Approach / Center - Phraseology

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G: Controller

Level instructions	
Phraseology EN	**Phraseology DE / Comment**
G: CLIMB/DESCEND TO (level)	
G: CLIMB/DESCEND TO (level) **TO REACH** (level) **AT** (or BY) (time or significant point)	
G: CLIMB/DESCEND TO (level) **AT** (number) **FEET PER MINUTE** [OR GREATER (or OR LESS)]	
G: *CONTINUE* **CLIMB VIA SID TO** (level)	*This requires the aircraft to:* *1. Climb to the cleared level in accordance with published level restrictions;* *2. Follow the lateral profile of the procedure; and* *3. Comply with the published speed restrictions or ATC-issued speed control Instructions as applicable.* *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.*

G: CLIMB VIA SID TO (level), **CANCEL LEVEL RESTRICTION(S) AT** (point(s))	*This phraseology means that:* *1. The lateral profile of the procedure continue to apply and* *2. Speed or level restrictions which have not been referred to will continue to apply* *Phraseologies for variations to lateral profile of the SID:* *a) PROCEED DIRECT (waypoint), or* *b) further vectoring instructions* *These phraseologies mean that:* *Speed and level restrictions associated with the bypassed waypoints are cancelled.* *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.*
G: CLIMB UNRESTRICTED TO (level)	*The clearance UNRESTRICTED means that the pilot is not obliged to comply with the level and speed restrictions of the SID* *up to the cleared level. A speed limit due to the airspace class is not cancelled.* *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.*
G: DESCEND VIA STAR (or TRANSITION) **TO** (level)	*This requires the aicraft to:* *1. Descend to the cleared level in accordance with published level restrictions;* *2. Follow the lateral profile of the procedure; and* *3. Comply with published speed restrictions or ATC-issued speed control instructions as applicable* *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.*

G: DESCEND VIA STAR (or TRANSITION) **TO** (level) **CANCEL LEVEL** (or SPEED RESTRICTION(S)) [**AT** (waypoint)]	*This phraseology means that:* *1. The lateral profile of the procedure continues to apply and* *2. Speed or level restrictions which have not been referred to will continue to apply.* *Phraseologies for variations to lateral profile of the STAR:* *a) PROCEED DIRECT (waypoint), or* *b) VECTORING* *These phraseologies mean that:* *Speed and level restrictions associated with the bypassed waypoints are cancelled.* *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.*
G: DESCEND UNRESTRICTED TO (level)	*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.* *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.*
G: WHEN READY, CLIMB (or DESCEND) **TO** (level), **REPORT LEAVING** (or REACHING or PASSING) (level)	
G: WHEN READY, CLIMB (or DESCEND) **TO** (level) **TO REACH** (level) **AT** (or BY) (time or significant point)	
G: RESUME NORMAL RATE OF DESCENT / CLIMB	
G: STOP CLIMB (or DESCENT) **AT** (level)	
G: CONTINUE CLIMB (or DESCENT) **TO** (level)	
G: MAINTAIN (number) **FEET** (or FLIGHT LEVEL (level))	**G: HALTEN SIE** (Zahl) **FUSS** (oder FLUGFLÄCHE (Flughöhe))

Phraseology EN	Phraseology DE / Comment
G: **CROSS** (significant point) **AT** (number) **FEET** (or FLIGHT LEVEL (level)) [OR ABOVE (or BELOW)]	G: **ÜBERFLIEGEN SIE** (markanter Punkt) **IN** (Zahl) **FUSS** (oder **FLUGFLÄCHE** (Flughöhe)) [ODER HÖHER (oder TIEFER)]

Course instructions

Phraseology EN	Phraseology DE / Comment
G: **TURN LEFT** (or RIGHT) **HEADING** (three digits) [reason]	
G: **TURN LEFT** (or RIGHT) (number of degrees) **DEGREES** [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.
G: **FLY HEADING** (three digits), **WHEN ABLE PROCEED DIRECT** (name) (significant point)	
G: **STOP TURN HEADING** (three digits);	
G: **LEAVE** (significant point) **HEADING** (three digits)	
G: **CONTINUE PRESENT HEADING**	
G: - DUE TRAFFIC - FOR SPACING - FOR DELAY - FOR DOWNWIND (or BASE, or FINAL)	*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.*
G: **PROCEED TO** (significant point)	
G: **PROCEED DIRECT** (significant point)	
G: **PROCEED VIA** (route and / or significant point(s))	
G: **PROCEED VIA FLIGHT PLANNED ROUTE**	

G: PROCEED VIA (distance) DME ARC direction) **OF** (name of DME station)	
G: CLEARED (designator) **ARRIVAL** (or TRANSITION)	

Speed instructions

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

Identifikation / Squawk

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

Approach instructions General

Phraseology EN	Phraseology DE / Comment
G: EXPECT / VECTORING *FOR* (type of approach) **RUNWAY** (designator)	Not necessary when broadcasted via ATIS
G: CLEARED ILS APPROACH RUNWAY (number) **G: CLEARED GLS** APPROACH RUNWAY (number) **G: CLEARED RNP** APPROACH RUNWAY (number) **G: CLEARED VOR** APPROACH RUNWAY (number) **G: CLEARED NDB** APPROACH RUNWAY (number)	These instructions allow the pilot to descend to the final approach altitude published in the charts and then follow the approach
G: MAINTAIN (altitude) **UNTIL GLIDE PATH INTERCEPTION**	With this addition to the approach clearance, the pilot must maintain his cleared altitude until he can follow the glide path. In other words, he may not descend to the final approach altitude on his own.
G: INTERCEPT (LOCALISER or [GLS/RNP/MLS] [FINAL] APPROACH [COURSE] or radio aid) [RUNWAY (number)] [REPORT ESTABLISHED]	This instruction allows the pilot to follow the localizer. However, he must not descend any further than previously cleared.
G: TURN LEFT (or RIGHT) **HEADING** (three digits) [TO INTERCEPT] or [REPORT ESTABLISHED]	

Phraseology EN	
G: EXPECT VECTOR ACROSS THE (LOCALISER or [GLS/RNP/MLS] FINAL APPROACH COURSE or radio aid) (reason) **G: THIS TURN WILL TAKE YOU THROUGH** THE (LOCALISER or [GLS/RNP/MLS] FINAL APPROACH COURSE or radio aid) (reason) **G: TAKING YOU THROUGH** THE (LOCALISER or [GLS/RNP/MLS] FINAL APPROACH COURSE or radio aid) (reason)	

Approach instructions for parallel runway operations

Phraseology EN	Phraseology DE / Comment
G: CLEARED ILS APPROACH **RUNWAY** (number) LEFT (or RIGHT) **G: CLEARED GL**S APPROACH **RUNWAY** (number) LEFT (or RIGHT) **G: CLEARED RNP** APPROACH **RUNWAY** (number) LEFT (or RIGHT) **G: CLEARED VOR** APPROACH **RUNWAY** (number) LEFT (or RIGHT) **G: CLEARED NDB** APPROACH **RUNWAY** (number) LEFT (or RIGHT)	These instructions allow the pilot to descend to the final approach altitude published in the charts and then follow the approach
G: YOU HAVE CROSSED THE LOCALISER (or GLS/RNP/MLS FINAL APPROACH COURSE). TURN LEFT (or RIGHT) **IMMEDIATELY AND RETURN TO THE LOCALISER** (or GLS/RNP/ MLS FINAL APPROACH COURSE) [RUNWAY (number)]	
G: TURN LEFT (or RIGHT) (number) **DEGREES** (or HEADING) three digits) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH], **CLIMB TO** (altitude)	When an aircraft enters the NTZ (No transgression zone)

Approach instructions SRA

Phraseology EN	Phraseology DE / Comment
G: THIS WILL BE A SURVEILLANCE RADAR APPROACH RUNWAY (number) **TERMINATING AT** (distance) **FROM TOUCHDOWN, OBSTACLE CLEARANCE ALTITUDE** (or HEIGHT) (number) **FEET CHECK YOUR MINIMA** [IN CASE OF GOAROUND (instructions)]	

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

VFR in C und D(non-CTR)

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

Holding

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