

ZLC ARTCC (Salt Lake)
Standard Operating Procedures
Other Procedures
Version: 1.45

Pointouts

Regardless of the positions open and current sectors in use, a controller may approve **pointouts** to allow another controller to control aircraft within their sector and vice versa. An example situation would be:

Salt Lake Center has an aircraft traveling along V19 from KSHR to KWRL. This course does in fact lead into Denver ARTCC airspace, but returns back to ZLC ARTCC (Salt Lake) airspace in a short matter of 37 nm.

In order to minimize handoffs and pilot frequency changes, the Salt Lake controller may **pointout** the aircraft to the Denver controller via a private chat box. The phraseology would be: "Pointout, *location, Callsign, altitude, route.*" Translating this example the phraseology would be: "Pointout over Sheridan, November one two mike golf, one-five thousand, southbound."

If approved, the Denver controller should utilize the words, "*Callsign, pointout* approved" and therefore the pointout is approved and the Salt Lake controller will maintain control and responsibility of the aircraft, **even while in Denver ARTCC airspace.**

If the Denver controller refuses, he/she should say "*Callsign, radar contact*" which indicates a handoff and transfer of communications is required to the Denver controller.

Piston Aircraft

Flight Simulator does not simulate the use of turbo and superchargers in its piston aircraft. This means their performance at higher altitudes will be greatly reduced and many will not be able to ascend above 15,000 feet MSL.

In addition, FAA regulations require aircrews be on oxygen in unpressurized aircraft above 12,500 feet MSL. Therefore a "hard core" simulator pilot may refuse an altitude above 12,500 feet MSL for this reason.

VRC- Virtual Radar Client

VRC-Virtual Radar Client is the radar client that the ZLC ARTCC (Salt Lake) training department will use for all training, position endorsements and OTS.

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