

The 3-P Pre-Flight Briefing Model

The FAA's 3-P model can be found in the agency's *General Aviation Pilot's Guide to Preflight Weather Planning, Weather Self-Briefings, and Weather Decision Making* (tinyurl.com/avsafewx). It's billed as a risk-management framework and works like this:

PERCEIVE

In which way—or ways—will weather change your flight conditions? Answer those questions and you're on your way to understanding current and forecast conditions.

PROCESS

Think about the ways existing conditions and forecast changes may impact the flight and your own odds of successfully completing it. Answer honestly and you've closed the loop on processing the information.

PERFORM

Once you know how conditions can impact your planning, you may need to make revisions. Here's where the rubber leaves the runway—changing the plan in light of the weather you've perceived and the impact you've processed. You should be performing some what-if scenarios to work with those possible changes you've accounted for in your processing.

Performing may be as complex as an IFR flight plan with alternates dutifully researched and legally filed, simpler like a VFR flight plan with plans to use VFR Flight Following, or simplest: a high-performance decision to sit out today...or the next few hours. This gets you through the pre-departure exercise; you can use 3-P en route as well.

