 ft AGL
1234	Standard TPA 1000 ft AGL		

AIRPORT SYMBOLS

- (VA) APAP (Apch-Path Alignment Panels)
- ATCT (Twr)
- Bcn
- Displaced Threshold
- F-100 Fuel
- (H) Helicopter Pad
- (P) PAPI (Precision Apch Path Indicator)
- Parachuting somewhere in the vicinity
- (V2) PVASI (Pulsating Visual Apch Slope Indicator)
- RBn (Radio Beacon)
- REIL (Runway End Identifier Lights)
- Right Traffic 24 hrs (or all hrs rwy is open)
- part-time (e.g., Twr clsd)
- Tetrahedron
- (VT) TRCV (Tri-Color VASI)
- (V) VASI (Visual Apch Slope Indicator)
- VHF OMNI RANGE (VOR)
- VOR-DME
- VORTAC
- Windsock
- Wind tee

Legend

Noise-sensitive area

Visual Check Point
(flagged, name underlined)

VFR Waypoint

Visual Checkpoint with collocated VFR Waypoin
(without "star" symbol)

Terrain


Class-B boundary


TRSA boundary


Class-C boundary


Class-D boundary


Restricted area


MOA, Alert, or Warning Area

Altitudes (hundreds of feet MSL)

Ceiling
Floor

Floor not Inclusive

Class-D *ceiling*

Ceiling not Inclusive

Class-D floor

Ceiling of Class C or TRSA at but not including floor of overlying Class B
Floor

Obstructions

Below 1000' AGL


1000' & higher AGL


Group obstruction


Obstruction with high-intensity lights (may be part-time)

Minimum Höhen VFR

600 m / 2000 ft radius around assembly of persons or settlement	1.000 ft
300 m / 500 ft radius around any person, vessel, vehicle, structure	500 ft
US: open water, sparsely populated areas	---

O2-Requirement

	EU	US
max. 30 min	> 10.000 ft-13.000 ft	>12.500 ft – 14.000 ft

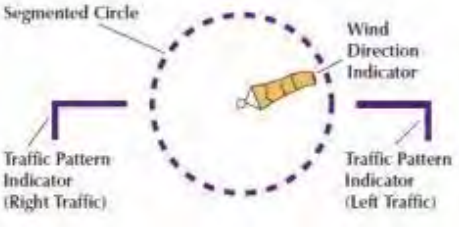
Airspace USA

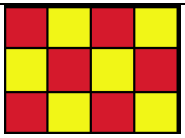
Airspace		VIS	Cloud clearance	
E/G*	≥10.000	5 sm	1000 above 1000 below	1 sm hor.
	<10.000	**3 sm**	**1000 above 500 below**	**2000 hor.**
C/D	all		**Clear of clouds**	
B				
***G at day**		**1 sm**	**<1200 AGL: clear of clouds**	
Special VFR A/B/C/D/E<10.000		*1 sm*	*Clear of clouds*	

Light Signals

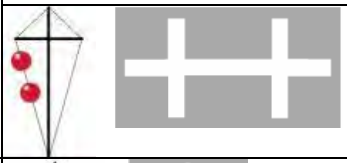
Signal	On Ground	In Flight
	Stop	do not land, give way, continue circling/pattern
	move clear of ldg area or Rwy in use	do not land, A/P closed/unsafe
	Cleared for T/O	Cleared to Land
	Cleared to taxi	return for Ldg, continue App.
	Return to starting point on the aerodrome	Land here on receipt of steady green and await further instructions
	General Warning, use extreme caution	

Signals

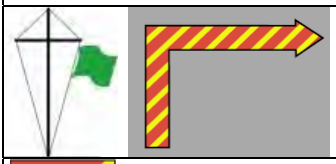




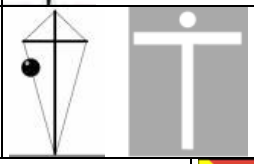
A/C may taxi only in accordance with ATC instruction (Normally located on Twr or at signals mast)



glider flying in progress



right hand circuit is in force



Ldg in this (↑) direction;
T/O direction might differ

Poor surfaces, use special care

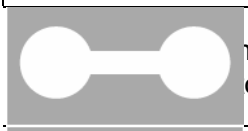
Land only in emergency

landing prohibited

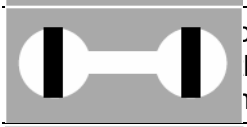
T/O + Ldg area or light aircraft

T/O + Ldg area for helicopter

T/O + Ldg in this (↑) direction
unless otherwise authorized by ATC



movements of planes/gliders on the ground shall be confined o paved, metalled or similar hard surfaces.



planes/gliders T/O or landing shall do so on a runway but hat movement on the ground is <u>not</u> confined to paved, metalled or similar hard surfaces.

ght aircraft may T/O and land either on a runway or on the area designated by a large white letter L

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600 m / 2000 ft radius around assembly of persons or settlement	1.000 ft
300 m / 500 ft radius around any person, vessel, vehicle, structure	500 ft
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