

Cross the Pond 2024: Pilot Briefing for KBOS

This document is designed to improve the arrival experience for pilots landing at KBOS in Cross the Pond Westbound. It contains best practices and controller feedback gathered from previous events.



Important Reminders for All CTP Pilots

Landing at 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, five hundred, climbing via the HYLND7 departure.”

“Southwest Twenty-Two, monitor Ground point niner”

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!



Pilot: “We’re established on the localizer.”

ATC: “What do you want...a cookie?”

In the United States (and Canada), don’t report “established on the localizer.”

We know, it’s common practice in other parts of the world. But not here. ATC will instruct you to contact Tower at the appropriate time—you don’t need to report joining or established on the localizer.

If you haven’t been switched to Tower by 5 miles from the runway, ask for a frequency change. Or, if it’s too busy, just switch to the appropriate Tower frequency and request landing clearance.

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., "one five thousand"). The first "flight level" is FL180.

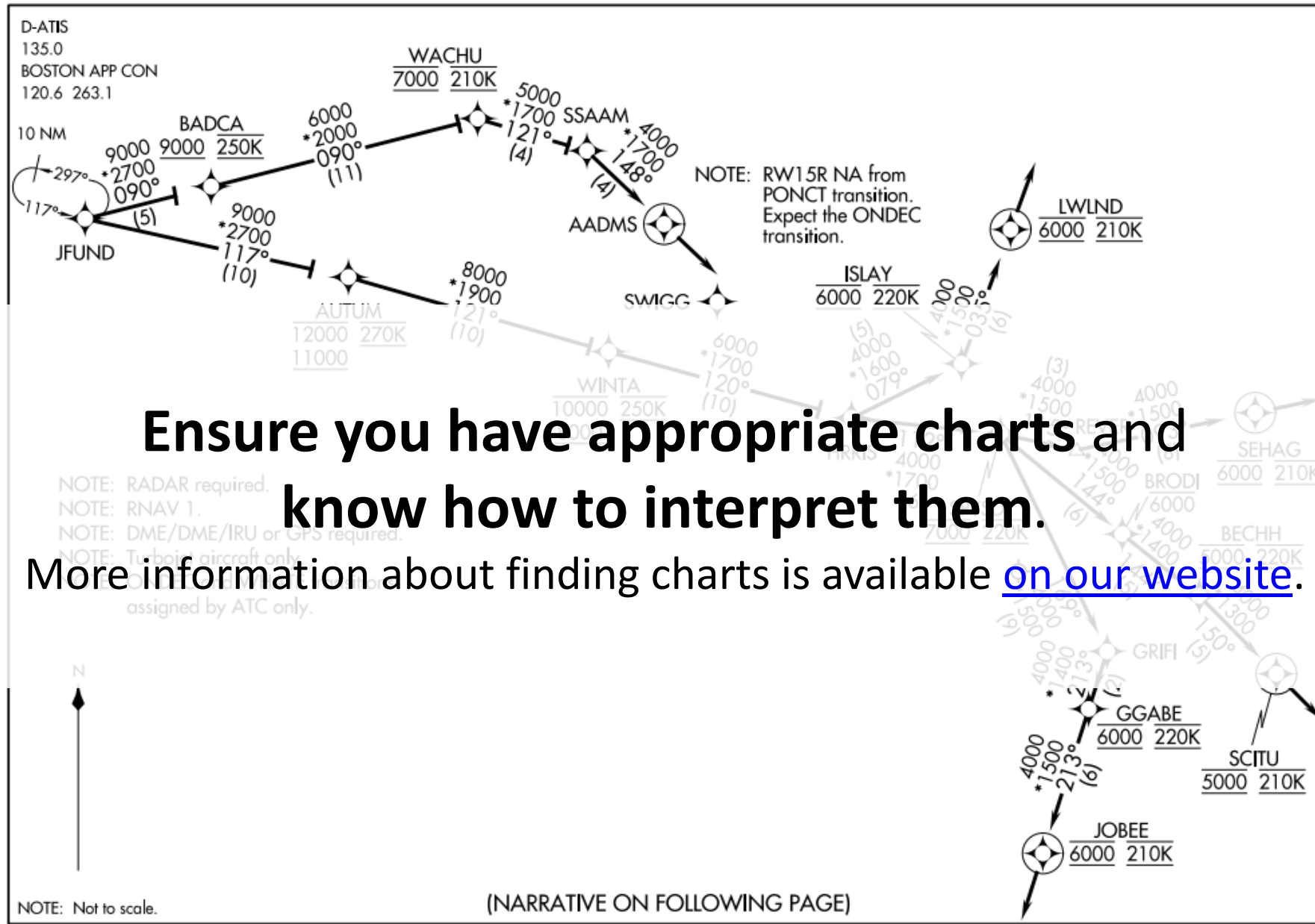


Control your speed.

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'.





Ensure you have appropriate charts and know how to interpret them.
More information about finding charts is available [on our website](#).

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".

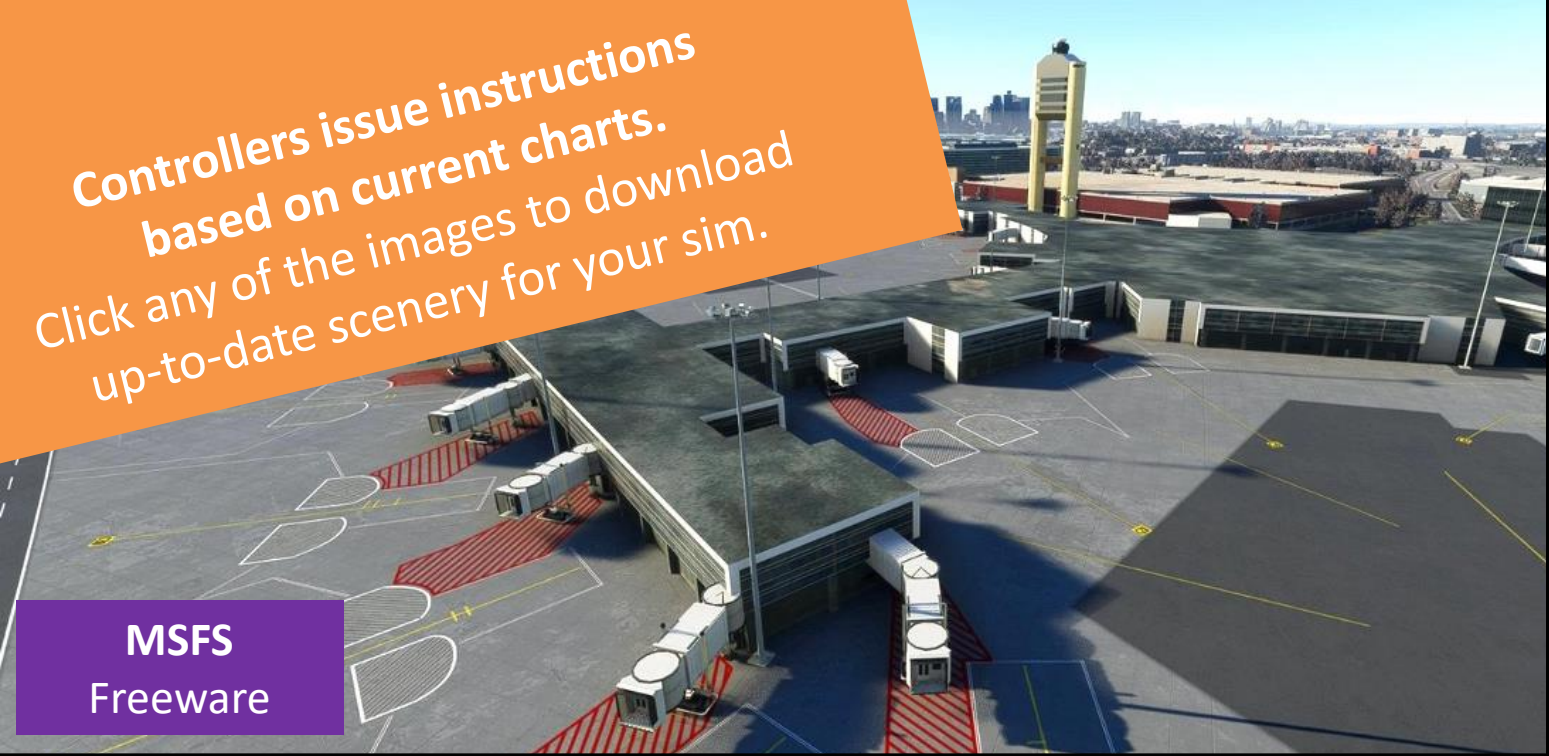
If your aircraft is set up for six-digit frequencies, you may need to add a "5" at the end of the frequency you are instructed to contact.



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

Arriving at KBOS

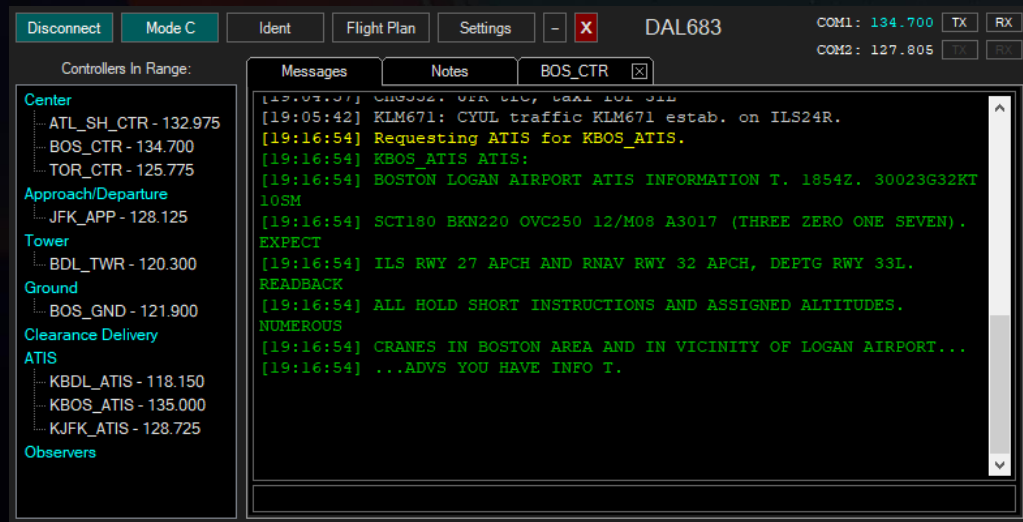
A greasy-smooth landing starts with a good approach.

A good approach starts with great preparation.



Type “.atis KBOS_ATIS” in your pilot client ~300nm prior to your top of descent.

Use the **ATIS** to plan your arrival and approach runway.
Boston Center cannot issue a landing runway.



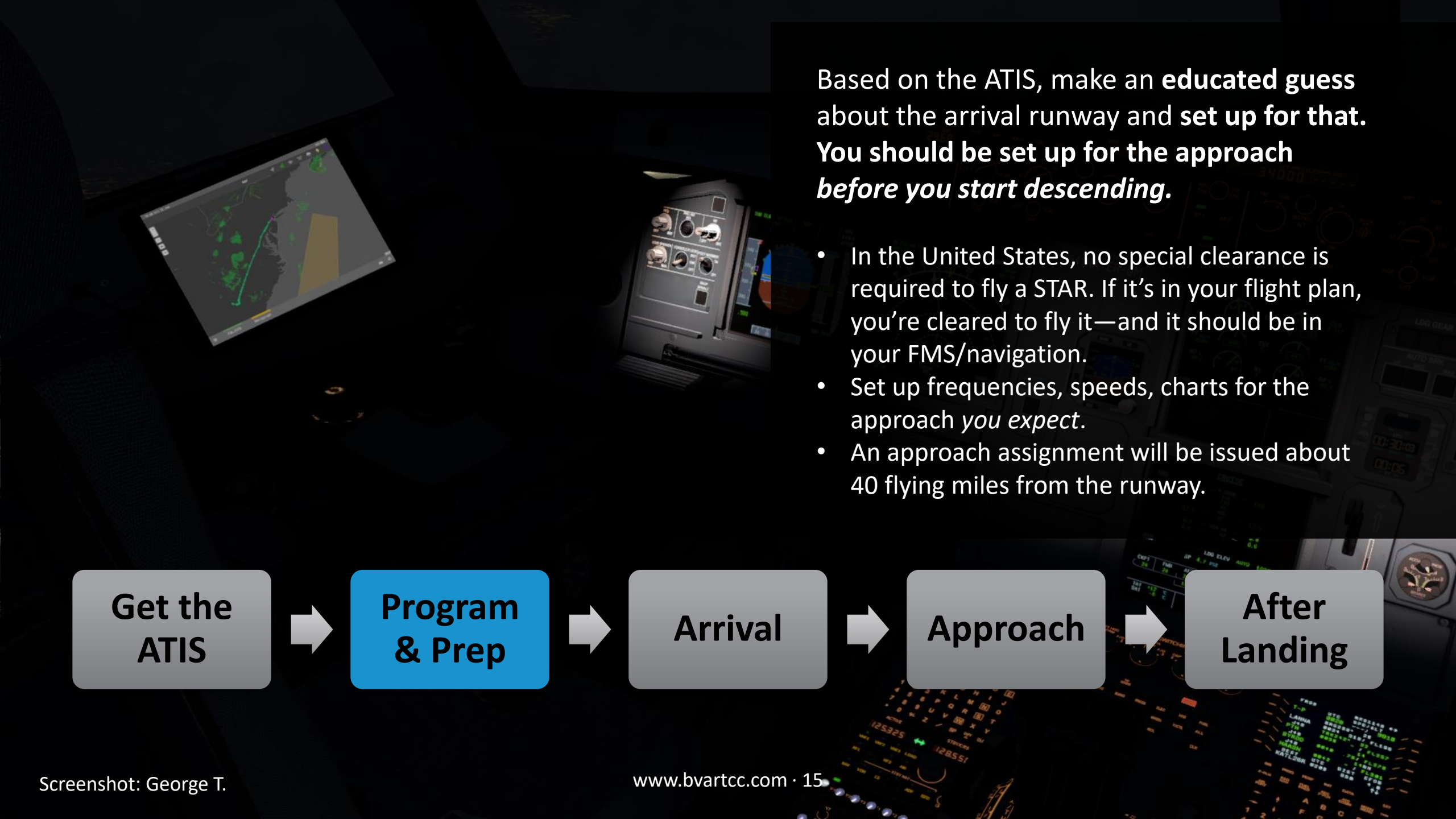
Get the
ATIS

Program
& Prep

Arrival

Approach

After
Landing



Based on the ATIS, make an **educated guess** about the arrival runway and **set up for that**. **You should be set up for the approach *before you start descending*.**

- In the United States, no special clearance is required to fly a STAR. If it's in your flight plan, you're cleared to fly it—and it should be in your FMS/navigation.
- Set up frequencies, speeds, charts for the approach *you expect*.
- An approach assignment will be issued about 40 flying miles from the runway.

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Program
& Prep



Arrival



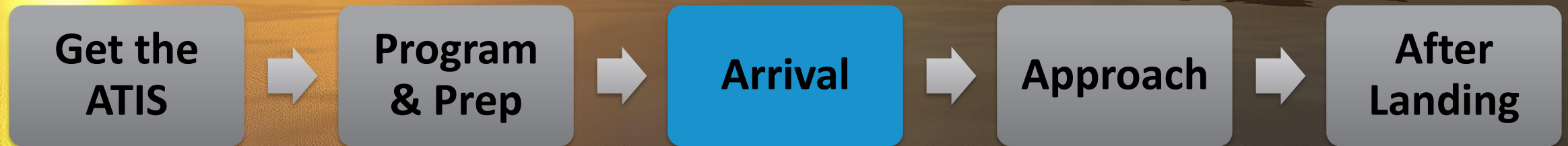
Approach



After
Landing

Flying a STAR (arrival) in the United States:

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



Speed Restriction

Pilots cross LEEZI at 210 knots unless specifically canceled by ATC.

MEA/MOCA

Not applicable to “descend via” and may be disregarded.

“At or above” altitude

Pilots cross NIKKO at or above 11,000’ when issued a “descend via” clearance

“Between” altitude

Pilots cross OOSHNN between 14,000’ – 9,000’ when issued a “descend via” clearance

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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 22L”	Follow the lateral and vertical portions of the OOSHN5, landing Runway 22L, including all published altitude crossings/restrictions.

Published speed restrictions are *always* mandatory unless canceled by ATC.



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

Who You're Calling

Who You Are

Your Current Altitude

**Boston Approach, Delta 261 Heavy, one-four thousand,
descending via the OOSHN5 arrival, Runway 22L, information Kilo.**

Cleared Altitude or "Descending Via" Runway Transition

Current ATIS

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Arrival



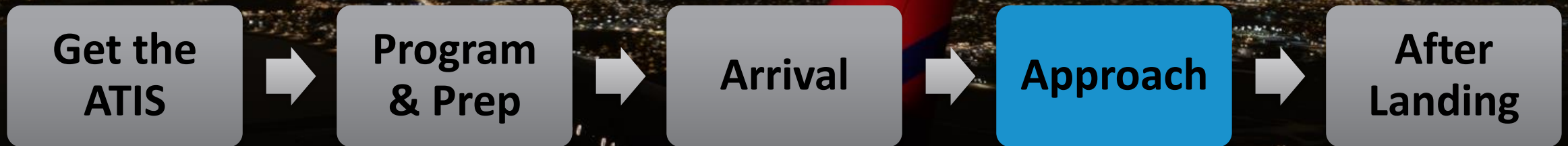
Approach



After
Landing

In response, expect to hear an approach assignment from ATC:

“Expect ILS Runway 22L Approach”



After landing...

- Exit the runway onto the first-available taxiway, commensurate with safety. No ATC instruction is required to exit the runway.
- **Never** stop on the runway.
- Expect a specific crossing instruction for any runway you encounter enroute to parking.
- *You* need to tell ATC where you're parking – we don't know! Common parking locations are shown on the next page.

Get the
ATIS



Program
& Prep



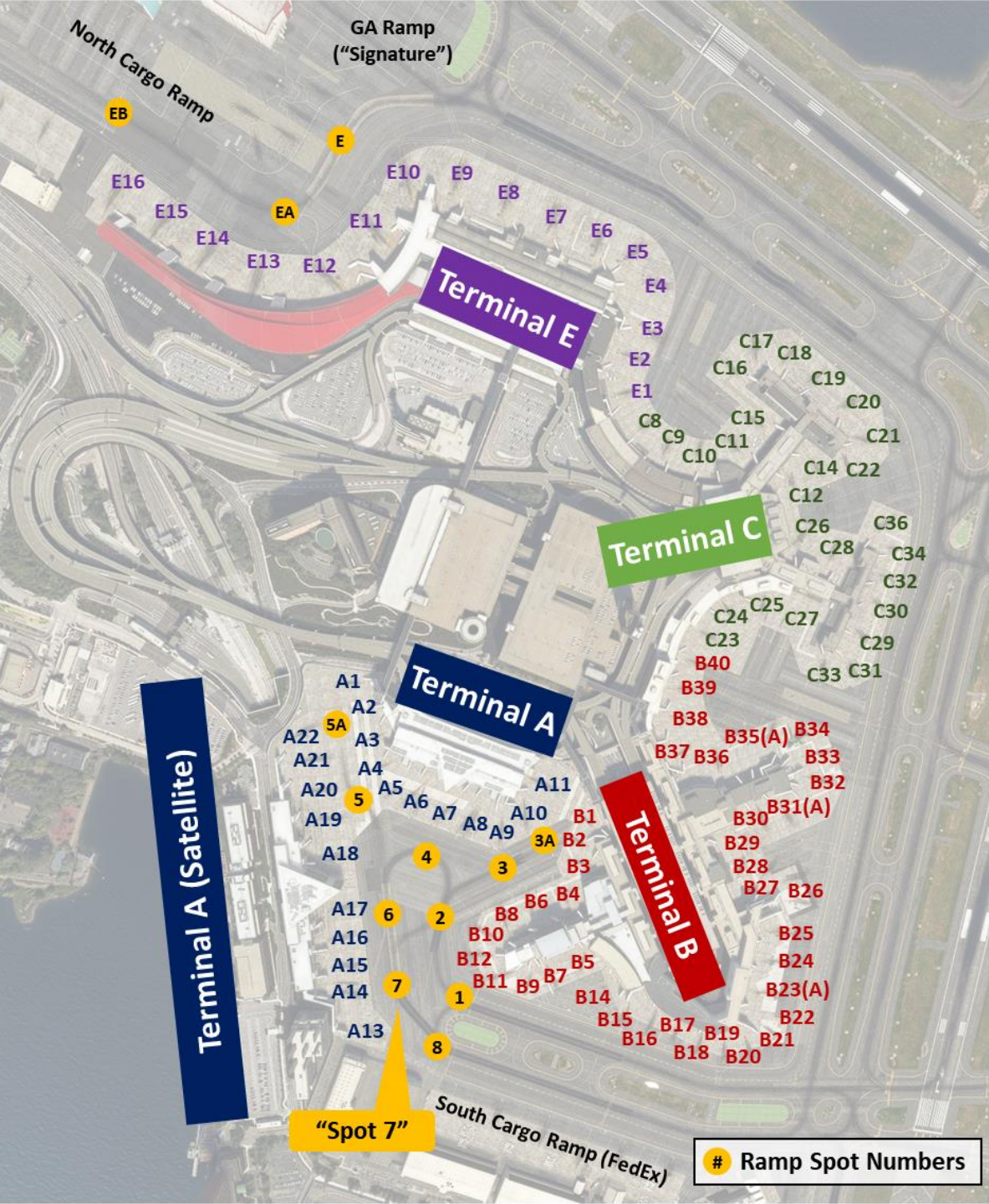
Arrival



Approach



After
Landing



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

KBOS Departures

After flying for hours across the ocean...why not turn the plane around and do it again?

You just flew 8+ hours across the Atlantic. Why not turn it around and do another flight?

Departing from KBOS? Here's how you can help:

- 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 or PDC, **level off at this altitude** until cleared higher.



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.

