

WX Briefing and Flight Plan Filing “Script” when speaking with live FSS Briefer

Prior to calling for a Briefing, self- brief using either ForeFlight or the AWC Guide. Link: [AWS Briefing Guide v3.pdf](#)

Call, 800-WX-BRIEF (800-992-7433)

At prompt, Press **1** for Briefer

At prompt, press **65** for Oklahoma, then at next prompt, press **2**

Eventually, a Live Briefer will come on line

**YOU:** “This is (your name) Student Pilot of (Make/ tail number.) (Cessna 398ES). Requesting a **Standard** VFR weather briefing. Departing (airport identifier spoken phonetically) Kilo Bravo Victor Oscar at (Zulu time). Destination is (airport identifier spoken phonetically) and estimated time enroute is HH:MM. The aircraft is a (make/ model) Cessna Skyhawk.”

**BRIEFER:** Will provide weather information that will start with current conditions of the Big Picture. Then the information will narrow down to route specific current conditions and, finally, specific METARS for destination/ departure.

Next the Briefer will provide Forecast conditions in same sequence as described above. Then Winds Aloft information provided for your route both current and forecast if applicable.

Then briefer will refer to NOTAMS for your Departure/ Destination and along your route.

At this point, if the Briefer has not mentioned it, you should ask,

**YOU:** “Are there any active TFRs or MOAs along my route today?”

**BRIEFER:** Will offer that info if relevant.

**YOU:** If any information needs to be repeated, simply ask the Briefer to do so. “Can you repeat the Winds Aloft at Wichita, please.” If any of the information is unclear, do not hesitate to ask for an elaboration or explanation.

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Briefing Concluded. Filing Script next page

At this point you have received your Standard VFR WX Briefing. (The other two types are Outlook and Abbreviated.) You may now tell the Briefer...

**YOU:** "I'm going to calculate my Flight times and will call back to File my VFR Plan. Thank you."

**OR**, if the information provided by the Briefer matches the data you retrieved from your self-briefing and you calculated your Flight Plan prior to calling the Briefer, you may immediately proceed with the Filing of your Flight Plan. Here is the script:

**YOU:** "OK. I am ready to file my ICAO ("*Eye- Kay- Oh*") VFR Flight Plan."

**BRIEFER:** "Go Ahead." Most likely the Briefer will pre-populate information that you've already provided; i.e., your name, tail number...

When filing your Flight Plan, have the ICAO flight plan in front of you and simply read the information required to fill in the pertinent boxes. The Briefer will be looking at the same form so you'll both be reading the same "script."

--See next page for ICAO script--

ICAO Flight Plan link [ICAO Flt Plan](#)

**You say...**

“John Doe. Anytown Oklahoma.”

(box 7)

“November 3 9 8 Echo Sierra.”

(box 8)

“Victor. Golf” (“Type” is optional is US)

(box 9) “One aircraft. C 1-7-2”

(box 10) “Sierra.

Uniform One. Slash. Charlie.” \*see below

(box 13) “Kilo Bravo Victor

Oscar. 2 0 3 0 Zulu”

(box 15) “One zero zero knots”

“Altitude 0 0 4 0”

State airport identifiers phonetically.

“DCT” is “Direct”

(box 16) State identifier phonetically.

“Two hours, fifteen minutes” is the

Estimated enroute time

“No alternate.”

(box 18) Remarks as appropriate.

“PLA” is “Practice approaches at KTUL”

(box 19) Fuel “4 hrs. 10 min”

“Two persons.” “Victor. Echo” (if asked, you have

No survival equipment or dinghies)

“White Slash Blue trim”

“PIC is (your name)”

Exp. 7/31/2020

**International Flight Plan**

U.S. Department of Transportation  
Federal Aviation Administration

PRIORITY: **<=FF**      ADDRESSEE(S): \_\_\_\_\_

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FILING TIME: \_\_\_\_\_      ORIGINATOR: \_\_\_\_\_ <=

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR: \_\_\_\_\_

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3 MESSAGE TYPE: **<=(FPL**      7 AIRCRAFT IDENTIFICATION: **N,3,9,8,E,S,**      8 FLIGHT RULES: **V**      TYPE OF FLIGHT: \_\_\_\_\_ <=

9 NUMBER: \_\_\_\_\_      TYPE OF AIRCRAFT: **C,1,7,2**      WAKE TURBULENCE CAT.: **L**      10 EQUIPMENT: **S U1 /C** <=

13 DEPARTURE AERODROME: **K,B,V,O**      TIME: **2,0,3,0** <=

15 CRUISING SPEED: **N,0,1,0,0**      LEVEL: **A,0,0,4,0**      ROUTE: **KBVO DCT KTUL KBVO**

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16 DESTINATION AERODROME: **K,B,V,O**      TOTAL EET: **0,2,0,0**      ALTN AERODROME: \_\_\_\_\_      2ND ALTN AERODROME: \_\_\_\_\_ <=

18 OTHER INFORMATION: **RMK PLA KTUL**

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SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 ENDURANCE: **E/ 0,4,3,0**      PERSONS ON BOARD: **P/ 0,0,2**      EMERGENCY RADIO: **R/ UHF VHF ELT**

SURVIVAL EQUIPMENT:  POLAR  DESERT  MARITIME  JUNGLE  JACKETS:  LIGHT  FLUORES  UHF  VHF

DINGHIES:  NUMBER CAPACITY COVER: \_\_\_\_\_ COLOR: \_\_\_\_\_ <=

AIRCRAFT COLOR AND MARKINGS: **A/ W/B**

REMARKS: **N/** \_\_\_\_\_ <=

PILOT-IN-COMMAND: **C/ WILLIAM HERRMANN** ) <=

FILED BY: \_\_\_\_\_      ACCEPTED BY: \_\_\_\_\_      ADDITIONAL INFORMATION: \_\_\_\_\_

FAA Form 7233-4 (7/15)

**Briefer** will acknowledge your Plan submission and ask you to submit PIREPS (pilot reports).

You have filed your Flight Plan.

**REMEMBER TO CLOSE YOUR FLIGHT PLAN**

- \*: **Box 10** deciphered. **S** equipped with a “standard” avionics package; i.e., Comm, VOR, ILS
- U1** equipped with an ADS-B Out only that operates as a 978 UAT device
- /C** equipped with a Mode C (altitude encoding) transponder