



Met Office

# GetMet 2009

Make a difference to your flying  
with accurate weather briefing

GLOBAL AEROSPACE



# Flight planning

## In addition to weather information:

- UK and Foreign NOTAM information is available from the UK Aeronautical Information Service at [www.ais.org.uk](http://www.ais.org.uk) where you can also access the UK AIP, its supplements, AICs and a flight plan form.
- UK information is also available by fax. Dial **020 8557**, followed by **0064** or **0065** for London or Scottish FIRs, or **0051** or **0052** for London or Scottish aerodromes.
- For abbreviated and updated information on certain UK airspace restrictions, call the AIS information line on **0500 354802** or **+44 (0)20 8750 3939**.

## Pilot's pre-flight check

*Designed for General Aviation pilots, but information applies to everyone.*

*SafetySense leaflets are in LASORS and the CAA website [www.caa.co.uk/publications](http://www.caa.co.uk/publications) through "general aviation".*

Valid medical, type/class rating?	
90-day rule for passengers?	
Map/charts and information in date?	<a href="http://www.caa.co.uk/charts">www.caa.co.uk/charts</a>
Frequencies changed?	<a href="http://www.caa.co.uk/charts">www.caa.co.uk/charts</a>
Flight plan required?	<i>GetMet page 30 or AIS website</i>
File CANP/PINS?	<i>Freephone 0800 515544 or fax 0500 300120</i>
Mass/balance calculations?	<i>Flight manual, SafetySense leaflet 9</i>
Weather forecast — route/area?	<i>F215/415, TAFs/METARs? GET MET Pages 4-25</i>
NOTAMs and aeronautical information checked?	<i>AIS website <a href="http://www.ais.org.uk">www.ais.org.uk</a></i>
Route planned? Fuel? Diversion? Safety altitude?	<i>SafetySense leaflet 5</i>
Take off/landing performance?	<i>Flight Manual, SafetySense leaflet 7</i>
Temporary restricted airspace?	<i>AIS website or freephone 0500 354 802 or call +44 (0)20 8750 3939</i>
Aircraft serviceable?	
Pilot fit, both physically and mentally?	<i>SafetySense leaflet 24</i>
Passengers briefed?	<i>SafetySense leaflet 2</i>

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Tel: +44 (0)20 7369 2244 Fax: +44 (0)20 7369 2700  
[www.global-aero.com](http://www.global-aero.com)



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While every effort is made to ensure that contents are accurate at the time of going to print, readers should note that frequencies/reporting airfields, etc., may change during the year.

Published Date 08/08

Updates to GetMet will be available from the Met Office website, as applicable.

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## Introduction

Common sense and the law require you to obtain all the necessary weather information in order to plan and conduct your flight safely. Full information on meteorological services can be found in the UK AIP in the General Section at 3.5.

This booklet is intended to help you to obtain this information via internet, fax and telephone. If you have any suggestions for improving this booklet, or need further copies, please contact:

**Met Office** FitzRoy Road Exeter Devon EX1 3PB  
Fax: 0870 900 5050  
Email: [aviation@metoffice.gov.uk](mailto:aviation@metoffice.gov.uk)  
[www.metoffice.gov.uk/aviation](http://www.metoffice.gov.uk/aviation)

If you are unable to use any of the services, the TAFs and METARs, or require clarification for F214, F215, F414 and F415, special forecasts and route forecasts please call:

**0870 900 0100**

For aircraft departing from Isle of Man and Channel Islands please call:

Isle of Man	<b>01624 821641 (ATC Hours)</b>
Jersey	<b>01534 745550 (ATC Hours)</b>

Prices stated in *GetMet* are correct at the time of going to press.

**'Before you fly, plan your flight'**

check NOTAMs, get MET



[www.airspacesafety.com](http://www.airspacesafety.com)

# FLYER

*The essential read  
for all pilots*



[www.flyer.co.uk](http://www.flyer.co.uk)

# Web services

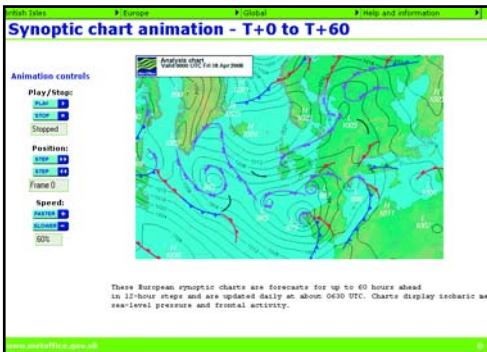
## Online briefing for pilots

The Met Office's online web services provide a comprehensive range of weather briefing services direct to your computer.

The service is FREE and contains essential pre-flight information to help you get the most from your flying. Services include:

- F214 / F215
- UK TAFs and METARs
- UK AIRMETs
- Ballooning forecasts
- Satellite and rainfall imagery

Simply register online at:  
[www.metoffice.gov.uk/aviation](http://www.metoffice.gov.uk/aviation) for instant access.



British Isles Europe Global Help and information

## Infrared satellite animation - Europe (hourly)

200804181400

Met Office

**Animation controls**

**Play/Stop:**

PLAY

STOP

Stopped

**Position:**

STEP

STEP

Frame 6

**Speed:**

FASTER

SLOWER

60%

Plus, you can upgrade your subscription for only £56.40 per year for additional services, which include:

- European synoptic charts out to 5 days
- 15-minute rainfall radar
- Regional three-day planning forecasts for England, Wales and Scotland
- Lightning observations

### TAFs and METARs

**Query for TAF's and METARs**

If you know the airport's ICAO, type them directly into the box below (separated by slashes):  
Alternatively, click on the map to the right to zoom into your area of interest. You can also enter the name of a city into the "Query for ICAO" box below.

TAF METAR BOTH

**Query for ICAOs**

Enter the name of an airport or a city in the box below. The ICAO code of the airport, or of any airports close to the city will then be shown underneath this box.

Search on airport Search on city

**Map instructions**

Click on your area of interest on the world map, and you will be presented with an interactive map of that area.

**World map**

# Fax services

## MetFAX forecasts and bulletins for pilots

MetFAX products give you the latest aviation weather information direct to your fax machine. An index of products is available for customers to download.

### Using MetFAX:

- either use a telephone handset; or
- switch to voice mode on your fax machine and use the fax keypad to navigate through the system.

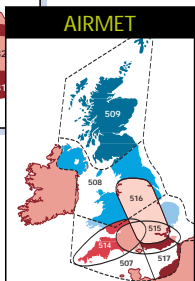
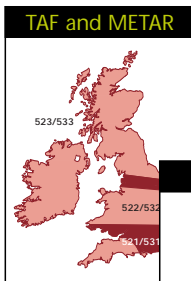
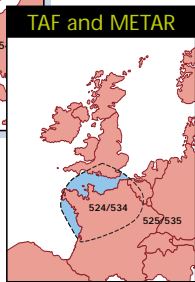
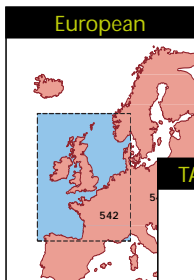
For customers whose machines are barred from using premium-rate numbers or who wish to receive this information from abroad, our credit card payment system offers the ideal solution. See page 12 for details.

## To receive products

- Make sure your fax machine is set to POLL RECEIVE
- Dial one of our product numbers
- Press the START button after the tone
- Otherwise dial MetFAX from a telephone in parallel with your fax modem and select manual RECEIVE when you hear the tone

*This is a premium-rate telephone service.  
09060 calls are charged at 75p per minute.*

*\*Premium-rate telephone numbers are normally 'barred' from mobile phones. However, your Service Provider can arrange for this 'bar' to be lifted.*



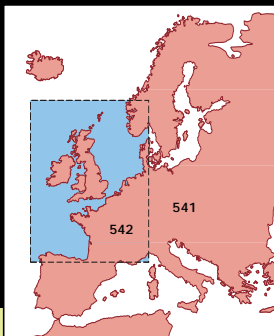
Fax number	MetFAX product content and time								
09060-700-501	Index page As required								
Note: The index page contains latest details of the whole range of dial-up fax products available to the pilot									
	UT = Update time (all times UTC)					VT = Validity time			
	UT	VT	UT	VT	UT	VT	UT	VT	
09060-700-502	Surface analysis chart								
	0400	0000	1000	0600	1540	1200	2130	1800	
	Surface T+24 forecast (F/C) chart								
	0600	0000	1100	0600	1645	1200	2245	1800	
09060-700-503	F215 UK low-level weather chart								
	0330	1200	0930	1800	1530	0000	2130	0600	
	F214 UK spot-wind chart								
	0000	0600	0600	1200	1200	1800	1800	0000	
09060-700-504	Surface Forecast chart for T+48, +72, +96, +120 hours ahead								
	0600	0000	1800	1200					
	Three-day planning Forecast (S England)								
	1200	1-3 DAYS							
09060-700-544	Surface Forecast chart for T+48, +72, +96, +120 hours ahead								
	0800	0000	2000	1200					
	Three-day planning Forecast (N England)								
	1200	1-3 DAYS							
09060-700-505	Explanatory notes for F215								
09060-700-506	Four tephigrams temp./height chart								
	0330	0000	1330	1200					

#### Satellite pictures

09060-700-538	Guide to satellite images								
	UT = Update time (all times UTC)					VT = Validity time			
	UT	VT	UT	VT	UT	VT	UT	VT	UT
09060-700-537	Satellite picture (visible and infrared)								
	0730	0600	1030	0900	1330	1200	1630	1500	1930
09060-700-539	Satellite picture (infrared)								
	0730	0600			1330	1200			1930

# Fax services

## European fax forecasts



European		UT = Update time (all times UTC)				VT = Validity time			
		UT	VT	UT	VT	UT	VT	UT	VT
09060-700-541	WAFC European FL100-450 sig. weather chart	2000	1200	0200	1800	0800	0000	1400	0600
	F614 European med-high spot wind chart	0215	1200	0800	1800	1500	0000	2115	0600
09060-700-542	F415 European low-level weather chart	0330	1200	0930	1800	1530	0000	2130	0600
	F414 European low-level spot-wind chart	0600	1200	1200	1800	1800	0000	0000	0600

### 'Check your pressure setting'

if in doubt, check VOLMET, listen to ATC or call ATC



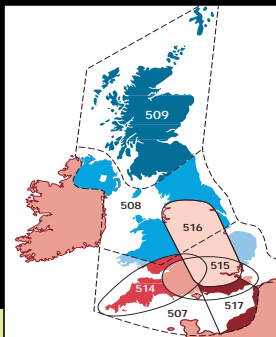
[www.airspacesafety.com](http://www.airspacesafety.com)

### 'If in doubt, check VOLMET, listen to ATIS, or call an air traffic service'



[www.airspacesafety.com](http://www.airspacesafety.com)

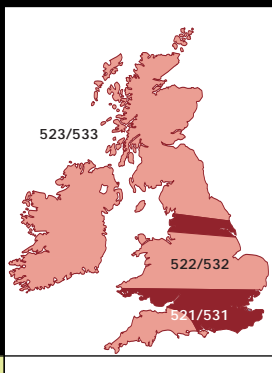
## AIRMET fax forecasts



AIRMET								
09060-700-510	AIRMET index page As required							
	UT = Update time (all times UTC)				VT = Validity time			
	UT	VT	UT	VT	UT	VT	UT	VT
09060-700-507	Regional AIRMET South text							
	0430	05-13	1000	11-19	1600	17-01	2200	23-07
09060-700-508	Regional AIRMET North text							
	0430	05-13	1000	11-19	1600	17-01	2200	23-07
09060-700-509	Regional AIRMET Scottish text							
	0430	05-13	1000	11-19	1600	17-01	2200	23-07
09060-700-511	AIRMET UK weather text							
	0530	06-12	1130	12-18	1730	18-24	2330	00-06
09060-700-512	AIRMET UK upper winds text							
	0530	06-12	1130	12-18	1730	18-24	2330	00-06
09060-700-513	AIRMET UK update and outlook text							
	0830	09-15	1430	15-21	2030	21-03	0230	03-09
09060-700-514	AIRMET area South West England text							
	0430	06-15	1230	13-21	1630	17-01		
09060-700-515	AIRMET area South East England text							
	0430	06-15	1230	13-21	1630	17-01		
09060-700-516	AIRMET area Central England text							
	0430	06-15	1230	13-21	1630	17-01		
09060-700-517	AIRMET area Cross Channel text							
	0430	06-15	1230	13-21				

# Fax services

## METAR bulletins



METAR bulletins		
09060-700-520	TAF and METAR index page	As required
09060-700-521	METAR 1 – S England, S Wales, Channel Islands	Bulletins compiled every 30 minutes
09060-700-522	METAR 2 – SE England, E Anglia, Midlands, Wales	Bulletins compiled every 30 minutes
09060-700-523	METAR 3 – N England, Scotland, Ireland	Bulletins compiled every 30 minutes
09060-700-524	METAR 4 – SE England, Channel Islands, France	Bulletins compiled every 30 minutes
09060-700-525	METAR 5 – Europe	Bulletins compiled every 30 minutes

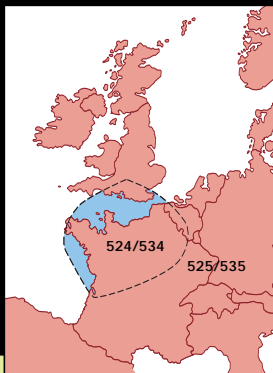
Please note that dark red shaded areas show the overlap between each region.

**'Are your airspace charts  
up to date?'** see [www.caa.co.uk/charts](http://www.caa.co.uk/charts)



[www.airspacesafety.com](http://www.airspacesafety.com)

## TAF bulletins



TAF bulletins	
09060-700-531	TAF 1 – S England, S Wales, Channel Islands 0230 0530 0830 1130 1430 1730 2030 2330
09060-700-532	TAF 2 – SE England, Midlands, E Anglia, Wales 0200 0500 0800 1100 1400 1700 2000 2300
09060-700-533	TAF 3 – N England, Scotland, Ireland 0230 0530 0830 1130 1430 1730 2030 2330
09060-700-534	TAF 4 – SE England, Channel Islands, France 0230 0530 0830 1130 1430 1730 2030 2330
09060-700-535	TAF 5 – Europe 0230 0530 0830 1130 1430 1730 2030 2330

Users are advised to check the index pages for latest details.

You receive this service subject to our Terms and Conditions, available on request. 09060 numbers charged at 75p per minute. Numbers transmitted at 1,400 baud.

**'Check NOTAMs at  
www.ais.org.uk'**



[www.airspacesafety.com](http://www.airspacesafety.com)

# Telephone services

## Forecaster consultancy

If you need more than just clarification, or you cannot access charts or other information, you can speak directly to an aviation forecaster — available 24 hours a day. With our aviation forecaster consultancy, you can:

- speak to one of our aviation forecasters about the weather as it affects you, for example, planning return flights, weather windows;
- use it on its own, or as a natural accompaniment to our fax service;
- pay online by credit card – no forms to fill in.

Calls cost from £12 per call including VAT (prices correct at time of print).

To purchase credits for this service, please call **0800 900 0100** or **+44 (0)1392 885680** and talk to one of our advisers.

Call time limited to three minutes.

## Fast-tracking for regular customers

You can fast-track through the menu systems to any service by:

- selecting the relevant option before the voice message has finished;
- then entering your credit card details.

Tel **+44 (0)8700 767 868**

## Payment and help

We accept Visa, MasterCard, Switch and Delta 'Visa Debit' or AMEX cards. For a consultation with one of our forecasters, you will be asked for your card details. Once verified, your card will be debited and you will be able to proceed to the service. You will only be charged once a successful connection has been made.

## Helpline/Customer Services

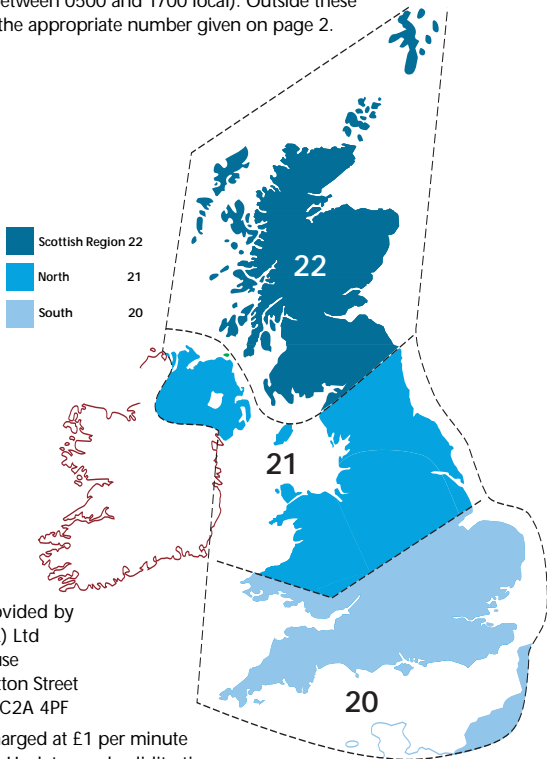
Our helpline is staffed 24 hours a day throughout the year. Discuss any service in more detail or receive help on any technical difficulties.

Tel: **+44 (0)1392 885680**

Fax: **+44 (0)1392 885681**

## AIRMET areas and boundaries

Simply telephone **09065 5004** plus the two-digit code on the map below, (available between 0500 and 1700 local). Outside these hours, call the appropriate number given on page 2.



Service provided by  
iTouch (UK) Ltd  
Avalon House  
57-63 Scrutton Street  
London EC2A 4PF

Calls are charged at £1 per minute  
at all times. Updates and validity times  
of the forecasts are as detailed on page 9

If you have any problems please call the Weathercall Helpdesk on 0871 200 3985.

# Telephone services



## DIALMET – Automated METAR and TAF service

Tel: 09063 800 400

1 Select the Quick access menu < \* KEY > or the Aerodrome options menu < # KEY > as soon as the call is answered. Details of the options are listed below.

### 2 Aerodrome weather message order

- METAR
- 9-hr TAF (if provided)
- 24-hr TAF or 30-hr TAF (if provided)

### 3 Quick access keys on telephone keypad

Press < \* KEY > plus the three-digit aerodrome code as soon as the call is answered (the aerodromes and codes are listed overleaf).

Press < 0 KEY > to pause the current read-out; and press < 0 KEY > again to restart.

Press < 1 KEY > to stop the current read-out before selecting another aerodrome code.

Press < # KEY > to stop the current read-out and obtain further options as follows:

- Press < 1 KEY > to enter another aerodrome code
- Press < 2 KEY > to replay the message
- Press < 3 KEY > for Menu of aerodrome options
- Press < 4 KEY > to Exit

### 4 Aerodrome selection menu (if three-digit code list is not available)

Press < # KEY > as soon as the call is answered and press keys as instructed.

### 5 Using the keypad

- Press the keys positively
- Leave about 1/2 sec between pressing keys
- Pause briefly after pressing < 1 KEY > to check the read-out has stopped. If not then press < 1 KEY > again
- Try again if your input is not accepted – not all telephones are fully compatible

### 6 Charges

Calls are charged at 49p per minute (34p per minute off peak) including VAT.

### 7 Information

Times shown, in UTC, are those between which observations are made.

Civil aerodromes with 24-hr or 30-hr TAFs are underlined.

The two letters in brackets are the last two letters of the ICAO designator for the aerodrome.

### 8 Problems

Any problems with DIALMET service can be reported to the answering service on 01489 612 903, or e-mailed to [cacc\\_fi\\_co-ordinator@nats.co.uk](mailto:cacc_fi_co-ordinator@nats.co.uk)

## UK civil aerodromes and codes

*Aerodromes with 24-hr or 30-hr TAFs are underlined*

(PD) <u>Aberdeen</u>	222
(JA) Alderney	224
(AA) <u>Belfast International</u>	228
(AC) Belfast City	232
(PL) Benbecula	234
(KB) Biggin Hill	236
(BB) <u>Birmingham</u>	238
(NH) Blackpool	242
(HH) Bournemouth	246
(GD) <u>Bristol</u>	252
(SC) Cambridge	256
(EC) Campbeltown	354
(FF) <u>Cardiff</u>	258
(NC) Carlisle	262
(BE) <u>Coventry</u>	266
(TC) Cranfield	268
(NX) <u>East Midlands</u>	274
(PH) <u>Edinburgh</u>	276
(TE) Exeter	278
(LF) Farnborough	282
(PF) <u>Glasgow</u>	286
(BJ) Gloucestershire	288
(JB) Guernsey	292
(NJ) Humberside	296
(PE) Inverness	298
(NS) Isle of Man	322
(JJ) Jersey	324

(PA) Kirkwall	328
(NM) <u>Leeds/Bradford</u>	334
(GP) <u>Liverpool</u>	342
(LC) London City	344
(KK) <u>London Gatwick</u>	346
(LL) <u>London Heathrow</u>	348
(GW) <u>London Luton</u>	358
(SS) <u>London Stansted</u>	352
(AE) Londonderry	354
(MD) Lydd	362
(CC) <u>Manchester</u>	368
(MH) Manston	372
(NT) <u>Newcastle</u>	376
(SH) Norwich	378
(HD) Plymouth	386
(PK) <u>Prestwick</u>	388
(PM) Scatsta	394
(HE) Scilly St Marys	396
(KA) Shoreham	422
(HI) Southampton	424
(MC) Southend	426
(PO) Stornoway	428
(PB) Sumburgh	432
(NV) Teesside	436
(PU) Tiree	438
(PC) Wick	452

## UK military aerodromes and codes

*9-hr or 18-hr TAF except Brize Norton\* (24-hr TAF)*

(DM) Boscombe Down	244
(VN) Brize Norton*	254
(DR) Culdrose	272
(QK) Kinloss	326
(XE) Leeming	336
(QL) Leuchars	338
(QS) Lossiemouth	356
(DL) Lyneham	364
(YM) Marham	374

(WU) Northolt	377
(VO) Odiham	382
(DG) St Mawgan	392
(OS) Shawbury	398
(OV) Valley	444
(XW) Waddington	446
(UW) Wattisham	448
(XT) Wittering	454
(DY) Yeovilton	456

## Continental and Irish aerodromes and codes

(EHAM) Amsterdam	522
(LFOB) Beauvais	524
(LFRB) Brest	526
(EBBR) Brussels	528
(LFRK) Caen	532
(LFRG) Cherbourg	536
(EICK) Cork	538
(LFRG) Deauville	542
(LFRD) Dinard	544

(EIDW) Dublin	546
(LFRM) Le Mans	548
(LFAQ) Lille	554
(ELLX) Luxembourg	556
(EBOS) Ostend	562
(LFPG) Paris/Charles de Gaulle	564
(LFPB) Paris/Le Bourget	566
(LFPO) Paris/Orly	568

(LFRN) Rennes	572
(LFSR) Reims	574
(EHRD) Rotterdam	576
(EINN) Shannon	578
(LFPN) Toussus Le Noble	582

## Met. decodes Aerodrome forecast – TAF decode

Code element	Example	Decode
1 Report type	TAF	'Terminal Aerodrome Forecast'
2 Location	EGSS	'London Stansted'
3 Date/Time of origin Zulu is equivalent to UTC	130500Z	'For the 13th at oh, five, hundred, Zulu'
4 Validity time	1306/1406	'Valid from oh, six, hundred on the 13th to,
5 Wind	31015G25KT	'Three one zero degrees, fifteen knots,
6 Prevailing visibility or CAVOK*	8000	'Eight kilometres'
7 Significant weather	-SHRA	'Light rain showers'
8 Cloud	FEW005 SCT010 SCT018CB BKN025	'Few at five hundred feet, scattered at one thousand feet, scattered cumulonimbus at one thousand eight hundred feet. Broken at two thousand five hundred feet'
9 Significant changes <i>Probability</i> <i>Time</i> <i>Change indicator</i>  <i>Met. groups</i>	PROB30 1314/1316 BECMG 1314/1316 FM131400 TSRA BKN010CB	'30% probability' 'from fourteen hundred on the 13th to the 13th,' or 'becoming from fourteen sixteen hundred on the 13th' or 'from the 13th' followed by 'Thunderstorm cumulonimbus at one thousand feet'

\* CAVOK will replace visibility and cloud groups.

**Example 1.** 24-hr TAF

FTUK32 EGGY 110500

EGPK 110500Z 1106/1206 13010KT 9000 BKN010

BECMG 1106/1108 BKN018 PROB30 TEMPO 1108/1116 17025G40KT 4000 TSRA

BKN012CB BECMG 1118/1121 3000 BR NSC=

*Decode*

Twenty four-hour TAF issued at 0500 UTC on the 11th. Prestwick valid from oh six hundred on the 11th to oh six hundred on the 12th. Wind one three zero degrees ten knots. Nine kilometres visibility. Broken at one thousand feet. Becoming from oh six hundred on the 11th to oh eight hundred on the 11th, broken at one thousand eight hundred feet. 30% probability, temporarily between oh eight hundred on the 11th to sixteen hundred on the 11th, wind one seven zero degrees twenty five knots, gusting to forty knots. Four thousand metres visibility. Thunderstorm with moderate rain. Broken cumulonimbus at one thousand two hundred feet. Becoming from eighteen hundred on the 11th to twenty one hundred on the 11th, three thousand metres visibility, mist, no significant cloud.

	Notes
	Name for an aerodrome forecast
	Station four-letter ICAO indicator
oh, six, hundred on the 14th	UTC (Greenwich Mean Time)
max twenty five knots'	VRB = Variable; 0000KT = calm. <i>Wind direction is given in degrees true</i>
	9999 = 10 km or more; 0000 = less than 50 metres
	See present weather table on METAR (page 18) for details; NSW = No significant weather
	FEW = 1-2 oktas; SCT = 3-4 oktas; BKN = 5-7 oktas; OVC = 8 oktas; 'VV///' = state of sky obscured (cloud base not discernible); figures in lieu of '///' give forecast vertical visibility in hundreds of feet. NSC = no significant cloud (none below 5,000 feet and no TCU or CB) TCU and CB will be the only cloud types specified. Cloud heights are given in feet above airfield height.
sixteen hundred on hundred on the 13th to fourteen hundred on with rain, broken	Only 30% or 40% probability will be used. Indicates beginning and end time of forecast period in UTC. Also TEMPO = temporarily may be used. Met. group follows indicating a change in some or all of the elements forecast in the first part of the TAF.

Note: CNL may be used to indicate that a TAF is cancelled.

### Example 2. 9-hr TAF

FCUK33 EGGY 300800

EGTE 300800Z 3009/3018 23010KT 9999 SCT010 BKN018 BECMG 3011/3014  
6000 -RA BKN012 TEMPO 3014/3018 2000 DZ OVC004 =

#### Decode

Nine-hour TAF issued at 0800 Zulu on the 30th. Exeter valid from oh nine hundred on the 30th to eighteen hundred Zulu on the 30th. Wind two three zero degrees ten knots. Ten kilometres or more visibility. Scattered at one thousand feet. Broken at one thousand eight hundred feet. Becoming from eleven hundred on the 30th to fourteen hundred on the 30th, six kilometres, slight rain. Broken at one thousand two hundred feet. Temporarily between fourteen hundred on the 30th to eighteen hundred on the 30th. Two thousand metres visibility. Moderate drizzle. Overcast four hundred feet.

# Met. decodes Aerodrome actual weather – METAR and SPECI decode

Code element	Example	Decode
<b>1. Identification</b> <i>METAR or SPECI</i> <i>Location indicator</i> <i>Date/time</i>	METAR EGLL 291020Z AUTO	Meteorological Airfield Report London Heathrow 'ten twenty Zulu on the 29th' a fully automated report with no human intervention
<b>2. Wind</b> <i>Wind direction/speed</i> <i>Extreme direction</i>	31015G27KT 280V350	'three one zero degrees, fifteen knots, gusting twenty seven knots' 'varying between two eight zero and three five zero degrees'
<b>3. Visibility</b> <i>Prevailing visibility</i>  <i>Minimum visibility</i> <i>(In addition to the prevailing visibility required)</i>	3200  1200SW	'three thousand two hundred metres'  'twelve hundred metres to the south-west'
<b>4. RVR</b>	R27R/1100	'RVR, runway two seven right, one thousand one hundred metres'
<b>5. Present weather</b>	+SHRA	'heavy rain showers'

Notes																																
<p>METAR – aviation routine report, SPECI – selected special (not from UK civil aerodromes) Station four-letter indicator</p> <p>AUTO METARS may only be disseminated when an aerodrome is closed or at H24 aerodromes, where the accredited met. observer is on a CAA approved overnight duty break. Users are reminded that reports of visibility, present weather and cloud from automated systems should be treated with caution due to the limitations of the sensors themselves and the spatial area sampled by the sensors</p>																																
<p>Max only given if 10 KT than mean. VRB = variable. 0000KT = calm. Variation given in clockwise direction, but only when mean speed is greater than 3 KT. Wind direction is given in degrees true</p>																																
<p>0000 = 'less than 50 metres' 9999 = 'ten kilometres or more'. No direction is required</p> <p>The minimum visibility is also included alongside the prevailing visibility when the visibility in one direction, which is not the prevailing visibility, is less than 1,500 metres or less than 50% of the prevailing visibility and less than 5000 metres. A direction is also added as one of the eight <i>if</i> points of the compass. NDV = no directional variation (AUTO METARS only)</p>																																
<p>RVR tendency (U = increasing; D = decreasing; N = no change) may be added after figure (not currently used in the UK) e.g. R27R/1100D P1500 = more than 1,500 m; M0050 = less than 50 m. Significant variations – example: R24/0950V1100, i.e. varying between two values. (Not from UK civil aerodromes)</p>																																
<p>+ = Heavy (well developed in the case of +FC and +PO); - = Light; no qualifier = Moderate.</p> <table border="0"> <tr> <td>BC = Patches</td> <td>BL = Blowing</td> <td>BR = Mist</td> <td>DR = Drifting,</td> </tr> <tr> <td>DS = Duststorm</td> <td>DU = Dust</td> <td>DZ = Drizzle</td> <td>FC = Funnel cloud</td> </tr> <tr> <td>FG = Fog</td> <td>FU = Smoke</td> <td>FZ = Freezing</td> <td>GR = Hail (&gt;5 mm)</td> </tr> <tr> <td>GS = Small hail or snow pellets</td> <td></td> <td>HZ = Haze</td> <td>IC = Ice crystals</td> </tr> <tr> <td>MI = Shallow</td> <td>PL = Ice pellets</td> <td>PO = Dust devils</td> <td>PR = Banks</td> </tr> <tr> <td>RA = Rain</td> <td>SA = Sand</td> <td>SH = Showers</td> <td>SG = Snow grains</td> </tr> <tr> <td>SN = Snow</td> <td>SQ = Squalls</td> <td>SS = Sandstorm</td> <td>TS = Thunderstorm</td> </tr> <tr> <td>VA = Volcanic ash</td> <td>VC = In vicinity</td> <td>UP = Unidentified precipitation (AUTO METARS only)</td> <td></td> </tr> </table> <p>Up to three groups may be present, constructed by selecting and combining from the above. Group omitted if no weather to report.</p>	BC = Patches	BL = Blowing	BR = Mist	DR = Drifting,	DS = Duststorm	DU = Dust	DZ = Drizzle	FC = Funnel cloud	FG = Fog	FU = Smoke	FZ = Freezing	GR = Hail (>5 mm)	GS = Small hail or snow pellets		HZ = Haze	IC = Ice crystals	MI = Shallow	PL = Ice pellets	PO = Dust devils	PR = Banks	RA = Rain	SA = Sand	SH = Showers	SG = Snow grains	SN = Snow	SQ = Squalls	SS = Sandstorm	TS = Thunderstorm	VA = Volcanic ash	VC = In vicinity	UP = Unidentified precipitation (AUTO METARS only)	
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# Met. decodes Aerodrome actual weather – METAR and SPECI decode

Code element	Example	Decode
6. Cloud	FEW005 SCT010CB BKN025	'few at five hundred feet, scattered cumulonimbus at one thousand feet, broken at two thousand five hundred feet'
7. CAVOK†	CAVOK	'cav-oh-kay'
8. Temp and dew point	10/03	'temperature ten degrees Celsius, dew point three degrees Celsius'
9. QNH	Q0995	'nine nine five'
10. Recent weather	RETS	'recent thunderstorm'
11. Wind shear	WS RWY24	'wind shear runway two four'
12. Colour state	BLU	Blue
13. Trend	BECMG FM1100 23035G50KT 3000 SHRA	'becoming from 1100, 230 degrees 35 KT, max 50 KT, temporarily, 3,000 metres, moderate rain showers'
† CAVOK will replace visibility and cloud groups		

**Example** SAUK02 EGGY 301220 METAR  
EGLY 301220Z 24015KT 200V280 8000 –RA FEW010 BKN025 18/15 Q0983  
TEMPO 3000 RA BKN008=

An example of the above METAR for 1220 UTC on the 30th of the month, in plain language:

EGLY: Issued at 1220Z on 30th. Surface wind: mean 240 deg true, 15 KT; varying between 200 and 280 deg; prevailing visibility 8 km; weather: light rain; cloud: 1-2 oktas base 1,000 ft, 5-7 oktas 2,500 ft; temperature +18 °C, dew point: +15 °C; QNH 983 mb; Trend: temporarily 3,000 m in moderate rain with 5-7 oktas 800 ft.

Notes
FEW = 'few' (1-2 oktas), SCT = 'Scattered' (3-4 oktas), BKN = 'Broken' (5-7 oktas), OVC = 'Overcast', NSC = no significant cloud (none below 5,000 ft and no TCU or CB). There are only two cloud types reported; TCU = towering cumulus and CB = cumulonimbus. VV/// = 'state of sky obscured' (cloud base not discernable). Figures in lieu of '///' give vertical visibility in hundreds of feet. Up to three, but occasionally more, cloud groups may be reported. Cloud heights are given in feet above airfield height NCD = no cloud detected (AUTO METARS only)
Visibility greater or equal to 10 km, no cumulonimbus or towering cumulus, no cloud below 5,000 ft or highest minimum sector altitude (MSA) (whichever is the greater) and no weather significant to aviation.
If dew point is missing, example would be reported as 10///. M indicates a negative value.
Q indicates millibars. If the letter A is used QNH is in inches and hundredths.
RE = recent, weather codes given above. Up to three groups may be present.
Will not be reported at present for UK aerodromes.
Military reports also display a colour state BLU, WHT, GRN, YLO1, YLO2, AMB or RED, coded according to cloud and visibility. BLACK indicates the runway is unusable
A forecast of significant changes in conditions during the two hours after observation time. BECMG = Becoming    TEMPO = Temporarily    NOSIG = No sig change NSW = No sig weather    AT = At    FM = From TL = Until    NSC = No sig cloud Any of the wind, visibility, weather or cloud groups may be used, and CAVOK. Multiple groups may be present.

**Example** SAUK02 EGGY 301220 METAR

EGPZ 301220Z 30025G37KT 270V360 6000 1200NE +SHSN SCT005 BKN10CB  
03/M01 Q0999 RETS BECMG AT1300 9999 NSW SCT015=

An example of the above METAR for 1220 UTC on the 30th of the month, in plain language:

EGPZ: Issued at 1220Z on the 30th. Surface wind: mean 300 deg true, 25 KT; maximum 37 KT, varying between 270 and 360 deg; prevailing visibility 6 km, minimum visibility 1,200 m (to north-east); heavy shower of snow: Cloud. 3-4 oktas base 500 ft, 5-7 oktas CB base 1,000 ft; temperature +3 °C, dew point -1 °C; QNH 999 mb; Thunderstorm since the previous report; Trend: improving at 1300 Zulu to 10 km or more, nil significant weather, 3-4 oktas 1,500 ft.

# Met. decodes

## Metform 216

### Explanatory notes for the new Metform 215

#### (Chart of forecast weather below 10,000 feet)

The Metform 215 provides a forecast of in-flight weather conditions below 10,000 feet covering the British Isles and very near Continent for a 9-hour period centred on a specified fixed time. It is designed for use as either an area forecast or a route forecast. For simplicity the same codes have been used as are used in the METAR code.

#### Information provided

##### (a) Charts

The chart area shows the forecast position, direction and speed of surface fronts and pressure centres at the fixed time shown in the chart's title box.

Zones of distinct weather are enclosed by continuous scalloped lines, each zone being identified by a letter within a box. Sub-zones may also be included and are indicated by a letter followed by a number e.g. A1. Where a zone is not linked to a front, the expected speed of movement of the boundary may be given.

##### (b) Tabular forecast

For each zone (identified by its number on the left hand chart), the text will detail the expected surface horizontal visibility, weather and cloud during the period of validity, including any sub zones referred to within the text and spatial or temporal variations within the zone. A general outlook is also included and describes the principal weather changes expected during the 7-hour period following the end of the chart validity.

#### Issue times

The date and time at which the forecast is issued by the Met Office are shown at the bottom left corner of the chart.

Time when Metform becomes available	Fixed forecast time	Period of validity	Outlook to	Prognosis chart to (Met Office website only)
0330 UTC	1200 UTC	0800 – 1700 UTC	2359 UTC	1800 UTC
0930 UTC	1800 UTC	1400 – 2300 UTC	0600 UTC	0000 UTC
1530 UTC	0000 UTC	2000 – 0500 UTC	1200 UTC	0600 UTC
2130 UTC	0600 UTC	0200 – 1100 UTC	1800 UTC	1200 UTC

## Amendments

Amendments will appear in black bold (italic and underlined) whenever an element changes through thresholds agreed between the Met Office and the CAA Met Authority. The word 'amended' at the top will appear in red.

## Tolerances

A single numerical value given for any element is to be regarded as the *most probable mean of an expected range of values*, covering approximately  $\pm 25\%$ , or  $\pm 500$  m /  $\pm 500$  ft in the case of visibility and cloud height respectively, whichever is the larger. Similarly, the position of a front, pressure centre or zone boundary is to be regarded as the most likely of a range of positions within  $\pm 90$  nautical miles.

## Pressure centres and fronts

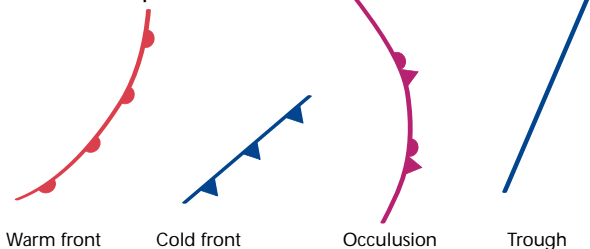
The surface positions of pressure centres are shown by an 'X' for low pressure and 'O' for high pressure accompanied by a letter 'L' (low) or 'H' (high) as appropriate.

### Example pressure centres

x L

o H

### Surface frontal positions



Speed of movement of fronts and centres will be indicated by arrows and adjacent figures in knots.



Usually a speed of movement less than 5 knots is indicated as 'SLOW'. Ridge axes are not normally shown.

**Abbreviations commonly used in tabular section** – a full list of abbreviations can be found in UK AIP, GEN 2.2

Points of the compass (N, NE, E, ENE etc.) may be used to express direction, or to refer to part of a zone.

**Surface horizontal visibility** expressed in metres (M) or kilometres (KM) with change over at 5,000 metres.

# Met. decodes

## Weather

<b>DZ</b> drizzle	<b>GR</b> hail	<b>RA</b> rain	<b>SN</b> snow
<b>FG</b> fog	<b>HZ</b> haze	<b>BR</b> mist	<b>FZ</b> freezing
<b>SH</b> shower	<b>TS</b> thunderstorm	<b>GS</b> small hail/snow pellets	<b>GR</b> hail

A – prefix (e.g. –DZ) indicates slight precipitation.

No prefix indicates moderate precipitation (e.g. DZ).

A + prefix indicates heavy precipitation (e.g. +RA).

Weather phenomena may also be written as a combination of abbreviations, e.g. TSRASN (thunderstorm with moderate rain and snow).

## Cloud

Cloud amount (FEW, SCT, BKN, OVC) and type will be followed by an icing and turbulence symbol, if appropriate, and then the height of the cloud base and tops above mean sea level (AMSL).

The familiar abbreviations for cloud type will be used.

Cloud tops extending above 10000 FT will be shown by XXX


The following symbols will be used to show icing in cloud:

Slight icing: not shown

Moderate/severe icing (MOD/SEV icing): 

The following symbols will be used to show turbulence in cloud as well as mechanical turbulence over land:

Slight turbulence: not shown

Moderate/severe turbulence (MOD/SEV TURB): 

## A forecast of CB or TS implies severe turbulence and or icing

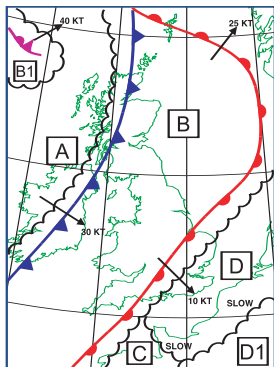
The height of the 0 °C isotherm (or ‘freezing level’) is provided in the column to the right of the cloud and this can be used for guidance as to the level above which icing is likely. The figure will indicate the average freezing level within the area.

Mountain wave activity is included in the visibility and weather section with a forecast vertical speed.

<b>MAX</b> maximum	<b>WKN</b> weakening	<b>FPM</b> feet per minute
<b>VSP</b> vertical speed	<b>MTW</b> mountain waves	

Hill FG is used to indicate hill fog and implies a surface visibility of less than 200 metres.

A full decode of the F215 is available at [www.metoffice.gov.uk/aviation](http://www.metoffice.gov.uk/aviation).



## Forecast Weather below 10000 FT



Valid 101400 to 102300 Z JAN 06. Fronts/zones valid at 101800 Z

AREA	SURFACE VIS AND WX	CLOUD	0 C
A	30 KM NIL OCNL 7 KM SHRA ISOL 4000 M TSGR W FM 21 Z LOC 800 M SHSN MON A, (WDSPR, R, N) ISOL HILL FG	SCT/BKN CU SC, A, 015-030 / 070-XXXX ISOL CB 015 / XXXX W FM 21 Z	040-050
B	15 KM NIL-RA WDSPR 7 KM RA ISOL 4000 M +RA MAINLY FAR N ... ... AND B1 OCNL 3000 M RADZ/BR WARM ... ... SECTOR OCNL 800 M SN MON FAR NE MTW MAX VSP 700 FPM AT 080 A, A OCNL HILL FG	BKN/OVC SC AC AS, A, ... ... (LOC NS, A FAR N AND B1 ) A, ... ... 015-030 / 070 (-XXX MAINLY FRONTS) OCNL BKN ST 006-012 / 015 ... ... (LOC BASE 002 SEA/WINDWARD COT)	060-090 ... ... BUT 030-050 ... ... FAR NE
C	20 KM NIL	SCT/BKN CU SC, A, 015-020 / 030-040	060
D	15 KM NIL WDSPR 7 KM HZ LAN OCNL 3000 M BR LAN ISOL (OCNL D1) 200 M FG/FZFG LAN ISOL (OCNL D1) HILL FG	SCT/BKN (LOC FEW D1) SC 020 / 035 ISOL (OCNL D1) BKN ST 004-007 / ... ... 010-015 LAN (BASE 000 FG/FZFG)	050 WITH ... ... AREAS ... ... SUB ZERO ... ... 000-010 ... ... LAN

All heights in 100's of feet above mean sea level

XXX means above chart upper limit  
Speed of movement in KT  
FG implies VIS <200 M

This forecast may be amended at any time.

Issued by Met Office Exeter  
Forecaster: Duty Forecaster  
Contact telephone number 0870 900 0100  
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100915 Z

F215

Outlook Until 110600 Z: SHOWERY CONDITIONS SPREADING SE TO ALL AREAS.

### Metform 214

Complements Metform 215 (above) by providing forecast spot upper winds and temperatures covering a similar area.

### Metforms 415 and 414

Metforms 415 (significant weather) and 414 (upper winds/temps) are charts prepared in a similar format (but no outlook) for low-level flights into Europe

An Outlook Chart is now only included with the Met Office web version of the F215 and shows only the expected positions of the principal synoptic features and mean sea level isobars at the end of the period. *Weather zones are not given on the prognosis chart.*

'Today's temporary airspace  
restrictions?' check NOTAMs and  
AIS Freephone 0500 354802



www.airspacesafety.com

## En route information VHF volmet

Call sign/ID	Frequency MHz	Operating hours	Stations	Contents	Remarks
1	2	3	4	5	6
LONDON VOLMET (MAIN)	135.375	H24 (continuous)	Amsterdam Brussels Dublin Glasgow London Gatwick London Heathrow London Stansted Manchester Paris/Charles de Gaulle	1. Half-hourly reports (METAR) 2. The elements of each report are broadcast in the following order: (a) Surface wind (b) Visibility* (c) RVR if applicable (d) Weather (e) Cloud* (f) Temperature (g) Dew point (h) QNH (i) Recent weather if applicable (j) Wind shear if applicable	The spoken word 'SNOCLO' will be added to the end of the aerodrome report when that aerodrome is unusable for take-offs and landings due to heavy snow on runways or runway snow clearance
LONDON VOLMET (SOUTH)	128.600	H24 (continuous)	Birmingham Bournemouth Bristol Cardiff Jersey London Luton Norwich Southampton Southend	(k) Runway contamination warning if applicable (l) TREND if applicable * or CAVOK	
†LONDON VOLMET (NORTH)	126.600	H24 (continuous)	E Midlands Humberside Isle of Man Leeds Bradford Liverpool London Gatwick Manchester Newcastle Durham Tees Valley	3. Non-essential words such as 'surface wind', 'visibility', etc. are not spoken	
SCOTTISH VOLMET	125.725	H24 (continuous)	Aberdeen/Dyce Belfast International Edinburgh Glasgow Inverness London Heathrow Prestwick Stornoway Sumburgh	4. Except for 'SNOCLO' (see Column 6). The Runway State Group is not broadcast 5. All broadcasts are in English	
† Broadcast range extended to cover south-east England and English Channel					

It is not normally possible to receive VHF Volmet while abroad. However, certain short-wave portable radios with an SSB function may be able to receive the regular HF transmissions of METAR and airborne information from the RAF on 5,450 kHz and 11,253 kHz. These cover major military aerodromes in the UK and abroad. TAFs and METARs for major civilian aerodromes are broadcast from Shannon on 3,413 kHz (night only), 5,505 kHz and 8,957 kHz (24 hours), and 13,264 kHz (day only).

## VHF European VOLMET

VHF VOLMET is primarily designed for international commercial IFR operations. Each broadcast should have a mean range of 200 NM at FL300. Coverage at low levels will be significantly less than this. In addition to London Main, North and South, as well as Scottish VOLMET, the following broadcasts may be received in some parts of the UK.

<b>AMSTERDAM</b> 126.200 MHz	<b>BRUSSELS</b> 127.800 MHz	<b>DUBLIN</b> 127.000 MHz	<b>PARIS</b> 126.000 MHz
Amsterdam Rotterdam Brussels Düsseldorf Paris/CDG London/Heathrow London/Gatwick Copenhagen Hamburg	Brussels Oostende London/Heathrow Luxembourg Amsterdam Paris/Orly Frankfurt Cologne-Bonn Düsseldorf	Dublin Shannon Cork Belfast Glasgow Prestwick Manchester London/Heathrow London/Gatwick	Paris/CDG Paris/Orly Lyon/Satolas Geneva Zurich London/Heathrow London/Gatwick Brussels Amsterdam

## Aerodrome terminal information service (ATIS)

Certain aerodromes provide weather and/or aerodrome information by telephone, although not necessarily as a 24-hour service:

Belfast City ATIS	02890 935124
Benbecula ATIS	01870 604818
Birmingham ATIS	0121 780 0910
Blackpool ATIS	01253 343434 x8315
Bournemouth ATIS	01202 364151
Bristol ATIS	01275 473666
Cardiff ATIS	01446 729319
Carlisle ATIS	01228 574123
Coventry ATIS	0870 3304789
Doncaster Sheffield ATIS	0870 8332210 x4854
Durham Tees Valley ATIS	09012 018111
East Midlands ATIS	0906 851 7567
Edinburgh ATIS	0131 333 6216
Glasgow ATIS	0141 887 7449
Guernsey ATIS	01481 238957
Humberside ATIS	01652 682020
Inverness ATIS	01667 464255
Jersey ATIS	01534 498073

Kirkwall ATIS	01856 878476
Leeds Bradford ATIS	0113 2509696 x2489
Liverpool ATIS	08717 505150
London City ATIS	020 7646 0224
London Luton ATIS	09064 474474
London Stansted ATIS	01279 669325
Lydd ATIS	01797 322 422
Manchester ATIS	0161 499 2324
Middle Wallop	01980 674142
Newcastle ATIS	0191 2143400
Norwich ATIS	01603 420640
Shoreham ATISS	01273 467372
Southampton ATIS	023 8062 7103
Stornoway ATIS	01851 707444
Sumburgh ATIS	01950 461037
Warton ATIS	01772 856060
Wick ATIS	01955 607596

# Useful contacts

## Important telephone numbers – AAIB (DfT)

- |   |                   |
|---|-------------------|
| ■ Accident reporting, AAIB (DETR)<br>Tel: 01252 512299  | Fax: 01252 376999 |
| ■ Emergency Alerting (Distress & Diversion) Cell, LATCC (NATS)<br>Tel: 01489 612406                         |                   |
| ■ Airprox reporting, UKAB<br>Tel: 01895 815125  | Fax: 01895 815124 |
| ■ Occurrence reporting, Safety Data Dept (CAA)<br>Tel: 01293 573220   | Fax: 01293 573972 |
| ■ Confidential Human Factors Incident Reporting (CHIRP)<br>Tel: 0800 214645 ( <i>UK only</i> )/01252 395013 | Fax: 01252 394290 |

## Other useful numbers

- Aircraft registration (CAA)  
Tel: 020 7453 6666 Fax: 020 7453 6670
- C of A, Permits to fly, Applications & Approvals (CAA)  
Tel: 01293 768374 Fax: 01293 573860
- Enforcement of regulations (CAA)  
Tel: 020 7453 6193 Fax: 020 7453 6175
- Exemptions, permissions, etc., FOI (GA) (CAA)  
Tel: 01293 573517 Fax: 01293 573973
- GA design certification (CAA)  
Email: department.certification@srg.caa.co.uk
- Library (CAA)  
Tel: 01293 573725 Fax: 01293 573181
- Medical Division (CAA)  
Tel: 01293 573700 Fax: 01293 573995
- NOTAMs and aeronautical information, AIS (NATS)  
Tel: 020 8750 3773 Fax: 020 8750 3775
- Personnel licensing (CAA)  
Tel: 01293 573700 Fax: 01293 573996
- Publications  
Most are available on the CAA website  
**[www.caa.co.uk/publications](http://www.caa.co.uk/publications)**  
Printed copies available from  
The Stationery Office (TSO)  
Tel: 0870 600 5522  
CAA publications listed on TSO website:  
[www.tso.co.uk](http://www.tso.co.uk)
- Safety Promotion, GASIL, etc. FOI (GA) (CAA)  
Tel: 01293 573225 Fax: 01293 573973

The CAA website [www.caa.co.uk](http://www.caa.co.uk) includes GA safety promotion information including GASIL and all SafetySense leaflets through 'publications' & 'general aviation'.

# CAA Survey Department

For matters relating to aircraft maintenance, contact your regional office.

<b>North East &amp; Midlands</b> Tel: 01332 813400 Fax: 01332 850335	<b>Manchester</b> Tel: 0161 216 4500 Fax: 0161 216 4549	<b>South Western</b> Tel: 01934 529850 Fax: 01934 522068
<b>Southern</b> Tel: 01293 768600 Fax: 01293 768601	<b>Stansted</b> Tel: 01279 466747 Fax: 01279 466757	
<b>Luton</b> Tel: 01582 410304 Fax: 01582 457961	<b>Stirling</b> Tel: 01786 431400 Fax: 01786 448030	

## SRG maintenance requirements and policy

Tel: 01293 573367  
 Fax: 01293 573984



# Filing Flight plans

Guidance for completing flight plans is contained in AIP at ENR 1.10 – Flight Planning, and Safety Sense Leaflets 20 and 27. File when flying IFR in controlled airspace, when crossing an international boundary, or when flying over areas with sparse populations.

If your aerodrome of departure does not have an ATS unit, the primary means for filing flight plans should be through the Assisted Flight Planning Exchange (AFPEX) service. This allows pilots and small aerodromes access to file their own flight plans and other flight related messages.

The Civil Aviation Communications Centre (CACC) at Swanwick administers the AFPEX service and staffs the AFPEX Helpdesk to assist in filing flight plans and related messages. Permission to use AFPEX will only be granted to bona fide users based in the UK only and may be obtained from the CACC by e-mail to [flightplanningonline@nats.co.uk](mailto:flightplanningonline@nats.co.uk). Application forms are available on the website [www.flightplanningonline.co.uk](http://www.flightplanningonline.co.uk) and approved users are issued with a LOGIN, unique password and pass-phrase to access their personal mailbox. An internet connection is essential but, once approved, an operator can file their flight plan from any computer.

Pilots wishing to file a flight plan who do not have access to AFPEX, or are unable to access the system for some reason, may continue to use the AFTN “parent units” listed in the AIP at ENR 1.10 – Flight Planning, and Safety Sense Leaflet 20.

The contact number for the AFPEX Helpdesk can also be used to close a flight plan or to cancel a state of emergency after landing if you have been unfortunate enough to need to declare one. The number can also be used by the nominated ‘responsible person’ to activate a flight plan, or in the event of an aircraft not arriving at its destination, to initiate overdue action.

CACC Contact Numbers (available 24 hours a day):

Helpdesk Telephone: **0845 601 0483**

Registration and Queries: **0845 601 0484**

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**OFFER CLOSE DATE 31.12.10**



In Belgium, the meteorological service of Belgocontrol is responsible for the provision of meteorological information for civil aviation.

## Airports and products

Name	ICAO	telephone meteo briefing	briefing office <sup>3</sup>	METAR/ SPECI	TREND	TAF
Brussels Airport	EBBR	+32 (0)22 06 28 50 <sup>1</sup> +32 (0)90 28 81 73 <sup>2</sup>	X (Crew Center)	X	X	X
Charleroi/Brussels-South	EBCI	+32 (0)71 25 12 24	X (Crew Center)	X	X	X
Liège	EBLG	+32 (0)42 34 85 73	X	X	X	X
Antwerp	EBAW	+32 (0)32 85 69 16	X	X	X	X
Ostend	EBOS	+32 (0)59 55 14 52	X	X	X	X
Spa	EBSF			X <sup>4</sup>		
St.-Hubert	EBSH			X <sup>4</sup>		

<sup>1</sup> : meteo briefing + consultation for IATA users

<sup>2</sup> : meteo briefing + consultation for general aviation, ballooning, glider flying (appr. 1 Euro/min)

<sup>3</sup> : the flight documentation for scheduled and routine flights consists of significant weather charts, forecast upper wind and temperature charts, TAFs, SIGMETs

<sup>4</sup> : automatic observations

## Other products

- **SIGMETs and AIRMETs** are available for Brussels FIR whenever appropriate
- **Low-Level Significant Weather Charts** are available for Brussels FIR for the following fixed validity times: 0600, 0900, 1200, 1500 and 1800. Charts are available 4 hours before hour of validity
- **GAMETs** are available for the Brussels FIR for validity periods (UTC) 00-06, 06-12, 12-18, 18-24 with an outlook for the next 6 hours. Forecasts are available three hours before the start of the validity period
- **Glider Flying Bulletins** are available for the Belgian territory in the summertime period from 1 March until 31 October. They are available at 07:30 LT and are valid from 08:00 LT until sunset



**Two types of Ballooning Bulletins** are available for the Belgian territory; one for morning flights and a second for dusk flights:

- **The morning flight bulletin** is issued at 02:30UTC (1 Mar until 31 Oct) or at 05:30UTC (1 Nov until 30 Apr) and is valid between 1Hr before sunrise until 2Hrs after sunrise
- **The dusk flight bulletin** Is issued at 10:30UTC and is valid between 2Hrs prior to sunset and 1Hr after sunset. During summer (1 Mar until 31 Oct) an update is issued at 14:30UTC

## Services

The Belgocontrol website at [www.belgocontrol.be](http://www.belgocontrol.be) offers both flight briefing and meteorological information to professional as well as non-professional pilots, glider flyers and ballooners. The service is free of charge, but restricted to registered users. The following products can be consulted:

- |  |                                     |
|--|-------------------------------------|
| ■ TAFs                                 | ■ Upper Wind and Temperature Charts |
| ■ METARs                               | ■ Glider Flying Bulletins           |
| ■ SIGMETs                              | ■ Ballooning Bulletins              |
| ■ Significant Weather Charts           | ■ Radar Images                      |
| ■ Low-level Significant Weather Charts | ■ Meteogram                         |
| ■ AIRMETs                              | ■ Satellite Images                  |
| ■ GAMETs                               | ■ 10m Wind Charts                   |

**Brussels EUR OPMET Database** can be interrogated via the AFTN network (AFTN address: EBBRYZYX). The database contains the latest METAR, SPECI, SIGMET and TAF messages for all the major airports/FIRs worldwide. For more information please consult the ICAO EUR OPMET Database catalogues. Type the following in your browser's address bar:

**<ftp://BmgUser:aero@ftp.belgocontrol.be/public/OPMET-DB/catalogues>**

**Climatological information** can be obtained by sending a request by:

Regular mail:	Belgocontrol Meteorological Department, Tervuursesteenweg 303, B-1820 Steenokkerzeel, Belgium
Email:	<a href="mailto:clim_data@belgocontrol.be">clim_data@belgocontrol.be</a>
FAX:	+32 (0)22 06 28 09



## The Netherlands

The Royal Netherlands Meteorological Institute (KNMI) is responsible for the provision of meteorological services for civil aviation in the Netherlands (EHAA FIR).

The central forecasting office, and appointed Meteorological Watch Office (MWO EHDB) for Amsterdam FIR, is located at the KNMI office in De Bilt. The MWO provides meteorological services to flights operating from aerodromes in the Netherlands, where no aerodrome met. office is established, and outside the operating hours of other aerodrome met. offices.

**Briefing/consultation** (H24) by MWO, is only available by calling from within the Netherlands at a rate of approximately €0.50 per minute.

VFR tel: 0900-202 33 41

IFR tel: 0900-202 33 43

### Self-briefing facilities

Meteorological self-briefing systems containing flight documentation are available at the met offices at aerodromes EHAM, EHBK, EHEH, EHGG and EHRD.

The information is updated continuously and consists of:

- data in alphanumeric form (OPMET), i.e. TAFs, METARs, SIGMETs which can be obtained as single messages, collected in lists or for specified routes;
- aeronautical meteorological charts for upper winds, upper-air temperatures and significant weather, Amsterdam FIR weather radar, satellite images, etc. Most of the products are based on data distributed within the World Area Forecast System (WAFS) and are available for most of the ICAO regions.

At all other airports meteorological information can be obtained at the airport office. Dutch users can obtain aeronautical information via the internet, [www.aviationweather.nl](http://www.aviationweather.nl). Access is restricted to aviation users planning flights operating from aerodromes within the Dutch area of responsibility.



Aerodrome	ICAO	METAR	TAF 9-hr	TAF 18/24-hr
Ameland	EHAL			
Amsterdam Airport Schiphol	EHAM	X (H24)	X	X
Budel	EHBD			
†Den Helder Airport (military)	EHKD	X (H24)	X	
Drachten	EHDR			
Eindhoven (military)	EHEH	X	X	
†Groningen Airport Eelde	EHGG	X (H24)	X	
Hilversum	EHHV			
Hoogeveen	EHHO			
Lelystad Airport	EHLE			
†Maastricht Aachen Airport	EBBK	X (H24)	X	X
Midden Zeeland	EHMZ			
Noordoostpolder	EHNP			
†Rotterdam Airport	EHRD	X (H24)	X	X
Seppe	EHSE			
Teuge	EHTE			
Texel	EHTX			
Twenthe (military)	EHTW			

† AUTO METAR during operational hours

KNMI Aviation Department PO Box 201 3730 AE DE BILT

Tel: +31 30 22 06 721 Fax: + 31 30 22 11 371

Email: aviation@knmi.nl www.knmi.nl

## 'Transponder equipped?'

squawk Mode A and C



[www.airspacesafety.com](http://www.airspacesafety.com)



Aeroweb® – [www.meteo.fr/aeroweb](http://www.meteo.fr/aeroweb)  
(available in English)

Via the internet, you can obtain continuously updated met information:

## THE WEATHER FOR ENGINE POWERED FLIGHTS

- Visualization of METAR, SPECI, METAR AUTO and TAF on a map of France
- Consult the latest OPMET data for an aerodrome
- Consult GAFFO/GAFOR forecasts by VFR area and description of the GAFFO/GAFOR and ODMX codes

## METEOROLOGICAL FLIGHT INFORMATION

You can generate your meteorological flight documentation (Global OPMET, upper winds and significant weather charts, etc.) in two different ways :  
Choosing among a list of pre-established flight documentation from various French destinations:

- Pre-established flight documentation  
[www.meteofrance.com/FR/aviation/ident/dossiers\\_vol\\_preetablis.jsp](http://www.meteofrance.com/FR/aviation/ident/dossiers_vol_preetablis.jsp)
- Using a form to obtain a personalised flight documentation:
- Personalised flight documentation  
[www.meteofrance.com/FR/aviation/ident/dossiers\\_vol\\_perso.jsp](http://www.meteofrance.com/FR/aviation/ident/dossiers_vol_perso.jsp)

## AEROLOGY FOR GLIDING

Consult a radiosounding (raw and/or emagrams):

- Pre-established flight documentation  
[www.meteofrance.com/FR/aviation/ident/obs\\_aero.jsp](http://www.meteofrance.com/FR/aviation/ident/obs_aero.jsp)

Consult the regional tactical bulletins and/or the local fine aeronautical bulletins (primarily produced from April 1st to September 30th):

- Aeronautical forecasts  
[www.meteofrance.com/FR/aviation/ident/prev\\_aero\\_tactiques.jsp](http://www.meteofrance.com/FR/aviation/ident/prev_aero_tactiques.jsp)

Access the meteorological glossary for gliders, hang-gliders and para-gliders:

- Aeronautical glossary  
[www.meteofrance.com/FR/aviation/ident/lexique.jsp](http://www.meteofrance.com/FR/aviation/ident/lexique.jsp)



## Flight feedbacks

Describe the weather conditions encountered during your flight and take an active part in the development of future forecast tools:

- Weather flight report conditions

[www.meteofrance.com/FR/aviation/ident/recit\\_vol.jsp](http://www.meteofrance.com/FR/aviation/ident/recit_vol.jsp)

Gliders, hang-gliders, paragliders, share directly with forecasters the real weather conditions encountered during your flight:

- Aeronautical weather flight report

[www.meteofrance.com/FR/aviation/ident/rapport\\_vol.jsp](http://www.meteofrance.com/FR/aviation/ident/rapport_vol.jsp)

## Available data

Consult the catalogue of SIGWX charts as well as WITEM at various flight levels:

- Charts catalogue - AEROWEB

[www.meteofrance.com/FR/aviation/ident/catalogue\\_cartes.jsp](http://www.meteofrance.com/FR/aviation/ident/catalogue_cartes.jsp)

Consult the list of aerodromes where OPMET data is available:

- OPMET catalogue- AEROWEB

[www.meteofrance.com/FR/aviation/ident/catalogue\\_opmet.jsp](http://www.meteofrance.com/FR/aviation/ident/catalogue_opmet.jsp)

Do not forget to browse all the NOTAMs related to your flight on the Aeronautical Information Service, a separate website:

- Aeronautical Information Service (SIA/Olivia).

<http://olivia.aviation-civile.gouv.fr/>

To use **Aeroweb**<sup>®</sup>, you need a personal access code. In order to obtain this free service, send your request, with a copy of your pilot's licence, to:  
Météo-France – DP/SERVICES – codes aéronautiques – 42, Avenue Coriolis  
F-31057 TOULOUSE Cedex FRANCE or by email: [serv-code@meteo.fr](mailto:serv-code@meteo.fr)



Speak to a forecaster (24 hrs):

+33 08 99 70 12 15

This number puts you in touch with an experienced aviation forecaster (French speaking) for the region you are calling.

The forecaster provides you with a:

- briefing of the general meteorological situation over the met region (hazardous phenomena, surface and upper winds, 0 °C level, turbulence if any);
- briefing on forecast tendency for the met region;
- detailed forecasts on significant weather, visibility and height of clouds for the area you are calling (France is divided into 14 areas, divided into 60 zones).

Call charges are €1.35/minute for access, plus €0.34/minute.

**Aerofax® – 05 61 07 84 85 (or + 33 5 61 07 84 85 from outside France)**

Dial-up for forecasts and bulletins. Aerofax provides you with TAFs, METARs, SPECI, and SIGMETs for the EUR region, significant weather charts for EURO C and France areas, and associated upper-wind and temperature charts. You need a fax able to go into 'manual receive'. By dialling the number, you will instantly receive the document required. On your first call, obtain the instructions using the following sequence:

- dial 05 61 07 84 85 on your fax/telephone;
- when answered, dial your personal access code followed by «#» key;
- dial «90» and «#» key;
- after the tone, put your fax on 'receive mode'.

*To use Aerofax, you need a personal access code which is the same as the code for Aeroweb. In order to obtain this free service, send your request, with a copy of your pilot's licence, to:*

Météo-France – DP/SERVICES – codes aéronautiques – 42, Avenue Coriolis F-31057 TOULOUSE Cedex FRANCE or by email: [serv-code@meteo.fr](mailto:serv-code@meteo.fr)

*Météo-France publishes a booklet called 'Guide aviation de Météo-France' in which you will find a complete description (in French) of available services for VFR aviation. Ask for it at any meteorological centre in France.*





## Ireland

In Ireland the meteorological service, Met Éireann, is responsible for the provision of meteorological information for civil aviation. At all major aerodromes meteorological information can be obtained at the airport office/self-briefing units.

Products available include:

### **Weatherdial Fax**

Automated weather forecasts, updated regularly, available by fax. Includes METARs and TAFs for Ireland, UK and northern France. Local Area Forecasts (LAFs) for Irish regional airports.

To access Weatherdial Fax call **1570 131 838**, product code **0400**  
Aviation calls are charged at €1.75 per minute.

### **MetFax**

MetFax allows customers to have customised aviation weather data faxed to a number of their choice either on a routine or non-routine basis. The service costs €2.50 per page plus a €2 service charge. To set up a MetFax account dial **+353 61 712950**.

### **OPMET data**

Call **1570 20 21 22** for TAFs, METARs and SIGMETs. Calls are charged at €1.75 per minute.

### **Forecaster briefing**

Call **1570 234 234** for direct contact with a forecaster for a briefing, or further clarification on any information supplied. Calls are charged at €1.75 per minute.

(Prices correct at time of notification. Please check AIP for information updates.)

The above numbers are only accessible from the Republic of Ireland.



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