



Celebrating 6 Years: Every One Counts



Boston Virtual ATC: Celebrating 6 Years

Saturday, December 8, 2012 from 2-6pm ET

BVA's sixth year celebration features 15 controllers at KBOS, KEWR, KISP, KJFK, and KLGA.

[Click here to visit the Celebrating 6 Years Homepage for more information!](#)

Evan ('evanet')

BVA Administration Team

Click [HERE](#) to view more information about our sixth year celebration!

There's just one week to go before BVA officially celebrates our sixth year. Next Saturday, December 8, we'll be featuring 15 controllers, 5 airports, and what we hope will be the busiest four hours in our server's history. On that day, every one matters. One extra pilot, one more aircraft, another controller... every additional one brings us one step closer to the busiest session we've ever had.

The event begins at 1:40pm ET (1840Z) with a flyover of KBOS by the leading demonstration team, the FSX Blue Angels. Then, at 2:00pm ET (1900Z), 15 controllers will sign in to cover KBOS, KEWR, KISP, KJFK, and KLGA for four hours! And, between 2:45pm and 3:15pm, United Regional and Cape Air Virtual will be sending 30 arrivals into KBOS.

During United Regional's Project 30 Event last year, our airlines slammed San Francisco with 30 arrivals in 30 minutes using parallel visual approaches to Runway 28L and 28R. This year, in

addition to the traffic we're expecting from our members, Cape Air Virtual and United Regional will be squeezing 30 arrivals into Boston between 2:45 and 3:15pm ET. There will be departures from airports around the region, including the 5 featured airports. We expect a long lineup of arrivals at Boston and plenty of sweat from controllers. For more information, visit [Cape Air](#) and [United Regional](#) on BVA's website.

Once that's over, we expect pilots from both airlines to make a Southwest-style turnaround and get back in the air to our other featured airports. Meanwhile, members will be dodging this traffic while flying between the featured airports.

As of last week, our controller roster was fully staffed. At least 20 controllers will be on hand throughout the event (view the full roster on the event page). Our controllers have done their part and shown their commitment to the community—now it's your turn.

It's up to our pilots to bring on the traffic and really make this event something to remember. Be that extra one which pushes our pilot count over 100, which pushes our controllers to the edge of their envelope, which proves once again that BVA is the best virtual community for FSX—period.

Pilot Tip of the Month

When Do I Turn On Course?

When flying a Departure Procedure, ensure you understand the instructions specific to your aircraft type. Departure Procedures are often designed to provide separation from terrain, other aircraft, and to minimize noise. Flying them incorrectly puts yourself, as well as other airplanes, in potential danger.

To make virtual flying safer for everyone, ask ATC any questions **before you start to taxi** if you are unsure of an instruction.

Once airborne, remember to **level off at the assigned initial altitude** if you have not received further instructions from ATC.

Some Departure Procedures provide instructions that take aircraft from takeoff to their route of flight. If you are on one of those procedures, follow the instructions. However, most departures give an initial set of instructions resulting in a heading, and require ATC to provide radar vectors on course. If you are on one of those procedures, **remain on the prescribed heading until otherwise instructed**. By doing so, you help minimize noise impacts on surrounding airport communities and help maintain safe separation between successive departures.



Regional Circuit



Tuesday, December 4
(8-11pm ET)

KMEM (Memphis) &
KMLU (Monroe)

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, January 24
(8-11pm ET)

KDEN (Denver) &
KSLC (Salt Lake City)

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



Sunday, January 13
(8-10pm ET)

KGJT (Grand Junction)

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



Saturday, December 29
(4-7pm ET)

Northeast
(KBDL, KGON, and KHFD)

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.

Challenge



Wednesday, January 2
(8-11pm ET)

Bad Weather RC
(KIND and KORD)

BVA's Challenge event will test your piloting skills in the realistic atmosphere of BVA. This event is about exercising your multi-tasking ability in challenging and unfamiliar situations—something pilots have to do all the time.

Getaway



January 11-27

Aspen
(KASE, KCOS, and KDEN)

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 ATC Instructors are happy to recognize **Hunter ('Dv83r10')** as Controller of the Month. Hunter is recognized

for being one of the best event ground controllers we've had, performing exceptionally well in several high-stress and high-traffic event environments. Beyond his excellent work during events, we are also proud to see Hunter's above and beyond efforts supporting training. Whenever Hunter sees a controller in training, he asks right away what the student needs help with so he can help out in the server. We have also seen him feverishly organizing groups of pilots to support controller evaluations. Because the effectiveness of our training is often limited by traffic, Hunter's efforts in organizing pilot support have had a direct impact upon our controller community.



Flying Departure Procedures Correctly

Evan ('evanet')

BVA Administration Team

The concept of a departure procedure (DP) is simple: controllers assign specific, charted procedures for departing aircraft to minimize noise over specific areas and to transition traffic in an organized manner from the busy airport environment to their navigation course. The assignment of a DP normally happens during an aircraft's IFR clearance and is effective once it is read back by the pilot.

But while the concept is simple, flying departure procedures can be tricky. Below, we discuss 5 steps for successfully flying DPs, and review those steps in a sample KBOS departure.

Instructions

1. Before filing your flight plan, check which DPs, if any, exist. Determine which makes the most sense for your route of flight and the airport configuration in use. Most DPs can be filed by pilots but some are restricted to ATC assignment.

2. File your flight plan and call for clearance. Listen carefully for the assignment of a DP after the words "cleared to (arrival airport) via". Reackback the clearance, including the DP assignment.

3. Carefully review the DP you were assigned. Start by reviewing the "Departure Route Description". Most DPs have at least two pages; be sure to review all pages carefully. Check:

- That it is applicable to your aircraft type. Some DPs are restricted to specific aircraft types. If they are, it will normally say: "NOTE: (aircraft type) only".
- That the instructions apply to your aircraft type.
- The initial altitude (if one is listed, check that it matches what you were given).
- Whether the description uses the phrase "Expect radar vectors". If so, understand when the vectors happen. Do you fly an initial heading and get vectors on course, or are you expected to make several turns and end up on a heading, then receive vectors?
- If there are instructions specific to the active runway.

4. Next, review the graphical depiction of the flight route and ensure you understand it. Here you are looking for:

- Confirmation of the route that you just read.
- VOR or other applicable frequencies.
- A graphical depiction of the route you will fly.

5. Once you have fully reviewed the DP, make sure you understand it and that you are capable of flying it. If you don't understand, ask ATC any questions you have, or ask for a different clearance.

Putting these steps together, let's plan a departure from KBOS to KACK in a default FSX Learjet 45. The abbreviation for this aircraft is LJ45/Z, meaning we are not RNAV capable.

Example: KBOS to KACK in LJ45/Z

1. Check which DPs exist. There are many departure procedures at KBOS but only the LOGAN6 is applicable to this aircraft. All of the other departures indicate "RNAV" beside their names.

2. File flight plan and call for clearance. "Boston Clearance, N311LR request IFR clearance to Nantucket"

3. Review the DP assigned. Assuming we are cleared as filed ("LOGAN6 departure, radar vectors DRUNK, then as filed. Maintain 5,000..."), we can begin reviewing the DP. The departure route description begins on Page 2 (see the image at the bottom of the page for a screenshot from Page 2 of the LOGAN6 departure). We review:

- It is applicable to both Jet and Non-Jet aircraft.
- Since we're flying a jet, we'll read the top section under "JET AIRCRAFT", not the second portion labeled "NON JET AIRCRAFT".
- The initial altitude at the bottom indicates "Jet aircraft maintain 5,000", which is consistent with the clearance.
- The description tells us to "expect radar vectors to assigned route".
- There are specific instructions depending on the runway in use. Assuming Runway 22R is active, we look under that section and learn we should perform a "climbing left turn heading 140".

4. Review the graphical depiction of the flight route. Back on Page 1, we can see the route for aircraft departing Runway 22R. It makes sense based on what we just read. There are no special frequencies we need since it's just a simple turn.

5. Make sure you understand the DP. Departing Runway 22R, we'll turn left to heading 140 and climb to 5,000. Because nothing in the DP talks about turning on course, we'll remain on that heading and at that altitude until we are given further instructions from ATC.

JET AIRCRAFT:

TAKEOFF RWYS 22L/22R: Climbing left turn heading 140°, thence. . . .

. . . .Expect radar vectors to assigned route/navaid/fix. Jet aircraft maintain 5000 or lower assigned altitude. Non jet aircraft maintain 3000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.



Screenshot of the Month

Max ('ameri767300')

Screenshot of the Month Coordinator

Congratulations to **Brandon ('bcarter55')** for winning BVA's first-ever Screenshot of the Month contest! Displayed below, his shot is a beautiful overview of the St. Barthelemy Airport

(TFFJ) in the French Antilles. Click [HERE](#) to see the competition finalists and voting results.

If you missed this month's competition and are interested in submitting a screenshot next month, stay tuned to BVA's forums for the December Screenshot Contest announcement.



Get Ready for Aspen: January 11-27

Phil ('Ferrari308guy')

BVA Administration Team

Get ready for BVA's annual winter trip to Colorado! This year, we'll be setting up shop in the Centennial State from January 11-27 for our Aspen Getaway, featuring Aspen (KASE), Colorado Springs (KCOS), and Denver (KDEN). The first night of the Getaway, Friday, January 11, we will start things off right with a Double-Play Regional Circuit between Colorado Springs (KCOS) and Denver (KDEN). Then, on Sunday, members will jump in their general aviation aircraft and pull out their sectional charts as they experience some back-country flying during our Colorado VFR Challenge event. Additionally, on Tuesday, January 15, we will be holding one of BVA's classic and most popular

Regional Circuit events: Aspen (KASE) and Denver (KDEN). Long time members know that Aspen has been BVA's traditional winter Getaway, and it never fails to disappoint! Instead of soaking in the innocent terrain and ocean views of the Northeast, members will be faced with navigating the rugged Rocky Mountains.

The main reason why this Getaway is so popular is because of our main focus airport, Aspen (KASE). The airport only has one runway (15-33), and no ILS approaches are available due to terrain around the airport. Additionally, the field's runway is used simultaneously for departures (off Runway 33) and arrivals (onto Runway 15). Regardless of the wind, this configuration is never changed. These 'suicide operations' always keep things interesting for pilots and controllers alike.

Cape Air Virtual >> Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For November, that pilot is Raymond ('irongoldx'), who has flown a total of 40.7 hours!

If you're feeling scared, don't worry! We'll have more information about the Aspen Getaway in next month's Logan Informer, including details about how to fly the localizer and VOR approaches that are available for the airport. While Aspen is one of our more difficult Getaway destinations, members always find it to be one of the best. Of course, that's why we keep going back.

