BVATC

Logan INFORMER

Issue #2 | February 5, 2009

Aspen

February 6-13

Hyper Tension Convetion | Pilot Tip | Boston V. 4.0

Cover Image: Wilco C750 and Aerosoft's AspenX in Microsoft FSX

Boston Virtual ATC's Logan Informer | Issue #2: February 1, 2009

New York Hyper Tension Convention

The Boston Virtual ATC administration tries to keep in tune with its pilots and (especially) its ATC staff. We know you will not find a better trained or more highly regarded group of controllers on an FSX Multiplayer Session. That being said, however, some documented cases of controller complacency have recently surfaced within our controllers. In one such case, a popular Approach/Departure controller was observed to grab a chocolate cupcake out of his lunch bag at the beginning of his shift. Sometime later, that same controller (who had set the cupcake down beside his scope for a snack) was found slouched over in his chair. When spoke to, he immediately sat up, turned around, and was initially perceived to have a large bruise on his forehead. When questioned about this mark, Evan had no response; he quickly excused himself to the bathroom to check it out. It was at that time a large spot of chocolate was observed missing from the slightly mashed-in chocolate cupcake. After returning from the bathroom, the mysterious chocolate splotch was gone from Evan's forehead.

In a second suspicious case just a few days later, a common Tower controller was observed slumping over his radar screen making soft gurgling noises. When "Dice" was questioned, he quickly straightened and turned around, revealing a massive wet spot on the front of his shirt connected to a string of apparent drool coming from the corner of his mouth. Jesse tried to explain this away as a spilled cup of coffee (this was never verified).

Even one suspected case of complacency and relaxation in our controllers is unsafe and unacceptable. In an effort to maintain BVA's high standards and excellent reputation, we have mandated that, effective immediately, Blood Pressure Cuffs will be worn by all BVA controllers. This will automatically be pumped up at various times during their shifts with all readings being sent to BVA administration for review.

This new mandate should help maintain BVA's high level of ATC excellence while helping the administration weed out any interlopers that feign only a moderate level of stress. To build congestion and tension, we are proud to introduce to "New York Hyper Tension Convention" (NYHTC). This multi-leg circuit event will replace the Dance in New York and is tailored to keep our ATC out of the chairs and wide awake. Numerous blood pressure spikes are anticipated throughout the event with success being gauged by the number of shots of whiskey required to settle down our controllers after the event!

Coming Soon... Check out the Boston Virtual ATC Website for more Information!

Domestic Journey | Thursday at 7pm ET

the Domestic Journey continues to Orlando

Thursday, February 6 at 7pm ET

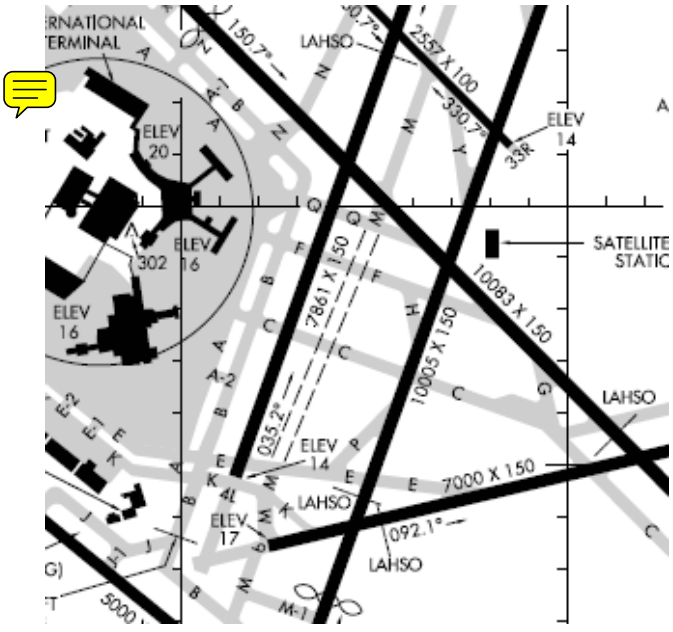
Pilot Tip of the Month

"Monitor" vs. "Contact"

Whenever you are handed off, listen carefully to the instruction: sometimes a controller might ask you to 'monitor' a frequency instead of contacting. This means you switch your frequency over to the new controller but **wait for them to call you.** You'll mostly see this when a ground controller is switching several aircraft to a busy tower (like at Boston).

Boston Scenery: Version 4.0

Those of you who have been carefully looking at Boston's airport diagram anxiously awaiting information on the construction of Taxiway Mike will know that the second phase of construction (from Runway 33R to 33L) is completed, and that the final phase of construction is now underway. Thanks to the hard work of TrystanV, we will soon have a fourth version of the scenery for members to enjoy that will include several upgrades and enhancements to the airport. Although a release date has not been set, you can view a preview video of the scenery below (if the video does not play, it is also available on the BVA forums).



And you thought the mountains of Hawaii were tough...

Those of you who were with us when we visited Sardy Field in Aspen last year will probably remember the level of skill flying into and out of KASE takes. The airport is listed as a Class 1 field by the FAA and (because of the surrounding mountainous terrain) is only open during the daylight (since FSX pilots can reset in lieu of dying, however, this restriction won't be followed by BVA). The field is also the third-busiest in Colorado, and is normally crowded with corporate airplanes, private jets, and general aviation aircraft. The airport also has four regular commercial air carriers: United Airlines, Delta Airlines (operated by SkyWest), US Airways, and Frontier Airlines. Because of the terrain around the airport, the field's single runway (15-33) is used simultaneously for departures (off Runway 33) and arrivals (onto Runway 15). Regardless of the wind, this configuration is never changed.

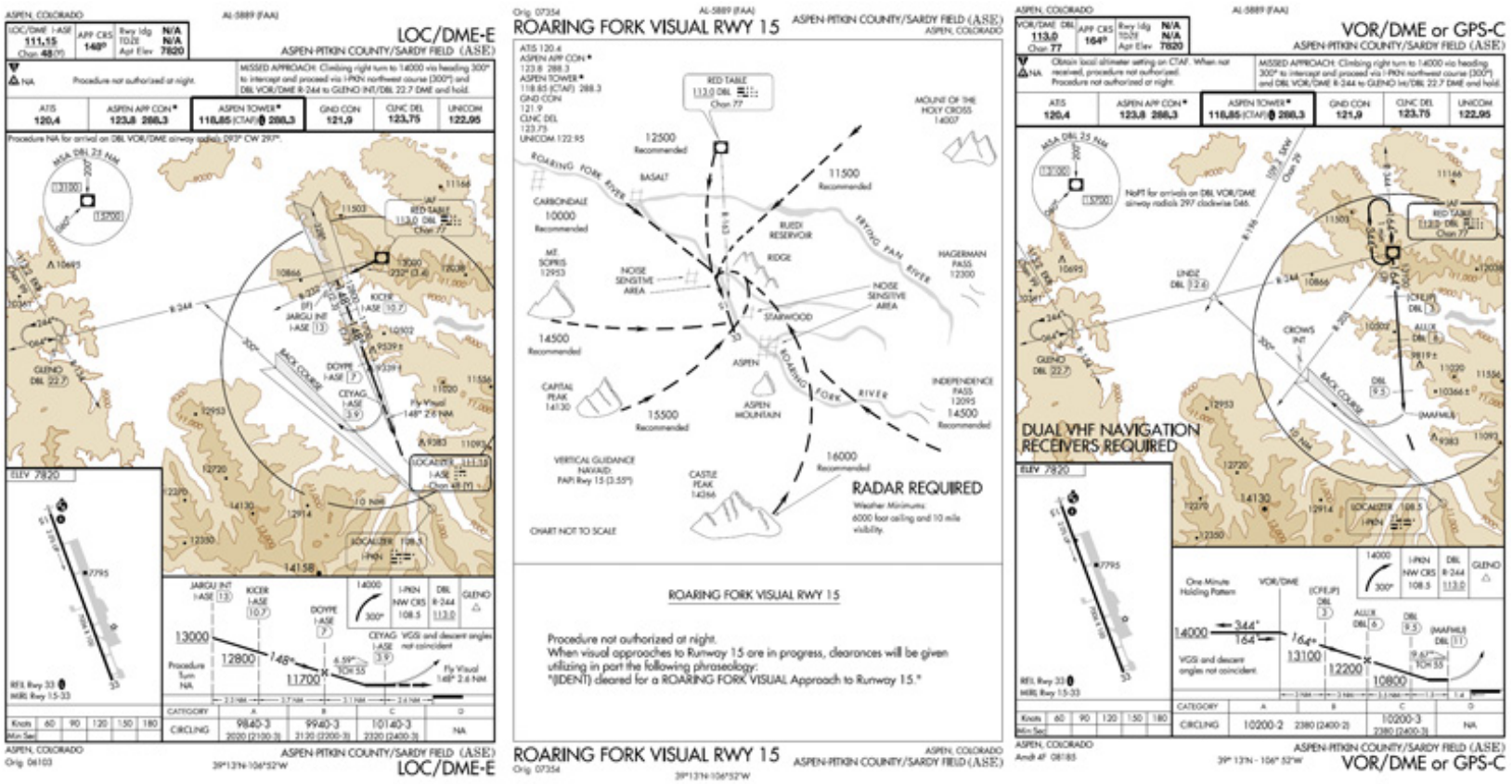
The city itself was originally founded in a mining camp but is now a major tourist center and ski resort. The town's per capita is the highest in the U.S.—the average home price in the late 20th century was approximately $6 million.

The getaway will feature a regional circuit between our two focus airports, Aspen and Denver (on Tuesday, February 10). In addition, look for Denver Center overlying several other popular destinations like Telluride (KTEX), Eagle County Airport (KEGE), and Colorado Springs (KCOS).

KDEN Clearance Delivery: **118.75**
Denver Ground: **121.85**
Denver Tower: **133.30**
Denver App./Dep. : **119.30**
Denver Center: **I DON'T KNOW**

KDEN *(Denver International Airport) is the largest international airport in the United States (and the second-largest in the world).* The airport features the longest public use runway in the United States, and was the fifth busiest airport in the world by aircraft movements in 2008. The airport serves as the main hub for Frontier Airlines, the second-largest United hub, and a focus city for Southwest Airlines. There are also several conspiracy theories relating to the design and construction of the airport, including that a dedication marker inscribed with the square and compasses of the Freemasons will be used as a "keypad" for some unknown purpose (and that a secret military based is buried about two miles beneath the airport).

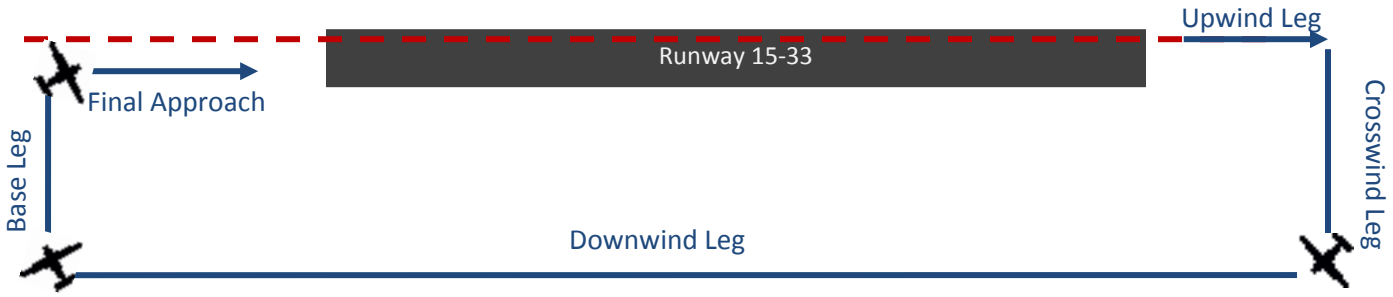
Source: http://www.en.wikipedia.org



The only three approaches available at Sardy Field (KASE) are shown above. Notice how each of the procedures has the restriction of "Procedure not authorized at night" and both the LOC/DME-E and VOR/DME or GPS-C approaches are not specific to a runway (compare those approaches to the ILS 22L at Boston). Also notice how each of these approaches only lead to Runway 15—that's because it's the only runway that aircraft are permitted to land on. The other end of the runway (33) is used for departures only. Both the Localizer and VOR approaches are referred to as 'circling' approaches because both of the descend paths are too steep to be associated with a particular runway. Thus, in a landing clearance, you might hear something like "N107KR, Runway 15, Wind 150 at 9, **Make Straight In**, Cleared to Land". You might also hear an instruction like "Make Right Upwind" or "fly overhead the field, make right downwind to Runway 15". In either case, even though you flew an instrument approach, because the VOR and LOC approaches aren't necessarily 'attached' to a specific runway, you would effectively enter a right traffic pattern as you overfly the runway and land after flying the right-hand traffic pattern.

Note as well that the Red Table (DBL) VOR on both charts can be the start of the approach; if you've filed "DBL" in your flight plan, be prepared to hear an approach clearance that sounds like this: "N233DL cross Red Table at or above 13000', cleared Localizer-DME Echo Approach, circle to land Runway 15". If you are cleared for this type of full approach (either for the localizer or VOR approach), it is your responsibility to follow the chart and align yourself with the final approach course after crossing the Red Table VOR at the prescribed altitude. Also keep in mind that you could be vectored onto the final approach course (just like any other approach).

Initial Approach: LOC/DME-E or VOR/DME-C; aircraft elects not to fly 'straight in' and is instructed to "Circle west of the field, enter right upwind Runway 15" (the circling only applies if an inbound aircraft elects not to fly the 'straight in' approach.



If you're confused about 'circling approaches', don't worry. The easiest thing to do is "make straight in"—after you follow the localizer or VOR final approach course in and pick up the field, you can just land the plane normally (and if you miss, there are defined go-around and missed approach procedures). Feel free to continue to discuss this more—post on the forums, ask questions in the session, and we'll help ensure approaches into Aspen are a lot less confusing (if not any easier to actually fly). This is without question one of the most difficult airports to fly into in the world; that's why real pilots face several restrictions when landing at KASE, and can only fly into the airport during the day.

Airport Information	Airport Frequencies
FAA/ICAO Identifiers: ASE/KASE **ARTCC:** Denver (ZDV) **Elevation:** 7820 ft. **Time Zone:** UTC -7 **Airport Class:** Delta	ATIS: 120.40 Clearance Delivery: 123.75 Aspen Ground: 121.90 Aspen Tower: 118.85 Aspen App./Dep.: 123.80

There is some very challenging terrain to watch out for, so listening closely to ATC instructions and coming prepared with the necessary charts (charts are available from websites like www.airnav.com and www.myairplane.com) will be instrumental in landing your aircraft successfully—even if it takes a couple of attempts. Finally, in the event of a "Go Around" or "Missed Approach", be ready to make a quick right turn to the northwest; otherwise someone will be scraping your airplane off the side of a mountain.

Because the entire approach to Aspen is done above 10, 000', speed will be very important—listening closely to controllers' instructions regarding speed and watching the airspeed carefully between the mountains will be instrumental in completely successful approaches.

We hope to make the Aspen Getaway a success by staffing several airports within the Denver ARTCC. Although Aspen and Denver are our two focus airports, look for local and enroute controllers around the airspace during our week-long stay in Aspen.

Grab your skis and fill up your wallet... Boston Virtual ATC is headed to Aspen!