

# Weather Brief Checklist



✦ **Keep yourself safe. Mitigate risk by ensuring completion of a thorough pre-flight weather briefing.**

The FAA requires through regulation that certain self-briefing actions must be completed prior to each flight (additional items for a flight out of the vicinity of an airport - but why not always do it?). Weather briefings can be tricky... What should I look for? How do I make informed decisions? How do I know I have covered it all?

The best way to boost confidence in weather understanding is to build experiences. A continuous practice of performing a weather briefing (*especially without intention to fly*) is the most effective way to improve this skill.

Use this checklist to ensure that you have thoroughly briefed yourself on all the required items and more. Refer to Aeronautical Information Manual Chapter 7, Section 1: Meteorology for FAA approved sources of weather. Have fun and keep the blue side up!

## FAR 91.103 *Pre-flight Action*

**Flight Plan** - (*Departure, destination, route with visual way points identified if applicable*)

**Weight and Balance** (*ensure within aircraft limitations, consider how CG will affect flight*)

**Fuel Requirements** (*legal minimums + personal minimums*)

**Alternates** (*1 enroute and 1 beyond destination - plan, brief, prepare, **always be ready***)

**NOTAMs** (*Departure, Enroute, Destination, Alternate*)

**Known Traffic Delays** (*fly.faa.gov*)

**Runway lengths** at airports of intended use and **takeoff/landing data**

**Weather Reports and Forecasts** (*see below*)

## Weather Reports and Forecasts (*use FAA approved sources*)

	<b>Surface Analysis Chart and Prog Charts</b>	Determine pressure and frontal systems that have the potential to affect your route of flight - both current and forecast
	<b>SIGMETs</b>	if <i>SIGMETs</i> are present, analyze how these may affect safety of flight - convective, turbulence, etc.
	<b>AIRMETs</b>	if <i>AIRMETs</i> are present, are they safety of flight issues? IFR, icing, turbulence, etc.
	<b>PIREPs</b>	Use PIREP for comparison of surface analysis, SIGMETs, AIRMETs, against actual observed conditions
	<b>Cloud Coverage</b>	regional chart forecasts bottoms, tops, and sky coverage of cloud layers; determine if VFR flight can safely be completed or if IFR is needed
	<b>Freezing Level</b>	if visible moisture ( <i>precipitation or clouds</i> ) can be reasonably expected along your route of flight, ensure that you will be able to fly at an altitude where OAT is safely above freezing, while maintaining proper separation from terrain/obstacles
	<b>Winds Aloft</b>	use this information for time and fuel burn for each leg of your flight, and forecast temp at cruise altitude
	<b>Aviation Surface Forecast</b>	flags with barbs indicate strength and direction of wind for forecast time period; visibility, precipitation, and AIRMETs are included; the prettier the chart, the more consideration you should take as to safety of flight
	<b>METARs and TAFs</b>	isolated areas of weather, supporting all previous info
	<b>Call 1800WXBRIEF</b>	Talk to a real person - ask any questions you may have encountered along the way. Make sure there is nothing that you missed

