Roundtable Notes: Getting Around NYC

- Keep your eyes outside and check your altitude once in a while. This is a purely visual experience. (Paul)

- Flying 500 feet over the coastline is foolish in the opinion of many pilots. (Bob)

- If you're going to be talking to ATC with the Skyline Route, why make things complicated with flight at low altitude and up the river? Focus on a clearance though the Class B the first time through. (Bob)

- The best way to get over fear of talking to controllers is to … talk to controllers. The Skyline Route does this, plus fills a bucket-list item. (Catherine and Wally)

- Going up the Hudson is committing to "pulling a Sully" if you lose an engine. There is nowhere on dry ground to land. So if you're not comfortable with the possibility of swimming, the only option is through the Class B at altitude. (All)

- ATC may be more likely to grant the Class B clearance via the Skyline Route rather than through the center of the Class B, especially if the pilot sounds timid on the radio. (Wally)

> *"For decades, pilots have been flying down this corridor talking to ATC with just the chart. This is definitely manageable even without the benefit of extra training or YouTube videos." — Elaine*

- The Hudson is spectacular at night, but it's increased risk. I wouldn't fly the Hudson at night. (Paul)

- Using YouTube or other videos reduces the fear factor and lets you walk though the process—hearing all the communications—before actually doing it yourself. (Mark)

- The Skyline Route requires planning, which is a good thing and gives the pilot more control of the outcome. (Mark)

- ADS-B traffic might be a distraction rather than a help in this airspace. (Elaine and Paul)

- Pilots shouldn't be afraid of Class B. The worst they can say is: "Go away." Once you're in there, don't miss the radio calls. If you do mess up, deal with it and carry on. The fear of ATC's wrath is far worse than the reality of listening closely and complying with the instructions. (Paul and Mark)
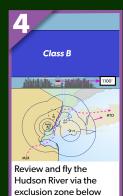
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1 Class B — 7500'

Go over the Class B at 7500' (or a bit lower if needed), basically following the coastline.

2 Class B — 3500'

N123PW, five south of the Colt's Neck VOR. Request Class B clearance for VFR transition to KHTO … Please?

Fly towards NYC at 3500' and request a clearance through the Class B. Take whatever route they give you.

3 Class B — 1500'

Review and fly the Hudson River via the Skyline Route through the Class B.

4 Class B — 1100'

Review and fly the Hudson River via the exclusion zone below the Class B.

5 Class B — 500'

Go under the Class B following the Atlantic Coastline, including 500' AGL over the water.