

# Changes to the indication of VHF channels in Radiotelephony

## **For ATC and Flight Crews**

Amendment 80 to ICAO Annex 10, Volume II - Aeronautical Telecommunications - takes effect on 24 November 2005.

It introduces a procedure for VHF communication channels to be indicated in 6 and 4 digits irrespective of whether 25 or 8.33 kHz channel spacing is used.

VHF channels will be indicated by:

- ▶ four (4) digits, for channels ending in two zeros i.e. fifth (5<sup>th</sup>) and sixth (6<sup>th</sup>) digits both zero, and
- ▶ six (6) digits, for all other channels

The use of the term "CHANNEL" in radiotelephony, previously associated with 8.33 kHz channels, is discontinued.

## For Flight Crews using 6 digit radios

When receiving a 4-digit VHF channel, select zeros as 5<sup>th</sup> and 6<sup>th</sup> digit. When receiving a 6-digit VHF channel, select all 6 digits as transmitted.

#### **Examples**

VHF channel: 118.100 spoken as: "ONE ONE EIGHT DECIMAL ONE"

VHF channel: 128.050 spoken as: "ONE TWO EIGHT DECIMAL ZERO FIVE ZERO"

VHF channel: 128.075 spoken as: "ONE TWO EIGHT DECIMAL ZERO SEVEN FIVE"



select

select

select

128.075

## For Flight Crews using 5 digit radios

Situations will arise, outside the area of 8.33 kHz mandatory carriage, where an aircraft is equipped with a radio displaying 5 digits only, and the flight crew receives a communication transfer for a 25 kHz channel specified in 6 digits.

*In such cases, caution must be exercised by the flight crew to select the first five digits only.* 

When receiving a 4-digit VHF channel, select zero as the 5<sup>th</sup> digit.

When receiving a 6-digit VHF channel, select the first 5 digits as transmitted.



#### **Examples**

VHF channel: 128.050

VHF channel: 118.100 spoken as: "ONE ONE EIGHT DECIMAL ONE"

spoken as: "ONE TWO EIGHT DECIMAL ZERO FIVE ZERO"

VHF channel: 128.075 spoken as: "ONE TWO EIGHT DECIMAL ZERO SEVEN FIVE"

select 118.10

select

select 128.05

128.07

### **READBACK**

It is essential that flight crew READBACK the channel number in full, and that controllers verify that the pilot has correctly understood.