

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

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
A: Langen Radar, gude, DEMAM	A: Langen Radar, DEMAM
G: DEMAM, Langen Radar	G: DEMAM, Langen Radar
A: DEMAM, C172, 5 Meilen nördlich Metro, VFR in 3400 Fuß, erbitte Durchflug durch Luftraum Charlie über Metro und Charlie VOR, 4000 Fuß.	A: DEMAM, C172, 5 miles north of Metro, VFR at 3400 feet, request crossing airspace Charlie via Metro and Charlie VOR, 4000 feet.
G: D-AM, squawk 4133.	G: D-AM, squawk 4133.
A: Squawk 4133, D-AM.	A: Squawk 4133, D-AM.
G: D-AM, identifiziert, 3400 Fuß. Durchflug genehmigt über Metro und Charlie VOR, Flugfläche 60.	G: D-AM, identified, 3400 feet. Crossing approved via Metro and Charlie VOR, flight level 60.
A: Durchflug genehmigt über Metro und Charlie VOR, Flugfläche 60, D-AM.	A: Crossing approved via Metro and Charlie VOR, flight level 60, D-AM.
Note: 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.	
G: D-AM, Sie fliegen in Luftraum Charlie ein.	G: D-AM, you are entering airspace Charlie
Note: 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.	

G: D-AM, Sie verlassen Luftraum Charlie. Verlassen der Frequenz genehmigt. Squawk VFR, ade.	G: D-AM, you are leaving airspace Charlie. Approved to leave frequency. Squawk VFR, goodbye.
A: Verlassen der Frequenz genehmigt, squawk VFR, D-AM.	A: Approved to leave frequency, squawk VFR, D-AM.
Note: If necessary, leaving the airspace can be instructed explicitly	
G: D-AM, verlassen Sie Luftraum Charlie Steuerkurs 180 in 2500 Fuß oder darunter wegen Verkehr.	G: 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
A: Langen Radar, gude, DEMAM	A: Langen Radar, DEMAM
G: DEMAM, Langen Radar.	G: DEMAM, Langen Radar.
A: DEMAM, C172, 5 Meilen westlich Aalen, VFR in 3400 Fuß, erbitte Durchflug durch Luftraum Delta Richtung Süden über Göppingen und Reutlingen, 5000 Fuß.	A: DEMAM, C172, 5 miles west of Aalen, VFR at 3400 feet, request crossing airspace Delta to the south via Göppingen and Reutlingen, 5000 feet.
G: D-AM, squawk 4133.	G: D-AM, squawk 4133.
A: Squawk 4133, D-AM.	A: Squawk 4133, D-AM.
G: D-AM, identifiziert, 3400 Fuß. Durchflug genehmigt über Göppingen und Reutlingen, halten Sie Höhenblock Flugfläche 60 bis Flugfläche 70.	G: D-AM, identified, 3400 feet. Crossing approved via Göppingen and Reutlingen, maintain block flight level 60 until flight level 70.
A: Durchflug genehmigt über Göppingen und Reutlingen, halte Höhenblock Flugfläche 60 bis Flugfläche 70, D-AM.	A: Crossing approved via Göppingen and Reutlingen, maintain block flight level 60 until flight level 70, D-AM.
Note: 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.	

G: D-AM, Sie fliegen in Luftraum Delta ein.	G: D-AM, you are entering airspace Delta.
Note: 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.	
G: D-AM, Sie verlassen Luftraum Delta. Verlassen der Frequenz genehmigt. Squawk VFR, ade.	G: D-AM, you are leaving airspace Delta. Approved to leave frequency. Squawk VFR, goodbye.
A: Verlassen der Frequenz genehmigt, squawk VFR, D-AM.	A: Approved to leave frequency, squawk VFR, D-AM.
Note: If necessary, leaving the airspace can be instructed explicitly	
G: D-AM, verlassen Sie Luftraum Delta Richtung Süden in 3500 Fuß oder darunter wegen Verkehr.	G: D-AM, leave airspace Delta direction south at 3500 feet or below due to traffic.

Revision #2

Created 12 September 2024 12:00:09 by 1583954

Updated 12 September 2024 12:35:54 by 1583954