

**NPA/26/05****Title of Proposal:** RA 3301 Issue 3**RA(s) or Manual Chapter(s):** RA 3301**Organizations and / or business sectors affected:** Heads of Establishments and ADH-Facing Organization and / or an AM(MF)-Facing Organizations.**RFC Serial No:***MAA Author*

<b>Post</b>	<b>Name</b>	<b>Rank</b>	<b>Signature</b>
DSA-MAA-Reg-ATM	Redacted	Redacted	Redacted - original signed

*MAA Supervisor*

<b>Post</b>	<b>Name</b>	<b>Rank</b>	<b>Signature</b>
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*MAA Independent*

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DSA-MAA-Reg-Eng-1200	Redacted	Redacted	Redacted - original signed

*MAA LegAd (if required)*

<b>Post</b>	<b>Name</b>	<b>Rank</b>	<b>Signature</b>
N/A	N/A	N/A	N/A

**Cross-references to Other Documents or Relevant Sources****Other MRP Amendments:** N/A**Service Inquiry Recommendations:** N/A**AAIB Recommendations:** N/A**Other Investigation Recommendations:** N/A**Any Other Document:** N/A**Feedback Notes for the Regulated Community**

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions
- Timescale for implementation

- Cost of implementation
- Amendment to internal processes/orders
- Resourcing the outcome of change
- (Contract amendments because of the change)

The format for feedback is available within a single Excel Template file on both internal and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

### **Summary of Proposed Amendment**

**Objective:** Quinquennial review

**Changes made:** The changes to RA3301 reflect a shift in responsibility for determining how Air Traffic Control Units and aircrew receive meteorological information. This responsibility now lies with the relevant Aviation Duty Holder (ADH) and Joint Geospatial Information Policy within Cyber & Specialist Operations Command (CSOC) as sponsors of JSP465 Part 2. The regulation has been streamlined to remove excessive detail and align with JSP 465 Part 2. This approach ensures the MAA focuses on overarching regulatory oversight, avoiding duplication and promoting best practice through appropriate channels, rather than maintaining regulations based on legacy considerations.

**Impact Assessment:** Minor – this draft represents a lower regulatory burden on the Regulated Community.

**Consultation Period Ends:** 13 February 2026

The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to [DSA-MAA-MRPEnquiries@mod.gov.uk](mailto:DSA-MAA-MRPEnquiries@mod.gov.uk)

#### *MAA Approval*

Post	Name	Rank	Signature
Deputy Head Regulation	Redacted	Redacted	Redacted - original signed

## RA 3301 – Meteorological ►Support to Air Traffic Service Units◀

### Rationale

► The safe conduct of aviation relies heavily on the availability of accurate and current meteorological information for Air Traffic Service (ATS) Units. Inaccurate, outdated, or unavailable meteorological data can result in sub-optimal decision-making, increased Risk of weather-related Incidents, and compromised Air Safety. Therefore, the implementation of robust Systems and procedures to ensure timely access to meteorological information from official and reliable data sources, including updates, and pre-duty briefing protocols are crucial to mitigate the Hazard.◀

### Contents

#### 3301(1): Meteorological Information

#### 3301(2): Meteorological ►Support◀ Requirements

### Regulation 3301(1)

#### Meteorological Information

3301(1) Controllers **shall** only use meteorological information derived from official sources►.◀

### Acceptable Means of Compliance 3301(1)

#### Meteorological Information

1. Only meteorological information derived from official sources **should** be used for Air Traffic Management purposes.

### Guidance Material 3301(1)

#### Meteorological Information

2. ►Official sources include the Met Office, the Joint Operations Meteorology and Oceanography Centre, or Met Office trained and current Aeronautical Meteorological Observers. In other operating scenarios, official sources will also include authoritative allied partners (ie 5-EYES and North Atlantic Treaty Organization allies).◀

### Regulation 3301(2)

#### Meteorological ►Support◀ Requirements

3301(2) ►ATS Units **shall** ensure meteorological support meets the minimum standards.◀

### Acceptable Means of Compliance 3301(2)

#### Meteorological ►Support◀ Requirements

3. ►ATS Units **should** determine the level of meteorological support required in accordance with JSP 465►<sup>1</sup>. As a minimum, this **should** include ►provision of Meteorological Aerodrome Reports, Special Observations, Terminal Area Forecasts, and Regional Pressure Settings.◀

- a. ►◀
  - (1) ►◀
    - (a) ►◀
  - (2) ►◀
    - (a) ►◀
  - (3) ►◀
  - (4) ►◀
  - (5) ►◀
  - (6) ►◀
  - (7) ►◀

<sup>1</sup> ►Refer to JSP 465 Part 2 Volume 3, Guidance on Defence Meteorological Services.◀

b.  

- (1)  
- (2)  
- (3)  
- (4)  
- (5)  
- (6)  

C.  

- (1) ►►
- (2) ►►
- (3) ►►
- (4) ►►
- (5) ►►

4. ► Units **should** maintain arrangements to ensure continuity of meteorological support during operational hours.◀
5. ►◀

# Guidance Material 3301(2)

# Meteorological ►Support◀ Requirements

6. ►JSP 465►<sup>1</sup> provides detailed procedures for observation and reporting standards, forecasting practices, and equipment and personnel qualifications.◀