



Attention All Aviation Enthusiasts!

Evan ('evanet')

BVA Administration Team

B VATC is seeking 5-10 motivated individuals to become flight mentors. These mentors will take a leadership role in helping members learn more about flying with BVA, operating aircraft safely and smoothly, and flying within the air traffic control system. The role involves working with new pilots (orientation) as well as helping current members learn more about particular procedures or operations.

The specific responsibilities of the position include:

- Primary: highly variable commitment to scheduling 1-2 hour blocks of time with students as your availability allows
- Being proactive in assisting all new members of BVATC
- Maintaining currency in both VFR and IFR operations on BVATC
- Cheerfully aiding in the success of all those who ask for it
- Quarterly meetings with the Chief CFI to evaluate progress and training programs

After passing a comprehensive checkride, the applicant will receive a new title, rank, and formal recognition within this community. Mentors will also have advance access to a new, self-study training program called the Pilot Ratings Program.

Applicants should be familiar and comfortable with BVATC procedures as well as having a general working knowledge of both VFR and IFR flight. Real world pilot's ratings are preferred but not necessary.

To apply, submit a one-paragraph e-mail to Stephen (jazzcornet) that describes:

- Your reasons for wanting to become a mentor
- Your applicable experience in IMC (real world or sim)
- Your availability to mentor fellow members of the community on an ad-hoc basis

The deadline to apply is Friday, December 9. Applications and questions about the position should be sent to Stephen at: jazzcornet@bostonvirtualatc.com.

Vacating the Runway

Dan ('SoloWingDemon')

BVA Administration Team

Runway incursions are one of the most common forms of accident that the FAA, NTSB, and other governmental regulators are trying to prevent. The most common denominator in incursion accidents (where an unauthorized vehicle or airplane is on a runway) is human performance and, more specifically, pilot error.

What we'll discuss today is just one contributing factor to runway incursions: clearing the runway after you've landed.

Have you ever been ending a flight and as you were switching to ground after landing, you hear the controller asking you to clear the runway? You've landed and pulled off the runway, you're clear of the active, so why is the controller yelling at you now?

The answer lies in the wide yellow marking at the side of every runway with taxiways connecting to it, called the hold short line.

The hold short line is the last line of defense for the runway environment. And as such, it marks the boundary between the active runway and the taxiway. The hold short line is a taxiway marking found at taxiway-runway intersections, and somewhat

less commonly at runway intersections where Land and Hold Short (LAHSO) operations are used. The solid double-line on one side of the marking indicates the side on which aircraft need to hold short to receive ATC clearance to cross. The dashed double-line on the other side of the marking indicates the side of the hold short facing the runway, and also the side which aircraft can cross without an ATC clearance to do so.

So what does this mean to you as a pilot? Well, what we didn't tell you yet, is the rule which governs these hold short lines in the active runway environment. An aircraft is not considered "clear" of the active runway until all parts of the aircraft have crossed over the hold short line and are on the taxiway side of the line (i.e. if you looked outside the plane at your tail, you would be able to see the two solid lines closest to you). When pulling off the runway, many pilots think that as long as their plane isn't covering part of the runway, they're OK. This is not true! Make sure you pull your aircraft forward enough so that it is on the other side of that hold short line; this includes the tail, wing struts, etc. Pilots who fail to do this risk delaying other pilots waiting to land or depart. As long as you are not "clear" of the active, you are still on the runway, and landing aircraft behind you may need to wait for clearance. If you are unsure whether to proceed across because of a traffic conflict, call the tower and ask before stopping.



Regional Circuit



Tuesday, December 6
(8-11pm ET)

KPHX (Phoenix) &
KTUS (Tuscan)

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



Sunday, February 19
(1-4pm ET)

KBOS (Boston) &
CYYZ (Toronto)

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, January 18
(8-10pm ET)

KBDL (Bradley)

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, January 22
(2-5pm ET)

Northern California
(KOAK, KCCR, KHWD, KSQL)

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



To Be Determined

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



January 27-February 10

Colorado
(KDEN, KASE, KCOS)

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

Controller of the Month

Evan ('evanet')

BVA Administration Team

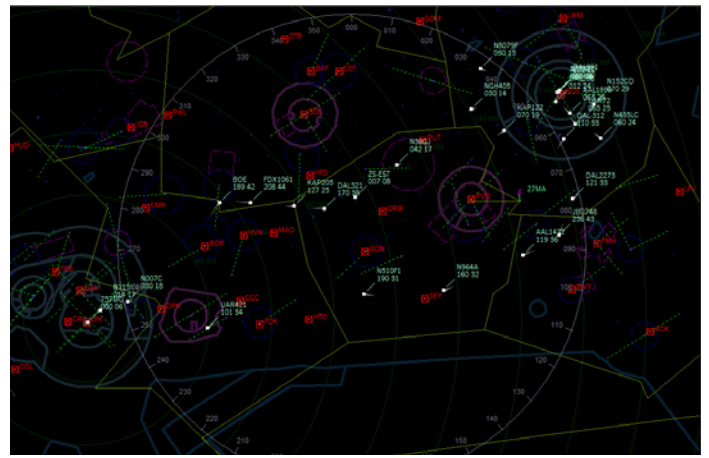
Each month, one member of our controller community is selected by ATC Instructors for special recognition for outstanding performance and ongoing dedication. As essential frontline service providers, controllers play the most important role in ensuring the satisfaction and enjoyment of our membership.

This month, our controller community is proud to recognize one of our British friends **Josh ('TheNavyReapers')** as the Controller

of the Month. Despite a five-hour time difference, Josh has been able to work his way through Tower and is now training at Class C Approach. And while we can't always see him during our evening events, Josh spends a lot of his time mentoring air traffic control students during daytime hours. He approaches controlling with a consistently positive attitude and is never afraid of new challenges. If you see him online, he'll probably be training for Approach and that means he could use any help (read: traffic) you can throw his way! Congratulations Josh!



FlightDesk (Controller Mode)													
File View Help													
Who's online?													
Players Online													
Controllers (8)													
ROS_C131.05	AWH347	ROS_A131.030	A131Q4	PR	1418	130/110	KCLT	KROS	MARLE MARLE RDV 20				
ROS_C131.90	TUR570	ROS_C131.90	CHIA14	PR	4646	160/140	KROS	KFKF	LOGAN6 LOGAN6 SOUTH				
ROS_C131.80	753MC	ROS_C131.52	B78X-Q	PR	3442	160/140	KROS	KFKF	LUCOS V597 PAR CC				
RFK_C131.05	N81AC	ZBW_C131.52	NH933	PR	3634	120/120	KROS	KFKF	LUCOS V59 PARCC CC				
RFK_C131.05	V2-M2A	ROS_C131.80	C031A	PR	7205	200/160	KROS	KFKF	LUCOS V597 PAR CC				
RFK_C131.05	NH933	ROS_A131.030	C031B	PR	1226	160/140	KROS	KFKF	LUCOS V597 PAR CC				
NV_A25.70	D4444	ZBW_C131.52	B777	PR	2421	200/160	KROS	KFKF	LUCOS V597 PAR CC				
RFK_C131.52	NH9405	ROS_C131.90	C172	VFR	1380	945/5	KROS	KFKF					
Plan View													
IP37MCJ glenns-0	N2215	ROS_A131.030	833A	PR	4546	030/2	KROS	KFKF					
UAL1472 Retro-5505	UAL293	RFK_C131.05	B737	PR	4321	170/150	KROS	KFKF	DIRECT				
0349	016050	0202	0615	1615	120/100	CAR	KROS	MERT ORW PVD ORW					
D44821	RFK_C131.05	B78X-Q	PR	6306	210/150	KROS	KFKF	MERT ORW PVD ORW					
D4791	RFK_C131.10	B777-3	PR	2430	170/150	KROS	KFKF	MERT ORW PVD ORW					
IG247	NV_A25.70	C031B	PR	1226	160/140	KROS	KFKF	MERT ORW PVD ORW					
C04421 Jetset44	N50191	ROS_C131.90	C200	PR	6113	240/1	KROS	KFKF	LOGAN6 REG CHN KFK				
C04701 Jetset47	D4444	RFK_C131.05	B777	PR	6430	150/150	KROS	KFKF	MERT ORW PVD ORW				
D4L322 Javelin3	NH907	ROS_C131.030	C208	VFR	1244	055/028	KROS	KFKF	DIRECT				
D4L322 Javelin3	KAP205	RFK_C131.05	C419	PR	6436	130/100	KROS	KFKF	MERT ORW VSD WOOD				
D4L595 Javelin5	GT8086	NEW	H787-2F	PR	2200	350/	KTOL	KROS	VB D82 JHW J70 LZV				
D4L6322 Hymiflora	AWA5792	NEW	B738	PR	2200	240/	KTOL	KFKF	LUCOS V59 PARCC CC				
D4L7011 Capital than1985	Z5-5F	NEW	FA-18	PR	1100	1100	-	-					
F01X0811 WhiskeySieralene	FL10811	RFK_C131.05	B737	PR	4345	190/150	KROS	KFKF	MERT ORW PVD ORW				
F01X0811 WhiskeySieralene	N4338	RFK_C131.05	B737-3	PR	1210	925/	KROS	KFKF					
U7477 GOLF77777	F021063	RFK_C131.52	B78X-Q	PR	3901	200/110	KROS	KFKF	PKJ MERT ORW ORW				
redhoo55	D4L599	NV_A25.70	B787-3	PR	4756	200/160	KROS	KFKF	LUCOS V597 CCC RED				
antargave1	KAP222	RFK_C131.10	C419	PR	4302	070/050	KROS	KFKF	MERT ORW VSD WOOD				
Savaghe	AWH347	ROS_C131.52	CHIA4	PR	3511	120/120	KROS	KFKF	LUCOS V597 VSD PAR				
benzoo07	NH933	ZBW_C131.52	B777-3	PR	6750	180/180	KROS	KFKF	DCT				



A graphic with a dark blue background. On the left is a white silhouette of a seagull in flight. To its right, the text "Cape Air Virtual >>" is written in a white, italicized serif font. Below this, "Pilot of the Month" is written in a larger, white, italicized serif font. At the bottom, a white paragraph reads: "Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For November, that pilot is Claude ('Treking1'), who has flown a total of 44.7 hours. Congratulations Claude!"

