



## 60 Hours of ATC Takes Flight Next Month

Evan ('Evanet')

BVA Administration Team

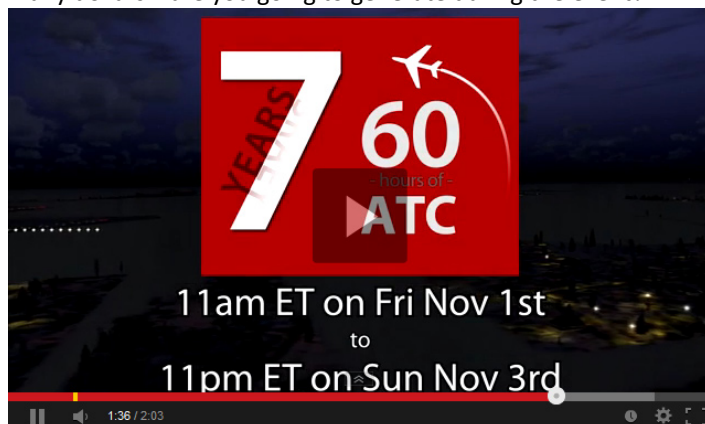
In celebration of Boston Virtual ATC's 7th Birthday, we'll be **staffing Boston Center for 60 Hours from 11am on Friday, November 1 to 11pm ET on Sunday, November 3.** Any time you want to fly or control within that 60 hour period, day or night, you'll find ATC coverage online. **But better yet, every single flight completed will generate money for our server and for charity!**

This event has always been a big generator of funds for charity and for our server. An anonymous donor is supporting the event by donating \$1 for every flight plan and a further \$1 for every ATC handoff that occurs during the 60 hour period. At the end of the event, we'll add up the total and split that amount between the Bill & Melinda Gates Foundation and BVA's server expenses.

Please visit our [7 Years](#) page to find out more information about the event and view the ATC rosters for the Friday Regional Circuit

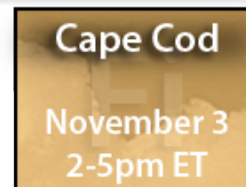
and Sunday General Aviation Fly-In. The ZBW staffing roster will be posted shortly.

The amount of money that's generated for the Bill & Melinda Gates Foundation depends directly on you: how many flights—and how many dollars—are you going to generate during the event?



**Non-stop Boston Center for 60 hours**  
from 11am ET on November 1 to 11pm ET on November 3

**\$1 for every controlled flight plan**  
**\$1 for every ATC handoff**



## New VFR and IFR Ratings Flights Coming to the PRP

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We had a fantastic turnout for the first of our Pilot Ratings Program Challenge Events last Sunday, September 29, from 3-6pm ET. ATC was strategically staffed to allow pilots to fly PRP VFR flights 1-3 and PRP IFR flights 1-3. During the 3-hour period, controllers passed 19 ratings. We also saw 6 members take their first flights in the program.

If you missed the event or are looking for your next opportunity to pass ratings, remember that you can fly PRP flights any time the relevant controllers for your flight are online. **And stay tuned for our next Pilot Ratings Program Challenge, from 3-6pm ET on October 27 featuring PRP IFR 4-6.**

To date, 1,060 ratings flights have been completed by the almost 200 users that are involved with the PRP, and 26 members have the distinction of having completed all PRP flights...for now! Due to the extreme popularity and success of this program, we are pleased to announce 6 new PRP flights will soon be added to

the training materials that are available to BVA members. PRP VFR 4-6 will help pilots gain additional familiarity with airspace, learn the cross country planning process, and fly the KBOS Class B airspace transition (helicopter) routes. PRP IFR 12-14 will allow pilots to gain additional practice with advanced IFR procedures and introduce Charted Visual Approach Procedures (CVFPs) to the program.

Keep an eye on our forums and website over the next few weeks for the additional PRP flights to be released around the middle of the month.

Boston Virtual ATC's Pilot Ratings Program is a self-study training program designed to help members learn how to fly within the ATC system. The program is structured as a series of training flights, each of which contains in-depth reference material. Starting from the first flight, VFR closed traffic at KACK, the program layers skills on flight by flight, and builds up to a series of challenging IFR procedures in PRP IFR 11. Click [HERE](#) to access the Pilot Ratings Program portal and find out more information about getting started!



## Regional Circuit



Tuesday, October 1  
(8-11pm ET)

KMCO (Orlando) &  
KTPA (Tampa)

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 3  
(8-11pm ET)

KLAS (Las Vegas) &  
KSFO (San Francisco)

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



Wednesday, October 16  
(8-10pm 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, October 15  
(2-5pm ET)

Tampa Bay  
(KPIE, KSPG, and KSRQ)

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, October 27  
(3-6pm ET)

Pilot Ratings Program  
IFR 4-6

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



December 1-8

South Florida  
(KMCO, KMIA, KPBI, KRSW)

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 ATC Instructors are happy to recognize **Chris ('N555UF')**. Chris has recently completed a long training process

to become certified for Class C Approach. One of the most complex positions to work, Class C Approach controllers need to be extensively familiar with a variety of operations spanning multiple airfields. Thanks for the excellent work, Chris!



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

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For April, that pilot is Joe ('piperN9181W'), who has flown a total of 28.2 hours!



# Screenshot of the Month

**Max ('ameri767300')**

Screenshot of the Month Coordinator

departure. Click [HERE](#) to see the forum thread containing all of the competition's entrants.

**C**ongratulations to **Max ('Ameri767300')** for winning BVA's September Screenshot of the Month contest! Displayed below, his shot is an American Airlines 767 taxiing out for

If you missed this month's competition and are interested in submitting a screenshot next month, stay tuned to BVA's forums for the October Screenshot Contest announcement.



## Pilot Tip of the Month

### Flying Departure Procedures

**A**t large airports, it is common for controllers to assign Standard Instrument Departures (SIDs) to pilots. SIDs help to expedite the flow of traffic from the busy airport area to the enroute environment. They can also provide obstacle/terrain clearance and noise abatement benefits.

SIDs are charted procedures that apply only to IFR aircraft. Often, pilots will file a specific SID. However, controllers can also assign SIDs to flight plans without a SID or to replace an existing SID.

SIDs normally use a format that starts with either the airport name, the name of a fix, or the identifier of a VOR, followed by a number. Examples include:

- LOGAN7 (pronounced "Logan Seven")
- BDL9 (pronounced "Bradley Nine")
- STEWY1 (RNAV) (pronounced "Stewy One")

SIDs work like any other charted IFR procedure in that all of the information needed to fly the procedure is contained within the relevant chart. Some SIDs, like the STEWY1 at KACK, require RNAV capability. Others, like the BDL9, include just a heading to fly after departure and so do not require any special aircraft or pilot capabilities. Some SIDs have multiple pages; ensure you always download all pages so that you have all the information you need available.

When you hear a SID being assigned to you as part of an IFR clearance, include it as part of the readback of your clearance. Then, pull up the chart and confirm you are familiar with the procedure and able to fly it. Like with all procedures on BVA, there is nothing wrong with not being able to fly a specific procedure as long as you inform ATC first! The controllers will be happy to provide you with an alternative clearance if you are unable to fly or are uncertain about flying a SID. However, controllers can't help you if you choose to accept a SID without understanding it, and then end up causing a conflict with another aircraft or getting too close to terrain. As always, if you aren't sure about a specific procedure but want to give a try, just let ATC know so the controller can provide guidance and assistance if something goes wrong.

For more information about flying SIDs, get started in our Pilot Ratings Program and fly PRP IFR 1.

