

# Approach / Center - Phraseologie

Mit freundlicher Genehmigung der DFS Deutsche Flugsicherung GmbH. Nicht für navigatorische Zwecke geeignet!

## G: Lotse

Höhenanweisungen	
Phraseologie EN	Phraseologie DE / Erklärung
<b>G: CLIMB/DESCEND TO</b> (level)	
<b>G: CLIMB/DESCEND TO</b> (level) <b>TO REACH</b> (level) <b>AT</b> (or BY) (time or significant point)	
<b>G: CLIMB/DESCEND TO</b> (level) <b>AT</b> (number) <b>FEET PER MINUTE</b> [OR GREATER (or OR LESS)]	
<b>G: *CONTINUE* CLIMB VIA SID TO</b> (level)	<p><i>This requires the aircraft to:</i></p> <ol style="list-style-type: none"><li><i>1. Climb to the cleared level in accordance with published level restrictions;</i></li><li><i>2. Follow the lateral profile of the procedure; and</i></li><li><i>3. Comply with the published speed restrictions or ATC-issued speed control Instructions as applicable.</i></li></ol> <p><i>A clearance containing rates of climb cancels all published level and speed restrictions of the SID. If there are no remaining published level and/or speed restrictions on the SID, the phrase CLIMB (level) shall be used.</i></p>

<p><b>G: CLIMB VIA SID TO</b> (level), <b>CANCEL LEVEL / SPEED RESTRICTION(S) AT</b> (point(s))</p>	<p><i>This phraseology means that:</i></p> <ol style="list-style-type: none"> <li><i>1. The lateral profile of the procedure continue to apply and</i></li> <li><i>2. Speed or level restrictions which have not been referred to will continue to apply</i></li> </ol> <p><i>Phraseologies for variations to lateral profile of the SID:</i></p> <ol style="list-style-type: none"> <li><i>a) PROCEED DIRECT (waypoint), or</i></li> <li><i>b) further vectoring instructions</i></li> </ol> <p><i>These phraseologies mean that:</i></p> <p><i>Speed and level restrictions associated with the bypassed waypoints are cancelled.</i></p> <p><i>A clearance containing rates of climb cancels all published level and speed restrictions of the SID. If there are no remaining published level and/or speed restrictions on the SID, the phrase CLIMB (level) shall be used.</i></p>
<p><b>G: CLIMB UNRESTRICTED TO</b> (level)</p>	<p><i>The clearance UNRESTRICTED means that the pilot is not obliged to comply with the level and speed restrictions of the SID</i></p> <p><i>up to the cleared level. A speed limit due to the airspace class is not cancelled.</i></p> <p><i>A clearance containing rates of climb cancels all published level and speed restrictions of the SID. If there are no remaining published level and/or speed restrictions on the SID, the phrase CLIMB (level) shall be used.</i></p>
<p><b>G: DESCEND VIA STAR</b> (or TRANSITION) <b>TO</b> (level)</p>	<p><i>This requires the aircraft to:</i></p> <ol style="list-style-type: none"> <li><i>1. Descend to the cleared level in accordance with published level restrictions;</i></li> <li><i>2. Follow the lateral profile of the procedure; and</i></li> <li><i>3. Comply with published speed restrictions or ATC-issued speed control instructions as applicable</i></li> </ol> <p><i>A clearance containing rates of descend cancels all published level and speed restrictions of the STAR. If there are no remaining published level and/or speed restrictions on the STAR/TRANSITION, the phrase DESCEND (level) shall be used.</i></p>

<p><b>G: DESCEND VIA STAR</b> (or TRANSITION) <b>TO</b> (level)  <b>CANCEL LEVEL</b> (or SPEED RESTRICTION(S)) [<b>AT</b> (waypoint)]</p>	<p><i>This phraseology means that:</i></p> <ol style="list-style-type: none"> <li>1. The lateral profile of the procedure continues to apply and</li> <li>2. Speed or level restrictions which have not been referred to will continue to apply.</li> </ol> <p><i>Phraseologies for variations to lateral profile of the STAR:</i></p> <p>a) <b>PROCEED DIRECT</b> (waypoint), or</p> <p>b) <b>VECTURING</b></p> <p><i>These phraseologies mean that:</i></p> <p><i>Speed and level restrictions associated with the bypassed waypoints are cancelled.</i></p> <p><i>A clearance containing rates of descend cancels all published level and speed restrictions of the STAR. If there are no remaining published level and/or speed restrictions on the STAR/TRANSITION, the phrase DESCEND (level) shall be used.</i></p>
<p><b>G: DESCEND UNRESTRICTED TO</b> (level)</p>	<p><i>The clearance 'UNRESTRICTED' means that the pilot is not obliged to apply to the level and speed restrictions of the STAR/TRANSITION down to the cleared level. Speed restrictions due to the airspace class are not cancelled.</i></p> <p><i>A clearance containing rates of descend cancels all published level and speed restrictions of the STAR. If there are no remaining published level and/or speed restrictions on the STAR/TRANSITION, the phrase DESCEND (level) shall be used.</i></p>
<p><b>G: WHEN READY, CLIMB</b> (or DESCEND) <b>TO</b> (level),  <b>REPORT LEAVING</b> (or REACHING or PASSING) (level)</p>	
<p><b>G: WHEN READY, CLIMB</b> (or DESCEND) <b>TO</b> (level) <b>TO REACH</b> (level) <b>AT</b> (or BY) (time or significant point)</p>	
<p><b>G: RESUME NORMAL RATE OF DESCENT / CLIMB</b></p>	
<p><b>G: STOP CLIMB</b> (or DESCENT) <b>AT</b> (level)</p>	
<p><b>G: CONTINUE CLIMB</b> (or DESCENT) <b>TO</b> (level)</p>	
<p><b>G: MAINTAIN</b> (number) <b>FEET</b> (or FLIGHT LEVEL (level))</p>	<p><b>G: HALTEN SIE</b> (Zahl) <b>FUSS</b> (oder FLUGFLÄCHE (Flughöhe))</p>

<b>G: CROSS</b> (significant point) <b>AT</b> (number) <b>FEET</b> (or FLIGHT LEVEL (level)) [OR ABOVE (or BELOW)]	<b>G: ÜBERFLIEGEN SIE</b> (markanter Punkt) <b>IN</b> (Zahl) <b>FUSS</b> (oder <b>FLUGFLÄCHE</b> (Flughöhe)) [ODER HÖHER (oder TIEFER)]
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## Kursanweisungen

Phraseologie EN	Phraseologie DE / Erklärung
<b>G: TURN LEFT</b> (or RIGHT) <b>HEADING</b> (three digits) [reason]	
<b>G: TURN LEFT</b> (or RIGHT) (number of degrees) <b>DEGREES</b> [reason]	This instruction is used for turn BY a certain amount of degrees. For example: Aircraft is on HDG 040, controller instructs TURN LEFT 10 DEGREES, new HDG is then 030.
<b>G: FLY HEADING</b> (three digits), <b>WHEN ABLE PROCEED DIRECT</b> (name) (significant point)	
<b>G: STOP TURN HEADING</b> (three digits);	
<b>G: LEAVE</b> (significant point) <b>HEADING</b> (three digits)	
<b>G: CONTINUE PRESENT HEADING</b>	
<b>G:</b> - DUE TRAFFIC - FOR SPACING - FOR DELAY - FOR DOWNWIND (or BASE, or FINAL)	<i>When it is necessary to specify a reason for the above instructions, the following phraseologies should be used. In Germany a reason should be given with the initial vectoring instruction.</i>
<b>G: PROCEED TO</b> (significant point)	
<b>G: PROCEED DIRECT</b> (significant point)	
<b>G: PROCEED VIA</b> (route and / or significant point(s))	
<b>G: PROCEED VIA FLIGHT PLANNED ROUTE</b>	

<b>G: PROCEED VIA</b> (distance) DME ARC direction) <b>OF</b> (name of DME station)	
<b>G: CLEARED</b> (designator) <b>ARRIVAL</b> (or TRANSITION)	

Geschwindigkeitsanweisungen	
Phraseologie EN	Phraseologie DE / Erklärung
<b>G: REPORT SPEED</b>	
<b>G: MAINTAIN</b> (number) <b>KNOTS</b> [OR GREATER (or OR LESS)] [UNTIL (significant point)];	
<b>G: MAINTAIN MACH</b> (number) [OR GREATER (or OR LESS)] [UNTIL (significant point)]	
<b>G: MAINTAIN PRESENT SPEED</b>	
<b>G: FLY SPEED MACH</b> (number) / (figures) <b>KNOTS</b>	
<b>G: INCREASE</b> (or REDUCE) <b>SPEED TO</b> (number) <b>KNOTS</b> [OR GREATER (or OR LESS)]	
<b>G: INCREASE</b> (or REDUCE) <b>SPEED BY</b> (number) <b>KNOTS</b>	
<b>G: RESUME NORMAL / PUBLISHED SPEED</b>	
<b>G: NO *ATC* SPEED RESTRICTIONS</b>	

Identifikation / Squawk

Phraseologie EN	Phraseologie DE / Erklärung
<b>G: IDENTIFIED / RADAR CONTACT</b>	<b>G: IDENTIFIZIERT / RADARKONTAKT</b>
<b>G: SQUAWK</b> [(code)]	
<b>G: RESET SQUAWK</b> [(mode)] (code);	<b>G: SETZEN SIE NEU SQUAWK</b> [(Modus)] (Code)
<b>G: CONFIRM SQUAWK</b> (code)	<b>G: BESTÄTIGEN SIE SQUAWK</b> (Code)
<b>G: SQUAWK</b> (followed as necessary by) - *(code)* *AND* <b>IDENT</b> ; - <b>CHARLIE</b> - <b>STANDBY</b> - <b>VFR</b> - <b>MILITARY VFR</b>	<b>G: SQUAWK</b> (followed as necessary by) - *(Code)* *UND* <b>IDENT</b> - <b>CHARLIE</b> - <b>STANDBY</b> - <b>VFR</b> - <b>MILITARY VFR</b>

## Anfluganweisungen allgemein

Phraseologie EN	Phraseologie DE / Erklärung
<b>G: EXPECT / VECTORING</b> *FOR* (type of approach) <b>RUNWAY</b> (designator)	nicht notwendig, sofern dieser Passus über die ATIS abgestrahlt wird
<b>G: CLEARED ILS</b> APPROACH RUNWAY (number) <b>G: CLEARED GLS</b> APPROACH RUNWAY (number) <b>G: CLEARED RNP</b> APPROACH RUNWAY (number) <b>G: CLEARED VOR</b> APPROACH RUNWAY (number) <b>G: CLEARED NDB</b> APPROACH RUNWAY (number)	Diese Anweisungen erlauben es dem Piloten auf die in den Karten veröffentlichte Final-Approach-Altitude zu sinken und danach dem Anflug zu folgen.
<b>G: MAINTAIN</b> (altitude) <b>UNTIL GLIDE PATH INTERCEPTION</b>	Mit diesem Zusatz an die Anflugfreigabe muss der Pilot seine freigegebene Höhe halten, bis er den Gleitweg folgen kann. Er darf also nicht eigenständig auf die Final-Approach-Altitude sinken.
<b>G: INTERCEPT</b> (LOCALISER or [GLS/RNP/MLS] [FINAL] APPROACH [COURSE] or radio aid) [RUNWAY (number)] [REPORT ESTABLISHED]	Diese Anweisung erlaubt es dem Piloten den Landekursender zu folgen. Er darf allerdings nicht weiter als davor freigegeben sinken.
<b>G: TURN LEFT</b> (or RIGHT) <b>HEADING</b> (three digits) [TO INTERCEPT] or [REPORT ESTABLISHED]	

<p><b>G: EXPECT VECTOR ACROSS</b> THE (LOCALISER or [GLS/RNP/MLS] FINAL APPROACH COURSE or radio aid) (reason)</p> <p><b>G: THIS TURN WILL TAKE YOU THROUGH</b> THE (LOCALISER or [GLS/RNP/MLS] FINAL APPROACH COURSE or radio aid) (reason)</p> <p><b>G: TAKING YOU THROUGH</b> THE (LOCALISER or [GLS/RNP/MLS] FINAL APPROACH COURSE or radio aid) (reason)</p>	
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Anfluganweisungen Parallelbetrieb	
Phraseologie EN	Phraseologie DE / Erklärung
<p><b>G: CLEARED ILS</b> APPROACH <b>RUNWAY</b> (number) LEFT (or RIGHT)</p> <p><b>G: CLEARED GLS</b> APPROACH <b>RUNWAY</b> (number) LEFT (or RIGHT)</p> <p><b>G: CLEARED RNP</b> APPROACH <b>RUNWAY</b> (number) LEFT (or RIGHT)</p> <p><b>G: CLEARED VOR</b> APPROACH <b>RUNWAY</b> (number) LEFT (or RIGHT)</p> <p><b>G: CLEARED NDB</b> APPROACH <b>RUNWAY</b> (number) LEFT (or RIGHT)</p>	Diese Anweisungen erlauben es dem Piloten auf die in den Karten veröffentlichte Final-Approach-Altitude zu sinken und danach dem Anflug zu folgen.
<p><b>G: YOU HAVE CROSSED THE LOCALISER</b> (or GLS/RNP/MLS FINAL APPROACH COURSE). TURN LEFT (or RIGHT) <b>IMMEDIATELY AND RETURN TO THE LOCALISER</b> (or GLS/RNP/MLS FINAL APPROACH COURSE) [RUNWAY (number)]</p>	
<p><b>G: TURN LEFT</b> (or RIGHT) (number) <b>DEGREES</b> (or HEADING) three digits) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH], <b>CLIMB TO</b> (altitude)</p>	Für den Einflug eines Flugzeuges in die NTZ

Anfluganweisungen SRA	
Phraseologie EN	Phraseologie DE / Erklärung
<p><b>G: THIS WILL BE A SURVEILLANCE RADAR APPROACH</b> <b>RUNWAY</b> (number) <b>TERMINATING AT</b> (distance) <b>FROM TOUCHDOWN, OBSTACLE CLEARANCE ALTITUDE</b> (or HEIGHT) (number) <b>FEET CHECK YOUR MINIMA</b> [IN CASE OF GOAROUND (instructions)]</p>	

<b>G: COMMENCE DESCENT NOW</b> [TO MAINTAIN A (number) DEGREE GLIDE PATH]	
<b>G: (distance) FROM TOUCHDOWN ALTITUDE</b> (or HEIGHT) <b>SHOULD BE</b> (numbers and units)	
<b>G: CHECK GEAR DOWN</b> [AND LOCKED]	Bei 4 NM
<b>G: APPROACH COMPLETED</b> [CONTACT (unit)]	

VFR in C und D(non-CTR)

Phraseologie EN	Phraseologie DE / Erklärung
<b>G: CROSSING</b> [OF AIRSPACE CHARLIE (or DELTA)] <b>APPROVED VIA</b> (route) (number) <b>FEET</b> (or FLIGHT LEVEL (level))	<b>G: DURCHFLUG</b> [VON LUFTRAUM CHARLIE (oder DELTA)] <b>GENEHMIGT ÜBER</b> (Flugstrecke) (Zahl) <b>FUSS</b> (oder FLUGFLÄCHE (Flughöhe))
<b>G: YOU ARE ENTERING AIRSPACE CHARLIE</b> (or DELTA)	<b>G: SIE FLIEGEN IN LUFTRAUM CHARLIE</b> (oder DELTA) <b>EIN</b>
<b>G: PROCEED ON RADIAL</b> (three digits) <b>OF</b> (name of VOR) <b>TO</b> (significant point)	<b>G: FLIEGEN SIE AUF RADIAL</b> (drei Ziffern) <b>VON</b> (Name der VOR) <b>BIS</b> (markanter Punkt)
<b>G: MAINTAIN</b> (number) <b>FEET</b> (or FLIGHT LEVEL (level))	<b>G: HALTEN SIE</b> (Zahl) <b>FUSS</b> (oder FLUGFLÄCHE (Flughöhe))
<b>G: [AFTER PASSING (significant point)] CLIMB</b> (or DESCEND) <b>TO</b> (level) <b>AND MAINTAIN BLOCK</b> (level) <b>UNTIL</b> (level)	<b>G: [NACH ÜBERFLIEGEN VON (markanter Punkt)] STEIGEN</b> (oder SINKEN) <b>SIE AUF</b> (Zahl) <b>FUSS</b> (oder FLUGFLÄCHE (Flughöhe)) <b>UND HALTEN SIE HÖHENBLOCK</b> (Flughöhe) <b>BIS</b> (Flughöhe)
<b>G: LEAVE AIRSPACE CHARLIE</b> (or DELTA) <b>DIRECTION</b> (or HEADING (three digits), or <b>AT</b> (number) <b>FEET</b> (or FLIGHT LEVEL (level)) [(reason)]	<b>G: VERLASSEN SIE LUFTRAUM CHARLIE</b> (oder DELTA) <b>RICHTUNG</b> (oder STEUERKURS (drei Ziffern), oder <b>IN</b> (Zahl) <b>FUSS</b> (oder FLUGFLÄCHE (Flughöhe)) [(Begründung)]
<b>G: YOU ARE LEAVING AIRSPACE CHARLIE</b> (or DELTA)	<b>G: SIE VERLASSEN LUFTRAUM CHARLIE</b> (oder DELTA)

Holding

Phraseologie EN
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<b>G: CLEARED</b> (or PROCEED) <b>TO</b> (significant point, name of facility or fix) [ <b>MAINTAIN</b> (or CLIMB or DESCEND TO) (level)] <b>HOLD</b> [(direction)] <b>AS PUBLISHED</b>
<b>G: EXPECT APPROACH CLEARANCE</b> (or FURTHER CLEARANCE) <b>AT</b> (time) <b>G: NO DELAY EXPECTED</b> <b>G: EXPECTED APPROACH TIME</b> (time) <b>G: REVISED APPROACH TIME</b> (time) <b>G: DELAY NOT DETERMINED</b> (resons)
<b>G: CLEARED</b> (or PROCEED) <b>TO</b> (significant point, name of facility or fix) [ <b>MAINTAIN</b> (or CLIMB or DESCEND TO) (level)] <b>HOLD</b> [(direction)] [(specified) RADIAL, COURSE, INBOUND TRACK (three digits) DEGREES] [RIGHT (or LEFT) HAND PATTERN] [OUTBOUND TIME (number) MINUTES]

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