



ATC Feedback Form

Many of our active forum members are likely aware of the recent addition to the "General Feedback" section where I have been posting the feedback our members provide controllers through the [Controller Feedback Form](#).

I was glad to see that an advertisement on our homepage, as well as the posts on the forums, have increased the amount of feedback we have received. In fact, we have received more feedback from our membership over the past month than ever before. I am also happy to note that the vast majority of the posts are positive in nature.

Feedback is a very important part of our community: we want to make sure that our members are as happy as possible with our controllers, and are able to confidently provide constructive feedback to that group. Pilot-controller interactions are the most important aspect of our community; we wouldn't be here unless the interaction between pilots and controllers was one of the best that can be found online. But we also know that the best can always get better, and we hope that feedback from pilots will keep us moving along that path.

That's where our entire community comes in: keep submitting as many pieces of feedback as you can! It doesn't only have to be positive; constructive criticism is certainly valuable as well. Controllers spend a large amount of time training, learning, and continuously improving what they do so that the experience for members remains the best that you'll find online. The more you can help our controller community develop and improve, the better our entire community will get.

Please take a moment to consider submitting feedback to our controllers as a whole now (based on the shared experiences of previous flights). Also consider submitting feedback on an ongoing basis whenever you encounter a controller that has done something out of the ordinary you consider to be excellent like managing a high-traffic scenario well or responding in an exceptional manner to a special request. You should also advise the community when a controller attitude or competency does not meet your expectations.

Information you provide via the ATC Feedback Form is anonymous and you have the option to keep it confidential (i.e. not posted to the forums and not sent to that controller.) Your name or BVA ID will not be shared with the controller involved. Only feedback that users specifically agree to share with the controller involved will be posted to the forums. Even if you provide your BVA ID or call sign in the narrative, it will be removed before being posted to the publicly-visible forum.

We take your feedback very seriously; each piece of relevant feedback is communicated directly to the individual controller as well as the controller community as a whole and general trends are used to identify controllers for special recognition. Feedback from pilots is also considered when designating a "Controller of the Month".

Please take a moment to submit your feedback for our controllers now by clicking on the [Controller Feedback Form](#) link from the navigation bar on the left side of every page. Our controllers very much appreciate hearing from the community at large, and I believe more feedback will continue to improve the pilot-controller interactions that keep us coming back.

Controller of the Month

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 **Andrew ('PG158')** as the Controller of the Month. Andrew has recently begun training on Class C Approach and has picked up the new phraseologies and methodologies extremely well. In addition to his own training, Andrew works as a mentor for both our ATC and Share the Cockpit training programs. He approaches ATC with a consistently positive attitude and often spends long hours controlling, mentoring, and flying on the server. This month, he has also been online more than any other controller!



Cape Air Virtual >>

Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For May, that pilot is Jimmy ('touchandgo570'), who has flown a total of 49.0 hours...and counting. Congratulations Jimmy!

Cape Air Rodeo >> Cape Cod
Saturday, June 11, 2-5PM ET



Regional Circuit



Tuesday, May 31
(8-11pm ET)

KLAS (Las Vegas) &
KLAX (Los Angeles)

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, June 30
(8-11pm ET)

KSTL (St. Louis) &
KBNA (Nashville)

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



Monday, June 6
(8-10pm ET)

KLAS (Las Vegas)

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, June 19
(2-5pm ET)

Arizona

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



Saturday, July 9
(2-5pm ET)

EGPF (Glasgow) &
EGCC (Manchester)

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



July 22-31

Pacific Northwest
(KSEA, KPDX, CYVR, CYLW)

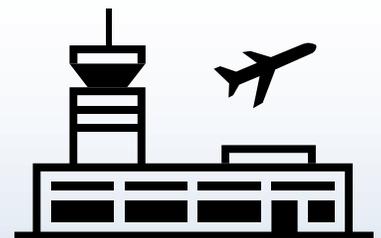
BVA's Getaway Event takes pilots and controllers for a change of scenery, and features various airports across North America. Join BVA as we 'Getaway' to explore new airports and destinations

Pilot Tip of the Month

Contact Departure After Takeoff

We don't always have local control; sometimes pilots depart with only an approach or center controller acting as a tower controller. Even though you're not getting "handed off", be sure to check in with Boston Centre and give your altitude climbing through about 1,000' AGL.

Giving a controller your altitude helps identify you, and ensure that your transponder is working correctly. If you don't check in with your altitude, a center or approach controller will correct you, but it saves controllers time if you call with your altitude and call sign first, even if you haven't gotten specifically switched over by a tower controller.

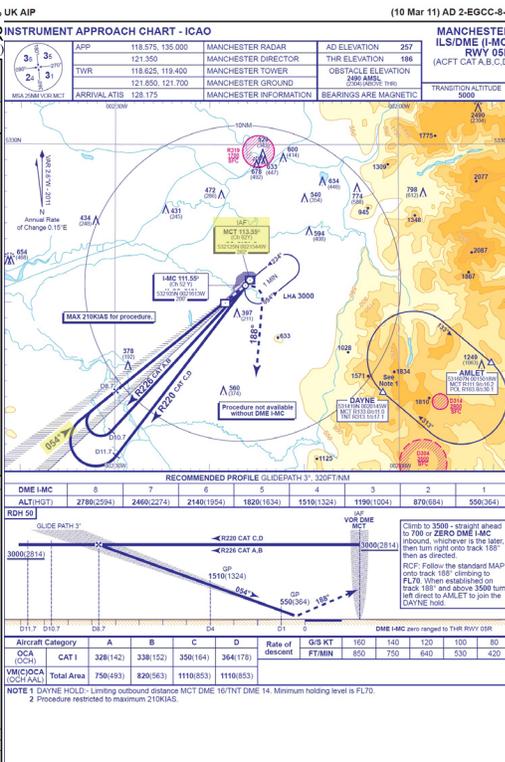
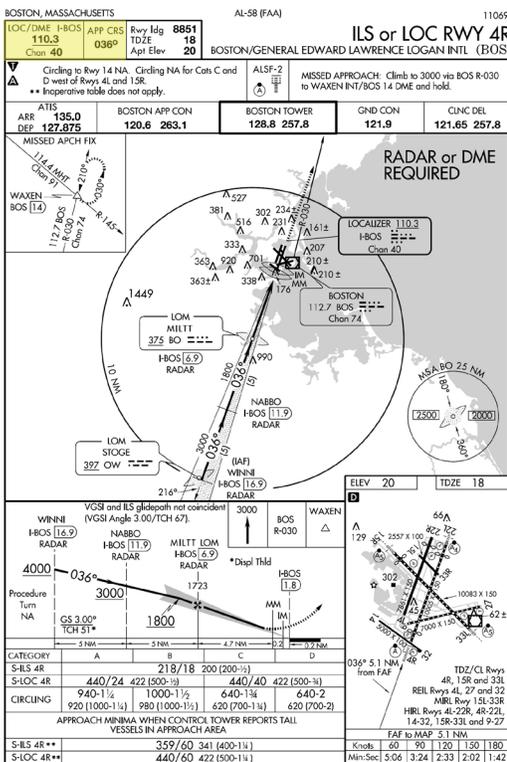


Our Tour of Europe Starts this July!

We're taking our popular Regional Circuit concept across the pond to Europe starting in July! In addition to our regular Tuesday night Regional Circuit, we'll be featuring European Tour events between two fully-staffed European airports on weekend afternoons (this timing should allow those of us in North America to participate at the same time as people from Europe and other parts of the world). Flying in Europe will be a little bit different than we're used to in North America, but I believe we're ready for the challenge!

If you have been logging in to the website regularly, you probably will have noticed that our first European Tour event is scheduled for Saturday, July 9 from 2-5pm ET and will feature Glasgow (EGPF) and Manchester (EGCC). Just like a Regional Circuit, you should spawn in early at either airport and plan to fly at least a round trip between the two airports to take advantage of the ATC. Based on existing staffing, it looks like we should have at least 3 controllers online from the U.K. live, so this might be your best chance to hear an accent that's as realistic as the ATC!

If you are a little worried about some of the complexities of European airspace, you aren't alone. Our next Logan Informer will take an in-depth look at some of the differences between flying in the U.S. and in Europe. We'll explain how to interpret different-looking charts, what phraseology changes to expect, and where you can go to find additional information.



Preferred Routes

Preferred routes for EGPF-EGCC:				
Aircraft Type	Altitude	SID	Route	STAR
Non-Jet	FL190 or below	TLA5A/6B	TLA N864 DCS	ROSUN1B
Jet	FL190 or below	NGY3J/2H	NGY N615 DCS	ROSUN1A
Preferred routes for EGCC-EGPF:				
Aircraft Type	Altitude	SID	Route	STAR
Any	FL200 or below	POL1Y/4S	POL N601 TLA	LANAK1A

In the interim, there are a few things you can work on to get prepared for the event in July. First, take a look through BVA's [foreign chart access tool](#). Look for either EGPF and EGCC and see what some of the different charts look like. If you look carefully, you should be able to find the same information you would get on an FAA chart from one of the new ones.

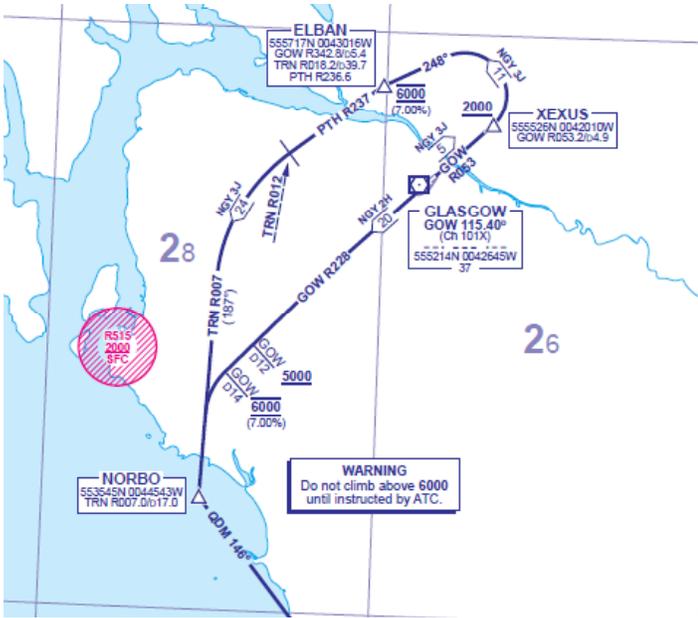
Next, look at the [Preferred Routes](#) for the event. Unlike most U.S.-based routes, European routes are specific to aircraft types and runway configurations, so it's impossible to plan out a route entirely before you know what the weather and airport are doing on the day of your flight. That's why there are two separate tables on the page and a variety of routes (see screenshot above). For the EGPF-EGCC flight (the more complicated one), you need to determine your aircraft type, figure out the correct altitude, and then decide which SID to use.

Let's say we're flying a jet aircraft from EGPF to EGCC. From the chart, we know we have to fly at or below FL190. The SID for our route says "NGY3J/2H". Unlike the LOGAN6 or many other U.S. departure procedures, the SID from EGPF actually is unique to different runways (the 3J/2H refer to different departure runways).

Once we are ready to fly, we'll check the ATIS and find out that Runway 23 is active...and therefore we'll be using the NGY2H departure (if Runway 5 were active, we'd use NGY3J). You can see the difference in the snapshot of the route on page 4: the NGY2H departure (southwest bound) shows us flying almost directly on course; if we depart the other way, we have to make a big left turn to get on course.

If you are navigating manually, you'd do so the same way you would out of a regular U.S. airport...by joining the GOW R-228 until the 14 DME (which you cross at 6,000), then turning to join the TRN R-008 to NORBO. If you prefer to let your GPS do some of the work, you'd have to locate the correct

Our Tour of Europe Starts this July! (Continued)



The new Galloway 2H/3J departure procedure for EGPF. This is the first part of the preferred route from Glasgow during our European Tour.

.PLN file (Jet, Runway 23, from EGPF to EGCC) and load that into your GPS.

So remember, there is a different departure procedure for every single runway, and often for different aircraft types as well (notice that jets fly the ROSUN1A arrival at EGCC while non-jets fly the ROSUN1B). But practically you're still flying an airplane just like you would be in the United States (on the LOGAN6, there are different instructions for jet vs. non-jet aircraft, and each runway has different instructions too. It's just not all on the same chart).

Of course, just like our other events, you can always just file "DIRECT" and be vectored on course using your GPS...but where's the fun in that?

The most important thing to remember about Europe is that we're there to enjoy a (massive) change in scenery and to see a different part of the world, not to exactly simulate realistic European operations. Our controllers understand that Europe is different (don't worry, it will be very different for them too!), and will be patient if you make any mistakes, need a frequency, or request vectors "DIRECT" instead of along your route.

We hope you enjoy the first leg of the European Tour! We'll have more information for you in the next Logan Informer as well as a full sample flight to get you more acquainted with those crazy European procedures.

If you really want to learn more now, you can read about some of the phraseology differences in our [Quick Reference Guide to U.K. Phraseology](#). You'll find quick and easy "translations" and full fledged examples so you understand what those crazy foreigners are trying to tell you!



Complexity

Pull stick up, plane goes up. Push stick down, plane goes down.
The buttons? They're there to impress the chicks.
Chicks are COMPLEX



Blind Faith

Knowing your equipment was made by the lowest bidder
and still relying on it with your life.

