



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8219 ext. 6710

Ref.: AN 7/63.2.2-18/28

13 April 2018

Subject: Adoption of Amendment 91 to Annex 10,
Volume II

Action required: a) Notify any disapproval before
16 July 2018; b) Notify any differences and compliance
before 8 October 2018; c) Consider the use of the
Electronic Filing of Differences (EFOD) System for
notification of differences and compliance

Sir/Madam,

1. I have the honour to inform you that Amendment 91 to the *International Standards and Recommended Practices, Aeronautical Telecommunications — Communication Procedures including those with PANS status* (Annex 10, Volume II, to the Convention on International Civil Aviation) was adopted by the Council at the ninth meeting of its 213th Session on 9 March 2018. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://portal.icao.int>) where you can access all other relevant documentation.

2. When adopting the amendment, the Council prescribed 16 July 2018 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 91, to the extent it becomes effective, will become applicable on 8 November 2018.

3. Amendment 91 arises from:

- a. recommendations developed by the fourth meeting of the Air Traffic Management Operations Panel (ATMOPSP/4); and
- b. recommendations developed by the twelfth meeting of the Aeronautical Information Service (AIS) Aeronautical Information Management (AIM) – Study Group (AIS-AIMSG/12) related to changes of references.

4. The amendment to Annex 10, Volume II includes new phraseologies to avoid the potential confusion generated by the repetition of zeros in a specific set of circumstances and introduces a Standard to ensure that relative bearings be expressed using the 12-hour clock reference. The section is also reorganized to improve its readability with additional examples.

5. The consequential amendment concerning change of references is a result of the restructuring of Annex 15 and proposed new PANS-AIM.

6. The subjects are given in the amendment to the Foreword of Annex 10, a copy of which is in Attachment A.

7. In conformity with the Resolution of Adoption, may I request:

- a) that before 16 July 2018 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 91 concerning which your Government wishes to register disapproval, using the form in Attachment B for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
- b) that before 8 October 2018 you inform me of the following, using the Electronic Filing of Differences (EFOD) System or the form in Attachment C for this purpose:
 - 1) any differences that will exist on 8 November 2018 between the national regulations or practices of your Government and the provisions of the whole of Annex 10, Volume II, as amended by all amendments up to and including Amendment 91, and thereafter of any further differences that may arise; and
 - 2) the date or dates by which your Government will have complied with the provisions of the whole of Annex 10, Volume II as amended by all amendments up to and including Amendment 91.

8. With reference to the request in paragraph 7 a) above, it should be noted that a registration of disapproval of Amendment 91 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 7 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.

9. With reference to the request in paragraph 7 b) above, it should be also noted that the ICAO Assembly, at its 38th Session (24 September to 4 October 2013), resolved that Member States should be encouraged to use the EFOD System when notifying differences (Resolution A38-11 refers). The EFOD System is currently available on the Universal Safety Oversight Audit Programme (USOAP) restricted website (<http://www.icao.int/usoap>) which is accessible by all Member States. You are invited to consider using this for notification of compliance and differences.

10. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment D. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.

11. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 7 b) above, to the ICAO Regional Office accredited to your Government.

12. At the fifth meeting of its 204th Session, the Council requested that States, when being advised of the adoption of an Annex amendment, be provided with information on implementation and available guidance material, as well as an impact assessment. This is presented for your information in Attachments E and F, respectively.

13. As soon as practicable after the amendment becomes effective, on 16 July 2018, replacement pages incorporating Amendment 91 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.



Fang Liu
Secretary General

Enclosures:

- A — Amendment to the Foreword of Annex 10, Volume II
- B — Form on notification of disapproval of all or part of Amendment 91 to Annex 10, Volume II
- C — Form on notification of compliance with or differences from Annex 10, Volume II
- D — Note on the Notification of Differences
- E — Implementation task list and outline of guidance material in relation to Amendment 91 to Annex 10, Volume II
- F — Impact assessment in relation to Amendment 91 to Annex 10, Volume II

ATTACHMENT A to State letter AN 7/63.2.2-18/28

AMENDMENT TO THE FOREWORD OF ANNEX 10, VOLUME II

Add the following elements at the end of Table A:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject</i>	<i>Adopted/Approved Effective Applicable</i>
91	Fourth meeting of the Air Traffic Management Operations Panel (ATMOPSP/4) and the twelfth meeting of the Aeronautical Information Service (AIS) Aeronautical Information Management (AIM) Study Group (AIS-AIMSG/12)	a) pronunciation of numbers; and b) change of references.	9 March 2018 16 July 2018 8 November 2018

**NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF
AMENDMENT 91 TO ANNEX 10, VOLUME II**

To: The Secretary General
International Civil Aviation Organization
999 Robert-Bourassa Boulevard
Montréal, Quebec
Canada H3C 5H7

(State) _____ hereby wishes to disapprove the following parts
of Amendment 91 to Annex 10, Volume II:

Signature _____

Date _____

NOTES

- 1) If you wish to disapprove all or part of Amendment 91 to Annex 10, Volume II please dispatch this notification of disapproval to reach ICAO Headquarters by 16 July 2018. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. **If you approve of all parts of Amendment 91, it is not necessary to return this notification of disapproval.**
- 2) This notification should not be considered a notification of compliance with or differences from Annex 10, Volume II. Separate notifications on this are necessary. (See Attachment C.)
- 3) Please use extra sheets as required.

**NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM
ANNEX 10, VOLUME II
(Including all amendments up to and including Amendment 91)**

To: The Secretary General
International Civil Aviation Organization
999 Robert-Bourassa Boulevard
Montréal, Quebec
Canada H3C 5H7

1. No differences will exist on _____ between the national regulations and/or practices of **(State)** _____ and the provisions of Annex 10, Volume II, including all amendments up to and including Amendment 91.

2. The following differences will exist on _____ between the regulations and/or practices of **(State)** _____ and the provisions of Annex 10, Volume II, including Amendment 91 (Please see Note 2) below.)

- | | | |
|--|---|---|
| a) Annex Provision
(Please give exact paragraph reference) | b) Details of Difference
(Please describe the difference clearly and concisely) | c) Remarks
(Please indicate reasons for the difference) |
|--|---|---|

(Please use extra sheets as required)

3. By the dates indicated below, **(State)** _____ will have complied with the provisions of Annex 10, Volume II, including all amendments up to and including Amendment 91 for which differences have been notified in 2 above.

a) Annex Provision (Please give exact paragraph reference)	b) Date	c) Comments
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(Please use extra sheets as required)

Signature _____ Date _____

NOTES

- 1) If paragraph 1 above is applicable to your State, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 3) Guidance on the notification of differences is provided in the Note on the Notification of Differences and in the *Manual on Notification and Publication of Differences* (Doc 10055).
- 4) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

NOTE ON THE NOTIFICATION OF DIFFERENCES
(Prepared and issued in accordance with instructions of the Council)

1. *Introduction*

1.1 Article 38 of the *Convention on International Civil Aviation* (“Convention”) requires that a Contracting State notify ICAO any time it does not comply with a Standard in all respects, it does not bring its regulations or practices into full accord with any Standard, or it adopts regulations or practices differing in any particular respect from the Standard.

1.2 The Assembly and the Council, when reviewing the notification of differences by Contracting States in compliance with Article 38 of the Convention, have repeatedly noted that the timeliness and currency of such notifications is not entirely satisfactory. Therefore, this note is issued to reiterate the primary purpose of Article 38 of the Convention and to facilitate the determination and notification of differences.

1.3 The primary purpose of the notification of differences is to promote safety, regularity and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the Standards contained in Annexes to the Convention.

1.4 Contracting States are, therefore, requested to give particular attention to the notification of differences with respect to Standards in all Annexes, as described in paragraph 4 b) 1) of the Resolution of Adoption.

1.5 Although differences from Recommended Practices are not notifiable under Article 38 of the Convention, the Assembly has urged Contracting States to extend the above considerations to Recommended Practices contained in Annexes to the Convention, as well.

2. *Notification of differences from Standards and Recommended Practices (SARPs)*

2.1 Guidance to Contracting States in the notification of differences to Standards and Recommended Practices (SARPs) can only be given in very general terms. Contracting States are further reminded that compliance with SARPs generally extends beyond the issuance of national regulations and requires establishment of practical arrangements for implementation, such as the provision of facilities, personnel and equipment and effective enforcement mechanisms. Contracting States should take those elements into account when determining their compliance and differences. The following categories of differences are provided as a guide in determining whether a notifiable difference exists:

- a) ***A Contracting State’s requirement is more exacting or exceeds a SARP (Category A).*** This category applies when the national regulation and practices are more demanding than the corresponding SARP, or impose an obligation within the scope of the Annex which is not covered by the SARP. This is of particular importance where a Contracting State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;

- b) *A Contracting State's requirement is different in character or the Contracting State has established other means of compliance (Category B)**. This category applies, in particular, when the national regulation and practices are different in character from the corresponding SARP, or when the national regulation and practices differ in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
- c) *A Contracting State's requirement is less protective, partially implemented or not implemented (Category C)*. This category applies when the national regulation and practices are less protective than the corresponding SARP; when no national regulation has been promulgated to address the corresponding SARP, in whole or in part; or when the Contracting State has not brought its practices into full accord with the corresponding SARP.

These categories do not apply to Not Applicable SARP. Please see the paragraph below.

2.2 **Not Applicable SARP.** When a Contracting State deems a SARP concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences from Annex 8 provisions related to the design and construction of an aircraft.

2.3 **Differences from appendices, tables and figures.** The material comprising a SARP includes not only the SARP itself, but also the appendices, tables and figures associated with the SARP. Therefore, differences from appendices, tables and figures are notifiable under Article 38. In order to file a difference against an appendix, table or figure, States should file a difference against the SARP that makes reference to the appendix, table or figure.

2.4 **Differences from definitions.** Contracting States should notify differences from definitions. The definition of a term used in a SARP does not have independent status but is an essential part of each SARP in which the term is used. Therefore, a difference from the definition of the term may result in there being a difference from any SARP in which the term is used. To this end, Contracting States should take into consideration differences from definitions when determining compliance or differences to SARPs in which the terms are used.

2.5 The notification of differences should be not only to the latest amendment but to the whole Annex, including the amendment. In other words, Contracting States that have already notified differences are requested to provide regular updates of the differences previously notified until the difference no longer exists.

2.6 Further guidance on the identification and notification of differences, examples of well-defined differences and examples of model processes and procedures for management of the notification of differences can be found in the *Manual on Notification and Publication of Differences* (Doc 10055).

* The expression "different in character or other means of compliance" in b) would be applied to a national regulation and practice which achieve, by other means, the same objective as that of the corresponding SARPs or for other substantive reasons so cannot be classified under a) or c).

3. *Form of notification of differences*

3.1 Differences can be notified:

- a) by sending to ICAO Headquarters a form on notification of compliance or differences; or
- b) through the Electronic Filing of Differences (EFOD) System at www.icao.int/usoap.

3.2 When notifying differences, the following information should be provided:

- a) the number of the paragraph or subparagraph which contains the SARP to which the difference relates*;
- b) the reasons why the State does not comply with the SARP, or considers it necessary to adopt different regulations or practices;
- c) a clear and concise description of the difference; and
- d) intentions for future compliance and any date by which your Government plans to confirm compliance with and remove its difference from the SARP for which the difference has been notified.

3.3 The differences notified will be made available to other Contracting States, normally in the terms used by the Contracting State when making the notification. In the interest of making the information as useful as possible, Contracting States are requested to ensure that:

- a) statements be as clear and concise as possible and be confined to essential points;
- b) the provision of extracts from national regulations not be considered as sufficient to satisfy the obligation to notify differences; and
- c) general comments, unclear acronyms and references be avoided.

* This applies only when the notification is made under 3.1 a).

ATTACHMENT E to State letter AN 7/63.2.2-18/28

**IMPLEMENTATION TASK LIST AND OUTLINE OF GUIDANCE MATERIAL
IN RELATION TO AMENDMENT 91 TO ANNEX 10, VOLUME II**

1. IMPLEMENTATION TASK LIST

1.1 Essential steps to be followed by a State in order to implement the proposed amendment to Annex 10, Volume II:

- a) identification of the rule-making process necessary to transpose the modified ICAO provisions into the national regulations;
- b) establishment of a national implementation plan that takes into account the modified ICAO provisions;
- c) drafting of the modification(s) to the national regulations and means of compliance;
- d) official adoption of the national regulations and means of compliance;
- e) filing of State differences with ICAO, if necessary; and
- f) publication of significant differences in the AIP.

2. STANDARDIZATION PROCESS

- 2.1 Effective date: 16 July 2018
- 2.2 Applicability date: 8 November 2018
- 2.3 Embedded applicability date(s): N/A

3. SUPPORTING DOCUMENTATION

3.1 ICAO documentation

Title	Type (PANS/TI/Manual/Circ)	Planned publication date
<i>Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066)</i>	PANS	November 2018
<i>Manual of Radiotelephony (Doc 9432)</i>	Manual	August 2020

3.2 External documentation

Title	External Organization	Publication date
Nil		

4. **IMPLEMENTATION ASSISTANCE TASKS**

Type	Global	Regional
Nil		

5. **UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)**

5.1 No changes are envisaged in the protocol questions (PQs).

IMPACT ASSESSMENT IN RELATION TO AMENDMENT 91 TO ANNEX 10, VOLUME II

1. INTRODUCTION

1.1 Amendment 91 to Annex 10, Volume II is intended to:

- a) improve existing provisions related to the transmission of numbers in radiotelephony and minimize the risk of confusion induced by the repetition, in specific circumstances, of zeros; and
- b) ensure that relative bearings be expressed using the 12-hour clock reference.

2. IMPACT ASSESSMENT

2.1 Amendment concerning pronunciation of numbers

2.1.1 Safety impact: The possibility to use the expression hundreds and whole thousands will improve safety by reducing possible confusion and will allow to shorten some transmissions.

2.1.2 Financial impact: None.

2.1.3 Security impact: None.

2.1.4 Environmental impact: None.

2.1.5 Efficiency impact: None.

2.1.6 Expected implementation time: The revised phraseology should be implemented within one year.

2.2 Consequential amendment concerning change of references as a result of the restructuring of Annex 15 and the proposed new PANS-AIM

2.2.1 *Safety impact:* None.

2.2.2 *Financial impact:* None.

2.2.3 *Security impact:* None.

2.2.4 *Environmental impact:* None.

2.2.5 *Efficiency impact:* None.

2.2.6 *Expected implementation time:* Editorial change only.

AMENDMENT No. 91

TO THE

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES
AND PROCEDURES FOR AIR NAVIGATION SERVICES**

**AERONAUTICAL
TELECOMMUNICATIONS**

ANNEX 10

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

**VOLUME II
(COMMUNICATION PROCEDURES
INCLUDING THOSE WITH PANS STATUS)**

The amendment to Annex 10, Volume II, contained in this document was adopted by the Council of ICAO on **9 March 2018**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **16 July 2018** will become effective on that date and will become applicable on **8 November 2018** as specified in the Resolution of Adoption. (State letter AN 7/63.2.2-18/28 refers.)

MARCH 2018

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AMENDMENT 91 TO THE INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

**ANNEX 10— AERONAUTICAL TELECOMMUNICATIONS,
VOLUME II — COMMUNICATION PROCEDURES INCLUDING THOSE WITH PANS STATUS**

RESOLUTION OF ADOPTION

The Council

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. *Hereby adopts* on 9 March 2018 Amendment 91 to the International Standards and Recommended Practices contained in the document entitled *Aeronautical Telecommunications — Communication Procedures including those with PANS status* which for convenience is designated Annex 10, Volume II to the Convention;
2. *Prescribes* 16 July 2018 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the Council before that date;
3. *Resolves* that the said amendment or such parts thereof as have become effective shall become applicable on 8 November 2018;
4. *Requests the Secretary General:*
 - a) to notify each Contracting State immediately of the above action and immediately after 16 July 2018 of those parts of the amendment which have become effective;
 - b) to request each Contracting State:
 - 1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 8 November 2018 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 8 October 2018, and thereafter to notify the Organization of any further differences that arise;
 - 2) to notify the Organization before 8 October 2018 of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended;
 - c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices following the procedure specified in subparagraph b) above with respect to differences from Standards.

NOTES ON THE PRESENTATION OF THE AMENDMENT TO ANNEX 10, VOLUME II

1. The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

- a) ~~Text to be deleted is shown with a line through it.~~ text to be deleted
- b) **New text to be inserted is highlighted with grey shading.** new text to be inserted
- c) ~~Text to be deleted is shown with a line through it followed by~~ **the replacement text which is highlighted with grey shading.** new text to replace existing text

**TEXT OF AMENDMENT 91 TO THE
INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES
AERONAUTICAL TELECOMMUNICATIONS
ANNEX 10
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION
VOLUME II
(COMMUNICATION PROCEDURES INCLUDING THOSE WITH PANS STATUS)**

CHAPTER 4. AERONAUTICAL FIXED SERVICE (AFS)

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4.4 AERONAUTICAL FIXED TELECOMMUNICATION NETWORK (AFTN)

...

4.4.14 Predetermined distribution system for AFTN messages

...

4.4.14.2 The Predetermined Distribution Addressee Indicator (PDAI) shall be constructed as follows:

...

c) The fifth, sixth and seventh letters:

- 1) The fifth, sixth and seventh letters taken from the series A to Z and denoting the national and/or international distribution list(s) to be used by the receiving AFTN centre;
- 2) “N” and “S”, as the fifth letter, are reserved for NOTAM and SNOWTAM respectively (~~see Appendix 5 to Annex 15~~ *detailed specifications concerning NOTAM, including formats for SNOWTAM are contained in PANS-AIM (Doc 10066)*);

...

CHAPTER 5. AERONAUTICAL MOBILE SERVICE – VOICE COMMUNICATIONS

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5.2 RADIOTELEPHONY PROCEDURES

...

5.2.1 General

...

5.2.1.4 TRANSMISSION OF NUMBERS IN RADIOTELEPHONY

5.2.1.4.1 TRANSMISSION OF NUMBERS

5.2.1.4.1.1 All numbers, except as prescribed in 5.2.1.4.1.2 to 5.2.1.4.1.6, shall be transmitted by pronouncing each digit separately.

Note.— The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).

<i>aircraft call signs</i>	<i>transmitted as</i>
CCA 238	Air China two three eight
OAL 242	Olympic two four two
<i>flight levels</i>	<i>transmitted as</i>
FL 180	flight level one eight zero
FL 200	flight level two zero zero
<i>headings</i>	<i>transmitted as</i>
100 degrees	heading one zero zero
080 degrees	heading zero eight zero
<i>wind direction and speed</i>	<i>transmitted as</i>
200 degrees 70 knots	wind two zero zero degrees seven zero knots
160 degrees 18 knots gusting 30 knots	wind one six zero degrees one eight knots gusting three zero knots

<i>transponder codes</i>	<i>transmitted as</i>
2 400	squawk two four zero zero
4 203	squawk four two zero three
<i>runway</i>	<i>transmitted as</i>
27	runway two seven
30	runway three zero
<i>altimeter setting</i>	<i>transmitted as</i>
1 010	QNH one zero one zero
1 000	QNH one zero zero zero

5.2.1.4.1.2 Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds, which shall be transmitted by pronouncing the digit of the whole hundred followed by the word HUNDRED.

Note.— The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).

<i>flight levels</i>	<i>transmitted as</i>
FL 180	flight level one eight zero
FL 200	flight level two hundred

5.2.1.4.1.3 The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as ONE THOUSAND.

Note.— The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).

<i>altimeter setting</i>	<i>transmitted as</i>
1009	QNH one zero zero nine
1000	QNH one thousand
993	QNH nine nine three

5.2.1.4.1.4 All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word THOUSAND.

Note.— The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).

<i>transponder codes</i>	<i>transmitted as</i>
2400	squawk two four zero zero
1000	squawk one thousand
2000	squawk two thousand

5.2.1.4.1.25 All numbers used in the transmission of altitude, cloud height, visibility and runway visual range (RVR) information, which contain whole hundreds and whole thousands, shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word HUNDRED or THOUSAND as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word THOUSAND followed by the number of hundreds followed by the word HUNDRED.

Note.— The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).

<i>altitude</i>	<i>transmitted as</i>
800	eight hundred
3 400	three thousand four hundred
12 000	one two thousand
<i>cloud height</i>	<i>transmitted as</i>
2 200	two thousand two hundred
4 300	four thousand three hundred
<i>visibility</i>	<i>transmitted as</i>
1 000	visibility one thousand
700	visibility seven hundred
<i>runway visual range</i>	<i>transmitted as</i>
600	RVR six hundred
1 700	RVR one thousand seven hundred

5.2.1.4.1.6 When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the double digits as TEN, ELEVEN, or TWELVE [O'CLOCK].

5.2.1.4.1.37 Numbers containing a decimal point shall be transmitted as prescribed in 5.2.1.4.1.1 with the decimal point in appropriate sequence being indicated by the word DECIMAL.

Note 1.— The following examples illustrate the application of this procedure:

<i>Number</i>	<i>Transmitted as</i>
100.3	ONE ZERO ZERO DECIMAL THREE
38 143.9	THREE EIGHT ONE FOUR THREE DECIMAL NINE

Editorial Note.— Paragraph 5.2.1.4.1.4 should be renumbered to 5.2.1.4.1.8

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8.1.1 Data link initiation capability (DLIC)

8.1.1.1 GENERAL

8.1.1.1.1 **PANS.**— *Before entering an airspace where data link applications are used by the ATS unit, data link communications shall be initiated between the aircraft and the ATS unit in order to register the aircraft and, when necessary, allow the start of a data link application. This shall be initiated by the aircraft, either automatically or by the pilot, or by the ATS unit on address forwarding.*

8.1.1.1.2 **PANS.**— *The logon address associated with an ATS unit shall be published in the Aeronautical Information Publications in accordance with Annex 15.*

Note 1.— A given FIR may have multiple logon addresses; and more than one FIR may share the same logon address.

Note 2.— Detailed specifications concerning Aeronautical Information Publications presentation and contents are contained in PANS-AIM (Doc 10066), Appendix 2.

...

— END —