

RA 3301 – Meteorological Information

Rationale

The availability of accurate, up-to-date meteorological (met) information is crucial for the safe conduct of flights.

Contents

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Regulation

3301(1)

Meteorological Information

3301(1) Controllers **shall** only use met information derived from official sources¹.

Acceptable Means of Compliance

3301(1)

Meteorological Information

1. Only met information derived from official sources **should** be used for Air Traffic Management (ATM) purposes.

Guidance Material

3301(1)

Meteorological Information

2. Nil.

Regulation

3301(2)

Meteorological Information Requirements

3301(2) Units **shall** arrange for specified met information to be available to controllers.

Acceptable Means of Compliance

3301(2)

Meteorological Information Requirements

3. Units **should** determine the level of met support required in accordance with JSP ► 465 Part 2 Volume 3, **Guidance on Defence Meteorological Services**. ◀ As a minimum, this **should** include:

a. Terminal Air Traffic Control (ATC):

(1) Actual weather reports for the Aerodrome at hourly intervals (or at such lesser intervals as may be required) during the period that flying is in progress or the Aerodrome is likely to receive diverted Air Systems.

(a) Actual Weather Reports **should** include cloud coverage and heights (to be specified as Few (FEW), Scattered (SCT), Broken (BKN), Overcast (OVC) and feet above Aerodrome level respectively, beginning with the lowest layer), surface visibility, Aerodrome QFE and QNH and any other relevant information. The surface wind speed and direction can be read direct from the wind dials in the Visual Control Room (VCR) but ► **should** ◀ be displayed in the Approach Control Room (ACR).

(2) Special deterioration or improvement reports, additional to above, when significant changes to wind, visibility, weather or cloud occur. Commanders **should** liaise with their Senior Met Officers to define the critical values which will determine when the Met Office will make these reports to ATC.

(a) For special deterioration or improvement reports, a change of a QNH / QFE value of half a hectopascal (0.5 hPa) or greater

¹ For the purpose of this regulation, when operating in the UK or in established bases overseas, the official source will be the UK Met Office. In other operating scenarios, official sources will also include authoritative allied partners (ie 5-EYES and, potentially, NATO allies).

**Acceptable
Means of
Compliance
3301(2)**

since the previous report **should** be considered a significant weather change at Aerodromes where this is deemed operationally desirable. Otherwise changes of one hectopascal or greater will be considered as significant weather calling for a special report.

- (3) Forecasts of met conditions over a specified area surrounding the Aerodrome. The extent of the area, the frequency of issue and the content of forecasts **should** be as decided by the Commander, or as shown in single-Service Orders.
 - (4) Forecasts for nominated Aerodromes as required for possible diversion action and the most recent met reports from selected Aerodromes in the vicinity.
 - (5) In the UK, Regional Pressure Setting (RPS) values for appropriate Altimeter Setting Regions (ASR).
 - (6) Warnings of reported or forecast weather considered to be hazardous to the safety of Air Systems, either in flight or on the ground.
 - (7) Advice on met factors likely to affect the diversion of Air Systems.
- b. **Air Traffic Control Centre:**
- (1) Weather reports at intervals of not greater than one hour from specified Aerodromes within the Flight Information Region (FIR) and, where necessary, Aerodromes adjacent to the region.
 - (2) Special weather reports (SPECIs) at these Aerodromes as soon as they are received.
 - (3) Forecasts for designated Aerodromes within the FIR.
 - (4) Forecasts of met conditions, including details of cloud, icing, high-level winds, etc, over the FIR, and amended forecasts when necessary.
 - (5) In the UK, RPS values for ASR within the FIR, and, as required, for altimeter setting regions within adjacent FIR. These values are passed hourly to the air traffic control officer for transmission to Air System, either on a routine broadcast or on request.
 - (6) Warning of weather elements.
- c. **Air Surveillance And Control System (ASACS).** Provision of met information for ASACS units **should** include:
- (1) Aerodrome weather reports updated at timely intervals (as detailed in orders pertinent to the ASACS unit and / or system in operation) from specified Aerodromes within the FIR and, where necessary, in adjacent regions.
 - (2) Special weather reports (SPECIs) at these Aerodromes as soon as they are received.
 - (3) Forecasts for designated Aerodromes within the FIR.
 - (4) Forecasts of met conditions, including details of cloud, icing, high-level winds, sea states etc, over the FIR, and amended forecasts when necessary.
 - (5) In the UK RPS values for ASR within the FIR, and, as required, for altimeter setting regions within adjacent FIRs. These values are updated on an hourly basis (or during exercises, as specified in Operation Orders) to enable transmission to air systems on a routine broadcast or on request.
4. Whenever met information is transcribed from any met form, the accuracy of the transcription **should** be independently, and the form signed to this effect.
 5. Where there are no Met Office trained staff at an Aerodrome, the Aerodrome QFE and QNH **should** be determined through the use of correction tables by a competent person using Met Office approved equipment.

**Guidance
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Meteorological Information Requirements

6. Nil.

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