

GetMet

Make a difference to your flying with accurate weather briefing



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 obtain this information via internet and telephone. If you have any suggestions for improving this booklet, please contact:

Met Office

Fitzroy Road, Exeter, Devon EX1 3PB

Email: transport@metoffice.gov.uk

www.metoffice.gov.uk/services/transport

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

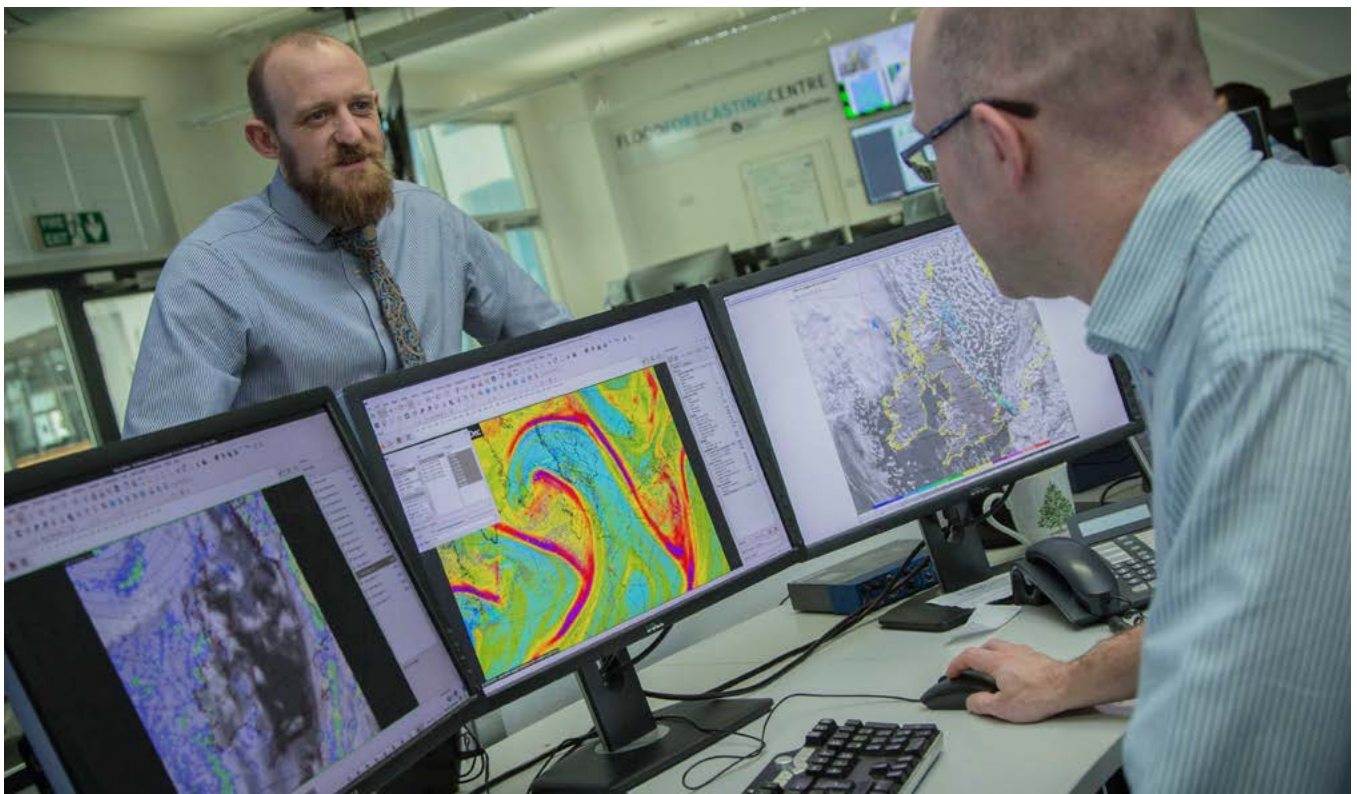
0370 900 0100

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

Isle of Man **01624 821641** (ATC Hours)

Jersey **01534 446301** (ATC Hours)

Prices stated in GetMet are correct at the publication



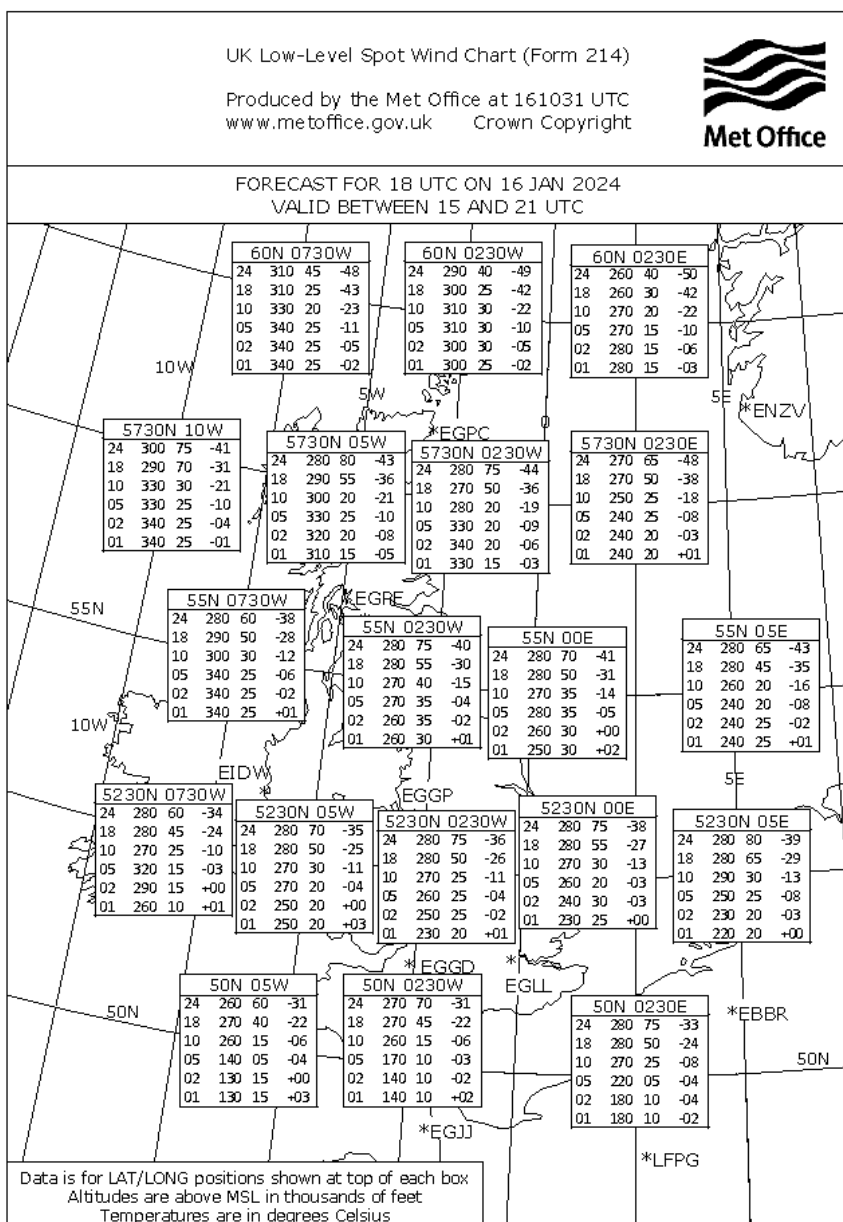
ONLINE BRIEFING FOR PILOTS

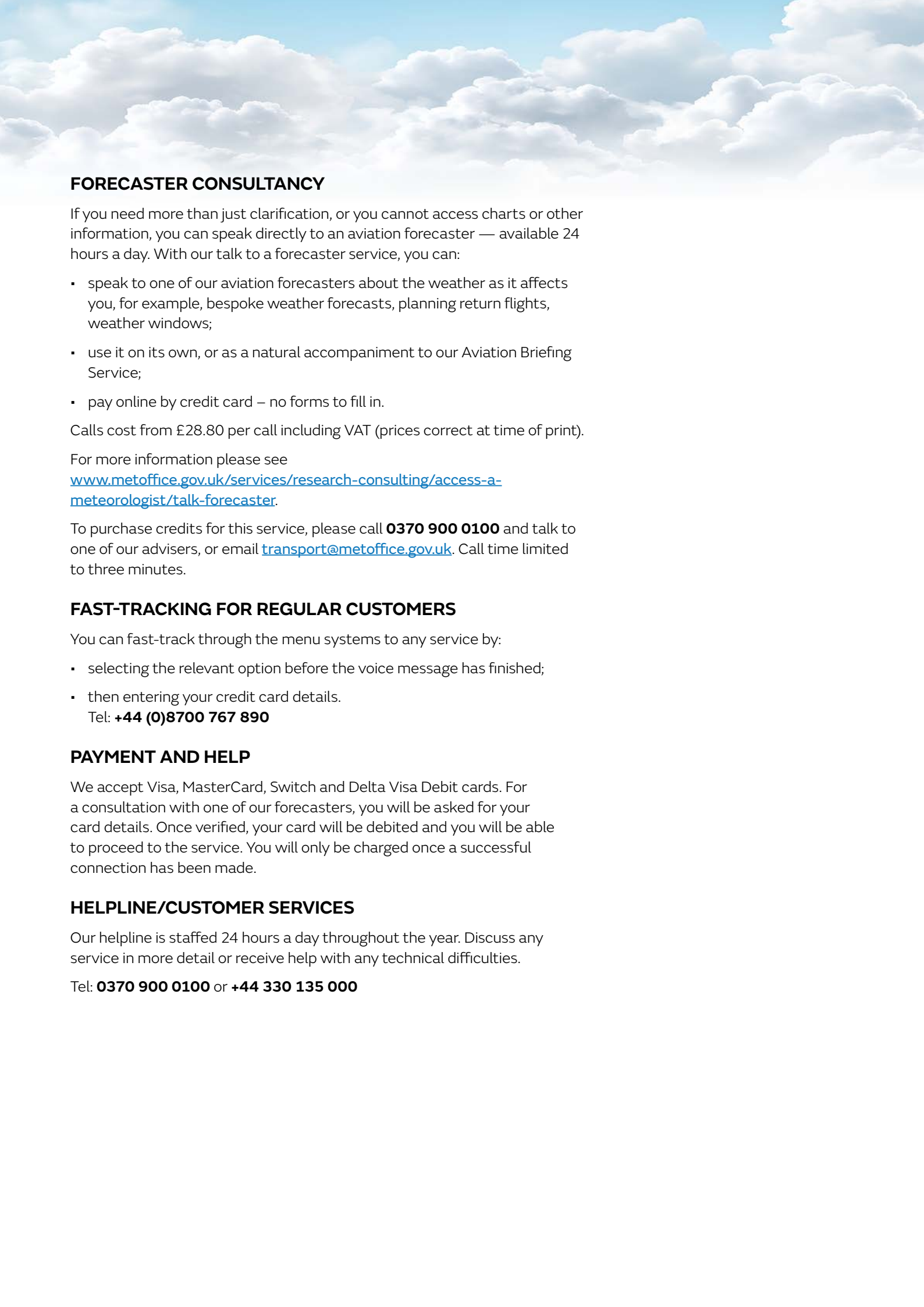
The Met Office's online Aviation Briefing Service Aeronautical Visualisation System (formerly the Aviation Briefing Service) provides a comprehensive range of pre-flight weather briefing services direct to your computer, tablet and smartphone.

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

- F214 / F215
- TAFs and METARs
- UK GAMETs
- Ballooning forecasts
- Satellite and rainfall imagery
- SIGMETs
- Aerodrome weather warnings
- Weather map layers

For instant access, simply register at: <https://www.metoffice.gov.uk/services/transport/aviation/regulated/mavis/index>





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 talk to a forecaster service, you can:

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

Calls cost from £28.80 per call including VAT (prices correct at time of print).

For more information please see

www.metoffice.gov.uk/services/research-consulting/access-a-meteorologist/talk-forecaster.

To purchase credits for this service, please call **0370 900 0100** and talk to one of our advisers, or email transport@metoffice.gov.uk. 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 767 890**

PAYMENT AND HELP

We accept Visa, MasterCard, Switch and Delta Visa Debit 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

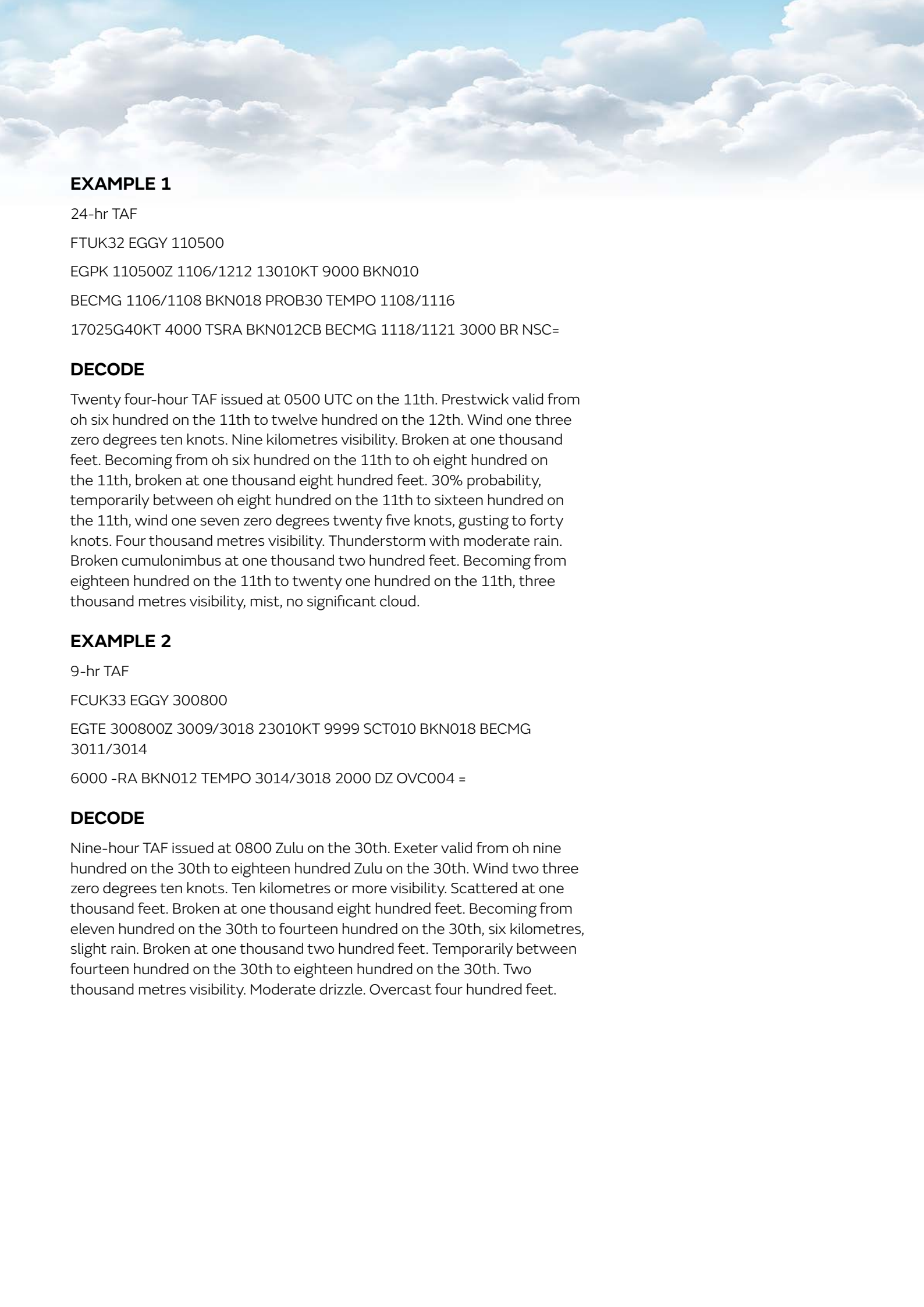
Our helpline is staffed 24 hours a day throughout the year. Discuss any service in more detail or receive help with any technical difficulties.

Tel: **0370 900 0100** or **+44 330 135 000**

MET. DECODES

Aerodrome forecast – TAF decode

Code Element	Example	Decode	Notes
1 Report type	TAF	‘Terminal Aerodrome Forecast’	Name for an aerodrome forecast
2 Location	EGSS	‘London Stansted’	Station four-letter ICAO indicator
3 Date/Time of origin Zulu is equivalent to UTC	130500Z	‘For the 13th at oh, five, hundred, Zulu’	
4 Validity time	1306/1412	‘Valid from oh, six, hundred on the 13th to, oh, twelve, hundred on the 14th’	UTC (Greenwich Mean Time)
5 Wind	31015G25KT	‘Three one zero degrees, fifteen knots, max twenty five knots’	VRB = Variable; 0000KT = calm. Wind direction is given in degrees true
6 Prevailing visibility or CAVOK*	8000	‘Eight kilometres’	9999 = 10 km or more; 0000 = less than 50 metres
7 Significant weather	-SHRA	‘Light rain showers’	See present weather table on METAR (page 18) for details; NSW = No significant weather
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’	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.
9 Significant changes Probability Time Change indicator Met. groups	PROB30 1314/1316 BECMG 1314/1316 FM131400 TSRA BKN010CB	‘30% probability’ ‘from fourteen hundred on the 13th to sixteen hundred on the 13th,’ or ‘becoming from fourteen hundred on the 13th to sixteen hundred on the 13th’ or ‘from fourteen hundred on the 13th’ followed by ‘Thunderstorm with rain, broken cumulonimbus at one thousand feet’	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.



EXAMPLE 1

24-hr TAF

FTUK32 EGGY 110500

EGPK 110500Z 1106/1212 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 twelve 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.

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.

FLIGHT PLANNING

In addition to weather information

- UK and Foreign NOTAM information is available from the UK Aeronautical Information Service at www.nats.aero/do-it-online/ais/ where you can also access the UK AIP, its supplements, AICs and a flight plan form.
- For abbreviated and updated information on certain UK airspace restrictions, call the AIS information line on **08085 354802** or **+44 (0)1489 887515**. The Airspace Safety Initiative website and the Pre-Flight Planning section also has the Weather TEM section <https://airspacesafety.com/pre-flight-planning/>.

PILOT'S PRE-FLIGHT CHECK

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

SafetySense leaflets are in LASORS and the CAA website
<https://caa.co.uk/general-aviation/safety-topics/safety-sense-leaflets/> through "general aviation".

Valid medical, type/class rating?	
90-day rule for passengers?	
Map/charts and information in date?	www.ais.org.uk >VFR CHARTS
Frequencies changed?	www.ais.org.uk >VFR CHARTS
Flight plan required?	GetMet page 22 or AIS website
File CANP/PINS?	Freephone 0800 515544
Mass/balance calculations?	Flight manual, SafetySense leaflet 9
Weather forecast — route/area?	F215/415, TAFs/METARs GET MET Pages 417
NOTAMs and aeronautical information checked?	AIS website www.ais.org.uk
Route planned? Fuel? Diversion? Safety altitude?	SafetySense leaflet 5
Take off/landing performance?	Flight Manual, SafetySense leaflet 7
Temporary restricted airspace?	AIS website or freephone 08085 354802 or call +44 (0)1489 887515
Aircraft serviceable?	
Pilot fit, both physically and mentally?	SafetySense leaflet 23
Passengers briefed?	SafetySense leaflet

MET. DECODES

Aerodrome actual weather – METAR and SPECI decode

Code element	Example	Decode	Notes
1. Identification METAR or SPECI Location indicator Date/time	METAR EGLL 291020Z AUTO	Meteorological Airfield Report London Heathrow 'ten twenty Zulu on the 29th' a fully automated report with no human intervention	METAR – aviation routine report, SPECI – selected special (not from UK civil aerodromes) Station four-letter indicator. AUTO METARS may only be disseminated when an aerodrome is closed or at H24 aerodromes, when approved by the CAA. 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
2. Wind Wind direction/speed Extreme direction	31015G27KT 280V350	'three one zero degrees, fifteen knots, gusting twenty seven knots' 'varying between two eight zero and three five zero degrees'	Max only given if 10 KT than mean. VRB = variable. 00000KT = calm. Variation given in clockwise direction, but only when mean speed is greater than 3 KT. Wind direction is given in degrees true.
3. Visibility prevailing visibility Minimum visibility (In addition to the prevailing visibility required)	3200 1200SW	'three thousand two hundred metres' 'twelve hundred metres to the south-west'	0000 = 'less than 50 metres' 9999 = 'ten kilometres or more'. No direction is required. 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 if points of the compass.
4. RVR	R27R/1100	'RVR, runway two seven right, one thousand one hundred metres'	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).

5. Present Weather	+SHRA	'heavy rain showers'	+ = Heavy (well developed in the case of +FC and +PO); -= Light; no qualifier = Moderate. + = Heavy (well developed in the case of +FC and +PO); -= Light; no qualifier = Moderate. BC = Patches BL = Blowing BR = Mist DR = Drifting DS = DuststormDU = 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) Up to three groups may be present, constructed by selecting and combining from the above. Group omitted if no weather to report.
6. Cloud	FEW005 SCT010CB BKN025	'few at five hundred feet, scattered cumulonimbus at one thousand feet, broken at two thousand five hundred feet'	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).

7. CAVOK*	CAVOK	‘cav-oh-kay’	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.
8. Temp and dew point	10/03.	‘temperature ten degrees Celsius, dew point three degrees Celsius’	If dew point is missing, example would be reported as 10///. M indicates a negative value.
9. QNH	Q0995	‘nine nine five’	Q indicates millibars. If the letter A is used QNH is in inches and hundredths.
10. Recent weather	RETS	‘recent thunderstorm’	RE = recent, weather codes given above. Up to three groups may be present.
11. Wind shear	WS RWY24	‘wind shear runway two four’	Will not be reported at present for UK aerodromes
12. Colour state	BLU	Blue	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
13. Trend		‘becoming from 1100, 230 degrees 35 KT, max 50 KT, temporarily, 3,000 metres, moderate rain showers	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

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.

EXAMPLE

SAUK02 EGGY 301220 METAR

EGPZ 301220Z 30025G37KT 270V360 6000 1200NE +SHSN SCT005
BKN010CB 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 northeast); 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.

METFORM 215

Explanatory notes for the 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 is 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	000 UTC	2000 — 0500 UTC	1200 UTC	0600 UTC
2130 UTC	0600 UTC	0200 — 1100 UTC	1800 UTC	1200 UT

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

	Original forecast	Revised opinion
General cloud base, AMSL (amounts of SCT or more)	2500 FT or more 1500 FT to 2500 FT 700 FT to 1500 FT 500 FT to 700 FT 300 FT to 500 FT 200 FT to 300 FT SFC. to 200 FT	< 2500 FT < 1500 FT or > 2500FT < 700 FT or > 1500 FT < 500 FT or > 700 FT < 300 FT or > 500 FT < 200 FT or > 300 FT > 200 FT
Visibility	8 KM or more	< 8 KM
(general visibility)	5000 M to 8 KM 3700 M to 5000 M 2500 M to 3700 M 1600 M to 2500 M 800 M to 1600 M 000 M to 800 M	< 5000 M or > 8 KM < 3700 M or > 5000 M < 2500 M or > 3700 M < 1600 M or > 2500 M < 800 M or > 1600 M > 800 M

There are also amendment criteria for the occurrence/non-occurrence of weather, icing severity, turbulence severity and boundaries.
See UK AIP GEN 3.5.

Pressure centres and fronts

WHAT IS A FRONT?

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

xL

oH

SURFACE FRONTAL POSITIONS



Warm front



Cold front



Occlusion



Trough

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



15 KT

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

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

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 10,000 FT will be shown by 'XXX'. The following symbols will be used to show icing in cloud:

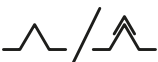
Slight icing: not shown

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.

MAX maximum

WKN weakening

FPM feet per minute

VSP vertical speed

MTW mountain waves

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

Other resources

A full decode of the F215, along with a range of other resources for pilots, is available at: www.metoffice.gov.uk/services/transport/aviation/regulated/pilot-resources.

Additionally, please refer to the CAAs Skyway Code (section 'Pre Flight Preparation – Meteorology') and sections 3 and 4 of the Airspace & Safety Initiative Pre Flight Planning <https://airspace-safety.com/pre-flight-planning>.

GAMET

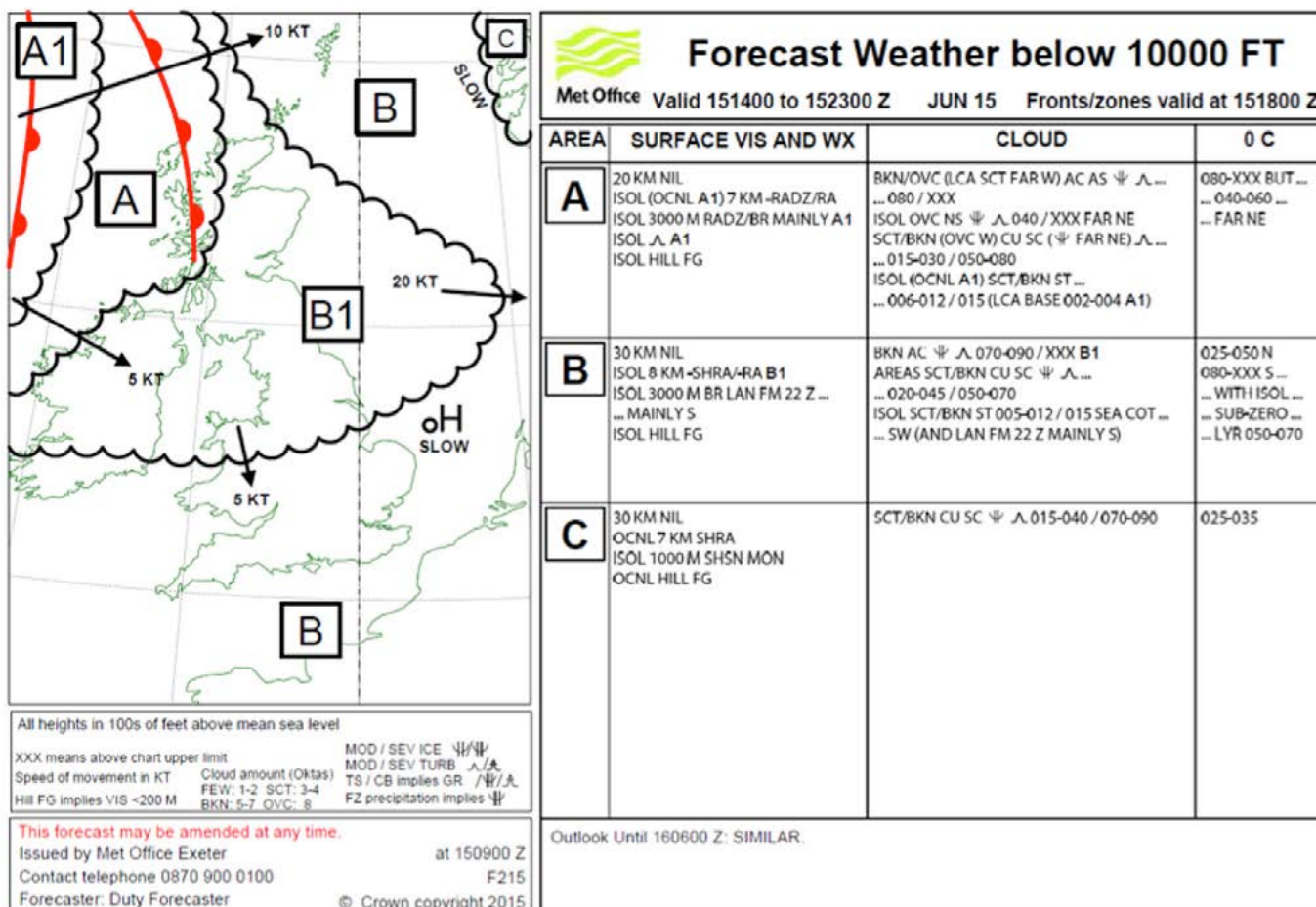
GAMETs (GA MET) are text based forecasts issued 4 times per day for 4 UK geographical regions. For more information and an example please visit www.metoffice.gov.uk/services/transport/aviation/regulated/pilot-resources#GAMETs

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 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.



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 (k) Runway contamination warning if applicable (l) TREND if applicable *or CAVOK 3. Non-essential words such as 'surface wind', 'visibility', etc. are not spoken 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 southeast England and English Channel	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 Exeter		
†LONDON VOLMET (NORTH)	126.600	H24 (continuous)	E Midlands Humberside Isle of Man Leeds Bradford Liverpool London Gatwick Manchester Newcastle Durham Tees Valley		
SCOTTISH VOLMET	125.725	H24 (continuous)	Aberdeen/Dyce Belfast International Edinburgh Glasgow Inverness London Heathrow Prestwick Stornoway Sumburgh		

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 airfield 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.

Amsterdam 126.200 MHz	BRUSSELS 127.800 MHz	DUBLIN 127.000 MHz	PARIS 126.000 MHz
Amsterdam	Brussels	Dublin	Paris/CDG
Rotterdam	Oostende	Shannon	Paris/Orly
Brussels	London/Heathrow	Cork	Lyon/Satolas
Düsseldorf	Luxembourg	Belfast	Geneva
Paris/CDG	Amsterdam	Glasgow	Zurich
London/Heathrow	Paris/Orly	Prestwick	London/Heathrow
London/Gatwick	Frankfurt	Manchester	London/Gatwick
Copenhagen	Cologne-Bonn	London/Heathrow	Brussels
Hamburg	Düsseldorf	London/Gatwick	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
Teeside International	01325 331054
Glasgow ATIS	01418 877449
Guernsey ATIS	01481 238957
Inverness ATIS	01667 464255
Jersey ATIS	01481 238957
Kirkwall ATIS	01856 878476
Leeds Bradford ATIS	01133 911698
London City ATIS	02075 116055
London Stansted ATIS	01279 669325
Lydd ATIS	01797 322422
Manchester ATIS	01612 092860
Newcastle ATIS	01912 143401
Shoreham ATIS	01273 467372
Southampton ATIS	02380 625877
Stornoway ATIS	01851 707444
Sumburgh ATIS	01950 461037
Wick ATIS	01955 607596

USEFUL CONTACTS

Other useful numbers

General Aviation Unit (GAU)

Tel: **(0) 12 9357 3988**

www.caa.co.uk/general-aviation

Aircraft registration (CAA)

www.caa.co.uk/aircraft-register/

Tel: **(0330) 022 1917**

Email: aircraft.reg@caa.co.uk

Aviation Health Unit (CAA)

Email: ahu@caa.co.uk

NOTAMs and aeronautical information, AIS (NATS)

AIS information line: **08085 354802** or **+44 (0)1489 887515**

<https://nats-uk.ead-it.com/cms-nats/opencms/en/contact-us/>

Licensing Department (CAA)

www.caa.co.uk/general-aviation/pilot-licences/

Publications

Most are available on the CAA website

www.caa.co.uk/our-work/publications/publications/

TSO's CAA Customer Services: 0333 200 2412

Email: caa@tso.co.uk

Safety Promotion GASCo (General Aviation Safety Council)

www.gasco.org.uk

The CAA website

www.caa.co.uk includes GA safety promotion information including /gasil or /safetysense leaflets

Important telephone numbers
Accident reporting, AAIB. Tel: 01252 512299
Emergency Alerting (Distress & Diversion) Cell, LATCC (NATS). Tel: 01489 612406
Airprox reporting, UKAB www.airproxboard.org.uk/report-an-airprox/
Occurrence reporting, Safety Data Dept (CAA) www.caa.co.uk/our-work/make-a-report-or-complaint/report-something/mor/occurrence-reporting/
Confidential Human Factors Incident Reporting (CHIRP) www.caa.co.uk/safety-initiatives-and-resources/working-with-industry/chirp/
General Aviation Unit (GAU). Tel: (0) 12 9357 3988 www.caa.co.uk/general-aviation

CAA AIRWORTHINESS EVALUATION AND SURVEILLANCE

For all matters, including those relating to aircraft maintenance, please contact the General Aviation Unit.

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 email to flightplanningonline@nats.co.uk. Application forms are available on the website www.flightplanningonline.co.uk and approved users are issued with a LOGIN and unique password to access their personal mailbox.

An internet connection is essential but, once approved, an operator can file their flight plan from any windows or Linux 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 use the AFTN Parent Unit 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 and Registration	Telephone: 01489 612792

Met Office
FitzRoy Road, Exeter
Devon, EX1 3PB
United Kingdom

Tel: 0370 900 0100

enquiries@metoffice.gov.uk

www.metoffice.gov.uk