



Sunny Swift

“See and Avoid” ✈️

THE SKY IS CLEAR AND THE SUN IS SHINING. SUNNY AND MICHEL ARE NAVIGATING ACROSS COMPLEX AIRSPACE.

LATER, WE'LL CROSS CONTROLLED AIRSPACE

WHEN CHECKING THE INSTRUMENTS, DON'T FORGET TO REGULARLY SCAN OUTSIDE FOR OTHER TRAFFIC

WITH THE SUN, I CAN'T SEE SO WELL OUTSIDE THE COCKPIT

MICHEL IS CONCENTRATING ON READING THE MAPS AND CHANGING THE RADIO FREQUENCY. HE DOESN'T REALISE THAT HE'S BEEN HEAD DOWN FOR SEVERAL MINUTES

THE FREQUENCY IS ... 119.655...OK

LOOK, THERE'S AN AIRCRAFT OVER THERE! IT'S NOT APPARENTLY MOVING, AND GETTING LARGER, SO WE'RE ON A COLLISION COURSE! I TAKE CONTROL!

BEFORE THE OTHER AIRCRAFT COMES ANY CLOSER, SUNNY MAKES AN AVOIDANCE MANOEUVRE.

BACK AT THE AIRFIELD...

IT'S VITAL TO SEARCH ACTIVELY AND FREQUENTLY FOR OTHER TRAFFIC.

I KNOW I HAVE TO SEE AND AVOID, BUT IT'S HARD TO KEEP THAT IN MIND WHILE I'M BUSY COORDINATING ALL THE ACTIONS

YES, SOME OF THE TYPICAL DISTRACTIONS AND INTERRUPTIONS ARE ATC COMMUNICATIONS, HEAD DOWN WORK, OR AN UNEXPECTED SITUATION

THE 80-20 PRINCIPLE IS USEFUL: 80 % OF THE TIME WATCHING OUTSIDE THE COCKPIT, AND 20 % INSIDE. THE TENDENCY IS TO DO THE REVERSE

80

20

WHEN LOOKING OUTSIDE, DO YOU SCAN THE SURROUNDINGS SYSTEMATICALLY?

YES. I WAS TAUGHT TO USE SHORT, REGULARLY SPACED EYE MOVEMENTS THAT BRING DIFFERENT AREAS OF THE SKY INTO THE CENTRE OF VISION

I WAS TIRED, TOO

TIREDFNESS, BOREDOM, ILLNESS, MEDICATION, ANXIETY OR PREOCCUPATION DECREASE THE EFFECTIVENESS OF VISUAL SCANNING

BE PREPARED, BE AWARE OF YOUR LIMITATIONS, AND ACT SENSIBLY ON THEM.

- You can find links to:
- **The SERA regulation on General Vigilance**
 - **Collision Avoidance precautions**
 - **Managing distractions**
- in the "related content" section

Please send your comments and ideas to generalaviation@easa.europa.eu

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