

- I can say that I understand the Class B transition isn't an option and ask for flight following over the top. They might offer the Class B clearance at that point. (**Kevin**)
- The consequences of making a mistake in this airspace are high. Turning east and going over the top gives you a minute to regroup, even if you ask ATC for something later. (**Catherine, Wally, and Steve**)
- You're trying to stay clear of airspace, clouds, and open water. Crossing above Miami fixes two of those concerns. (**Bret**)
- Asking for local intel about the transition route in the FBO at Sebastian could have helped avoid stress here. (**David**)
- Usually, ATC would rather have you under positive control in the Class B than just outside it. However, sometimes they can't accommodate it. (**Kevin**)
- Fess up immediately if your technology lets you down. You can create havoc if you blunder around inside busy or special-use airspace without knowing where you are and where you're supposed to go. (**David**)
- Download a VFR Flyway chart, if one exists. Transition routes are much easier to read. Also, turn off the internet on the iPad to test what you can see in the air. (**Bret**)

"If I were down here, honestly, I'd be kind of freaking out a little bit because this is some complicated airspace." — Catherine

- You should always have a Plan B when your Plan A relies on a VFR clearance into Class B airspace. (**Kevin**)
- You have to plan ahead if you want backup paper charts. It can take days. (**Steve**)
- You must review transition routes until you fully understand what they depict before flying them. (**Wally**)
- EFB currency (and recurrency) is a real need. This doesn't need to happen in the air. It could be connected to a sim or chair flying a theoretical flight to some interesting spot. (**David and Kevin**)
- Pre-flying a complex transition in a simulator can make you more familiar with the view and the potential issues. (**Bret**)
- Survival gear and life vests are essential when there's a chance you'll fly over open water. (**Kevin**)
- Beware of flying too close to the floor of a Class B, if you do go under the shelf. That puts you close to the wake of arriving and departing airliners. (**Bret, Kevin, and Catherine**)

EXPERT CHOICES

- 3** Kevin, Bret, Catherine, David, Wally, Steve



Circle while you clarify that you want a clearance into the Class B over Miami (KMIA). They must have misunderstood.



Turn east to follow the coastline, even though you'll need to fly low over Miami Beach and there's a 7-mile overwater section to Ocean Reef (07FA) that's well offshore.



Turn east until clear of the Class B shelf and climb to cross the Class B above 7000'; even though it means a steep descent on the other side.



Turn west to overfly the Class Bs and then hug the underside of the Class B as close as you can to minimize the diversion and time over the swamp.