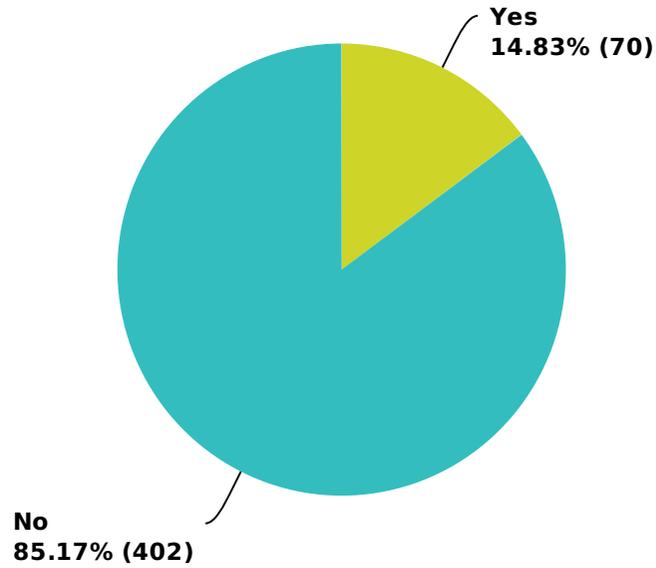


Q1 Do you currently have a subscription to MetFlight?

Answered: 472 Skipped: 5



Answer Choices	Responses	
Yes	14.83%	70
No	85.17%	402
Total		472

#	Add comments as required (optional)	Date
1	By agreeing to pay for a subscription which I believe should be freely available safety related information is giving the wrong message to the bureaucrats.	2/14/2014 6:55 AM
2	out of the country	2/12/2014 12:41 AM
3	access via aeroclub account	2/11/2014 5:13 PM
4	I used to but stopped when we had to start paying	2/5/2014 9:02 PM
5	I have access through my employer's subscription	2/1/2014 10:11 AM

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6	Company provided, not personal	1/29/2014 9:03 PM
7	I only access it indirectly via the Plain English website however.	1/28/2014 7:30 AM
8	I self fund my flying training. The extra expense is too much when doing it this way. The way this service and many others in the aviation market such as ASL Exams are headed is a monopoly on the market. Charge what they like!	1/26/2014 9:39 AM
9	As an Instructor at Canterbury Aero Club I use their subscription.	1/22/2014 8:24 PM
10	Rediculously expensive...	1/20/2014 10:05 PM
11	Why do boaties get weather forecasts at no cost? Why do mountaineers get weather forecasts at no cost? Why do aviators have to pay for their weather forecasts?	1/20/2014 9:24 PM
12	so we have met information published for - National Parks/Ski Fields/Coastal/Recreational boaties/Surf & Beach/Boating/Rural/Towns & Cities ALL FREE but not for recreational flyers?	1/20/2014 1:20 PM
13	Far too expensive - should be free as per every other outdoor recreational activity.	1/20/2014 1:18 PM
14	SIDS was imminent so I let it go until the aircraft is back in the air	1/19/2014 9:10 PM
15	No way to bloody expensive and you have to log on every time. Fat lot of use while flying with a iPad	1/19/2014 7:17 PM
16	I borrow someone elses logon!!	1/19/2014 6:57 PM
17	Maybe sill but I don't see why I should have to pay when other useers, eg. Boa ties don't pay for a weather service	1/19/2014 6:37 PM
18	Only through the CAC	1/19/2014 3:18 PM
19	Use works	1/19/2014 1:14 PM
20	Air NZ Pilot so not required	1/19/2014 10:38 AM
21	Am retired engineer, not flying.	1/19/2014 10:17 AM
22	takes too much time	1/19/2014 9:08 AM
23	Employer uses metjet	1/19/2014 8:33 AM
24	Too expensive	1/19/2014 8:32 AM
25	My employer does	1/12/2014 9:15 AM
26	I'm a Student Pilot but probably will once I get my PPL	1/9/2014 5:01 PM
27	Stopped my subsription when the increased the charges	1/7/2014 10:59 PM
28	This should be a free service to aid safety .. not a 'user pay' service.	1/5/2014 9:20 AM
29	another bloody tax !!!	1/4/2014 3:35 PM
30	Cost prohibitive, when majority of info is available from free online sources.	1/2/2014 8:55 PM
31	I do have access via my aero club	1/1/2014 11:24 AM
32	I find info insufficient. I wish to have the 850 mb wind map. En route wind info insufficient as peovided.	1/1/2014 10:25 AM

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33	Was a subscriber for first year but realised I was a mug, being picked out as only type of recreational user in NZ to pay.	12/31/2013 8:33 PM
34	I am at a flight school, so we use the one there.	12/31/2013 11:15 AM
35	And MetJet too.	12/29/2013 10:01 PM
36	Too expensive	12/29/2013 10:05 AM
37	too expensive	12/28/2013 3:55 PM
38	Need it to assist with forward planning of flights	12/27/2013 10:24 AM
39	too expensive	12/27/2013 12:22 AM
40	This service should be free to all users , back country trampers , boaties , ski field users all get special forecast for free!	12/26/2013 5:18 PM
41	I access net info through my employer	12/25/2013 10:29 PM
42	Cost	12/25/2013 10:57 AM
43	This is yet another fee on top of so many others - a trend which has become endless so I get my weather from several other sources	12/24/2013 10:53 PM
44	I use metvuw, when ever I plan a flight it is sevral days ahead and I try to pick the best flying conditions, metvuw seems to have the most accurate forecast charts.	12/24/2013 9:08 PM
45	have access to Commercial version through work	12/24/2013 8:16 PM
46	Why pay for a service that is free to others and basiclly inaccurate	12/24/2013 7:33 PM
47	don't use it enough to cover cost	12/24/2013 6:16 PM
48	I used to have my own subscription. When MetFlight became chargeable our Aero Club allowed members to share the club MetFlight account.	12/24/2013 5:51 PM
49	Too expensive.	12/24/2013 5:24 PM
50	\$110 is a fairly small price to pay for its valuable information. I realize its a bit inequitable ie boaties get weather for free. As Pilots we have more important issues ie Medical Cost. etc Airspace Fees	12/24/2013 5:24 PM
51	I use an organisational subscription and password.	12/24/2013 3:51 PM
52	To Expencive for a part time Rec pilot.	12/24/2013 2:57 PM
53	I am not current at present	12/24/2013 2:42 PM
54	very expensive and I get adequate weather forecast and conditions elsewhere online.	12/24/2013 1:35 PM
55	I use the aero club's generic login for all club and external private hire flying.	12/24/2013 1:07 PM
56	Too expensive for amount of use	12/24/2013 12:36 PM
57	Why would you pay for forecasted weather!!!!	12/24/2013 11:27 AM
58	Met Jet through work.Which I then use to keep updates on weather throughout the week.	12/24/2013 11:25 AM
59	Using Malborough Aeroclub's	12/24/2013 11:18 AM

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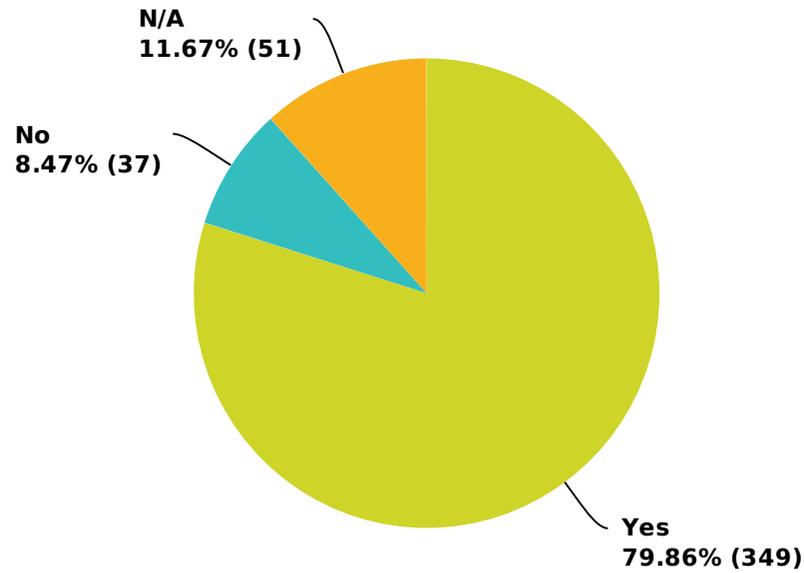
60	Not going to until I absolutely need it. Oz provides the service free without discrimination to all pleasures and occupations	12/24/2013 11:14 AM
61	My work has a subscription	12/24/2013 10:56 AM
62	Other sources of information used	12/24/2013 10:22 AM
63	Aero club does.	12/24/2013 10:18 AM
64	I use the subscription of my part-time employer.	12/24/2013 9:33 AM
65	No point in paying for something when the same information is available free from other sources. There is zero cost to enhancing safety by providing met information, which has already been generated for com users and making it available to GA.	12/24/2013 9:00 AM
66	Only fly day vfr and in selected weather	12/24/2013 8:59 AM
67	I use a commercial access through an affiliated organisation	12/24/2013 8:50 AM
68	Use 6 other free sites + pirate password for subscriber site	12/24/2013 8:38 AM
69	Don' even know what it is.	12/24/2013 8:17 AM
70	Aircraft owner pays (twin IFR ops)	12/24/2013 8:13 AM
71	Not worth it	12/24/2013 7:29 AM
72	I use flight college or Aero club subscription. Would like my own.	12/24/2013 7:28 AM
73	CAA already know how many are (not) subscribed to Metflight.	12/24/2013 7:25 AM
74	Indirectly via club	12/24/2013 7:24 AM
75	Milford user group have to pay a premium rate to compensate for airways in milford	12/24/2013 7:18 AM
76	pretty expensive for safety critical information	12/24/2013 7:18 AM
77	I pay \$ 700 annually as a 1 aircraft commercial operator.	12/24/2013 6:36 AM
78	I use the flying club sub.	12/24/2013 6:13 AM
79	too costly	12/24/2013 4:34 AM
80	Have let it lapse - too expensive	12/24/2013 2:15 AM
81	Through Massey university	12/23/2013 11:51 PM
82	Shouldn't have to pay to get weather. It's free in every other country.	12/23/2013 10:42 PM
83	I fly below 10,000 ft, there are many free and accurate sources of weather sufficient for my purposes	12/23/2013 9:52 PM
84	I believe it should be made available free of charge.	12/23/2013 9:50 PM
85	I use my local aero club subscription as I do most pilots from my club	12/23/2013 9:34 PM
86	It was the only way I could access the wx I needed	12/23/2013 9:25 PM
87	As a current CPL student, it is something of a necessity, though a cost I would prefer to avoid.	12/23/2013 8:59 PM

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88	Why should I have to pay? Do boateis pay for their wx info??	12/23/2013 8:52 PM
89	Our training organisation has a subscription to all students. That is studying towards or maintaining their licence.	12/23/2013 8:51 PM
90	No need as company I fly for does	12/23/2013 8:42 PM
91	Not personally I use company subscription to metjet.	12/23/2013 8:37 PM
92	Too expensive for the amount of cross-country flying I do.	12/23/2013 8:34 PM
93	Use the Aeroclub's sub	12/23/2013 8:34 PM

Q2 If you have answered “No” to the previous question, did you previously access GA weather from the Airways IFIS website before weather information became a subscription-only service?

Answered: 437 Skipped: 40



Answer Choices	Responses	
Yes	79.86%	349
No	8.47%	37
N/A	11.67%	51
Total		437

#	Add comments as required (optional)	Date
1	Yes, I accessed it frequently.	2/14/2014 6:55 AM

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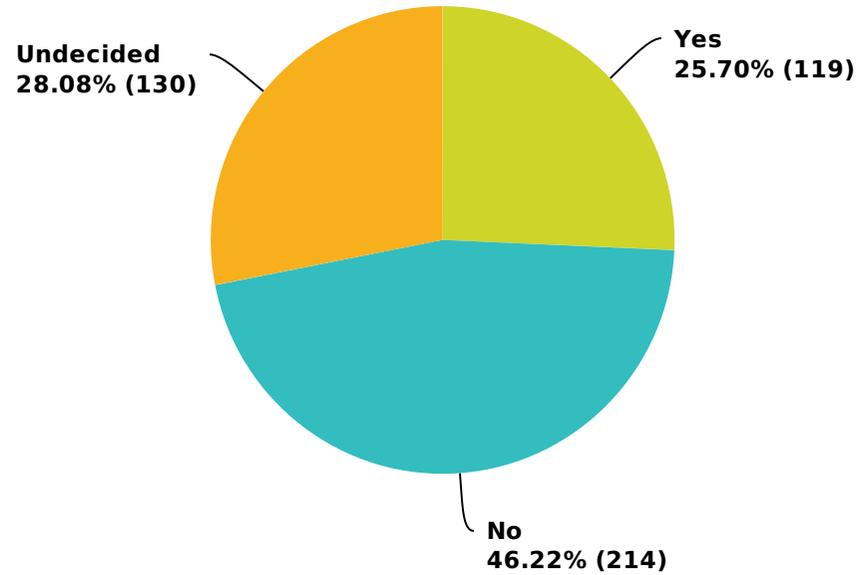
2	It should be freely available in the interest of safety as with other forms of recreation	2/5/2014 9:02 PM
3	Do mainly local flying now and when I need MetFlight I use the local aeroclub one	2/2/2014 8:07 PM
4	To me a subscription service makes flying less safe! It is obvious that such a move would have many pilots will not utilising the service any more. Therefore you have some pilots with information and others with none! The culture that has been created as a result of this move, is much more dangerous and also leads to further issues such as sub-letting the "service" system! Which in hindsight is quite good because it means some pilots will still get the weather information!	1/26/2014 9:39 AM
5	pretty crummy it was except for the main international airports which have to comply with ICAO	1/20/2014 1:20 PM
6	Only required the one user name and password those days	1/20/2014 1:18 PM
7	Do normally subscribe under duress	1/19/2014 9:10 PM
8	I use metvwu now	1/19/2014 7:17 PM
9	A/A	1/19/2014 6:37 PM
10	I used both sources	1/7/2014 10:59 PM
11	Weather had been removed from the IFIS site quite some time ago. IFIS only contained NOTAMS.	1/5/2014 9:20 AM
12	im not commenting as my comments may offend !!	1/4/2014 3:35 PM
13	I would need it approx. 5 times a year. I would use it approx. 3 times a week or whenever I went flying.	1/4/2014 9:30 AM
14	but not often	12/30/2013 4:02 PM
15	Frequently. The BEST way to get proficient and remain current for interpreting weather is just like flying, you need to do this often. I was taught to frequently read the forecast and look at the actual weather occurring. This way you learn to correlate the forecast the "weather speak" with what it really is out the window.	12/30/2013 7:31 AM
16	This link with IFIS should be restored	12/27/2013 9:25 AM
17	As required, i.e when the weather en route was questionable	12/24/2013 10:53 PM
18	Paying for weather is very counterproductive.	12/24/2013 10:51 PM
19	Though accuracy was a question, it was still better than nothing	12/24/2013 7:33 PM
20	why the hell would we have to pay for something that is improving safety...	12/24/2013 5:23 PM
21	See first comment	12/24/2013 2:42 PM
22	Seemed sensible to use a service that was in place for aviators. Was never comfortable with the non plain English aspect.	12/24/2013 1:35 PM
23	Of course, I used it all the time, together with other non-aviation weather sites.	12/24/2013 1:07 PM
24	Was a good service	12/24/2013 12:36 PM
25	Airways IFIS becoming subscription only restricts the speed as which the ATIS's can be accessed which I feel adds a lot of unnecessary pre flight time for those who frequently from airspace such as NZCH	12/24/2013 11:49 AM
26	It was convenient and easy. Strangely, because the weather was free and in the format you wanted, it also encouraged you to pick up the Notam's at the same time - another safety enhancement.	12/24/2013 9:00 AM

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27	Always found it was easier to use other websites as they were easier to understand.	12/24/2013 8:50 AM
28	But I never found it very useful, preferring Metservice and MetVU	12/24/2013 8:41 AM
29	Non aviation specific wx info is available from many places. The convenience of having av wx in one plae is outweighed by the cost.	12/24/2013 7:29 AM
30	Only recently qualified pilot. Access met information currently via my aero clubs paid subscription	12/24/2013 7:01 AM
31	Recent PPL.	12/23/2013 10:57 PM
32	This was used as one of several sources of WX info for planning, so no great loss when it went to pay access.	12/23/2013 9:52 PM
33	For small number of cross country flights I do it not justified. to pay the annual subscription.	12/23/2013 9:31 PM

Q3 As an option to a yearly subscription for MetFlight, would you prefer it to be available on a “pay per use” basis?

Answered: 463 Skipped: 14



Answer Choices	Responses	
Yes	25.70%	119
No	46.22%	214
Undecided	28.08%	130
Total		463

#	Add comments as required (optional)	Date
1	No it should be freely available as it is in some other countries.	2/14/2014 6:55 AM
2	There should be no charge for this safety related service as with all boaties in NZ	2/7/2014 10:44 PM
3	Should be free to GA like it is to the boating community NZ wide	2/1/2014 10:11 AM

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4	Pay per use encourages people to not use it at all.	1/29/2014 9:03 PM
5	To enhance safety GA wx should be freely available to all users.	1/26/2014 9:30 PM
6	Just make the information available for use. It costs plenty enough for flying as it is! Not all pilots are rich!	1/26/2014 9:39 AM
7	It should be a free service	1/21/2014 7:39 AM
8	Depended on cost	1/20/2014 7:51 PM
9	But the cost would need to be low and payment automated - I can't see how the implementation costs would be covered!	1/20/2014 6:58 PM
10	As an important safety initiative aviation met should be FREE!	1/20/2014 1:18 PM
11	Should be an essential service provided without cost.	1/20/2014 8:21 AM
12	NO CHARGE FOR BOATING WHY US ???	1/20/2014 12:30 AM
13	would have to see the fees first	1/19/2014 10:35 PM
14	Depends how the charges are stacked	1/19/2014 9:10 PM
15	No good	1/19/2014 7:17 PM
16	I think it should be free to GA operators	1/19/2014 6:57 PM
17	If the fee was reasonable	1/19/2014 6:37 PM
18	Free.	1/19/2014 6:01 PM
19	should be free the same as the marine forecasts	1/19/2014 4:59 PM
20	I dont consider we should be paying given that other users- marine and mountain can get wx free	1/19/2014 4:01 PM
21	It is wrong GA pilots should have to pay for weather.	1/19/2014 1:02 PM
22	Should not have to pay at all	1/19/2014 12:01 PM
23	It should be free!	1/19/2014 11:03 AM
24	It should be free like coastal, shipping, tramping and every other type of met.	1/19/2014 11:00 AM
25	Marine weather is free to all to view and they produce standard code wx in METAR TAF, so why should GA pilots need to pay for it when it's just an access thing, the forecasts are produced regardless.	1/19/2014 10:38 AM
26	I see no valid reason why it isn't free to us like it is to other users. Ie, Sailors, fisherman, snow skiers, trampers, etc.	1/19/2014 10:08 AM
27	No personal requirement for met flight service.	1/19/2014 8:33 AM
28	But should be freely available as a flight planning service through Airways Corporation	1/19/2014 8:32 AM
29	I would prefer it to be free	1/9/2014 11:57 AM
30	the IFIS met is mostly redundant. met is available from many sites for free, and we can always ask ATC for any METARS as needed.	1/9/2014 11:17 AM
31	Prefer to have a annual subsription but at a fair price so it allows unlimited use	1/7/2014 10:59 PM

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32	This may cause more frustration in having to enter payment details everytime you use the site	1/6/2014 10:16 AM
33	It should be free. Tax dollars are used to obtain this information so we have already paid for it!	1/5/2014 4:35 PM
34	keep it as it was a free safe service for pilots to youse when ever they felt the need	1/4/2014 3:35 PM
35	should be free as it is in the interests of safety and i understand weather information is available to boaties and trampers at no cost	1/3/2014 7:32 PM
36	Too cumbersome.	1/1/2014 10:25 AM
37	It should be free of charge.	1/1/2014 6:28 AM
38	Will not pay again for Met Service weather I paid for in taxes. Quality of information was poor and getting worse (SIGMET).	12/31/2013 8:33 PM
39	I think that would be a lot more 'admin' work for MetFlight in that chasing up bills etc?	12/31/2013 1:25 PM
40	It would be good to have something that was free. EVERYONE seems to want their pint of blood in this industry. I still can't believe how much we get charged for everything - not impressed!	12/31/2013 11:15 AM
41	should not cost at all!	12/30/2013 9:34 PM
42	get my weather info from club	12/30/2013 4:02 PM
43	When I need it I may not have the patience to do the payment thing an not bother	12/30/2013 10:40 AM
44	Should be free anyway. Good info means good decisions. Do boa ties pay for their met stuff? They have more electoral votes than aviation?	12/29/2013 10:01 PM
45	Normal weather forecasting seems good enough for the type of flying I'm doing. Will not be paying for MetFlight no matter what charging model they adopt. It is against my principles to pay for this when specialised marine and mountain forecasting is provided free	12/29/2013 9:20 AM
46	wx information should be FREELY available to all to access in the name of safety	12/28/2013 3:55 PM
47	Far too tedious paying for each access...prefer annual sub	12/27/2013 8:57 PM
48	I would prefer it to be free to access.	12/27/2013 7:34 PM
49	It would be cheaper for me	12/27/2013 10:24 AM
50	Depends on cost of pay-per-use	12/26/2013 8:48 PM
51	I'd prefer that it was free.	12/26/2013 5:02 PM
52	I wouldn't pay for something that should be a free service	12/26/2013 1:54 PM
53	No, I believe it should be free.	12/26/2013 12:49 PM
54	That really depends on what the one-off cost would be	12/26/2013 7:44 AM
55	Not a bad idea but only as long as that fee was reasonable.	12/24/2013 10:53 PM
56	should be free to GA. No additional cost of service as all info already prepared for Commercial users	12/24/2013 8:16 PM
57	User pays is a good way to get the heavy users to pay for a service. Casual users need not be penalised for casual use of the system. To make it worthwhile for casual users, the subscription would need to be attractive. I don't have sufficient knowledge of computer systems to comment about what constitutes heavy use and how this is assessed for billing.	12/24/2013 7:33 PM
58	should be free to rec poilots for safety reasons	12/24/2013 6:16 PM

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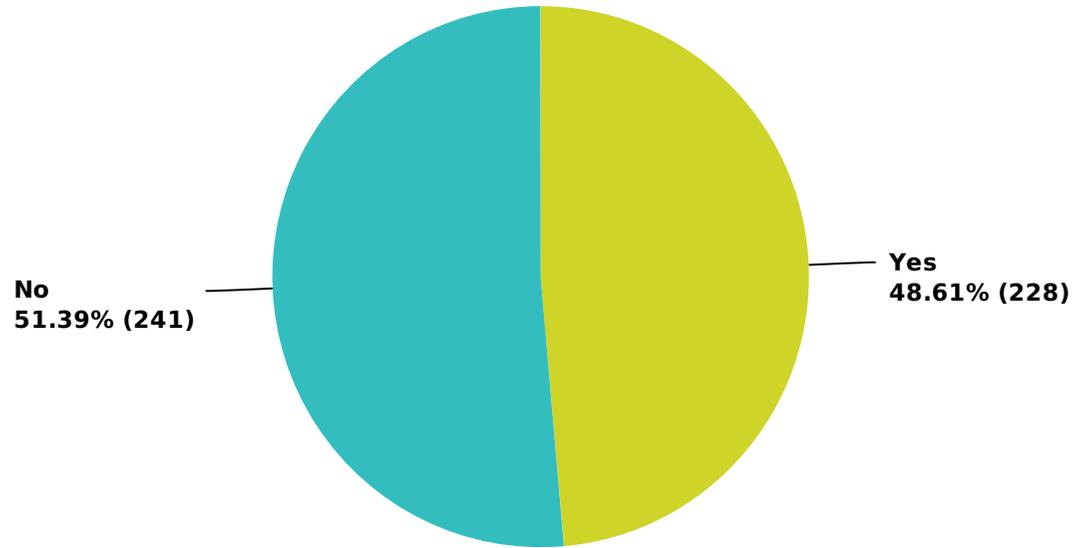
59	Why should GA weather be a chargeable service? Boaties don't pay for marine weather. Trampers don't pay for mountain forecasts.	12/24/2013 5:51 PM
60	It should be free, like the marine weather service.	12/24/2013 5:24 PM
61	Weather can be a critical safety issue....and in the interests of safety should be provided free as it used to be. Some people don't bother with it anymore because of the cost.	12/24/2013 4:16 PM
62	The one off charge rate would most likely be set too high to be value for money on most days.	12/24/2013 1:35 PM
63	Depends on charges	12/24/2013 12:36 PM
64	The service should be free	12/24/2013 11:15 AM
65	why can this not be part of the bloody "participation" fee that CAA charge for all A/C (even project's!)	12/24/2013 11:10 AM
66	Weather should be free, you don't want people not checking the weather before a flight because of cost	12/24/2013 10:56 AM
67	Depends on the system used. Would not like to have to pull out my credit card every time I want to check the weather.	12/24/2013 10:32 AM
68	If the price was \$3 or lower.	12/24/2013 9:51 AM
69	This would be more user-pays in principle, but its attractiveness would of course be related to the per-item cost that was struck by MetFlight.	12/24/2013 9:33 AM
70	Weather related info should be a high priority free service, as it is to boaties.	12/24/2013 8:59 AM
71	If there is no option than charging for it, "Pay per use" basis would be better than nothing. At least then a person has the option 'IF' they want to use it. I would only use that option if there was nothing else available. The whole system is not set up to encourage a pilot to use it, so I find it hard to believe they are "working in the interests of safety!"	12/24/2013 8:50 AM
72	Anything that involves paying money effectively up front to use a service is a huge disincentive to use the service when one considers all the other "extra" costs of aviating such as Airways communications fees, landing fees etc. It doesn't foster a safe and informed operating environment.	12/24/2013 8:50 AM
73	No use to me	12/24/2013 8:41 AM
74	Don't pay for use as long as other groups are free. ie marine, mountain etc.	12/24/2013 8:38 AM
75	There should be no cost. It is a safety matter.	12/24/2013 8:25 AM
76	Should be provided free as it is in every other Westernised country.	12/24/2013 8:17 AM
77	It should be free!	12/24/2013 8:16 AM
78	As my access is paid for by yearly subscription present system suits. Otherwise would prefer pay per use.	12/24/2013 8:13 AM
79	That would depend on the pay per use fee?	12/24/2013 8:00 AM
80	Another country (Canada) I fly in all this is free, with 5 time more information available. If they can do it so can we.	12/24/2013 7:44 AM
81	will get wx off metvuw	12/24/2013 7:16 AM
82	I don't like the idea of a pay per use scheme because I wouldn't use the service unless I thought the weather was marginal. If it is flat rate I and I had already paid I would always use it.	12/24/2013 7:01 AM
83	Would depend on the cost and ease of payment	12/24/2013 7:00 AM

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84	?????????? ?	12/24/2013 6:55 AM
85	Will not use MetFlight until it is available at no charge, just like ALL other similar services to all other users.	12/24/2013 6:42 AM
86	Could cost more as Govt org tens to set fees not on a cost basis but just pick an arbitrary figure	12/24/2013 6:36 AM
87	In the interests of safety it must be free	12/24/2013 6:14 AM
88	Should be provided at no charge	12/24/2013 2:15 AM
89	Hopefully caa won't charge the annual subscription divided by the number of times you use the site.	12/23/2013 10:43 PM
90	Should be free	12/23/2013 10:38 PM
91	Does not offer enough useful information to be worth paying for	12/23/2013 9:52 PM
92	As above, it should be free, it is a basic safety issue.	12/23/2013 9:50 PM
93	While I agree with "user pays", if promoting safety means providing weather information for free I support that	12/23/2013 9:34 PM
94	Would depend on level of weather report required for the particular flight. Good weather info is available from NZ and overseas web sight's.	12/23/2013 9:31 PM
95	It must be free as for almost all weather forecasts	12/23/2013 9:17 PM
96	It should be free	12/23/2013 9:13 PM
97	As a CPL student my usage would be fairly high as compared to an 'average' recreational pilot	12/23/2013 8:59 PM
98	It should be a free service as met is a significant safety issue and any obstacle to using it should be removed	12/23/2013 8:58 PM
99	There should be no charge. Do we get nothing back for all the tax we pay. Criminals don't get charged for breaking the law!	12/23/2013 8:52 PM
100	I think that would still detour people away from using the facility. You only need to listen to discussions about \$1 airways charges	12/23/2013 8:51 PM
101	Weather information should be available without any charge to pilots	12/23/2013 8:44 PM
102	Would prefer it to be free.	12/23/2013 8:42 PM
103	Providing that the amount was reasonable for the service given.	12/23/2013 8:34 PM

Q4 Do you currently access MetFlight using an organisational subscription and password?

Answered: 469 Skipped: 8



Answer Choices	Responses	
Yes	48.61%	228
No	51.39%	241
Total		469

#	Add comments as required (optional)	Date
1	Sometimes if weather en route looking difficult	2/7/2014 10:44 PM
2	but have done on 1 or 2 occasions	2/5/2014 9:02 PM
3	Of course! How else would anyone who pays as they go for their flight training going to be able to afford extra expenses such as these!	1/26/2014 9:39 AM
4	when I need to but it's not legitimately mine to use anymore	1/21/2014 8:02 PM

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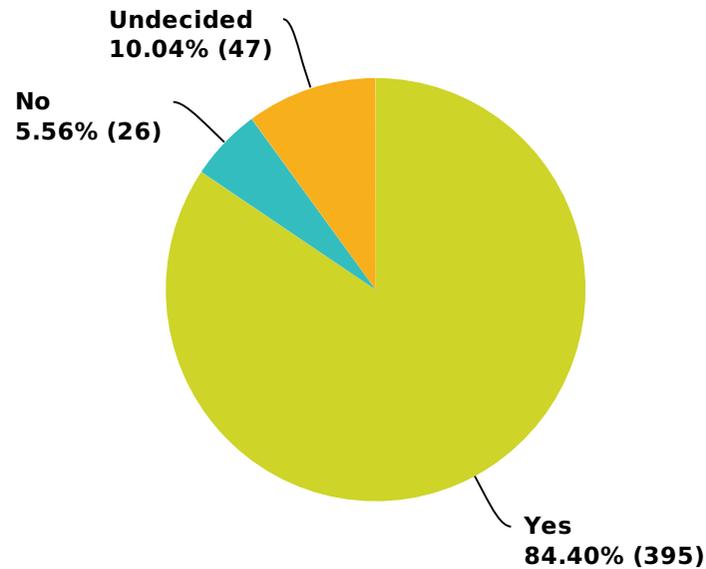
5	I use a work provided and overseas sourced websites	1/21/2014 7:50 PM
6	Share a login with a another pilot.	1/20/2014 8:59 AM
7	I GO WITHOUT & USE EXPERIENCE & COMMON SENSE GOOD FOR SAFETY FOR NEW PILOTS	1/20/2014 12:30 AM
8	Same information is available and derivable from NZ Metservice site except for terminal readings	1/19/2014 7:23 PM
9	Cannot be bothered	1/19/2014 7:17 PM
10	I borrow someone elses logon!!	1/19/2014 6:57 PM
11	Air NZ	1/19/2014 6:01 PM
12	Air NZ pilot--use Air NZ provided weather data.	1/19/2014 12:03 PM
13	neither	1/19/2014 9:00 AM
14	Metjet yes	1/19/2014 8:33 AM
15	Copyright theft from a known password	1/19/2014 8:32 AM
16	im not a member of any aero club	1/4/2014 3:35 PM
17	When at aeroclub	1/2/2014 8:55 PM
18	I use my own name/password	1/1/2014 10:25 AM
19	This is available to me but I haven't used it for months, perhaps once in 2013	12/29/2013 9:20 AM
20	Have my own access	12/27/2013 8:57 PM
21	if it not going to be provided free, i will learn to use alternatives	12/26/2013 1:54 PM
22	Yes on odd occasions	12/24/2013 10:53 PM
23	There are many good sites that are free where one can access weather information.	12/24/2013 7:33 PM
24	please advise about org subs ,our aero club would subscribe	12/24/2013 6:16 PM
25	As per my answer to Q1.	12/24/2013 1:07 PM
26	Have just left NZ to fly offshore, but previously used it this way.	12/24/2013 12:57 PM
27	Via aero club	12/24/2013 12:36 PM
28	I simply fly without a forecast! Visual observation is my current weather data.	12/24/2013 10:02 AM
29	In a sense.... The Aero Club provides it if needed.	12/24/2013 8:50 AM
30	Technically, I shouldn't as the subscription is a company subscription for our commercial ops, but knowing the password etc	12/24/2013 8:50 AM
31	Here is a thought. If you pay for a forecast which is inaccurate, surely you have a case for a refund?	12/24/2013 8:16 AM
32	Forced to because of individual subscription cost.	12/24/2013 8:15 AM
33	I download my met info from a overseas website for nothing	12/23/2013 10:38 PM

Meteorological & Medical

34	I have access to MetJet, but find the coded results hard work - and really annoying! The whole coding system is a left-over from the days of teleprinters, and should have a plain-english option, perhaps accessed by a "View" button	12/23/2013 9:52 PM
35	We (glider pilots) use to have access, but when they started charging we lost access to MetFlight. Personally I think the Aviation forecasts are a waste of time. But that is probably because all my flying is good weather VFR.	12/23/2013 9:26 PM
36	It is too restrictive as couldn't access from home..	12/23/2013 9:25 PM
37	Only because we didn't have one at the beginning of this calendar year	12/23/2013 8:59 PM

Q5 As a result of MetService (an SOE and the sole provider of GA weather) increasing its charges, Airways (another SOE) decided to withdraw from providing GA weather as a free service on its IFIS website. Regarding funding options to give free access to MetFlight by GA pilots, would joint funding by the CAA, Airways and the Ministry of Transport be an acceptable alternative in your opinion?

Answered: 468 Skipped: 9



Answer Choices	Responses	
Yes	84.40%	395
No	5.56%	26

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Undecided	10.04%	47
Total		468

#	Add comments as required (optional)	Date
1	They all have a shared responsibility to make safety related information freely available.	2/14/2014 6:55 AM
2	Who currently funds free weather for bosties?	2/1/2014 10:11 AM
3	It will help to improve the safety culture of the GA environment. All these extra costs are leading to a decline in not only the GA sector as a whole, but in addition, creating an unsafe environment.	1/26/2014 9:39 AM
4	Having free and simple access to weather info keeps you current and adept with decoding and interpreting weather information. Helps to build the big picture even if you fly only a few times a year. I look everyday even if I am not working.	1/21/2014 7:50 PM
5	why any funding at all as it is a free service to boaties now	1/21/2014 2:47 PM
6	Part of the current "participation" fee could be used. At \$180 p.a it makes an expensive magazine subscription.	1/20/2014 2:26 PM
7	How much is the annual charge?	1/20/2014 1:18 PM
8	At a remote airfield without internet or your own printer its impossible to carry the required paper copies.	1/20/2014 8:21 AM
9	RAPACIOUS MONEY WASTING GOVERNMENT - ONLY INTERESTED IN MAKING THE SMALL EASILY SMASHABLE GROUPS PAY	1/20/2014 12:30 AM
10	So long as those charges are not passed on through licensing.	1/19/2014 9:16 PM
11	Of course	1/19/2014 9:10 PM
12	Boaties still get their forecast for free, why can't we	1/19/2014 7:23 PM
13	Yes as long as we don't have log in every bloody time	1/19/2014 7:17 PM
14	who pays for the maritime forecasts? should be treated the same, the cost is irrelevant when lives are lost again as a result	1/19/2014 4:59 PM
15	Metservice is free (tax payer funded / paid for) to most other organisations and should be free of double dipping with GA charges.	1/19/2014 2:56 PM
16	The variable costs associated with GA pilots accessing weather information is zero. By charging for this information GA pilots are discouraged from using it which increases danger in aviation generally and the likelihood of search and rescue costs (which are not covered by the pilot).	1/19/2014 1:02 PM
17	But only if it would not result in further CAA fee increases to those same pilots.	1/19/2014 12:03 PM
18	It is the most acceptable alternative, probably a better option than airways paying to provide the service as before the change.	1/19/2014 10:38 AM
19	ALL safety related services could very easily and effectively be funded by a small levy on each airline passenger journey.	1/19/2014 10:17 AM
20	I fly a lot recreationally as whereas I used to use metflight I now have to use TV weather and "looking out the window". My flying is not as safe as it used to be and it concerns me.	1/19/2014 10:08 AM
21	Most definitely	1/19/2014 9:40 AM
22	As long as it was free to pilots who have a current medical. That way pilots would be getting at least something for there \$313 medical fee	1/19/2014 8:50 AM
23	Who funds the met for the marine forecasts?? that should be the case model to look at.	1/9/2014 11:17 AM

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24	Because the CAA wull just see this as another revenue gathering source. Why cant the met information be free as it is for the boaties ??	1/7/2014 10:59 PM
25	Providing weather information to pilots is a safety issue and surely must be cost effective in terms of accident avoidance.	1/5/2014 4:35 PM
26	dont we pay enough taxes to these useless organisations already , why dont they simply move to a less upmarket location saving money slim down there beurocratic organisation and save money and leave GA pilots alone !!!!	1/4/2014 3:35 PM
27	It seems crazy to me that it has cost search and rescue millions of dollars looking for planes lost in bad weather which may have been prevented had the pilot had easy access to weather forecasts. This to me is a SAFTEY issue.	1/4/2014 9:30 AM
28	As previous was. Also we should be able to download weather / route info as a package as used to be, irrespective of funding model.	1/1/2014 10:25 AM
29	Yes, as long as they actually held good on their promise. Knowing the CAA, they'll just fund some excuse down the line to start charging for it, and when they do it will no doubt be an exorbitant sum just like the medical 'application' fee.	12/31/2013 11:15 AM
30	SOE ?	12/30/2013 12:02 PM
31	How are the marine wx reports funded???	12/28/2013 3:55 PM
32	Prefer wx to be bundled with my AvPlan subscription	12/27/2013 8:57 PM
33	From a recreational viewpoint I would prefer to have the road tax rebatable for aircraft using mogas, as many now do, rather than having free GA weather but the minister says that the road tax is used to fund the weather for marine and moutain users so why are we having to pay for GA weather at all . There are plenty of good weather sources available to rec. fliers for free now.	12/27/2013 3:17 PM
34	Should be free.We pay enough taxes	12/27/2013 2:00 PM
35	Given the \$\$\$ they collect for everything, this should then be easy to include as part of the cost	12/27/2013 10:24 AM
36	it should not need funding as a seperate entity. It should be a part of their standard service. Available to general public as well as pilots and funded as per their other services.	12/26/2013 1:54 PM
37	I'm honestly not sure if this info needs to be govt. funded. If you are in GA it is either for for business, pleasure or training. No one should be participating in the system if they can't afford a few dollars for met info.	12/25/2013 12:36 PM
38	Only if these charges weren't added onto 'clients' by other means. Who funds the forecasts for boaties for example?	12/24/2013 10:53 PM
39	provided no cost to GA	12/24/2013 8:16 PM
40	Somebody will have to pay. Who this is and how it is determined will require some thought if fairness is to be the rule	12/24/2013 7:33 PM
41	Provided they did not try and recover it some other way.	12/24/2013 5:24 PM
42	In my opinion it essential to flight safety that all GA pilots have free and unrestricted access to appropriate aviation met forecasts and reports. Additionally, an unintended by product of having a subscription only service to MetFlight is that it has stymied third party iPad and tablet application developers from providing NZ aviation met integration to their applications. NZ is significantly behind the rest of the developed world in this regard even though we are one of the only jurisdictions that charge for the service!	12/24/2013 3:51 PM
43	A system needs to be found to keep the cost of delivery down. I would be happy with a small charge to the user.	12/24/2013 1:35 PM
44	As is done for other recreational use i.e. marine	12/24/2013 12:36 PM
45	Should be free, I don't care which agencies fund it	12/24/2013 11:15 AM
46	It would be positive indication that tese organisations are interested in the promotion of safe flight.	12/24/2013 10:53 AM

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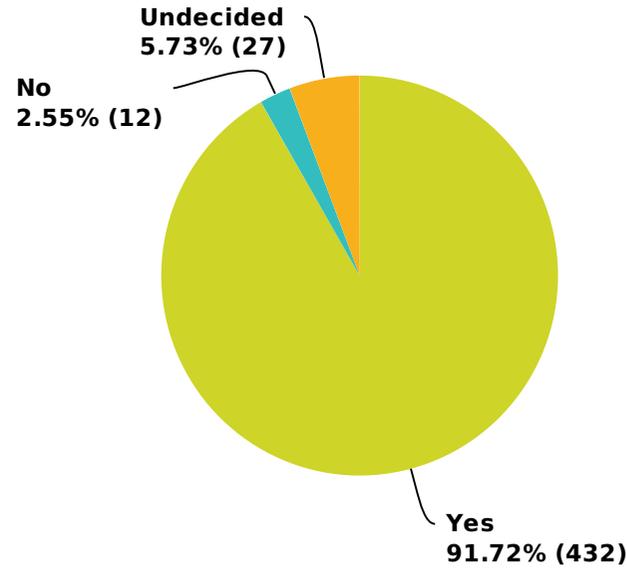
47	Safety should be the primary concern, not revenue collecting. If they are that hard up then perhaps add another 1 cent of tax to every litre of avgas etc to cover the cost of running the service.	12/24/2013 10:32 AM
48	I would at least get a forecast before deciding whether to fly or not.	12/24/2013 10:02 AM
49	MoT is a policy organization, not operational.	12/24/2013 9:33 AM
50	It's just one Government department paying another - like robbing Peter to pay Paul. Who cares how "free" is arrived at. 80% of what is on the Metvuw site is available elsewhere anyway. On sites such as the Metservice or Metvuw one, you can get a more dynamic picture of what is expected. Most pilots I know use these sources solely or in conjunction with MetFlight.	12/24/2013 9:00 AM
51	Fuel tax rebate would be an acceptable method of funding	12/24/2013 8:59 AM
52	subject to cost to end user. other wise the array of current free options will be my choice	12/24/2013 8:53 AM
53	They are there in the interests of safety, so they should provide it free to encourage use of it...if they truly believe that it is needed for safety.	12/24/2013 8:50 AM
54	This just another case of organisational "unsafety" being perpetrated by government authorities when they should be doing just the opposite. Every recent authority move makes aviating more difficult and expensive pushing aviators into the mind set of "how do I avoid this cost". So you don't talk to controllers, file a flight plan or pick up a weather forecast unless absolutely necessary.	12/24/2013 8:50 AM
55	If the Govt does not want to provide services to the public then they don't need my tax dollars. The idea of hiving off Govt service depts as SOE's, inflating CEO and Director remuneration and pretending they are real commercial entities is BS. If marine weather is free as a critical safety service then so should aviation weather be.	12/24/2013 8:38 AM
56	but then surely we would pay extra hidden in another cost	12/24/2013 8:38 AM
57	It is free for marine , so why not aviation	12/24/2013 8:26 AM
58	No wonder aviation is slowing but surely dying in NZ - it's a effin joke and the blame can fairly and squarely be laid at the door of bureaucrat's.	12/24/2013 8:17 AM
59	Whatever, it must be free.	12/24/2013 8:16 AM
60	Safety alone would dictate that this should be a free service as it is to other organisations.	12/24/2013 8:15 AM
61	Although all the other SOE's would be bound to increase their charges!	12/24/2013 7:01 AM
62	a cost ,who is going to pay?	12/24/2013 6:55 AM
63	In the interest of flight safety this service MUST be no charge to all.	12/24/2013 6:42 AM
64	This should be the case there is a public safety issue here, boating , tramping etc all have access to free met. Av should be the same	12/24/2013 6:36 AM
65	Marine weather is accessible to everyone for free	12/24/2013 6:14 AM
66	It should be covered in the licence fee.	12/24/2013 6:13 AM
67	the costs would just be passed on in some other form. While weather forecasts are available to other users - marine and outdoor - at no cost I feel aviation should be included. Plain language forecasts are all that is required. As you know, this has worked well.	12/24/2013 3:45 AM
68	Surely caa could tender out the service	12/23/2013 10:43 PM
69	Just ignore them and use the overseas site	12/23/2013 10:38 PM
70	It should not need funding - there are free WX sources, so why are we paying for a service derived from the same information?	12/23/2013 9:52 PM

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71	It is a function of all these SOE's to promote safety, not all clip the ticket.	12/23/2013 9:31 PM
72	Not really a fan of government subsidies in general. I generally agree with the concept of user pays. What I hate is someone holding a gun to your head and demanding you pay (e.g. CAA/ Airways).	12/23/2013 9:26 PM
73	Should be available like marine and mountain forecasts	12/23/2013 9:17 PM
74	Charging for this information has tempted some pilots to operate without it, which is dangerous.	12/23/2013 9:05 PM

Q6 Would you prefer a system where all NOTAMS and GA weather were available from one website with both in a plain language format?

Answered: 471 Skipped: 6



Answer Choices	Responses	
Yes	91.72%	432
No	2.55%	12
Undecided	5.73%	27
Total		471

#	Add comments as required (optional)	Date
1	A double question. I would like one site where all the information is required, but plain language does not interest me. While I see the benefit of plain language, the current system is something that each pilot is required to learn for a PPL, and has been required to learn for many years, and which has never trouble me (except for the occational UTC conversion mistake).	2/19/2014 11:12 AM

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2	Plain language would make it easier for those who use the information infrequently and haven't kept up their skills in translating Notams and Met information.	2/14/2014 6:55 AM
3	Makes pure sense in relation to safety	2/7/2014 10:44 PM
4	This would be great!!!!	2/2/2014 8:07 PM
5	Everything for flight planning - RAIM predictions, weather, notams and perhaps a 'recently updated' reminder for aerodrome information from the AIP	1/29/2014 9:03 PM
6	Yes to a single site; no to plain language.	1/27/2014 10:50 AM
7	Absolutely, like it was. You guys are killing GA, says a bloke who has just completed his Cessna SIDS	1/27/2014 10:42 AM
8	That is a most excellent idea...(hint: sarcasim). This would be way too logical to ever happen	1/26/2014 9:39 AM
9	Yes. I find it disturbing that the SIGMET's in particular are now given in LAT LONG only. Considering Metflight is supposed to be for GA pilots, they need to get this sorted.	1/22/2014 8:24 PM
10	With so much talk of safety, it seems ludicrous that this information is not free to anyone who wants it. As an instructor I found it hard enough to get my students to diligently check the weather products without making them have to pay for it directly.	1/21/2014 8:02 PM
11	The current cryptic wording is a hangover from ticker-tape days.	1/20/2014 9:24 PM
12	Plain language as an option yes.	1/20/2014 6:58 PM
13	oh for some common sense!	1/20/2014 1:20 PM
14	Just common sense	1/20/2014 1:18 PM
15	This is really the only logical thing to do, and the more bureaucratic obfuscation the less respect the obfuscators are accorded by those they should be serving.	1/20/2014 9:52 AM
16	One site would be best. not necessarily plain language.	1/20/2014 8:21 AM
17	COMPUTER WORLD USED PROPERLY WOULD LET IT HAPPEN	1/20/2014 12:30 AM
18	Yes yes plain weather we are not all airline pilots and the beat a lot of them would like plain weather Info. Easy to read etc and a lot safer	1/19/2014 7:17 PM
19	Great idea!	1/19/2014 6:12 PM
20	And free	1/19/2014 6:01 PM
21	Notams in plain language. GA wx is ok by me in its present form. It is however extra for new pilots to learn.	1/19/2014 4:01 PM
22	Any pilot unable to decipher TAFs and METARs is not fit to be exercising the privileges of their licence.	1/19/2014 12:03 PM
23	The cost of violating and translating ga wx and notams to plain language is pointless. Those who want to fly should learn and decode aviation weather, those who also go boating also decide and learn jargon that is associated. This is an unneeded extra cost.	1/19/2014 10:38 AM
24	That would make things a lot simpler.	1/19/2014 8:45 AM
25	If the needs of the pilot community are considered, then one site is an obvious service.	1/12/2014 9:15 AM

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26	the use of the coded met is redundant with modern computers. It was designed for telex and fax transmission (I suspect) and is totally ridiculous in the current environment. Along with the continued adherence to using UTC!!! none of it contributes to safety, and it would be easy to argue it is actually detrimental in that regard.	1/9/2014 11:17 AM
27	Absolutely	1/8/2014 8:48 PM
28	Most definitely. Work smarter not harder and less chance of errors	1/6/2014 2:00 PM
29	This is a must, especially for pilots who only fly a few hours a year and are not always 'up to speed' with WX abbreviations.	1/5/2014 9:20 AM
30	we are not NASA pilots ,, why complicate simple things ,, keep it simple easy to read ,, less chance of missinterpretation ,, its so bloody simple	1/4/2014 3:35 PM
31	If you cannot decode wx/notams you shouldn't be holding a licence.	1/2/2014 8:17 PM
32	Preferably in plain text to supplement rather than replace the current format.	1/1/2014 11:24 AM
33	It would be nice to have it in plain language, but then it would take up a lot of room, and it's nice to be able to print off the weather and notams to take with you in the plane. Once you understand the lingo, it's almost as fast to read as plain english anyway.	12/31/2013 11:15 AM
34	Plain language format isn't that important to me, however I would like a single site for NOTAMS and GA Weather	12/30/2013 1:59 PM
35	Utilising hieroglyphic aviation format weather is an unacceptable anachronistic and easily remedied major risk to aviation safety - use of plain English is overdue	12/30/2013 12:02 PM
36	See NAIPS and Ozrunways, both much superior products.	12/29/2013 10:01 PM
37	Free	12/29/2013 10:05 AM
38	Yes, very much so	12/29/2013 9:20 AM
39	It would be good to be able to access both from the same website but a much prefer the (more concise) coded version to plain language.	12/29/2013 6:00 AM
40	Dont mind about the foramt as long as available. I am lucky enough not to have idfficulty in decoding wx and if to put it out in plain language involved an extra fee for the decoding then I'd be against plain language	12/28/2013 3:55 PM
41	Provided access is provided via an app or interfaced with flight plan app such as AvPlan	12/27/2013 8:57 PM
42	A one stop access for both Notams & met are a important part of good safe aviation practise	12/27/2013 9:25 AM
43	If it is just as easy and cost effective for them to do	12/27/2013 6:43 AM
44	IFIS as it was back in around 2005 was best , could get all weather and notams from one place.	12/26/2013 5:18 PM
45	Yes, it works well in Australia. Although I'm not bothered about plain language. One could get a third party application to do this.	12/26/2013 12:49 PM
46	Don't require plain language personally, but useful for GA pilots who may be less familiar with the abbreviations.	12/25/2013 12:36 PM
47	This would make for a much safer aviation environment	12/24/2013 10:53 PM
48	Biggest single step towards safer flying !!	12/24/2013 10:51 PM
49	I like the idea of accessing all planing data from one website, but it would not need to be in plain language, a little challange reading the info does not harm once in a while	12/24/2013 9:08 PM
50	plain language not required for me	12/24/2013 8:16 PM

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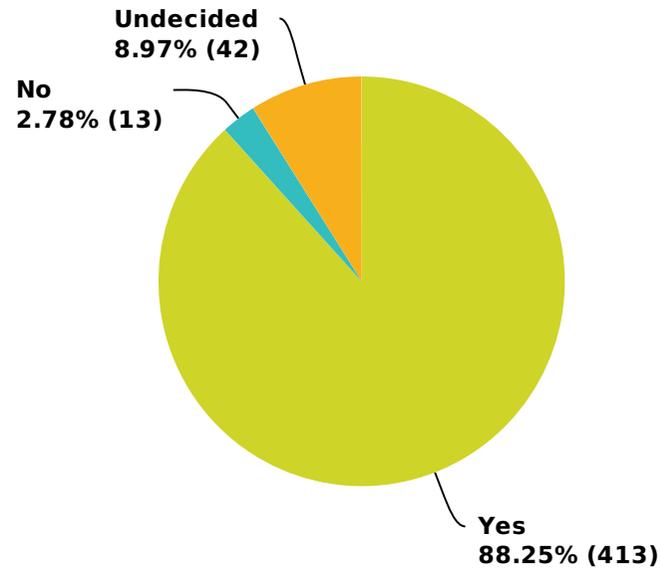
51	best idea yet it so simple it just might work, this I would subscribe to	12/24/2013 7:37 PM
52	This is a no-brainer. CAA reckoned that it was impossible. A bright spark a few years ago proved that it was entirely do-able. CAA was proved to be moronic and behind the times. It is long past the time where the 'elite' are initiated into the cadre of superior beings with the knowledge to decipher the runes. Flying, as with all human endeavours needs to be made as simple as possible to prevent accidents. Whilst we massage our egos with the understanding we have of reading the Notams and WX, is it really necessary?	12/24/2013 7:33 PM
53	I don't think need to change language used.	12/24/2013 6:45 PM
54	Having NOTams and weather on one site would be useful as would plain language weather. However, multiple sites and coded weather is not the issue. The issue is the false economy surrounding the charges for GA weather.	12/24/2013 5:51 PM
55	SIGMET's as well!	12/24/2013 5:24 PM
56	Its done like that in Australia except no plain language available	12/24/2013 5:24 PM
57	lets get into the present age and stop being in the dark ages!	12/24/2013 5:23 PM
58	Having the a comprehensive pre flight briefing on a single website makes (common?) sense. If there is to be a plain language feature I would prefer this feature to be selectable as the only legal authority is the coded text.	12/24/2013 3:51 PM
59	Seems like common sense.	12/24/2013 1:35 PM
60	Having them all in one place would be very useful. I wouldn't mind if they didn't come in plain language format. It would be helpful if the providers opened up their API's so that access could be built into my own application to suit.	12/24/2013 1:07 PM
61	Would be much more convenient and user friendly	12/24/2013 12:36 PM
62	This would be a massive improvement and speed up pre flight time	12/24/2013 11:49 AM
63	The raw forecasts should be available free (from metservice) for any industry player to re-package on their own website in plain language or whatever format	12/24/2013 11:15 AM
64	Make things as simple as possible. many GA pilots use this info on an irregular basis (i.e. not daily) so keep the format simple	12/24/2013 11:10 AM
65	Am not bothered about having it in plain language but both on one website would be helpful	12/24/2013 10:32 AM
66	Both plain language and current formats would be desirable	12/24/2013 10:20 AM
67	And in normal form too.	12/24/2013 9:51 AM
68	Along with the normal coded format. Incidentally, the recent change to Sigmet presentation in lat and long render them meaningless for most readers.	12/24/2013 9:33 AM
69	It's obvious common sense and although overdue, it's great that you are finally asking these questions to find out what the "customer" really wants.	12/24/2013 9:00 AM
70	Can we make Notams and Weather available on line as we fly -- iPad sourced as we can do when we visit Ausy.	12/24/2013 8:57 AM
71	This should be a standard practice... everything pertinent to the flight at one source. With today's technology, it's not hard to set a program up.	12/24/2013 8:50 AM
72	Answer is pretty obvious. The system in place 20 plus years ago was infinitely better than what we have now, apart from the ability to access the information from the internet rather than by fax or a visit to the control tower. Having to access multiple sites for weather, planning information and filing a flight plan is a time consuming curse.	12/24/2013 8:50 AM

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73	Yes, one site a good idea. Suggest that CAA /Airways be combined, and rein-in their excessive charging for core services.	12/24/2013 8:41 AM
74	and it should be free	12/24/2013 8:38 AM
75	Also RAIM forecasts for IFR ops	12/24/2013 8:25 AM
76	Should be a free service based on safety and ease of access.	12/24/2013 7:28 AM
77	Along with other flight planning tools such as charts, maps and calculation widgets ideally.	12/24/2013 7:25 AM
78	the simpler it is the better. ease of access is important	12/24/2013 7:18 AM
79	The plain language format isn't a big deal to me but simplifying and combining all weather and NOTAM information into one area and route briefing would, I think, simplify, streamline and increase the safety, relevance and frequency with which this information was checked and used.	12/24/2013 7:01 AM
80	Yes for combining the location, Plain language shouldn't be required however.	12/24/2013 7:00 AM
81	Sounds like a charge for NOTAMS is imminent.	12/24/2013 6:42 AM
82	I believe that if you are in aviation you be able to understand the way info is provided as pper agreed international norms	12/24/2013 6:36 AM
83	Not concerned about plain language interpretation.	12/23/2013 11:26 PM
84	Absolutely. I do find that reading the wx in "met talk" keeps my skills up	12/23/2013 10:43 PM
85	Emphatically YES; it's no wonder folk don't read NOTAMS, they are too hard to find. They should pop up any time I access ANY planning website.	12/23/2013 9:52 PM
86	i only disagree with the removal of place names in favour of coords, keeping GA weather in traditional ARFOR, METAR and TAF is acceptable	12/23/2013 9:34 PM
87	Absolutely. This is a must if we are to take safety seriously. I hear too often that wx is ignored now because it is too hard to get!	12/23/2013 9:27 PM
88	Definitely from one website.	12/23/2013 9:25 PM
89	Maybe even an smartphone app.	12/23/2013 8:52 PM
90	I know that is bordering on common sense so I'm sorry but that's not how government depts or SOE's work	12/23/2013 8:51 PM
91	I do not think PL format is a necessity but integrating all available information in one source is definitely helpful.	12/23/2013 8:49 PM
92	Yes both on same website, no to plain language, the current code is adequate, if you can't read it you shouldn't be flying in it	12/23/2013 8:42 PM
93	Yes similar to the "NAIPS" system of Airservices Australia	12/23/2013 8:37 PM

Q7 Do you consider that this a retrograde step to the previous system of using geographical names?

Answered: 468 Skipped: 9



Answer Choices	Responses	Count
Yes	88.25%	413
No	2.78%	13
Undecided	8.97%	42
Total		468

#	Add comments as required (optional)	Date
1	Strict ICAO compliance is fine for 777's crossing the Pacific, but not realistic for GA operations.	2/19/2014 11:13 AM
2	Most emphatically. It's a nonsense.	2/14/2014 6:57 AM
3	Makes NO sense at all for recreational pilots. Do mountaineers get their weather warnings lat & long or boat owners the same?	2/7/2014 10:47 PM

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4	Remember the importance of customer service	2/2/2014 9:03 PM
5	CAA maintain that this change is to comply with ICAO I do not think that this is a valid reason	2/1/2014 10:12 AM
6	Barking mad!	1/28/2014 7:31 AM
7	It's not black and white. Coordinates make more sense for providing data to navigation apps/EFBs but obviously aren't ideal for manual use.	1/27/2014 10:52 AM
8	Professional airline pilots don't like the current format either. It simply encourages people to ignore the sigmet.	1/26/2014 9:35 PM
9	YES!!! Is this a joke?	1/26/2014 9:40 AM
10	K	1/22/2014 8:37 AM
11	Pure stupidity. But I'm sure that it is "industry best practice" and is perfectly adequate for international jet ops. Shame about everyone else who has to fly around in the severe icing/turbulence/mountain wave domestically or GA	1/21/2014 7:54 PM
12	Totally unnecessary and in the name of 'conforming with ICAO'. Why must we conform to ICAO given that many situations and specific items within NZ aviation simply do not or should not fit this international 'square box'.	1/21/2014 12:08 PM
13	Infuriating change	1/20/2014 9:26 PM
14	these people live in another dimension.	1/20/2014 1:24 PM
15	Place names are much better. Personally I won't bother even converting them. I will consider it a waste of time.	1/20/2014 10:17 AM
16	Nuts	1/20/2014 10:10 AM
17	VERY STRONGLY!	1/20/2014 9:53 AM
18	Give both formats to satisfy the standards but also geographical.	1/20/2014 8:24 AM
19	FLIGHT PREPARATION IS TIME CONSUMING AND MOST OF THE PROBLEMS ARE MAN MADE SO WHY MAKE IT MORE SO ?????	1/20/2014 12:33 AM
20	No description is necessary. Just a pencil drawing would suffice. A picture tells a thousand words.	1/19/2014 9:18 PM
21	Not ideal at all.	1/19/2014 6:15 PM
22	Use both. Lets be practical. Met officers should not so lazy. Use Airfields, towns, cities or well known landmarks in plain text.	1/19/2014 6:02 PM
23	haven't actually seen this or used this system, but sounds retrograde	1/19/2014 5:00 PM
24	It is understandable for modern a/c with modern avionics as they can just plug in the coords. Otherwise it is an unnecessary step.	1/19/2014 4:26 PM
25	It's ridiculous and detrimental to safety	1/19/2014 3:09 PM
26	How absurd this change is!	1/19/2014 2:46 PM
27	Stupid idea, dangerous as well	1/19/2014 1:16 PM
28	I realise this is to bring things into line with ICAO, but it is completely impractical.	1/19/2014 12:04 PM
29	Except, airways still pass sigmets in the old way over radio, soon sigmets will have colour coded charts in met briefs so that fixes the problem.	1/19/2014 10:40 AM
30	Not being a user I do not feel qualified to express a valid opinion.	1/19/2014 10:19 AM

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31	Was any consideration of GA flying made in this decision? It is in the same vein as the decision to use only UTC for GA flying. It leads to avoidable mistakes through unnecessary interpretation.	1/12/2014 9:25 AM
32	This is a crazy decision	1/11/2014 11:37 AM
33	totally unnecessary. and dangerous!	1/9/2014 11:19 AM
34	It underlines the CAA total disregard or disinterest in the needs of domestic GA ops be it private or commercial in not providing significant/detailed weather data.	1/8/2014 9:49 PM
35	Worst decision affecting safety in years.	1/6/2014 2:01 PM
36	This is a very silly, retrograde step. Why not have LatLong to meet international requirements AND local names, PLUS a graphical map of NZ showing the SIGMET details (lines with direction of movement??). Afterall, this is weather for the domestic FIR, not oceanic!	1/5/2014 9:20 AM
37	the simpler the better	1/3/2014 7:33 PM
38	We need both	1/1/2014 10:26 AM
39	I think it's added safety to let remain the place names!	12/31/2013 1:29 PM
40	Yes, Yes, and YES! The majority of us who use the NZCC sigmets are not using the technology that it was changed to accommodate. Therefore, it is most definitely a step backwards rather than forwards.	12/31/2013 11:20 AM
41	how dumb is that	12/30/2013 9:35 PM
42	bizarre and foolish to use lat and long	12/30/2013 12:03 PM
43	It's unsafe. It's pure madness. Honestly, how many GAA pilots are going to sit there and plot lat and long to interpret that? Answer - none!	12/30/2013 7:33 AM
44	Nuts, completely nuts.	12/30/2013 6:35 AM
45	Why not add the "normal" place names? It would still meet ICAO but also mean that locals would have some idea where items are. Lat Long, all lost to me!	12/29/2013 10:03 PM
46	If it's not broke then don't fix it. As a PPL i have no idea where the lat and long is if you said to the west of... then that makes much sense to me!	12/29/2013 4:54 PM
47	That move was simply dumb.	12/29/2013 10:07 AM
48	Yes, very much so	12/29/2013 9:21 AM
49	crazy; dangerous; why fix it if it aint broke.	12/28/2013 3:56 PM
50	It is possible that next generation technology will need Lat & Long for automated systems. but most pilots find it more informative the old way	12/28/2013 7:40 AM
51	Understand ICAO standards but the geographical names should still be used, in addition to the Lat and Long coordinates.	12/25/2013 11:34 AM
52	This totally flies in the face of common sense & we do NOT need to comply with ICAO at every step as very few of us PPL's fly offshore. How can this possibly contribute to any safety culture?	12/24/2013 11:00 PM
53	the map of location and Lat/Long should be made more available	12/24/2013 8:18 PM
54	We are not all using GPS systems and studying charts with a magnifying glass. Names are familiar. Let's keep them.	12/24/2013 7:36 PM

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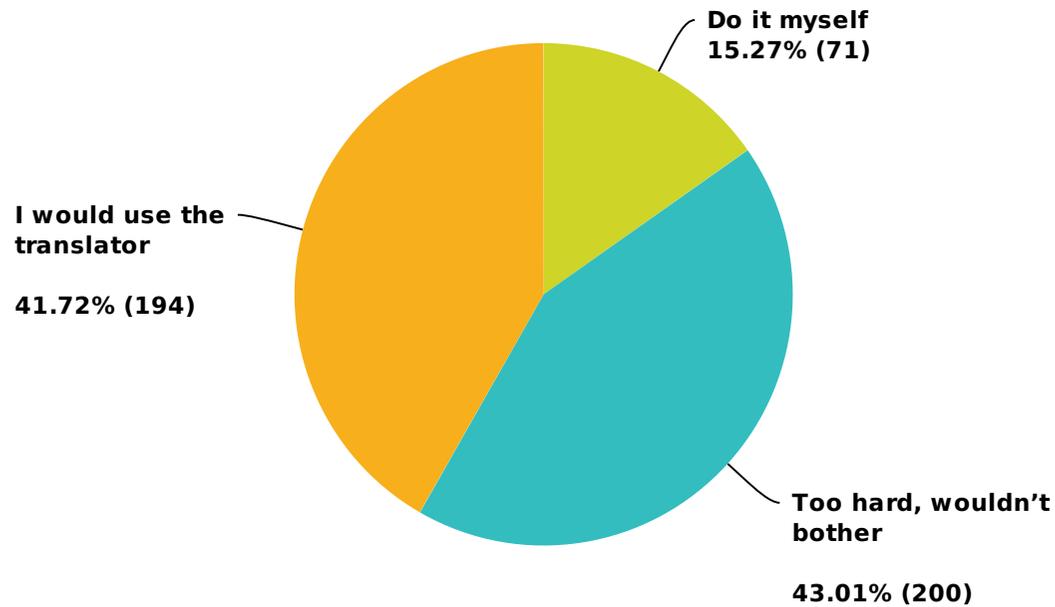
55	Is the change to Lat Lon for SIGMETS just another example of blindly following ICAO without introducing some common-sense? Why, when it comes to whether do the bureaucrats want to make it harder rather than easier, for a GA pilot to form a simple understanding of the weather environment they plan to fly in?	12/24/2013 5:54 PM
56	Its a nonsense. Canada opted out and so should NZ	12/24/2013 5:25 PM
57	Although I understand the ICAO requirements there needs to be some allowance for local users who of course are the ones who actually pay for the service.	12/24/2013 3:54 PM
58	This is the height of stupidity for GA	12/24/2013 3:22 PM
59	Previous Better	12/24/2013 2:59 PM
60	If met service can still provide coastal marine weather forecast by zones why not the same for aviation forecasts	12/24/2013 2:49 PM
61	It used to be more directly understood by the user.	12/24/2013 1:39 PM
62	Bloody stupid.They tell us it's to comply with ICAO.They don't worry about complying with ICAO if it doesn't suit them	12/24/2013 1:33 PM
63	This is totally user unfriendly	12/24/2013 12:38 PM
64	It is totally ridiculous. I can understand for International flights. Airways seem to get it (or calculate themselves geographically) surely best one organisation does for everyone and it is also provided on a map as per SIGWX. Its not rocket science.	12/24/2013 11:30 AM
65	This just makes it all rather complicated! Keep it simple CAA.	12/24/2013 11:29 AM
66	Both should be used (lat and long as well as geographical name). Covers the field!	12/24/2013 10:54 AM
67	If the interpretation was instantly available via an app or website such as Skyvector (which has an unfortunate delay) then the change is acceptable.	12/24/2013 10:33 AM
68	For domestic flying geographical names gives meaning.	12/24/2013 10:04 AM
69	You read my mind! (See Q6).	12/24/2013 9:34 AM
70	Takes too long to translate. Information like weather should be quick and unambiguous to interpret.	12/24/2013 9:02 AM
71	What planet are these people on? They should be making it easier to understand, not harder!	12/24/2013 8:57 AM
72	To use this form of data involves pulling out a large scale chart and mentally plotting the weather information. One is hardly likely to draw the information on an expensive chart, so once the situation has been determined, it is committed to memory - for better or worse. Can't beat pulling out the WX printout in plain language with geographical names.	12/24/2013 8:56 AM
73	Should be shown on a google mapstype interface these days, thus avoiding any required translation.	12/24/2013 8:42 AM
74	Proof that the monkeys running the outfit are providing an airline only service.	12/24/2013 8:40 AM
75	This just adds time and complexity to interpreting sigmets. While no doubt we all should take that extra time, many pilots won't, and that can only lead to a diminishing of safety - just because it is an ICAO standard doesn't mean that it is best practice, and is a triumph of bureaucracy over common sense.	12/24/2013 8:33 AM
76	Retrograde? It's mad!	12/24/2013 8:18 AM
77	Pathetic.	12/24/2013 8:18 AM
78	Plain language and simple to interpret would be in the interests of safety and ease of use.	12/24/2013 7:29 AM

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79	Ridiculous	12/24/2013 7:25 AM
80	Not sure of your wording here but it is a backward step.	12/24/2013 7:19 AM
81	I tick undecided so I can comment. What ever system is used it must be kept user friendly and easily understood by all or it will not be used by all. Unless its kept simple for all you will have wasted your time and our money.	12/24/2013 6:47 AM
82	This is a mistake and is applieing IFR met to ower level GA which will lead to GA pilots ignoring this infor	12/24/2013 6:37 AM
83	Not user friendly at all	12/24/2013 6:16 AM
84	NZ is a small country where most aviators know the reference points. Why change to a system which is best suited to a large continental land mass with numerous international aviators. Refering to a landmark it is easy to build a visual picture without having to refer to a map to look for lat and long.	12/24/2013 3:49 AM
85	Absolutely	12/23/2013 10:47 PM
86	Again, in these days of computer-generated data, it's easy to generate two sets - one in code and lat/long for the ICAO format, and one in plain language and placenames for the rest of us. Once the software is set up, this could be an automatic process, at no cost to anyone.	12/23/2013 9:55 PM
87	It's bloody stupid!	12/23/2013 9:47 PM
88	Its just common sense to make as easy at possible to interpret.	12/23/2013 9:34 PM
89	That anyone can quickly and easily compute a lat and long into a meaningful geographical position is wishful thinking. Pilots that can make sense of that coded nonsense are not real pilots.	12/23/2013 9:28 PM
90	Both coordinates and geographic points should be presented to give best possible situational awareness to those with different perspectives and planning methods.	12/23/2013 9:09 PM
91	It is yet another burden of translation placed on the pilot, who is already doing a job which requires a fair amount of concentration	12/23/2013 9:01 PM
92	From my observations, even amongst airline operations it seems to be either worked out in a coarse manner, or on occasion not at all.	12/23/2013 8:59 PM
93	NZ is not big enough to warrant the use of lat/lon for this type of application. They are thinking they are bigger than they are!	12/23/2013 8:57 PM
94	Few in reality will look up the coordinates.	12/23/2013 8:54 PM
95	It's not only backward, it's bloody stupid and lives will be lost as a result	12/23/2013 8:51 PM
96	I understand this was to conform with ICAO but it is absolutely ridiculous, not everybody has the time to decipher the code especially in a fast paced environment (in my case, EMS flights) or in flight	12/23/2013 8:43 PM
97	It is absolutely ridiculous. Even with a list of places and latlongs it is still damn near impossible to work them out. Thank god for the sky vector translation I say.	12/23/2013 8:36 PM

Q8 If you were faced with having to translate a SIGMET into geographical place names, would you take the time and effort to do that, or would you use the plain language translator accessible through MetService's MetFlight-GA product (or more directly from PEMET)?

Answered: 465 Skipped: 12



Answer Choices	Responses	
Do it myself	15.27%	71
Too hard, wouldn't bother	43.01%	200
I would use the translator	41.72%	194
Total		465

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#	Add comments as required (optional)	Date
1	This is a great innovation by someone with aviation safety at heart.	2/7/2014 10:47 PM
2	I use Skyvector.com I know of many aviators who do not bother	2/1/2014 10:12 AM
3	Didn't know a translator was available until now.	1/26/2014 9:35 PM
4	Which requires extra time etc...by then the weather could of closed in and find myself in a bit of bother	1/26/2014 9:40 AM
5	I do check using google earth however it takes a lot longer and you can't just glance at the weather and look for SIGMET's which concern you.	1/22/2014 8:26 PM
6	Didn't realise there was a translator.	1/21/2014 12:08 PM
7	it's like reverting to 'dos' for our computing needs instead of using our 'ipads' (dos was/is the series of commands needed to run early PC's)	1/20/2014 1:24 PM
8	I would ignore sigmets	1/20/2014 10:17 AM
9	WHO ARE THE STUPID POINTY HEAD FOOL;S WHO INVENT THIS CRAP ????	1/20/2014 12:33 AM
10	Blood fools	1/19/2014 7:18 PM
11	Out of habit and commercial airline necessity, the new diagram form will take that need away and present it in pictorial format.	1/19/2014 10:40 AM
12	Suggest using NOTAM grid for wx sigmet	1/19/2014 9:43 AM
13	Also would use SkyVector to visually show the area covered by the SIGMET	1/19/2014 9:34 AM
14	I don't like any of the above options but because SIGMETS generally have little relevance to GA, the 'wouldn't bother' option may end up as a default. In my opinion, the likely result will be a passing on of the cost to operators who will provide a central translation, or the ignoring of SIGMETS by individuals. To subsequently criticize pilots for not using all information at their disposal is diverting the argument away from one of the authorities encouraging safe practices.	1/12/2014 9:25 AM
15	I find the SkyVector website a wonderful tool for decoding and visualising SIGMET Data	1/9/2014 5:02 PM
16	I would look at the met via a number of free sites to get the picture of what is likely to happen.	1/9/2014 11:19 AM
17	I would translate it but a lot of chance for error. Not sure about the translator as never used it.	1/6/2014 2:01 PM
18	I have been flying for 40 odd years so I may find it easier than some but the real question is why aren't you making it as simple as possible. A well informed pilot is a safer pilot.	1/5/2014 4:39 PM
19	Isn't the whole idea to make things simpler in the interests of aviation safety? Or is this only a concept used by the department when they want to increase revenue gathing?	1/5/2014 9:20 AM
20	I have been unable to get translator to work	12/31/2013 8:34 PM
21	Is there a 'translator'? I probably would use it if I knew where it was but it does seem all rather unnecessary if the 'place names' remained in the first place!	12/31/2013 1:29 PM
22	I wasn't aware there was a translator. To be honest, I know I should, and if I was going on a long cross country I probably would, but otherwise I would most probably just skim over it, and maybe just check the main map I was using to see if it was going to affect my area or not.	12/31/2013 11:20 AM
23	i use pemet often	12/30/2013 9:35 PM
24	nowadavs don.t do much lona x countrv so wouldn't bother	12/30/2013 4:06 PM

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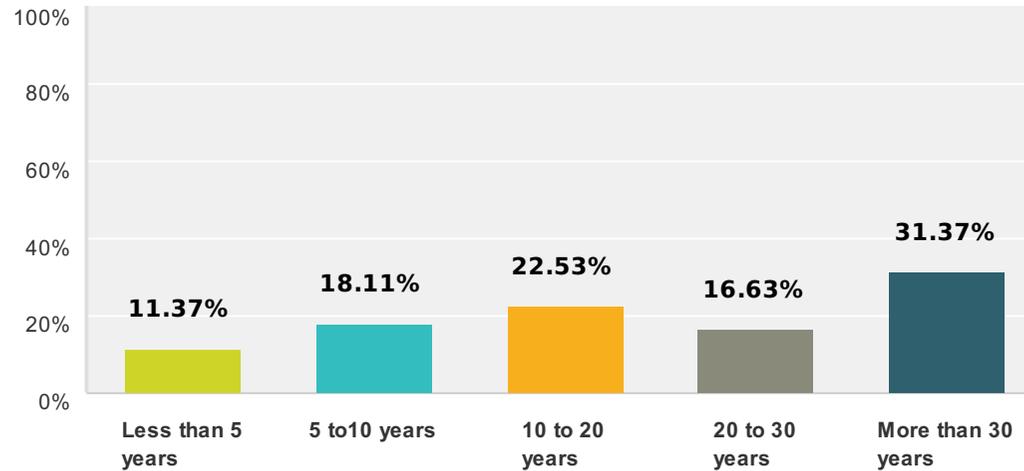
25	I'd also use the translator to confirm my interpretation	12/30/2013 2:00 PM
26	Not really to hard, more that it all takes time and I'd rather be at work than sitting around trying to decipher pages of weather	12/30/2013 6:29 AM
27	BUT again why not just give the geographical place names	12/28/2013 3:56 PM
28	Although ticking "do it myself" the tendency would be that it would be ignored completely	12/27/2013 10:25 AM
29	I didn't know there was a translator	12/26/2013 7:46 AM
30	Did not know a translator exists.	12/25/2013 11:34 AM
31	Would just use other means to ascertain wx conditions	12/24/2013 11:00 PM
32	I have not come accross any so far, but the location of a sigmet does have an importance and I would like to know where you might come across it	12/24/2013 9:14 PM
33	whatever was available	12/24/2013 8:18 PM
34	Haven't needed to do it, but I would if the information was available quickly, succinctly and without errors	12/24/2013 7:36 PM
35	That answer depends if the translator is free or not	12/24/2013 6:52 PM
36	I use Skyvector.	12/24/2013 5:37 PM
37	Lat/Long should not be used for mainland NZ	12/24/2013 5:25 PM
38	I use other weather forecasting services...while not strictly aviation they fulfil what I require.	12/24/2013 4:18 PM
39	Unless it was something really significant I probably wouldn't bother to translate I would just use big picture awareness of latitude.	12/24/2013 3:54 PM
40	I will continue to look out the window, and in the case of a cross country I would phone ahead	12/24/2013 3:22 PM
41	I do it myself because I didn't know there was a translator facility available	12/24/2013 2:21 PM
42	This is stupid and what are they on. Duhhhhhh	12/24/2013 12:42 PM
43	Why use this method in the first place	12/24/2013 12:38 PM
44	Safety first. Its all about situational awareness and building that mental picture before I go flying.	12/24/2013 10:36 AM
45	...now that I know it exists.	12/24/2013 9:34 AM
46	I'd probably take a guess. Depends on how important the trip was and how much I wanted to get there. The harder they make things, the more you realise you are on your own. They don't appear interested in aviator's safety any more - just in making their jobs secure!!!	12/24/2013 8:57 AM
47	Not having used the translator, I'm guessing that it can be done easily??	12/24/2013 8:56 AM
48	Time is too precious.	12/24/2013 8:18 AM
49	I use skyvector.com	12/24/2013 7:29 AM
50	How DUMB an action	12/24/2013 6:56 AM
51	See comment above.	12/24/2013 6:47 AM

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52	Depends if the charts I had with me had the coordinates as on Sigmet - if not, no idea	12/24/2013 6:16 AM
53	Has all become too complex to understand, so now the Sigmet information is unavailable for me to use, crazy really I thought the idea was to make aviation safer, not harder to access useful weather information	12/24/2013 4:37 AM
54	Did not know a plain language translator was available. I also do not understand why domestic notams can not be plain english or at least include the plain english information as well.	12/24/2013 3:33 AM
55	I didn't know there was a translator. I know cpl's that think it is a pain to go to lat/long positions. There are enough idiots flying that don't use the current protocols so this is going to make it even more dangerous in the skies.	12/23/2013 10:47 PM
56	Would use Pemet for preference	12/23/2013 9:51 PM
57	Or translate it. As a mariner and a pilot, I deal a lot with lat/lon in terms of talking about locations such as islands in the pacific, but again, I dont think it is warranted in NZ for GA use.	12/23/2013 8:57 PM
58	I'd then double check with translator	12/23/2013 8:53 PM
59	This is the best I've seen https://www.caa.govt.nz/Meteorology/sigmet_ref.pdf	12/23/2013 8:51 PM
60	Would rely on Public wx from radio and TV systems to guage wx stats	12/23/2013 8:49 PM
61	Didn't know those translators existed. I use the sky vector website.	12/23/2013 8:36 PM

Q17 How many years of experience within NZ civil aviation, at any level, are your views based on?

Answered: 475 Skipped: 2



Answer Choices	Responses	
Less than 5 years	11.37%	54
5 to 10 years	18.11%	86
10 to 20 years	22.53%	107
20 to 30 years	16.63%	79
More than 30 years	31.37%	149
Total		475