



Live ATIS V1.0

After more than 2 years in development, we are pleased to release Version 1.0 of Live ATIS!

What is Live ATIS?

For those newer members who are unfamiliar with Live ATIS, it is a standalone program that interacts with FSX to allow users to listen to voice ATIS recordings created by air traffic controllers.

Download Link

Download Version 1.0 from: liveatis.bostonvirtualatc.com.

New Users

There are a number of features that come with Live ATIS you might not expect, including the ability to retrieve METARs and an auto-start feature that allows Live ATIS to run when you start FSX. Some of the features you can access are described below.

You can find more information about the features of Live ATIS—as well as instructions for its use—in the comprehensive User Guide that is included with the program.

All first-time users should skim the User Guide, which is located under Start > All Programs > Live ATIS > User Guide after the program is installed. This Guide should be able to answer initial questions, such as how to use Live ATIS, how to use its many

features, and how to troubleshoot various issues. Please read through the User Guide if you will be using Live ATIS for the first time!

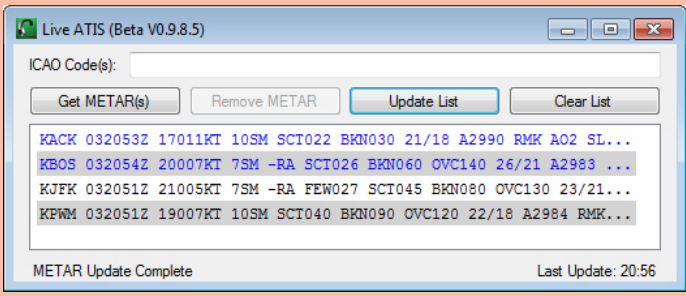
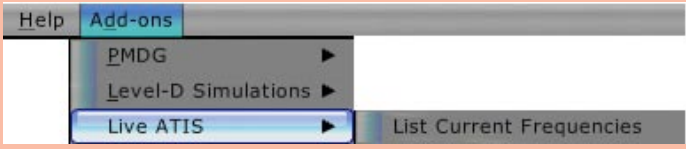
Help and Troubleshooting

If you experience any issues with Live ATIS that are not answered in the User Guide's 'Troubleshooting' Section, in-depth support is available in the Live ATIS Section of the Boston Virtual ATC forums, located [HERE](#). Please read the Live ATIS forum guidelines before posting!

The preferred and fastest method of support is the forums. This method allows all users to help troubleshoot and is regularly checked by developers. However, if you prefer to speak to Live ATIS' developer directly, you can e-mail philc@bostonvirtualatc.com, or private message 'Ferrari308guy' on FlightDesk.

FlightDesk Text ATIS vs. Live ATIS

We are pleased to provide you with a voice-based solution for weather information in our ongoing pursuit of providing our members with the most realistic environment as possible. Air Traffic Controllers may continue to upload text-based recordings on a workload-permitting basis, but going forward the primary source of weather information will be via a frequency posted on Live ATIS.

<h3>Download Current Airport METARs</h3>  <p>METAR Update Complete Last Update: 20:56</p>	<h3>Customize Sound Output</h3> <p>Sound</p> <p><input type="checkbox"/> Play ATIS Through Alternate Sound Device</p> <p>Device Name: <input type="text"/></p>
<p>How to Access: Live ATIS Icon > ATIS / METAR Details</p>	<p>How to Access: Live ATIS Icon > Options</p>
<h3>View Available ATIS Recordings</h3> 	<h3>Log In Options</h3> <p>Login</p> <p><input type="checkbox"/> Automatically Login on Startup</p> <p><input type="checkbox"/> Start Live ATIS with FSX</p> <p><input type="checkbox"/> Close Live ATIS with FSX</p> <p><input checked="" type="checkbox"/> Display Startup Notifications</p>
<p>How to Access: FSX Menu > Addons > Live ATIS</p>	<p>How to Access: Live ATIS Icon > Options</p>



Regional Circuit



Tuesday, August 2
(8-11pm ET)

KISP (Long Island) &
KBGM (Binghamton)

Our controllers fully staff two airports and provide complete ATC coverage for flights between the two; pilots are encouraged to file preferred routes and can expect multiple handoffs and busy frequencies throughout the event

Domestic Journey



Thursday, August 11
(8-11pm ET)

KBNA (Nashville) &
KCLT (Charlotte)

The Domestic Journey provides BVA pilots with the opportunity to enjoy medium-haul flights across North America with air traffic control coverage from gate-to-gate.

Pack the Pattern



Wednesday, August 31
(8-10pm ET)

KVNY (Van Nuys)

Pilots are encouraged to fly into the event or fly IFR or VFR circuits of a busy Class Bravo airport, with full ATC coverage for the entire evening (including Clearance, Ground, multiple Tower and Approach controllers, and maybe even a Center!)

Fly-In



Sunday, August 14
(2-5pm ET)

New York

Tower (Local) Controllers will feature several small airports designed for General Aviation aircraft. Fly IFR or VFR within controlled airspace; general aviation aircraft (anything from a Cessna to a LearJet) are preferred.

European Tour



Saturday, August 7
(3-6pm ET)

EGLL (Heathrow) &
EGCC (Manchester)

We're taking our popular Regional Circuit concept across the pond to Europe! Our controllers will fully staff two airports 70-200nm apart. Pilots are encouraged to fly between the two airports and enjoy full ATC coverage gate-to-gate.

Getaway



September 23-30

Florida
(KMIA, KSRQ, KMCO, KPBI)

BVA's Getaway Event takes pilots and controllers for a change of scenery, and features various airports across North America. Join BVA as we 'Getaway' to explore new airports and destinations

Win a Free Captain Sim Product!

Win a free Captain Sim aircraft of your choice by entering our raffle! Captain Sim, a payware manufacturer of aircraft for FSX, has agreed to provide BVA with a sponsorship prize pack. We thought the best way to celebrate was to give away one of the prizes to one of our members.

All you need to do is enter your name, BVA ID, and the codeword below into our online application form, located [HERE](#). The codeword is: YVR6!

The winner's name and BVA ID will be published in next month's Logan Informer.

The information you provide is purely to verify you are a member of BVA and will only be used by our staff. No information whatsoever will be shared with Captain Sim, except the name of the winner (so that member can claim the prize). All other information will be destroyed at the end of the contest.

This prize is the reward for members who diligently read our Logan Informer each month. As such, we would appreciate if you do not share information about this contest, or the codeword, with anyone, whether or not they are members.



Am I In Your Airspace?

Different airspace classes can be a confusing piece of the VFR flight puzzle, especially for members who do not regularly interact with real-world controllers. This extended Pilot Tip of the Month talks more about interacting with controllers on a VFR basis.

Flight Following

“Flight following” is a service provided to VFR aircraft by ATC on a workload-permitting basis. While VFR aircraft are always responsible for maintaining separation from traffic and terrain, ATC can assist the pilot by giving traffic advisories, weather information, and even directions to the airport.

VFR aircraft receive similar radar services when departing Class C airports such as KPWM (and Class B airports too), but once clear of the applicable airspace, ATC will usually terminate radar services unless flight following is specifically requested ahead of time. You will then continue to receive radar services until you explicitly cancel flight following. ATC may also cancel your flight following at any time (remember, this is provided on a workload permitting basis).

Unless specifically requested by the pilot, you will not be provided with descent or altitude-based instructions, nor will you be given a heading to fly. Despite receiving flight following, you are still a VFR pilot and still responsible for your own navigation and separation.

What Does This Mean for You?

IFR aircraft do not really need to worry about airspace; controllers will provide you with vectors and there is no clearance required to enter airspace. IFR aircraft should be in constant communication with ATC. It is important to note that the borders of a TRACON (approach airspace) and ARTCC (Center airspace) do not match up with the borders of Class B, C, or D airspace. The only place to find the borders of some of our most popular airports is on the Live Map, located [HERE](#).





VFR Aircraft: When to Contact ATC

Generally, you want to call controllers with plenty of time so that you don’t need to make a turn to stay away from airspace. At a Class C or D airport, all you need to do is establish two-way radio communication with the controller, meaning if you call and the controller responds with “standby”, you can technically enter the airspace. Therefore, you don’t need to call as early as when you wish to enter a Class B airspace (in that case, a clearance is required after the controller radar identifies your aircraft).

It’s generally good practice to call ATC 10-20 miles from the edge of the airspace you wish to enter. This gives the controller plenty of time to respond to your request. The choice of when to contact ATC is yours, but remember that until you establish two-way radio communication (Class C and D airports) or receive clearance into the airspace (Class B airports), you cannot actually be inside the airspace.

Flying VFR

Don’t be afraid to grab your favorite general aviation aircraft (airliners like United or Delta do not fly VFR) or KAP twin and try out some VFR flying the next time you’re in the session. There’s nothing wrong with flying IFR and receiving radar vectors from ATC from departure to arrival...but if you want to try something new, why not try something VFR? You’ll probably find that VFR navigation is a skill of its own.

Class B	Class C
	
Boston Class B Airspace	Bradley Class C Airspace
Clearance required. Contact Approach within 30 miles of airport if in Approach airspace (above 2,000') or Tower within 15 miles if below Approach airspace (below 2,000').	Two-way communication required. Contact Approach within 30 miles of airport if above Class C shelf (2,100' at KBDL) or Tower within 10 miles below the outer shelf.
Class D	Class E
	
Hyannis Class D Airspace	Concord Class E Airspace
Two-way communication required. Contact Tower within 10 miles of airport.	No radio communication required. Contact Approach or Center for Flight Following after departure.



Controller of the Month

Each month, one member of our controller community is selected by ATC Instructors for special recognition for outstanding performance and ongoing dedication. As essential frontline service providers, controllers play the most important role in ensuring the satisfaction and enjoyment of our membership.

The Controller of the Month for July, 2011 is **Bruce ('Rogerwilco')**. Bruce is one of our longest-serving controllers but is regularly

volunteering to fill event positions, help new pilots and controllers, and lighten the mood in the Control Tower.

Bruce consistently receives positive feedback from pilots and is always willing to help new members. His attitude of respect and appreciation for pilots, controllers, and instructors is always commendable and was a major factor in his nomination.

Listen Live

This month we released Listen Live and began streaming transmissions on UNICOM and ATC frequencies to users of our website. Members can now stream our session's audio live from wherever they are, even without FSX, while non-members can get a glimpse into the realistic and professional world of BVA before they apply. The Listen Live feed is sponsored by LiveATC.net, a website that provides free access to thousands of live, real-world ATC frequencies from the United States and around the world.

You can access Listen Live through a small player on the homepage, through the Map and List pages, or directly at <http://listenlive.bostonvirtualatc.com>. The same link is also mobile-enabled; the application will automatically detect the device type and recommend a separate feed for mobile devices

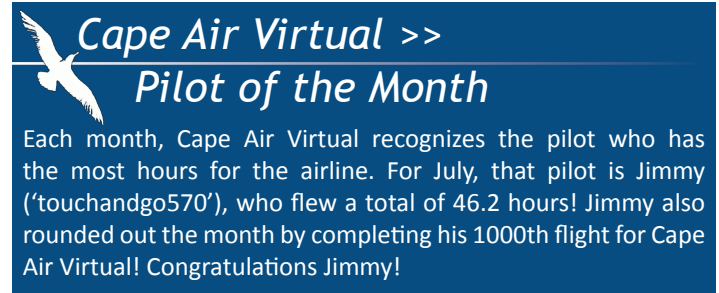
Only one ATC frequency can be streamed at a time, with the highest-rated controller taking precedence over others. When multiple controllers are online, Center controllers receive the highest listening priority. If only an approach controller is online, then that frequency will be streamed instead. Likewise, if only a tower controller is online, and a center controller signs on, the

software will switch to monitor the center frequency instead. Phil ('Ferrari308guy'), Bill ('WhiskeySierraOne'), and I recently upgraded the page so it now also displays the frequency being streamed.

If no active controllers are signed into FlightDesk, Listen Live will stream the server UNICOM frequency (122.95), on which pilots broadcast intentions and coordinate movement.

If you have any questions, comments, or suggestions, please let us know. Feedback is always appreciated!

—Brandon ('bcarter755')



Cape Air Virtual >>
Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For July, that pilot is Jimmy ('touchandgo570'), who flew a total of 46.2 hours! Jimmy also rounded out the month by completing his 1000th flight for Cape Air Virtual! Congratulations Jimmy!

