



## BVA's Caribbean Getaway

Got the winter blahs? Getting a little cold and dark for you around the Boston area? Sick of seeing ice and snow on the tarmac everywhere? Got your forward shields working overtime? How about giving your ship and yourself a break, and joining BVA as we vacation in the Caribbean? Imagine sparkling clear blue water, towering cumulous clouds with spontaneous eruptions of rain, cruise ships, bikini clad fauna, and of course the famed Maho Beach—AKA Airport Beach!

Now you can make the many YouTube videos come true in your own special way! This is your big chance to entertain vacationers trying to hold on to the airport fence with your own jet blast as you depart Princess Juliana Airport. Or perhaps you would prefer to see just how close you can get your landing gear to a sunbather's head as you flare for runway 10.

Whatever your pleasure, come be part of BVA's Caribbean Getaway from March 19 - 28 as we feature 4 airports in the sunny climate of the Islands: San Juan (TJSJ), Charlotte Amalie (TIST), St. Martin (TNCM), and St. Croix (TISX). **Please note that charts for TNCM are not available from the usual sources, so click [HERE](#) to get them.**

Note that TJSJ, TIST, and TISX only have one runway—meaning arrivals and departures will be sharing the same strip. Like the



Aspen Getaway, expect one minute separation arrivals and rapid fire “no-delay” departures. Many of our featured airports also have interesting approach and departure procedures, so come and challenge your pilot skills, while you enjoy the wonderful sights and sounds of the Caribbean. Consider this your opportunity to relax, have some sun, and count cruise ships: we'll see you in the Caribbean skies!

– By Chuck ('Article10')

## Caribbean Getaway Airport Information

### Luis Munoz Marin International Airport - TJSJ

Airport Information:  
Elevation: 9 ft / 3 m  
Class: Charlie  
Runways:  
8/26 10,000 ft / 3,049 m  
10/28 8,016 ft / 2,443 m  
Frequencies:  
Ground: 121.90  
Tower: 132.05  
Approach/Departure: 119.40



### Princess Juliana International Airport - TNCM

Airport Information:  
Elevation: 11 ft / 4 m  
Class: Charlie  
Runways:  
10/28 7,070 ft / 2,155 m  
Frequencies:  
Ground: 118.70  
Tower: 118.70  
Approach/Departure: 128.95



### Henry E Rohlsen Airport - TISX

Airport Information:  
Elevation: 74 ft / 23 m  
Class: Delta  
Runways:  
10/28 10,000 ft / 3,049 m  
Frequencies:  
Ground: 121.70  
Tower: 118.60  
Approach/Departure: 128.65



### Cyril E King Airport - TIST

Airport Information:  
Elevation: 23 ft / 7 m  
Class: Charlie  
Runways:  
10/28 7,000 ft / 2,134 m  
Frequencies:  
Ground: 121.80  
Tower: 118.10  
Approach/Departure: 128.65



# Pilots Wanted - No Experience Required!

Over the last month or so the BVA Share the Cockpit (STC) program has picked up some serious steam. We've added three new instructors – Tom ('Tovio512'), Chuck ('Splonedog'), and Joe ('Tweek441') – and defined three distinct learning tracks for pilots to choose from.

Tom's real world flight experience is as a single engine private pilot who flies both land and seaplanes, and he has found a niche instructing the 3P Pilot Proficiency Program. The 3P is a complete series of lessons beginning from the basics in the Cessna 172 to the challenges of turboprops and jets. The 3P program is designed to mirror the type of curriculum one would find in a real world flight instruction program.

Chuck is a real world sailplane pilot, and has over 2000 hours in FSX airliners. Chuck is currently instructing the STC airliner program, which could also be called the BVA Fast Start program. If you are a new BVA member who just wants to get in the air quickly, then this is the track for you. Candidates receive help working with ATC, VOR navigation, jetroutes, ILS approaches, and airliner operations.

Joe is a real-world military helicopter pilot, as well as a member of the BVA Coast Guard. Joe has designed a complete rotor program containing everything from the basics of helicopter operation to Coast Guard search and rescue missions and carrier operations.

So who is STC ideally suited for? Anyone who wants to sharpen their pilot skills would benefit from an orientation flight with an STC instructor. But we're also finding that newer members who want to get used to their aircraft and BVA in general are most common members of STC.

How can you join or get more information about STC? Posting in the STC section of the BVA forums is the best way to get in touch with our instructors. You can also send an e-mail directly to STC Chief Pilot Vince at [jettech75@bostonvirtualatc.com](mailto:jettech75@bostonvirtualatc.com), who will direct your e-mail to the correct person.

Behind the scenes the STC staff is organizing and working to be able to serve the needs of the BVA community more fully. If you have additional thoughts or ideas about how make the STC program better, PLEASE speak up and let us know.

Whether you are a newbie sitting on the tarmac too petrified to even toggle the mic and call ground (remember those days folks?), an experienced pilot who would like an outsider to confirm your abilities, or even if you are seeking a soup-to-nuts flight training curriculum, STC can help. Don't be shy, look us up! STC is here for you, and we are happy to be of service.

– By Chuck ('Article10')



## Pilot Tip of the Month

### Aircraft Types

Filing your aircraft type correctly as part of your flight plan is important, but can be a little tricky. There are three parts to the entry you make in the "Aircraft Type" field of your flight plan. A prefix (sometimes omitted), type, and suffix. This takes the form of X/XXXX/X. The prefix provides information about your weight category (heavy, medium, or light), and the suffix provides information about your equipment type. Each part is discussed in more detail below.

**Prefix:** The prefix of "H/" is the only applicable prefix and is only included for heavy aircraft. If your aircraft is "Heavy", then you would add "H/" in front of your aircraft type (for example, H/B763/Q). There are no prefixes for the "Medium" or "Light" categories, so a M/B738 entry would be incorrect.

**Type:** The aircraft type (the main part, between the slashes) consists only of four digits. It does not normally include dashes, and can be a mix of letters and numbers. If you have entered a three- or five-digit code here, you've got it wrong. For example, BE58/A, B738/R, B58, MD-11, or 737 are all incorrect.

**Suffix:** The suffix ("/A" is one of many possibilities) tells controllers what type of navigational equipment you have on board. This is particularly important for aircraft that do not have a GPS/FMS. A full list of equipment suffixes, along with the other lists, can be found in FlightDesk. However, the most common are "/A" (VOR and 'old fashioned' navigation only with no GPS), "/G" (a simple GPS), and then either "/J" or "/Q" for most 'payware' airliners with a functioning FMS. The suffix is important because controllers need to know whether they can provide you with an instruction like "direct BOSOX" if you have a GPS or if you will require a vector to an airway or radial if you don't.

Here are some correct examples: C172/A, BE58/G, B738/J, H/B744/Q, C414/G. Don't think you need to memorize all the prefixes, suffixes, and types, however. All of this information is provided for you in FlightDesk! From the "Browser" tab, click Connect to BVA, then look for the HelpDesk link. From there, you will find links to Airline Codes, Aircraft Suffixes, and Aircraft Type Abbreviations.



## Regional Circuit



Tuesday, March 2  
(8-11pm ET)

KSEA (Seattle) &  
KGEG (Spokane)

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



Thursday, April 1  
(8-10pm ET)

KSFO (San Francisco)

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!)

## Hyper-Tension Convention



TBA

The HTC aims to create the most intense experience for pilots by squeezing eleven controllers into a small airspace, encouraging pilots to sign-up for a departure slot, and keeping blood pressure as high as possible for as long as possible.

## Domestic Journey



Friday, April 16  
(7-11pm ET)

KLAS (Las Vegas) &  
KSMF (Sacramento)

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, March 7  
(2-5pm ET)

Florida

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



March 19 - 28

The Caribbean  
(TJSJ, TNCM, and TIST)

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

