



**Federal Aviation
Administration**

Initial En Route Qualification Training

**Handout 00
Radar Handoff and
Point Out Guide**

Course 50148001

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PREFACE

This guide contains phraseology examples that are intended to help you practice and learn the required content and format used at this facility.

The last page lists the steps required to make different types of Point Outs.

HANDOFF EXAMPLES

NOTES: 1) The JO 7110.65 (5-4-3) states: The target identification is the aircraft call sign or the discrete beacon code during interfacility point outs only (not handoffs). During interfacility point outs both controllers must agree to only use the beacon code method. The use of a call sign is mandatory for all handoffs and point outs (Intrafacility and interfacility). The use of a beacon code is optional. 2) Use of either "Squawking" or "code" is acceptable phraseology. 3) The caller may include the type of coordination (handoff or APREQ) on initial call as in examples 1 and 2.

1. HANDOFF TO MLU APPROACH (WITH APREQ CLIMBING)

JAN LOW: "Monroe Approach, Jackson Low, handoff."
MLU APCH: "Monroe Approach."
JAN LOW: "Three five miles east Monroe VORTAC, Lear Four Eight Six Delta Tango, APREQ climbing to one two thousand."
MLU APCH: "Lear Four Eight Six Delta Tango, radar contact, climbing to one two thousand approved G.T."
JAN LOW: "T.S."

2. HANDOFF TO JAN APPROACH (LEVEL ALTITUDE)

JAN LOW: "Jackson Approach, Jackson Low."
JAN APCH: "Jackson Approach."
JAN LOW: "Handoff, two five miles west Magnolia VORTAC, MEDEVAC Three One Eight Two Seven, eight thousand."
JAN APCH: "MEDEVAC Three One Eight Two Seven, radar contact, G.T."
JAN LOW: "T.S."

3. HANDOFF TO PCU LOW (LEVEL ALTITUDE)

JAN LOW: "Picayune Low, Jackson Low, handoff."
PCU LOW: "Picayune Low."
JAN LOW: "Three zero miles north McComb VORTAC, Piper Five Eight Zero Niner Papa, six thousand."
PCU LOW: "Piper Five Eight Zero Niner Papa, radar contact, P.K."
JAN LOW: "W.E."

4. HANDOFF TO MLU LOW (WITH AIRCRAFT CLIMBING)

JAN LOW: "Monroe Low, Jackson Low, handoff."
MLU LOW: "Monroe Low."
JAN LOW: "Two five miles southeast Monroe VORTAC, American Three Seventy-Seven climbing to flight level two zero zero."
MLU LOW: "American Three Seventy-Seven, radar contact, O.N."
JAN LOW: "M.S."

MAKING POINT OUT EXAMPLES

1. POINT OUT TO D67 (LEVEL ALTITUDE, PVD SENT)

D66: Initiates the call and waits for D67 to answer.
D67: "D Sixty Seven."
D66: "D66. point out, south Greenville VOR DME, Delta One Twenty Six."
D67: "Delta One Twenty-Six, point out approved, K.G."
D66: "M.S."

2. POINT OUT TO D65 (DESCENDING NOT DISPLAYED IN FDB, PVD SENT)

D66: Initiates the call and waits for D65 to answer.
D65: "D Sixty-Five."
D66: "D66. point out, north McComb VORTAC, King Air Four Niner Two Mike Golf, will be descending to one one thousand."
D65: "King Air Four Niner Two Mike Golf, Point out approved, C.V."
D66: "M.C."

3. POINT OUT TO PCU LOW (CLIMBING ABOVE THE SECTOR, PVD SENT)

JAN LOW: "Picayune Low, Jackson Low point out."
PCU LOW: "Picayune Low."
JAN LOW: "Northwest McComb VORTAC, Air Express Forty-Three Eleven, climbing to high."
PCU LOW: "Air Express Forty-Three Eleven, point out approved, S.T."
JAN LOW: "M.W."

4. MANUAL POINT OUT TO POE LOW (PVD NOT SENT)

JAN LOW: "Polk Low, Jackson Low, point out."
POE LOW: "Polk Low."
JAN LOW: "Three zero miles northeast HEZ VOR/DME, Southwest Four Forty-Nine, flight level two one zero, southeast bound."
POE LOW: "Southwest Four Forty-Nine, point out approved, T.T."
JAN LOW: "B.P."

MAKING POINT OUT EXAMPLES (CONT'D)

5. Point out to sector 67 concerning aircraft holding on the SQS256R.

D66: Initiates the call and waits for D67 to answer.
D67: "D67"

D66: "D66, point out, southeast Sidon VORTAC, Gulfstream Four Two Five Lima Alfa, holding southwest of Sidon."

D67: "Gulfstream Four Two Five Lima Alfa, point out approved, R.K."
D66: "D.S."

6. POINT OUT TO D67 (WITH TRAFFIC, PVD SENT)

D66: Initiates the call and waits for D67 to answer.
D67: "D Sixty-Seven."
D66: "D66, point out, south Sidon VORTAC, Delta One Forty-Five, climbing to high."
D67: "Traffic, northeast of Greenville VOR/DME, Envoy Five Eighty."
D66: "Envoy Five Eighty, Traffic observed."
D67: "Delta One Forty-Five, point out approved, J.H."
D66: "J.T."

7. POINT OUT TO JAN APCH (LEVEL ALTITUDE)

JAN LOW: "Jackson Approach, Jackson Low, point out."
JAN APCH: "Jackson Approach."
JAN LOW: "Seven miles west HEDUD Intersection, November Five Seven Delta Charlie, niner thousand, southeast bound."
JAN APCH: "November Five Seven Delta Charlie, point out approved, W.C."
JAN LOW: "B.H."

8. POINT OUT TO MLU APCH (CLIMBING)

JAN LOW: "Monroe approach, Jackson Low, point out."
MLU APCH: "Monroe approach."
JAN LOW: "Three five miles southeast Monroe VORTAC, November Six Three Charlie Mike, leaving seven thousand seven hundred, climbing to one six thousand, direct Monroe."
MLU APCH: "November Six Three Charlie Mike, point out approved, C.M."
JAN LOW: "J.D."

MAKING POINT OUT EXAMPLES (CONT'D)

9. Point out to Monroe Low concerning aircraft holding at STUEE.

JAN LOW: "Monroe Low, Jackson Low, Pointout."
MLU LOW: "Monroe Low"
JAN LOW: "Southeast STUEE intersection, Golden Eagle One Two Five Tango Alfa, holding northeast of STUEE."
MLU LOW: "Golden Eagle One Two Five Tango Alfa, point out approved, R.G."
JAN LOW: "R.K."

10. Point out to Sector 67 concerning aircraft climb stopped for traffic.

D66: Initiates the call and waits for D67 to answer.
D67: "D Sixty Six."
D66: "D66, Point out, southeast of Greenville VOR-DME, DAL 1234 stopped at 160 for traffic, will be climbing to high."
D67: "DAL 1234 Point out approved. A.K."
D66: "N.L."

RECEIVING POINT OUT EXAMPLES

1. POINT OUT FROM D65 (DESCENDING NOT DISPLAYED IN FDB WITH TRAFFIC)

D65: Initiates the call and waits for D66 to answer.
D66: "D Sixty Six."
D65: "D65, point out, northeast McComb VORTAC, King Air four niner two Mike Golf will be descending to one four thousand."
D66: (send PVD) "Traffic, north McComb VORTAC, Cessna Four Zero Two Delta Charlie."
D65: "Cessna Four Zero Two Delta Charlie, Traffic observed."
D66: "King Air four niner two Mike Golf, Point out approved, C.V."
D65: "M.C."

2. POINT OUT FROM D65 (WHERE WE TAKE RADAR CONTACT AND WORK THE TRAFFIC)

D65: Initiates the call and waits for D66 to answer.
D66: "D Sixty-Six."
D65: "D65, point out, southeast Magnolia VORTAC, Flagship fifty seven twenty-three, stopped at flight level one niner zero for traffic, climbing to high at the boundary."
D66: "Flagship fifty-seven twenty-three, maintain fight level two two zero, radar contact, request control for climb, R.H."
D65: "Your control, D.O."

3. POINT OUT FROM JAN APCH (TRAFFIC REMAINS WITHIN JAN APCH AIRSPACE)

JAN APCH: "Jackson Low, Jackson approach, Point out."
JAN LOW: "Jackson Low."
JAN APCH: "Eight miles north MHZ VORTAC, N63CM, four thousand, north to the boundary, then direct Hawkins."
JAN LOW: "November Niner Two Alpha Sierra, point out approved, T.H."
JAN APCH: "P.S."

OTHER MISCELLANEOUS COORDINATION EXAMPLES

1. POSITION VERIFICATION TO JAN APCH (PRIMARY TARGET)

JAN LOW: "Jackson Approach, Jackson Low, position verification."
JAN APCH: "Jackson Approach."
JAN LOW: "Two five miles west Magnolia VORTAC, primary target, Cherokee seven six five Lima Bravo, niner thousand."
JAN APCH: "Cherokee seven six five Lima Bravo, radar contact, V.R."
JAN LOW: "M.P."

NOTE: There is no phraseology in JO 7110.65 for giving or receiving a position verification. The Academy procedure must be to say "radar contact."

2. MISMATCH COORDINATION

D66: "Supervisor AAL15 was a MISM with ZHU" or something similar.

3. APREQ BLOCK WITH D67 FOR 0M8 DEPARTURE

D66: Initiates the call and waits for D67 to answer.
D67: "D67"
D66: "D66, APREQ, block five thousand and below for a Byerly departure direct Sidon"
D67: "Block five thousand and below approved, V.V"
D66: "L.E."

4. TO REQUEST AN AIRCRAFT AT A DIFFERENT ALTITUDE

JAN LOW: "Polk Low, Jackson Low"
POE LOW: "Polk Low"
JAN LOW: "Request American Forty-Two at flight level two one zero."
POE LOW: "American Forty Two at flight level two one zero, G.T." or "American Forty Two WILCO, G.T."
JAN LOW: "D.S."

POINT OUT STEPS

1. **INTRA FACILITY POINT OUT (67, 15, 12, 65...)**

- PVD is sent
- Position is given, omitting specific mileage
- Call sign is used to identify the aircraft
- Altitude information if different than what is displayed in FDB; “climbing to high,” “climbing/descending to (specific altitude),” “(altitude)”
- Pertinent info. (random route, etc.)

2. **INTER FACILITY POINT OUT IF PVD IS SENT (POE-LO, PCU-LO, MLU-LO)**

- Position is given, omitting specific mileage
- Call sign is used to identify the aircraft
- Altitude information if different than what is displayed in FDB; “climbing to high,” “climbing/descending to (specific altitude),” “(altitude)”
- Pertinent info. (random route, etc.)

3. **ERAM FACILITY POINT OUT (MLU-LO, POE-LO, PCU-LO) –PVD IS NOT SENT, THE RECEIVING CONTROLLER WILL SEE A CALL SIGN AND ALTITUDE.**

- Position is given.
- Call sign is used to identify the aircraft
- Altitude information “climbing to high,” “climbing/descending to (specific altitude),” “(altitude)” – including Mode C if aircraft is climbing/descending
- Pertinent info. (direction, etc.)

4. **NON-ERAM FACILITY POINT OUT (JAN APCH, MLU APCH) – PVD IS NOT SENT, THE RECEIVING CONTROLLER WILL SEE A CALL SIGN AND ALTITUDE.**

- Position is given.
- Call Sign is used to identify the aircraft
- Altitude information “climbing/descending to (specific altitude),” “(altitude)” – including Mode C if aircraft is climbing/descending
- Pertinent info. (direction, etc.)