

GEN-2 TEN TIPS HOW TO AVOID GETTING INTO TROUBLE

- 1) Be aware that perfect knowledge of aviation regulations, rules and procedures, together with the planning and pre-flight preparation is the basic presumption for the safe conduct of flight!

AIP CR: http://lis.rlp.cz/ais_data/www_main_control/frm_en_aip.htm

- 2) If you plan a route remember that originally planned route may not always be possible due to meteorological or operational conditions and therefore don't forget to make your overall time and fuel calculations using the longer route and be prepared for landing procedures at the alternate aerodromes!
- 3) Where possible, avoid planning to fly close to horizontal or vertical boundaries of a controlled airspace. If you do need to do so, be very careful. A small navigational error or incorrect altimeter setting may cause a dangerous situation!
- 4) If the weather starts to deteriorate, consider your options as soon as possible and whenever appears that flight may not to be successfully completed in VMC, divert or turn back to the aerodrome of departure!
- 5) If you wish to enter controlled airspace of Class C or D, establish radio contact with the appropriate ATC unit at least 3 minutes before entry to the airspace!
- 6) Think before you press the transmit switch. Always use the correct Radio phraseology!
- 7) Be aware that ATS unit personnel may be busy when you call them – just because the frequency doesn't sound busy doesn't mean that the air traffic controller or FIS officer isn't busy on another frequency or on landlines!
- 8) Remember that the instruction 'Standby' doesn't mean an ATC clearance and even a precursor to a clearance! Only enter the controlled airspace when the controller issued an appropriate ATC clearance. FPL accepted by ATS doesn't mean ATC clearance!
- 9) Your planned route through controlled airspace of Class C and D may not be realistic due to traffic. Be prepared for an ATC clearance that may not exactly match your planned route and level.
- 10) Don't hesitate to call air traffic service unit when lost or uncertain of your position. It may prevent infringement of air traffic within controlled airspace that could cause an incident or even an air accident.

Chapter end

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