

# Tower - Phraseology

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(G: Controller; A:Pilot)

Phrases in **\*asterisks\*** may be used additionally

## Clearance Delivery

**A:** München Delivery, DLH414, information A, request startup and enroute clearance.

**G:** DLH414, München Delivery, **\*CHECK INFORMATION B,\* STARTUP APPROVED, CLEARED TO** Stuttgart, **\*VIA\*** RIDAR 4E **DEPARTURE, FLIGHT PLANNED ROUTE, CLIMB VIA SID TO FL070, squawk** 1000  
(Hinweis: Der Pilot wird nur auf die ATIS hingewiesen wenn er keinen oder einen falschen ATIS Buchstaben genannt hat.)

**A:** DLH414, **STARTUP APPROVED, CLEARED TO** Stuttgart, **\*VIA\*** RIDAR 4E **DEPARTURE, FLIGHT PLANNED ROUTE, CLIMB VIA SID TO FL070, squawk** 1000

**G:** DLH414, **READBACK CORRECT, CONTACT APRON** 121.775

**G:** DEIPA, **ANLASSEN ERLAUBT, PISTE** 26L 26R, **QNH** 1013

**G:** DEIPA, **STARTUP APPROVED, RUNWAY** 26L 26R, **QNH** 1013

## Pushback

Phraseology EN	Comment
<b>A:</b> DLH414, position 208, request pushback	
<b>G:</b> DLH414, <b>PUSHBACK APPROVED</b> , facing north	
<b>G:</b> DLH414, <b>PUSHBACK APPROVED</b> , facing north blue line	If no line is mentioned, the yellow center line is meant
<b>G:</b> DLH414, <b>PUSHBACK APPROVED</b> , facing north, extend pushback to disconnect abeam position 210	Pilot should extend the pushback until the cockpit is abeam position 210

## Taxi

Phraseology EN	Phraseology DE
<b>A:</b> DLH414, request taxi	<b>A:</b> DEIPA, erbitte Rollen
<b>G:</b> DLH414, <b>TAXI TO</b> entry N3 <b>VIA</b> W2	<b>G:</b> DEIPA, <b>ROLLEN SIE ZUM</b> entry N3 <b>ÜBER</b> W2
<b>G:</b> DLH414, <b>ADVISE ABLE TO DEPART FROM RUNWAY</b> 26L, <b>INTERSECTION</b> B12	<b>G:</b> DLH414, <b>IST ABFLUG VON PISTE</b> 26L, <b>ROLLBAHNEINMÜNDUNG</b> B12 <b>MÖGLICH</b>
<b>G:</b> DLH414, <b>TAXI TO HOLDING POINT RUNWAY</b> 26R <b>VIA</b> N A13	<b>G:</b> DEIPA, <b>ROLLEN SIE ZUM ROLLHALT PISTE</b> 26R <b>ÜBER</b> N A13
<b>G:</b> DLH414, <b>TAXI TO HOLDING POINT RUNWAY</b> 26R <b>VIA</b> N A13, <b>HOLD AT</b> CAT II/III <b>HOLDING POINT</b>	<b>G:</b> DEIPA, <b>ROLLEN SIE ZUM ROLLHALT PISTE</b> 26R <b>ÜBER</b> N A13, <b>HALTEN SIE AM</b> CAT II/III <b>ROLLHALT</b>
<b>G:</b> DLH414, <b>TAXI TO</b> gate 224A, <b>VIA</b> CENTER 2	<b>G:</b> DEIPA, <b>ROLLEN SIE ZUR</b> Position 224A <b>ÜBER</b> CENTER 2
<b>G:</b> DLH414, <b>TAXI TO</b> General Aviation Terminal, <b>VIA</b> CENTER 2	<b>G:</b> DEIPA, <b>ROLLEN SIE ZUR</b> Abstellfläche der Allgemeinen Luftfahrt <b>ÜBER</b> CENTER 2
<b>G:</b> DLH414, <b>TAXI VIA</b> W2, <b>HOLD SHORT OF</b> D1	<b>G:</b> DEIPA, <b>ROLLEN SIE ÜBER</b> W2, <b>HALTEN SIE VOR</b> D1
<b>G:</b> DLH414, <b>HOLD POSITION</b>	<b>G:</b> DEIPA, <b>HALTEN SIE POSITION</b>
<b>G:</b> DLH414, <b>GIVE WAY TO</b> Lufthansa A320 crossing right to left on D1, <b>BEHIND TAXI TO</b> entry N3 <b>VIA</b> W2	<b>G:</b> DEIPA, <b>WEICHEN SIE/LASSEN SIE</b> Lufthansa A320 kreuzend von rechts nach links auf D1 <b>AUS/VORBEI</b> , <b>DAHINTER ROLLEN SIE ZUM</b> entry N3 <b>über</b> W2

Note on taxi clearance: By definition, the phrase TAXI never exists without a directly following VIA or TO.

- **TAXI VIA** means "taxi via....". However, an instruction must ALWAYS contain a clearance limit. So if you start your instruction with TAXI VIA, there must always be a HOLD SHORT in the same instruction that describes the clearance limit.
- **TAXI TO** describes the clearance limit up to which the pilot may taxi. If you start your instruction with TAXI TO, there must always be a VIA in the same instruction that describes the route to the pilot.

So don't forget the little words TO and VIA and be aware of their meaning.

## Tower

Phraseology EN	Phraseology DE
<b>A:</b> DLH414, ready for departure	<b>A:</b> DEIPA, abflugbereit
<b>G:</b> DLH414, <b>LINE UP RUNWAY</b> 26R	<b>G:</b> DEIPA, <b>ROLLEN SIE ZUM ABFLUGPUNKT PISTE</b> 26R

<b>G: DLH414, WIND 230 DEGREES 4 KNOTS, RUNWAY 26R CLEARED FOR TAKEOFF</b>	<b>G: DEIPA, WIND 230 GRAD 4 KNOTEN, PISTE 26R START FREI</b>
<b>G: DLH414, WIND 230 DEGREES 4 KNOTS, RUNWAY 26R CLEARED TO LAND</b>	<b>G: DEIPA, WIND 230 GRAD 4 KNOTEN, PISTE 26R LANDUNG FREI</b>
<b>G: DLH414, WIND 230 DEGREES 4 KNOTS, RUNWAY 26R CLEARED TOUCH AND GO</b>	<b>G: DEIPA, WIND 230 GRAD 4 KNOTEN, PISTE 26R FREI ZUM AUFSETZEN UND DURCHSTARTEN</b>
<b>G: DLH414, WIND 230 DEGREES 4 KNOTS, CLEARED LOW APPROACH RUNWAY 26R</b>	<b>G: DEIPA, WIND 230 GRAD 4 KNOTEN, FREI ZUM TIEFANFLUG PISTE 26R</b>
<b>G: DLH414, BEHIND LANDING/AFTER DEPARTING</b> Lufthansa A320 2 miles final, <b>LINEUP RUNWAY 26L BEHIND</b>	<b>G: DEIPA, HINTER LANDENDEN/ABFLIEGENDEN</b> Lufthansa A320 2 Meilen Endanflug <b>ROLLEN SIE ZUM ABFLUGPUNKT PISTE 26L DAHINTER</b>
<b>G: DLH414, REPORT LANDING/DEPARTING</b> Lufthansa A320 2 miles final <b>IN SIGHT</b>	<b>G: DEIPA, MELDEN SIE LANDENDEN/ABFLIEGENDEN</b> Lufthansa A320 2 Meilen Endanflug <b>IN SICHT</b>
<b>G: DLH414, GO AROUND</b>	<b>G: DEIPA, STARTEN SIE DURCH</b>

Tower VFR		
Phraseology EN	Phraseology DE	Comment
<b>G: DEIPA, ENTER CONTROLLZONE VIA H1 H2, RUNWAY 26R 26L, QNH 1013</b>	<b>G: DEIPA, FLIEGEN SIE IN DIE KONTROLLZONE ÜBER H1 H2, PISTE 26R 26L, QNH 1013</b>	The pilot is not yet cleared for the traffic circuit. If he receives no further clearance, he flies the published holding procedure.
<b>G: DEIPA, JOIN *RIGHT* TRAFFIC CIRCUIT RUNWAY 26L</b>	<b>G: DEIPA, FLIEGEN SIE IN DIE *RECHTS*PLATZRUNDE PISTE 26L</b>	Clearance to enter the (right) traffic circuit.
<b>G: DEIPA, JOIN *RIGHT* DOWNWIND RUNWAY 26L</b>	<b>G: DEIPA, FLIEGEN SIE IN DEN *RECHTEN* GEGENANFLUG PISTE 26L</b>	Clearance to enter the (right) downwind. The pilot is now automatically cleared for the remaining parts of the traffic circuit.
<b>G: DEIPA, JOIN FINAL RUNWAY 26L</b>	<b>G: DEIPA, FLIEGEN SIE IN DEN ENDANFLUG PISTE 26L</b>	
<b>G: DEIPA, EXTEND DOWNWIND, STANDBY FOR BASE</b>	<b>G: DEIPA, VERLÄNGERN SIE GEGENANFLUG, WARTEN SIE AUF QUERANFLUG</b>	The pilot must remain on the downwind until he receives a further instruction from the controller.
<b>G: DEIPA, NUMBER TWO FOLLOW B737 2 MILES FINAL TRAFFIC IN FINAL RWY26L, CAUTION WAKE TURBULENCE</b>	<b>G: DEIPA, NUMMER ZWO FOLGEN SIE B738 IM 2 MEILEN ENDANFLUG IN DEN ENDANFLUG PISTE 26L, VORSICHT WIRBELSCHLEPPEN</b>	If an extended downwind is instructed, this phrase can be used to request the pilot to turn into the final approach by himself after approaching traffic. The addition CAUTION WAKE TURBULENCE shall be used if the two flights needed to be separated by wake turbulence separation

<b>G: DEIPA, ORBIT</b> left/right	<b>G: DEIPA, KREISEN SIE</b> links/rechts	The pilot shall orbit at the current position until he receives a further instruction.
<b>G: DEIPA, MAKE A left/right THREE SIXTY</b>	<b>G: DEIPA, MACHEN SIE EINEN VOLLKREIS</b> links/rechts	The pilot should make one orbit at the current position and then continue with the previous clearance.
<b>G: DEIPA, AFTER TOUCH AND GO</b> leave controllzone via H2 H1	<b>G: DEIPA, NACH DEM AUFSETZEN UND DURCHSTARTEN</b> verlassen sie die Kontrollzone über H2 H1	
<b>G: DEIPA, LEAVE CONTROLZONE VIA</b> H2 H1	<b>G: DEIPA, VERLASSEN SIE DIE KONTROLLZONE ÜBER</b> H2 H1	
<b>G: DEIPA, RIGHT TURN APPROVED</b>	<b>G: DEIPA, RECHTSKURVE GEHMNEMIGT</b>	Right turns must be instructed, otherwise the pilot will only fly left turns