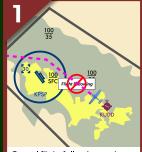
- There's not much you can do once you're in this situation. You could have taken off earlier (or later), or you could have coordinated with ATC before takeoff and TRSA services. (Steve)
- I would ask ATC if terminating flight following is better because then they don't have to give me separation. If 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,
- 14 Kevin
- 2 Tom
- 4 Wally, Dave
- 4* Steve



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



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



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



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