

- There’s not much you can do once you’re in this situation. You could have taken off earlier (or later), or you could have coordinated with ATC before takeoff and TRSA services. **(Steve)**
- I would ask ATC if terminating flight following is better because then they don’t have to give me separation. If not, I will slow down and suck it up. **(Kevin)**
- A TCAS Resolution Advisory creates a situation for ATC that might come back to the pilot who caused it. That could be a call from the local FAA office. **(Kevin)**
- Safety of flight for the pilot or passengers is a reasonable reason to deviate from an ATC instruction, within reason. **(Paul)**
- Choice 2 lets the pilot choose a heading and exit the TRSA. Then the pilot can cancel services without repercussions. **(Tom)**
- This is a situation of the pilot’s own making. People who live in this area know not to fly light airplanes this time of day. **(Paul)**
- You asked for the service and you’re getting it. Do what the controller says, slow down for passenger comfort, and wait it out. **(Dave and Wally)**

“Well, I’m being a jerk on behalf of my passengers.” — Paul

- Controllers can’t technically force you to remain on flight following—but some controllers do exactly that. Do I think this is OK? No. I don’t. **(Kevin)**
- If you don’t like your situation, negotiate with ATC to try and get something better. Start that negotiation as early as practical. **(Paul and Tom)**
- I would much rather pilots tell me what they need rather than keep quiet. Sometimes ATC doesn’t even know the pilot is under a restriction or in a bad situation. **(Kevin)**
- Always tell a new controller when you check in if you’re currently restricted. **(Paul)**
- ATC can be intimidating. We have to remind them who is PIC and tell them what we want. **(Wally)**
- Listening to ATC on a handheld radio or LiveATC.net is a huge help with ATC mic fright. So is visiting an ATC facility. **(Wally)**
- In general, the best way to avoid traffic at busy airports is to plan to cross the airport, directly overhead, perpendicular to the traffic flow. **(Kevin)**

EXPERT CHOICES

- 1** Paul,
- 1 4** Kevin
- 2** Tom
- 4** Wally, Dave
- 4*** Steve

1

Cancel flight following and climb as you planned. You’re in a TRSA and any compliance is optional anyway.

2

Maintain 3000’ but turn north until clear of the 2000’ TRSA shelf, then cancel flight following and climb.

3

Maintain 3000’ and fly as fast as you’re willing until past Palm Springs (KPS) and the conflicting traffic, so you can climb sooner and get out of this turbulence.

4

Maintain 3000’, but slow down as needed to minimize the turbulence, while you wait for permission to climb.

* Choice with a caveat