



**Federal Aviation  
Administration**

# **Initial En Route Qualification Training**

**Handout 00  
Nonradar Remote  
Procedures**

**Course 50148001**

**Intentionally left blank**

# Nonradar Remote Procedures

## Before the start of the scenario

1. Stuff and time sequence the strips with the earliest time at the bottom of each bay
2. Identify TUX aircraft
3. Write miles per minute in red in space 9 for both active and inactive strips
4. Identify aircraft on frequency and check the altitude as level
5. Write call times in space 28 in red
  - a. IC – initial contact time in space 26
  - b. Progress over posted fix is the Center estimate in space 15
  - c. Tower jurisdiction for KJAN arrivals – 2 minutes after MHZ VORTAC estimate
  - d. Tower jurisdiction for KMLU arrivals – 2 minutes after clearance limit estimate
  - e. Arrival times for KGWO arrivals – 7 minutes after SQS estimate/time approach clearance issued, whichever is later
  - f. Arrival times for KVKS arrivals – 5 minutes after VKS estimate/time approach clearance issued, whichever is later
  - g. Request clearance time for departures in space 26
  - h. Actual departure time is 2 minutes after initials are given for a departure clearance (regardless of P-time)
  - i. Initial contact after departure is 2 minutes after the departure time
6. Put direction arrows in space 23 (optional when remoting)
7. Do NOT preplan the scenario

## General Information

1. Offset strips 5 minutes in advance of current clock time
  - a. After a call is completed, line through that time, and lay strip flat in the bay
  - b. Offset the next call time
2. If there are two or more calls to make at the same time, call the easiest one first (i.e. an initial contact or progress before a clearance request)
3. When two departures request clearance at the same time from the same airport, request the faster aircraft first unless otherwise specified for that scenario
4. Write all clearances verbatim using standard stripmarking; however, do not ask the controller to repeat the clearance if you miss it
5. Do not question the controller's clearance
6. Do not give unsolicited reports
7. Remotes must reply with "*Aircraft ID*, ROGER" or "*Aircraft ID*, WILCO" in place of all readbacks, unless asked by the controller for a detailed readback.

### Phraseology Examples

**Initial Contact – “Aero Center, November One Two Tango estimating Magnolia VORTAC one zero one one, at one one thousand, Sidon next.”**

**Progressing a Fix – “Aero Center, November One Two Tango progressing Magnolia VORTAC one zero one one, at one one thousand, estimating Sidon VORTAC one zero two three, Marvel VORTAC next.”**

**Requesting a departure clearance – “Jackson Low, Greenwood Tower, request departure clearance November One Two Tango to the Dallas Love Airport”**

**Reporting a down time/aircraft landed - Jackson Low, Greenwood Tower, November One Two Tango landed one three three three”**

**Reporting tower jurisdiction (KMLU and KJAN) – “Jackson Low, Jackson Approach November One Two Tango tower jurisdiction”**