VFR and IFR options

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Should I go VFR or IFR?

- 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.

- 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.

- **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.

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

Cruise clearances

IFR approach to (S)VFR

Responsible for terrain clearance on departure!
Salinas subterfuges.

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