



 **Cape Air Virtual >>**  
**Pilot of the Month**

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For September, that pilot is Ibrahim ('ikhadra'), who has flown a total of 20.2 hours!

## Pilot Tip of the Month

### Make Your Approach Requests Early!

**A**s you are approaching your arrival airport, ATC will provide you with at least the altimeter setting at the airport as well as the approach to expect. ATC may also provide you with the identifier of the current ATIS or, if no ATIS is available, the wind, altimeter, and any relevant weather information. The transmission is normally given when you are 30-60 miles from the airport and sounds like this: "N1234A, Boston Airport Information BRAVO current, Altimeter 30.06, expect ILS Runway 4R Approach".

The moment you receive this transmission is the moment to start planning your approach. Get the chart ready, verify runway length and minimums, calculate your flap and approach speeds (if necessary), brief the approach—these items should all start happening right away. Why? **Because it's important to inform the controller early if you are unable to accept the assigned approach, or if you'd like a different one.**

Occasionally, pilots will wait until the last minute—literally until when they are told to "turn left Heading 060 to intercept the localizer"—to inform ATC that they are unable an ILS approach. Similarly, pilots sometimes wait until they are asked to report the field in sight before asking for an ILS approach instead.

Each type of approach is different and the vectors, altitudes, and speeds that are assigned with the approach differ as well. If the controller is planning for you to execute a visual approach and you wait until you are 10 miles from the airport to ask for an ILS, it may be too late.

To receive the most expeditious ATC service and avoid hearing "you needed to make that request earlier, turn left Heading 360, vectors for re-sequencing", **decide within minutes of receiving the approach to expect whether you want a change, and advise ATC early if you do.** And remember, whenever you are told to expect a visual approach, it's always a good idea to have the localizer frequency tuned in to help ensure your alignment with the appropriate runway and in case ATC changes your runway.



## Regional Circuit



Tuesday, October 2  
(8-11pm ET)

KASE (Aspen) &  
KDEN (Denver)

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, October 25  
(8-11pm ET)

KIAH (Houston) &  
KOKC (Oklahoma City)

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



Thursday, November 15  
(8-10pm ET)

KPHX (Phoenix)

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



Saturday, October 13  
(2-5pm ET)

Sothern California  
(KPMD, KBUR, KVNY, KWHP)

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



Sunday, November 4  
(3-6pm ET)

Crosswind Landings  
KPDX (Portland)

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



October 28 - November 4

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

## 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, our Instructors are proud to recognize **James ('skybum23')** for his outstanding effort and dedication to our

community. James is a former FAA controller but hasn't let that affect the humble, respectful attitude he displays to controllers and pilots. He consistently receives positive feedback on his performance from pilots. He is always polite, happy to help new members get acquainted with the community, and is incredibly knowledgeable about aviation and air traffic control.

James is regularly online for events, and is sometimes the lone controller during afternoon mini-Rc events or even quiet evenings. On top of his training, he has been working with the A-Team to promote BVA within the flight sim world. Congratulations, James, on this well-deserved recognition!

