

# AFIS

## Danish AFIS AD

In Denmark we have 5 TIZ/AFIS AD:

- EKOD - Odense
- EKEB - Esbjerg
- EKSB - Sønderborg
- EKVJ - Vojens
- EKVD - Vamdrup

The 3 later mentioned do not hold any commercial traffic.

## AFIS phraseology

Situation	Normal Instruction	AFIS instruction
Landing	"Cleared to land"	"No reported traffic on the runway. (Report vacated)"
ATC clearance	"Cleared to..."	"Copenhagen control clears you to..."
Startup	"Startup approved"	"Startup on own discretion [Give Departure information]" <sup>1</sup>
Takeoff	"Cleared for Takeoff"	"No reported traffic on the runway (Report airborne/passing...)"
Taxi	"Taxi Via A & B to holding point runway 24"	"Runway 24 in use, no traffic on the apron. I suggest you to taxi via A & B"

Departure and arrival information



☐☐➔ Sønderborg information, MMD121 request IFR to EKCH

☐☐ MMD121, Sønderborg information. Copenhagen Control clears you to EKCH via KOR, climb FL040, level change enroute, squawk 1234. RWY 32 in use. Do you require the MET-Report?

☐☐➔ RWY 32 in use, cleared to EKCH via KOR, FL040, level change enroute, squawk 1234. And affirm we require the met-report. MMD121

☐☐ MMD121, roger, readback correct. Automatic report from 1450Z Winds 220 at 8 kt. variable 190 to 250. Visibility 10km. or greater Few clouds at FL120 Temperature -2 dewpoint -5, QNH1019. Report ready for taxi.

☐☐➔Roger QNH1019, and WILCO, MMD121

☐☐➔Ready for taxi MMD121

☐☐MMD121, roger no reported traffic on the apron and runway. I suggest you taxi via B, backtrack and lineup RWY32, and report ready for departure.

☐☐➔Roger, we will taxi via B, backtrack and line up RWY32 and report ready MMD121

☐☐➔Ready for Departure MMD121

☐☐MMD121, Roger winds 220/08, no reported traffic in the TIZ, report passing 3000 ft.

☐☐➔Roger, will report passing 3000 ft. MMD121

☐☐➔Passing 3000 for FL040 MMD121

☐☐MMD121, roger contact Copenhagen on 136.485 - Moin

☐☐➔Copenhagen on 136.485 MMD121, Moin!

## Heliport Information Service - HIS

Helicopterplatforms are operated as an AFIS (HIS), even if inside class D or C. Helicopter operations at controlled airports are operated as normal traffic as per BL-7-14

The Heliport is categorized as an HIS, so only information can be given on the platform itself. However, when the Helicopter is airborne, it is subject to the normal rules of the airspace.

The normal operation would be to give current wind and QNH from the nearest Airport and have the helicopter report landed and airborne.

Based on this, a landing and departure from Rigshospitalet/EKRH could be:

- Kastrup Tower, DOC98 at Vallensbæk 1000 ft. VFR to Rigshospitalet 4 persons onboard, request to enter.
- DOC98, Ketchup tower, Cleared into the Controlzone 1500 ft. or below. QNH 1013 winds at Kastrup 360/10. No reported traffic in the area. Report landed
- Tower, DOC98, cleared in the Controlzone 1500 ft. or below via Vallensbæk, QNH1013, will report landed
- Tower, DOC98 landed at Rigshospitalet.
- DOC98, Roger, report ready for departure

Departure:

- Tower, DOC98, Ready for departure at Rigshospitalet VFR to Ringsted via Vallensbæk, 3 Persons onboard.
- DOC98 Roger, QNH1013 winds at Kastrup 360/10, Leave the Controlzone via Vallensbæk 1500 ft. or below. Traffic is a C172 following Ellehammeruten Westbound, report airborne.
- Tower, DOC98, leaving the control zone via Vallensbæk 1500 ft. or below QNH 1013, looking for the traffic.
- Tower, DOC98, Reporting airborne, traffic in sight.
- DOC98, Roger, Report Vallensbæk
- Tower, DOC98, at Vallensbæk 1000 ft.
- DOC98, Roger frequency change approved

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