VFR and IFR options

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Should I go VFR or IFR?

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- What does the weather permit?
- Would IFR flight

  induce delays/ undesirable routing or altitude?

  be flexible enough for wx avoidance?

  simplify airspace/communication requirements?

- Could I use the experience?
- By “working the system” you can reduce the downside aspects of IFR

Avoiding IFR delays.

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- Depart VFR and pick up IFR pre-filed enroute.
  - composite flight plans
  - pop-up clearances
  - MIA problems...

- The “Salinas Subterfuge”
  -outwitting the preferred route computer.

- VFR climbs/descents

VFR climbs and descents.

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- AIM 4-4-4-c: A pilot on an IFR flight plan, operating in VFR conditions, may request to climb/descend in VFR conditions.

- Temporarily take responsibility for traffic separation, in exchange for expediting to desired altitude.
  (not available in Class A)

  Can be useful off the ground.

VFR on top.

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Exchange IFR separation for choice of altitude:

- maintain VFR conditions
- VFR altitude at discretion
- at or above MIA (lower than MEA?)
- IFR route unchanged

Clearance *To* VFR-on-top

- mostly for departures
- report on top (remember cloud clearance)

IFR in and out of VFR airports

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Cruise clearances

IFR approach to (S)VFR

Responsible for terrain clearance on departure!

Salinas subterfuges.

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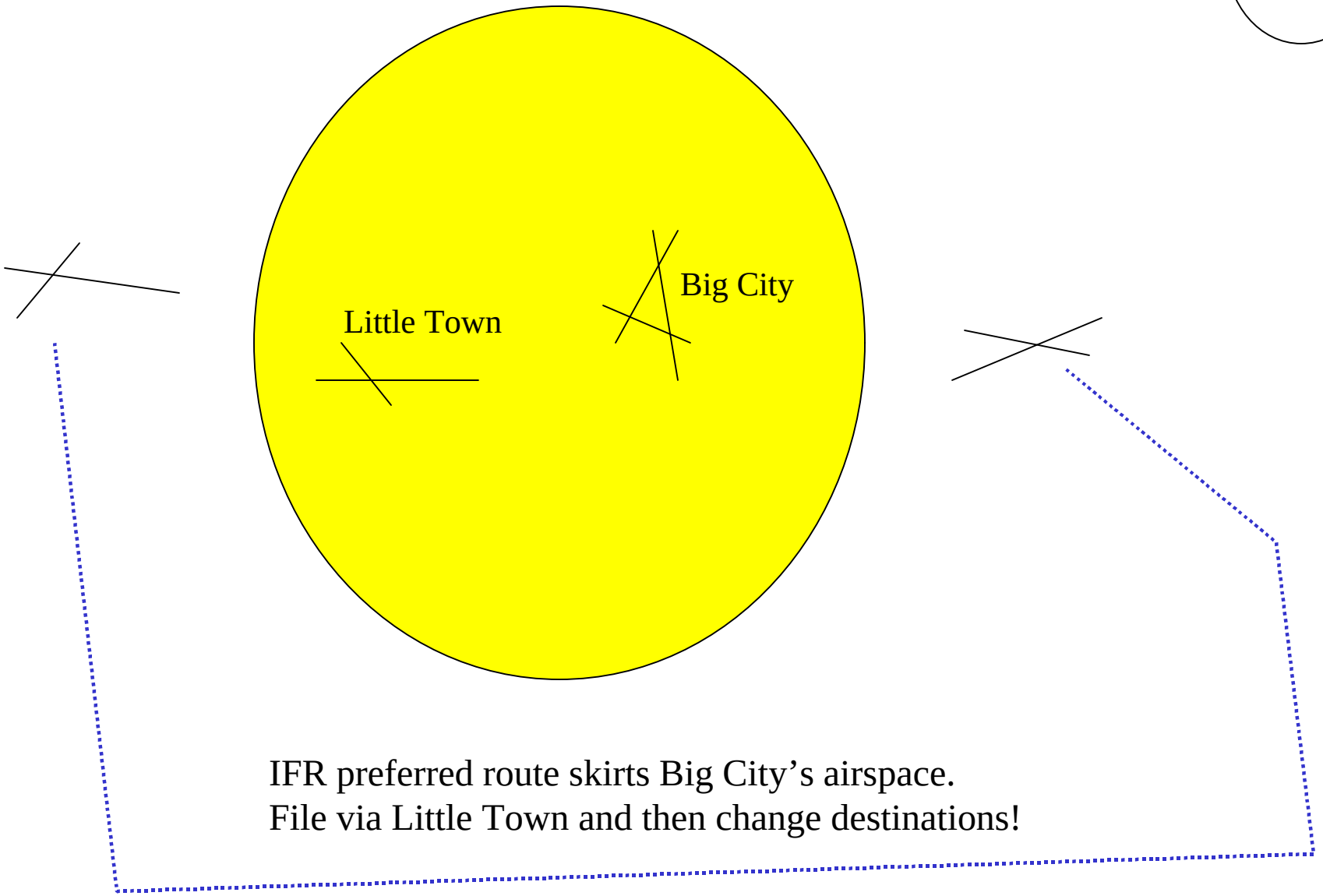

IFR preferred route skirts Big City’s airspace.
File via Little Town and then change destinations!