



60 Hours of ATC: 14 Days to Go!

Evan ('Evanet')

BVA Administration Team

We are just days away from 60 Hours of ATC! Beginning at 11am ET on Friday, November 14, Boston Center will be available for 60 straight hours in celebration of our 8th birthday. Better yet, every flight plan filed with and controlled by ATC generates at least \$1 for our server and for charity. Two anonymous members are sponsoring the event, so the more you fly, the more they donate—and the more we generate together for charity and our community.

Participating in the event is simple: just fly any time between 11am on November 14 to 11pm on November 16. Flight plans are automatically counted toward the total as long as you talk to ATC during your flight. \$1 is generated each time you file a flight plan, and a further \$1 is counted each time you speak to a new controller. The more controllers you talk to, the more money your flight generates.

In addition to the continuous staffing of ZBW, we'll be flying a KBOS & JFK Regional Circuit from 8-11pm ET on the Friday, and Packing the Pattern at KBOS from 2-5pm ET on the Sunday.

This year, we're adding the option of having a custom-built flight schedule created for you during the event. For pilots who wish to receive a dispatch complete with airports, arrival times, and gate assignments, an online [Flight Schedule Request Form](#) should be completed before the end of the weekend.

Your flight schedule will be emailed to you by November 3, 2014, and you'll be responsible for completing the assigned flights. You can choose from a variety of aircraft and flight types, and identify the times you think you'll be online. Assigned routes will be coordinated with ATC staffing and events, ensuring full ATC coverage throughout 60 Hours of ATC.

Please visit the [60 Hours of ATC](#) page of our website for more information about the event.

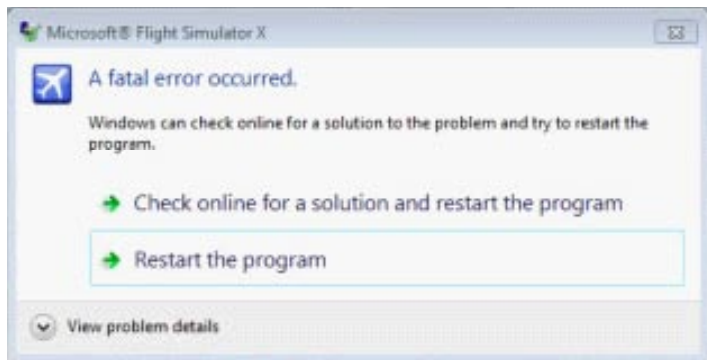
2014 60 Hours		Sign-In 0730	Sign-Out 14:30	Airline: UAL							
Flt	Dep	Arr	Gate	Turn	Eqp	Blk	TAS	Route			
1527	KORD	08:00	KEWR	10:31	C81	0:59	738	2:11	446	DUFEE ELX HAAKK DOXXY SOSIC KEEHO J584 SLT FQM3	
1498	KEWR	11:30	KBOS	12:18	B28	0:59	738	0:48	328	MERIT KRANN3	
1686	KBOS	13:10	KEWR	14:08	C86	-	738	0:58	342	PATSS3 PATSS NELIE FLOSI3	

Don't Let Fatal Errors Bring You Down

Evan ('Evanet')

BVA Administration Team

It's a terrible feeling: mid-flight, or perhaps just as you get set to turn final, FSX starts to lag a little bit and then suddenly you see a message pop up on the screen:



If you find that FSX crashes regularly, we can help! Boston Virtual ATC has put together a detailed, step-by-step guide to troubleshooting and resolving the fatal errors that prematurely end our flights. Visit the guide at www.bostonvirtualatc.com/fatalerrors.

When FSX encounters a fatal error, the program stops. The screen normally turns white and a message saying "A fatal error occurred." appears. The flight is gone and restarting the program is the only option. Fatal errors in Flight Simulator X are one of the most difficult technical issues to resolve but they can normally be fixed with patience and a bit of luck. Depending on the cause of the error, the issue may persist even after a full re-install of FSX.

No fatal errors are caused by multiplayer servers like Boston Virtual ATC's. Fatal errors are always specific to the configuration of the user's FSX. That means that you can take action to resolve fatal errors whenever you want to. It is best to use the guide immediately after you have received a fatal error, with the error message on the screen (when possible).

Cape Air Virtual >>

Pilot of the Month

This month, Cape Air Virtual recognizes the pilot who had the highest pilot rating. For October, that pilot is Joe (KAP755), who had a 107.87 rating over 18 flights! Congratulations, Joe! Next month's Pilot of the Month will also be awarded based on best pilot rating. At least 5 flights are required.



Regional Circuit



Monday, November 3
(8-11pm ET)

TJSJ (San Juan) &
TNCM (St. Maartan)

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



Friday, December 12
(8-11pm ET)

KDFW (Dallas Fort-Worth) &
KMSY (New Orleans)

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



Sunday, November 16
(2-5pm ET)

KBOS (Boston)

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, November 30
(3-6pm ET)

SoCal
(KCNO, KFUL, and KSNA)

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



Wednesday, November 19
(8-11pm ET)

IFR Procedures
KMSO (Missoula)

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



November 1-9

Caribbean
(TJSJ, TNCM, TIST, and TISX)

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, BVA's ATC Instructors recognize **Jay ('JKLovelace')** as Controller of the Month. Jay has been one of the most active Center

controllers over the past few weeks, including putting in some 6+ hour sessions to provide ATC outside of peak hours. Jay has been online before and after events, and regularly stayed up late to accommodate the last few arrivals of the night. The ATC Instructors nominated Jay in part for exceptional performance noted during a string of late-night arrivals at KBOS that was handled even after Jay had been working a position for a Regional Circuit event.

Jay's dedication to providing ATC for members, and willingness to remain on the position long enough to get all of the aircraft landed safely, provides an excellent example for other controllers to follow.



Pilot Ratings Program

Evan ('Evanet')

BVA Administration Team

More than 250 BVA members have taken part in our Pilot Ratings Program and 22 of them have completed all 20 ratings flights. Now it's your turn!

The Pilot Ratings Program (PRP) is a series of self-study training flights designed to help pilots learn about flying within the ATC system. The program won't help your 'hands-and-feet flying'; that's something that United Regional or our Virtual FBO coaches can help with. Instead, the PRP focuses on the procedural elements of flying.

The program starts with VFR closed traffic at Nantucket (KACK) and then uses the next 5 flights to build in additional VFR topics like enroute navigation, airspaces, and Class B transition routes. From there, the focus switches to IFR flying, building from SIDs and ILS approaches in PRP IFR 1 to full approaches, DME arcs, diversions, holds, and charted visual flight procedures by PRP IFR 14! In all, it takes 20 ratings flights to complete the program.

Flying PRP flights is straightforward. Start at the [PRP Flights Index](#) page and choose the flight you wish to fly. Next, click on the link to see the detailed briefing material included for each flight. Then, request a PRP flight from ATC by filing your PRP flight number in the "Additional Comments" section of your flight plan and requesting the flight from ATC.

After that, fly the flight as you otherwise would. Once you have completed the flight, ATC will advise the outcome. If you don't pass a rating, you may be given an opportunity to re-do a portion of the flight, or to re-try it at another time.

Flights can be completed in either the Boston or New York ARTCCs. When Boston Center is online, the flight can be completed as it is written. If New York Center is staffed, look for the "New York ATC" section of each flight for substitute airports that can be used in that ARTCC. And if neither Center is staffed, or if ATC is available at a different airport, check the "Alternate Airports" section to see if the other airport qualifies.

▶ PRP VFR 2: VFR Navigation and Flight Following

Summary

In this second PRP VFR rating, it's time to fly somewhere! You will put the skills learned in the previous flight about the traffic pattern to work on a VFR flight from Nantucket Airport (KACK) to the Quonset State Airport (KOQU). In the process, you will learn about obtaining Flight Following, selecting an appropriate VFR cruise altitude for your direction of flight, and will also brush up on your exits and entries of the traffic pattern.

Test Standards

1. Exits and enters traffic pattern
2. Selects an appropriate VFR cruise altitude
3. Communicates in ATIS

Suggested Aircraft

Slow Piston (e.g., Cessna 172 Skyhawk, Mooney Bravo, Maule Orion, etc.)

New York ATC

When ATC is online in New York Center, this rating may also be completed by flying KHPN-KAVP.

Alternate Airports

This rating can be flown between any two controlled airports within U.S. airspace provided the airports are at least 30nm apart.

If New York Center is online, PRP VFR 2 can be completed at KHPN-KAVP.

If another airport has ATC, or when Boston and New York Centers aren't online, Alternate Airports can be used as substitutes.

2014 Caribbean Getaway Begins Today!

Evan ('Evanet')

BVA Administration Team

Today is the first day of our 2014 Caribbean Getaway! That means we'll be featuring TIST, TISX, TJSJ, and TNCM in the San Juan Center until November 9.

During the Getaway, we move our entire operation to the event airspace. Instead of staffing Boston and New York Centers (and underlying airports), we'll be staffing the San Juan Center. Just like in our home airspace, we encourage pilots and controllers to pick airports and routes that are of interest to them. However, because we are away from home, we've pre-selected four airports that we think you'll like. TIST, TISX, TJSJ, and TNCM are our "preferred airports" for the event, and we've provided Airport Updates and Preferred Routes for all of them.

During any Getaway, you can still attempt Pilot Ratings Program (PRP) flights as long as you can find airports that meet the "Alternate Airports" criteria for the flight. Cape Air Virtual routes are available throughout the Getaway, and operations at United Regional and our Virtual FBO continue as usual.

Because the Princess Juliana International Airport (TNCM) is outside of U.S. airspace, charts for the airport aren't available from the usual places. Instead, you can [access them on our website](#).

BVA is also proud to provide a special scenery update for Princess Juliana International Airport (TNCM) that addresses some recent changes at the field. Please download and install our 2014 Caribbean Getaway Airport Updates package to get the latest version of TNCM installed for the Getaway.



FlightSimCon Website Refreshed for 2015

Evan ('Evanet')

BVA Administration Team

FlightSimCon 2015 will be held on June 13-14, 2015 at the New England Air Museum in Windsor Locks, Connecticut (approximately 20 minutes north of Hartford, just off the grounds of the Bradley International Airport).

The [FlightSimCon website](#) has recently been updated to display details about the 2015 conference. While registration will be available later this year, the conference is currently looking to secure sponsors, exhibitors, and speakers. If you are personally

interested in partnering with the conference, or have connections with any organizations that you think could benefit from FlightSimCon, contact flightsimcon@bostonvirtualatc.com. In particular, the conference is looking to partner with FSX add-on developers, flight schools, universities, and other aviation communities.

Keep your eyes on the FlightSimCon website, Facebook page, and Twitter feed for more information about the conference as speakers and exhibitors are announced. General registration will be available approaching the end of the year.

Member Support Team

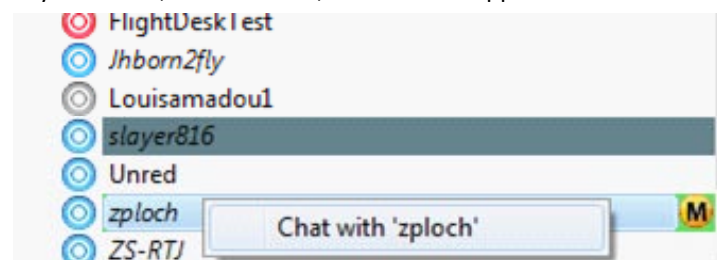
Evan ('Evanet')

BVA Administration Team

To better identify the Member Support Team in FlightDesk, an "M" icon has been added beside the BVA Username of members who are part of our volunteer support team. While members are always happy to help, the Member Support Team is comprised of members who have specifically volunteered to help with support and flying-related questions.

The new icon is a yellow "M" and will be depicted beside anyone who is part of the Member Support Team.

As always, we encourage members with questions to post them in FlightDesk's "Chat and Log" tab, or to send a private message to any controller, administrator, or Member Support Team contact.



Screenshot of the Month

Max ('Ameri767300')

BVA Administration Team

Congratulations to Joshua ('jdogiedog'), for winning October's Screenshot of the Month contest. Pictured below, his shot is of

a Delta Airlines Airbus A320 enroute to Boston. Stay tuned to the BVA Forums for information on next month's contest.



Requesting Taxi

What's missing?

“Long Island Ground, Cessna 172 N61588, information Bravo, request taxi to the active, VFR closed traffic.”

When you call Ground (or the overlying controller) with a request to taxi, make sure to include your current position on the airport – otherwise, ATC has no way of knowing where you are coming from. Remember, part of the initial callup on a new ATC frequency is your location on the airport surface:

Items to include in a “first call” to a new ATC facility:

- Name of the facility being called
- Your full aircraft identification as filed in the flight plan
- When operating on an airport surface, your position
- When operating in the air, your current altitude (and, if necessary, your position)
- Your message, or the type of message to follow if it is a long request

Most FAA Airport Diagrams identify general aviation parking areas or “FBO”. However, you’ll want to be more specific when more than one FBO exists at the airport. In those cases, you can reference your position on the airport with a taxiway (for example “south of Sierra”). Additionally, many pilot apps like ForeFlight or FltPlan Go! include a version of the airport diagram with FBOs depicted.

If you use AirNav.com for charts, look for a mini Airport Diagram about halfway down the right side of the airport page. It lists the location of common FBOs, and those can then be referenced in your initial call.

For example: *“Long Island Ground, Cessna 172 N61588, information Bravo, at SheltAir, request taxi for VFR closed traffic.”*

