CTP 23 Westbound

Pilot Brief

Version B

Effective: 29 March 2023

Chapter 1: Administration

1.1. Table of Contents

1.2. Background

1.2.1.   This document was created to assist pilots in referencing all relevant flying information for the Cross the Pond Westbound event.

1.2.2.   Cross The Pond is the largest and longest-running event on VATSIM (over 20 years). Hundreds of pilots light up the virtual skies, and dozens of controllers burn both ends of the candle to provide professional ATC service over the Ocean and the Continents. The volume and complexity of the event makes CTP the busiest and most challenging event we participate in.

<u>ATTENTION ALL AIRCRAFT</u>

If you are instructed to "monitor" the next controller:

"Speedbird 214, monitor Boston Ground, one two one point niner."

- Switch to the new frequency, but DO NOT transmit until the controller calls you. The controller knows you are there, and will call you, sometimes after a few minutes.
  - If you have been waiting a few minutes and don't see an obvious conflict, it's ok to query the new frequency and ask for your status.

"Boston Ground, Speedbird 214?"

If you are instructed to "contact" the next controller:

"Lufthansa 424, contact Boston Center, one three four point seven."

- Change your radio to the new frequency and listen for a break in the transmissions. If the controller is giving an instruction, wait for the pilot to read back the instruction.
  - When the frequency is quiet, check in with your current altitude (as well as your assigned altitude if it is different).

"Boston Center, Lufthansa 424, Flight Level Three One Zero climbing Flight Level Three Five Zero."

Chapter 2: Important Reminders

2.1. Please keep the following in mind:

2.1.1. **Only accept what you can perform.** If you are assigned a STAR, procedure, or clearance that you don't understand or don't know you can do, speak up! It is much easier for the controllers to give alternate instructions before a mistake is made. We would rather provide headings and altitudes than have a pilot turn into oncoming traffic.

2.1.2. **Don't hesitate to ask questions.** If you are unclear about an instruction: ask!

2.1.3. **Don't "report established".** In the United States, you are not required to report "established on the localizer". ATC will instruct you to contact Tower. If you haven't been switched to Tower by the final approach fix (5 miles from the runway), query the approach controller. If traffic is too busy for you to ask, it is okay to switch to the appropriate Tower frequency when you are less than 5 miles from landing.

2.1.4. **The transition altitude/flight level across the United States is 18,000'.** Below this altitude, use the local altimeter setting and refer to altitudes in thousands of feet (e.g. "one five thousand").

2.1.5. **Control your speed.** The maximum speed below 10,000' is 250 knots. Any ATC-assigned speed above 250 knots must be reduced to 250 knots as you descend below 10,000'.

2.1.6. **Have updated navigation capability**, if you can. Controllers expect you to have the latest capability. Click here for more information about getting updated navigation data.

2.1.7. **Ensure you have appropriate charts** and know how to interpret them. More information about finding charts is available on our website.

2.1.8. **Don't pause or leave the flight deck** without asking for permission first. It is best to ask via frequency rather than frequency text or private message.

2.1.9. **Go direct when cleared "direct".** If ATC instructs you to "proceed direct" to a waypoint, the controller expects you to proceed from your current position directly to the new waypoint. If you can't go direct and instead need to turn back to the "magenta line" on your GPS, make this request with the controller.

2.1.10. **Listen for a "descend via" clearance.** "Descend via" authorizes you to follow the published altitudes and speeds on the cleared arrival. Only descend below your last assigned ATC clearance once you are cleared to do so. Do not start descending because your autopilot tells you to.

2.1.11. **Know that we only speak five-digits frequencies.** In North America, you will hear frequencies like "124.52" instead of "124.525". If your aircraft is set up for six-digit frequencies, you will need to add a "5" at the end of the frequency you are instructed to contact.

Chapter 3: Scenery

3.1. Recommended Addons

MSFS		X-Plane
Freeware	FlyTampa-Boston MSFS	Freeware
Prepar3D, FSX, or Earlier		
Freeware	FlyTampa-Boston V3 (Legacy Product)	FlyTampa-Boston Rebooted

3.1.1.   Controllers will issue instructions based on current charts.

3.1.2.   Pilots with outdated airports are expected to advise ATC verbally prior to requesting taxi instructions.

Boston Ground, DAL253, on Kilo, request taxi to Gate E5, outdated scenery.

2006 Airport Layout (Old Diagram)	2022 Airport Layout (Current Diagram)
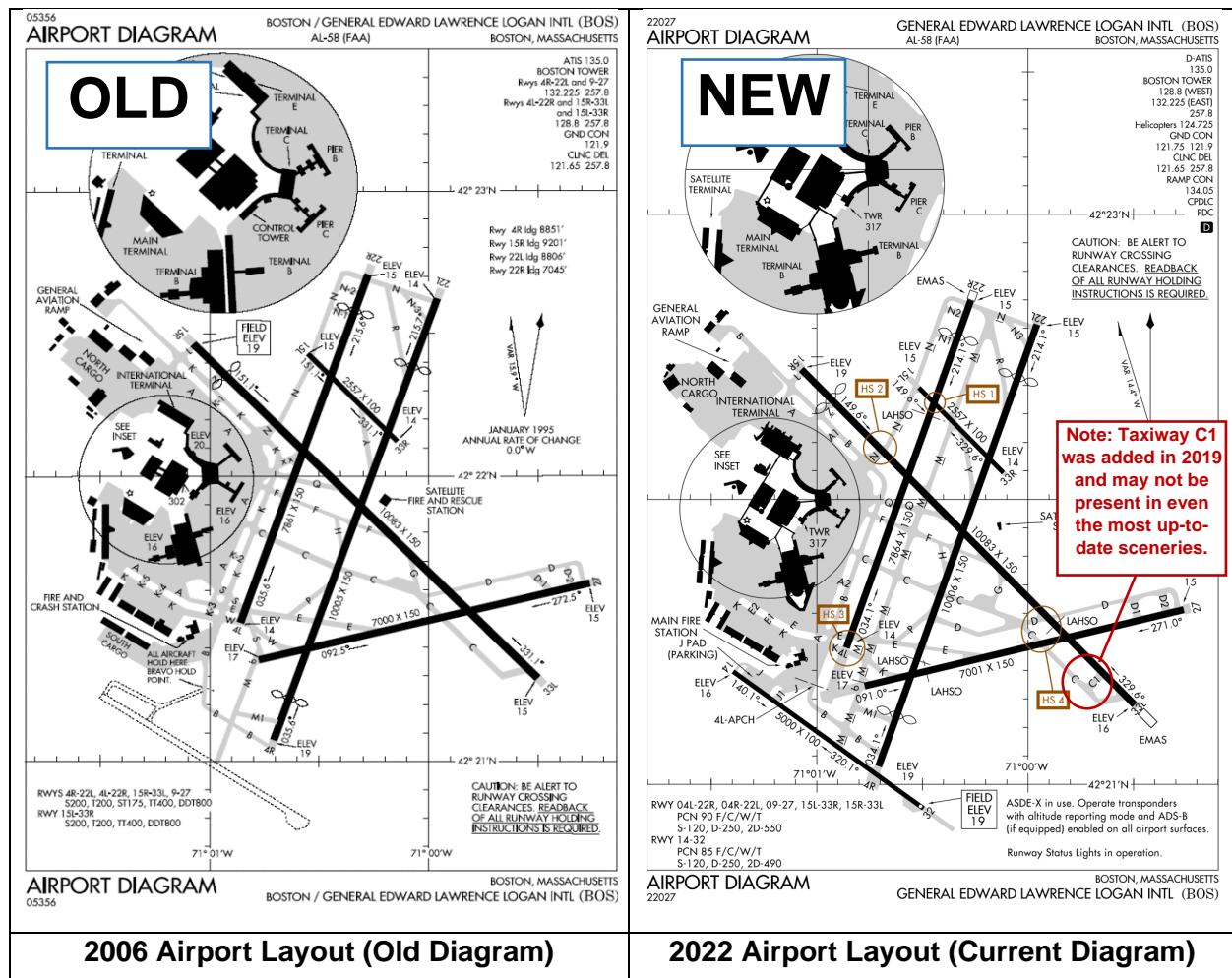
Chapter 4: Boston Airport (KBOS) Operations

4.1. RNAV Arrivals and "Descend Via" Clearances

4.1.1. Your routing will include a Standard Terminal Arrival Route, or STAR, that must be filed when you are departing Europe.

4.1.2. The initial IFR clearance authorizes you to fly the lateral waypoints of the OOSHN# or ROBUC# arrival, if it is included in your flight plan. So there is no need to obtain a specific STAR clearance from ATC when you enter US airspace.

Note: Descent clearance is still required prior to leaving your last ATC-assigned altitude.

4.1.3. If you are unable to fly the OOSHN# arrival, file either "`ENE SCUPP`" or "`AJJAY SCUPP`" at the end of your routing. If you are unable to fly the ROBUC# arrival, file "`HTO ORW7`" at the end of your routing.

4.1.4. If in doubt about routing or your capability to fly a filed route, ask air traffic control for clarification or alternate routing.

4.1.5. When initially programming aircraft navigation, you can select any landing runway. The initial portion of the arrival is the same for all runways. ATC will provide the landing runway as you approach the airport.

4.1.6. Please do not request the active/landing runway from ATC unless you are below 10,000'. Many Center controllers will not have this information. You can determine the landing runway(s) by obtaining the ATIS information from KBOS. If multiple runways are in use, you may need to wait until you are closer to the airport to receive your landing runway.

4.1.7. Pilots are expected not to begin the vertical descent portions of any of the STARs until given descent clearance. This may be issued using one of the following instructions:

Instruction	Meaning
"Descend and maintain 5,000."	Descend to 5,000' immediately. Published altitudes on the STAR do not apply.
"Cross OOSHN at and maintain 9,000."	You are authorized to descend to 9,000'. You may start the descent at your discretion, provided you are level at 9,000' by OOSHN. The published altitudes on the STAR do not apply.
"Descend via the OOSHN5 arrival, Runway 4R"	Follow the lateral and vertical portions of the OOSHN5, landing Runway 4R, including all published altitude crossings/restrictions.

4.1.8. Regardless of your descent clearance, speed restrictions published on a STAR must always be complied with unless otherwise specifically cancelled by the controller.

4.1.9. **Pilots unable to comply with an RNAV STAR and/or a "descend via" clearance should not accept the clearance and request headings and altitudes from ATC.**

4.1.10. Pilots who fly the wrong runway transition, descend too soon or too late, or are unfamiliar with the arrival create extra workload for controllers. Only confirm/readback instructions you know you can comply with, and request help from ATC for any procedure that is unfamiliar.

4.1.11. Remember:

4.1.11.1. When you check in on a new frequency while "descending via", you are required to state your altitude, the arrival procedure, and the runway transition when you check in:

Boston Approach, DAL2363, 17,500, descending via ROBUC3 arrival, Runway 27, with information Kilo.

4.1.11.2. You are not cleared for the vertical profile until issued a "descend via" clearance.

4.1.11.3. You cannot climb to a higher altitude when issued "descend via" clearance.

4.1.11.4. If you were issued a speed to maintain and are later issued a "descend via" clearance, all published speeds become mandatory unless the controller specifically assigns a speed after the "descend via" clearance is issued.

4.1.11.5. If you are vectored off the arrival, you will be given an altitude to maintain. When you are "re-cleared" on the arrival, a clearance to join the arrival only gives you lateral clearance. You may be issued a new "descend via" clearance to rejoin the vertical profile.

4.1.11.6. Minimum Enroute Altitudes (MEAs) are not part of the vertical profile. An MEA is based on obstruction clearance and DME NAVAID reception. They are not ATC procedural restrictions. Coded restrictions are depicted at the fix/NAVAID or waypoint and are part of the vertical profile.

4.1.12. Due to traffic, weather, or operational reasons, you may be issued vectors (headings and altitudes) in place of a filed or expected STAR. If you are given a vector, **comply with the heading and altitude given by ATC.** A vector automatically cancels a STAR. Should ATC request that you re-join the STAR, you will be given this information in a subsequent transmission.

4.2. Approach

4.2.1. Prior to reaching the first waypoint on your arrival procedure, obtain Boston's current ATIS using text, a second radio, or by requesting controller information for the KBOS_ATIS. Do not, under any circumstances, change or turn off the ATC frequency without first obtaining permission.

4.2.2. After determining the approach or approaches in use, obtain and familiarize yourself with the appropriate chart(s). It is essential to have the correct charts open and in use as controllers will not have time to provide charted information such as the frequency for the ILS.

4.2.3. **You should not report "established on the localizer" in the United States. The final approach controller will instruct you when to contact Tower.**

4.3. Parking and Ground Operations

4.3.1. After landing, please expedite your turnoff onto the nearest suitable taxiway. Remember, you are expected and authorized to exit the runway onto any available taxiway without further ATC instruction.

4.3.2. Aircraft will be vectored with the minimum legal separation in many cases, therefore, you are asked to keep your time on the runway to a minimum.

4.3.3. Do not stop on the runway!

4.3.4. When advised, contact or monitor Ground. When requesting taxi, specify the gate you wish to taxi to. The airport layout is shown on the following page. If you

are not sure where you wish to park, request taxi to "any appropriate parking location".

Boston Ground, BAW215, on November, request taxi to Gate E7.

4.3.5. You will be given a specific taxi route. Readback the taxi clearance in its entirely along with any hold-short instructions.

4.3.6. You must continue to squawk "Mode C" until arriving at the gate.

4.3.7. You must receive specific clearance to cross each runway you come to (active or inactive). Always hold short of a runway unless you have received a crossing instruction. If you are unsure, ask the controller for clarification!

4.3.8. There are four terminals at KBOS: A (main and satellite terminal), B, C, and E. Terminal E is the only terminal with customs processing and any international arrivals, including domestic carriers, park at Terminal E. Most international *departures* originate from terminals A, B, and C.

4.3.9. During the event, gates can become congested. You can help us keep ground traffic moving smoothly by promptly disconnecting from the network, or repositioning to a different area on the airport, once reaching you gate.

4.3.10. In the United States, engine starts and shut-downs are entirely a the discretion of the pilots. Please do not request shut-down. Similarly, there is no need to inform Ground that you are shutting down or signing off. If you wish to leave feedback about the event, please visit the [Feedback](#) page of our website.

4.3.11. The diagram below shows gate layouts and common airline parking locations. You can also find an [interactive map of terminals and gates of the Logan Airport website](#).

Terminal E
International
- Frontier
- Sun Country
- Air France
- British Airways
- Emirates
- Icelandair
- KLM
- Porter
- Virgin Atlantic
- All int'l arrivals

Terminal C
- Aer Lingus
- Cape Air
- JetBlue
- TAP Air Portugal

Terminal B
- Air Canada
- Alaska
- American
- Southwest
- Spirit
- United

Terminal A
- Delta Air Lines
- WestJet

4.4. Frequencies

4.4.1.   Planned air traffic control positions and their associated frequencies are listed below.

Note: 'X' denotes additional identifiers that may be in use.

Position	Frequency	Identifier
ATIS	135.000	KBOS_ATIS
Boston Clearance Delivery	121.650	BOS_DEL
Boston Ground	121.900, 121.750	BOS_GND, BOS_X_GND
Boston Tower	128.800, 132.225	BOS_TWR, BOS_X_TWR
Boston Departure	133.000	BOS_DEP
Boston Approach	118.250, 119.650, 120.600, 126.500	BOS_X_APP
Boston Center	Various	BOS_X_CTR

4.5. Departures

4.5.1.   Despite the fact that this event is normally an arrival-heavy event, Boston is often a popular airport for domestic and local departures.

4.5.2.   If you are departing from KBOS during the event, please not that the top altitude for jet departures is 5,000'.

4.5.3.   If you are instructed to "climb via SID" or "maintain 5,000" in your initial IFR clearance or PDC, ensure you level off at this altitude until cleared higher.

4.5.4.   Controllers will be relying on this 5,000' initial altitude to separate you from the long stream of arrival aircraft.

Chapter 5: Feedback

The controllers and staff of Boston Virtual ARTCC thank you for flying with us. We hope you enjoy your experience and hope to see you in our airspace again soon. We love feedback! Please tell us about positive experiences or anything you'd like us to improve upon using the Feedback page of our website.