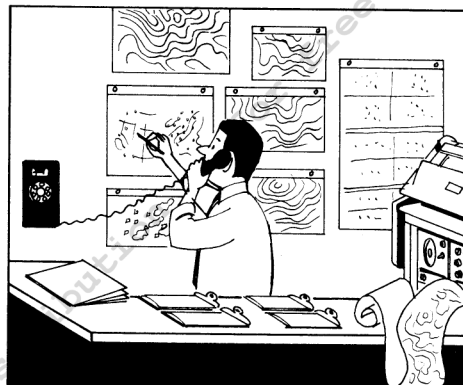


Department of Transportation
FEDERAL AVIATION ADMINISTRATION
IFR PILOT EXAM-O-GRAM* NO. 19
TELEPHONE WEATHER BRIEFING



A pilot seeking a weather briefing may be compared to a buyer shopping for goods or services. If the buyer can clearly identify and state his needs, he is more easily and adequately served. If the seller can understand and assist in solving the buyer's specific problems, he will gain a satisfied and steady customer. So it is in a pilot briefing. The pilot must define his needs--not simply "HOW'S THE WEATHER EASTBOUND"--but "WHEN" (ETD & ETA) - "WHERE" (destination and route) - and "HOW" (VFR or IFR). The weather briefer in turn must speak in terms of weather elements that will affect the flight.

When the weather briefing is done by telephone, there is an added burden imposed on effective communication. In the telephone briefing it is most important that pilot and weather briefer take special care to cover specific items of critical information. It is essential that each person have a good idea of what he - and also the other fellow - really needs to know. Test items that deal with weather briefing in the INSTRUMENT PILOT WRITTEN TEST may be based on a telephone call, creating a situation which requires considerable initiative on the part of the pilot to obtain the necessary information. The following items are considered essential, and this list should be kept well in mind by instrument pilots and instrument pilot applicants.

WHAT DOES THE BRIEFER NEED TO KNOW?

- WHO? 1. Aircraft identification or pilot's name
(Briefer needs this information for his log.)
- WHEN? 1. Estimated time of departure - ETD
2. Estimated time enroute - ETE (or estimated time of arrival - ETA)
- WHERE? 1. Destination
2. Route
- HOW? 1. Type of flight plan (VFR or IFR)
2. Type of aircraft (non-turbocharged, turbocharged, turboprop, or jet)

Pilots should provide this information promptly, in a brief and well-organized manner.

* Exam-O-Grams are non-directive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.

WHAT DOES THE PILOT NEED TO KNOW? --

1. Present weather conditions at destination, and along the proposed route of flight.
2. Trend and forecast at destination - also at the alternate, if required.
3. Trend and forecast of weather conditions along the proposed route of flight.
4. Freezing level, icing conditions, and turbulence.
5. Present and forecast thunderstorm activity.
6. Winds aloft at appropriate altitudes.
7. Escape routes - areas of good and/or improving weather.
8. NOTAMS & AIRADS

These items provide a basis for a picture of flight conditions and should enable the pilot to make suitable preflight decisions. This information is normally supplied by the pilot briefer; however, it is the pilot's responsibility to make sure that each appropriate item is covered - and that he understands the briefer's explanations.

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