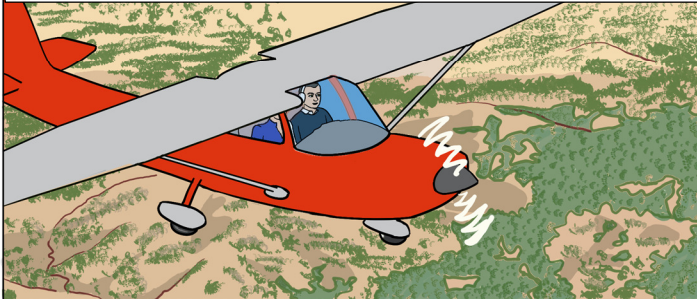




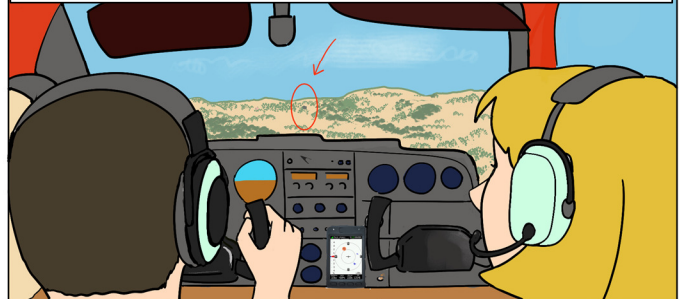
Sunny Swift

“Collision avoidance: make yourself **seen**”

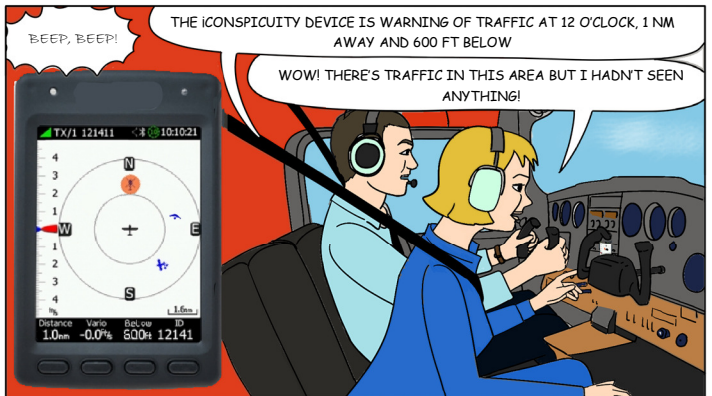
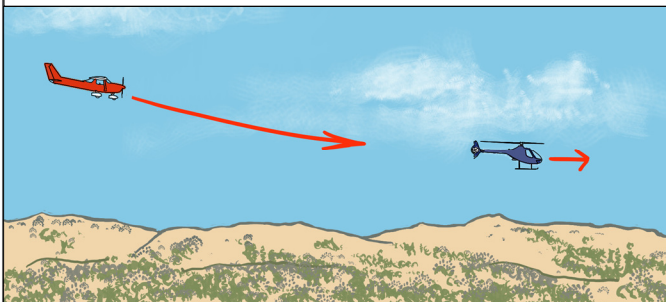
IT'S A BEAUTIFUL DAY FOR FLYING. SUNNY AND VLADO ARE PRACTICING NAVIGATION, ON THEIR WAY TO A SMALL AIRFIELD CLOSE TO THEIR HOME BASE. THE TRAINING IS GOING SMOOTHLY



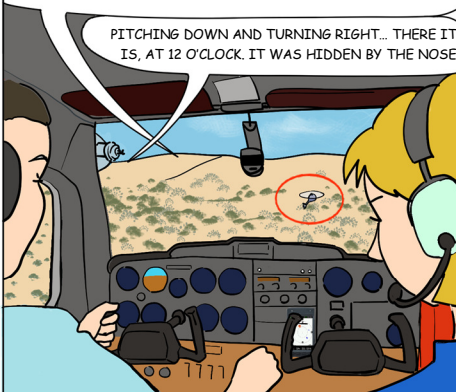
MEANWHILE, AHEAD AND 1 000 FT BELOW THEIR POSITION, ANOTHER INSTRUCTOR IS ON A TRAINING FLIGHT WITH A STUDENT IN THEIR HELICOPTER. AS IT'S BELOW THE HORIZON, THE HELICOPTER IS VERY HARD TO SEE.



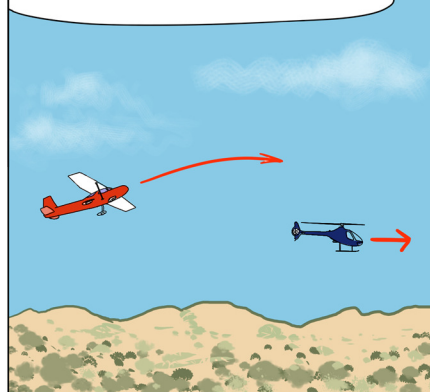
AS SUNNY AND VLADO ARE APPROACHING THEIR DESTINATION, SUNNY DECIDES TO START THE DESCENT. THEIR COURSE IS SLOWLY CONVERGING WITH THE HELICOPTER'S, BUT THEY'RE STILL NOT AWARE OF IT BEING IN FRONT OF THEM AND BELOW THEM!



THIS WARNING MEANS: FOCUS OUTSIDE! THE AIRCRAFT MIGHT BE IN OUR BLIND SPOT, SO LET'S CHANGE THE ATTITUDE



MAKE A GENTLE AVOIDANCE MANOEUVRE!



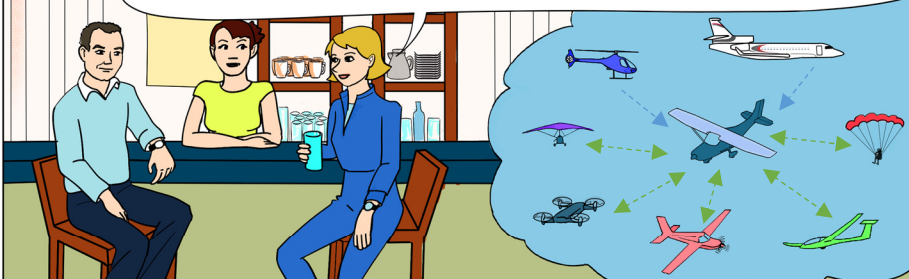
LUCKILY, THE HELICOPTER'S ICONSPICUITY EQUIPMENT WAS ACTIVE AND SIGNALLED ITS POSITION. ALTHOUGH THE HELICOPTER COULDN'T DECODE THE AEROPLANE'S SIGNAL, IT WAS ENOUGH HELP FOR SUNNY AND VLADO TO AVOID A NEAR-MISS OR MID-AIR COLLISION. THE HELICOPTER CREW CONTINUED THEIR TRAINING EXERCISE, UNAWARE OF THE RISK AVOIDED.



BACK IN THE FLYING CLUB...

BEING EQUIPPED WITH AN ICONSPICUITY DEVICE, AND ACTIVATING IT, CAN AVOID A MID-AIR COLLISION.

SOME MANUFACTURERS MAY GO THE EXTRA MILE TO ENSURE BROADER COMPATIBILITY BY BEING ABLE TO READ DIFFERENT STANDARDS. AWARENESS OF OTHER TRAFFIC MAKES A TIMELY AVOIDANCE MANOEUVRE POSSIBLE.



MAKE YOURSELF ICONSPICUOUS!

You can find links to:

- iConspicuity devices
- SERA regulation and CS-STAN rules
- Sunny #5 “Turn it on”
in the “related content” section

Please send your comments and ideas to generalaviation@easa.europa.eu

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