



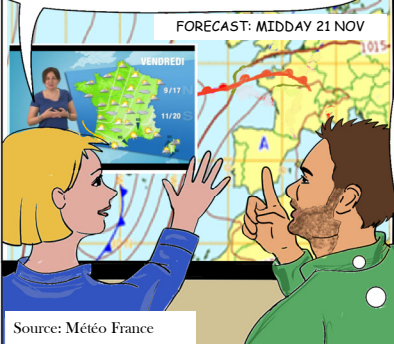
Sunny Swift

“Weather briefing process”

DAY -3

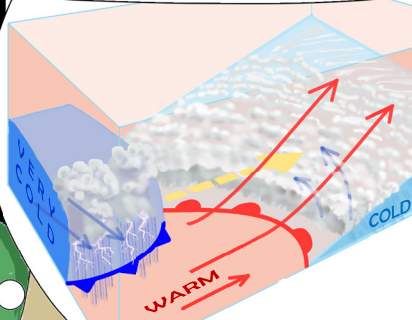
CHARLIE IS PLANNING A FLIGHT NEXT WEEK FROM POITIERS TO RENNES, FOR A UNIVERSITY REUNION. SUNNY IS EXPLAINING THE BRIEFING PROCESS.

IN THE DAYS BEFORE A FLIGHT, FOLLOW THE TV AND INTERNET WEATHER FORECASTS FOR AN OVERVIEW.



Source: Météo France

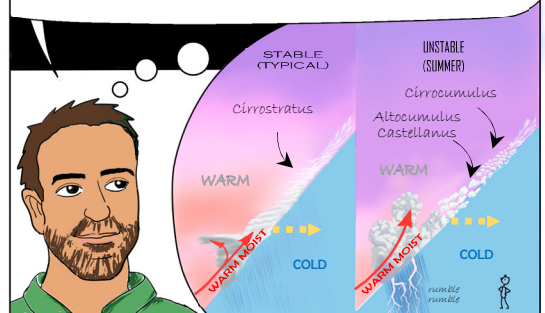
SYNOPTIC CHARTS SHOULD HELP YOU UNDERSTAND THE GENERAL SITUATION. WHERE THERE ARE FRONTS, TRY TO VISUALISE THE TYPICAL CLOUD FORMATIONS



THEN THINK ABOUT WHERE THE AIRMASS IS COMING FROM.

OK, I REMEMBER MY MET THEORY: POLAR - TROPICAL, MARITIME-CONTINENTAL. LOOKS LIKE THE NORTHWEST OF FRANCE WILL BE IN A MARITIME TROPICAL AIRMASS.

YES, ALSO THINK ABOUT THE TEMPERATURE AND HUMIDITY OF THAT AIRMASS. IS IT LIKELY TO BE STABLE OR UNSTABLE?



DAY -1

AS EXPECTED, TOMORROW WE HAVE MT COMING FROM THE AZORES, BRINGING LOW CLOUD AND MIST.

WE ARE INLAND, SO CLOUD AND MIST WILL BE SLOW TO CLEAR.

YES, THINK ABOUT THE SEASON AND THE GEOGRAPHY.



Maps: Google

DAY OF FLIGHT

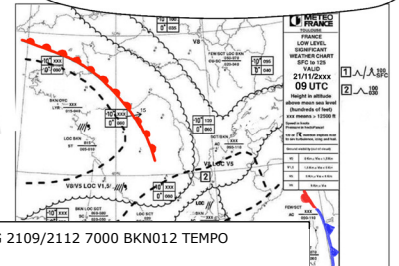
WE WILL LOOK AT THE LOW LEVEL AREA FORECAST AND GAFOR. THEY WILL SHOW THE EXPECTED WEATHER, VISIBILITY AND CLOUD; AND CHECK THE WIND SPEED AND DIRECTION.

HMMM THERE'S AN AREA OF LOW CLOUD, EXACTLY OVER THE AIRFIELD, THOUGH IT'S FORECAST TO IMPROVE LATER.



FOR RENNES, THE TAF* SHOWS 3 000 METRES IN MIST AND BKN AT 500 FT AAL** AT DAYBREAK, BUT IMPROVING TO 7 KM AND BKN012 BY 12.00 UTC

THE METARS COMPLETE THE PICTURE, AND YOU CAN THEN REVIEW WITH THE WEATHER RADAR AND SATELLITE IMAGERY.



TAF LFRN 210500Z 2106/2206 22010KT 3000 BR BKN005 BECMG 2109/2112 7000 BKN012 TEMPO 2112/2116 SCT012 BKN018...=

METAR LFRN 210800Z 21007KT 3000 BR BKN005 10/09 Q1019 BECMG 6000 BKN010=

*SEE THE FUTURE ISSUE "INTERPRETING TAFS"

**AAL=ABOVE AIRFIELD LEVEL

DECISION MAKING AND A RE-CAP OF THE PROCESS:

THE PROCESS WE'VE FOLLOWED IS A GOOD EXAMPLE OF A BRIEFING PROCESS.

PLANNING, AND ON THE DAY

- 1) SYNOPTIC CHARTS
- 2) AIRMASS
- 3) SEASON
- 4) GEOGRAPHY - COASTAL, MOUNTAINOUS?
- 5) IF IN DOUBT, A PROFESSIONAL BRIEFING.

ON THE DAY

- 1) LOW LEVEL AREA FORECAST
- 2) GAFOR (IF AVAILABLE)
- 3) WIND DIRECTION AND SPEED
- 4) TAFS/METARS
- 5) WEATHER RADAR/SATELLITE/LIGHTNING IMAGERY
- 6) SUITABLE WEBCAMS EN-ROUTE
- 7) IF IN DOUBT, A PROFESSIONAL BRIEFING.

THESE CONDITIONS ARE VMC, 7KM AND BKN012, BUT YOU HAVE TO CONSIDER YOUR PERSONAL MINIMA, AND THE RISK OF THE TOLERANCE OF THE TAF BEFORE YOU MAKE A DECISION.

A REALLY GOOD IDEA IS TO ARRANGE YOUR 'FAVOURITES' SO THAT YOU NATURALLY FOLLOW THE SAME STEPS...AND REMEMBER THE GOLDEN RULE: BEGIN WITH A WEATHER ANALYSIS AND THEN PROCEED WITH THE FORECAST.

THE TAF FOR RENNES, AND THE GAFOR, ARE OK FROM 1200 UTC.



You can find links to more info on:

- Air masses, synoptic charts
 - Weather information for pilots
- in the downloads section of this issue

Please send your comments and ideas to generalaviation@easa.europa.eu

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