

# VFR in Airspace C/D

## General

To cross airspace C or D under visual flight rules, pilots always require clearance from air traffic control. The controller must observe a number of points.

- The aircraft must be identified (squawk)
- The flight route and altitude should not lead directly through the approach and departure sector.
- The pilot must be informed about the entry and exit of the corresponding airspace.

The following separation for VFR flights must be observed:

Airspace C	Airspace D
<ul style="list-style-type: none"><li>• Separation IFR - VFR</li><li>• Traffic information about other VFR flights</li><li>• traffic avoidance advice on request</li></ul>	<ul style="list-style-type: none"><li>• Traffic information about IFR flights</li><li>• Traffic information about VFR flights</li></ul>

Phraseology dictates the following phrases for crossing flights:

“ German: "DURCHFLUG [VON LUFTRAUM CHARLIE (oder DELTA)] GENEHMIGT ÜBER (Flugstrecke) (Zahl) FUSS (oder FLUGFLÄCHE (Flughöhe))"

English: "CROSSING [OF AIRSPACE CHARLIE (or DELTA)] APPROVED VIA (route) (number) FEET (or FLIGHT LEVEL (level))"

German: "FLIEGEN SIE AUF RADIAL (drei Ziffern) VON (Name der VOR) BIS (markanter Punkt)"

English: "PROCEED ON RADIAL (three digits) OF (name of VOR) TO (significant point)"

German: "VERLASSEN SIE LUFTRAUM CHARLIE (oder DELTA) RICHTUNG (oder STEUERKURS (drei Ziffern), oder IN (Zahl) FUSS (oder FLUGFLÄCHE (Flughöhe)) [(Begründung)]"

English: "LEAVE AIRSPACE CHARLIE (or DELTA) DIRECTION (or HEADING (three digits), or AT (number) FEET (or FLIGHT LEVEL (level)) [(reason))]"

## Phraseology examples

Let's take a look at the following phraseology examples.

**(G: Controller; A:Pilot)**

Phraseology example VFR crossing airspace C	
Phraseology German	Phraseology English
<b>A:</b> Langen Radar, gude, DEMAM	<b>A:</b> Langen Radar, DEMAM
<b>G:</b> DEMAM, Langen Radar	<b>G:</b> DEMAM, Langen Radar
<b>A:</b> DEMAM, C172, 5 Meilen nördlich Metro, VFR in 3400 Fuß, erbitte Durchflug durch Luftraum Charlie über Metro und Charlie VOR, 4000 Fuß.	<b>A:</b> DEMAM, C172, 5 miles north of Metro, VFR at 3400 feet, request crossing airspace Charlie via Metro and Charlie VOR, 4000 feet.
<b>G:</b> D-AM, squawk 4133.	<b>G:</b> D-AM, squawk 4133.
<b>A:</b> Squawk 4133, D-AM.	<b>A:</b> Squawk 4133, D-AM.
<b>G:</b> D-AM, identifiziert, 3400 Fuß. Durchflug genehmigt über Metro und Charlie VOR, Flugfläche 60.	<b>G:</b> D-AM, identified, 3400 feet. Crossing approved via Metro and Charlie VOR, flight level 60.
<b>A:</b> Durchflug genehmigt über Metro und Charlie VOR, Flugfläche 60, D-AM.	<b>A:</b> Crossing approved via Metro and Charlie VOR, flight level 60, D-AM.
<b>Note:</b> You should only clear flights through arrival or departure sectors missed approaches areas with great care, because there is a high probability for conflicts there. Ideally, the crossing flight is separated from IFR traffic.	
<b>G:</b> D-AM, Sie fliegen in Luftraum Charlie ein.	<b>G:</b> D-AM, you are entering airspace Charlie
<b>Note:</b> The entry information is important to the pilot, for them, separation and spacing rules change, as well as maybe the minima. Also, it allows them to cross check their navigation.	

<b>G:</b> D-AM, Sie verlassen Luftraum Charlie. Verlassen der Frequenz genehmigt. Squawk VFR, ade.	<b>G:</b> D-AM, you are leaving airspace Charlie. Approved to leave frequency. Squawk VFR, goodbye.
<b>A:</b> Verlassen der Frequenz genehmigt, squawk VFR, D-AM.	<b>A:</b> Approved to leave frequency, squawk VFR, D-AM.
<b>Note:</b> If necessary, leaving the airspace can be instructed explicitly	
<b>G:</b> D-AM, verlassen Sie Luftraum Charlie Steuerkurs 180 in 2500 Fuß oder darunter wegen Verkehr.	<b>G:</b> D-AM, leave airspace Charlie heading 180 at 2500 feet or below due to traffic.

**(G: Controller; A:Pilot)**

Phraseology example VFR crossing airspace D (Non-CTR)	
Phraseology German	Phraseology English
<b>A:</b> Langen Radar, gude, DEMAM	<b>A:</b> Langen Radar, DEMAM
<b>G:</b> DEMAM, Langen Radar.	<b>G:</b> DEMAM, Langen Radar.
<b>A:</b> DEMAM, C172, 5 Meilen westlich Aalen, VFR in 3400 Fuß, erbitte Durchflug durch Luftraum Delta Richtung Süden über Göppingen und Reutlingen, 5000 Fuß.	<b>A:</b> DEMAM, C172, 5 miles west of Aalen, VFR at 3400 feet, request crossing airspace Delta to the south via Göppingen and Reutlingen, 5000 feet.
<b>G:</b> D-AM, squawk 4133.	<b>G:</b> D-AM, squawk 4133.
<b>A:</b> Squawk 4133, D-AM.	<b>A:</b> Squawk 4133, D-AM.
<b>G:</b> D-AM, identifiziert, 3400 Fuß. Durchflug genehmigt über Göppingen und Reutlingen, halten Sie Höhenblock Flugfläche 60 bis Flugfläche 70.	<b>G:</b> D-AM, identified, 3400 feet. Crossing approved via Göppingen and Reutlingen, maintain block flight level 60 until flight level 70.
<b>A:</b> Durchflug genehmigt über Göppingen und Reutlingen, halte Höhenblock Flugfläche 60 bis Flugfläche 70, D-AM.	<b>A:</b> Crossing approved via Göppingen and Reutlingen, maintain block flight level 60 until flight level 70, D-AM.
<b>Note:</b> You should only clear flights through arrival or departure sectors missed approaches areas with great care, because there is a high probability for conflicts there. Ideally, the crossing flight is separated from IFR traffic.	

<b>G:</b> D-AM, Sie fliegen in Luftraum Delta ein.	<b>G:</b> D-AM, you are entering airspace Delta.
<b>Note:</b> The entry information is important to the pilot, for them, separation and spacing rules change, as well as maybe the minima. Also, it allows them to cross check their navigation.	
<b>G:</b> D-AM, Sie verlassen Luftraum Delta. Verlassen der Frequenz genehmigt. Squawk VFR, ade.	<b>G:</b> D-AM, you are leaving airspace Delta. Approved to leave frequency. Squawk VFR, goodbye.
<b>A:</b> Verlassen der Frequenz genehmigt, squawk VFR, D-AM.	<b>A:</b> Approved to leave frequency, squawk VFR, D-AM.
<b>Note:</b> If necessary, leaving the airspace can be instructed explicitly	
<b>G:</b> D-AM, verlassen Sie Luftraum Delta Richtung Süden in 3500 Fuß oder darunter wegen Verkehr.	<b>G:</b> D-AM, leave airspace Delta direction south at 3500 feet or below due to traffic.

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