FLIGHT ADVISOR

INFO & FAQs

Enhancing Safety Outside Controlled Airspace

www.flightadvisornz.io

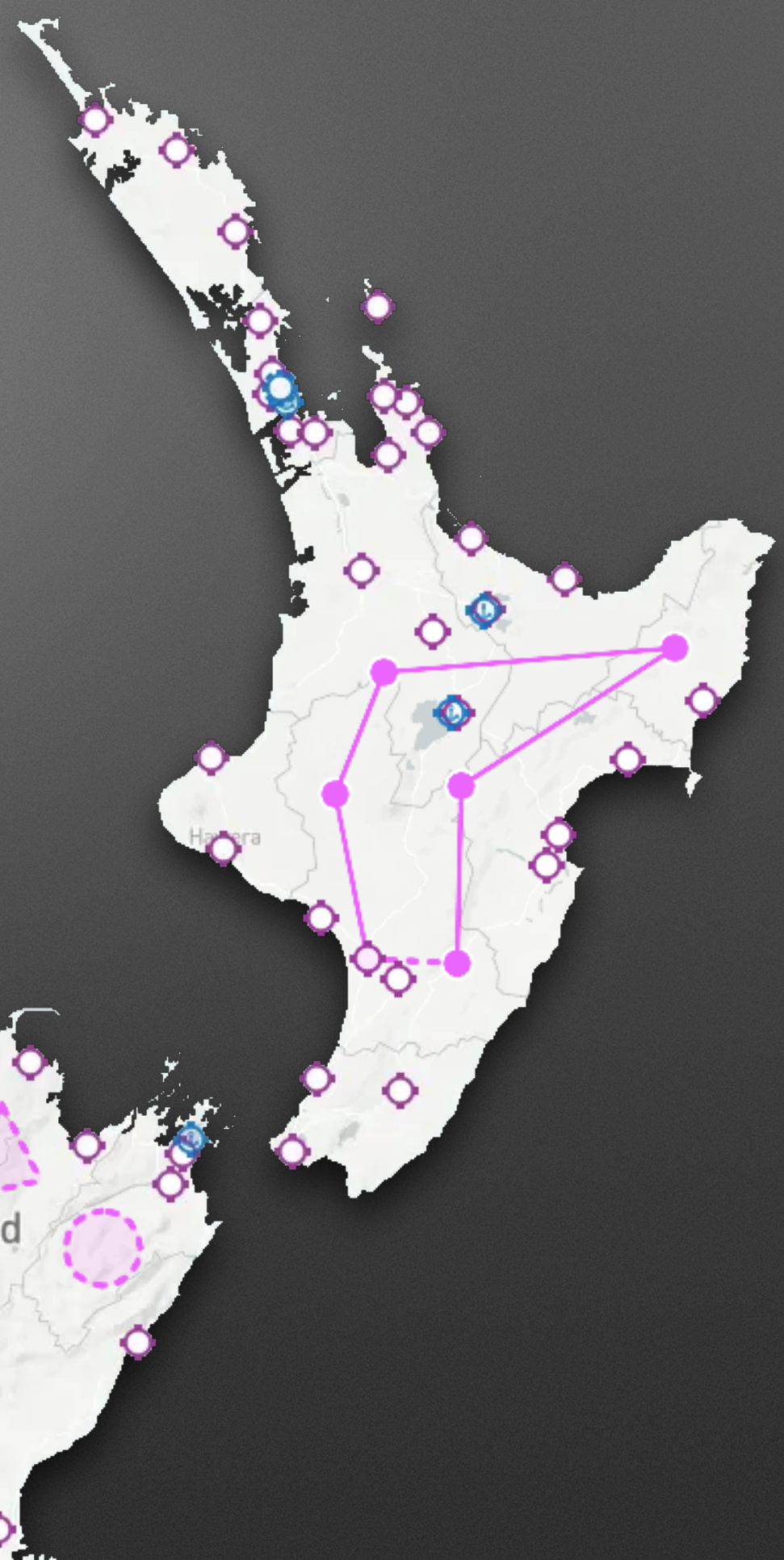
Why Flight Advisor?

- The NZDF has experienced an increasing trend of near-miss events over the past 20 years and is looking for proactive ways to mitigate this risk.

- On any given day NZDF aircraft roam NZ, training below 500ft AGL up to 210kts+ and would like to gain greater awareness of hazards and where other traffic is intending to operate.

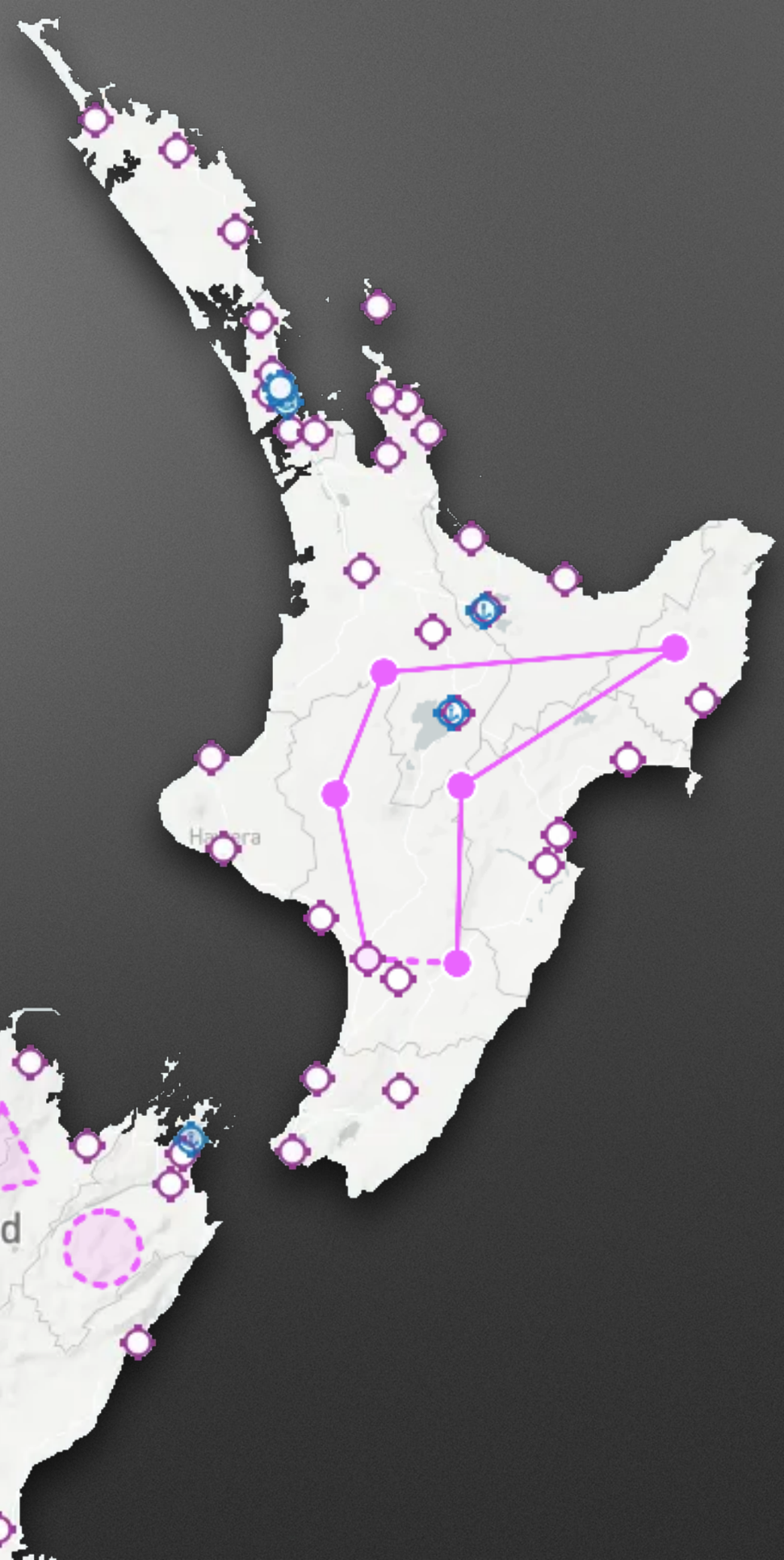
- Operating in a low level, high workload environment requires identifying as many hazards as possible to improve safety margins.

- Increasing situation awareness outside controlled airspace for NZDF and civilian operators is beneficial to all. Together we can increase safety in the aviation industry as a whole.



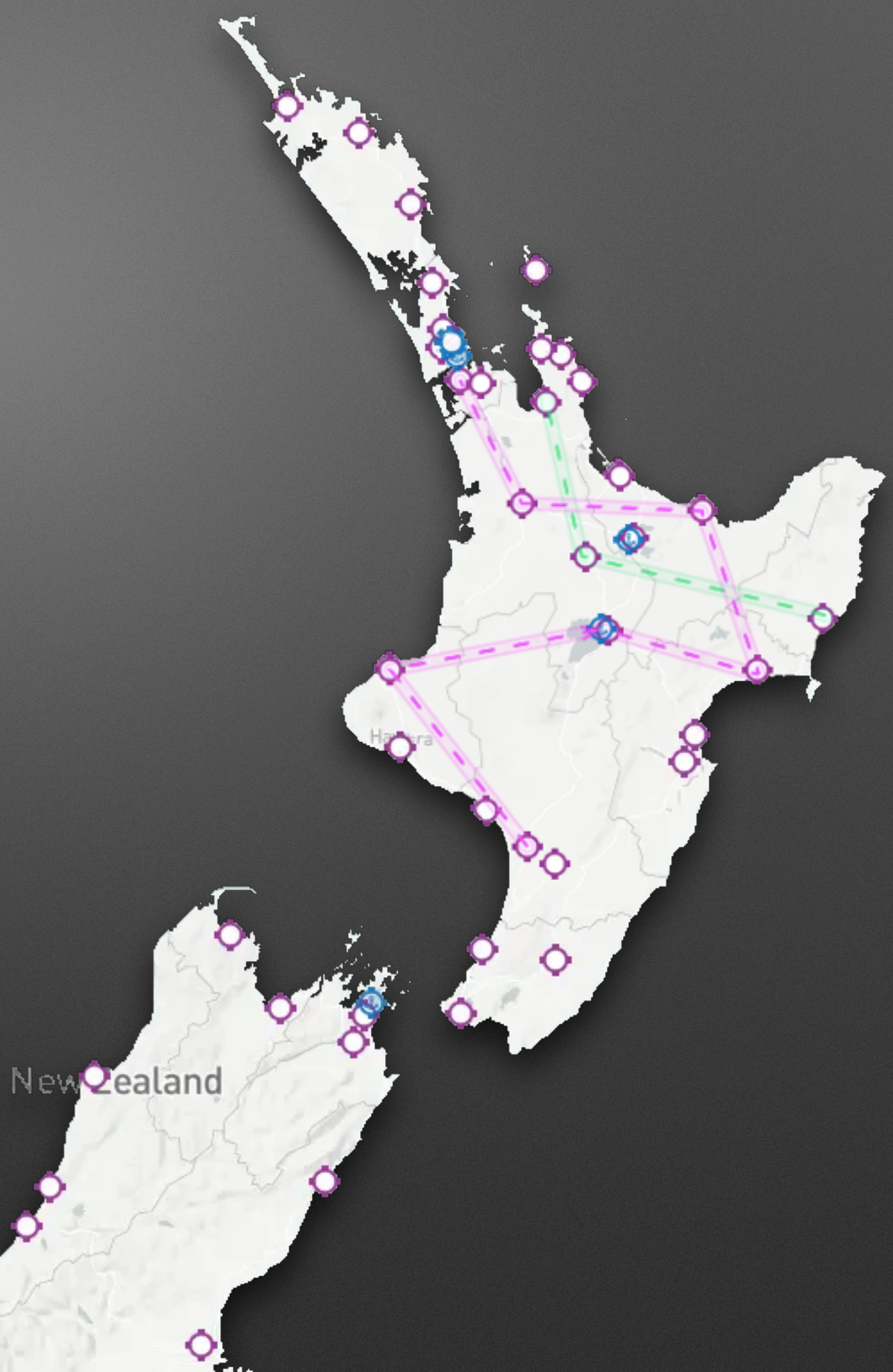
What is Flight Advisor?

- A safety management tool for increasing situation awareness before flight.
- Targeted at operators flying below 3,000ft AMSL or 1,000ft AGL (whichever is higher) outside of controlled airspace.
- National reporting tool for low level hazards.
- A way for operators to easily communicate their intentions.
- Web-Based Dynamic Aviation Map.
- Works across desktop and mobile devices.

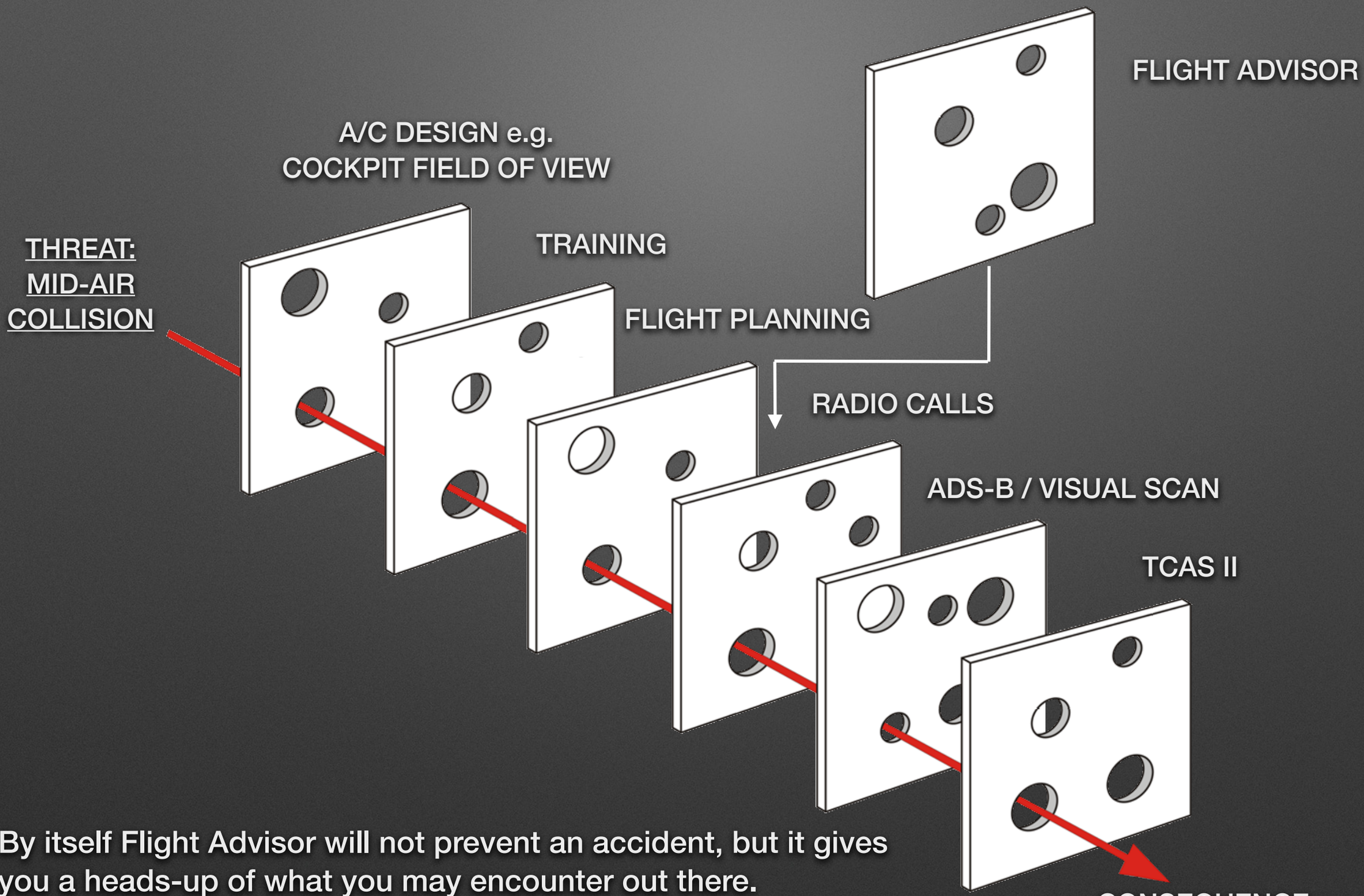


View Information In Real Time

- Flight Advisor runs on any web browser.
- Advisories update every 5 seconds.
- Scroll back and forward through time to view Advisories, UAS, and NOTAMs (direct from the AFTN network) that may affect you over the next 24 hours.
- Select any Advisory, NOTAM or Hazard to access specific details about that flight, NOTAM or obstacle.
- Zoom to any area you like and view it in 2D plan view or 3D with the latest satellite and map imagery to get a mental picture of the operational area.



Where Does Flight Advisor Fit?



By itself Flight Advisor will not prevent an accident, but it gives you a heads-up of what you may encounter out there.

Much like a weather forecast - but for traffic and hazards.

Flight Advisor Features

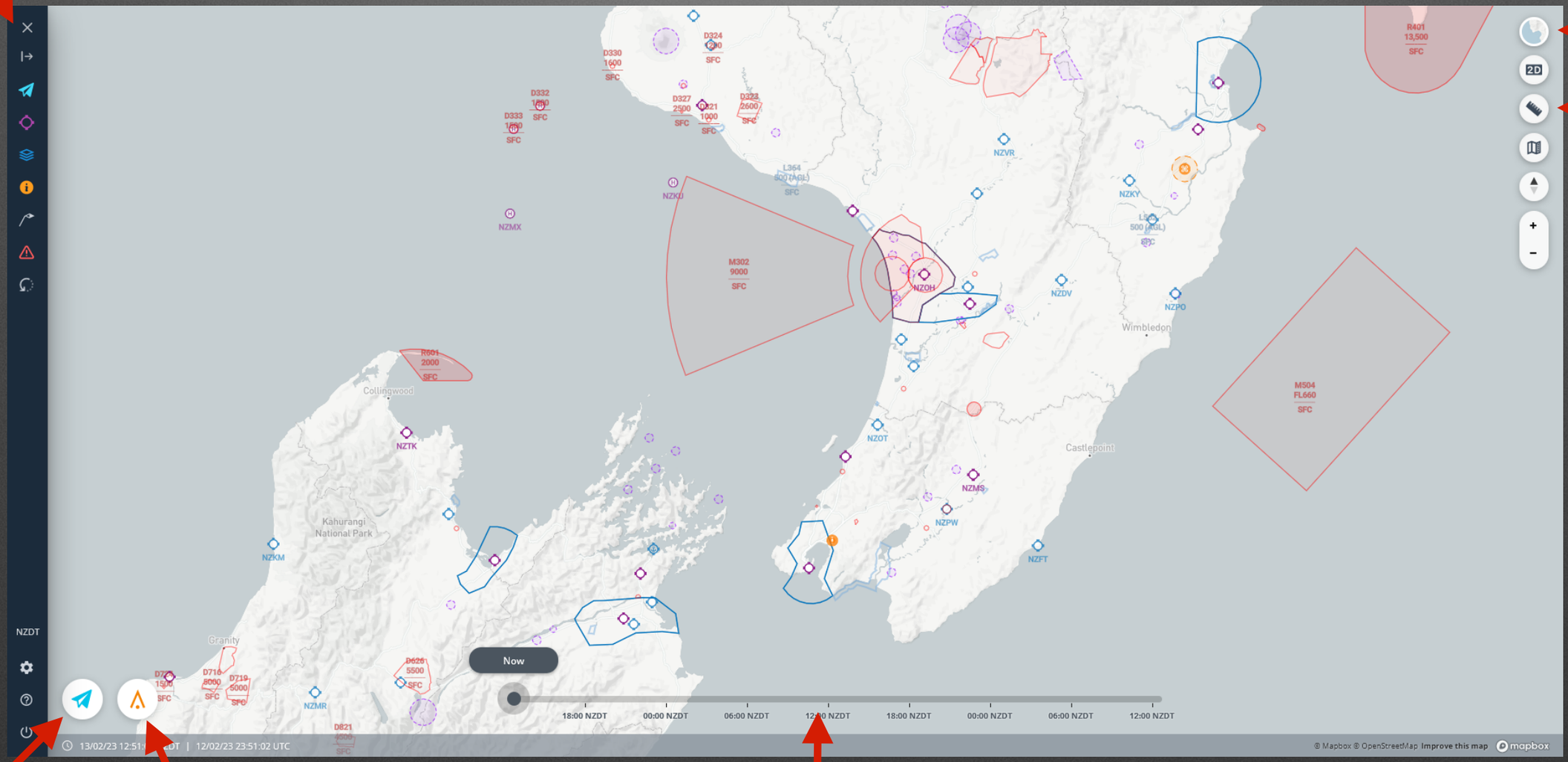
- Combined national civilian & NZDF Hazard Database.
- RNZAF Low Level Flight Advisories.
- Civilian Low Level Flight Advisories.
- Known RPAS operations (filed via AirShare).
- Live *Low Level* NOTAMs across NZ FIR (updated every 5 minutes).
- LINZ terrain elevation with contours (VNC, Topographical, Satellite maps).
- Aerodromes, Visual Reporting Points and Airspace below 1500 ft AMSL.
- Simplified reporting of hazards not shown on navigation charts.
- User specified notification areas via email and/or text. No spam!

System Controls

Menu

Map Styles 2D & 3D:

- Basic
- Satellite
- VNC
- 1:50 Topo



Submit a Flight Advisory

Report an Obstacle

Time Slider
(See what's planned out to 24 hours ahead)

Ruler Tool:

- Distance/Bearing
- Nautical Miles
- Kilometres
- Metres

Sounds Great - Now What?

- Flight Advisor is the only place aviators can go to see the most up-to-date low level hazards and potential manned and unmanned aerial operations - Make it part of your Flight Safety Management System!

- NZDF aircrew are under orders to use Flight Advisor for all their low level flights unless they are of a sensitive nature. This means every NZDF pilot performing these tasks is signed up to Flight Advisor and will be broadcasting their low level flights consistently.

- The RNZAF is steadily bringing onboard external users so that they can more easily share where they intend to operate. The intent is for users to share their planned operations (and known hazards) so we can all de-conflict with each other as much as possible to mitigate the risk of an accident.

- The more operators that get involved the safer and more powerful this system will become.

- Access is free. If you are interested please notify the RNZAF at FlightAdvisor@nzdf.mil.nz or sign up at https://flightadvisornz.io/

Please note: All sign up requests will be vetted by the RNZAF. Applicants will be required to email a digital copy of either their Air Operator Certificate, Pilot Licence or UAS Certificate of Competency along with their Flight Advisor email address to FlightAdvisor@nzdf.mil.nz before access is granted.

FAQs

- Q1: Do people outside the NZDF have to pay to use Flight Advisor?
  - No. Flight Advisor has been created to help the NZDF address their increasing trend of near misses outside controlled airspace and gain a better understanding of what the actual risk is in that airspace. To achieve this there has to be a low barrier to entry so the maximum number air operators can participate. This is also an opportunity for the NZDF to demonstrate leadership in this area.

- Q2: Thanks for the free maps, what happens if I just use them and do nothing else?
  - The NZDF built Flight Advisor to meet its own needs and is comfortable freely sharing the system in the interests of combined safety so long as air operators use Flight Advisor in good faith and contribute to the greater safety picture through submitting advisories.

- Q3: How up to date are the maps?
  - The VNC is current and is updated on the effective date of the 12th AIRAC cycle each year, normally November or December. In between updates Flight Advisor presents the most up to date hazard register in NZ which actually feeds into the creation of the annual VNCs.
  - The 1:50 Topographical maps are sourced from Land Information New Zealand and are updated whenever they release a new map of an area.
  - The satellite images are sourced from Mapbox and are updated at intervals determined by Mapbox.
  - All airspace and aeronautical information (Visual Reporting Points, Hazards etc.) are as up to date as possible save changes that are notified within AIP Supplements which are incorporated into VNCs after approval from the CAA.

- Q4: Why can I only submit an Advisory up to 48 hours ahead?
  - The Time Slider only shows out to 24 hours ahead as low level manned aviation is heavily weather dependent and often not committed to until within that timeframe. The 48 hour limit is to ensure a higher level of confidence in the accuracy of the advisory.

FAQs

- Q5: I already use AirShare for my UAS operations, why should I use Flight Advisor?
  - Airshare is not typically used by manned air operators. If you want to gain awareness of manned operations that may interfere with your unmanned operation outside controlled airspace Flight Advisor is currently the only way you can do it.
  - Flight Advisor email and text notifications do not work for flights entered into AirShare (even though Flight Advisor displays Airshare flights). If you want to receive (or have others receive) emails or text messages notifying of potential conflicts with your operation then you must submit an advisory using Flight Advisor and configure your account accordingly.
  - Note: Flight Advisor is not designed to be used for UAS operations inside controlled airspace - only outside controlled airspace.

- Q6: Is every Unmanned Aerial System (UAS) visible on Flight Advisor?
  - UAS operations submitted via AirShare, NOTAM, or Flight Advisor are visible. At the moment there is no enforcement to use these for recreational users so it is likely not all airborne UAS will be visible.

- Q7: Do I have to provide my aircraft model or callsign in an Advisory?
  - Yes and no. You have to enter an Aircraft Model and Callsign, but you can 'hide' it. Hiding this information means an advisory will appear but no other user will be able to see the Aircraft Model or Callsign, except for the NZDF.

- Q8: Do I still have to submit a VFR Flight Plan if I use Flight Advisor?
  - Flight advisor DOES NOT replace a formal flight plan. It is up to each air operator to decide how they will maintain a SAR watch over their aircraft.

FAQs

- Q9: What airspace is displayed within Flight Advisor?
  - The airspace displayed is any airspace that touches the ground, regardless of its upper limit.

- Q10: How do reported obstacles end up on Electronic Flight Bag (EFB) overlays?
  - It depends on the EFB provider so you should enquire with your provider for information on how obstacles are updated within their application. Obstacles shown on VNC charts are updated every 12 months as per the annual update cycle.
  - For NZDF users obstacles reported in Flight Advisor will appear within 24 hours on the NZDF's Low Level Hazard Overlay.

- Q11: I already plot my routes in other EFB systems. Can those automatically generate a Flight Advisory?
  - Not at the moment. Integration with these types of applications is currently being investigated with some of these companies.

- Q12: Can I integrate my system with Flight Advisor?
  - An Application Programming Interface (API) for Flight Advisor is being built to allow it to integrate with other systems. Send an email to FlightAdvisor@nzdf.mil.nz with your request and the RNZAF will get in touch with you.

- Q13: Is my Notification Phone Number displayed in the Advisory information?
  - No, but you can add it into the Advisory Remarks Section when submitting if you would like others to be able to contact you directly.

FAQs

- Q14: Not all NOTAMs appear within Flight Advisor, why not?
  - When a NOTAM is generated it is assigned a category by the NOTAM office. Flight Advisor queries the NOTAM system and displays NOTAMs that are applicable to low level operations. It uses the NOTAM category to determine what is relevant. NOTAMs with any of the following categories are displayed in Flight Advisor:
    - O - Other Information.
    - R - Airspace Restrictions.
    - W - Warnings.
    - XX - Plain Language.

- Q15: Who are Aeropath?
  - Aeropath Ltd. is a subsidiary of State Owned Enterprise (SOE) Airways NZ. Aeropath hold CAA certification to be NZ's Aeronautical Information Service (AIS) provider. Among other things they are responsible for producing the NZAIP, SIDs, STARs, Instrument Approaches, VNCs, IFR Charts and a national obstacle database. As the NZ AIS they are responsible to the CAA. They were approached by the RNZAF to build Flight Advisor to RNZAF specifications.

- Q16: After flight do I need to cancel my Flight Advisory like a Flight Plan?
  - No. When the elapsed time of your advisory expires it simply disappears from the map. Therefore you can submit an advisory for the portion of time you will be low level, even if your flight continues afterward.

- Q17: If there is a collision and both parties were using Flight Advisor, is the NZDF liable?
  - No. Under civil aviation law when flying outside Controlled Airspace and operating VFR the Pilot in Command is responsible at all times for the safe operation of their aircraft. All users are required to accept Flight Advisor's terms and conditions which expressly state the the NZDF is not liable for any incident or accident that occurs through use of the system and they use it at their own risk.

FAQs

- Q18: What happens if someone starts using Flight Advisor maliciously?
  - Notify the RNZAF via email at FlightAdvisor@nzdf.mil.nz. The RNZAF will follow up and if that user is deemed to be in breach of the RNZAF's terms and conditions they will be removed.

- Q19: What devices and browsers support Flight Advisor?
  - To utilise the website's functionality to its fullest extent we recommend using any of the following desktop browsers and mobile operating systems: Google Chrome or Firefox (current release) with JavaScript and Cookies enabled, iOS 14+, Android OS 11+. Generally any devices less than 4 years old will have no trouble running Flight Advisor. Devices older than this or those machines with limited graphics processors may experience longer load times of the map.

- Q20: How secure is Flight Advisor?
  - Your user details and password are stored in a secure database with your password being hashed before being stored. Whenever your user details or password are transmitted between the server and your browser, the details are transmitted over a Secure Sockets Layer (SSL).

- Q21: Is Flight Advisor certified?
  - Flight advisor is designed as a pre-flight situation awareness tool. It displays information from a range of sources (some certified, some not) with the aim of providing operators with a layer of additional awareness to help them understand where other operators or hazards may be so that they can plan safe flights accordingly. Flight Advisor does not change or replace any obligations operators have to comply with under their relevant certification, SOPs or rule parts. As such this tool is not certified to any formal standard.

FAQs

- Q22: Flight Advisor doesn't seem to be working, who can I contact?
  - Send an email to FlightAdvisor@nzdf.mil.nz with your contact details and the RNZAF will get in touch with you.