



Jet Fuel: Buy a T-shirt and Support BVA

Evan ('Evanet')

BVA Administration Team

BVA and the New England Air Museum (NEAM) have teamed up to bring you Jet Fuel: a fundraising campaign to help support two great aviation organizations.

From now until June 14, you can buy a T-shirt online and contribute to the future sustainability of Boston Virtual ATC and the New England Air Museum. Each shirt sells for \$20, with proceeds split evenly between these two aviation organizations.

We've already sold 19 shirts – a great start. We still need your continued support to help reach our fundraising goal! Please reach out to friends, colleagues, and fellow pilots to encourage them to participate in the fundraiser.

Please [donate now](#) or [visit our forums](#) for more information.

In order to donate:

1. Go to www.booster.com/jetfuel
2. Click the "Buy Now" button
3. Follow the instructions, choose quantity and size(s), and check out
4. Shirts are delivered at the beginning of July (at the end of the fundraiser)



Less Than a Week Until Flight SimCon 2014!

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We couldn't be more excited that Flight SimCon 2014 takes place this weekend—June 7 and 8—at the New England Air Museum in Windsor Locks, Connecticut!

Many of our controllers, members, and administrators are using planes, trains, and automobiles to make it to the event in person. Many more are planning to spend time flying and controlling on the server during the weekend. Either way, we look forward to the community's participation in this special event. The more active our community is, the more new members we can draw in over the course of the event.

Expect a thorough ATC presence during Saturday, June 7 and Sunday, June 8, with multiple controllers online throughout the event. As always, ATC will be posted on the [ATC Timetable](#) beginning approximately a week before the event.

KBAF will be the central general aviation airport during the event, and will likely receive the most attention. ZBW and the Bradley

TRACON will also be busy places during convention hours: 10am-5pm on Saturday, and 10am-3pm on Sunday.

All members, including those who are attending Flight SimCon in person, are encouraged to take screenshots and photographs of the event! The best pictures will be posted in the next edition of BVA's Logan Informer. Please send Flight SimCon images to photos@bostonvirtualatc.com during and after the convention.

For those of you participating remotely: we look forward to seeing an active server all weekend! And for those attending in person, we can't wait to meet or see you again in just a few days.



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 Jonathan ('Jonathan'), who has flown a total of 32.6 hours! Congratulations, Jonathan!



Regional Circuit



Tuesday, June 3
(8-11pm ET)

KBDL (Bradely) &
KBOS (Boston)

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

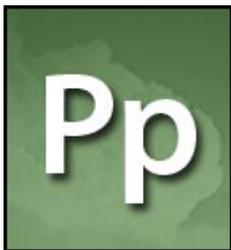


Thursday, June 19
(8-11pm ET)

KABQ (Albuquerque) &
KCOS (Colorado Springs)

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



Tuesday, June 24
(8-11pm ET)

KIAH (Houston)

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 29
(1-4pm ET)

Cape Cod
(KACK, KHYA, and KMYV)

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



Saturday, June 14
(2-5pm ET)

Washington Special
Flight Rules Area

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



July 12 - 27

Alaska
(PADQ, PAFA, PANC, PAVD)

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.

For June, BVA's ATC Instructors wish to recognize **Devon ('azreark1')** as Controller of the Month. An active member of our military

community, Devon somehow finds time between operating an aircraft carrier and flying formation to provide civil ATC to our members. Members of the ATC Training Staff have commended Devon on his consistently calm and professional demeanor, effective controlling and excellent service to pilots (particularly during events). During regular evenings, Devon has offered several "radar approaches" (e.g., PAR and ASR approaches) to willing pilots, adding an additional level of realism and entertainment to daily flights on our network.

Congratulations, Devon!



“Climb Via”

On April 3, 2014, the FAA implemented “climb via” phraseology for Standard Instrument Departures. The same phraseology was put in place on BVA.

A key definition associated with the new “climb via” phraseology is the “top altitude” – the published or ATC assigned altitude limit of the SID until cleared to climb higher by ATC. On many SIDs, the “top altitude” may be found in the “DEPARTURE ROUTE DESCRIPTION” section and will be phrased as follows:

“Maintain (altitude) or as assigned by ATC. Expect clearance to filed altitude/flight level (time) minutes after departure”.

For example, the SID top altitude on the [Portland Four Departure](#) is 3,000'. In the absence of additional ATC climb clearance, aircraft should level off once reaching 3,000'.

“Climb via” is an abbreviated ATC clearance that clearance requires compliance with any lateral path, speed restrictions, and altitude restrictions on the associated Standard Instrument Departure (SID). It may be issued in the initial ATC IFR clearance or given as an airborne clearance.

“Climb Via” Issued as part of ATC IFR Clearance

When given as part of an initial ATC IFR clearance, the phrase “climb via” means to comply with any lateral path, speed restrictions, and altitude restrictions while climbing to the SID’s top altitude. The aircraft must not climb above the SID top altitude without additional ATC clearance. The phraseology used will be “climb via SID”.

For example, Portland Clearance Delivery might issue the following instruction to a departing aircraft:

“Brickyard 3267, cleared to the Washington Reagan Airport via the Portland 4 departure, radar vectors Kennebunk, then as filed. Climb via SID. Squawk 3113.”

This clears the aircraft to climb to the SID top altitude (3,000'), and expect its filed altitude/flight level 5 minutes after departure.

As a reminder, the filed/expected altitude is not relevant, and has no bearing on the SID, unless communications are lost between the pilot and ATC. Upon reaching the SID top altitude, aircraft should level off and await or request further climb instructions from ATC.

“Climb Via” Issued as an Airborne Clearance

Given the design of airspace and ATC procedures in the Northeast, almost all “climb via” clearances will be given with the initial ATC IFR clearance, and will imply the aircraft is cleared to climb to the SID top altitude. However, “climb via” can also be used as part of an airborne clearance. In these situations, “climb via” may be issued in conjunction with the name of the SID (e.g., “SWA311, proceed direct SCANT, climb via the EDETH1 departure”).

Additional Reminders about ATC Speed and Altitude Clearances

The FAA’s implementation of the “climb via” phraseology was accompanied with a few reminders about this and other phraseology:

- The term “resume published speed” is used to terminate ATC speed adjustments on routes where there are published speed restrictions.
- Where published speed restrictions are no longer required, the phraseology used is “delete speed restrictions”.
- When ATC issues “resume normal speed”, this phraseology applies only to procedures or route segments where there are no published speed restrictions.
- A Climb/Descend Via clearance cancels a previously assigned ATC speed restriction and all subsequent published speeds are mandatory.

The information in this Pilot Tip was sourced from BVA Air Traffic Control Standard Operating Procedures and an [FAA Information for Operators \(InFO\)](#).

