



**Evan ('evanet')**  
BVA Administration Team

Take a look at the size of this Logan Informer! This reminds me of four hour case-based exams or the shortened checklist for PMDG's 737 NGX...oh well, grab a snack, set up a long haul into ZBW, and start reading. There's lots of what I think is interesting stuff, starting with this article. At the end of most years I get all sentimental and reflect (seriously, there's a small mirror on my desk) on what's happened in 2011 and where we go from here in 2012. [Last year](#), I framed that discussion in the context of a virtual flight from KLAX to KBOS. I decided not to take the corny route this year (read: I'm not creative enough to think of something cool twice). And yes, the "corny route" pun was intended and was not funny.

The first thing I think about when someone mentions 2012 is the established scientific fact that we're all going to die on December 21. The second thing is that there's still basically 12 months of stuff to do between now and then. And the third is that I don't want to start 2012 the same way we started 2011! We had massive technical problems with our website that forced us to switch ISPs five times, saw our forums offline for several days, and rendered us unable to send e-mail messages to the community (as I understand it, most people rejoiced at not having to read our annoying e-mails for a few weeks). We moved our website to a fifth new ISP in March and since then have seen much better stability in performance. Fingers crossed...

As we move into 2012, I can't help but think about the most exciting addition to our community: the Administration Team. In August, we formalized the relationship between administrators of our community and the group has been working together to make sure our controllers are the best they can be, bring on some of the changes you'll see in this article to our pilot training and mentorship programs, update software, and keep great events coming. The Administration Team has also written policies for member conduct, affiliated and non-affiliated communities, online safety, and revised the privacy policy and terms of use on our website. Unfortunately, the team was also forced to make some decisions to ban members that didn't meet our shared expectations. I hope we've done that with transparency and in the ways you expect from us.

Through our 2011 Campaign, as well as the Flight for the Fight event, we managed to raise enough money to make it through this year. And, thanks to the continued generosity of our members, we were able to take advantage of a great deal from our ISP and renew all of our subscriptions past 2012! That being said, if you are thinking of donating to BVA this holiday season, please do! We want to build up a buffer of funds for use in times of crisis when we might not be able to reach the community to ask for help.

A lot has happened on our controller front as well. In addition to greatly increasing the number of controllers we have, we began a formal recognition program for controlling excellence (Controller of the Month), increased the frequency of our communications to controllers, encouraged members to provide positive and constructive feedback on the controllers they interact with, and revised all of our SOPs to update procedures and provide additional instructions for previously-ambiguous circumstances.

Cape Air Virtual, our fully-affiliated local virtual airline, has expanded its operations to Canada, serving Billy Bishop Toronto City Airport (CYTZ) in its Dash 8 aircraft. United Regional, which began at the end of 2010, stands at nearly 40 active line pilots and officers. This year, we created a distinct call sign for United Regional flights (UAR/Fenway) and saw a number of UALR-specific events including the KPQI Challenge, where controllers stack up airliners like pancakes in the holding pattern at this un-towered airport. Another is the Christmas Lift where UAR will seek to replicate the workload of a true regional pilot shuttling loved ones across the region over the holidays. The Christmas Lift generates nine times the traffic of a typical UAR dispatch, and also raises funds for Toys for Tots in the process. However, the company favorite is the KDEN Migration where the entire company flies their aircraft from points in ZBW to Denver for the Aspen Getaway.

We're also happy to introduce the [Virtual FBO and Pilot Ratings Program](#) (continue reading for more information) to our members. And we're trying to make the new member process as easy as possible by providing weekly orientation sessions to new users (something we started just this month).

Speaking of new members, we received 1,863 new applications in the year ending this October, of which 1,253 (67%) were accepted

**Continued on Page 4...**



## Regional Circuit



Tuesday, December 27  
(8-11pm ET)

KEWR (Newark) &  
KMHT (Manchester)

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

## 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!)

## 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.

## Domestic Journey

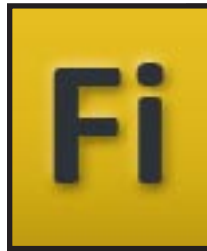


Sunday, February 19  
(1-4pm ET)

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.

## 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.

## 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 **Tim ('jumpstartation')**, a member of our Canadian corps and a

New York aficionado as the Controller of the Month. Despite his Canadian citizenship, Tim can often be found controlling New York Approach in the afternoons and during events.

Tim has shown excellent knowledge of the New York airspace and is always quick to fly or control any of NY's "big three". In addition to controlling and mentoring, he has been assisting our ATC instructors with the development of procedural materials for the New York airspace.



## Boston Arrivals Get a Makeover

Evan ('evanet')

BVA Administration Team

**B**oston's STARs have changed! We now have several RNAV arrival procedures, have updated the ORW and GDM arrivals, and deleted the INNDY2. These changes were effective as of December 15, and new charts are available from the standard sources.

Because FSX's default navigation data is from 2006, many of the waypoints on these new arrivals are not present in the game. If you regularly update your navigation data ([www.navigraph.com](http://www.navigraph.com) is one example of a company that can update navigation data for non-default aircraft, although its services are payware), make sure to grab the latest update now so you are able to fly these arrivals.

Both the GDM4 and ORW4 arrivals (along with the still-existing SCUPP4 and WOONS1) are able to be flown without the use of a GPS, using VORs and radials. The RNAV arrivals cannot be flown in this fashion and require the use of a GPS or FMC with updated navigation data.

The ORW3 and GDM3 approaches are no longer valid. Aircraft flying into KBOS using a STAR will need to be on one of the new arrivals or will use a different route. Please do not file the ORW3 or GDM3 arrivals.

**If you ARE able to fly the new approaches (either with updated navdata or flying /A using VOR radial navigation):**

- File one of the new approaches as you would file any other
- Expect to fly the approach as published

- ATC will still issue descent instructions. There will be specific crossing instructions for the ORW4/GDM4 arrivals; RNAV arrivals can expect to hear "Descend via the KRANN1 arrival" (in which case aircraft must comply with the altitude restrictions) or "cross KRANN at and maintain 11,000, 270 knots" (in which case the aircraft needs only to descend to cross KRANN at 11,000/270 KIAS and does not need to comply with the other restrictions)
- Expect either radar vectors to your final approach course or a clearance direct to one of the approach fixes as directed by your arrival procedure
- File an equipment type suffix /Q, /W, or /R as applicable

**If you are NOT ABLE to fly the new approaches:**

- Do not file any of the new approaches. Do not file ORW3 or GDM3.
- File either (route) ALB GDM GDM111 LOBBY GDM111 REVER or (route) JFK060 RAALF ORW PVD as applicable to your departure point
- Expect descent or waypoint crossing restrictions followed by radar vectors to the final approach course
- File an equipment type suffix other than /Q, /W, or /R as applicable

For more information about flying RNAV arrivals, please check out the ongoing thread on our forums:  
<http://forums.bostonvirtualatc.com/viewtopic.php?f=3&t=2295>.

**Most importantly, if you have questions about any of the new procedures or how to fly something, please ask now! Better that you ask something now rather than find yourself wondering on the arrival...**

## Win a Captain Sim Prize Pack!

Evan ('evanet')

BVA Administration Team

**W**e're proud to be one of the most active and successful multiplayer FSX communities. But we know that the best can always get better, and we want to hear from you! The next time you're flying a long haul and have a few minutes, please fill out our Member Opinion Survey located at the link to the right. **Just by filling out the survey, you will be entered into a draw to win one of three FREE Captain Sim aircraft!**

The survey will take approximately 15 minutes to complete and covers all aspects of BVA, including our events, administrators, software, and communities. Please take some time and give thought to your survey responses. What you tell to our administrators on the survey can have a direct impact on how the community is run.

To complete the survey, please visit:

<http://survey.bostonvirtualatc.com>

We have used Google Docs to create the survey so we could conduct it at no cost to the community. All of your responses will be confidentially stored on a protected Google Docs Spreadsheet.



*Cape Air Virtual >>*  
**Pilot of the Month**

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For December, that pilot is Aaron ('CharlieTangoTwo'), who has flown a total of 35.0 hours. Congratulations Aaron!



## ...Continued from Page 1

and 600 rejected (no, that number isn't intentional, just awesome). Our total member count stands just shy of 3,000, representing about 20% growth over 2010, accounting for members who have left and those whose accounts have been deactivated due to inactive e-mail addresses.

We've also been keeping up with software; this year, we released Live ATIS, the voice ATIS application that allows you to listen to, rather than read, ATIS and configuration information about airports. We've seen great adoption of the program and our long beta testing period helped us avoid any major bugs at release. We became the only community I know of to stream our session audio live via [Listen Live](#). We now have profiles on [Facebook](#), [Twitter](#), [YouTube](#), and [Google+](#), and provide regular updates about our events to the social media public. The scenery design team has also been busy producing 27 new scenery updates for event airports as well as KBOS v4.3 which completed Taxiway "M" a few months ago. Version 4.4 (as our forum followers likely know) is well on its way, which will include new waypoints around the Boston airport as well as the two lighthouses used as references on the Runway 33L Visual Approach.

I also watched all of Battlestar Galactica over a several-month period this year. Just saying. Oh good, you're still paying attention—I'll keep going then.

One of our goals from last year was to introduce the European Tour, an across-the-pond version of our Regional Circuit. The turnout for some events has been outstanding but others have not been well-attended. We'll keep the conversation going and determine what the best course of action is with respect to the Tour over the next few months.


With that notable exception, other events we introduced this year have been very successful; we raised \$1,500 in our 60 Hours of ATC Flight for the Fight challenge, packed the server for a week this November during our High Five (+30) birthday celebration, introduced the Regional Circuit Double Play with bad weather, and ran Getaway events in Colorado, Alaska, the Caribbean, the Pacific Northwest, Florida, and Hawaii. We'll be kicking off 2012 with our customary return to Aspen to start off the year and then be spending two weeks in California featuring the Los Angeles and Oakland ARTCCs.

In 2012, we also want to make the new member process easier by introducing a new entrance exam and re-writing some of our

help content on the New Pilot Center. We'll be making it easier for you to get help from coaches through our Virtual FBO, which combines orientation flights, flight coaching, and United Regional. And, of course, we're introducing the Pilot Ratings Program which you can read more about in a separate article. (Thankfully, that article wasn't written by me!) We plan to introduce an updated website with new features and content, run an even busier and better anniversary event, and keep the overnight ATC and foul weather events coming.

There's a lot of uncertainty coming up in the near future. In addition to the question of doomsday at the end of 2012 (even I'm getting uncomfortable with the amount I've made fun of this), Microsoft Flight is on the horizon. We don't know much about the program yet and there's no point in speculating on what we'll do as the program's development continues. But we'll definitely be watching closely and, as we find out more, start to think about how that program might affect what we do at BVA.

But there is no uncertainty about the connections and genuine sense of community that BVA has really gained over this year. More than ever, BVA is much greater than the sum of its parts. You can't help but notice as you look around to see members helping each other, packing the server during events, and staying up all night to support two great causes. Our shared passion for aviation is what brought us here, but something else keeps us restarting flights when we lose connection, running events through session radio breakdowns, and constantly refreshing when the forums or website go down. That's what motivates us to revise SOPs, code FlightDesk and Live ATIS, update the website, create scenery updates, and support events. And that's why I'll be sitting here writing another long, boring, annoying, pedantic, self-serving, biased reflection on 2012 next year—even if only the cockroaches will be alive to read it. From all of us at BVA's A-Team, have a safe and happy holiday season and a wonderful new year.

  
Bradley Dill  
Brandon Carter  
Philly Layle

  
Dan A. Pinner  
E. Keith  
Chad



# Pilot Ratings Program

**Brandon ('bcarter755')**  
BVA Administration Team

If you're like many flight simulator pilots, you might use your GPS and navigate "DIRECT" from airport to airport when flying IFR. But if you're like most of our pilots, that's not good enough. BVA is known for taking it to the next level and our pilots are no exception. That's why we're proud to roll out our new Pilot Ratings Program (PRP), a self-guided training program you can take at your own pace. The program covers all aspects of flight within the ATC system, from VFR closed traffic to full instrument approaches. When you attempt a rating, controllers monitor your performance and will inform you when you've passed the rating and can move on to the next flight.

Participating in the PRP won't teach you how to land but it can improve your flying within the ATC system. If you want to learn more about interacting with controllers, shooting the perfect full approach, and flying holds the old-fashioned way, the PRP is for you!

Each of the VFR and IFR flights in the series of PRP ratings contains reference instructional material and self-guided flights to test your knowledge. There are 3 VFR and 11 IFR flights, with each flight focusing on developing skills communicating and flying in the ATC system (not necessarily flying the plane). The PRP is not only intended for virtual fliers; even expert or real-world pilots can benefit by reading some of the later IFR tutorials, which focus on flying non-precision approaches, flying DMC arcs, and much more. Plus, if you successfully complete all the requirements, you'll be able to call yourself a fully-certified IFR or VFR pilot on BVA's server!

The PRP is intended to be used in conjunction with our existing pilot training programs; PRP flights can be completed on your own or with the help of friends, UALR co-pilots, and coaches from our Virtual FBO.

In order to fly a PRP flight, you'll need to first read the instructional material for that flight found on the PRP website ([www.bostonvirtualatc.com/prp](http://www.bostonvirtualatc.com/prp)). Each reading contains a short summary of the flight test standards, and the training documentation. Once you feel comfortable with the material and understand the flight requirements, you will need to notify an online controller of the flight you are about to attempt so he can ensure you are adhering to all of the flight's objectives. You will be able to keep track of your progress with the pilot roster, which is updated each time you earn a rating.

More information and details about the new Pilot Ratings Program, including how to get started, can be found on the [PRP website](#).

The Pilot Ratings Program instructional material was graciously created by Kyle ('mavericksfan412003'). If you have any questions, feel free to post in the PRP section of the forums, found at: [forums.bostonvirtualatc.com/viewforum.php?f=30](http://forums.bostonvirtualatc.com/viewforum.php?f=30).

## BVA'S ASPEN GETAWAY: JANUARY 27-FEBRUARY 10

### Denver International Airport - KDEN

Airport Information:

Elevation: 5431 ft / 1655 m

Class: Bravo

Runways:

7 / 25: 12000 ft / 3658 m

8 / 26: 12000 ft / 3658 m

16R / 34L: 16000 ft / 4877 m

16L / 34R: 12000 ft / 3658 m

17R / 35L: 12000 ft / 3658 m

17L / 35R: 12000 ft / 3658 m

Frequencies:

Ground: 121.85

Tower: 133.30

Approach / Departure: 119.30

Preferred Routes:

To KASE: ROCK17 DBL

To KCOS: LUFSE V389 ADANE BRK



### Aspen-Pitkin County Airport / Sardy Field - KASE

Airport Information:

Elevation: 7820 ft / 2384 m

Class: Delta

Runways:

15 / 33: 7006 ft / 2135 m

Frequencies:

Ground: 121.90

Tower: 118.85

Approach / Departure: 123.80

Preferred Routes:

To KDEN: DBL POWDR7

To KCOS: DBL V108 BRK



### City of Colorado Springs Municipal Airport - KCOS

Airport Information:

Elevation: 6187 ft / 1885 m

Class: Charlie

Runways:

12 / 30: 8269 ft / 2520 m

17R / 35L: 11022 ft / 3360 m

17L / 35R: 13501 ft / 4115 m

Frequencies:

Ground: 121.90

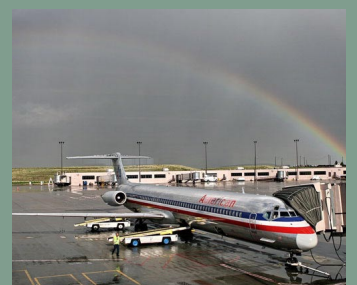
Tower: 118.30

Approach / Departure: 118.60

Preferred Routes:

To KDEN: COS3 FQF

To KASE: BRK V108 DBL



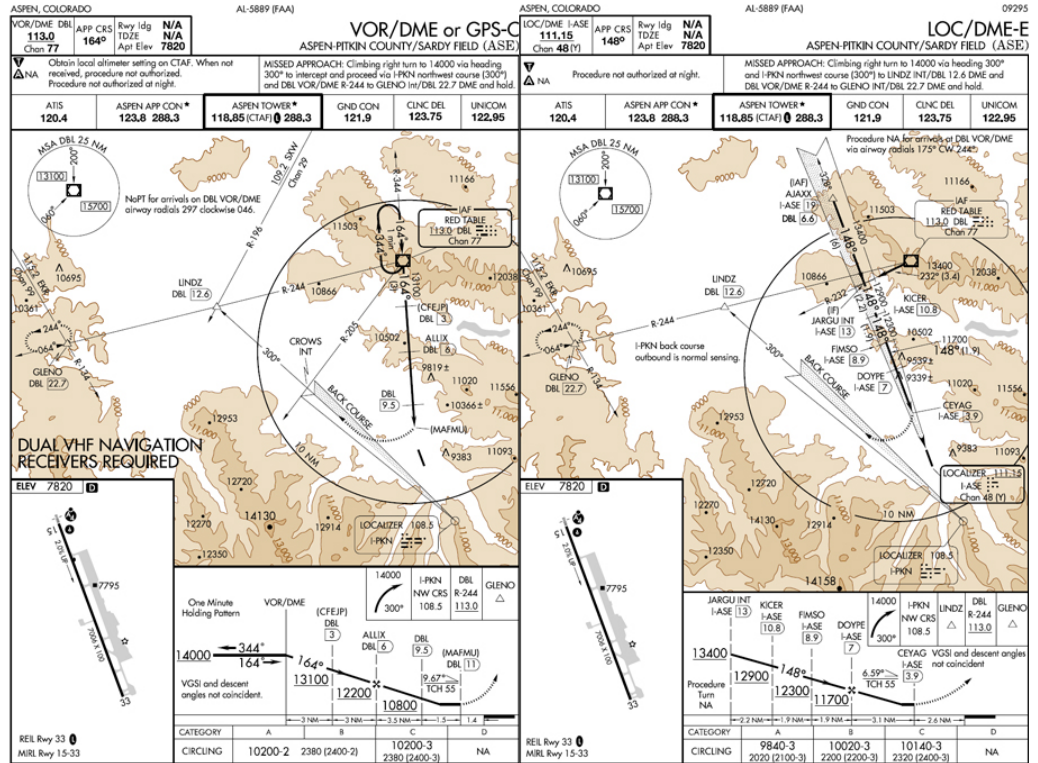
[DOWNLOAD ASPEN GETAWAY PREFERRED ROUTES](#)



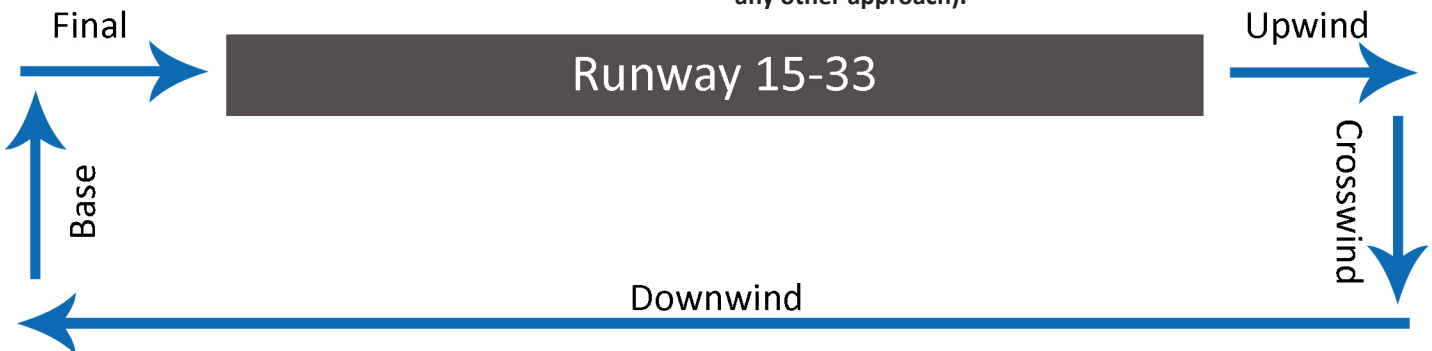
# Aspen Approaches

There are three approaches available at Sardy Field (KASE), but only the LOC/DME-E and VOR/DME or GPS-C approaches are shown to the right. Notice how both 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 descent 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 (see the diagram below).

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).**



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.

charts (charts are available from websites like [www.airnav.com](http://www.airnav.com) and [www.myairplane.com](http://www.myairplane.com)) will be instrumental in landing your aircraft successfully—even if it takes a couple of attempts. 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.

There is some very challenging terrain to watch out for, so listening closely to ATC instructions and coming prepared with the necessary

Because the entire approach to Aspen is done above 10,000 feet, 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.



- Aircraft
- C208
- B737/Q
- BE58
- C-210
- CRJ7/A
- C172
- BEECH B...
- C510
- RJ700
- B58
- A319/Q
- A320
- B757
- C414/G
- B733
- B737
- C510
- B738/
- C414/G
- B738
- H/B742/F
- FA-18
- B738
- E175/Q
- PA28
- H/B744/Q
- B737/Q
- B737/F

## Aircraft Types & Equipment Suffixes

One of the flight plan fields most commonly filled out incorrectly is the "Aircraft Type" field. There are three basic parts to each aircraft type field:

**Weight Category** / **Aircraft Type** / **Equipment Suffix**

The **Weight Category** is only applicable to "Heavy" aircraft, defined as aircraft capable of takeoff weights of 300,000 pounds or more, whether or not they are operating at this weight during a particular phase of flight. For practical purposes, you can consider anything bigger than a Boeing 757 to be heavy (for example, B767, A330, A340, B747). Heavy aircraft receive a prefix of "H/" in front of their **Aircraft Type** abbreviation. For the two other aircraft categories (large and small), no prefix is included (see examples below).

Every aircraft has an **Aircraft Type** abbreviation. This is normally but not always four characters. If you aren't

sure, you should look up the abbreviation in our quick reference list of abbreviations located in [HelpDesk](#) (bookmark the link for later reference).

Finally, your **Equipment Suffix** tells controllers of your aircraft's capabilities. Like the aircraft abbreviations, you can also find a full list of the suffixes in [HelpDesk](#). For aircraft that want to navigate using VOR radials only and do not have (or are not using) a GPS/FMC, file "/A". Default aircraft using a GPS or FMC-capable aircraft using original FSX navdata file "/G" or "/L" as applicable. Aircraft with updated, current navigation data (navdata) and FMC capabilities can file "/Q", "/W", or "/R" as applicable.

We'll end with some correct examples of aircraft type abbreviations. Notice how each of the Aircraft Types are four characters, each has a specific equipment suffix, and only the last example has a prefix because it is the only aircraft classified as "Heavy".

C172/A	B350/G	B738/L	B753/W	H/A330/Q
Cessna 172 not using a GPS	Beechcraft King Air, default GPS	Boeing 737-800, default navdata.	Boeing 757-300, updated navdata	Heavy Airbus 330, updated navdata.

