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**Federal Aviation
Administration**

InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Acknowledgement of Altitude Clearances and Altitude Read Back

Purpose: This InFO informs operators of new procedures for the acknowledgement/read back of altitude clearances as directed in Federal Aviation Administration (FAA) Order 7110.65, Air Traffic Control, Paragraph 2-4-3, *Pilot Acknowledgement/Read Back*.

Background: Over the past several months, misunderstood altitude clearances have resulted in multiple losses of separation. These losses of separation have resulted from both pilot deviations and operational errors. Mistaken altitude clearances often leave little time for air traffic controllers to detect and correct altitudes before separation is lost. These new air traffic procedures are intended to increase flightcrew awareness of the need to correctly conform to altitude clearances.

Discussion: The FAA Air Traffic Organization is updating FAA Order 7110.65, paragraph 2-4-3 guidance to controllers. When issuing altitude clearances or instructions, controllers will ensure acknowledgment by the pilot as follows:

Except when issued in conjunction with an approach clearance, controllers will request a specific read back of all altitude clearances when not received from the pilot. Because of the volume of phraseology already associated with approach clearances, specific read back of altitude clearances in an approach clearance is not mandatory; however, to the extent traffic volume allows it is still encouraged.

Pilots omitting altitude readback should expect the following or similar controller phraseology:

"American Four Ninety Two, verify assigned altitude/flight level."

Recommended Action: Pilots should read back altitude/flight level assignments. Pilots and operators need to be aware of the change in phraseology and that ATC may request pilots to verify their assigned altitude/flight level.

Point of Contact: Air Traffic Safety, ATO-S.