



Cape Air Coded Routes

Version E

Effective: 5 May 2024

Purpose: This document contains coded routes that may be used by Cape Air (“KAP”) aircraft to simplify and reduce radio communication.

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Chapter 1: Administration

CHANGES

1.1. Changes from Previous Version

Changes from the previous version are listed below and emphasized with blue shading throughout the document.

Change 1:	Requests that pilots requesting a VFR coded departure route from KBOS file an IFR flight plan.
Section	1.4
Background:	Prior to the implementation of vNAS, the procedure for CAV pilots to depart using coded VFR routes B or V was to file a VFR flight plan with the requested route in remarks. However, VFR flight plans are not transmitted to vNAS. CAV pilots are now encouraged to file an IFR flight plan at a VFR altitude, which will be processed in CRC as a VFR flight plan, so coded route remarks are visible.

1.2. Background

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.

Any pilot flying under the Cape Air (“KAP”) callsign within BVA airspace may use one of the coded routes in this document to streamline radio communication. These routes may be used for both VFR and IFR flights.

Routes will be issued to any pilot flying using a Cape Air callsign upon request.



1.3. Use of IFR Coded Routes

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 screenshot 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: KVMY
- Route: LFV
- Departure Time: 2250 hhmm Z
- Time Enroute: 0 hh 32 mm
- Remarks: Route A
- Fuel Available: 1 hh 30 mm
- Cruise Speed: 160 TAS
- Cruise Altitude: 5000
- 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 simply “**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”



1.4. Use of VFR Coded Routes

CHANGE 1

VFR coded routes are available for KBOS arrivals and departures.

To use VFR abbreviated clearances from Boston, pilots should file an IFR flight plan with a VFR altitude (e.g., 2500, 3500, etc.) and enter the coded route in “Remarks”. When requesting clearance verbally, pilots may request the use of an abbreviated route.

When contacting ATC to receive VFR clearance at BOS, the pilot could request “**VFR to Nantucket via Route V**” or simply a VFR departure “**via Route B**”. 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 5500.

Controller: “KAP14, Boston Clearance, cleared via Route V, squawk 1314”



Chapter 2: IFR Coded Routes

2.1. IFR Routes Departing KBOS

To	Route Code	Route to File/Fly	Top Altitude	Departure Frequency
ACK	Route A	LOGAN# LFV	3000	133.0
EWB	Route E	LOGAN# DIRECT		
HYA	Route H	LOGAN# DUNKK V141 GAILS		
MVY	Route M	LOGAN# DUNKK MVY		
PVC	Route P	LOGAN# DIRECT		
PVD	Route D	LOGAN# DIRECT		

Pilots are reminded that the “top altitude” of 3000 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 may anticipate clearance to their requested final/cruise altitude within 10 minutes of departure.

2.2. IFR Routes Departing KHYA

To	Route Code	Route Description	Route to File
ACK	Route A	RV DIRECT at assigned altitude (normally 2000) Note: use when ACK Landing 24	DIRECT
ACK	Route B	RV to join Lfv210 radial at assigned altitude (normally 2000) Note: use when ACK Landing 6	LFV210
PVC	Route Q	RV DIRECT at assigned altitude (normally 2000)	DIRECT
MVY	Route C	RV DIRECT at assigned altitude (normally 2000)	DIRECT
BOS	N/A	RV FREDO at filed altitude	FREDO



2.3. IFR Routes Departing KMVY

To	Route Code	Route Description	Route to File
HYA	Route H	RV DIRECT at 2000	DIRECT
ACK	Route Y	RV DIRECT, maintain 2000, expect 3000	DIREC
EWB	Route Z	RV V146 COSSY DIRECT Maintain 2000, expect and file 4000	V146 COSSY
BOS	Route B	RV MVY017 FREDO DIRECT Maintain 2000, expect and file 6000	MVY017 FREDO DIRECT
PVD	Route V	RV V146 PVD, maintain 2000, expect 4000.	V146 PVD

2.4. IFR Routes Departing KACK

To	Route Code	Route Description	Route to File
HYA	Route N	RV BOGEY, maintain 2000	BOGEY
MVY	Route Y	RV DIRECT, maintain 2000	DIRECT
EWB	Route E	RV V146 COSSY, maintain 2000, expect 4000	V146 COSSY
BOS	Roue B	RV ACK341 FREDO DIRECT Maintain 2000, expect 4000	ACK341 FREDO

2.5. IFR Routes Departing KEWB

To	Route Code	Route Description	Route to File
ACK	Route N	RV PVD143 CLAMY DIRECT Maintain 2000, expect 3000	PVD143 CLAMY
MVY	Route M	RV DIRECT, maintain 2000, expect 3000	DIRECT



Chapter 3: VFR Coded Routes

3.1. 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.

3.2. 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; do not enter Class B airspace without a clearance.

Example:

Pilot: "KAP14, information C, 30 miles southeast of Boston, 3500, request clearance to land via Bravo 4."

Controller: "KAP14, Boston Approach, cleared into the Bravo airspace via Bravo 4."

Route Identifier	Description
BRAVO 4	Enter via overhead Norwood Airport (KOWD) at 2500. Cleared through KOWD Class "D" airspace. Expect Runway 4L.
BRAVO 15	Enter via Minot's Light at or below 1800. Depart Minot's Light heading 020 or as assigned. Expect Runway 15L.
BRAVO 22	Enter via Minot's Light at 2500. Depart Minot's Light heading 030 or as assigned. Cleared through Beverly Airport (KBVY) Class "D" airspace. Expect Runway 22L.
BRAVO 27	Enter via Minot's Light at 1500. Depart Minot's Light heading 360 or as assigned. Expect Runway 27.
BRAVO 32	Enter via direct BOS or heading as assigned at 2500. Expect Runway 32.
BRAVO 33	Enter via Minot's Light at 1500. Depart Minot's Light via the shoreline direct BOS. Expect Runway 33R.
BRAVO North	Proceed direct BOS at 4500. Expect runway assignment from Boston Approach.
BRAVO West	Enter via overhead Norwood Airport (KOWD) at 4500. Depart KOWD heading 020 or as assigned. Expect Runway 22L to hold short of Runway 27.

