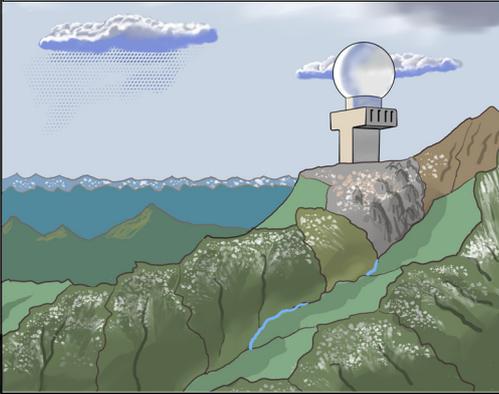




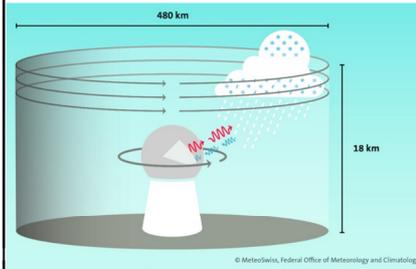
# Sunny Swift

## “Weather radar information”

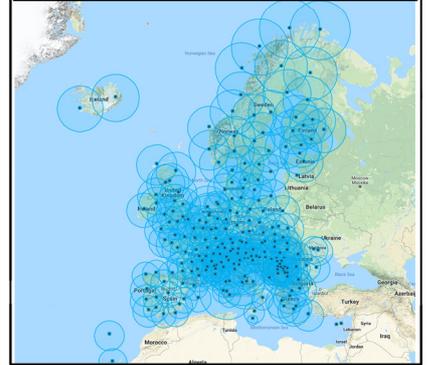
ON THE TOP OF A HILL, A SOLITARY WEATHER RADAR STANDS IMPERTURBABLE, IN ITS UNTIRING WATCH OVER THE SKIES...



INSIDE ITS DOME, A ROTATING ANTENNA SILENTLY CAPTURES THE RETURN SIGNALS FROM PRECIPITATION (RAIN, HAIL, SNOW) AND SENDS THEM TO A PROCESSING CENTRE.



THERE, THE DATA IS FILTERED AND COMBINED WITH INFORMATION FROM OTHER EUROPEAN RADARS. IN THIS WAY, A COMPOSITE IMAGE OF PRECIPITATION CAN BE BROADCAST BY THE WEATHER SERVICES



IN THE CREW ROOM, TWO PILOTS, INSTRUCTOR SUNNY AND STUDENT FARRY, ARE PLANNING A FLIGHT, INTENDING TO REMAIN WITHIN FARRY'S PERSONAL LIMITS - SUCH AS VISIBILITY, WEATHER AND CLOUD BASE - DURING A CROSS-COUNTRY FLIGHT. THEY ARE LOOKING AT PRECIPITATION CHARTS, WHICH ARE INFORMATION FROM GROUND-BASED RADAR.

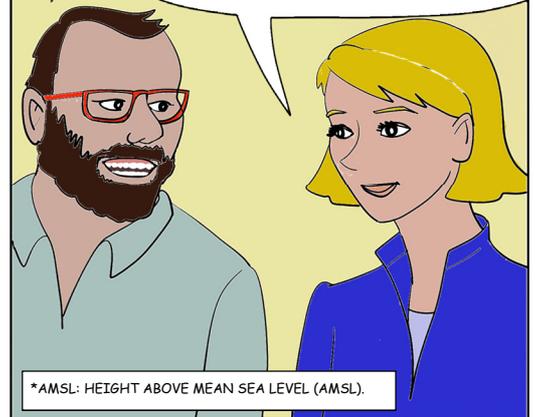
FROM THE WEATHER RADAR, THERE ARE LOTS OF GAPS - SO, THIS ROUTE LOOKS FINE!

WHAT DOES THE GENERAL FORECAST SAY FOR THAT ROUTE?



WELL, THE FORECAST ALONG THE ROUTE IS FOR LOCALLY BROKEN CLOUD AT 1 200 FT AMSL, WITH 3 000 M VISIBILITY IN DRIZZLE.

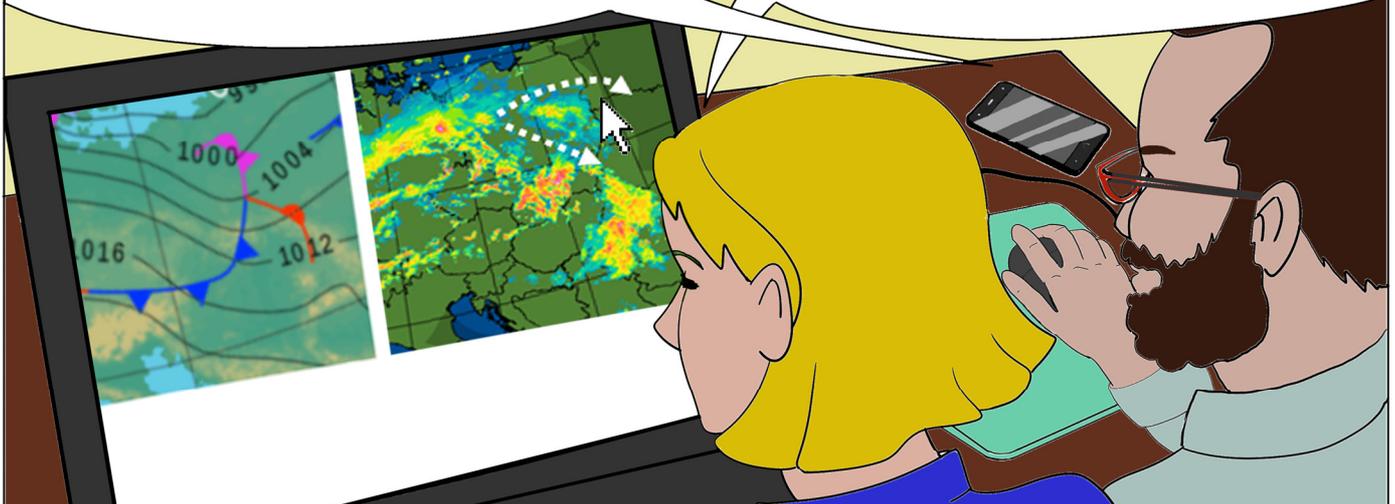
REMEMBER, WEATHER RADAR DOESN'T PICK UP CLOUD, OR SOMETIMES DRIZZLE FROM CLOUD.



\*AMSL: HEIGHT ABOVE MEAN SEA LEVEL (AMSL).

HMMM, OK. MY ORIGINAL ROUTE WAS TO THE SOUTHWEST OF SOME HIGH GROUND - SOME REALLY GOOD SCENERY. BUT I COULD ALSO TAKE A MORE NORTHERN ROUTE, AWAY FROM THE HIGH GROUND. THE CLOUD IS FORECAST AT 2 000 FT AMSL WITH 10 KM OR BETTER VISIBILITY FOR THE NORTHERN ROUTE.

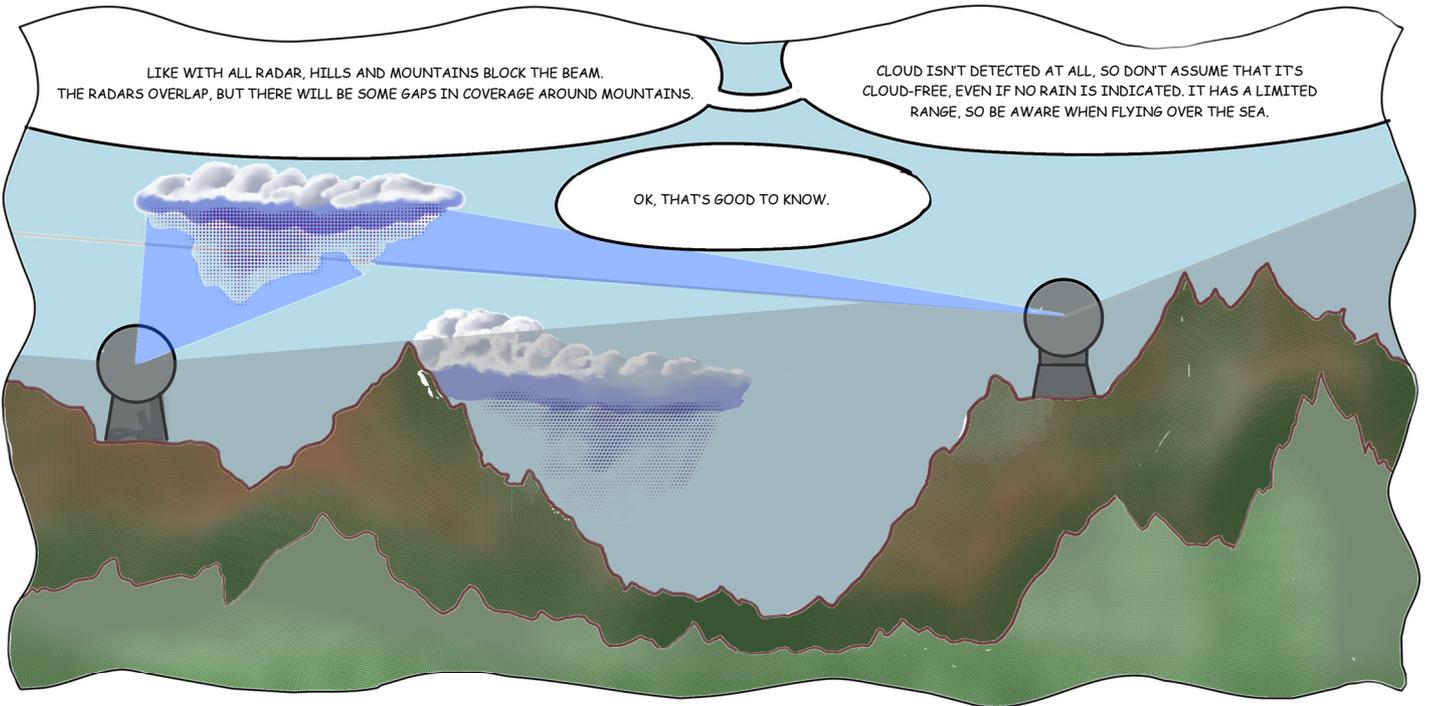
YES, THAT WOULD BE A BETTER OPTION. WEATHER RADAR IS VERY GOOD FOR SITUATIONAL AWARENESS, BUT THERE ARE A FEW THINGS TO REMEMBER TO GET THE BEST FROM IT.



LIKE WITH ALL RADAR, HILLS AND MOUNTAINS BLOCK THE BEAM. THE RADARS OVERLAP, BUT THERE WILL BE SOME GAPS IN COVERAGE AROUND MOUNTAINS.

CLOUD ISN'T DETECTED AT ALL, SO DON'T ASSUME THAT IT'S CLOUD-FREE, EVEN IF NO RAIN IS INDICATED. IT HAS A LIMITED RANGE, SO BE AWARE WHEN FLYING OVER THE SEA.

OK, THAT'S GOOD TO KNOW.

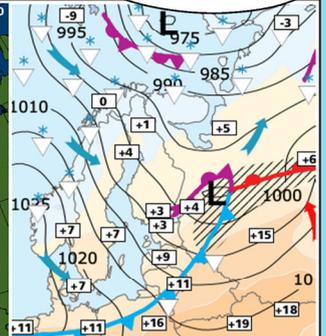
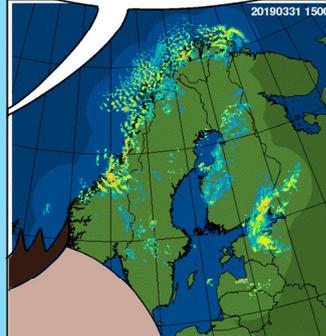
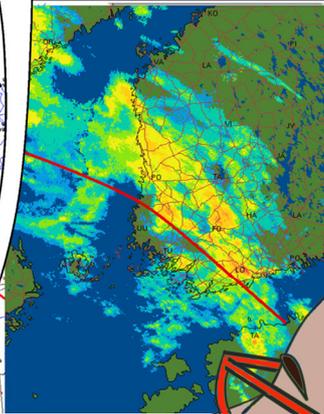
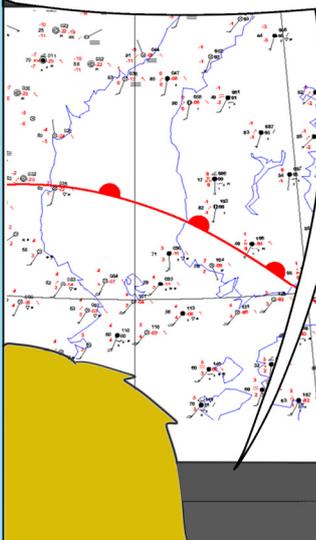


THERE ARE CERTAIN PATTERNS YOU CAN IDENTIFY, AND BRIEFING CHARTS HELP WITH THAT.

BANDS OF RAIN OFTEN REPRESENT FRONTS, OR TROUGHS

CLUSTERS OF RAIN OFTEN REPRESENT SHOWERS. HIGH RAINFALL RATES INDICATE CB\* CLOUD

SHOWERS AND CB CAN DEVELOP QUICKLY, SO CHECK FOR THEM FREQUENTLY



\*CB: CUMULONIMBUS.

DO USE WEATHER RADAR TO HELP BETTER UNDERSTAND THE WEATHER SITUATION WITH THE BRIEFING CHARTS...

EXACTLY. GROUND-BASED WEATHER RADAR IS VERY USEFUL. RECOGNISE THE PATTERNS TO LOOK FOR AND CHECK FOR THEM REGULARLY, BUT ALLOW FOR THE THINGS IT CAN'T TELL YOU ABOUT.

...AND CONSIDER IT AS COMPLEMENTING OTHER MET INFORMATION!

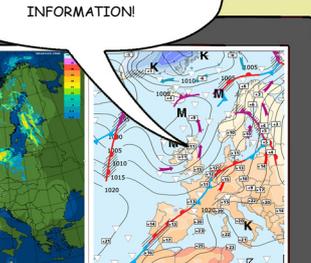


Chart sources: Ground-based weather radar EUMETNET; Weather maps FMI

You can find more information on **Weather radar observations** and **Weather information for pilots** on the EASA website: [www.easa.europa.eu/sunny-swift](http://www.easa.europa.eu/sunny-swift), in the downloads section of this issue.

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