

Visual Separation

Visual separation refers to two types of separation procedures used in different scenarios:

1. **Visual separation in the vicinity of aerodromes** – Relevant primarily for **tower controllers** and, in some cases, **approach controllers**.
2. **Delegation of separation to pilots during climb or descent** – Relevant for **approach controllers**.

Visual Separation in the Vicinity of Aerodromes

Radar separation (excluding **wake turbulence separation** and **runway separation**) may be **reduced** near an aerodrome if **one** of the following conditions is met:

- The **tower controller** has continuous **visual contact** with both aircraft and provides **traffic information** to at least one of them.
- Both **pilots** have the **other aircraft in sight** and confirm they can maintain adequate separation.
- If **one aircraft is following another**, the **following pilot** reports they **have the leading aircraft in sight** and can maintain separation.

The terms “**vicinity of the aerodrome**” and “**adequate separation**” are not explicitly defined, so **controllers must use discretion**, such as when **avoiding a missed approach** where minimum separation could be compromised.

Delegation of Separation During Climb or Descent

Under specific conditions, **responsibility for separation** between two aircraft may be **delegated to the pilots**.

- Own separation is applied:
 - upon crew request;
 - in [airspace classes](#) D and E only;
 - at or below 10,000 ft;
 - during climb or descent;
- All flights must be in [VMC](#) (they may fly under [IFR](#) though);
- All pilots must agree to the use of own separation;

- Alternative instructions should be given to IFR flights if it is considered that VMC may not be maintained for the whole duration of the clearance.

Phraseology Example: Own Separation - Final

Station	Phraseology
ATC	"RAM123, traffic, traffic two o'clock, five miles, A320, report in sight."
Pilot	"Traffic in sight, RAM123."
ATC	"RAM123, number three, cleared visual approach runway 35R, in the event of missed approach, climb runway heading to 4'000ft, maintain visual separation from A320 to runway 35L."

Own separation is **NOT** to be used:

- On controller's initiative;
- In airspace classes A, B and C;
- At night;
- In [IMC](#);
- Above 10,000 ft;
- If all aircraft are maintaining their level;
- If the use of own separation is not agreed by all pilots concerned.

Revision #11

Created 28 January 2025 00:12:06 by Ali

Updated 17 March 2025 21:07:50 by Ali