Federal Aviation Administration

EN ROUTE RADAR FLIGHT DATA CONTROLLER TRAINING

Lesson 3: Flight Progress Strip Distribution

Version: 2019-12.1

Control Room Layout

FAA Course Number: 55053

INSTRUCTOR LESSON PLAN

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LESSON PLAN DATA SHEET

Course Name	Radar Flight Data Controller Training
Course Number	55053
Lesson Title	Flight Progress Strip Distribution
Duration	1 hour
Version	2019-12.1
Reference(s)	JO 7110.65, Air Traffic Control; ERAM EDSM SRS 210.04 V1B2, En Route Automation Modernization (ERAM) En Route Display Management (EDSM) Appendices for R Position and General EDSM Requirements Volume 1, Book 2; FAA-H-8083-25B, Pilot's Handbook of Aeronautical Knowledge; Local Directives containing strip: marking, delivery methods, and procedures
Prerequisites	
Handout(s)	Electronic delivery requires printing of HO01_L03, which contains Exercise 1: *Completion of Flight Strip Worksheet.*
Exercise / Activity	Practice Exercise 1: Completion of Flight Strip Worksheet
Assessments	End-of-Lesson Test – ELT_V1_L03 **or** ELT_V2_L03 ⊙ There will be a graded end-of-lesson test upon completion of this lesson. The score required for passing will be in accordance with current FAA directives.
Materials and Equipment	
Other Pertinent Information	Each facility should prepare a control room layout chart showing the location of sectors, strip printers (at automated centers), sector bays and fix postings. Each facility should also prepare a list of center sectors and required fix postings. Prepare enough of each of these materials to distribute to each student. Select Fix Postings within your center to use later in the lesson for questions concerning where to deliver flight strips in the event En Route Automation Systems fail. Try to use NAVAIDs/fixes in another Area in your facility. This lesson is based on ERAM EAE130. The lesson has been reviewed and reflects current orders and manuals as of December 2018.

NOTE: *As you prep for this lesson, recall and be prepared to talk about examples and personal experiences that illustrate or explain the teaching points in the lesson.*

LESSON PLAN ICONS

	Description
	The Activity icon indicates an exercise, lab, or hands-on activity.
	The Discussion Question icon signals a discussion question to be asked to the students.
	The Handout icon indicates a handout is to be distributed to the students.
	The Instructor Note icon is in hidden text and indicates text that is for the instructor only.
	The Multimedia icon indicates a video or audio clip is in the presentation.
	The Phraseology icon indicates that phraseology is in the content.
	The QA icon indicates a question to be asked to the entire class by the instructor.
	Warning icon indicates a safety critical note.
	The WBT icon indicates a component of web-based training.
	The Click icon indicates a PPT slide with click-based functionality to present additional information.

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LESSON INTRODUCTION

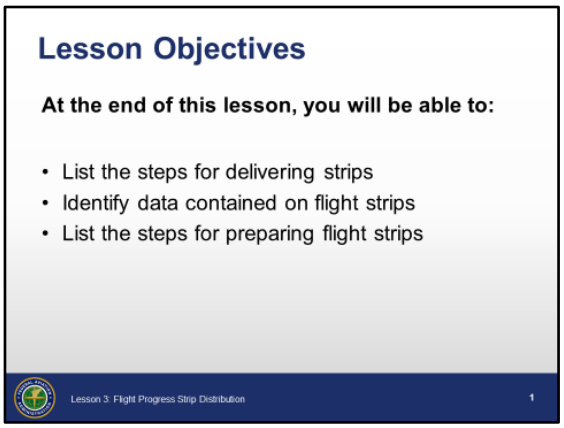
Lesson Overview

The En Route Decision Support Tool (EDST) greatly reduces flight progress strip usage. There are still circumstances when flight progress strips are used, including nonradar flights, IFR departures from airports under your control, and when automation systems are not available. Your responsibilities will include delivering the completed strip to the appropriate sector and placing the strip at the receiving point designated by the controller.

The previous lessons covered the center control area and your area of specialization. You were given enough information about these areas to draw the area chart depicting NAVAIDs, airway and route structures, and Special Use Airspace. By combining that information with material taught in this lesson, you will be able to distribute flight progress strips to the sectors for which they were prepared.

LESSON INTRODUCTION *(cont'd)*

Lesson Objectives



NOTE: *Review the objectives on the slide.*

At the end of this lesson, you will be able to:

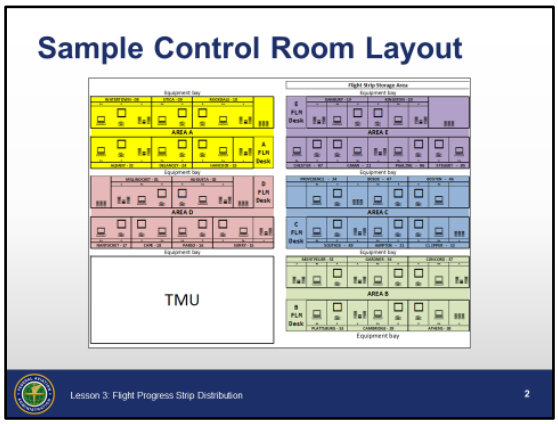
- List the steps for delivering strips
- Identify data contained on flight strips
- List the steps for preparing flight strips

There will be a graded end-of-lesson test. The score required for passing will be in accordance with current FAA directives.

FLIGHT STRIPS

Control Room Layout

JO 7110.65, par. 13-1-5



Radar Flight Data locations are adjacent to RA positions and/or where designated.

When the En Route Automation System (EAS) is operational:

- Sector teams shall post flight progress strips for any nonradar flights.
- A flight progress strip shall be posted for any flight plan not contained in the EAS.
- Sector teams shall post any flight progress strip(s) that are deemed necessary for safe or efficient operations. The sector team shall comply with all applicable facility directives to maintain posted flight progress strips.
- Radar Flight Data, or A-side, performs the following functions:
    1. Removes strips from the printer
    2. Inserts required strips in strip holders
    3. Places strip holders in the appropriate location

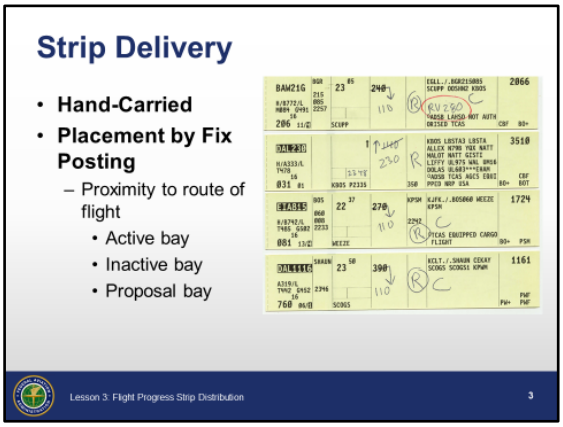
When ‘Flight Data Down’ is displayed in the Outage View, flight strips are delivered in-person to downstream sectors and areas. It is important to know the layout of the control room in order to deliver flight strips to the proper sector.

NOTE: *Operation of the Flight Strip Printer (FSP) will be addressed in lesson 4.*

FLIGHT STRIPS

Strip Delivery

Local SOP;
JO 7110.65, par. 5-1-11



NOTE: *When discussing strip delivery, ensure these procedures are specific to your center.*

⊙ Flight strips are hand-carried.

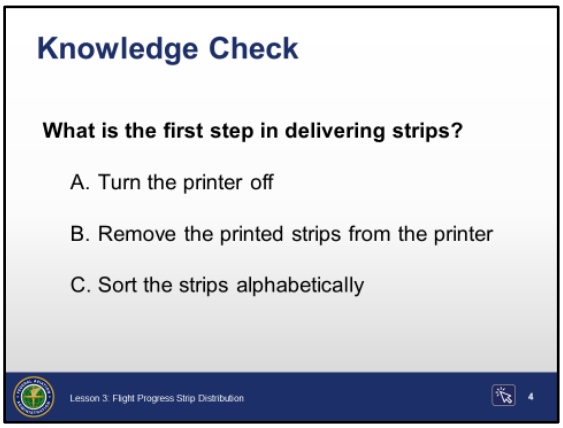
⊙ Place strips at the appropriate sector based upon fix posting.

- Fix postings
  - Fix postings are predetermined and adapted fixes for a sector, where a strip is posted (printed) for an aircraft's proximity to the fix along its route of flight.
  - When strips are required, an RA or R controller must manually record at least once the observed or reported time over a fix for each controlled aircraft in their sector.
- If bays are present place strips in the designated bay.
  - Active bay
  - Inactive bay
  - Proposal bay

NOTE: *Provide the students with an example of a fix posting in your facility.*

KNOWLEDGE CHECK

Knowledge Check

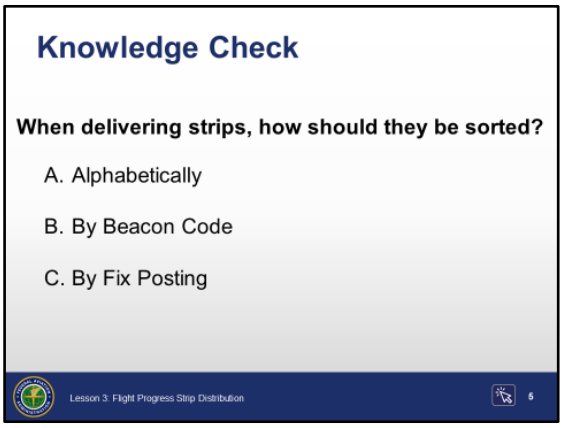


Q&A **Question:** What is the first step in delivering strips?

Answer: *B. Remove the printed strips from the printer*

KNOWLEDGE CHECK

Knowledge Check



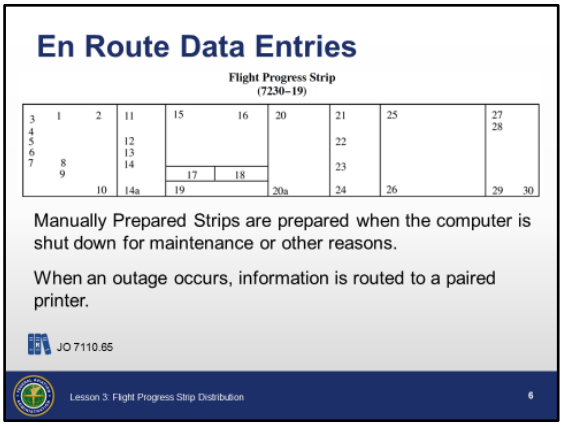
Q&A **Question:** When delivering strips, how should they be sorted?

Answer: *C. By Fix Posting*

FLIGHT STRIPS *(cont'd)*

En Route Data Entries

JO 7110.65, pars. 2-2-6; 2−3−1; 2−3−2; 2-10-1



NOTE: *The JO 7110.65 gives specific direction about where flight information is recorded on a strip. It is very important for all controllers to follow the same format so that any controller can utilize a flight strip written by another controller.*

The assistant controller, or other team members, prepare strips manually when automation systems are not available.

Steps for preparing manual flight strips:

1. Strip is received from previous sector or a flight plan is received from another facility.
2. Post current data on the flight strip in the proper spaces.
3. Check for completeness of information.
4. Forward control information to the next controller/facility along the aircraft's route at least 15 minutes prior to entering their area.

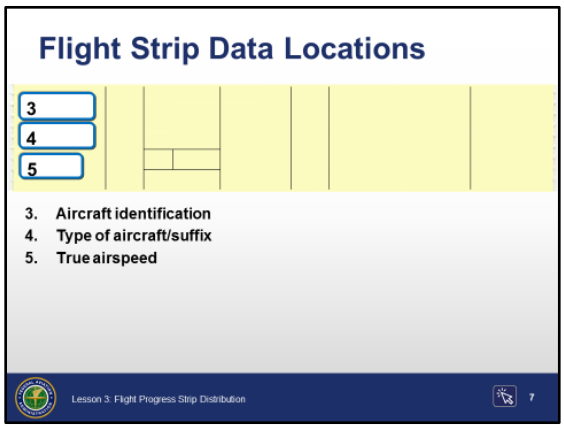
To prevent misinterpretation when data is hand printed, use standard hand-printed characters as specified in JO 7110.65. Manually prepared strips must conform to the format of machine-generated strips.

Manual strip preparation procedures will be modified simultaneously with the operational implementation of changes in the machine-generated format.

JO 7110.65 gives specific direction about the formatting of Flight Strips.

Flight Strip Data Locations

JO 7110.65, 2−3−2



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Information recorded on flight progress strips must be entered in the corresponding numbered spaces.

The flight strip location numbers **DO NOT** correspond to flight plan data fields.

3 – Aircraft identification

- Full call-sign of the flight

  Examples: `N1234`, `N44TW`, `AAL520`, `DAL44`, `UAL22`, `TN35942`, `LN135DH`, `A52684`, `R9542`, `VVGA22`, `VM4C263`, `AF1`, `AF2`, `DOT1`, `FAA1`

4 – Number/Type-of-Aircraft/Suffix

- Number of aircraft if more than one, heavy aircraft indicator “H” if appropriate, type of aircraft, and aircraft equipment suffix.

  Examples: `H/B762/L`, `F15/I`, `BE24/G`, `2H/B52/I`, `12/F16/I`

5 – Filed true airspeed

Examples: `480`, `125`, `M.78`

Review aircraft identification, type of aircraft/suffix, filed true airspeed.

***NOTE**: Remind the participants that box #5, True Airspeed, is **not** equal to Indicated Airspeed which is assigned by ATC.*

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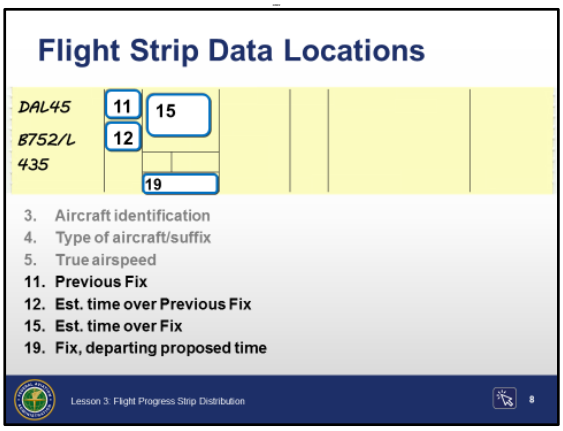
FLIGHT STRIPS *(cont'd)*

Flight Strip Data Locations (cont'd)

JO 7110.65, 2−3−2



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11 – Previous Fix

Examples: KLAX, APE, SAKES, HVE199042, 4422N/07415W

12 – Estimated time over Previous Fix

- Estimated time of arrival (ETA) over last reporting point/fix in transferring facility's area, or assumed departure time when the departure point is the last point/fix in the transferring facility's area.

Examples: 0145, 2318, 1345

15 – Estimated time over Fix

- Time over a fix within the sector

Note: The RA and R positions will also use this location to record clearance information for departing aircraft.

19 – Fix

- For departing aircraft, add proposed time.

Review departure fix and proposed time on strip.

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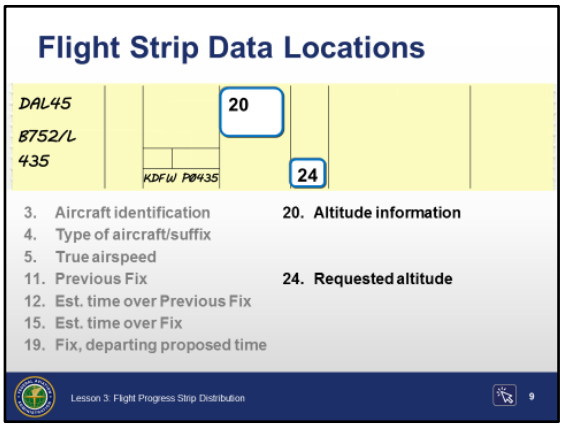
FLIGHT STRIPS *(cont'd)*

Flight Strip Data Locations (cont'd)

JO 7110.65, 2−3−2



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20 – Altitude information

- Altitude information in hundreds of feet

  Examples: 5,000'=50, 15,000'=150, FL350=350

24 – Requested altitude

- Altitude requested for proposed flights
- Altitude requested by airborne aircraft if assigned altitude is different from requested altitude (within a facility only)

Review requested altitude on strip.

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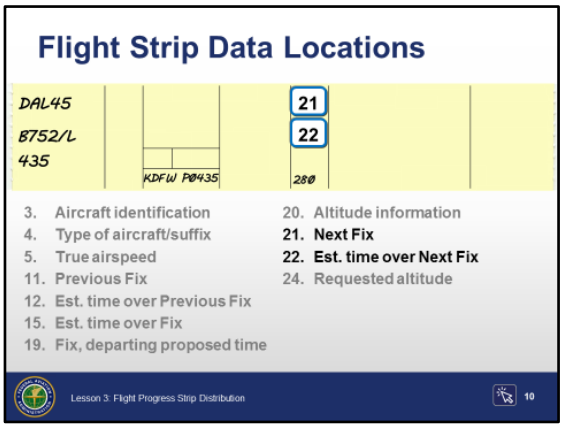
FLIGHT STRIPS *(cont'd)*

Flight Strip Data Locations (cont'd)

JO 7110.65, 2−3−2



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21 – Next Fix

22 – Estimated time over Next Fix

Review possible location of next fix and estimated time over next fix.

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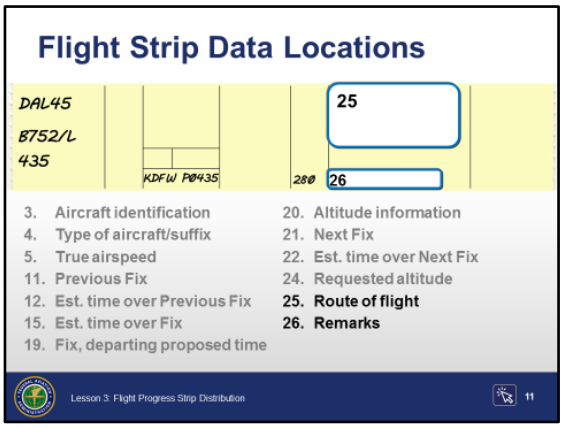
FLIGHT STRIPS *(cont'd)*

Flight Strip Data Locations (cont'd)

JO 7110.65, 2−3−2



This slide is animated (1 click).

25 - Route of Flight

- Point of departure, route of flight remaining, destination airport, ETA at destination airport (not required for military or scheduled air carrier aircraft)

26 - Remarks

- Pertinent remarks may include
  - Full Route Clearance (FRC)
  - Minimum fuel
  - North American Route Program (NRP)
  - High Altitude Redesign (HAR)
  - Point-to-point (PTP)
  - May be used at facilities actively using these programs.

Review route of flight and remarks on strip.

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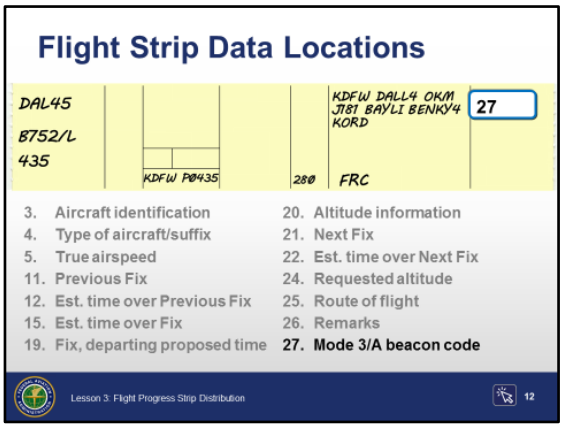
FLIGHT STRIPS *(cont'd)*

Flight Strip Data Locations (cont'd)

JO 7110.65, 2−3−2



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27 - Mode 3/A Beacon Code

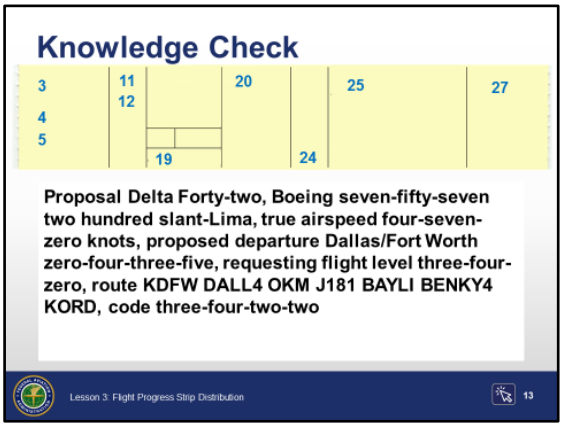
- When flight plan data must be forwarded manually and an aircraft has been assigned a beacon code by the computer, include the code as part of the flight plan.

  Examples: `3421`, `5422`, `4035`

Review beacon code on strip.

KNOWLEDGE CHECK

Knowledge Check



This slide is animated (7 clicks).

***NOTE:** This slide presents a sample flight plan as passed via land line. Click for the flight information and query the students about where the data is recorded.*

The instructor will review flight strip data entry locations for a sample flight plan.

Click to show **Proposal Delta Forty-two**

Click to show **Boeing seven-fifty-seven two hundred slant-Lima**

Click to show **true airspeed four-seven-zero knots**

Click to show **proposed Dallas/Fort Worth zero-four-three-five**

Click to show requesting **flight level three-four-zero**

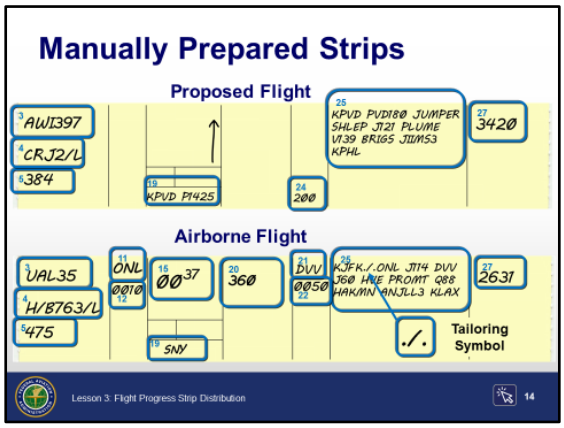
Click to show route **KDFW DALL4 OKM (Okmulgee) J181 BAYLI BENKY4 KORD**

Click to show **code three-four-two-two**

FLIGHT STRIPS *(cont'd)*

Manually Prepared Strips

JO 7110.65, 2−3−2



This slide is animated (2 clicks).

Click to show data location numbers.

NOTE: *Discuss the Proposed Flight. Highlight that because it is originating from an airport within the facility the Previous Fix is blank.*

- *This is how a Flight Strip will look if the students must copy departure flight plans during Flight Data Input-Output (FDIO) outages.*
- *Highlight how the Route of Flight, #25, fills-up quickly and that the route may be continued on another flight strip if necessary (e.g., a flight from KLAX to KJFK or overseas flights).*

Manual Flight strips will fall into two types:

- ⊙ Proposals for departing flights
- ⊙ Estimates for airborne flights

NOTE: Compare and contrast the Proposed and Airborne Flight Strips:

Characteristics of Proposed and Airborne Flight Strips:

- ⊙ Both contain similar information for Aircraft ID, Type, and True Airspeed.
- ⊙ The proposed flight has no Previous Fix, the Altitude box is blank, and it has a Requested Altitude.
- ⊙ Airborne estimates will contain a Previous Fix and Previous Fix Time.
  - Helps in computing the Fix Time in box #15 and the Next Fix Time in box #22.
- ⊙ Altitude information is recorded in box #24 for proposed flights, box #20 for airborne flights.

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FLIGHT STRIPS *(cont'd)*

Manually Prepared Strips *(cont'd)*

Route Tailoring

ERAM EDSM SRS 210.04, V1B2


Click to show tailoring animation

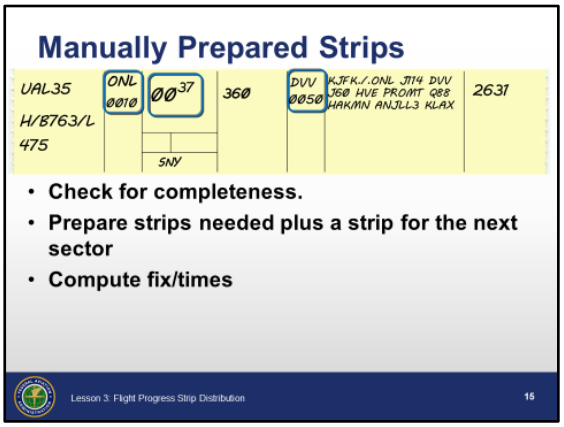
⊙ Route tailoring is the process of removing expired route elements from flight progress strips. The tailoring indicator must be filed as the second element and the third element must be a fix.

- The Route in box #25 may be tailored to remove the portion already flown but must contain the point of departure.
- Route tailoring is indicated with "**/**"

FLIGHT STRIPS *(cont'd)*

Manually Prepared Strips (cont'd)

JO 7110.65, 2-2-6, 5-1-11, 10-3-1



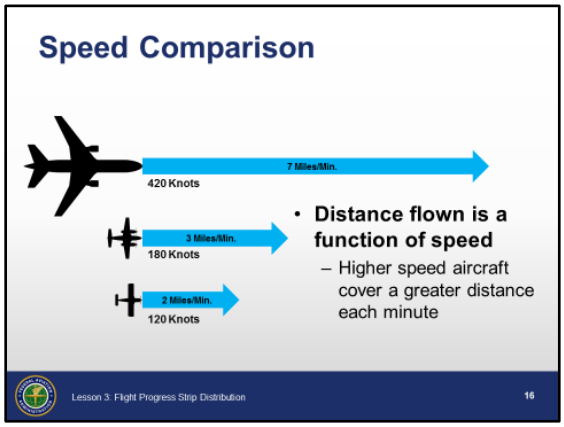
Actions you should take before passing a handwritten strip to the next sector.

- Check all handwritten strips for completeness.
- Prepare strips for your sector and a strip for the next sector.
- Calculate a time for a fix within your sector.
- Compute fix/times for the last reporting point/fix in your area to pass to the next controller.
  - Fix/Times are also necessary to:
    - Determine if the flight data is current; the time will indicate when the aircraft is expected to enter the sector.
    - Determine if the flight is overdue; JO 7110.65, par. 10-3-1 gives specific direction about handling overdue aircraft.
    - Record an observed or reported time over a fix when the flight progress recording components of the EAS Flight Data Processing (FDP) are not operational.

FLIGHT STRIPS *(cont'd)*

Time/Distance Calculation

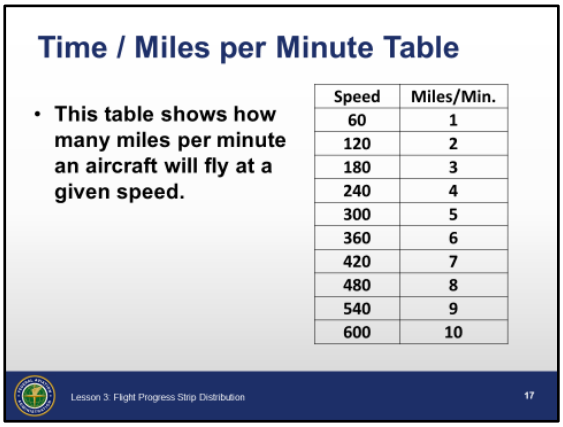
FAA-H-8083-25B p. 16-11



- Distance flown is a function of speed. Faster aircraft will fly farther in one minute than slower aircraft. You will use the miles per minute of each flight to calculate how long it takes to fly over a fix within the sector.
- Aircraft speeds are represented in knots and a “knot” is 1 nautical mile per hour.
- Example: An aircraft flying at 120 knots travels 2 miles each minute.

FLIGHT STRIPS *(cont'd)*

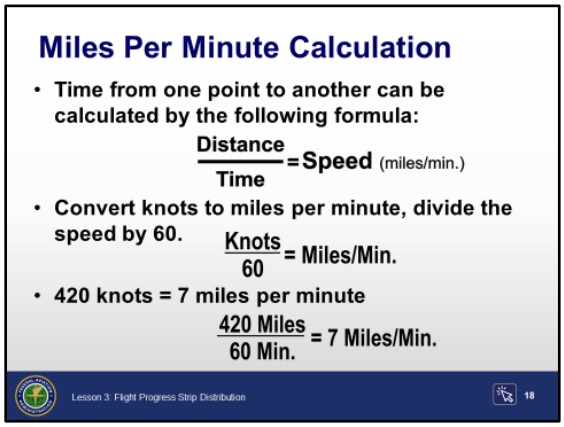
Time / Miles-per-Minute Table



- This table shows how many miles per minute an aircraft will fly at a given speed.

Speed	Miles/Min.
60	1
120	2
180	3
240	4
300	5
360	6
420	7
480	8
540	9
600	10

Miles per Minute calculation



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- The previous table works well for the absolute values indicated but is less precise calculating fix/times for speeds not on the table.
- Speed, in miles per minute, to fly from one point to another is a function of the distance divided by time.
  - This can be addressed in the following formula:

$$\frac{\text{Distance}}{\text{Time}} = \text{Speed}\ \text{(miles/min.)}$$

Click to show example

- To convert knots to miles per minute, divide the speed by 60.

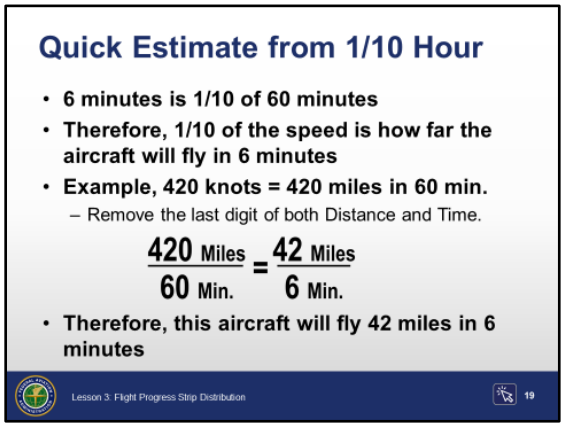
$$\frac{\text{Knots}}{60} = \text{Miles/Min.}$$

- For example: An aircraft flying at 420 knots travels at 7 miles per minute

$$\frac{\text{420 Miles}}{\text{60 Min.}} = \text{7 Miles/Min.}$$

FLIGHT STRIPS *(cont'd)*

Quick Estimate



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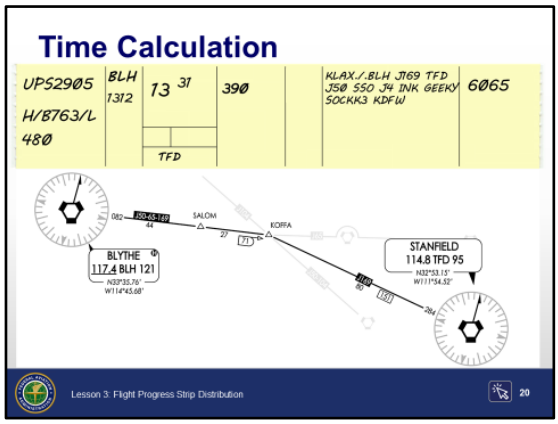
- Another method to determine time to fly a distance uses 1/10 of an hour or 6 minutes.
- Because 6 minutes is 1/10 of 60 minutes, 1/10 of the speed is how far the aircraft will fly in that 6 minutes.
- Let's look at the previous example of 420 knots.

Click to show example

$$\frac{420 \text{ Miles}}{60 \text{ Min.}} = \frac{42 \text{ Miles}}{6 \text{ Min.}}$$

- This aircraft will fly 42 miles in 6 minutes.
- Use any of the three methods; speed table, speed divided by 60 or the 1/10 of the speed for 6 minutes to calculate the fix/time on manually prepared flight strips.

Time Calculation Example



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The final step in manual strip preparation is calculating a fix/time. Use a map or your knowledge of the sector to determine the proper fix for box 19 and the distance from the fix in box 12. Calculate the time to fly this distance by dividing it by the miles per minute.

Example:

⊙ Determine distance to a fix in your sector.

Click to show map. Then click again to continue.

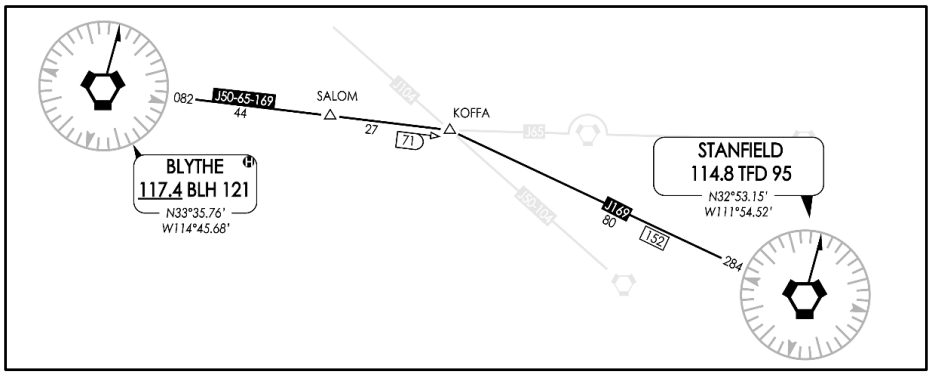
- UPS2905 is flying J169 from BLH to TFD and the distance is 152 miles.

⊙ Calculate the miles per minute.

- Speed on the flight strip is 480 knots which equals 8 miles per minute.

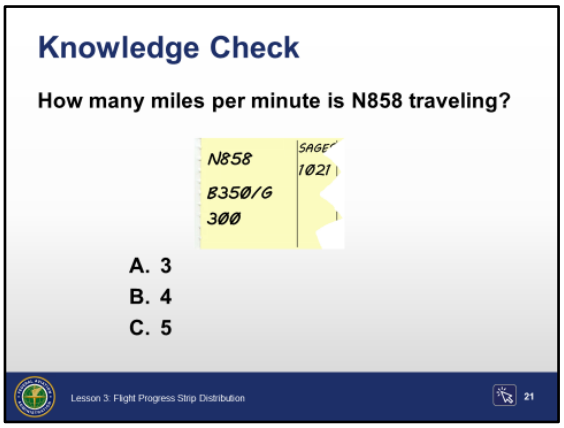
⊙ Calculate the TFD time.

- Divide the miles to be flown by the miles per minute
- 152 miles divided by 8 miles per minute = 19 minutes
- Add 19 minutes to the BLH time, 1312 + 19 = 1331



KNOWLEDGE CHECK

Knowledge Check

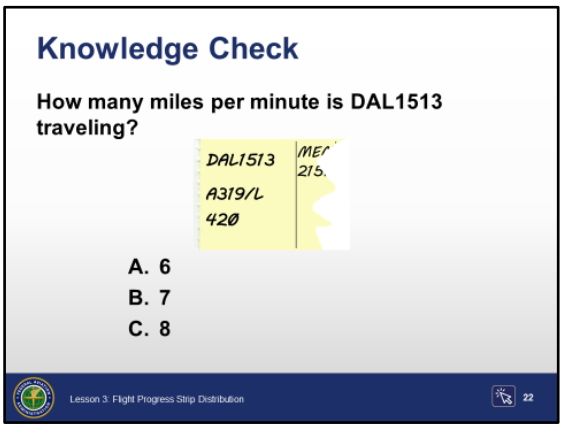


Q&A **Question:** How many miles per minute is N858 traveling?

Answer: C. 5 miles per minute

KNOWLEDGE CHECK

Knowledge Check

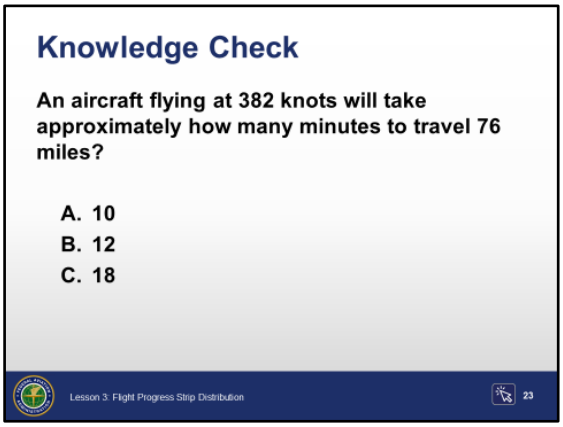


Q&A **Question:** How many miles per minute is DAL1513 traveling?

Answer: B. 7 miles per minute

KNOWLEDGE CHECK

Knowledge Check

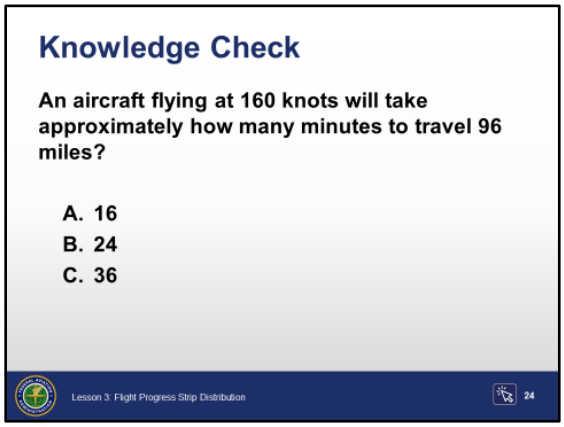


Q&A **Question:** An aircraft flying at 382 knots will take approximately how many minutes to travel 76 miles?

Answer: *B. 12 minutes*

KNOWLEDGE CHECK

Knowledge Check

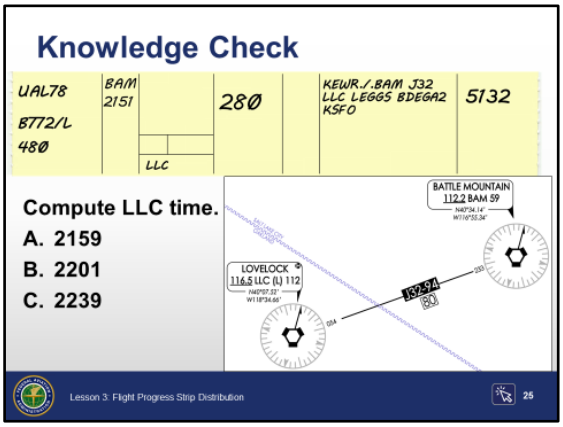


Q&A **Question:** An aircraft flying at 160 knots will take approximately how many minutes to travel 96 miles?

Answer: *C. 36 minutes*

KNOWLEDGE CHECK

Knowledge Check

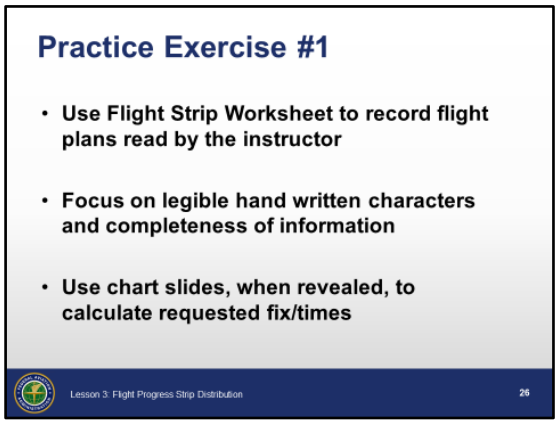


Question: Compute LLC time.

Answer: *B. 2201*

PRACTICE EXERCISE #1: FLIGHT PLAN INFORMATION

Purpose



To practice manually preparing flight strips

Materials

You will need the following materials for this exercise:

Distribute Handout H01_L03 – Practice Exercise 1: Flight Strip Worksheet

Directions

This exercise takes approximately 30 minutes to complete.

1. Refer to the handout in the Student Guide.
2. Record the instructor-spoken data for each flight plan on the *Flight Strip Worksheet.*

    a. *Read a flight plan to the students. Use fix and waypoint names; do not use phonetics until prompted by the students.*

    b. *Reveal the chart for calculation of requested fix/time for the flight.*

    c. *Allow* time for students to calculate fix/time

    d. Reveal the PPT slide containing the correct FP and fix/time.

    e. *Repeat steps a–d for 3 more FPs.*

    f. *After the 4th example, have students swap strips to examine how legible their teammate's strips are.*

    NOTE: *The exercise begins on the next page.*

Cont'd on next page

PRACTICE EXERCISE #1: FP INFORMATION *(cont'd)*

Begin Exercise

1. The instructor will read a flight plan for you to copy.
2. A chart will be displayed for you to use to calculate a fix/time and place on the flight strip.
3. Upon completion, the correctly filled out flight strip will be displayed and discussed.
4. Steps 1 – 3 will be repeated for 3 more flight plans.

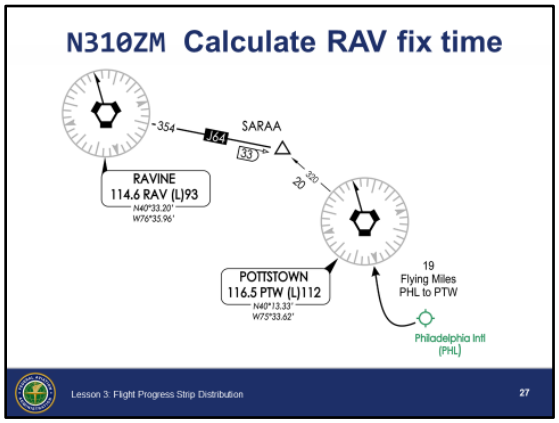
 *Have students swap strips to examine how legible their teammate's strips are.*

PRACTICE EXERCISE #1: FP INFORMATION *(cont'd)*

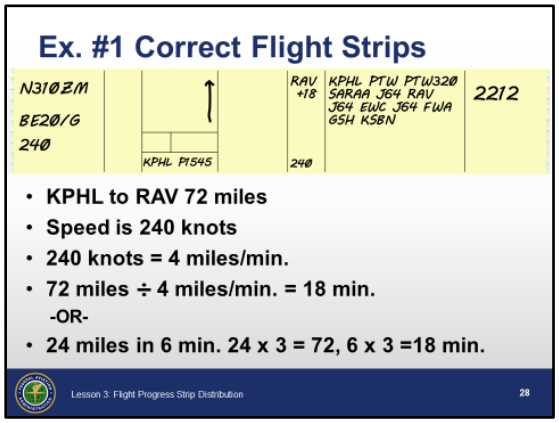
Read each flight plan to the students. Use fix and waypoint names; do not use phonetics until prompted by the students.

a. *Proposal; Kingair three-one-zero-zulu-mike, Kingair 200 slant Golf, true airspeed two-four-zero knots, proposed out of Philadelphia one-five-four-five, requesting flight level two-four-zero, route* ***KPHL PTW*** *(Pottstown)* ***PTW320 SARAA J64 RAV*** *(Ravine)* ***J64 EWC*** *(Ellwood City)* ***J64 FWA*** *(Fort Wayne)* ***GSH*** *(Goshen)* ***KSBN*** *(South Bend), code two-two-one-two.*

Click to show N310ZM fix/time map and allow time for RAV fix/time calculation.



Click to display the correctly completed flight strip for N310ZM.



NOTE: STUDENTS COPY INTENTIONALLY LEFT BLANK

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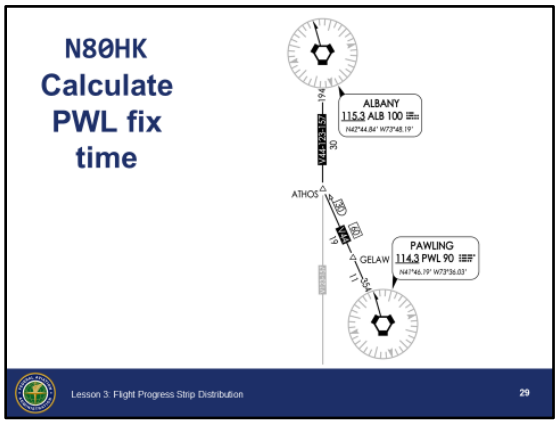
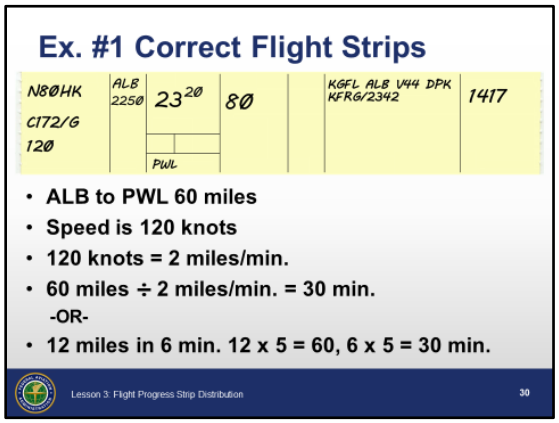
PRACTICE EXERCISE #1: FP INFORMATION *(cont'd)*

b. *Inbound; Skyhawk eight-zero-hotel-kilo, Cessna one-seventy-two slant-Golf, true airspeed one-two-zero, estimating **ALB** (Albany) two-two-five-zero, eight-thousand, departed **GFL** (Glens Falls) direct **ALB V44 DPK** (Deer Park) direct and landing **KFRG** (Farmingdale), code one-four-one-seven, E-T-A two-three-four-two.*

Click to show N80HK fix/time map and allow time for PWL fix/time calculation.



Click to display the correctly completed flight strip for N80HK.



NOTE: STUDENTS COPY INTENTIONALLY LEFT BLANK

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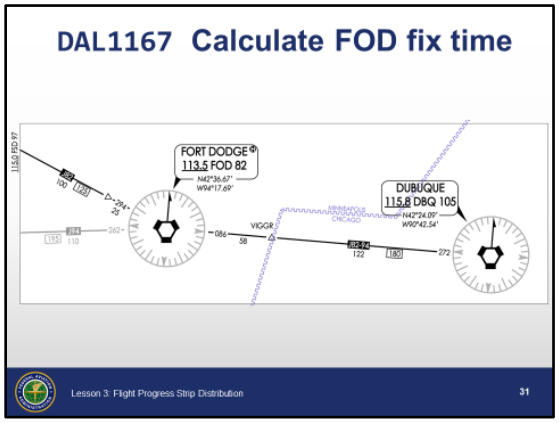
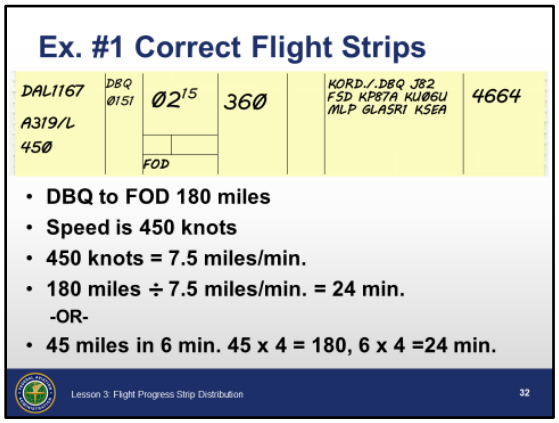
PRACTICE EXERCISE #1: FP INFORMATION *(cont'd)*

c. *Inbound; Delta one-one-six-seven, Airbus three-nineteen slant Lima, true airspeed four-five-zero knots, estimating* **DBQ** *(Dubuque) one-zero-five-one, flight level three-six-zero, departed (O'Hare)* **KORD./.DBQ J82 FSD** *(Sioux Falls)* **KP87A KU06U MLP** *(Mullan Pass)* **GLASR1 KSEA** *(Seattle-Tacoma), code four-six-six-four.*

Click to show DAL1167 fix/time map and allow time for FOD fix/time calculation.



Click to display the correctly completed flight strip for DAL1167.



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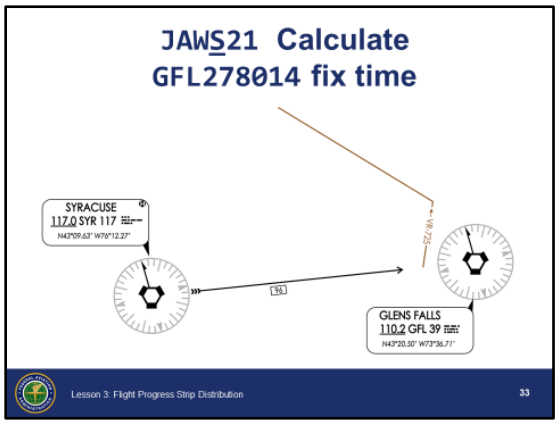
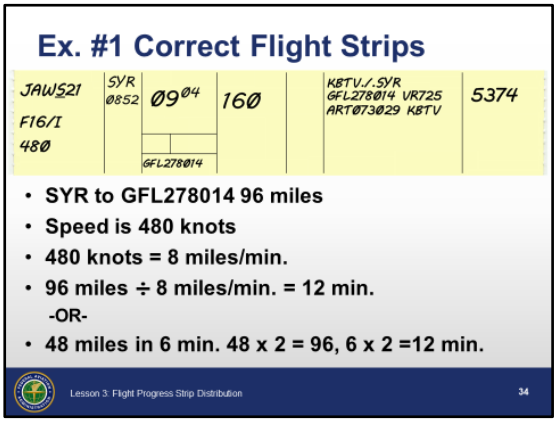
PRACTICE EXERCISE #1: FP INFORMATION *(cont'd)*

d. *Inbound; JAWS two-one, F-sixteen slant-India, true airspeed four-eight-zero knots, estimating* ***SYR*** *(Syracuse) zero-eight-five-two, one-six-thousand, departed (Burlington)* ***BTV./.SYR GFL278014*** *(Glens Falls)* ***VR725 ART073029*** *(Watertown)* ***KBTV****, code five-three-seven-four.*

Click to show JAWS21 fix/time map and allow time for GFL278014 fix/time calculation.



Click to display the correctly completed flight strip for DAL1167.

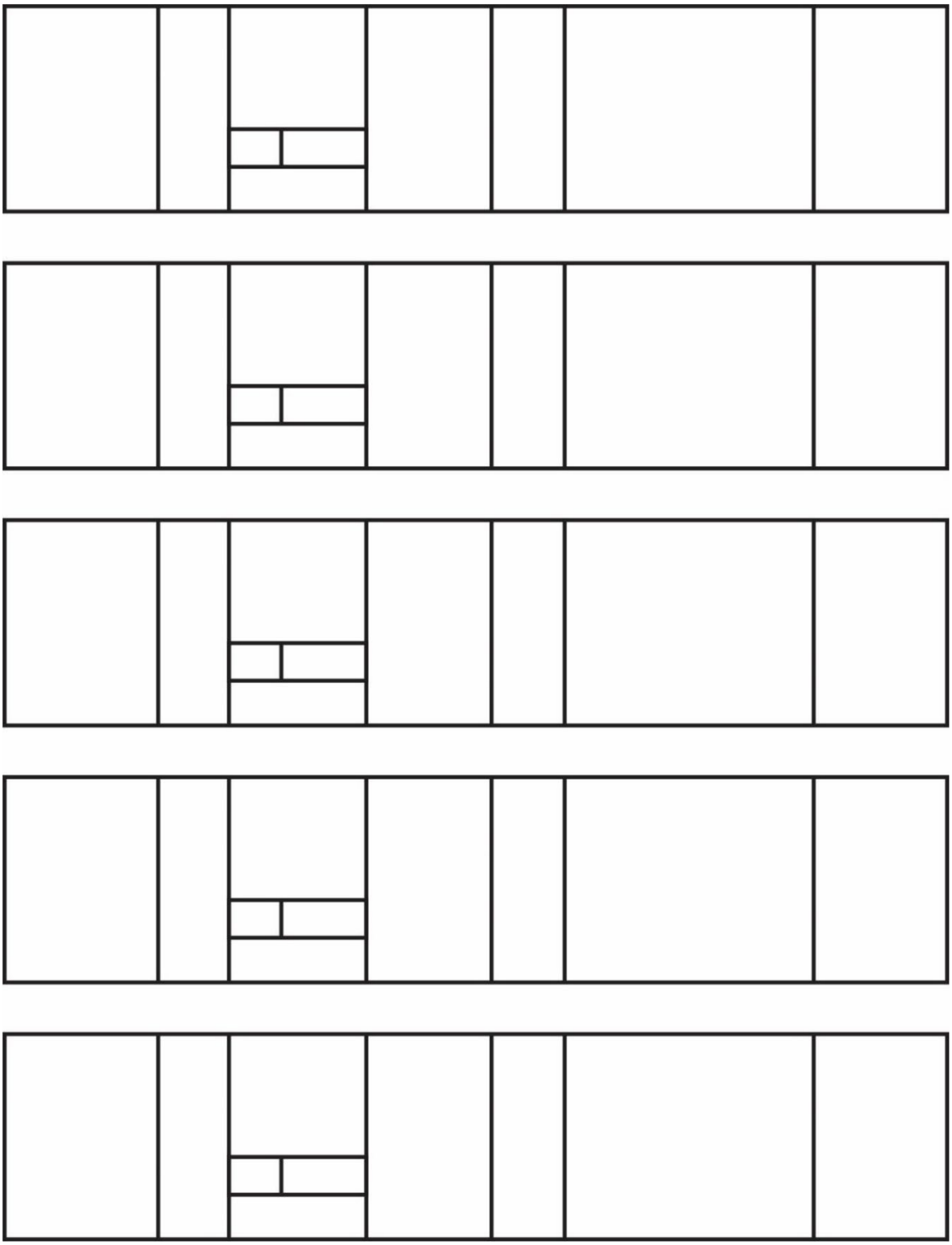


Debrief the activity by asking:

Would you have been able to pass a flight plan based on the legibility of another student's work?

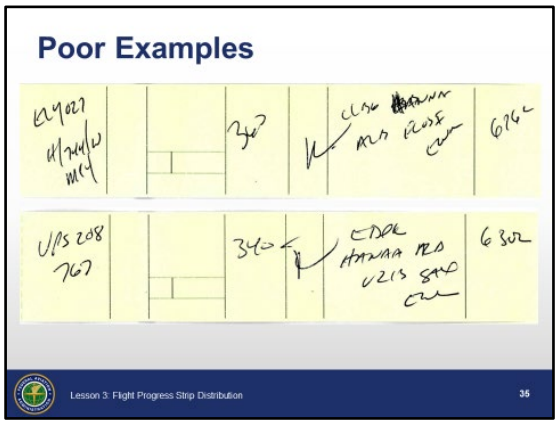
NOTE: STUDENTS COPY INTENTIONALLY LEFT BLANK

PRACTICE EXERCISE 1 HANDOUT– FLIGHT STRIP WORKSHEET



EN ROUTE DATA ENTRIES *(Continued)*

Poor Examples



These are actual flight strips from a midnight shift. Note the missing information. These are poor examples of flight strips, because it is difficult to determine the routes of flight and other information. Legibility is important!

Ask the students the following questions about the example strips.

How well does this flight strip convey the flight plan info?

Route of flight illegible, crossed-out elements (should be a single line through),

Is the aircraft type and equipment properly annotated?

UPS208 missing SAI (heavy jet) and equipment suffix.

What is the speed of both aircraft? Do we have enough data to properly calculate a fix/time?

ELY027 MACH speed illegible, UPS208 speed missing, time computation not possible

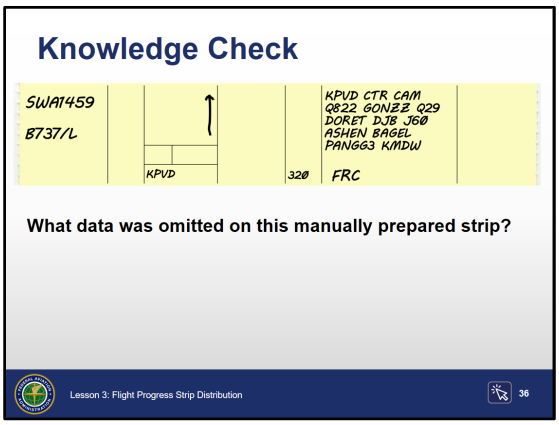
What is the point of departure? Route of flight? Destination?

Illegible route, airport designation with "K" missing.

KNOWLEDGE CHECK

Knowledge Check

JO 7110.65, par. 2−3−1; 2-3-2

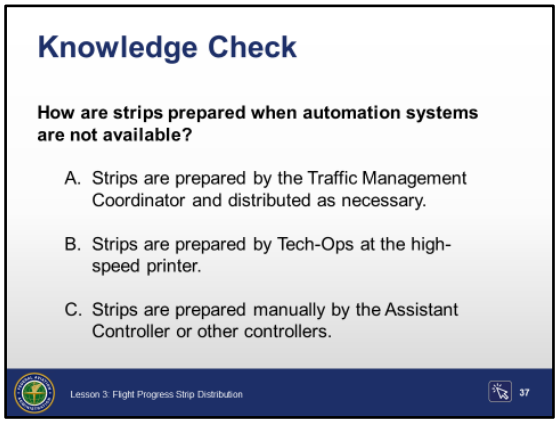


Q&A **Question:** What data was omitted on this manually prepared strip?

Answers: *5-Filed True Airspeed, 19-Proposed Time, 27-Beacon Code*

KNOWLEDGE CHECK

Knowledge Check



Q&A **Question:** How are strips prepared when automation systems are not available?

Answers: *C. Strips are prepared manually by the Assistant Controller or other controllers.*

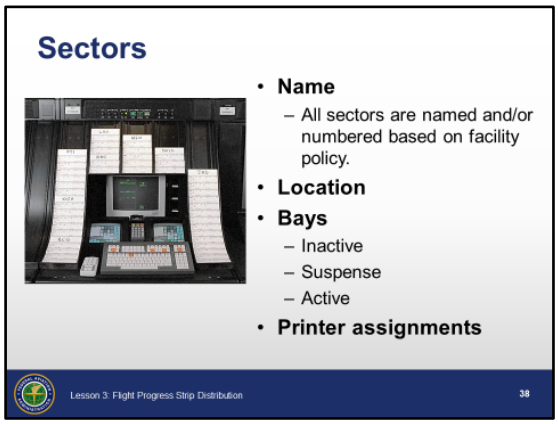
SECTORS

Sectors

JO 7210.3, 6-2-2;

TI 6110.141, 2.1.42

Local SOP

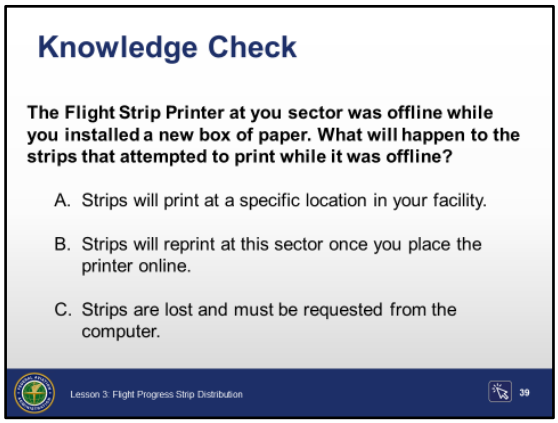


NOTES: *Refer students to the local facility control room layout chart.*

- Name
  - All sectors are named and/or numbered based on facility policy.
- Location
- Bays
  - Inactive
  - Suspense
  - Active
- Flight Strip Printers: each sector has a printer assigned as Primary, Backup, and Second Backup.
  - Consult your local Standard Operating Procedures and/or sector binders to familiarize yourself with this important information.
  - Flight strips may print at the Backup or Second Backup if the Primary printer fails or runs out of paper.

KNOWLEDGE CHECK

Knowledge Check

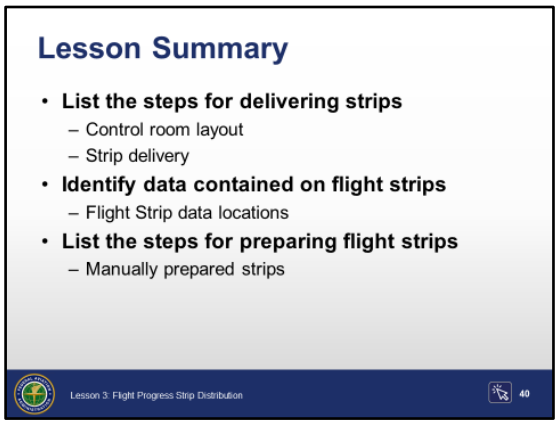


Q&A **Question:** The Flight Strip Printer at you sector was offline while you installed a new box of paper. What will happen to the strips that attempted to print while it was offline?

Answer: *A. Strips will print at a specific location in your facility.*

SUMMARY

Lesson Summary



NOTE: *Review and elaborate briefly on the following:*

- List the steps for delivering strips
  - Control room layout
  - Strip delivery
- Identify data contained on flight strips
  - Flight Strip data locations
    - Aircraft information
    - Time
    - Altitude
    - Route of flight
    - Beacon code
- List the steps for preparing flight strips
  - Manually prepared strips
    - Legible characters
    - Complete and proper placement if data

NOTE: *Ask students if there are any questions.*

- *Administer end of lesson test (ELT01_L03), explain test passing score requirements, time allowed for completing the test, and other procedures for administering test.*

  NOTE: The score required for passing the end-of-lesson test will be in accordance with current FAA directives.

- *Provide feedback on missed questions, including a discussion to explain why particular answers are correct or incorrect.*