

# Cross the Pond 2023: Pilot Briefing for KBOS

This document is designed to improve the departure experience for pilots departing KBOS in Cross the Pond Eastbound. It contains best practices and controller feedback gathered from previous events.



## Important Reminders for All CTP Pilots

Departing KBOS in this year's CTP? Please take a moment to review these tips we've collected from pilots and controllers in past events.

This information is for **online, enthusiast flight simulation use only** and cannot be used in real-world aviation contexts.



When given a radio handoff, you might hear...

“United Three, contact Departure.”

When instructed to **contact**, change to the assigned frequency and check in with your callsign and position/altitude.

*“Departure, United Three, two thousand, climbing via the HYLND6 departure.”*

“Southwest Twenty-Two, monitor Tower on 128.8”

If instructed to **monitor**, change to the assigned frequency but remain silent and *wait for the controller to call you.*



**Only accept  
what you can perform**  
*^ and your plane*

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.

**Unsure?**  
**Ask ATC for clarification!**

**Across the United States, the transition altitude is 18,000'.**

Below this, use the local altimeter setting, and refer to altitudes in thousands of feet (e.g., “two thousand five hundred”). The first “flight level” is FL180.



CELTK SIX DEPARTURE (RNAV)  
(CELT6.CELTK) 02DEC21

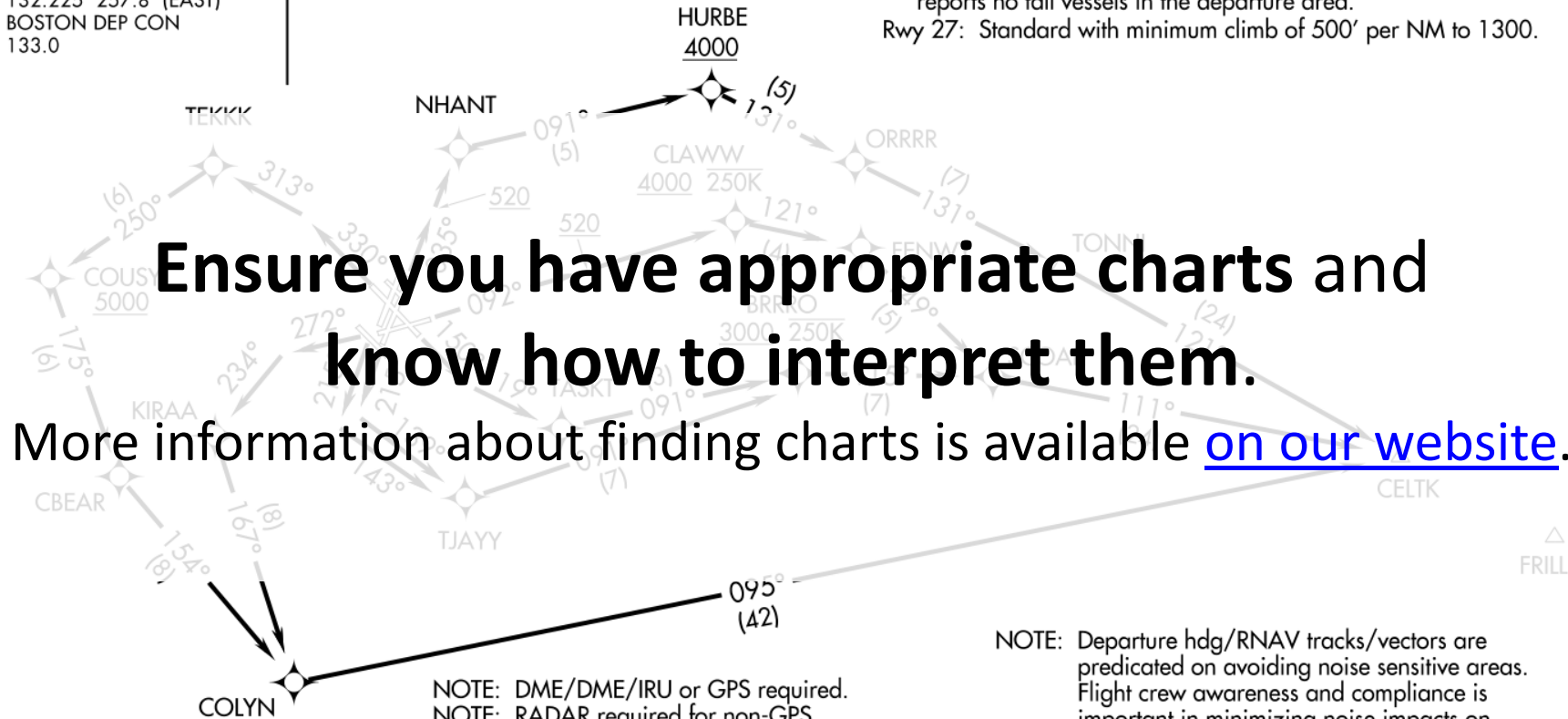
BOSTON, MASSACHUSETTS  
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

D-ATIS 135.0  
CLNC DEL  
121.65 257.8  
CPDLC  
GND CON  
121.75 121.9  
BOSTON TOWER  
128.8 257.8 (WEST)  
132.225 257.8 (EAST)  
BOSTON DEP CON  
133.0

TOP ALTITUDE:  
5000

TAKEOFF MINIMUMS:

Rwy 4L, 14, 15L, 32, 33R: NA-ATC.  
Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500' per NM to 520.  
Rwy 22L: 300-1 with minimum climb of 500' per NM to 520, or standard with minimum climb of 500' per NM to 520 if tower reports no tall vessels in the departure area.  
Rwy 27: Standard with minimum climb of 500' per NM to 1300.



NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required for non-GPS equipped aircraft.  
NOTE: RNAV 1.  
NOTE: For turbojets only.

NOTE: Departure hdg/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.  
NOTE: Rwy 15R, 22L/R: Do not exceed 210K until leaving 520' MSL.  
NOTE: Do not exceed 250K until passing BRRRO.  
NOTE: Do not exceed 250K until passing CLAWW.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(CELT6.CELTK) 21336  
CELT6 SIX DEPARTURE (RNAV)

BOSTON, MASSACHUSETTS  
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

**Have up-to-date navdata, if you can.**

Controllers expect you to have the latest capability: [learn more](#).

**We can only count to five...and even that's a stretch sometimes.**  
In the United States, we issue five-digit frequencies.  
That means we'll say "124.52" instead of "124.525".

If your aircraft is set up for six-digit frequencies, you may need to add a "5" at the end of the frequency you are instructed to contact.

# Scenery

Ensure your simulator matches the latest real-world charts.

Controllers issue instructions  
based on current charts.  
Click any of the images to download  
up-to-date scenery for your sim.



**MSFS**  
Freeware



**MSFS, P3D**  
Payware



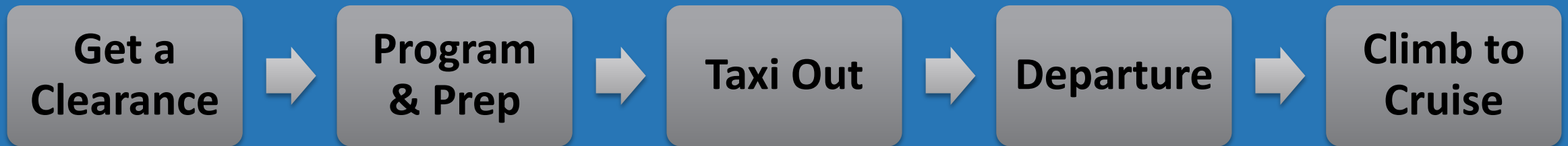
**X-Plane**  
Freeware



**P3D or FSX**  
Freeware

# Departing KBOS

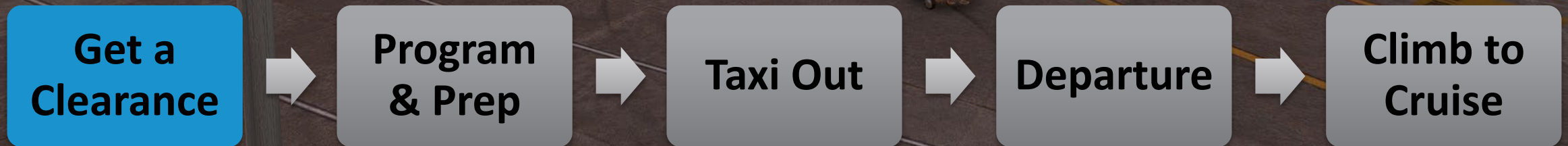
A long-haul flight starts with great preparation.



File your flight plan with the route assigned in your Cross the Pond booking.

Expect to receive your IFR clearance textually via private message. You should keep this message open until you are airborne. No response can be received to clearance messages. VATUSA does not simulate CPDLC.

If you have not received a clearance within 10 minutes of filing/connecting, request clearance verbally with Boston Clearance on 121.65.



Disconnect Mode C Ident Flight Plan Settings - X DAL9238 COM1: 122.800 TX RX COM2: 121.500 TX RX

Controllers In Range:

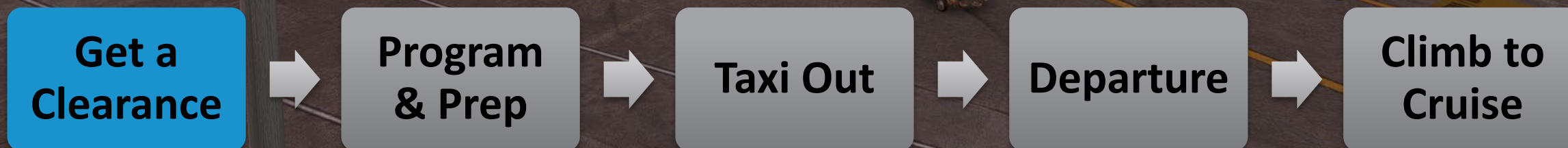
- Center
  - NY\_CTR - 125.325
- Approach/Departure
- Tower
- Ground
  - BOS\_GND - 121.900
- Clearance Delivery
- ATIS
- Observers

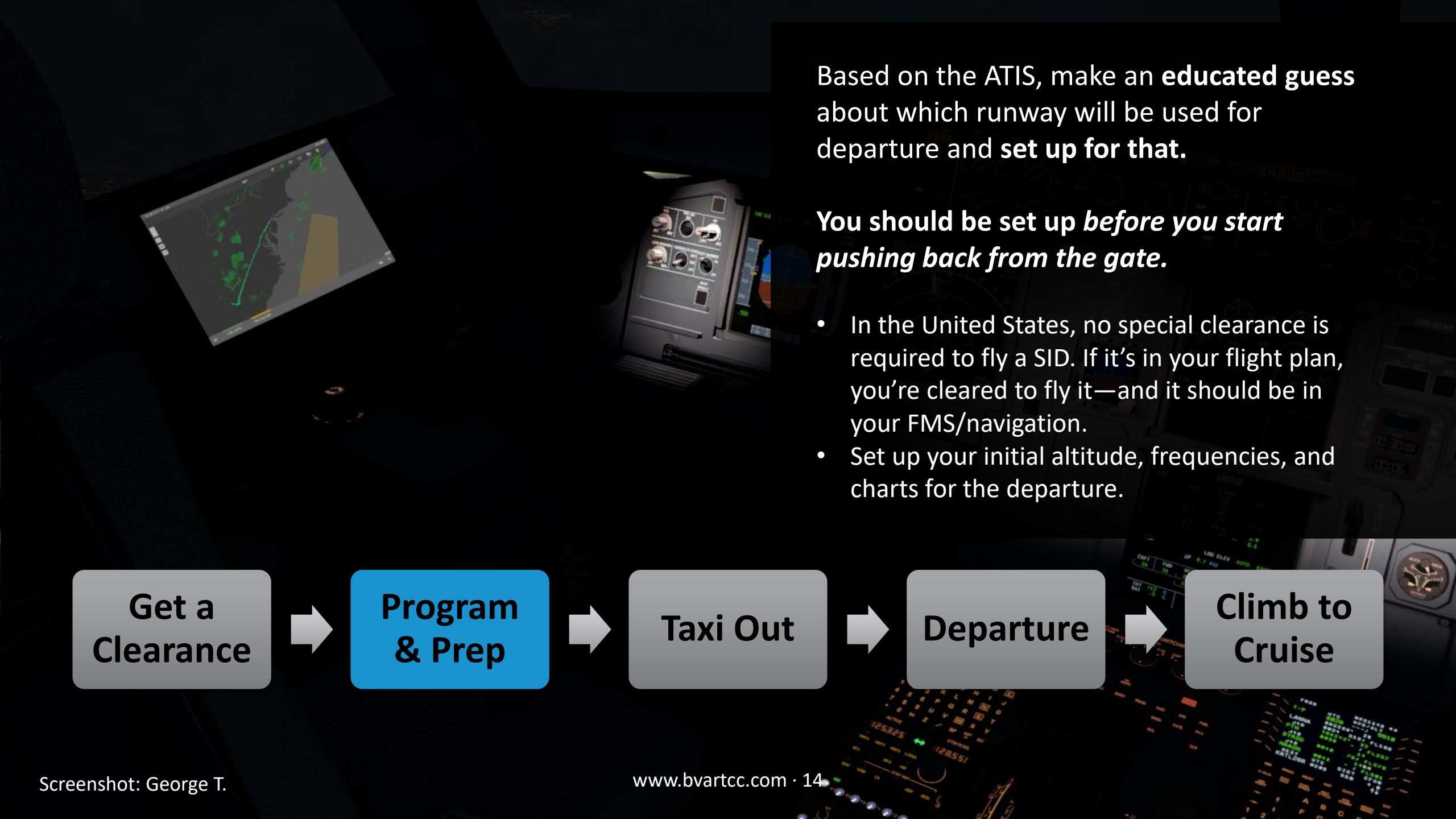
Messages Notes ACARS X

[20:05:35] ACARS: PDC | CALLSIGN: DAL9238 | EQUIPMENT: A339/L | DEPARTURE: KBOS | DESTINATION: LIRF | ROUTE: KBOS.CELTK6 CELTK6 FRILL BRADD N141D PORTI NATW XETBO TAKAS ALUTA KORER UM616 TUPAR DIDRU BEBIX VALKU TIS UP860 BALSU UY11 ROBEX LAPRI MOGBO ELB L146 ELKAP.LIRF | ALTITUDE: 370 | SQUAWK: 1365 | REMARKS: CLEARED CELTK6 DEPARTURE CLIMB VIA SID EXP 370 10 MIN AFT DP,DPFRQ 122.800 CTC 121.900 TO PUSH

Altitude may be different then what you filed: your assigned altitude from CTP is for the oceanic crossing. Expect to be cleared initially to the altitude shown here.

The “top altitude” for IFR jet departures is 5,000’ at KBOS. If you are instructed to “climb via SID” or “maintain 5,000” in your IFR clearance, level off at 5,000’ until cleared higher.





Based on the ATIS, make an **educated guess** about which runway will be used for departure and **set up for that**.

**You should be set up *before* you start pushing back from the gate.**

- In the United States, no special clearance is required to fly a SID. If it's in your flight plan, you're cleared to fly it—and it should be in your FMS/navigation.
- Set up your initial altitude, frequencies, and charts for the departure.

Get a  
Clearance



Program  
& Prep



Taxi Out



Departure



Climb to  
Cruise

CELTK SIX DEPARTURE (RNAV)  
(CELTK6.CELTK) 02DEC21

D-ATIS 135.0  
CLNC DEL  
121.65 257.8  
CPDLC  
GND CON  
121.75 121.9  
BOSTON TOWER  
128.8 257.8 (WEST)  
132.225 257.8 (EAST)  
BOSTON DEP CON  
133.0

**TOP ALTITUDE:  
5000**

**Initial Altitude**

Pilots will be instructed to "climb  
via SID" in their clearance.  
**DO NOT CLIMB ABOVE 5,000'  
UNTIL CLEARED BY ATC.**

**TAKEOFF MINIMUMS:**

Rwy 4L, 14,  
Rwy 4R, 9, 1  
per NM to  
Rwy 22L: 30  
standard  
reports no  
Rwy 27: Standard minimum climb of 500' per NM to 1300.

**"At or above" altitude**

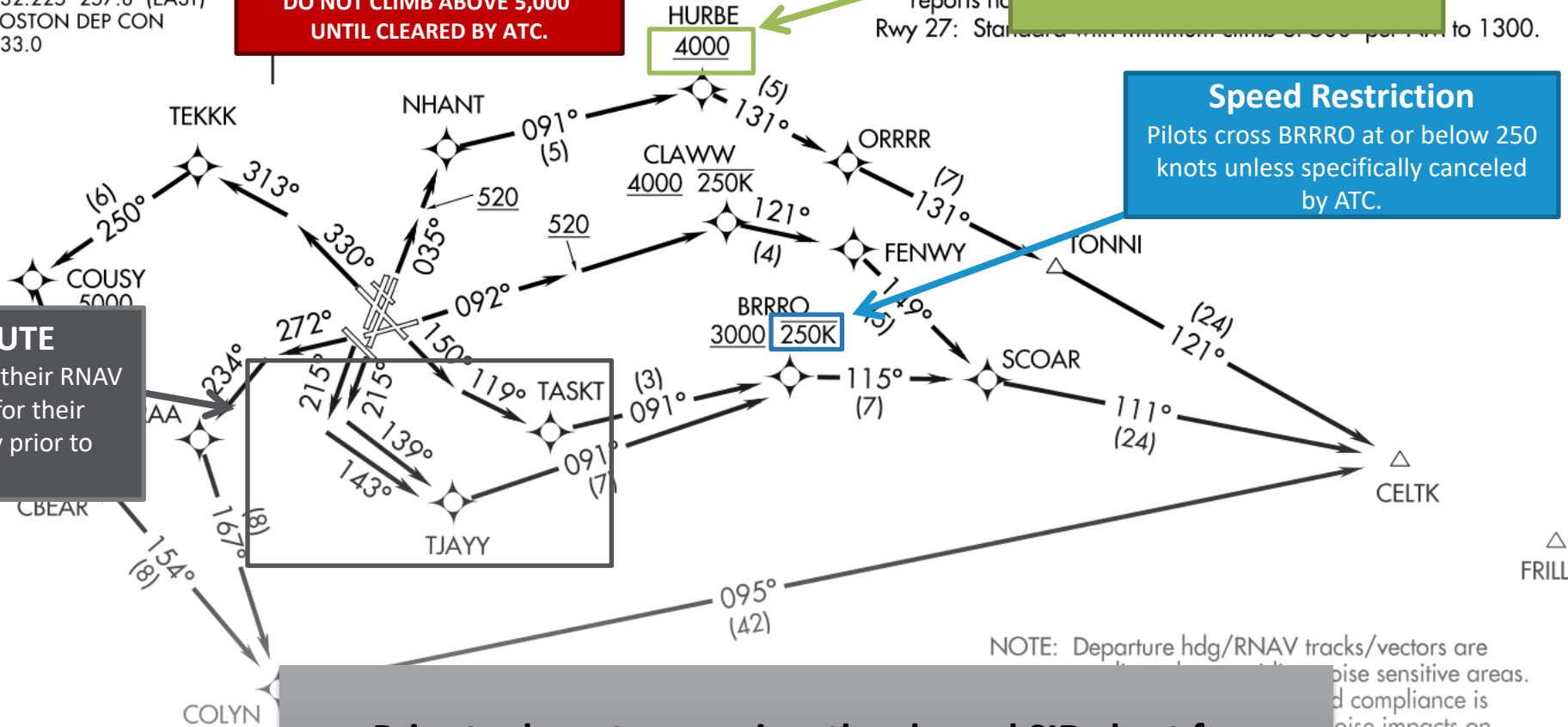
Pilots must cross HURBE at or  
above 4,000'

**Speed Restriction**

Pilots cross BRRRO at or below 250  
knots unless specifically canceled  
by ATC.

**RNAV ROUTE**

Pilots must ensure their RNAV  
routing is valid for their  
assigned runway prior to  
takeoff.



**Prior to departure, review the cleared SID chart for  
altitudes, speed restrictions, and notes like these.**

(NARRATIVE ON FOLLOWING PAGE)

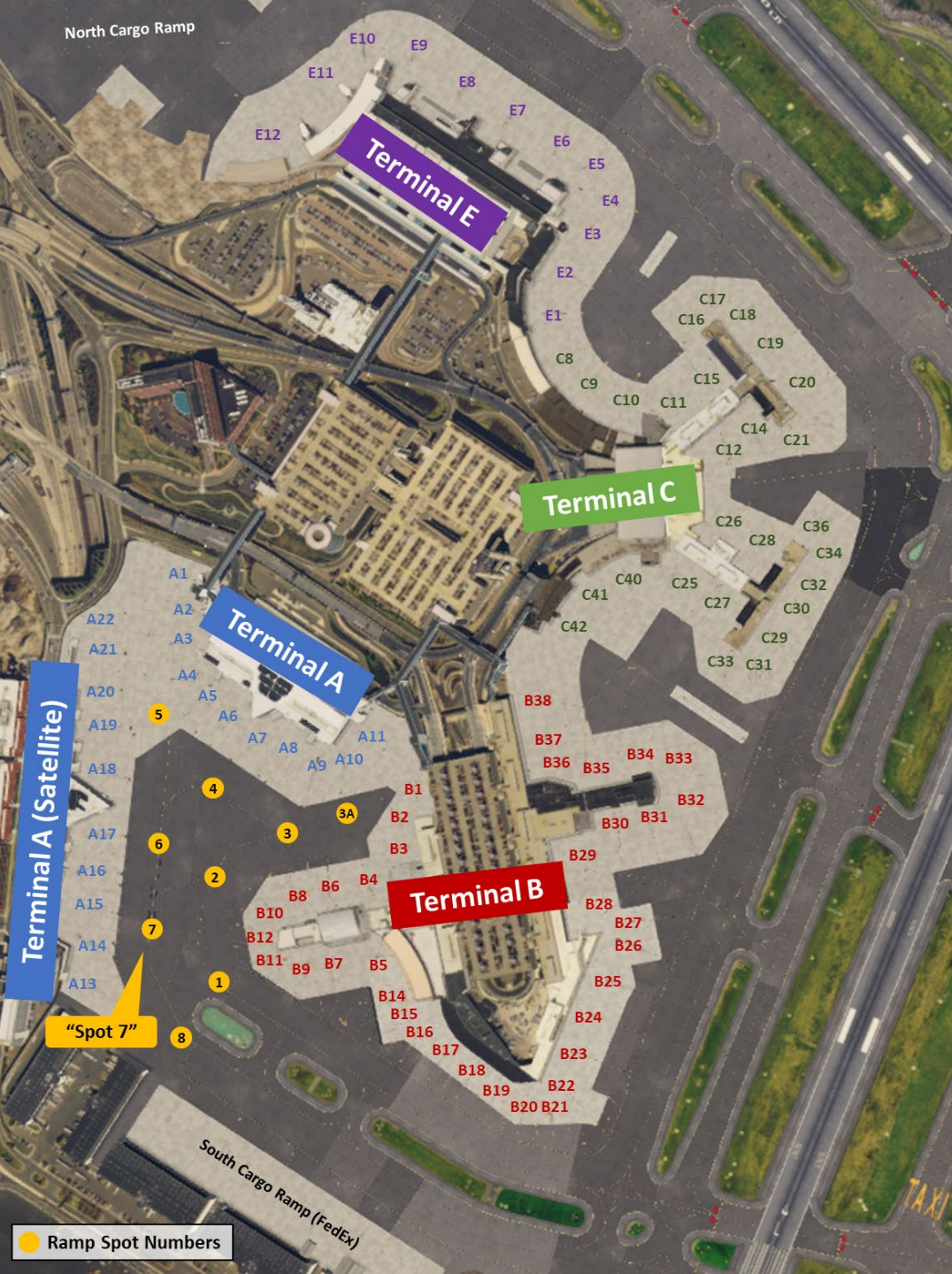
NOTE: Departure hdg/RNAV tracks/vectors are  
subject to change without notice. Compliance is  
required to avoid noise impacts on  
noise sensitive areas.

NOTE: Do not exceed 250K until passing CLAWW.  
Do not exceed 210K until passing BRRRO.

NOTE: Chart not to scale.

(CELTK6.CELTK) 21336  
CELTK SIX DEPARTURE (RNAV)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)  
AL-58 (FAA)  
BOSTON, MASSACHUSETTS



## Terminal E\*

### *International*

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

## Terminal A

- Delta Air Lines
- WestJet

## Terminal C

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

## Terminal B

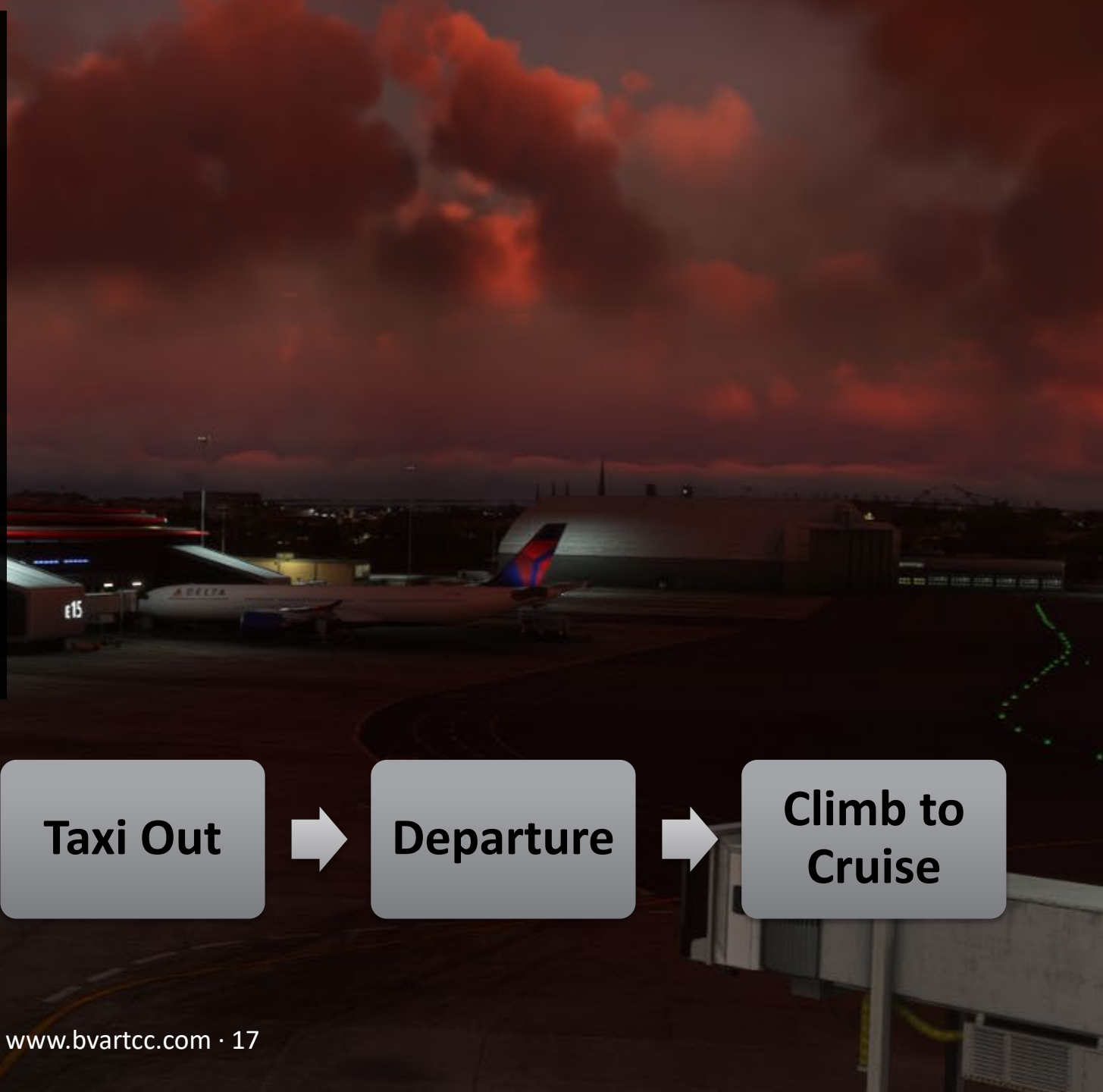
- Air Canada
- Alaska
- American
- Southwest
- Spirit
- United

\* New gates were added in the Terminal E expansion, which are not depicted in this diagram. Those gates are E13-E16 near the North Cargo Ramp.

At Boston, Pushback must be requested from Clearance Delivery on 121.65. Pilots must report the following in their request:

- Callsign
- Current ATIS letter
- Gate Number

Clearance Delivery will confirm your information and provide you with a frequency to monitor. Change your radio, but do not call in; the controller will call you when there is space available for pushback.



**Get a  
Clearance**



**Program  
& Prep**



**Taxi Out**



**Departure**



**Climb to  
Cruise**

Pushback clearance is valid for one minute. If you are unable to begin your pushback within this time, advise the appropriate controller immediately.

Listen to the controller's instructions fully for the next steps and frequencies once your pushback is completed.

**Get a  
Clearance**



**Program  
& Prep**



**Taxi Out**



**Departure**

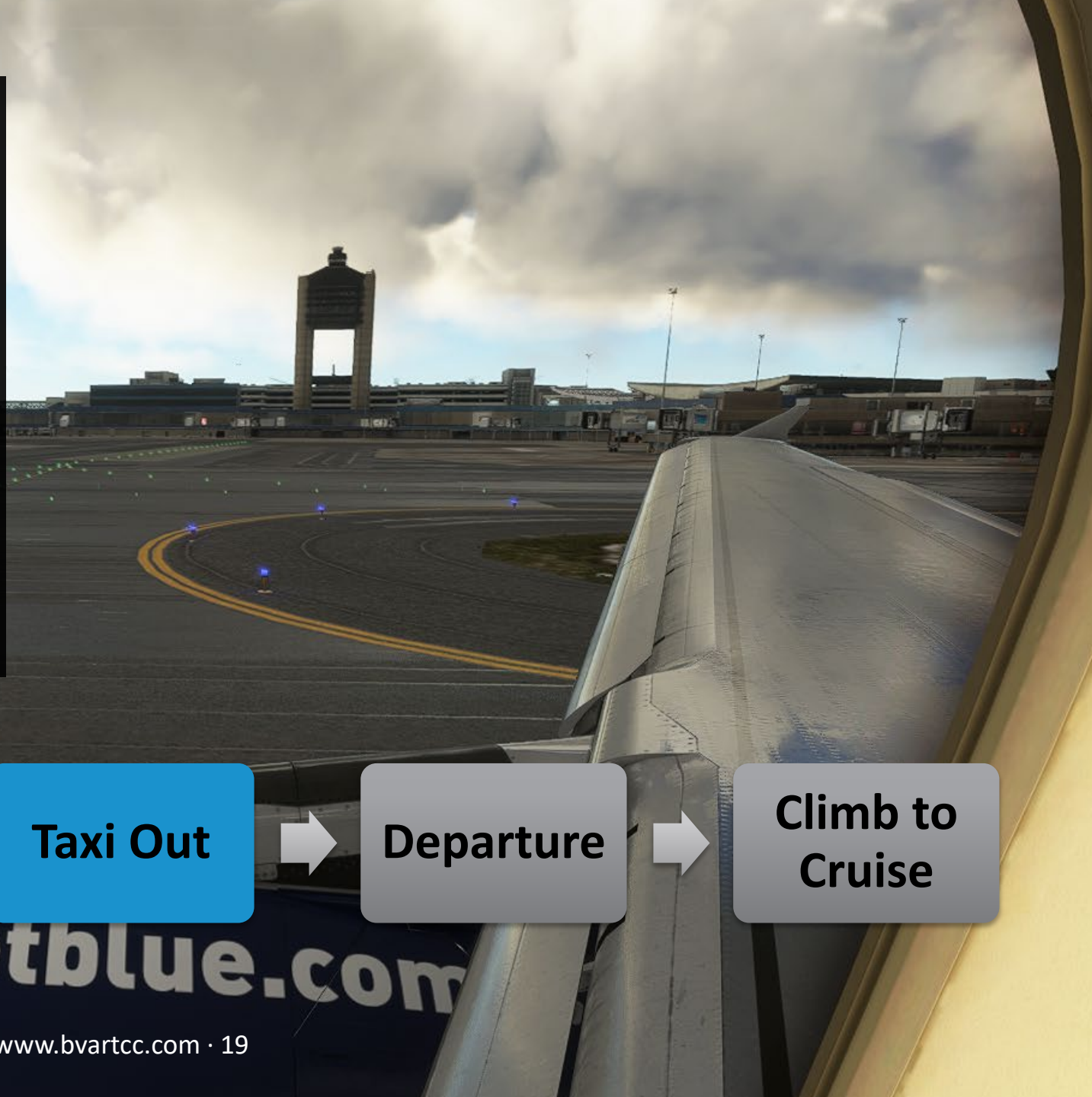


**Climb to  
Cruise**

You will be issued specific taxiway routing for departure. Readback of taxi clearance is required in its entirety, along with any hold-short instructions.

Begin taxiing as soon as you receive clearance to do so.

All aircraft are required to hold short of all runways, active or inactive, until receiving an explicit crossing clearance.



**Get a  
Clearance**



**Program  
& Prep**



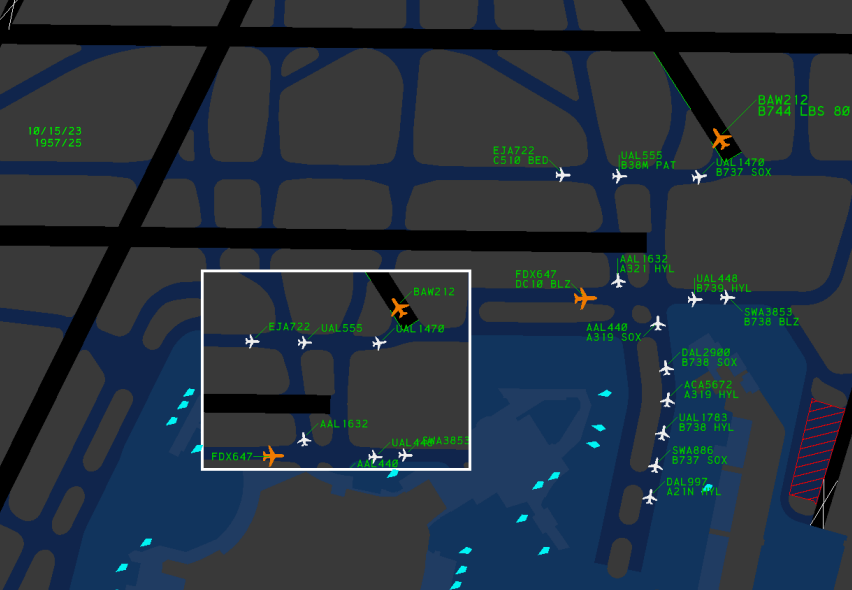
**Taxi Out**



**Departure**



**Climb to  
Cruise**



You will be instructed to **monitor** the tower controller prior to crossing a runway or prior to receiving takeoff clearance. Do not call them, they will call **you**.

*We always know where you are and what position you are for departure!*

Get a  
Clearance



Program  
& Prep



Taxi Out



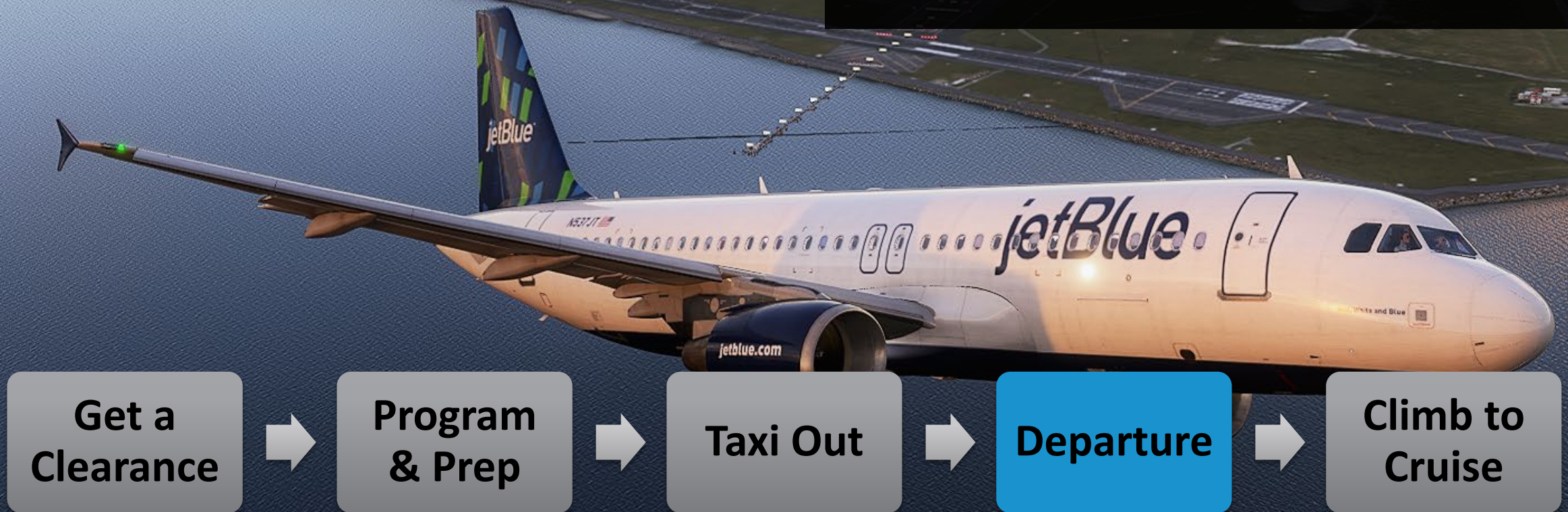
Departure



Climb to  
Cruise

## Flying a SID (departure) in the United States:

- Do **not** leave your last ATC-assigned altitude until you receive a clearance to climb.
- Charted speeds are mandatory unless canceled.
- Too high? Too low? Can't find the chart or missing a waypoint? **Advise ATC!**



When you first check in with Boston Departure, include the following information:

Who You're Calling

Who You Are

Your Current Altitude

**Boston Departure, Delta 261 Heavy, one-thousand five-hundred, climbing via the CELTK6 departure to 5,000.**

Cleared Altitude or "Climbing Via"

Get a  
Clearance



Program  
& Prep



Taxi Out



Departure



Climb to  
Cruise

## After departure...

- You will be climbed to a valid altitude for your current direction of flight.
- Your assigned CTP altitude will be used for your oceanic crossing. Review your oceanic briefing for further.
- Due to the volume and complexity of traffic in the enroute environment, you may be assigned a speed in “Mach”. When requested report this decimal number, not your airspeed!

*Now sit back, relax, and monitor your flight across the ocean!*



**Get a  
Clearance**



**Program  
& Prep**



**Taxi Out**



**Departure**



**Climb to  
Cruise**

**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.  
**Submit feedback at [www.bvartcc.com/feedback](http://www.bvartcc.com/feedback).**

