



## **Cross the Pond Eastbound** Pilot Briefing

November 14, 2020

# **ATTENTION ALL AIRCRAFT**

## **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 clear, check in with your current altitude (as well as your assigned altitude if it is different).

*“Boston Center, Lufthansa 424, climbing through Flight Level Three One Zero for Flight Level Three Five Zero”*

## If you lose connection to the network after pushing back from the gate:

**On the Ground:** After 5 seconds, your departure slot is automatically cancelled. ATC will need to re-sequence you for departure. DO NOT re-connect where you last were. Instead, reposition while offline to the “J-Pad” (shown below), then re-connect and contact 121.75 for instructions.



**In the Air:** If you lose connection while in-flight, try to keep your aircraft moving at the same speed, and re-connect when you can. Establish contact with air traffic control immediately for instructions. Avoid pausing your simulator.

If you lose connection in the air, keep moving. Re-connect as soon as possible, and contact ATC immediately.

**Simulator Crashes:** If your simulator crashes after departure, and you would like to re-start the flight, you may re-spawn in the J-Pad as depicted above. Contact frequency 121.75 and advise them of the situation.

## General Recommendations

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When you're flying anywhere in our ARTCC (or, for that matter, on VATSIM), please keep the following recommendations in mind:

- **Only accept what you can perform.** If you are assigned a SID, procedure, or clearance that you don't understand or don't know you can do, speak up! We would rather provide headings and altitudes than have a pilot accidentally turn the wrong way.
- **Ask questions.** If you are unclear about an instruction or just want more information, ask.
- **Don't pause or leave the flight deck** without asking for permission first. It's best to ask via frequency (by voice or, if impossible, by text) rather than private message.
- **Have updated navigation capability**, if you can. Controllers expect you to have the latest capability. [Click here](#) for more information about getting updated info.
- **Ensure you have appropriate charts** and know how to interpret them. More information about finding charts is available [on our website](#).
- **Go direct when cleared "direct"**. If ATC instructs you to "proceed direct" to a waypoint, proceed in a straight line from your current position to the new waypoint. If you aren't able to go direct and instead need to turn back to the "magenta line", make this request with the controller first.
- **Do not climb above or descend below assigned altitudes.** If you are on an RNAV departure, your clearance will read "climb via SID". This means you must follow all crossing restrictions on the departure procedure and maintain the TOP ALTITUDE which is in printed the corner of the first page of the chart. [Click here](#) for more information on flying RNAV departures.

## Scenery Updates

Having accurate airport layouts (i.e., taxiways and runways) is critical.

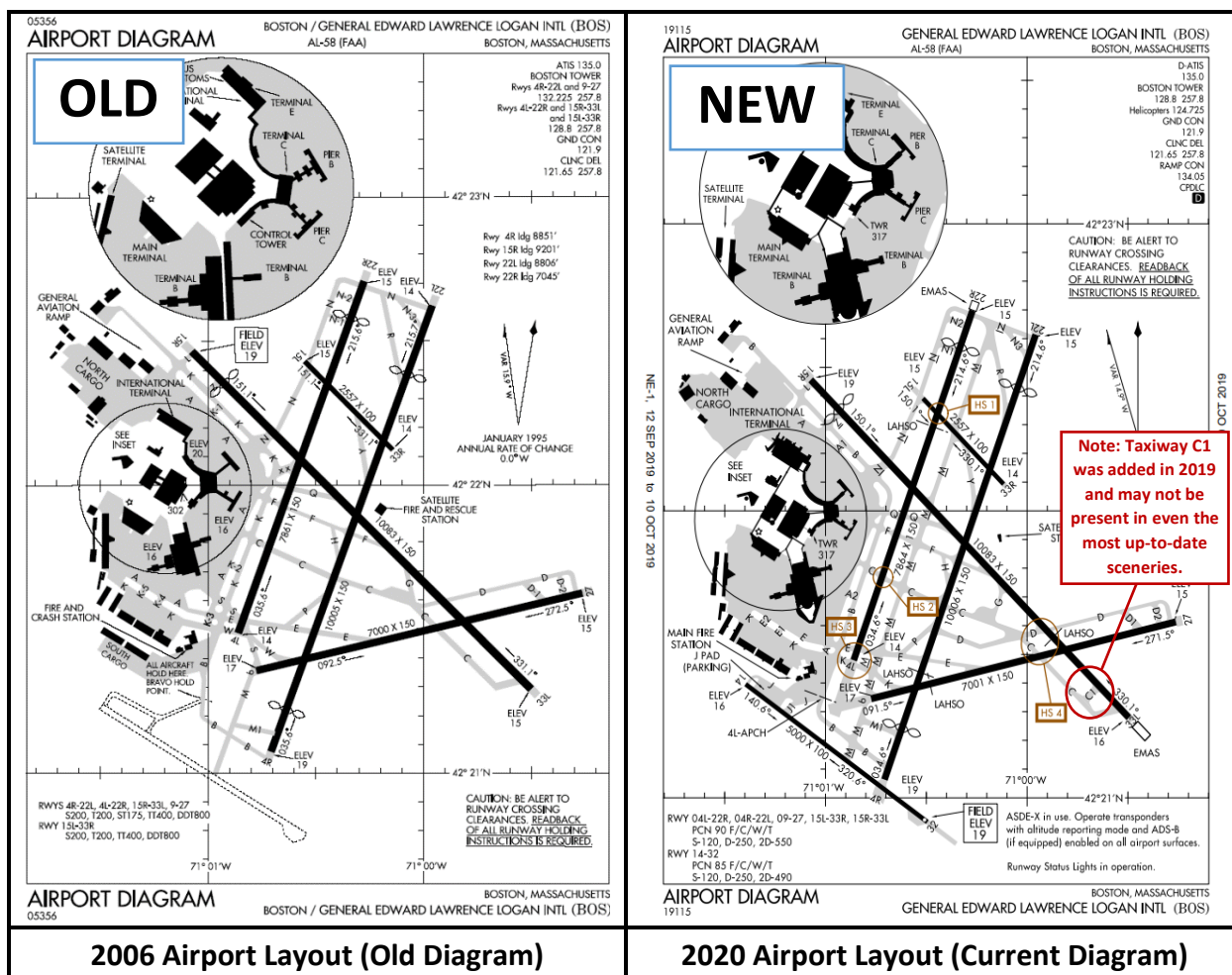
If you are a BVA member, visit our [Downloads](#) page for free KBOS scenery updates.

For non-members, an excellent payware scenery for KBOS is available from FlyTampa. Alternatively, all pilots using FSX or Prepar3D are encouraged to download and install this [freeware scenery update for KBOS](#) from popular developer Ray Smith. Pilots using X-Plane can download this [freeware scenery update](#) available from x-plane.org.

**If you are using *Microsoft Flight Simulator* and do not see accurate taxiway labels, ask ATC for “progressive taxi instructions”.**

Controllers will issue instructions based on current charts and publications. Pilots with outdated airports that do not match current publications are expected to advise ATC prior to requesting taxi instructions, even if that information is filed in their flight plan.

*Example: “Boston Ground, DAL2363, ready to taxi, outdated scenery.”*



# Boston Airport (KBOS) Operations

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## RNAV Departures

RNAV Departure Procedures (DPs) are the standard departure procedures use at KBOS for jet aircraft. All DPs, including links to their charts, may be [found online](#).

If you are not familiar with RNAV departures, read our one-page intro to [KBOS RNAV departures](#).

Non-compliance with assigned departure procedures is a significant challenge for ATC during each eastbound Cross the Pond event. Prior to departure, all pilots should:

1. Review their clearance and obtain the corresponding departure chart.
2. Ensure the assigned DP, for the anticipated departure runway, is loaded into the FMS.
3. Review all pages of the appropriate chart and *compare the waypoints on the chart for the assigned departure runway with the waypoints in your FMS*.
4. Set the “top altitude” (5,000 for jet aircraft and 3,000 for non-jet aircraft, unless otherwise assigned by ATC) as the altitude limit.

It is imperative that pilots understand their navigational capabilities prior to obtaining clearance. If you are unable to fly an RNAV DP for any reason, including because you do not have the correct waypoints in your FMS, you must file the LOGAN2 departure. This departure involves flying an initial heading and receiving radar vectors.

Cross the Pond pilots can anticipate the CELTK5, LBSTA6, or HYLND5 DPs. Aircraft unable the use an RNAV DP will be assigned the LOGAN2 radar vectored procedure.

***The top altitude for all jet departures at BOS is 5,000 feet.  
Do not climb above your top altitude after takeoff without clearance from ATC.***

## Fuel

Given the possibility of ground delays and enroute holding on both departure and arrival, BVA recommends pilots carry additional reserve fuel.

## Parking and Ground Operations

There are four terminals at KBOS: A (consisting of a main and satellite terminal), B, C, and E. Terminal E is the only terminal with customs processing and any international *arrivals*, including from domestic carriers, park at Terminal E. International *departures* can originate from terminals A, B, C, or E. The list of airlines operating at Boston is shown below.

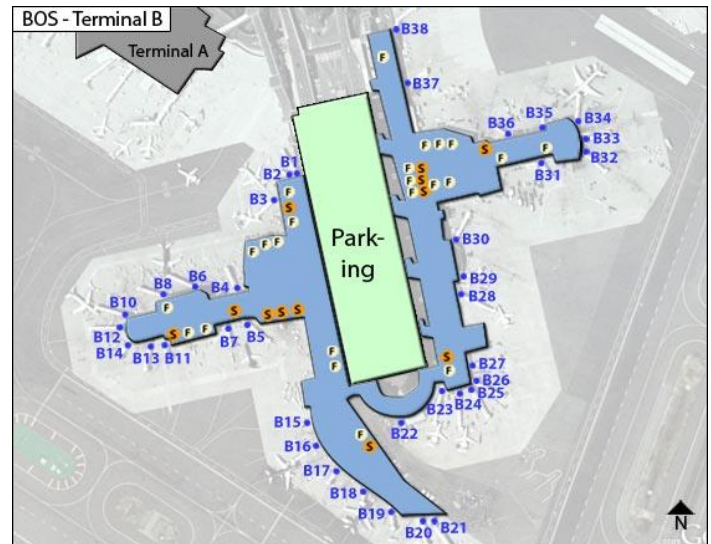
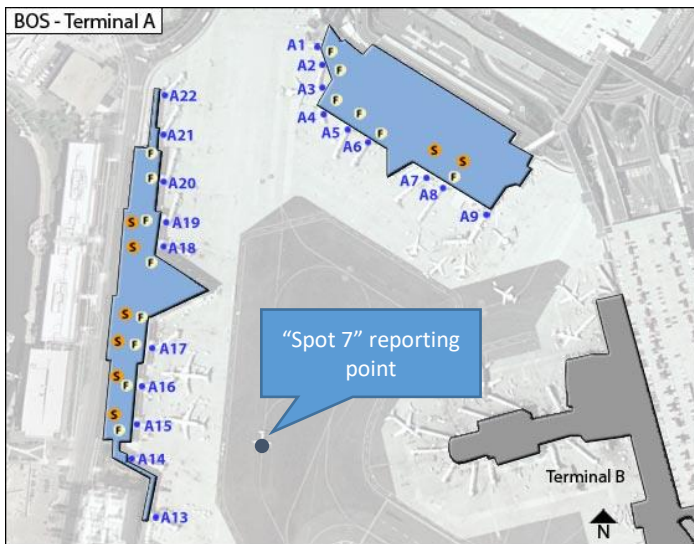
“Heavy” aircraft can be accommodated at all terminals. If you have up-to-date scenery, you will find places to park transatlantic flights at gates at each terminal.

At KBOS, Boston ARTCC provides control over movement areas including all taxiways, runways, and many areas surrounding Terminals B, C, and E. For that reason, all aircraft are requested to advise the appropriate controller for authorization to push unless otherwise instructed.

Remember, you need a specific clearance to cross each runway you come to (active or inactive). Always hold short of a runway unless you have crossing instruction. If you are unsure, ask!

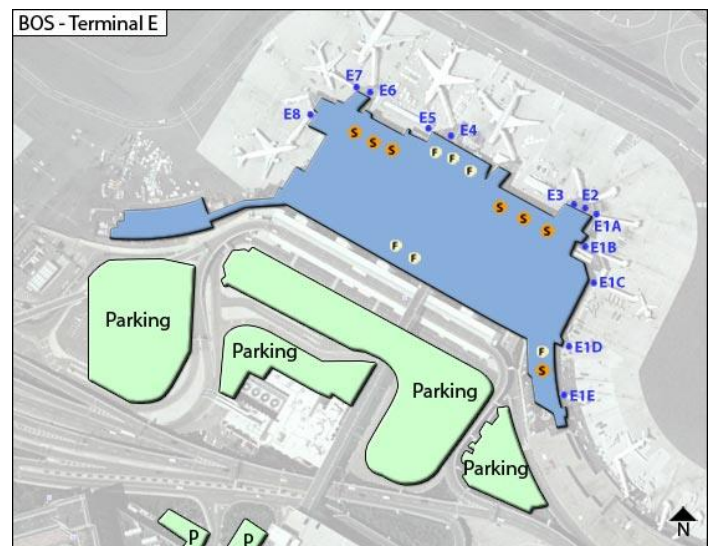
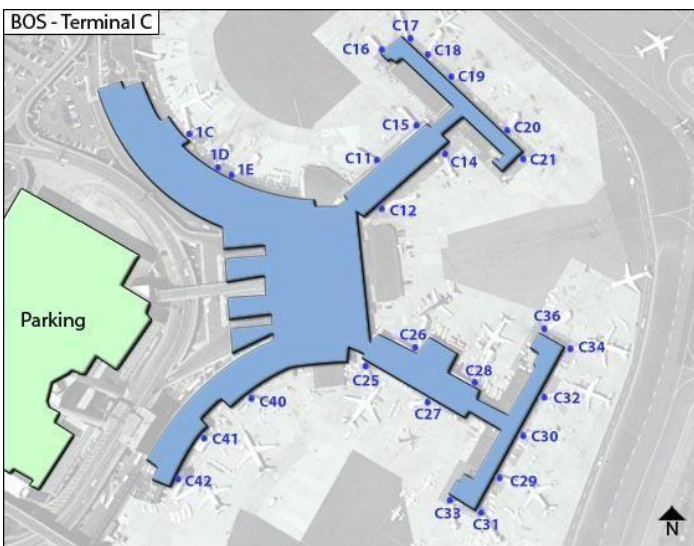
The diagrams on the following page show the gate layouts and common airline parking spots. You can also find an [interactive map showing airlines and gates on the Logan Airport website](#).





**Terminal A** normally serves Delta Air Lines and WestJet.

**Terminal B** normally serves Air Canada, Alaska, American, Southwest, Spirit, and United.



**Terminal C** normally serves Aer Lingus, Cape Air, Jet Blue, and TAP Air Portugal departures.

**Terminal E** normally serves Sun Country, Frontier, all international arrivals and several international departures. International arrivals from American, Delta, and JetBlue park at Terminal E. All international airline arrivals not mentioned above, including Air France, British Airways, Emirates, Icelandair, KLM, Porter, and Virgin Atlantic park at this terminal. However, most international departures from domestic carriers such as American, Delta, JetBlue leave from Terminals A – C.



## Departure Flow

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The typical departure procedure for Cross the Pond aircraft is described below. Although your day-of-experience may differ slightly, please prepare for the following.

### Clearance

- File your flight plan according to the route assigned by Cross the Pond if you were assigned a slot. (If you are not assigned a slot, you are welcome to fly domestic routes from KBOS but please do not fly transatlantic!)
- Expect to receive a textual clearance (PDC/CPDLC) via private message. No response or read back is necessary. If you have not received a clearance within 10 minutes of filing your flight plan, request clearance verbally with BOS\_DEL on 121.65.
- Read your clearance carefully and follow the instructions for obtaining push instructions.

### Pushback

- Once you have received your clearance and are fully ready to push, contact the appropriate frequency with the following information:
  1. Your callsign;
  2. The current ATIS code; and,
  3. Your location on the airport (i.e., gate number).
- The controller will confirm your information is correct 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.
- Pushback approval is valid for one minute. If you are unable to begin your pushback within this time, advise the ramp controller immediately.
- Listen to the controller's instructions for the next steps and frequencies.

### Ground and Taxiing

- You will be issued specific taxiway routing. Read back the taxi clearance in its entirety along with any hold-short instructions. Begin to taxi as soon as you receive clearance.
- All aircraft are required to hold short of all runways, active or inactive, until receiving an explicit crossing clearance.

***Many gates at BOS require pushback onto a taxiway. Read your clearance carefully and follow the instructions. Do not push back until you have been given permission to do so.***

## Tower and Takeoff

- You will be instructed when to switch to the appropriate Tower frequency. Do not change frequencies until instructed to do so.
- Once your takeoff clearance is given, you are expected to depart immediately. If you are not ready when you reach the end of the runway, advise Tower prior to taking the runway.
- Your routing will include either one of the RNAV departures or the LOGAN2 radar vector departure. You are expected to have prepared for and fly your departure correctly. The departure procedure from each runway is depicted clearly on the applicable chart. Upon departure, you are expected to follow your assigned departure procedure. If you are unsure or unable, let the controllers know.
- Immediately after takeoff, you will be instructed to contact Boston Departure (BOS\_DEP) on 133.00. When checking in with departure, announce your current altitude.
- Accelerate to 250 knots as quickly as possible on departure. Maintain 250 knots until reaching 10,000', then accelerate to your enroute/climb speed unless instructed otherwise by ATC. Comply with any ATC-assigned speed restrictions.

## Enroute Services

- Once airborne, be sure to follow all instructions as quickly and accurately as possible. In addition to departures from KBOS, Boston Center (ZBW) is responsible for sequencing most of the overflights from other event airports. This is a tremendous workload; a small number of nonresponsive pilots can have far-reaching ramifications for the entire event.
- Please pay special attention to handoff and frequency change instructions as there will be multiple air traffic control sectors online.
- Aircraft may be left at a lower altitude than their filed cruise for a period of time as traffic is sequenced. Please remain seated in the cockpit at all times and monitor radio communications. If you need to step away, get permission first.
- Most importantly, if you have any questions regarding any clearances or communications be sure to ask for clarification!

## Feedback

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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.