



BVA's SoCal Getaway

Join us from October 8-17 while BVA escapes the changing leaves of the Northeast and heads for the beaches of sunny Southern California! Our controllers will be featuring three class Bravo airports in the busy Los Angeles ARTCC: Los Angeles International Airport (KLAX), Las Vegas International Airport (LAS), and San Diego International Airport (KSAN). These three airports provide avid airline pilots with a slew of new destinations and general aviation enthusiasts with a challenge of dodging heavy traffic in order to transition the Los Angeles Bravo airspace. Yes... terminal area charts will definitely be needed!

All three airports in the SoCal Getaway are covered by Los Angeles center, with Las Vegas having its own dedicated approach facility. SoCal approach will be split into two sectors, in order to serve KLAX and KSAN separately. However, please note that during the Regional Circuit event, SoCal approach will be combined on one frequency, as the event focuses only on KLAX. While flights to and from KSAN are not prohibited during the Regional Circuit, pilots are strongly encouraged to fly first between the event's two focus airports, and then to consider additional flights.

Because SoCal Approach is such a large airspace, controllers have the option of covering the entire sector (KLAX, KSAN, and all the Class C and D airports in between) or simply choosing to cover one of the two smaller sectors (KLAX or KSAN areas only). Controllers covering all of SoCal will login with the controller ID of SCL_A_124.50_ID, while controllers covering just KLAX will login with the ID LAX_A_124.50_ID. Finally, those controllers covering just KSAN will login with the ID of SAN_A_119.60_ID (note the frequency change).

As always, please do not forget to pick up the necessary scenery enhancements for this getaway, which are available from the Event Scenery section of the BVA website, located [here](#).

There is no doubt that you will enjoy BVA's next vacation; SoCal has something for everyone. So please mark you calendars, and we'll see you on the Los Angeles radar starting October 2nd!



Los Angeles International Airport - KLAX

Airport Information:

Elevation: 125 ft / 38 m

Class: Bravo

Runways:

7R/25L 11,095 ft / 3,382 m

7L/25R 12,091 ft / 3,685 m

6R/24L 10,285 ft / 3,135 m

6L/24R 8,925 ft / 2,720 m

Frequencies:

Ground: 121.75

Tower: 120.95

Approach/Departure: 124.50

Preferred Routes

To KLAS: LOOP4 DAG CLARR2 / KEPEC2

To KSAN: LAXX6 MZB (Jet) | SLI5 SLI V23 MZB (Prop)



Mc Carran International Airport - LAS

Airport Information:

Elevation: 2,181 ft / 665 m

Class: Bravo

Runways:

7R/25L 10,526 ft / 3,208 m

7L/25R 14,510 ft / 4,423 m

1R/19L 9,775 ft / 2,979 m

1L/19R 8,985 ft / 2,739 m

Frequencies:

Ground: 121.90

Tower: 119.90

Approach/Departure: 125.02

Preferred Routes

To KLAX: MCCRN3 / BOACH2 HEC RIIVR2

To KSAN: MCCRN3 / BOACH2 TNP LYNDI2



San Diego International Airport - KSAN

Airport Information:

Elevation: 17 ft / 5 m

Class: Bravo

Runways:

9/27 9,401 ft / 2,865 m

Frequencies:

Ground: 123.90

Tower: 118.30

Approach/Departure: 119.60

Preferred Routes

To KLAX: MZB293 SLI148 SLI (Jet) | OCN V23 SLI (Prop)

To KLAS: PEBLE3 SXC LAX DAG CLARR2 / KEPEC2



BVA By-Laws

Since it was founded in November 2006, this community has been making steady progress towards establishing BVA as the best online flight simulation experience in the world.

We have been extremely fortunate that our community has so much to offer that it has managed to retain a good percentage of the transient population who check us out. We have been lucky in that most of those who have decided to stick with us are good natured individuals who have an open mind and who are always ready to learn as they're having fun controlling or flying.

Flight Simulation provides an exceptional opportunity for the amplification of our minds. Of all the virtual games, none compares to flying in its intensity and mental bandwidth. Pilots and controllers must mesh the laws of physics and the laws of man in order to succeed. The benefits of mind amplification are too long to enumerate. The benefit of amplifying your mind flying and controlling at BVA is the unique, wholesome experience this community is able to provide.

This is all great but we are not satisfied. We want to do more. We want to grow more. There is an old adage which says organizations are like the moon: either they grow or they shrink. We certainly don't want to become stale. We want to double our membership every year. More members means more pilots, more controllers, more donors (we need those!), more developers, and Administrators.

To sustain organic growth, we need to add structure to BVA. All serious organizations have a Board of Directors who represent the interests of the community and an administration staff which runs the day-to-day operations. Members, Administrators, and the Board of Directors are articulated by the rules set forth in a by-laws document.

The number of persons in a Board of Directors has to be limited to allow for meaningful discussions but it has to be large enough to prevent a single person from dominating the agenda. At the very least there has to be a Chairman, a Secretary, and a Treasurer. The Chairman calls the meetings, sets the agenda, moderates discussions and breaks ties. The Secretary records the minutes and checks that the meetings are conducted according to the rules outlined in the by-laws. The Treasurer is responsible for the budget, financial integrity, and transparency; he is also responsible for the annual financial report.

In the last 18 months, the Chairmanship role has been provisionally performed by Evan ('evanet') and the Treasury role has been provisionally performed by Bill ('WhiskeySierraOne'). There is no Secretary but since we (Evan and Bill) meet via instant message software at least three times a week, the minutes have been saved automatically. Once the by-laws have been finalized, we will need a Secretary who certifies that the meetings have had an

official agenda and that the decisions have been made according to BVA's by-laws.

To legitimize the decisions a Board makes on behalf of an organization, the members of the Board have to be elected democratically. We (Evan and Bill) volunteered to act as the de-facto Board for BVA at a time in which the leadership was in crisis. We assumed this responsibility to ensure the continuation of service to our members and also to help BVA grow organically, transparently, and technologically. During this time we have dealt with several crises, like the time our ISP turned off our server without warning when we pressed for better service last year. We have also dealt with people who were determined to disrupt our operations.

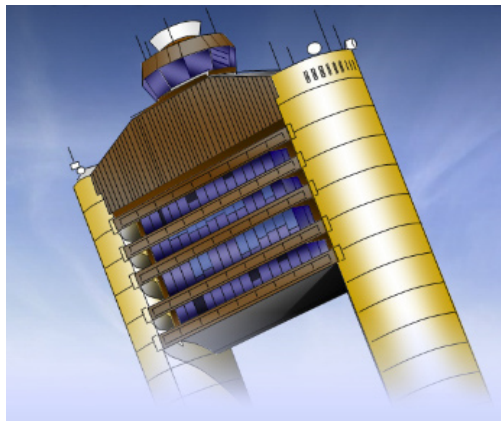
We don't have any illusion of a peaceful existence going forward. As we grow in size and popularity we expect the attacks to intensify. So far, we have been lucky. We have managed to repel the attacks from people whose technical abilities were inferior

to ours. Yet we know that it's a matter of time before we will be attacked by sophisticated individuals and we want to be ready to meet the challenge. We believe that the defense of BVA has three aspects: organizational, technical, and financial. Individuals may attack organizations but they rarely succeed in bringing those organizations down as long as the organizations are united in the defense of the common good. Attacks may come in different forms and shapes, from people spreading insidious rumors to disabling the community's services. We

have reasonable defense mechanisms in place but we are not immune to the most serious attacks. Finally, money is always an existential threat to our survival; the only way to defend ourselves from insolvency is by soliciting donations from members. BVA costs approximately \$2,600 per year (\$217 per month). This is a fixed cost that will not increase with membership, but will be easier to meet with more members.

Recently, Evan has led an effort to create and review the by-laws for BVA. Several people have been involved in this review process, which is mostly finalized. Now, a draft copy of the by-laws is available on the forums for general review (<http://forums.bostonvirtualatc.com/viewtopic.php?f=2&t=856>). Once this general review process ends we plan to hold elections for the Board of Directors. In the interim, Bill and Evan will continue to act as the provisional Board. If you have any questions or you would like to present your candidacy for a seat on the Board, please send an e-mail to Evan (operations@bostonvirtualatc.com) or Bill (bills@bostonvirtualatc.com). Anyone is free to present his candidacy but we would like to request that the candidates are prepared to defend their credentials for the seat they would like to occupy.

— By Evan ('evanet') and Bill ('WhiskeySierraOne')



Regional Circuit



Tuesday, September 14
(8-11pm ET)

PANC (Anchorage) &
PAFA (Fairbanks)

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 28
(7-11pm ET)

KHLN (Helena) &
KSLC (Salt Lake 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



Wednesday, September 22
(8-10pm ET)

KMSP (Minneapolis)

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 2
(2-5pm ET)

Cape Cod

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.

Hyper-Tension Convention



Sunday, February 6
(2-6pm ET)

Chicago ARTCC

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.

Getaway



October 8-17

Socal
(KLAX, KLAS, and KSAN)

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

Pilot Tip of the Month

You've Got a Date With "Line Up and Wait!"

Effective September 30, 2010, FAA controllers will begin utilizing new phraseology to instruct pilots when to line up on the runway. The familiar "position and hold" phraseology will be replaced with "line up and wait" to align this portion of the FAA's phraseology with International Civil Aviation Organization standards. Only the phraseology is changing; there is no change to the meaning of the instruction. When you hear a controller issue "United 95, Runway Three Zero, line up and wait", you should taxi into position on the runway but await further instructions from the controller.



The FAA's official Notice may be downloaded from its document library:
<http://www.faa.gov/documentLibrary/media/Notice/N7110.536.pdf>



Charter Routes

Cape Air Virtual is pleased to announce the addition of Event Charter Routes. During BVA events, pilots now have the opportunity to fly any aircraft they choose, rather than the regular Cape Air Fleet!

Please remember that when flying Cape Air Virtual Charter Routes, the following rules apply:

1. Pilots may only fly Cape Air Virtual Charter Routes during official BVA events.
2. Cape Air Virtual Charter Routes should be flown using a 'November call-sign,' N501TW, for example. The use of airline call-signs or regular KAP callsigns is not permitted.
3. Cape Air Charter Routes will be listed in VAFS as the Learjet 45 (LR4); however, pilots may fly any aircraft they choose. Be sure to enter your actual aircraft type when filing a flight plan in FlightDesk (do not enter LJ45 as your aircraft type, unless that is what you are actually flying.)

See the following NOTAM for more information regarding Cape Air Charter Routes: <http://www.bostonvirtualatc.com/dnn/Portals/0/CapeAir/miscellaneous/Charter%20Routes%20NOTAM.pdf>

The next opportunity to fly Charter is during BVA's next Regional Circuit between PANC and PAFA on September 14th.

Flying Scheduled Routes with Payware Aircraft

Cape Air Virtual policies allow pilots to fly payware aircraft on daily scheduled routes; however, these aircraft must be similar to the BE58 and C414, or DH8A. For example, the RealAir Beechcraft Duke is an acceptable alternative to the standard Cape Air Virtual fleet, because it has equivalent performance characteristics. Do not fly aircraft that have significantly higher cruising speeds or power plant complexity (i.e. turbojets) when choosing a substitution. Flights will still be flown using either KAP or TUB call signs and must use a correct aircraft designator in FlightDesk (ie. BE60 for the Duke). Official Cape Air repaints will not be provided for your personal aircraft; however, if you have a repaint that you would like to share with the Cape Air Virtual community, please email it to ferrari308guy@bostonvirtualatc.com, and we will consider hosting it on the Cape Air Website.

Congratulations To Our Newest Chief Pilot, Jimmy Adams!

We would like to recognize Jimmy Adams (KAP570) for logging 500+ hours and passing the Chief Pilot check ride. Jimmy is a great pilot and would love the chance to share your cockpit and pass along his experience. Feel free to contact any of our Chief Pilots for some dual-stick time; you will come away with new skills and a new friend.



Cape Air Virtual >>

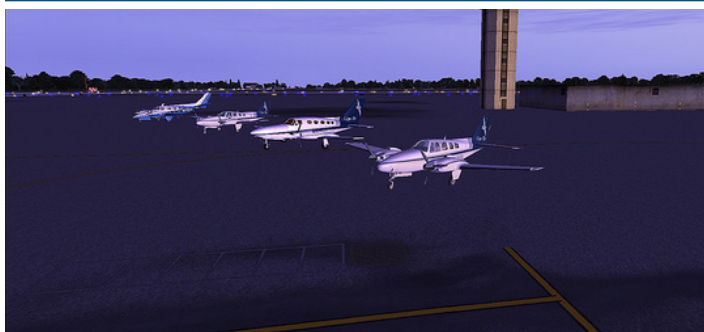
August Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For August, that pilot is Jimmy ('touchandgo1957'), who has flown a total of 59.6 hours. Congratulations Jimmy!

Poker Run >> Cape Cod October 2nd, 2-5PM ET



Join us at the next Cape Air Virtual Poker Run, which coincides with the General Aviation Fly-In at Cape Cod on October 2nd, from 2-5PM ET. This is a great time to pick up some more hours and to share the skies with other small, non-Cape Air Virtual aircraft... all with ATC coverage, of course! More details will be emailed out to Cape Air members as this event approaches, but for now, mark your calendars!



Oh Captain, My Captain!

If you've perused the BVA forums recently, you have likely seen some pilots using gold wings on a blue background in their signature. "What are these wings," you may have asked yourself, "and where can I get some?"

The wings shown here are Captain's wings from United Regional (UALR). They were created with a BVA logo rather than a United logo so that any pilot who wanted to complete the Captain's qualification could do so, and earn a set of wings without feeling restricted to fly with any one airline.



You see, United Regional has two functions. First of which is as a training contractor for the Share The Cockpit program. UALR was initially formed as an offshoot of STC to train members to operate airliners in the BVA environment. UALR created a set of training criteria and advancement levels designed to replicate the career path a new pilots hired into an airline might encounter. In fact, one of the design principals of UALR is to simulate the career path and duties of a regional jet pilot as closely as possible.

United Regional has grown now to be a group of like-minded pilots who choose to operate as a regional jet airline and to adhere to a set of operating principals and rules. While certainly any BVA pilots is free to operate any aircraft and fly anywhere they see fit, United Regional pilots seek instead to reflect the life of a regional and medium range jet pilot. UALR pilots agree to become proficient in certain aircraft, to fly approved company routes, and comply with company operating standards. Goals include striving to fly without spilling any passengers' drinks and to navigate with precision.

Training is a priority at UALR and there are three qualification levels a pilot may advance through: Flight Officer, Captain, and Senior Captain. A new pilot enters the airline as a recruit or candidate and is trained in navigation, aircraft operation, radio communications, company procedures, and more. Once a candidate has shown that they can operate a CRJ700 smoothly and without impinging on the system, they are promoted to Flight Officer and assigned a new aircraft – the Embraer 145.

Flying and training continues through Captaincy where the qualification includes emergency procedures, high level navigation and aircraft ops, as well as stress management and leadership. After completion of the CaptQual, the new Captain is authorized to fly medium range airliners with United paint such as the "Mad Dog" MD80, or the B737 and its brothers and sisters. Finally, at the Senior Captain level, a pilot is expected not only to have flight skills

of iron, but also to participate in BVA or UALR in an administrative role. In fact, anyone seeking a position in BVA's Administration would do well to complete the UALR curriculum first!

Recently, United Regional has undergone some re-organization designed to make the airline more sustainable. Training of new pilots has always been a priority and has now been made part of the corporate culture. You'll notice in the BVA forums that Captain's wings—and some flight officer's wings—have a ruby pip in the lower right corner. These are training pips, and are issued when a company officer trains another pilot. For each Flight Officer a pilot trains they will earn a ruby pip. For every five Flight Officers they train, they will earn a diamond pip.

At UALR a pilot cannot earn Captain's wings without having earned a ruby pip first, and cannot receive Senior Captains wings without earning a diamond pip. This was done to provide an incentive to constantly develop new pilots, and should help to insure the growth of the airline and that UALR always has and serves a constant influx of new Flight Officers.



Second, in the past United Regional has been led primarily by the Chief Pilot, and in the future the Chief Pilot will continue to be a guiding force. However, going forward, UALR will be organized, managed, and grown into the future by the direction of its Captains. Captains are considered the backbone of UALR. Recently, we have had several Captain promotions, and there are a

few more in the pipeline that will likely pass CaptQual soon.

No organization can exist perpetually under the leadership of one person. Eventually, the organization must be led by a group or otherwise run the risk of collapsing if that one person leaves. With that in mind, I'm pleased to say that UALR is now position to grow into Fall 2010 under the leadership and management of its Captains... and that's a good thing!

As always, United Regional welcomes all pilots of all skill levels. If you have an interest in learning more about our operation, or would just like a little jet airliner training, please send a Skype message to Chief Pilot Chuck at Skype ID Splonedog.



– By Chuck ('article10')

