



# Sunny Swift

## "AIRSPACE COMPLEXITY (II) EN-ROUTE"

AFTER A FEW DAYS OF CAREFULLY PLANNING THE BEST ROUTE AROUND RESTRICTED AND CONTROLLED AIRSPACE\*, THE DAY OF THE FLIGHT HAS ARRIVED. PIERRE IS MAKING THE FINAL FLIGHT PREPARATIONS



\* SEE PREVIOUS SUNNY #19, "AIRSPACE COMPLEXITY"

I HAVE CHECKED THE ROUTE, TAKING INTO ACCOUNT THE AIPs, LATEST NOTAMS AND AUP/UUPS. MY FLIGHT CORRIDOR IS CLEAR OF RESTRICTED AND CONTROLLED AIRSPACE



FOR THE BEST INFORMATION, ONCE IN-FLIGHT, THE FIS HAS THE MOST CURRENT AND CLEAR OVERVIEW OF THE AIRSPACE SITUATION. IT ISN'T THEIR ROLE (IT'S ATCS) TO GRANT YOU CLEARANCE TO CONTROLLED AIRSPACE, BUT THE FIS CAN GIVE YOU CRUCIAL INFORMATION, OR IN SOME COUNTRIES EVEN CALL THE ATC FOR YOU.

FIS=FLIGHT INFORMATION SERVICE; ATC=AIR TRAFFIC CONTROL; NOTAM=NOTICE TO AIRMEN; AUP/UUP=AIRSPACE/UPDATED USE PLAN

WITH HIS PLANNING READY AND CONFIRMED, PIERRE TAKES OFF WITH ÉPINAL AS HIS DESTINATION.



JUST BEFORE HE ENTERS FRANCE, HE CHANGES TO THE STRASBOURG FIS



STRASBOURG INFORMATION, EU-EASA, GOOD DAY

EU-EASA, STRASBOURG INFORMATION, HELLO.

EU-EASA, TECNAM P2002, VFR FROM SAARBRÜCKEN TO ÉPINAL MIRECOURT, 2 000 FT, QNH 1004, 1 NM NORTHWEST OF SIERRA, REQUEST TRAFFIC INFORMATION

NOTE: ONLY AIRSPACE CLOSE TO THE FLIGHT ALTITUDE IS DEPICTED

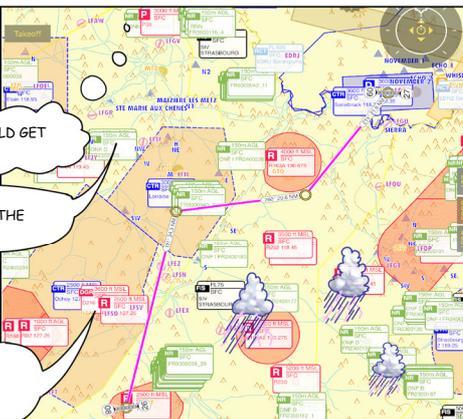
EU-EASA, QNH 1004, SQUAWK 4421. THERE ARE ISOLATED CUMULONIMBUS FORMING NEAR AND EAST OF LUNEVILLE.

UMM, I PREFER TO DEVIATE WEST, CLEAR OF LUNEVILLE. THAT WOULD GET ME THROUGH THE LORRAINE CLASS D AIRSPACE.

REQUEST TRANSFER TO LORRAINE CTR, AS I WILL NEED TO AVOID THE WEATHER.

THE LORRAINE CTR FREQUENCY IS 122.075

THANK YOU STRASBOURG. LEAVING FREQUENCY EU-EASA.



PIERRE LEAVES THE STRASBOURG FREQUENCY AND CONTACTS THE LORRAINE CTR 10 MINUTES IN ADVANCE\*\*. LORRAINE GRANTS CLEARANCE TO CROSS THEIR AIRSPACE.



\*\* SEE SUNNY ISSUE #6, CLEARANCE TO ENTER CONTROLLED AIRSPACE

THE REST OF THE FLIGHT IS ACCORDING TO PLAN. PIERRE IS REASONABLY PROUD OF HIS LANDING AT ÉPINAL.

DON'T HESITATE TO CONTACT THE FIS FOR INFORMATION AND ADVICE EN ROUTE. REMEMBER THAT HOWEVER IT IS THE ROLE OF THE ATC TO GRANT ACCESS TO CONTROLLED AIRSPACE



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