Boston Virtual ARTCC

Cape Area Airports

Standard Operating Procedures

This air traffic control procedural document is provided for virtual air traffic control in the ZBW ARTCC of the VATSIM network only. It is not for real-world ATC use. These procedures are approved for use as defined by the Boston Virtual ARTCC Administration Team only.

For more information about Boston Virtual ARTCC, visit www.bvartcc.com.

Version C

January 21, 2019

Version Log & Changes from Previous Version

Changes from the previous three versions are listed at the top of every SOP. Changes within the document are emphasized with a vertical blackline beside changed text.

Version C – January 21, 2019

Removes altitude restrictions for VFR aircraft requesting Flight Following	Multiple
Adds Opposite Direction Operations procedures	Page 12

Version B – April 8, 2018

Three references to K90 were updated to ACK_APP	Multiple

Version A – November 12, 2017

(New document.)

Using this Document

The information contained in Chapter 1 is knowledge material that all controllers should be familiar with. The other information in this SOP is designed as additional resource material for controllers who wish to apply extra realism within this airspace. It is not required knowledge for practical exams or on-network controlling, as the OTS Exam Evaluation Standards still act as the primary reference document for practical exams.

Controllers are encouraged to review the additional resource material in Chapter 2 onward at their leisure and apply it at their discretion.

Chapter 1: Overview

1.1 Quick Reference Sheets

a. ACK_DEL (119.37)

- **Initial Altitude for IFR Aircraft:** 2,000’
- **Departure Procedures:** Radar vectors to (FIX)
- **Departures to Cape Area airports:** Clear via “direct” at 2,000’

b. ACK_GND (132.50)

- **Taxi Routes:** Due to the simple taxiway system, there are no pre-established preferred taxi routes. Generally, Taxiway E should be used for outbounds, and Taxiways G/F for inbounds.

c. ACK_TWR (118.30)

- **Airspace:** 4.2nm from KACK from surface to 2,500’ MSL.
- **Runways:** Runway 6/24 shall be an active runway at all times.
- **Noise Abatement:** Familiarize with local procedures outlined in this document.
- **Calm Wind Configuration:** None
- **ATIS:** Voice. Real-world ATIS: 508-228-5375.
- **Departure Headings:** Headings given within the corridors below do not require prior coordination:

Runway	Corridor	Missed Approach
6	010°-080°	Runway Heading 1,500’
15	150°-190°	
24	230°-270°	
33	310°-350°	

d. HYA_GND (118.45)

- **Initial Altitude for IFR Aircraft:** 2,000’
- **Departure Procedures:** Radar vectors to (FIX)
- **Departures to Cape Area airports:** Clear via “direct” at 2,000’

e. HYA_TWR (118.45)

- **Airspace:** 4nm from KHYA from surface to 2,600’ MSL.
- **Runways:** Runway 6/24 shall be an active runway at all times. Coordinate with ACK_TWR to determine ACK flow in use. Runway 24 is the calm wind runway.
- **ATIS:** Voice. Real-world ATIS: 508-778-1143.
- **Departure Headings:** All departures shall be assigned runway heading.
- **Missed Approach:** Runway heading, 2,000’.

f. MVY_GND (124.35)

- **Initial Altitude for IFR Aircraft:** 2,000’
- **Departure Procedures:** Radar vectors to (FIX)
- **Departures to Cape Area airports:** Clear via “direct” at 2,000’

g. MVY_TWR (121.40)

- **Airspace:** 4nm from KMVY from surface to 2,600’ MSL.
- **Runways:** Runway 6/24 shall be an active runway at all times. Coordinate with ACK_TWR to determine ACK flow in use. Runway 24 is the calm wind runway.
- **ATIS:** Voice. Real-world ATIS: 508-693-7685.
- **IFR Release is required** to be obtained through ACK_APP for all IFR or Special VFR departures. If no specific heading instructions are received in the release, the aircraft is assumed to be released on runway heading, climbing to 2,000’.
- **Missed Approach:** Runway heading, 2,000’.

1.2 General

a. This document outlines the air traffic control procedures and responsibilities for controllers working positions at Cape Area airports.

b. The following callsigns and frequencies shall be used:

Identifier	Position	Frequency	VOX Channel
ACK_DEL	Clearance Delivery	119.37	ACK_119.370
ACK_GND	Ground Control	132.50	ACK_132.500
ACK_TWR	Local Control	118.30	ACK_118.300
KACK_ATIS	Voice ATIS	127.50	ACK_127.500
HYA_GND	Ground Control	118.45	HYA_118.450
HYA_TWR	Local Control	119.50	HYA_119.500
KHYA_ATIS	Voice ATIS	123.80	HYA_123.800
MVY_GND	Ground Control	124.35	MVY_124.350
MVY_TWR	Local Control	121.40	MVY_121.400
KMVY_ATIS	Voice ATIS	126.25	MVY_126.250

1.3. Cape Air Coded Routes

a. The following routes are available for Cape Air aircraft departing Cape Area airports. Clearances may be issued by using the route, issuing the appropriate departure frequency, and assigning as squawk code.

> *KAP14, cleared to the Boston Airport via Route Bravo, departure frequency 118,25, squawk 5532.*

b. 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')

c. 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'

d. Routes departing ACK:

To	Route Identifier	Route String
HYA	Route N	RV HY NDB, maintain 2,000' (normally, aircraft are just given vectors to the approach, not direct 'HY')
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'

Chapter 2: Nantucket Local Procedures

2.1 Clearance Delivery

a. Altitude Assignments:

1. Assign all IFR departures 2,000'. IFR departures shall expect requested altitude ten (10) minutes after departure.

b. VFR Aircraft:

1. VFR aircraft requesting radar services shall be assigned the departure frequency and a discrete squawk code:

   Departure frequency 126.10, squawk 5531.

2. VFR aircraft that decline Flight Following should not be assigned a discrete squawk code or altitude restriction.

3. All Special VFR (SVFR) departures shall be instructed to maintain SVFR at or below 1,500'.

c. IFR Aircraft:

1. Aircraft shall be cleared via "radar vectors (first fix/navaid), then as filed". Aircraft shall be given 2,000' as an initial altitude and be instructed to expect higher within 10 minutes.

   …cleared to the Boston Airport via radar vectors FREDO, then as filed. Climb and maintain 2,000, expect 8,000 10 minutes after departure…

2.2 Ground

a. Taxiway restrictions:

1. The portion of the closed Taxiway F between Taxiways B and A is a non-movement area. Aircraft may taxi and push in this area without a clearance from ATC.

   (a) Except for aircraft inbound to or outbound from the ramp, do not allow aircraft to use this portion of Taxiway F.

   (b) The centerline of Taxiway F is 80' from the ramp. Use caution if taxiing large aircraft in this vicinity.

2. The centerlines of Taxiways E and F are separated by 125'. Use caution if taxiing large aircraft along these taxiways.

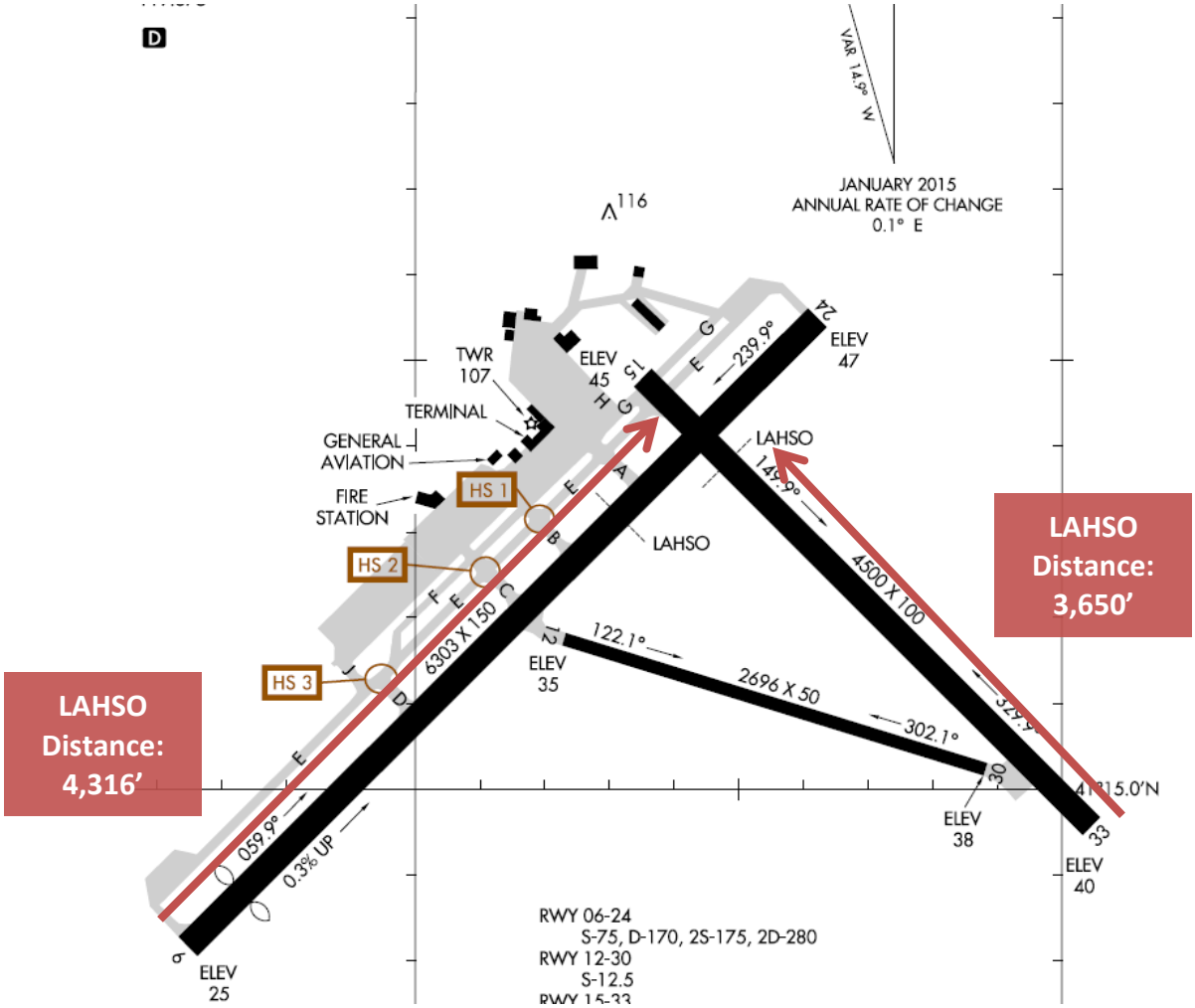
b. Runway 12-30:

   1. Is available for Day VFR only, for aircraft weighing less than 12,500 lbs.

   2. May be used as a taxiway for all aircraft types, at any time of day.

c. Runway crossings shall be coordinated crossings issued by GND unless otherwise coordinated with TWR.

d. Departures from Runway 33 are typically instructed to “back taxi”, although Runway 12-30 may be used as a taxi route for Runway 33 departures with proper coordination



2.3 Tower

a. Local Control is authorized to provide Class D services within the area extending 4.2nm from KACK, upwards from the surface to 2,500'.

b. Runway selection:

    1. Runway 6 or Runway 24 shall be advertised as active at all times. Additional runways may be opened at the discretion of TWR.

    2. Local Control must coordinate with the other Cape area towers (HYA and MVY) to determine the flow in use. All Cape airports must be on the same flow at all times. The ACK_TWR controller shall, after coordinating with the other Cape Towers, determine what flow will be used by all Cape Towers and pass this information to relevant Radar sectors.

    3. In accordance with the Nantucket Airport Voluntary Noise Abatement procedures, Runways 33, 6 and 30 are preferential arrival runways. Runways 24 and 15 are preferential departure runways. When the wind is 12 knots or less, make every effort to utilize the preferential arrival and departure runways, particularly between 2000 and 0800L.

c. Only the runway being advertised as active shall be used, unless:

    1. An aircraft expresses an operational necessity for an inactive runway.

    2. For radar departures, a release is obtained from ACK_APP.

d. The following sample provides guidance for creating a voice ATIS:

    1. Nantucket tower information DELTA, 1352Z, wind 2-4-0 at 1-0, visibility 1-0, sky clear below 1-2 thousand, temperature 2-0, dew point 1-6, altimeter 2-9-9-2. Visual approach runway 2-4 in use, landing runway 2-4 and runway 3-0, departing runway 2-4. All aircraft read back all hold short instructions and assigned altitudes. Advise on initial contact, you have DELTA.

    2. When in LAHSO: Land and hold short operations are in effect. Landing RY06 to hold short of RY15 or RY33, available landing distance 4,300 ft. Landing RY33 to hold short of RY24 or RY06, available landing distance 3,150 ft.

e. Runway changes:

1. ACK_TWR shall initiate all runway changes and coordinate with the other Cape Towers. Once a decision is reached, the relevant Radar sectors shall be informed as to when the new flow will come into effect.

2. Local Control shall advise Radar of the last departure on the old configuration and the first departure on the new configuration. Radar shall advise LC of the last arrival on the old configuration and the first arrival on the new configuration. The first departure after a runway change requires a release from Radar.

f. Departures:

1. Releases:

(a) Aircraft departing the primary active runway (Runway 6 or 24) do not require a release from radar.

(b) Releases from runways other than the primary active runway must be manually coordinated with radar.

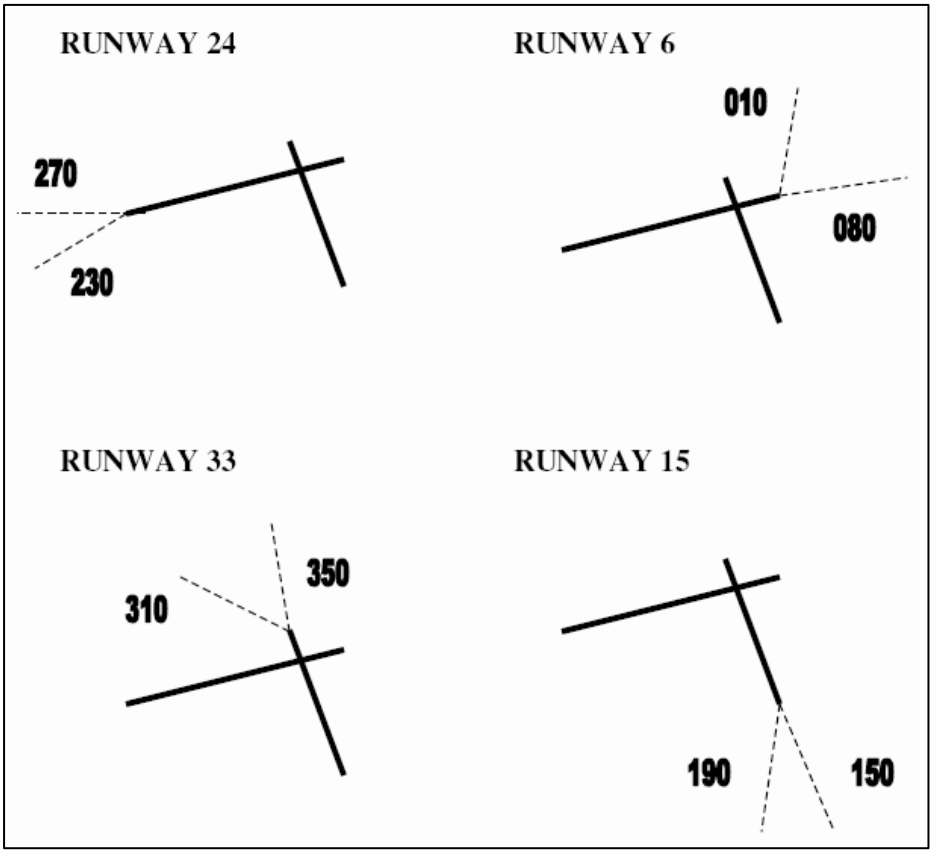
(c) Releases may be accomplished by verbal or textual coordination.

(d) Releases are valid for a period of three (3) minutes.

2. Departure headings:

(a) ACK_TWR shall assign all departures an initial heading within the departure corridor. The heading should turn the aircraft toward the flight plan. Assigned headings within the prescribed corridors do not require releases or coordination from ACK_APP.

Runway	Corridor	Missed Approach
6	010°-080°	Runway Heading 1,500’
15	150°-190°	
24	230°-270°	
33	310°-350°	



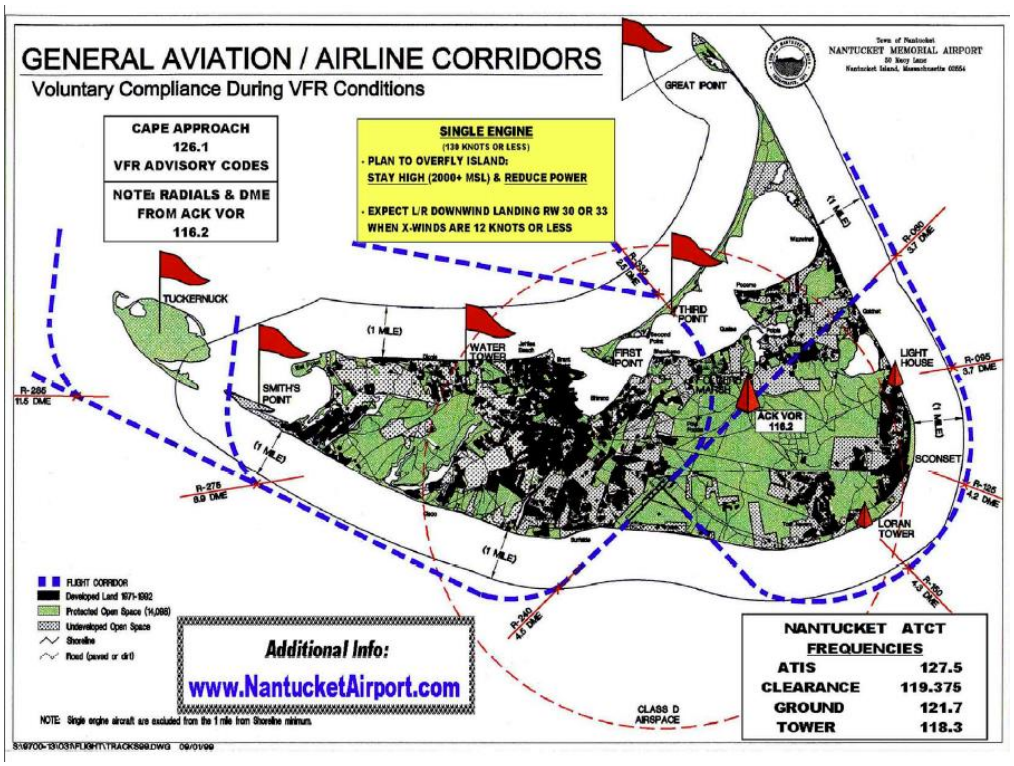
g. Arrivals:

1. VFR arrivals are requested to comply with the General Aviation / Airline Corridors as outlined in the image below.

2. VFR arrivals are preferred to fly downwind arrivals to Runways 30 or 33, weather permitting. These aircraft can be instructed to “report over the VOR for the right downwind Runway 33”.

3. VFR arrivals for Runway 24 are given right base via “third point” and asked to report “third point”.

4. If pilots are unfamiliar, use plain language instructions (e.g., “remain east of island”, “parallel the shoreline”, etc.).



(Full Size)

5. More information about noise abatement procedures are available on the Nantucket Airport Website.

h. Opposite Direction Operations (ODO):

1. The cutoff point for ODO is:

   (a) 10 flying miles from the threshold of the runway of intended landing, or

   (b) If an aircraft is established in the traffic pattern, prior to that aircraft turning base leg.

2. ODO shall be initiated only after pilot requests.

3. If a release for a departing aircraft is approved, Boston TRACON shall instruct ACK_TWR to issue a turn of at least 45 degrees.

4. ACK_TWR will notify A90 when an ODO IFR departure is airborne.

5. In the event of a missed approach, ACK_TWR will notify Boston TRACON, and Boston TRACON shall instruct ACK_TWR to issue a turn of at least 45 degrees.