

**4-2-8. Figures**

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

**EXAMPLE-**

1. 500 . . . . . *five hundred*
2. 4,500 . . . . . *four thousand five hundred*

b. Numbers above 9,900 must be spoken by separating the digits preceding the word “thousand.”

**EXAMPLE-**

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

c. Transmit airway or jet route numbers as follows.

**EXAMPLE-**

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

d. All other numbers must be transmitted by pronouncing each digit.

**EXAMPLE-**

10 . . . . . *one zero*

e. When a radio frequency contains a decimal point, the decimal point is spoken as “POINT.”

**EXAMPLE-**

122.1 . . . . . *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.

**4-2-9. Altitudes and 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 . . . . . *one two thousand*
2. 12,500 . . . . . *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 . . . . . *Flight Level One Niner Zero*
2. 275 . . . . . *Flight Level Two Seven Five*

**4-2-10. Directions**

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 . . . . . *zero zero five*
2. (True course) 050 . . . . . *zero five zero true*
3. (Magnetic bearing) 360 . . . . . *three six zero*
4. (Magnetic heading) 100 . . . . . *heading one zero zero*