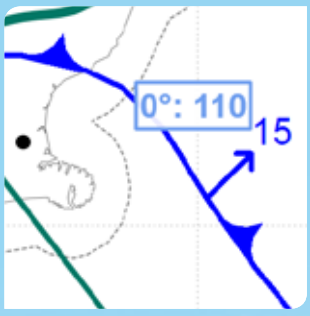
» *Continued from previous page*

The two following examples were taken from the full map on page 20. The new GRAFOR provides all heights in flight levels, or hundreds of feet.

The example below shows a forecast for the area around Dargaville. It indicates scattered cloud with bases of 2000 ft and tops of 7000 ft and occasional cumulonimbus clouds with bases of 2000 ft and tops above 10,000 ft.

The forecast weather is 15 km visibility in light showers before reducing to 3000 m in thunderstorms from 23Z.


Below we have a frontal example taken from the area around Christchurch. It depicts a cold front, moving northeast at 15 kt, and a spot freezing level of 11,000 ft.



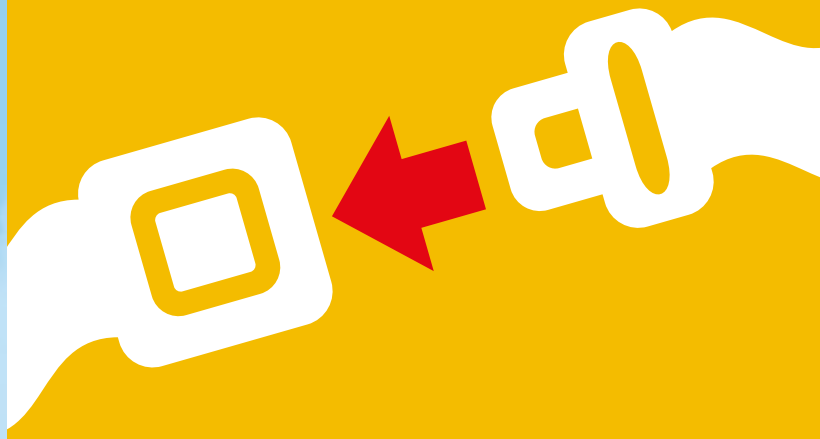

So what is the difference now for you and that trip to Golden Bay?

You get a weather briefing from MetFlight, or your usual MetService portal, and print off the GRAFOR and GNZSIGWX maps and AAW valid for the time you are planning to fly.

Even a brief glance at the map shows you where the inclement weather is, helping you more easily plan the safest and most efficient route.

At any one time, there will be three maps available, each with a six-hour validity, covering a total period of 18 hours.

"This extends the current coverage by a considerable margin," says Tui, "enabling better decision making especially for long cross-country flights. We expect this will make things easier for pilots." ■



# Buckle Up

Injuries and fatalities sustained in some aviation accidents may have been prevented, or reduced in severity, if seat belts had been worn correctly.

It's important to remember that passenger and crew seat belts and harnesses are only effective when they are securely fastened and properly adjusted.

The Transport Accident Investigation Commission's investigation into the 2014 Eurocopter AS350-B2 accident at Mount Alta found that the injuries sustained by the helicopter's occupants might have been reduced had their seat belts been fitted tightly. In this accident, five of the seven occupants were ejected from the helicopter. There was one fatality, and three received serious injuries.

Under rule 91.207 *Occupation of seats and wearing of restraints*, the pilot-in-command (PIC) of an aircraft must require each passenger to fasten their seat belt during the critical phases of flight, or when the aircraft is flying at a height of less than 1000 feet above the surface. This also applies at any other time that the PIC considers it necessary. This applies to all operators, regardless of aircraft size.

Educating all passengers on the importance of correct seat belt use should form a key part of the safety briefing before every flight.

It's also important that seat belts and harnesses are properly maintained. CAA inspectors have recently seen seat belts and harnesses that were damaged, twisted, frayed, and even installed upside down. The condition of seat belts and harnesses should be checked on an ongoing basis by the operating crew; not only during maintenance. ■