

# Visual separation

Visual separation refers to two possibilities of separation used in different cases. There is **visual separation in the vicinity of aerodromes** (relevant for the tower controller, depending on the situation possibly also for the approach controller) and there is the **delegation of separation to the pilot during descent or climb** (relevant for the approach controller).

## Visual separation in the vicinity of aerodromes

The specified radar separation (not the wake turbulence separation or runway separation!) between two aircraft may be reduced in the vicinity of the aerodrome if:

1. adequate separation can be maintained by the tower controller, provided that he can see both aircraft continuously and gives traffic information to at least one aircraft or
2. both pilots have sight of each other and report that they can maintain adequate separation, or
3. if one aircraft is following the other, the pilot of the following aircraft reports that he can see the front aircraft and can maintain adequate separation.

The terms “vicinity of the aerodrome” and “adequate separation” are not defined in detail. Therefore, this procedure should be used sensibly. Examples are a swing-over in Frankfurt from the 25L to the 25C if a pilot is simultaneously approaching the 25R in parallel or the avoidance of a missed approach if there is a risk of falling below the minimum separation.

### Phraseology example: Own Separation - Final

G: DLH123, traffic, A320, 2 o'clock, report in sight and able for own separation

A: DLH123, traffic in sight and able

G: DLH123, cleared visual approach runway 25C, in case of missed approach, climb on runway track to 5.000 feet, maintain own separation to mentioned traffic

# Delegation of separation during climb or descent

Under certain conditions, the responsibility of maintaining separation between two flights requiring separation may be delegated to the pilot. The conditions are:

- Daytime
- Below FL100
- Airspace E or D
- VMC
- Only during climb or descent
- Both pilots involved agree to the procedure

Funkbeispiel Own Separation - CLB/DES
G: DLH123, REPORT FLIGHT CONDITIONS AND LEVEL
A: DLH123, VMC, FL80
G: DLH123, TRAFFIC IS PA42, 1 O'CLOCK 5 MILES SAME DIRECTION, 1000 FEET BELOW, REPORT IN SIGHT
A: DLH123, TRAFFIC IN SIGHT
G: DLH123, ADVISE ABLE TO MAINTAIN OWN SEPARATION UNTIL PASSING FL60
A: DLH123, AFFIRM
G: DEHHH, TRAFFIC 7 O'CLOCK 5 MILES AIRBUS 320 HAS YOU IN SIGHT. MAY HE DESCEND THROUGH YOUR LEVEL MAINTAINING OWN SEPARATION
A2: DEHHH, AFFIRM
G: DLH123, DESCEND 5000 FEET QNH1013, MAINTAIN OWN SEPARATION AND VMC UNTIL PASSING FL60
A: DLH123, DESCENDING 5000 FEET QNH1013, MAINTAINING OWN SEPARATION AND VMC UNTIL PASSING FL60
G: DLH123, DEHHH, CLEAR OF TRAFFIC