



## Cape Air Coded Routes

Version B  
October 25, 2020

## Purpose

---

Boston Virtual ARTCC (BVA) provides simulated air traffic control on the VATSIM network. This document is not to be used for any real-world aviation purposes.

Cape Air Virtual, a virtual airline that operates in Boston Center airspace on VATSIM, simulates the use of abbreviated departure clearances as used in real-world operations. The clearances described below are applicable to aircraft departing Boston as well as select other Cape Air airports under both VFR and IFR conditions.

Routes will be issued by ATC upon request from any pilot flying with the Cape Air (KAP) callsign.

## Use

---

### IFR

To use IFR abbreviated departure clearances, pilots should file standard flight plans with appropriate IFR routing and enter the coded route in the “Remarks”. When requesting clearance verbally, pilots may request the use of an abbreviated route.

For example, a pilot may file the flight plan shown below for KBOS to KACK:

The image shows a flight plan form with the following fields and values:

- Flight Type: IFR
- Heavy Aircraft:
- Equipment Suffix: G
- Departure Airport: KBOS
- Destination Airport: KACK
- Alternate Airport: KMVY
- Departure Time: 2250 h:mm Z
- Time Enroute: 0 hh 32 mm
- Fuel Available: 1 hh 30 mm
- Cruise Speed: 160 TAS
- Cruise Altitude: 5000
- Route: LFV
- Remarks: Route A
- Voice:  Send + Receive  Receive Only  Text Only

When contacting ATC to receive IFR clearance, the pilot could request “clearance to Nantucket via Route A” or “request clearance via Route A”. Air Traffic Control may either give the pilot a standard IFR clearance or may use an abbreviated route clearance. Abbreviated route clearances will always contain a squawk code and may also contain modifications to the abbreviated route (changes to top altitude, departure frequency, etc.).

Example:

- **Pilot:** “KAP14, information B, request clearance via Route A”
- **Controller:** “KAP14, Boston Clearance, cleared via Route A, squawk 1314”

## IFR Routes Departing KBOS:

To	Route	Route to File/Fly	Top Altitude	Departure Frequency
ACK	Route A	LOGAN# Lfv	3000	133.0
ALB	Route W	LOGAN# GLYDE V270 CTR		
AUG	Route G	LOGAN# PSM ENE		
BHB	Route R	LOGAN# PSM ENE		
EWB	Route E	LOGAN# DIRECT		
HYA	Route H	LOGAN# DUNKK V141 GAILS		
LEB	Route L	LOGAN# MHT		
MVY	Route M	LOGAN# FREDO MVY017R		
MVY	Route Y	LOGAN# MVY 359/35DME		
PVC	Route P	LOGAN# (Direct)		
PVD	Route D	LOGAN# (Direct)		
RKD	Route K	LOGAN# PSM ENE		
RUT	Route U	LOGAN# MHT		
SLK	Route S	LOGAN# MHT V141 BTV		

As a reminder, the “top altitude” of 3,000’ represents the initial altitude until cleared higher by ATC in the air. Pilots may file any final/cruise altitude consistent with direction of flight and can expect clearance to their requested final/cruise altitude within 10 minutes of departure.

### IFR Routes departing HYA:

To	Route Identifier	Route String
ACK	Route A (ACK Landing 24)	RV DIRECT at assigned altitude (normally 2,000')
ACK	Route B (ACK Landing 6)	RV to join LFV210 radial at assigned altitude (normally 2,000')
PVC	Route Q	RV DIRECT at assigned altitude (normally 2,000')
MVY	Route C	RV DIRECT at assigned altitude (normally 2,000')

### IFR Routes departing MVY:

To	Route Identifier	Route String
HYA	Route H	RV DIRECT at 2,000'
ACK	Route Y	RV DIRECT, maintain 2,000', expect 3,000'
EWB	Route Z	RV V146 COSSY DIRECT, maintain 2,000', expect 4,000'
BOS	Route B	RV MVY017 FREDO DIRECT, maintain 2,000', expect 6,000'
PVD	Route V	RV V146 PVD, maintain 2,000', expect 4,000'

### IFR Routes Departing ACK:

To	Route Identifier	Route String
HYA	Route N	RV DIRECT, maintain 2,000'
MVY	Route Y	RV DIRECT, maintain 2,000'
PVD	Route V	RV V146 PVD, maintain 2,000', expect 4,000'
EWB	Route E	RV V146 COSSY, maintain 2,000', expect 4,000'
BOS	Route B	RV ACK341 FREDO DIRECT, maintain 2,000', expect 4,000'

### IFR Routes Departing EWB:

To	Route Identifier	Route String
ACK	Route N	RV PVD143 CLAMY DIRECT, maintain 2,000', expect 3,000'
MVY	Route M	RV DIRECT, maintain 2,000', expect 3,000'

## VFR

To use VFR abbreviated departure clearances from Boston, pilots should file a standard VFR flight plan and enter the coded route in the “Remarks”. When requesting clearance verbally, pilots may request the use of an abbreviated route.

For example, a pilot may file the flight plan shown below for KBOS to KACK:

The screenshot shows a flight plan entry form with the following fields and values:

- Flight Type: VFR (dropdown)
- Heavy Aircraft:
- Equipment Suffix: G (dropdown)
- Departure Airport: KBOS
- Destination Airport: KACK
- Alternate Airport: (empty)
- Departure Time: 1600 h:mm Z
- Time Enroute: 0 hh 45 mm
- Fuel Available: 3 hh 0 mm
- Cruise Speed: 150 (spinners)
- Cruise Altitude: 5500 (spinners)
- Route: DIRECT (text box)
- Remarks: Route V (text box)
- Voice:  Send + Receive,  Receive Only,  Text Only
- Buttons: File Flight Plan, Fetch From Server, Load From File, Save To File, Clear, Close

When contacting ATC to receive VFR clearance at BOS, the pilot could request “VFR to Nantucket via Route V.” Air Traffic Control may either give the pilot a standard VFR instruction or may use an abbreviated route clearance. Abbreviated route clearances will always contain a squawk code and may also contain modifications to the abbreviated route (changes to top altitude, departure frequency, etc.)

Example:

- **Pilot:** “KAP14, information B, request VFR to Nantucket at 5,500.
- **Controller:** “KAP14, Boston Clearance, cleared via Route V, squawk 1314”

### VFR Routes Departing KBOS:

Route V	Route B
Cleared out of Class B Airspace via: Runway heading, Maintain VFR at 3000. Expect requested altitude 10 minutes after departure. Departure frequency: 133.00.	Cleared out of Class B Airspace via: Runway heading, Maintain VFR at assigned altitude. Departure frequency: 128.80.

## VFR Routes Arriving KBOS:

Boston also publishes VFR arrival routes for Cape Air operations. VFR arrivals landing at Boston can request a Class B clearance via one of the routes below. Aircraft should request the clearance well prior to reaching the Class B airspace.

Example:

- **Pilot:** *“KAP14, information C, 30 miles southeast of Boston, 3,500, request clearance to land via Bravo 4.”*
- **Controller:** *“KAP14, Boston Approach, cleared into the Class Bravo airspace via Bravo 4.”*

Route Identifier	Description
BRAVO 4	Enter via overhead Norwood Airport (OWD) at 2,500'. Cleared through OWD Class “D” airspace. Expect Runway 4L.
BRAVO 15	Enter via Minot’s Light at or below 1,800'. Depart Minot’s Light heading 020 or as assigned. Expect Runway 15L.
BRAVO 22	Enter via Minot’s Light at 2,500'. Depart Minot’s Light heading 030 or as assigned. Cleared through Beverly Airport (BVY) Class “D” airspace. Expect Runway 22L.
BRAVO 27	Enter via Minot’s Light at 1,500'. Depart Minot’s Light heading 360 or as assigned. Expect Runway 27.
BRAVO 32	Enter via direct BOS or heading as assigned at 2,500'. Expect Runway 32.
BRAVO 33	Enter via Minot’s Light at 1,500'. Depart Minot’s Light via the shoreline direct BOS. Expect Runway 33R.
BRAVO North	Proceed direct BOS at 4,500'. Expect runway assignment from Boston Approach.