

## PROPER ATC NUMBERS PHRASEOLOGY

### FIGURES (Numbers)

a. Figures indicating hundreds and thousands in round number, as for ceiling heights, and upper wind levels up to 9,900 shall be spoken in accordance with the following.

#### EXAMPLE-

1. 500 as "five hundred"
2. 4,500 as "four thousand five hundred"

b. Numbers above 9,900 shall be spoken by separating the digits preceding the word "thousand."

#### EXAMPLE-

1. 10,000 as "one zero thousand"
2. 13,500 as "one three thousand five hundred"

c. Transmit airway or jet route numbers as follows:

#### EXAMPLE-

1. V12 as "Victor Twelve"
2. J533 as "J Five Thirty-Three"

d. All other numbers shall be transmitted by pronouncing each digit. EXAMPLE-10 as "one zero" e. When a radio frequency contains a decimal point, the decimal point is spoken as "POINT."

#### EXAMPLE-

122.1 as "one two two point one"

#### NOTE

ICAO procedures require the decimal point be spoken as "DECIMAL." The FAA will honor such usage by military aircraft and all other aircraft required to use ICAO procedures. AIM 4-2-9.

### ALTITUDES & FLIGHT LEVELS

a. Up to but not including 18,000 feet MSL, state the separate digits of the thousands plus the hundreds if appropriate.

#### EXAMPLE-

1. 12,000 as "one two thousand"
2. 12,500 as "one two thousand five hundred"

b. At and above 18,000 feet MSL (FL 180), state the words "flight level" followed by the separate digits of the flight level.

#### EXAMPLE-

1. 190 as "Flight Level One Niner Zero"
2. 275 as "Flight Level Two Seven Five"

**DIRECTIONS** AIM 4-2-10.

The three digits of bearing, course, heading, or wind direction should always be magnetic. The word "true" must be added when it applies.

**EXAMPLE-**

1. (Magnetic course) 005 "as zero zero five"
2. (True course) 050 "as zero five zero true"
3. (Magnetic bearing) 360 as "three six zero"
4. (Magnetic heading) 100 as "heading one zero zero"
5. (Wind direction) 220 as "wind two two zero"

**SPEEDS** AIM 4-2-11

The separate digits of the speed followed by the word "KNOTS." Except, controllers may omit the word "KNOTS" when using speed adjustment procedures; e.g., "REDUCE/INCREASE SPEED TO TWO FIVE ZERO."

**EXAMPLE-**

(Speed) 250 as "two five zero knot(Speed) 190 as "one niner zero knots"

The separate digits of the Mach Number preceded by "Mach."

**EXAMPLE-**

(Mach number) 1.5 as "Mach one point five"

(Mach number) 0.64 as "Mach point six four"

(Mach number) 0.7 as "Mach point seven"

AIM 4-2-8

## RECOMMENDATIONS

- The correct phraseology for the number 0 is "zero" not "oh". If you listen to ATC, you will not hear them use the term "oh".

**Example:** Flight Level Two Four Zero, Not Flight Level Two Four Oh.

- Avoid using the term "to" or "for" when reporting altitude/FL changes. In the past, there have been instances where this has been mistaken for the value of two or four.

### Examples:

**Incorrect:** Six Thousand to Two Thousand

**Correct:** Six Thousand Descending Two Thousand

**Incorrect:** Eight Thousand for FL One Two Oh

**Correct:** Eight Thousand Climbing FL One Two Zero

- Try to avoid using slang terms that aren't listed in the Pilot/Controller Glossary.

### Examples:

"Fishfinder" when referring to TCAS

"With The Flash" when referring to Transponder Squawk