



**Federal Aviation
Administration**

Initial En Route Qualification Training

**Handout 00
Aero Center Phraseology
And Stripmarking Guide**

Course 50148001

DATA SHEET

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PREFACE

The phraseology and stripmarking examples that follow are intended to help you practice and learn the required content and format. The following examples do **not** necessarily reflect all air traffic scenarios used at Aero Center. For example, you will be expected to add altitude restrictions and route revisions as necessary during scenarios. Some of the strips in this guide show ICAO identifiers for a departure point and/or destination. The Nonradar section of the course does not use ICAO identifiers while the Radar/ERAM section does.

Some phraseology examples for making a coordination call have the phrase; “wait for acknowledgement” and some do not. The intent is for the student to understand that they are communicating and that it is a two-way process in which listening is as important as talking. Coordination should not be about how quickly the controller can talk and then hang up. We do not want students going to their facilities thinking this is a normal way of operation.

In many cases the student may state the type of coordination at the beginning of the call which allows the person on the other end to prepare accordingly and eliminates the need for a pause before continuing, for example, “Picayune Low, Jackson Low APREQ.”

Students may choose not to state the type of coordination upon initiating the call or are unable to because it’s a “silent” dial call; therefore, the answering party is not aware of the type of coordination until the student states it. In this case a pause would give the receiving person time to prepare (getting a strip and a pen) or to complete a higher priority task.

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NONRADAR

AERO CENTER (ZAE) STRIPMARKING COLORS

3	1	2	11	15	16	20	21	25	27
4			12				22		28
5		8	13				23		
6		9	14	17	18				
7		10	14a	19		20a	24	26	29 30

Space 1-10 Checkmark to indicate the aircraft has or was given the current altimeter in **BLACK** (Optional). Checkmark can be in spaces 1 – 10.

Space 4 Equipment Suffix (TUX) may be underlined in **RED**

Space 8-9 Miles per minute (optional) in **RED**

Space 11 Previous fix in **BLACK**

Space 12 Estimated time over previous fix in **BLACK**. KMLU proposed departure time in **BLACK**.

Space 13 KMLU assumed departure time in **RED**. Revised estimate over previous fix in **BLACK**.

Space 14 Expect Departure Clearance in **BLACK** (line thru when clearance is given is optional). KMLU actual departure time in **BLACK**. Actual departure time on first fix posting after departure in **BLACK**.

Space 14A Plus time in minutes in **BLACK**, Actual departure time on an Enroute strip only (optional) in **BLACK**, CTL in **RED** (reminder), CTL in **BLACK** (after successful coordination).

Space 15 Initial Departure Instructions in **RED** or **BLACK**, Reminders in **RED** (*RLS, SYD, V<amp, T*) may be recorded in or just to the left of this box, Airport separation in **BLACK** (1 and 2 minute rules, 22 and 44 knot rules, RLS and SYD), Center estimate over posted fix in **BLACK**, VOID times in **BLACK** *if assigned*, Cancellation of IFR in **BLACK** *if there is no room in space 18*.

Space 16 Departure/Arrival arrow **RED** or **BLACK**,

Space 17 Pilot's estimate in **BLACK**

Space 18 Assumed departure time in **RED**, Separator (/) in **RED** or **BLACK**, Actual departure time in **BLACK**, Cancellation of IFR time in **BLACK**, Actual time over the posted fix in **BLACK**, Time the aircraft landed if posted fix is airport in **BLACK**

Space 19 Posted fix in **BLACK**

AERO CENTER (ZAE) STRIPMARKING COLORS (cont'd)

3	1	2	11	15	16	20	21	25	27
4			12				22		28
5	8		13				23		
6	9		14	17	18				
7		10	14a	19		20a	24	26	29 30

- Space 20 Altitude information: Final altitude in **BLACK**, Restriction bar in **BLACK**, Crossing restrictions in **RED** or **BLACK**, Reports in **BLACK**, check marks in **BLACK**, Ws in **RED**, A **RED** or **BLACK** period . . as a reminder of established on may be used in preplanning or when issuing the clearance, a “/ “ must be preceded by a written altitude. All periods are optional.
- Space 20a **OPTIONAL USE**, when voice recorders are operational;
REQUIRED USE, when the voice recorders are not operating and the strips are being used at the facility. This space is used to record reported RA events. The letters RA followed by a climb or descent arrow (if the climb or descent action is reported) and the time (hhmm) the event is reported.
- Space 21 Next fix or coordination fix in **BLACK**
- Space 22 Pilot's estimate over next fix in **BLACK**, Airport center estimate in **BLACK** , Time the aircraft landed in **BLACK** if space 21 is the airport. Center estimate over next fix, “C1234” to distinguish it from the pilot estimate written above it.
- Space 23 Direction arrows (optional after scenario 9) in **RED**
- Space 24 Requested altitudes never get crossed out unless a new requested altitude is received from the pilot, requested altitude in **BLACK**, - New Requested altitude in **BLACK**, Ws in **RED**
- Space 25 Route amendments and caret (^) in **RED** or **BLACK**
- Space 26 Emergency-E- in **RED**, Remarks in **BLACK**, Reminders in **RED**, Reports in **BLACK**, Blocked airspace in **BLACK**, (expected altitude 10 < D) in **BLACK**, FRC may be underlined in **RED** as a reminder. Expected higher altitude with alternate instructions in **BLACK**. KMLU departure overflow data.
- Space 28 Miscellaneous control data in **BLACK**, Reminders in **RED**
- Space 29 Transfer of control data in **BLACK**
- Space 30 Transfer of control data in **BLACK**. Coordination indicator in **BLACK**.

All preplanning is in **RED** except the restriction bar. Ws are in **RED**. Unwanted or unnecessary information is lined out in **BLACK** (except space 20 or 22-24 where unwanted or unnecessary altitude information , radar contact lost and pilot resumed own navigation is crossed out in **BLACK**). **RED** circles are to indicate completed coordination, **BLACK** circles are to indicate the information has been issued or relayed to a pilot. You cannot use a “X” or “-” to delete just a circle, this action deletes the circle and information within the circle.

NOTE: The stripmarking recorded in a space on a strip depends on the type of strip (Proposal, Departure, En route or Arrival).

ZAE STRIPMARKING COLORS (cont'd)

AERO Center Preplanning for Reminders

		T→ NE TL 330 / ➤ V417				^ V417	H VR APCH
		17				RP 25 NE HEZ 22K < N12345 67	
		19					

Note: RP and additional information must be rewritten in black when issued

AERO Center Commonly Used Stripmarking

1. T→	via Depart	28. @	at and maintain
2. ↑	climb and maintain	29. VR	VOR Approach
3. ⇈	at or above	30.	enter controlled airspace
4. TR	turn right	31. VA	visual approach
5. TL	turn left	32. ILS	ILS approach
6. /	until, slant, or as a separator	33. RP	report passing
7. ↓	descend and maintain	34. RR	report reaching
8. ⇓	at or below	35. RL	report leaving
9. >	before	36. W	warning
10. <	after or past	37. K	knots
11. X	cross	38. E	emergency
12. MIN	minutes	39. RV	radar vector
13. NM	miles	40. EDC	expect departure clearance <i>*locally adapted</i>
14. ➤	joining	41. EFC	expect further clearance
15. N	north	42. FET	fuel exhaustion time
16. NE	northeast	43. ETA	estimated time of arrival
17. E	east	44. V	void or cleared beyond the fix
18. SE	southeast	45. SYD	visual separation approved
19. S	south	46. RLS	released
20. SW	southwest	47. CTL	control
21. W	west	48. R	radar
22. W	Warning(will be lined through never X-d out if needed)	49. APCH	approach
23. NW	northwest	50.	Pilot cancelled flight plan
24. D	cleared to depart from a fix	50.	IAFDOF, either by direction of flight or inappropriate altitude for LOA
25. - (Dash)	From-to (route, time, etc.)	51. Z	tower jurisdiction
26. A	cleared to airport		
27. F	cleared to the fix		
28. H	cleared to hold and instructions issued		

NOTE: The only strip marking symbols allowed at ZAE are those covered on this page, in the 7110.65, and in your lesson plans.

DEPARTURES

KVKS Stripmarking and Phraseology

N333LP C441/A T250 66 01	V< EDC 1832	T → NE TL 330 / V417	X 31 SE MLU . ↑ 70	MLU 100	KVKS MLU KSHV /0032 V417	ZFW
		1822/	↑ 100			
		KVKS P1822				

- Departure Request
 - ZAE FDU: "Flight Data Request Clearance Conquest Three Three Three Lima Papa From Vicksburg Airport to Shreveport Airport."
 - D66: "Conquest Three Three Three Lima Papa Expect Departure Clearance One Eight Three Two, B-T."
 - ZAE FDU: "K-D."

The student should place the proposal strip below the VKS bay header when FDU asks for the clearance. When the student issues the EDC they should write EDC and time as they are talking in space 14.

The next items to complete are the assumed departure time(red), figure the times on subsequent strips(black), altitude to coordinate the aircraft climbing to(red lower right of space 20 on coordination strip, optional on all strips), and any routing changes.

- APREQ
 - D66: "Monroe Low, Jackson Low APREQ."
 - MLU LOW: "Monroe Low."
 - D66: "In Suspense, Conquest Three Three Three Lima Papa, Assumed Vicksburg Departure One Eight Two Two, Climbing to One Zero Thousand, via Victor Four Seventeen Monroe."
 - MLU LOW: "Conquest Three Three Three Lima Papa, Approved as Requested, O-L."
 - D66: "B-T."

During this phone call RED circles have been added to show completed coordination with Monroe Low allowing N333LP to enter their airspace.

DEPARTURES (cont'd)

KVKS Stripmarking and Phraseology (cont'd)

N333LP		T → NE TL	↑ 100	MLU	KVKS MLU	
C441/A		330/ ➤	X 31 SE	C1837	KSHV /0032	D - A
T250		V417	MLU ↑ 70		V417	
66	EDC	1822/	↑ 100			
01	1832	KVKS P1822		100		ZFW

- Departure Clearance

- D66: "Flight Data, D Sixty Six, Clearance."
- ZAE FDU: "Flight Data."
- D66: "Will the Pilot of Conquest Three Three Three Lima Papa Accept a Northeast Departure With Turns?" **Note:** This step may be done on initial call from ZAE FDU prior to issuing EDC.
- ZAE FDU: "Affirmative."
- D66: "Conquest Three Three Three Lima Papa, Cleared From Vicksburg Airport to Shreveport Airport via Depart Northeast, Turn Left, Fly Heading Three Three Zero Until Joining Victor Four Seventeen, Victor Four Seventeen Monroe as Filed. Cross Three One Miles Southeast Monroe VORTAC Established on Victor Four Seventeen At or Above Seven Thousand, Climb And Maintain One Zero Thousand. Clearance Void if Not Off By One Eight Three Two. If Not Off By One Eight Three Two, Advise Aero Center Not Later Than One Eight Four Two of Intentions. Verify This Clearance Will Allow Compliance With Local Traffic Pattern and Terrain or Obstruction Avoidance. Advise Conquest Three Three Three Lima Papa Released for Departure, Contact Aero Center One Two Five Point Zero."
- ZAE FDU: "K-D."
- D66: "B-T."

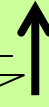
The aircraft is now cleared for departure and will call on frequency shortly. The strip now has Black markings to show the information was issued to the pilot through a Flight Data Communication Specialist. The stripmarking in space 15 could have been preplanned in RED up to but not including the void time and then circled in black as it was issued. In space 20 the crossing restriction and established on dot could have been preplanned in RED and then circled in black as it was issued. Never write over RED with Black.

DEPARTURES (cont'd)

KVKS Stripmarking and Phraseology (cont'd)

N53G BE60/A T210 66 01		 V<1225(30) 1218 / KVKS P1218	↑80 ↑80	HEZ 90	KVKS HEZ V245 KAEX /0033 HEZ026R	D - A ZHU
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- HEZ026R Departure Clearance
- D66: "Duke Five Three Golf, Cleared From Vicksburg Airport to Alexandria Airport via Natchez Zero Two Six Radial, Natchez as Filed. Climb and Maintain Eight Thousand, Niner Thousand is Not Available. Clearance Void if Not Off by One Two Two Five. If Not Off by One Two Two Five, Advise Aero Center Not Later Than One Two Three Zero of Intentions. Verify This Clearance Will Allow Compliance With Local Traffic Pattern and Terrain or Obstruction Avoidance. Advise Duke Five Three Golf Released for Departure, Contact Aero Center One Two Five Point Zero."

N121G C500/A T310 66 01		T → NE TL 330 / — V417  V<1225(30) 1218 KVKS P1218	↑ 120 X 31 SE MLU ↑ 70 ↑120	MLU 120	KVKS MLU KSHV /0033 V417	D - A ZFW
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- VKS Departure Clearance
- D66: "Citation One Two One Golf, Cleared From Vicksburg Airport to Shreveport Airport via Depart Northeast Turn Left Fly Heading Three Three Zero Until Joining Victor Four Seventeen, Victor Four Seventeen Monroe Direct. Cross Three One Miles Southeast Monroe VORTAC Established on Victor Four Seventeen At or Above Seven Thousand, Climb And Maintain One Two Thousand. Clearance Void if Not Off by One Two Two Five. If Not Off by One Two Two Five, Advise Aero Center Not Later Than One Two Three Zero of Intentions. Verify This Clearance Will Allow Compliance With Local Traffic Pattern and Terrain or Obstruction Avoidance. Advise Citation One Two One Golf Released for Departure, Contact Aero Center One Two Five Point Zero."

DEPARTURES (cont'd)

0M8 Stripmarking and Phraseology

N439UM BE20/A T280 66 02	0M8 P1833 1833 +11	44 18 MHZ	130	MIZZE 130	0M8 MHZ V11 GCV KMOB/0045 V427	
N439UM BE20/A T280 66 01	EDC 1843	↑ 1833 / 0M8 P1833	130	MHZ 130	0M8 MHZ V11 GCV KMOB/0045 V427	

- Departure Request
 - ZAE FDU: "D Sixty Six, Flight Data."
 - D66: "D Sixty Six".
 - ZAE FDU: "Request Clearance King Air Four Three Niner Uniform Mike From Byerley Airport to Mobile Airport."
 - D66: "King Air Four Three Niner Uniform Mike Expect Departure Clearance One Eight Four Three, S-T."
 - ZAE FDU: "K-D."
- APREQ
 - D66: "D Sixty-Five, D Sixty-Six APREQ."
 - D65: "D Sixty-Five."
 - D66: "In Suspense, King Air Four Three Niner Uniform Mike, Estimated Magnolia VORTAC One Eight Four Four, Climbing to One Three Thousand."
 - D65: "King Air Four Three Niner Uniform, Approved as Requested, B-R."
 - D66: "S-T."

DEPARTURES (cont'd)

OM8 Stripmarking and Phraseology (cont'd)

N439UM BE20/A T280 66 02	OM8 P1833 1833 +11	44 18 MHZ	↑ 130 X 18 NW ↑ 60 ↑ 130	MIZZE 130	OM8 MHZ V11 GCV KMOB/0045 V427	
N439UM BE20/A T280 66 01	EDC 1843	V427 150 /⇒ V<1838(48) 1833 / OM8 P1833	↑ 130 X 18 NW MHZ ↑ 60	MHZ 130	OM8 MHZ V11 GCV KMOB/0045 V427	D - A

- Departure Clearance
 - D66: "Flight Data, D Sixty Six, Clearance."
 - ZAE FDU: "Flight Data."
 - D66: "King Air Four Three Niner Uniform Mike Cleared From Byerley Airport to Mobile Airport via When Entering Controlled Airspace Fly Heading One Five Zero Until Joining Victor Four Twenty-seven, Victor Four Twenty-seven Magnolia as Filed. Cross One Eight Miles Northwest Magnolia VORTAC Established on Victor Four Twenty-seven At or Above Six Thousand, Climb and Maintain One Three Thousand. Clearance Void if Not Off by One Eight Three Eight. If Not Off by One Eight Three Eight, Advise Aero Center Not Later Than One Eight Four Eight of Intentions. Verify This Clearance Will Allow Compliance With Local Traffic Pattern and Terrain or Obstruction Avoidance. Advise King Air Four Three Niner Uniform Mike Released for Departure, Contact Aero Center One Two Five Point Zero."
 - ZAE FDU: "K-D."
 - D66: "B-T."

DEPARTURES (cont'd)

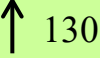
KGWO Stripmarking and Phraseology

N3GM C500/A T300 66 01	EDC 1730	↑ 1720 KGWO P1720	↑130	HLI 130	KGWO SQS V535 HLI M41/0022	
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- Departure Request
 - GWO: "Jackson Low, Greenwood Tower."
 - D66: "Jackson Low."
 - GWO: "Request Clearance Citation Three Golf Mike to Holly Springs Airport."
 - D66: "Citation Three Golf Mike Expect Departure Clearance One Seven Three Zero. L-P."
 - GWO: "P-B."
- APREQ
 - D66: "D Twelve, D Sixty-Six, APREQ."
 - D12: "D Twelve."
 - D66: "In Suspense, Citation Three Golf Mike, Assumed Greenwood Departure One Seven Two Zero Climbing to One Three Thousand."
 - D12: "Citation Three Golf Mike Climbing to One Three Thousand Approved. H-R."
 - D66: "L-P."

DEPARTURES (cont'd)

KGWO Stripmarking and Phraseology (cont'd)

N3GM C500/A T300 66 01	EDC 1730		  	HLI 130	KGWO SQS V535 HLI M41/0022	D - A
		KGWO P1720				

- Departure Clearance
 - D66: "Greenwood Tower, Jackson Low, Clearance."
 - GWO: "Greenwood Tower."
 - D66: "Citation Three Golf Mike Cleared to Holly Springs Airport via Direct Sidon as Filed. Cross Eight Miles North East Sidon VORTAC At or Below Seven Thousand, Climb and Maintain One Three Thousand."
 - GWO: "P-B."
 - D66: "L-P"

DEPARTURES (cont'd)

KGWO Stripmarking and Phraseology (cont'd)

N752HY B350/A T230 66 04	GLH 1423	26 ↓ 14 26 1426 SQS	90✓ 90/13 NW X↓ 70	KGWO 1433	KLIT./GLH V278 SQS KGWO/1433 C 67 (67 ↓ 70)	(VR) VR 1424
N35DB PAY3/A T260 66 01	SYD EDC 1434	↑ SYD/N752HY (1429)/ KGWO P1429	↑160 X8NE SQS ↓ 70 (↑160)	UJM 160	KGWO SQS V9 UJM KSUS/0124	D - A

- Departure Clearance SYD
 - D66: "Cheyenne Three Five Delta Bravo, Cleared to Spirit Of St. Louis Airport as Filed via Sidon. Cross Eight Miles Northeast Sidon VORTAC At or Below Seven Thousand, Climb and Maintain One Six Thousand. Visual Separation Approved Between Cheyenne Three Five Delta Bravo and King Air Seven Five Two Hotel Yankee. Cheyenne Three Five Delta Bravo Released."

DEPARTURES (cont'd)

KGWO Stripmarking and Phraseology (cont'd)

N752HY B350/A T230 66 04	GLH 1423	31	↓	90 ↓ 70 90/13 NW X @ 70	KGWO 1438	KELD./GLH V278 SQS KGWO/1438	VR
		14					
		31					
		SQS				67 67 ↓ 70	SW H-256 LT 1441
N35DB PAY3/A T260 66 01	EDG 1434		↑	↑ 160 X8NE SQS • ↓ 60	HLI 160	KGWO SQS V535 HLI KBNA/0124	D - A
		(1429)/					
		KGWO P1429					
				↑ 160			

- Departure Clearance To Miss Holding Pattern Airspace
 - D66: "Cheyenne Three Five Delta Bravo, Cleared to Nashville Airport as Filed via Sidon. Cross Eight Miles Northeast Sidon VORTAC **On V535 (OR Established On V535)** At or Below Six Thousand , Climb and Maintain One Six Thousand."

NOTE: The large dot next to the restriction is optional, but highly suggested stripmarking.

DEPARTURES (cont'd)

KGWO Stripmarking and Phraseology (cont'd)

N756B C182/A T140 66 01	EDC 1215	T→ SW – SQS RLS 3 MIN < N251D 1203/ KGWO P1200	↑ 140 X8NE SQS ↓ 70 X17NW MHZ ↑ 60	MHZ 140	KGWO SQS V9 MCB V555 PCU KGPT/0145	D - A
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N251D BE20/A T210 66 01	EDC 1210	T→ SW – SQS 1200/1200 KGWO P1200	↑ 140 X8NE SQS ↓ 70 X17 NW MHZ ↑ 60	MHZ 1219 140	KGWO SQS V9 MCB V555 PCU KGPT/0057	D - A
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- Departure Clearance 44-Knot Rule
 - D66: "Skylane Seven Five Six Bravo, Cleared to Gulfport Airport via Depart Southwest Direct Sidon as Filed, Cross Eight Miles Northeast Sidon VORTAC At or Below Seven Thousand, Cross One Seven Miles Northwest Magnolia VORTAC At or Above Six Thousand, Climb and Maintain One Four Thousand. Skylane Seven Five Six Bravo Released Three Minutes After King Air Two Five One Delta Departs."

Note: Departure instructions for KGWO departures (T→ SW-SQS) are required when multiple aircraft are departing and a longitudinal or initial departure rule is being used. Students may use these departure instructions in anticipation of a subsequent departure. When using a longitudinal or initial departure rule, both aircraft must be given departure instructions.

- Single aircraft – If KGWO tower calls for a clearance on one aircraft and there is not another aircraft in the suspense bay, the student cannot use depart SW direct SQS.
- Two aircraft proposed at the same time and tower calls for both clearances, the student must use a reduce standard separation rule if it is available.
- Two aircraft in the suspense bay with 10 minutes or less between their proposed departure time, student can "anticipate" and use depart SW direct SQS.
- Two aircraft in suspense bay with more than 10 mins. between their proposed departure times, the student cannot use depart SW direct SQS.

DEPARTURES (cont'd)

KGWO Stripmarking and Phraseology (cont'd)

N142B BE20/A T210 66 01	RLS EDC 1215	T → SW – ↑ SQS RLS 5MIN< N440D 1205 / KGWO P1200	↑ 140 X8NE SQS ↓ 70 ↑ 140	UJM 140	KGWO SQS V9 UJM UJM3 KMEM /0047 22K<N440D	D - A
N440D BE20/A T240 66 01	T EDC 1210	T → SW – ↑ SQS 1200 / 1200 KGWO P1200	↑ 140 X8NE SQS ↓ 70 ↑ 140	UJM 1218 140	KGWO SQS V9 UJM UJM3 KMEM /0034 C ₂₄ NW SQS	D - A

- Coordination with Sector 15
 - D66: "In Suspense, King Air One Four Two Bravo Assumed Greenwood Departure One Two Zero Five, Climbing to One Four Thousand. Using the Twenty Two Knot Rule in Trail of November Four Four Zero Delta.
- Departure Clearance 22-Knot Rule
 - D66: "King Air One Four Two Bravo, Cleared to Memphis Airport via Depart Southwest Direct Sidon as Filed, Cross Eight Miles Northeast Sidon VORTAC At or Below Seven Thousand, Climb and Maintain One Four Thousand. King Air One Four Two Bravo Released Five Minutes after November Four Four Zero Delta Departs."

DEPARTURES (cont'd)

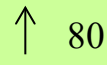
Jackson (KJAN) Stripmarking and Phraseology

N54DB C172/A T150 66 01	EDC 1610	↑ 1600/ KJAN P1600	X 17 NW MHZ ↓ 50 ↑ 80	GLH 80	KJAN MHZ V74 GLH V278 KTXK/0058	
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- Departure Request
 - JAN: "Jackson Low, Jackson Approach."
 - D66: "Jackson Low."
 - JAN: "Request Clearance Skyhawk Five Four Delta Bravo to the Texarkana Airport."
 - D66: "Skyhawk Five Four Delta Bravo Expect Departure Clearance One Six One Zero. J-S."
 - JAN: "H-A."
- APREQ
 - D66: "D Sixty-Seven, D Sixty-Six APREQ."
 - D67: "D Sixty-Seven."
 - D66: "In Suspense, Skyhawk Five Four Delta Bravo, Assumed Jackson Departure One Six Zero Zero, Climbing to Eight Thousand."
 - D67: "Skyhawk Five Four Delta Bravo Climbing to Eight Thousand Approved. B-D."
 - D66: "J-S."

DEPARTURES (cont'd)

Jackson (KJAN) Stripmarking and Phraseology (cont'd)

N54DB C172/A T100 66 01	EDC 1610		  	GLH 80	KJAN MHZ V74 GLH V278 KTXK/0058	D - A
		1600/ KJAN P1600				

- Departure Clearance
 - D66: "Jackson Approach, Jackson Low, Clearance."
 - JAN: "Jackson Approach."
 - D66: "Skyhawk Five Four Delta Bravo Cleared to Texarkana Airport via Victor Seventy Four Greenville as Filed, Cross One Seven Miles Northwest Magnolia VORTAC at or Below Five Thousand, Climb and Maintain Eight Thousand."
 - JAN: "H-A."
 - D66: "J-S."

DEPARTURES (cont'd)

Jackson (KJAN) Stripmarking and Phraseology (cont'd)

N142B BE9L/A T210 66 01	RLS EDC 1215		↑	↑ 140	GLH 140	KJAN MHZ V74 GLH V74 KLIT/0047 <u>22K<N440D</u>	D - A
		RLS 22K < N440D		X 17 NW MHZ ↓ 50			
		<u>1205</u> / KJAN P1200		↑ 140			
N440D BE350/A T240 66 01	EDC 1210		↑	↑ 140	GLH 1219 140	KJAN MHZ V74 GLH V74 KLIT/0034 C ₂₆ SE GLH	D - A
				X 17 NW MHZ ↓ 50			
		<u>1200</u> / 1200 KJAN P1200		↑ 140			

- Departure Clearance 22-Knot Rule
 - D66: "King Air One Four Two Bravo, Cleared to Little Rock Airport via Victor Seventy Four Greenville as Filed, Cross One Seven Miles Northwest Magnolia VORTAC At or Below Five Thousand, Climb and Maintain One Four Thousand. King Air One Four Two Bravo, Released Using the Twenty-Two Knot Rule in Trail of King Air Four Four Zero Delta."

DEPARTURES (cont'd)

Monroe (KMLU) Stripmarking and Phraseology

TATER1 H/B2/L T460 66 02	STUEE 1838 + 09	47 18		MEI 170	KMLU V18 MHZ V18 MEI KORL/0215	
			170			

TATER1 H/B2/L T460 66 01	KMLU P1835 1835 EDC 1845 + 3	38 18 ↑		MHZ 170	KMLU V18 MHZ V18 MEI KORL/0215	

- Departure Request
 - MLU: "Jackson Low, Monroe Approach."
 - D66: "Jackson Low."
 - MLU: "Request Clearance TATER One to Orlando Executive Airport."
 - D66: "TATER One Expect Departure Clearance One Eight Four Five. K-H."
 - MLU: "L-P."
- APREQ
 - D66: "D Sixty-Five, D Sixty-Six. APREQ."
 - D65: "D Sixty-Five."
 - D66: "In Suspense, TATER One Estimated Magnolia VORTAC One Eight Four Seven, Climbing to One Seven Thousand."
 - D65: "TATER ONE, Approved, as requested. M-I."
 - D66: "K-H."

DEPARTURES (cont'd)

Monroe (KMLU) Stripmarking and Phraseology (cont'd)

TATER1 H/B2/L T460 66 02	STUEE 1838 + 09	47 18 MHZ	↑ 170 X 19 SW ↑ 60 ↑ 170	MEI 170	KMLU V18 MHZ V18 MEI KORL/0215	
TATER1 H/B2/L T460 66 01	KMLU P1835 1835 EDC 1845 + 3	38 ↑ 18 STUEE	↑ 170	MHZ 170	KMLU V18 MHZ V18 MEI KORL/0215	D - A

- Departure Clearance
 - D66: "Monroe Approach, Jackson Low."
 - MLU: "Monroe Approach."
 - D66: "Clearance TATER One, (pause wait for acknowledgement), TATER One Cleared to Orlando Executive Airport via Victor Eighteen Magnolia as Filed. Cross One Niner Miles Southwest Magnolia VORTAC At or Above Six Thousand, Climb and Maintain One Seven Thousand."
 - MLU: "L-P."
 - D66: "K-H."

ARRIVALS

N83YU C182/A T115 66 04	MHZ 1220	45 12 45 DORTS	60 ✓ 60 / 20 SW MHZ	VKS 1249	KMEI V18 MHZ V417 DORTS VKS KVKS/1249	APCH 1221
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Vicksburg (KVKS) Stripmarking and Phraseology

- Approach Clearance
 - D66: "November Eight Three Yankee Uniform, Maintain Six Thousand until Two Zero Miles Southwest Magnolia VORTAC, Cleared Approach Vicksburg Airport"

NOTE: the restriction does not have to be on this strip

N763H C441/A T230 66 03	GLH 1224	33 12 SQS	90 90 / 13 NW X ↓ 70	KGWO 1240	KLIT./GLH V278 SQS KGWO/1240 67	VR
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Greenwood (KGWO) Stripmarking and Phraseology

- Inbound Coordination
 - D66: "Greenwood Tower, Jackson Low, Inbound."
 - GWO: "Greenwood Tower"
 - D66: "Conquest Seven Six Three Hotel, Cessna Four Forty-one, Estimated Greenwood Airport One Two Four Zero, for VOR Approach."
 - GWO: "L-W."
 - D66: "B-P."

ARRIVALS (cont'd)

Greenwood (GWO) Stripmarking and Phraseology (cont'd)

N763H C441/A T230 66 03	GLH 1224	33 12 ↓ SQS	90 90 / 13 NW X ↓ 70	KGWO 1240	KLIT./GLH V278 SQS KGWO/1240 67 67 ↓ 70	VR
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- Coordination with Sector 67 to block airspace
 - D66: "D Sixty-Seven, D Sixty-Six, APREQ."
 - D67: "D Sixty-Seven."
 - D66: "Block Seven Thousand And Below for Holding and Approach at Sidon."
 - D67: "Approved as requested, G-T."
 - D66: "B-P."

N763H C441/A T230 66 03	GLH 1224	33 12 ↓ 33 SQS	90 ✓ 90 / 13 NW X ↓ 70	KGWO 1240	KLIT./GLH V278 SQS KGWO/1240 67 67 ↓ 70	VR 1229
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- Approach Clearance
 - D66: "Conquest Seven Six Three Hotel, Maintain Niner Thousand Until One Three Miles Northwest Sidon VORTAC, Cross Sidon VORTAC At or Below Seven Thousand, Cleared VOR Runway Five Approach Circle to Runway Two Three."

ARRIVALS (cont'd)

AAL121 B727/A T440 66 05	SQS 1502	11 ↓ 15	150 ✓ X 9 NW @ 60	KJAN	KMEM./UJM V9 MHZ KJAN	H 17NW / V9
			↓ 60			
		MHZ				
AAL121 B727/A T440 66 04	UJM 1453	02 15	150 ✓	MHZ	KMEM./UJM V9 MHZ KJAN	
		02				
		SQS				

Jackson (KJAN) Stripmarking and Phraseology

- Inbound coordination
 - D66: "Jackson Approach, Jackson Low, Inbound."
 - JAN: "Jackson Approach."
 - D66: "American One Twenty-One, Boeing Seven Twenty-seven Slant Alfa, Estimated Magnolia VORTAC One Five One One, Descending to Six Thousand With a Restriction to Cross Niner Miles Northwest Magnolia VORTAC at and Maintain Six Thousand, Your Control One Seven Miles Northwest Magnolia VORTAC on Victor Niner."
 - JAN: "O-L."
 - D66: "B-T."

ARRIVALS (cont'd)

Jackson (KJAN) Stripmarking and Phraseology

QINTR5 H/B52/L T460 66 01	HEZ 1502	12 ↓ 15 11 MHZ	170 ✓ 170 / 20 NE HEZ X 11 SW ↓ 120 ↓ 60	KHKS	KAEX./HEZ V245 MHZ KHKS	H 26 SW
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- Landing HKS or JVW Coordination
 - D66: "Inbound (wait for acknowledgement), QINTR Five, Heavy B Fifty Two Slant Lima, Estimated Magnolia VORTAC One Five One Two, Descending to Six Thousand With a Restriction to Cross One One Miles Southwest Magnolia VORTAC At or Below One Two Thousand, Landing HAWKINS Field airport, Your Control Two Six Miles Southwest Magnolia VORTAC."

QINTR5 H/B52/L T460 66 01	HEZ 1502	12 ↓ 15 11 MHZ	170 ✓ ↓ 60 170 / 20 NE HEZ X 11 SW ↓ 120 ↓ 60	KHKS	KAEX./HEZ V245 MHZ KHKS C _{26SW}	H H- NW 26 SW
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- Clearance
 - QINTR Five, Cleared to Magnolia VORTAC, Maintain One Seven Thousand Until Two Zero Miles Northeast Natchez VOR/DME, Cross One One Miles Southwest Magnolia VORTAC At or Below One Two Thousand Descend and Maintain Six Thousand. Hold Northwest as Published, no Delay Expected. Contact Jackson Approach One One Niner Point Two or Two Five Niner Point Two, Two Six Miles Southwest Magnolia VORTAC."

ARRIVALS (cont'd)

ENY712 SW4/A T260 66 07	MHZ 1420	39 14 35 ↓	160✓ ↓ 70	MLU	KATL V18 MLU KMLU	H DINKY
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ENY712 SW4/A T260 66 06	MEI 1401	20 14 19 MHZ	160✓	STUEE DINKY	KATL V18 MLU KMLU	
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Monroe (KMLU) Stripmarking and Phraseology

- Inbound Coordination
 - D66: "Monroe Approach, Jackson Low, Inbound"
 - MLU: "Monroe Approach."
 - D66: "Envoy Seven Twelve, S-W Four Slant Alfa, Estimated DINKY Intersection One Four Three Five, Descending to Seven Thousand. Your Control DINKY."
 - MLU: "A-E."
 - D66: "S-T."

HOLDING

N850MS C182/A T115 66 04	MHZ 1220	45 12 45 DORTS	80 ✓	VKS 1250	KMEI V18 MHZ V417 DORTS VKS KVKS/1252	VKS H-195 SW LT 1247
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Vicksburg (KVKS) Stripmarking and Phraseology

- D66: "Skylane Eight Five Zero Mike Sierra Cleared to Vicksburg RADIO BEACON. Hold Southwest on the One Niner Five Bearing From the Vicksburg RADIO BEACON, Left Turns, Expect Further Clearance One Two Four Seven."

N763H C441/A T230 66 03	GLH 1224	33 12 33 SQS	90 ✓ 70 90 / 13 NW X SQS @ 70	KGWO 1240	KLIT./GLH V278 SQS KGWO/1240 67 ↓ 70	VR H-256 SW LT 1243
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Greenwood (KGWO) Stripmarking and Phraseology

- D66: "Conquest Seven Six Three Hotel, Cleared to Sidon VORTAC, Maintain Niner Thousand Until One Three Miles Northwest Sidon VORTAC, Cross Sidon VORTAC At and Maintain Seven Thousand, Hold Southwest on the Two Five Six Radial, Left Turns Expect Further Clearance One Two Four Three."

HOLDING CONT'D

N850MS C182/A T115 66 04	MHZ 1220	45 12 45 1246 DORTS	80 ✓ ↓	VKS 1250	KMEI V18 MHZ V417 DORTS VKS KVKS/1252	VKS SW 95 LT 1257 APCH 1249
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Vicksburg (KVKS) Stripmarking and Phraseology

- Departure has reported clear of protected airspace or previous arrival has landed and N850MS is now cleared for approach.

N763H C441/A T230 66 03	GLH 1224	33 12 33 1232 SQS	90 ✓ 70 ✓ 90 / 13 NW X SQS @ 70 ↓	KGWO 1240	KLIT./GLH V278 SQS KGWO/1240 67 ↓ 70	VR SW 256 LT 1243 VR 1237
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Greenwood (KGWO) Stripmarking and Phraseology

- Departure has reported clear of protected airspace or previous arrival has landed and N763H is now cleared for approach.

HOLDING (CONT'D)

AAL121 B727/A T440 66 05	SQS 1502	11	130 [✓] ↓ 60 X9 NW @ 60 ↓ 60	KJAN	KMEM./UJM V9 MHZ KJAN C _{17NW}	H ^{NW} 17NW / V9
		15				
		10 MHZ				
AAL121 B727/A T440 66 04	UJM 1453	02	130 ↓ 60	MHZ 1510	KMEM./UJM V9 MHZ KJAN	
		15				
		02 1502 SQS				

Jackson (KJAN) Stripmarking and Phraseology

- D66: "American One Twenty-one Cleared to Magnolia VORTAC, Cross Niner Miles Northwest Magnolia VORTAC At and Maintain Six Thousand, Hold Northwest as Published, no Delay Expected. Contact Jackson Approach One One Niner Point Two, One Seven Miles Northwest Magnolia VORTAC."

Tower Jurisdiction

AAL121 B727/A T440 66 05	SQS 1502	11	130 [✓] ↓ 60 X9 NW @ 60 ↓ 60	KJAN	KMEM./UJM V9 MHZ KJAN C _{17NW}	Z ^{NW} H 17NW / V9
		15				
		10 MHZ				

HOLDING (CONT'D)

ENY712 SW4/A T260 66 06	MHZ 1420	39 14 35		160 ✓ ↓ 70	MLU KATL V18 MLU KMLU C 49 NE MLU	H- ^{NE} _{V18} 1440 DINKY
		39		↓ 70		
		STUEEDINKY				

ENY712 SW4/A T260 66 05	MEI 1401	20		160✓↓70 X 17 SW↑110	STUEE 1439	KATL V18 MLU KMLU	
		14					
		19	1420				
		MHZ					

Monroe (KMLU) Stripmarking and Phraseology

- D66: “Envoy Seven Twelve, Cleared to DINKY Intersection. Cross One Seven Miles Southwest Magnolia VORTAC At or Above One One Thousand, Descend and Maintain Seven Thousand. Hold Northeast on Victor Eighteen, Expect Further Clearance One Four Four Zero. Contact Monroe Approach One One Eight Point Two, Four Niner Miles Northeast Monroe VORTAC.”

OTHER COORDINATIONS

UAL412 B733/L T410 G425 015 ⁶⁶ 04	SQS 1110	19 11	160✓	HEZ R	KMEM V9 MHZ V245 HEZ KBTR	2534 ZHU
		MHZ				

Manual Coordination of a Flight Plan in ERAM Lab

- D66: "Polk Low, Jackson Low, Flight Plan."
- ZHU40: "Polk Low."
- D66: United Four Twelve, Boeing Seven Thirty-three Slant Lima, True Airspeed Four One Zero, Estimated Magnolia VORTAC One One One Niner, One Six Thousand Departed Memphis, Magnolia, Victor Two Forty-five Natchez Direct Baton Rouge, Code Two Five Three Four."
- ZHU40: "T-L."
- D66: "B-P."

UAL412 B733/L T410 G425 015 ⁶⁶ 04	SQS 1110	19 11	160✓	HEZ R	KMEM V9 MHZ V245 HEZ KBTR	2534 ZHU
		MHZ				

NOTE: This is an example of manually passing a flight plan in either a Radar or Nonradar environment. If this strip was used in the radar lab it would have the R (for radar contact) and the beacon code as shown here.

OTHER COORDINATIONS (cont'd)

MES3412 E120/A T280 66 03	UJM 1312	22 ↓ 13	150	KGWO 1329 1335	KMEM UJM V9 SQS KGWO	VR
		SQS				

Revised Estimate

- D66: "Greenwood Tower, Jackson Low."
- GWO: "Greenwood Tower."
- D66: "Mesaba Thirty-four Twelve, Revised Greenwood Estimate One Three Three Five."
- GWO: "R-M."
- D66: "B-G."

MES3412 E120/A T280 66 03	UJM 1312	22 ↓ 13	150	KGWO 1329 1335	KMEM UJM V9 SQS KGWO	VR
		SQS				

OTHER COORDINATIONS (cont'd)

N486PB C650/A T420 66 04	IGB 0111	24 01	100	GLH	KGTR IGB V278 KTXK/0155	
			↑120			
		SQS				

Revised Altitude (Aircraft moved for traffic)

- D66: "D Sixty-Seven, D Sixty-Six APREQ."
- D67: "D Sixty-Seven."
- D66: "At Greenville, Citation Four Eight Six Papa Bravo Revised Altitude, Climbing to One Two Thousand."
- D67: "Citation Four Eight Six Papa Bravo, Approved as Requested. C-G."
- D66: "B-G."

N486PB C650/A T420 66 04	IGB 0111	24 01	100	GLH	KGTR IGB V278 KTXK/0155	
			↑120			
		SQS				

OTHER COORDINATIONS (cont'd)

N53GM				HLI	KGWO SQS V11 HLI M41/0042	
C182/A						
T110						
66	EDC	1720/		70	RP 10 NE SQS	
01	1730	KGWO P1720		90 W		

Revised Altitude (aircraft stopped below requested final for airspace)

- APREQ
 - D66: "D Twelve, D Sixty-Six APREQ."
 - D12: "D Twelve"
 - D66: "In Suspense, Skylane Five Three Golf Mike, Assumed Greenwood Departure One Seven Two Zero Climbing to Seven Thousand."
 - D12: "November Five Three Golf Mike Climbing to Seven Thousand Approved. H-R."
 - D66: "L-P."

Note: When the clearance is given to Greenwood Tower, the statement "Niner Thousand is not available" must follow altitude restrictions and final altitude. The conflict has been resolved, and the **W** should be lined through. The pilot's requested altitude will only be crossed out if the pilot requests a new final altitude, which would be written in space 24, black, and above the old final if present.

OTHER COORDINATIONS (cont'd)

UAL311 DC9/A T450 66 04	SQS 0031	41 00 MHZ	160	MCB	KMEM V9 MCB KMSY MHZ V555	ZHU
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Revised Routing

- D66: "Picayune Low, Jackson Low."
- ZHU30: "Picayune Low."
- D66: "At McComb, Continental Three Eleven Revised Route, Magnolia Victor Five Fifty-five McComb."
- ZHU30: "C-T."
- D66: "M-M."

UAL311 DC9/A T450 66 04	SQS 0031	41 00 MHZ	160	MCB	KMEM V9 MCB KMSY MHZ V555	ZHU
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MISCELLANEOUS PHRASEOLOGY

Procedures

- To request control and communication of an aircraft from another facility/sector:

- “AT (fix), (ACID) REQUEST CONTROL.”



Suggested Phraseology

Or

- “AT (fix), (ACID) REQUEST COMMUNICATIONS AND CONTROL.”

- Refer to yourself as:

- “Jackson Low” to other facilities (ZHU, ZFW, JAN APCH, GWO TOWER, FSS)
- “D Sixty-Six” to other sectors in ZAE

Example: “D Sixty-Seven, D Sixty-Six, APREQ.”

Procedures

- Before instructing an aircraft arriving at an airport not served by an air traffic control tower or FSS to change to the common traffic advisory frequency, provide the pilot with instructions on how to cancel IFR.

The airports in sector 66 that need this procedure are KVKS, 0M8, and KTVR.



Suggested Phraseology

- “November Eight Five Zero Mike Sierra Cleared Approach Vicksburg Airport, Report Cancellation of IFR This Frequency or With Aero Center Flight Data, Change to Advisory Frequency Approved.”

Procedures

To respond to a pilot’s cancellation of IFR on your frequency



Suggested Phraseology

- “November Eight Five Zero Mike Sierra IFR Cancellation Received.”

MISCELLANEOUS PHRASEOLOGY (cont'd)

Procedures

- To Obtain a DME position:



Suggested Phraseology

- “(ACID) say position” or “(ACID) say DME from (FIX).”

Procedures

- Coordination phraseology to another sector/facility for departure aircraft:



Suggested Phraseology

- D66: “D Sixty-Seven, D Sixty-Six, APREQ”
- D67: “D Sixty-Seven.”
- D66: “In Suspense (ACID), Assumed (AIRPORT) Departure (time) (altitude and any appropriate restrictions) (revised route if necessary).”
 - Do **not** give a FIX after “In Suspense”

RADAR DEPARTURES

KVKS and 0M8 Stripmarking

Your departure clearance will usually contain an “expect higher altitude one zero minutes after departure”, which is marked in space 24 overflowing into space 26.

N53G		↑	↑ 40	HEZ	KVKS VKS HEZ V245 AEX Khou	5162
BE60/A		V<1225(30)				D - A
T210						
66		1219				
022 01		KVKS P1218		(120 10<D)		ZHU

N121G		↑	↑40	MHZ	0M8 BLE MHZ V18 KMEI	5214
C172/A		V<1225(30)				D - A
T110						
66		1217				
026 01		0M8 P1218		(070 10<D)		

KGWO Stripmarking

After receiving the departure message from the computer or printer, record the four digit time on the strip in space 18 and circle it in red.

N568TT		↑	↑ 40	MHZ	KGWO SQS V9 MCB KNEW	2534
C182/A						D - A
T120						
66		1449				
125 01		KGWO P1450		080		ZHU

RADAR EMERGENCIES

AAL121 B727/L T440 G448 66 033 04	SQS 1502	11 ↓ 15	210 ✓ ↓ 110	R	KMEM / UJM SQS KJAN E PASS HEART ATTACK, REQ AMB	3261 JAN JJ+ JAN
		BOOSI				

Emergency Stripmarking

- Once a strip on the aircraft is available, mark a large red “E” in space 26 followed by the nature of the emergency and any pilot request. When you coordinate this information the nature of the emergency and pilot’s request are circled in red.
- Normally with this particular type of emergency, an APREQ with JAN approach “direct to the airport” recorded in space 25 (KJAN circled in red), “descending to 110” recorded in space 20 (110 circled in red) with no speed restrictions. This coordination would help the pilot get to the airport with minimal delay.

Note: In ERAM scenarios (during special circumstances such as emergencies), the student may use the printed strip in lieu of ACL entries to indicate all required coordination has been completed.

RADAR MILITARY CHANGE OF DESTINATION

SNAKE5	MEM	41	230 ✓	MCB	KCBM./MEM	5251
C130/P	0027	00		0102	MCB ABI KLSV	
T350 G361				R		
66						
018 03		MHZ270010				ZHU

ORIGINAL STRIP

Military Reroute (Radar)

- D66: Dials FSS
- GWO FSS: "Greenwood Radio."
- D66: "Jackson Low, Military Change of Destination, wait for acknowledgement, Snake Five, C One Thirty, Departed Columbus Air Force Base, Original Destination Nellis Air Force Base, Position One Zero Miles West of Magnolia VORTAC at Zero Zero Four One, New Destination Keesler Air Force Base, Estimated Time of Arrival Zero One One Five Zulu, Fuel Exhaustion Time Zero Four TwoThree."
- GWO FSS: "S-S."
- D66: "E-L."

ORIGINAL STRIP USED

SNAKE5	MEM	41	230 ✓	MCB	KCBM./MEM	5251
C130/P	0027	00		0102	MCB ABI KLSV	
T350 G361				R	Fuel 3+45 KBIX	
66					Time 0038	ETA 0115 FET 0423
018 03		MHZ270010				ZHU

STRIP AFTER REROUTE USED

SNAKE5	MEM	38	230 ✓	MCB	KCBM./MEM	5251
C130/P	0027	00			MHZ345025 KBIX	
T350 G361				R	KLSV	
66					ETA 0115 FET 0423	
018 03		MHZ355025			Fuel 3+45	ZHU

NOTE: When coordinating the position of the military, change to Radio, state one of the following:

- 1.) Mileage & Direction from nearest NAVAID (Ex: One Zero Miles West of Magnolia VORTAC).
- 2.) A Fix Radial Distance obtained from a flight strip (Ex: Magnolia Two Seven Zero Zero One Zero).
- 3.) The NAVAID if within 5 miles (Magnolia VORTAC).

RADAR MISCELLANEOUS

Expect Higher Altitude Different than the Requested Altitude.

N103HD			↑ 40		KGWO SQS V9 MCB	5245
C441/G					KNEW	
T270						D - A
66						
011 01		KGWO P1450		<u>190</u>	200	ZHU

- GWO Tower has been issued the following release information:

“Conquest One Zero Three Hotel Delta, Released Maintain Four Thousand, Expect Flight Level Two Zero Zero as a Final, Flight Level One Niner Zero is Not Available”

Note: The altitude 200 and alternate instructions are recorded in space 26 (200 was not assigned.) The red circle indicates the altitude has been coordinated (entered into the computer).

ERT Routing Issued in a Departure Clearance.

N110HD			↑ 40		KVKS VKS SQS	3443
C750/A					KMEM	
T450		V<1505(15)			SQS UJM6 BLE	D - A
66						
003 01		KVKS P1455		(190 10< D)		

- ZAE FDU has been issued the following clearance information:

“Citation One One Zero Hotel Delta Cleared From Vicksburg Airport to the Memphis Airport Via Vicksburg Radio Beacon, Direct Lake Providence , Direct Sidon, Marvel Six Arrival, Climb and Maintain Four Thousand, Expect Flight Level One Niner Zero One Zero Minutes after Departure, Squawk Three Four Four Three” Clearance Void If Not Off by One Five Zero Five. If Not Off by One Five Zero Five, Advise Aero Center Not Later Than One Five One Five of Intentions. Verify This Clearance Will Allow Compliance With Local Traffic Pattern and Terrain or Obstruction Avoidance. “

Note: The ERT routing was issued and since posted strips must be up-to-date, the ERT routing is circled in **black** to show it was issued. The “Send /Acknowledge Route” entry must also be made in the ACL.

RADAR DEPARTURES

VKS Stripmarking and Phraseology

N333LP C441/G T250 G250 66 01		 V>1832(42)	↑ 40	SQS	KVKS SQS HLI M41	3571
				(110	10<D)	D-A
		KVKS P1822				

- Departure Request
 - ZAE FDU: “Flight Data, request clearance, Conquest Three Three Three Lima Papa From Vicksburg Airport to Holly Springs Airport.”
 - D66: “Conquest Three Three Three Lima Papa cleared from Vicksburg airport to Holly Springs airport, via direct Sidon, then, as filed, climb and maintain four thousand, expect one one thousand 10 minutes after departure, squawk three five seven one, clearance void if not off by one eight three two, if not off by one eight three two, advise aero center not later than one eight four two of intentions.”
 - ZAE FDU: “Conquest Three Three Three Lima Papa, four thousand, K-D.”
 - D66: “D-C.”

The student should place the proposal strip in the strip bay when FDU requests clearance.

After issuing clearance, the student must start a temporary track including the altitude the aircraft has been assigned, and advise the R-Side:

"Vicksburg departure climbing to four thousand."

RADAR DEPARTURES (cont'd)

0M8 Stripmarking and Phraseology

N439UM			↑ 40	SQS	0M8 SQS SGF KSTL	4512
BE20/A		V>1800(10)				
T280 G280						
66						
01		0M8 P1750		(130 10<D)		D-A

Departure Request

- ZAE FDU: "Flight Data, request clearance, King Air Four Three Niner Uniform Mike from Byerley Airport to Saint Louis Airport."
- D66: "King Air Four Three Niner Uniform Mike expect departure clearance one eight zero zero, S-T."
- ZAE FDU: "R-R."
- D66: "D sixty seven, D sixty six, APREQ, block four thousand and below for Byerley departure direct Sidon."
- D67: "Block approved, K-M."
- D66: "Flight Data, D Sixty Six, clearance, King Air Four Three Niner Uniform Mike, cleared form Byerley Airport to Saint Louis Airport, via direct Sidon, then, as filed, climb and maintain four thousand, expect one three thousand one zero minutes after departure, squawk four five one two, clearance void if not off by one eight zero zero, if not off by one eight zero zero advise aero center not later than one eight one zero of intentions."
- ZAE FDU: "King Air Four Three Niner Uniform Mike, four thousand, K-M."
- D66: "S-T."

The student should place the proposal strip in the strip bay when FDU requests clearance.

After issuing clearance, student must start temporary track including altitude aircraft has been assigned, and advise R-Side:

"Byerley departure climbing to four thousand."

RADAR DEPARTURES (cont'd)

GWO Stripmarking and Phraseology

N3GM			↑ 40	HLI	KGWO SQS MON KLIT	3323
C500/A						D-A
T300 G300						
66						
01		KGWO P1720		120		

- Departure Request
 - GWO: "Jackson Low, Greenwood Tower."
 - D66: "Jackson Low."
 - GWO: "Request release Citation Three Golf Mike to Little Rock Airport."
 - D66: "Citation Three Golf Mike released, maintain four thousand."
OR "Citation Three Golf Mike released to Little Rock airport, maintain four thousand."
 - GWO: "Citation Three Golf Mike, four thousand J-L."

After release, advise R-Side:

"Greenwood departure climbing to four thousand."