



# Sunny Swift

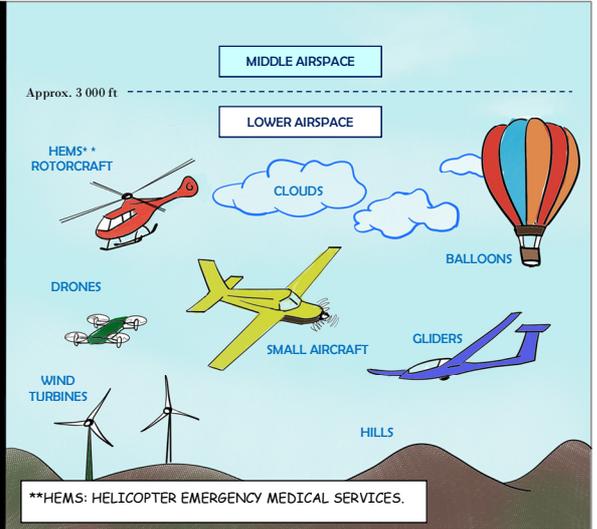
*"Easier and safer flying in IFR"*

SUNNY IS GETTING READY TO GIVE A PRESENTATION TO HER FELLOW PILOTS.

**\*IFR: INSTRUMENT FLIGHT RULES. FLYING UNDER IFR ALLOWS YOU TO RELY ON INSTRUMENT AIDS, IN CONDITIONS OF REDUCED VISIBILITY (E.G. CLOUDS).**

LOWER AIRSPACE (UNCONTROLLED), FROM THE GROUND TO APPROX 3 000 FT (DEPENDING ON THE AREA), IS VERY BUSY WITH ALL KINDS OF TRAFFIC.

THERE'S A HIGH RISK OF A MID-AIR COLLISION.



IN ADDITION TO TRAFFIC CONGESTION, THE LOWER AIRSPACE IS ALSO MORE COMPLEX TO MANAGE, WITH A LOT OF CONTROLLED AND RESTRICTED AIRSPACES.

IN THE UPPER AIRSPACE, WE SEE AIRLINERS AND BUSINESS JETS.

UPPER AIRSPACE

MIDDLE AIRSPACE

Approx. FL120\*\*\*

**\*\*\*FL: FLIGHT LEVEL IN 100 FT.**

IN THE MIDDLE, WE OFTEN HAVE CLEAR SKIES AND FAR LESS TRAFFIC.

UPPER AIRSPACE

MIDDLE AIRSPACE

LOWER AIRSPACE

Approx. FL120

Approx. 3 000 ft

YOOHOO!

FLYING HIGHER IN CONTROLLED AIRSPACE IS SAFER BECAUSE SEPARATION IS PROVIDED BY ATC. IT IS ALSO SIMPLER, AS THE PILOT SIMPLY FOLLOWS THE INSTRUCTIONS FROM ATC.

FLYING HIGHER GIVES YOU MORE TIME TO REACT IN CASE OF AN EMERGENCY SITUATION.

WE HAVE AN ENGINE FAILURE! FROM 8 000 FT, WE HAVE A RANGE OF MORE THAN 10 NM TO CHOOSE AN EMERGENCY LANDING PLACE.

DO YOU HAVE ANY COMMENTS OR QUESTIONS?

YES, IFR IS INTERESTING, BUT THE REASON WHY I HAVEN'T APPLIED FOR AN IR\*\*\*\* IS BECAUSE IT'S TOO COMPLEX, EXPENSIVE AND ALSO TIME-CONSUMING.

EASA IS SIMPLIFYING THE RULES IN ORDER TO FACILITATE ACCESS TO IFR. FOR THE BASIC IR, YOU WILL ONLY HAVE TO ATTEND A COMPETENCY-BASED TRAINING COURSE, FOCUSING ON THE SPECIFIC RISKS ASSOCIATED WITH FLYING IFR WITH A SINGLE-ENGINE AND A SINGLE-PILOT AIRCRAFT.

**\*\*\*\*IR: PILOT INSTRUMENT RATING LICENCE.**

You can find more information on the **BIR opinion** and **GA Rules** on the **EASA website**:  
[www.easa.europa.eu/sunny-swift](http://www.easa.europa.eu/sunny-swift),  
 in the downloads section of this issue.

Please send your comments and ideas to [generalaviation@easa.europa.eu](mailto:generalaviation@easa.europa.eu)  
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