



Members Helping Members: June 22 Training Day

Evan ('Evanet')

BVA Administration Team

On Sunday, June 22, BVA members spawned their aircraft and control towers at Daytona Beach International Airport (KDAB) for an afternoon of training. The "Training Day" event was targeted toward inactive and/or new members who wanted a little bit more of a relaxed environment to learn in. And from my perspective, it certainly worked!

With over 25 pilots at its peak, the afternoon event drew out a number of members who I didn't recognize. Pilots and controllers were commenting in the chat box about the number of BVA Usernames they hadn't seen in some time.

The event was a training opportunity for members across the community. Pilots were able to participate in a relaxed server environment with simplified instructions and extra ATC. At least one of our controllers was training for the Tower level to work toward some of the requirements to achieve a certification. Even the Member Support Team was learning new things about FlightDesk and FSX while answering some excellent questions from our members on the dedicated support frequency.

I hope you enjoyed the event and the opportunity to fly on BVA, especially if it was one of your first times doing so. Especially if you feel like you are not knowledgeable enough for the server, this event was designed to show you that simply isn't the case. BVA is a learning community; pilots and controllers are all picking

up new skills, knowledge, and ideas on a daily basis. We do that by putting ourselves in uncomfortable situations, making mistakes, getting corrected, and learning from those experiences.

One of the highlights for me was the very positive feedback I heard from the controllers during our debrief of the event. Many of them said they benefitted from the experience in terms of their own training. I heard from multiple controllers that they could hear pilots gaining familiarity with procedures and getting more comfortable with the server as the event progressed.

We encourage anyone who participated in this event to join the server on a regular basis, either for our regular evening ATC or for one of our other events. Type "student pilot" in your flight plan and you'll receive the same extra attention as today's event. If you're planning to train to become a pilot, working on a community like BVA can speed up your training and better prepare you for specific flight objectives. If you are interested in aviation, you will learn so much about this amazing world than you thought possible. Ask your questions and make your mistakes with us!

We will definitely be holding another Training Day soon but until then, we encourage anyone who feels uncomfortable with our server operations to check out the resources on our website (including a guides to radio communications, flight planning, and instrument approaches) by clicking [here](#). Ask your questions on our forums and through FlightDesk, and get into the server to make some mistakes. See you soon!

Cessna_172_f	Cessna Skyhawk 172SP Pai	Daytona Beac	IN SESSION	<input type="button" value="Joe"/>
n421nj	Boeing Stratocruiser, PAN A	Orlando Intl	NOT READY	
slayer816 communications	Cessna Skyhawk 172SP Pai	Daytona Beac	IN SESSION	<input type="button" value="Still Young"/>

KBOS Releases LOGAN7 Departure

Evan ('Evanet')

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Effective in Cycle 1307 (June 27), the LOGAN6 departure has been updated to the LOGAN7. While the procedure (headings/altitudes) hasn't changed substantially, the "DRUNK" waypoint has been renamed to "DUNKK" (no change to position). The same change has been made to the L-33 chart and SIDs at other airports that use that fix (KOWD/KLWM/KBVY/KBED). This change affects pilots filing the preferred route to KACK (which will now be DUNKK V141 ACK).

If you regularly update your navigation data (either default FSX data or through the payware source, Navigraph), now would be the time to do that. Click [HERE](#) for more information about how.

If not, please file the new name (DUNKK) in flight plans. You can still use "DRUNK" in your GPS or on SimRoutes and will be directed to the same place.

You can view a comparison of the two procedures here: http://aeronav.faa.gov/d-tpp/1307/compare_pdf/00058LOGAN_CMP.PDF



Regional Circuit

Rc

Tuesday, July 9
(8-11pm ET)

KBGM (Binghamton) &
KISP (Long Island)

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

Dj

Thursday, July 18
(8-11pm ET)

KPHX (Phoenix) &
KSAN (San Diego)

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

Pp

Thursday, August 8
(8-10pm ET)

KATL (Atlanta)

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

Fi

Saturday, July 13
(2-5pm ET)

Boulder Mountains
(KSUN and KTWF)

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

Ch

Saturday, July 30
(3-6pm ET)

Bad Weather
KSEA & CYVR

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

Ga

July 23 - August 4

Caribbean
(TIST, TISX, TJSJ, and TNCM)

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



Side Step

Airports with parallel runways separated by 1,200 feet or less often use one parallel runway for takeoffs and one for landings during peak periods. For example, at KLAX, Runway 25L is normally used for landings while aircraft depart Runway 25R.



At off-peak times, however, landing aircraft will often request (or be given) Runway 25R as it reduces taxi time. To support this, the FAA publishes a “side-step” minimum on the ILS approach to Runway 25L. Listed below the straight-in minima, the “side-step” minimum tells you that the instrument approach procedure may serve either of the two parallel runways.

LAX 12.8		DIME OF RADAR REQUIRED	
800	2000	# When assigned by ATC, intercept glidepath at 3600 or 5000.	
↑	hdg 190°	*LOC only	
LAX R-210	CATLY INT	TAROC KRAIN LUVYN	
		DYMMO I-LAX I-LAX I-LAX	
LIMMA I-LAX 7.5	HUNDA I-LAX 12.8	FUELR I-LAX 29.7	
LADLE I-LAX 3.7		RADAR RADAR RADAR	
I-LAX 2		RADAR	
1900		251° 10000	
700*		3600# 5000#	
1900		7000 8000 9000 10000	
1.7 NM		3.8 NM 5.3 NM 4.4 NM 9.2 NM 3.3 NM 3.5 NM 3.5 NM 4.3 NM	
CATEGORY		A B C D	
S-ILS 25L		298/18 200 (200-½)	
S-LOC 25L		540/24 442 (500-½) 540/45 442 (500-¾)	
SIDESTEP 25R		700/50 606 (600-1) 700/60 606 (600-1¼) 700-1½ 606 (600-1½)	
		TCH 56	
		GS 3.00°	
		TDZ/CL Rwys 6R, 7L, 24R, and 25L	
		HIRL all Rwys	
		FAF to MAP 5.5 NM	
		Knots 60 90 120 150 180	
		Min:Sec 5:30 3:40 2:45 2:12 1:50	

A diagram of the ILS approach to Runway 25L. It shows a 251° heading with a 3.00° glide slope. Step-down minima are marked at 1900, 1000, 700, and 500 feet. Side-step minima are shown at 700/50, 606 (600-1), 700/60, 606 (600-1¼), and 700-1½, 606 (600-1½). The diagram also shows Runway 25R and Runway 25L. A note indicates the FAF is 5.5 NM from the runway. Other navigation aids like VORTAC (285), TWR (305), and TIS (302) are also shown.

When authorized by ATC to “side-step to Runway 25R”, pilots are expected to commence the side-step maneuver as soon as possible after the runway or runway environment in sight. Compliance with minimum altitudes associated with stepdown fixes is expected even after the side-step maneuver is initiated.

Pilots can request a side-step any time you see a minimum depicted on the chart. A common request at KLAX during non-peak periods sounds like this:

Pilot: Is Runway 25R available tonight?

ATC: Affirmative. Side-step to Runway 25R, wind 250 at 10, change to Runway 25R, cleared to land.

Not all airports and approaches allow this maneuver, however. At KBOS, Runways 4R and 4L aren’t close enough to allow a side-step and thus a minimum is not published. Instead, when an aircraft cleared for an approach to Runway 4R will instead land on Runway 4L, the initial approach is cancelled, a new approach authorized, and the landing clearance is given. For example:

ATC: Would you like Runway 4L tonight? If so, report it in sight.

Pilot: Request Runway 4L, have it in sight.

ATC: Cleared Visual Approach to Runway 4L, wind 030 at 5, change to Runway 4L, cleared to land.

