

Boston Virtual ATC's Logan Informer | Issue #10: August 25, 2009

Who's online?

Players Online

Controllers (7)

- ALB_T_119.50
- BOS_A_133.00
- BOS_G_121.90
- BOS_T_128.80
- BOS_T_132.22
- BTV_T_118.30
- ZBW_C_124.52

Pilots (45)

- [AAL095] metagen07
- [AAL700] theace6
- [ACA621] treking1
- [AME226] wildguy1591
- [APEX72] Maddpratter
- [BASHER14] Zinga Zinga Za
- [BAW142] neutronp
- [DAL1391] 135boomer
- [DAL422] delta1252
- [DAL-577] piperN9181W
- [FAST-11] skyblazer3
- [FAST13] georgeqaz
- [JET666] yalla18
- [KAP002] davedog330
- [KLM809] hoek21
- [N337R] Pagweb
- [N420BD] biggestdog420
- [N441HC] wingnut333
- [N451O] stweaver321
- [N504] razorback
- [N57JA] touchandgo1957
- [N7139X] Ajrpilot
- [N71FS] muggsopp
- [NM242] ThisIsMOC
- [NWA348] bcarter755
- [PA1145] mikey229
- [PJT591] Eroburn
- [RANK13] HerrHeinrich
- [TRS532] lareau82
- [TSA-778] nsfd627
- [TSA-815] 15N-Neil
- [UAL112] bbflyman
- [UPS42B] DariasKehl
- [WJA455] CMH
- [WOH1522] Zeophex
- [WOH362] Pierul
- [WOH375] georgeqaz

Congratulations BVA!

On Sunday, August 2, we generated \$850 in four hours of flying and controlling on BVA! In fact, we actually **maxed out** the server at 90 members, and had people waiting in the lobby to join. On behalf of our anonymous sponsor, BVA would like to take this opportunity to thank all the members, controllers or pilots, who took the time to participate in this event. I would also like to thank the other donors who contributed money to the Susan G. Komen for the Cure Breast Cancer Society as part of the event.

The sponsor of the event has provided the following quote about the event he conceived and funded, as well as the BVA community.

First off, I would like to say how proud I am to be a member of this community. In a little less than a year at BVA, I have made friends, learned a thing or two, and have watched a community come together with pride like no other. BVA members should hold their heads high knowing that there's not another community out there that comes close to what we've got. Thank you all for your participation in this special event. All it takes is a couple of words and the next thing you know Evan (as always) is on top of it. I don't think he could have done anything different and nor could of you by jamming the skies like I have never seen before. I was in the lobby for the first 2 hours and could have not been more pleased to see that the turnout was so good.

I would like to see more events like this and will sponsor another one soon. Post your ideas in the forums and maybe myself or another person will make it a reality. Thanks BVA; you took the blur out, and made a difference in someone's life.

The \$350 contribution to BVA is reflected in the latest version of our budget, available from the "Donations & Financial Information" page of the website.

N451O	ZBW_C_124.52	L45/G	IFR	3240	160/	KBOS	KBT	MHT V141 BT	2
N441HC	ZBW_C_124.52	C 441	IFR	2116	140/	KBT	KALB	BTV/CAM/KALB	140
CO	BOS_A_133.00	C 441	IFR	151	230/110	KBT	KALB	BTV/CAM/KALB	133
WOH63	BOS_A_133.00	C 441	IFR	425	140/	KBOS	KALB	ALB V2 GDM GDM3	15
WOH57	ZBW_C_124.52	B738	IFR	2266	140/	KBOS	KALB	GLYDE V270 CTR V146 ...	1
WOH537	ZBW_C_124.52	B738	IFR	3231	130/	KBOS	KBT	V141	2
N155DL	BOS_A_133.00	L45	IFR	2500	110/	KALB	KBOS	ALB V2 GDM GDM3	3
TSA-778	ZBW_C_124.52	L45	IFR	3632	140/050	KBOS	KALB	GLYDE V270 CTR V146 ...	1
APEX72	ALB_T_119.50	B738/G	IFR	6712	100/050	KBOS	KALB	BTV/CAM/ALB	hdg
AAL777	BOS_A_133.00	738/G	IFR	6712	100/050	KBOS	KALB	GLYDE V270 CTR V146 ...	4

Hyper Tension Convention: Survey

Written and developed by biggems1.

I have been appointed to create the next Hyper Tension Convention, which will feature the Washington (ZDC) ARTCC. We are considering tweaking the concept of the event slightly with the ultimate goal of making the next HTC a truly hyper, tension-filled event! Once you have taken a few moments to check out the concept I'll describe below, please take a few moments to complete the attached survey that will help BVA decide what the best way of moving forward with the HTC will be. This concept will add a big reality factor and should also keep a consistent amount of "hyper tension" at each airport/controller and even for every pilot!

>> [CLICK HERE TO ACCESS THE HYPER TENSION CONVENTION SURVEY](#) <<

Rather than having the "big 3" airports and approach controllers as was in the previous HTC, I am proposing a "hub and spoke" system. Essentially, the event would feature one major 'hub' airport (KIAD) and five smaller destination airports (instead of three large airports—KLGA, KJFK, and KEWR—like last time). The hub airport will be fully staffed from clearance delivery to approach and departure controllers. The destination airports will be staffed by a tower controller at a minimum.

Pilots will fly from the hub airport to a destination airport, and then back to the hub airport before flying back out to a different destination airport. There will be a 50 pilot sign up versus 23 at the previous HTC. 25 pilots will start at the hub airport, of which 5 will be bound for each destination airport. The other 25 pilots will start at the destination airports at 5 per airport, all going to the hub airport. An example is shown below.

Hub Airport: IAD (**25 pilots**, with 5 to each airport)

Destinations: ORF, CHO, PHL, RIC, MDT

5 Pilots fly from ORF, CHO, PHL, RIC, and MDT

Pilot "A" would fly IAD>CHO>IAD>ORF>IAD>PHL>IAD

Pilot "B" would fly CHO>IAD>ORF>IAD>PHL>IAD

The idea being that there will be 25 planes arriving and departing the hub airport and at least 10 arriving and departing each destination airport at all times!

This would keep a constant and equal amount of traffic at all the airports and at all times. Furthermore, the "HUB" would be the busiest airport at all times. As mentioned above, this would also make the event much more realistic!

In addition to the pilot signup, the drop-ins and GA aircraft will make it just that much more hectic! Given that the frequency of the HTC has been somewhat reduced, we hope to be able to get 50+ pilots into the server during these new events. Included in the survey are specific questions about pilot sign up, assigned routes etc. This is your opportunity to tell us what you think and to have the events run the way you think they should be run. Please take the time to fill out the survey (.pdf is attached) and submit it.

If you have any difficulty submitting the survey, please let us know. To ensure that we receive your response, **you will receive an automated notification within five minutes that your survey has been submitted** after you've e-mailed it to us. Questions, comments, and responses may be directed to survey@bostonvirtualatc.com.

>> [CLICK HERE TO ACCESS THE HYPER TENSION CONVENTION SURVEY](#) <<

Events Update

The list below outlines the basic concept of each event as well as the date, time, and location of the next event. Don't forget, full details about each event can be found on the [BVATC Events](#) page of our website.



REGIONAL CIRCUIT

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

Next Event: **Tuesday, August 25 (8-11pm ET)**

Location: **KLAX (Los Angeles) & KPSP (Palm Springs)**



DOMESTIC JOURNEY

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.

Next Event: **Thursday, October 1 (7-11pm ET)**

Location: **KBIL (Billings) & KSLC (Salt Lake City)**



PACK THE PATTERN

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!)

Next Event: **Thursday, October 15 (8-10pm ET)**

Location: **Los Angeles International (KLAX)**



GENERAL AVIATION FLY-IN

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.

Next Event: **Thursday, September 17 (8-11pm ET)**

Location: **To Be Announced**



HYPER TENSION CONVENTION

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.

Next Event: **Sunday, February 7 (4-8pm ET)**

Location: **Washington**




GETAWAY

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

Next Event: **August 28-September 6**

Location: **Alaska**

August 28 – September 6, 2009



BVA has been contracted to perform air traffic control services (as well as airplanes and pilots) for a getaway in Alaska! Microsoft Worldwide, in cooperation with Exxon, have put together a required 'team building' initiative for thousands of its executives along with a 'select few' of BVA administrators in Alaska! Especially in these trying times of corporate downsizing and cold, harsh company layoffs, it is refreshing to see alternative methods (like this new initiative from Microsoft) for dealing with employee reductions.

Microsoft has hand-picked several executives (many of whom were key players in the decision to close the ACES studio) to arrive in Anchorage on August 28. Upon their arrival, the participants will be split into four-person teams to attend workshops in Anchorage or at Exxon's unique executive conference center in Valdez (PAVD). The workshops will conclude with a complimentary presentation of the feature film *The Edge* at a special outdoor cinema in Fairbanks (PAFA).

Later in the week, those executives (armed with the knowledge they learned in their workshops) will be flown to one of two locations. The first group, outfitted with dull knives and spears, will be flown to Kodiak Island (PADQ) where they will be deposited at various remote locations around the island for the bear hunts (it isn't entirely clear who will be hunting who!)

The other half of the executives will be transported to Cordova (PACV). Outfitted for winter survival with special parkas (stored overnight inside Cordova's pungent salmon processing facility), this group will hike up a glacier home to hundreds of hungry polar bears and wildlife (and will be expected to make camp overnight).

As each group completes their initial exercise the *survivors* will be returned to the conference centers at Valdez or Anchorage to be re-outfitted and transported to complete the second of the two exercises. The air shuttles will continue flying between PADQ-PANC-PAVD-PACV-PAVD-PANC until all participants have been able to complete both exercises. Once they have completed both team-building exercises, the remaining team members will be presented a plaque and certificate of completion at a banquet in Anchorage as the event draws to a close on September 6.

EVENT NOTAM: Weather in Alaska is notorious for changing quickly. Mountainous terrain surrounds three of our featured airports, and flight routing will be over remote and hazardous terrain with few suitable alternate airports. Be prepared with charts, decision altitudes, minimum safe altitudes for your route, and de-icing equipment. All runways are suitable for B737 class aircraft (although most of the feature airports can also accept larger aircraft) and outfitted with ILS approaches (providing first aid kits for your passengers is optional). The getaway will also feature a Regional Circuit between Anchorage (PANC) and Fairbanks (PAFA) on Tuesday, September 1 from 8-11pm ET.

Ted Stevens Anchorage International Airport (PANC)

Airport Information:

Elevation: 152 ft / 46 m

Class: Charlie

Runways:

7L/25R 10,600 ft / 3,231 m

7R/25L 10,900 ft / 3,322 m

14/32 11,584 ft / 3,531 m

Frequencies:

Ground: 121.90

Tower: 118.30

Approach/Departure: 118.60



Anchorage airport overview. Photo courtesy of wikimedia.com

Fairbanks International Airport (PAFA)

Airport Information:

Elevation: 434 ft / 132 m

Class: Delta

Runways:

1L/19R 11,800 ft / 3,597 m

1R/19L 6,500 ft / 1,981 m

1/19 2,900 ft / 884 m

(Ski Runway)

1W/19W 5,400 ft / 1,646 m

(Water Runway)

Frequencies:

Ground: 121.80

Tower: 118.20

Approach/Departure: 125.35



Fairbanks airport overview. Photo courtesy of flickr.com

Kodiak Airport (PADQ)

Airport Information:

Elevation: 78 ft / 24 m

Class: Delta

Runways:

7/25 7,542 ft / 2,299 m

11/29 5,399 ft / 1,646 m

18/36 5,013 ft / 1,528 m

Frequencies:

Ground: 121.70

Tower: 119.80

Valdez Pioneer Field Airport (PAVD)

Airport Information:

Elevation: 121 ft / 37 m

Class: Echo

Runways:

6/24 6,500 ft / 1,981 m

Frequencies:

CTAF: 122.95

Alaska Getaway: Preferred Routes

[click here to download the preferred route .PLN files](#)

Departing PADQ...

To PANC: KODI5 ODK V357 HOM AMOTT6
To PAFA: KODI5 ODK V357 HOM OLT ANC J115 FAI
To PAVD: KODI5 ODK V357 HOM V617 JOH V481 ROBES
To PACV: KODI5 ODK V357 HOM V617 JOH GCR

Departing PANC...

To PAFA: KNIK6 FAI
To PADQ: ANC J125 ODK
To PAVD: ANC V319 JOH
To PACV: ANC V319 JOH

Departing PACV...

To PANC: EYAKS3 EYAKS JOH YESKA3
To PADQ: EYAKS3 EYAKS V319 JOH V617 HOM V438 ODK
To PAVD: EYAKS3 EYAKS V319 JOH
To PAFA: EYAKS3 EYAKS V319 JOH V481 BIG V444 FAI

Departing PAFA...

To PANC: MKNLY6 TKA TAGER TAGER5
To PADQ: MKNLY6 TKA J125 ODK
To PAVD: V444 BIG V481 ROBES
To PACV: V444 BIG V481 GKN V482 AKRAW GCR

Departing PAVD...

To PANC: NAKED3 NAKED V319 ANC
To PADQ: JOH V617 HOM V438 ODK
To PAFA: ROBES V481 BIG V444 FAI
To PACV: GCR



Event Scenery Updates

Just like any other BVA event, a special set of scenery updates has been released for the getaway in Alaska, featuring a number of the preferred airports. Stacey (stweaver321) and the scenery design/test team spend hours working on scenery updates that only take a few moments to install—but make an incredible difference to our pilots and controllers once they are installed. Please take the time to install these updates for the Alaska Getaway and for any other events as they are released).

You can download the event scenery updates from the “Event Scenery” page of the BVA website.

Pilot Tip of the Month

Especially in Alaska, the departure procedures matter... so fly the departure, fly direct, or fly into a mountain!

Many of the SID (standard instrument departure) procedures out of Alaskan airports exist in order to route aircraft around some very serious terrain. **If you file a preferred departure** or you accept a departure by reading that departure back, **you will be expected to fly it**, and controllers may not be watching for your mistakes. So, if you're not sure about a departure, make sure to ask about the procedure, or request to be re-routed.