

T2 - AFIS

T2 Endorsement for AFIS operations in EKDK

By reading this training document, you will gain an understanding of how to control an AFIS airport in the EKDK FIR.

After completing this page, you will need to pass a small test, covering the subjects mentioned in this document.

After completion of the test, you will receive the T2 Endorsement for all AFIS stations within EKDK FIR

You cannot get your S3 rating without completion of this course, as some APP airspace provides top-down for AFIS airports.

Introduction

In Denmark, we have 7 RMZ//TIA/TIZ(AFIS) AD:

- EKOD - Odense (TIZ/RMZ)
- EKEB - Esbjerg (TIZ/RMZ & TIA/RMZ)
- EKSB - Sønderborg (TIZ/RMZ)
- EKVD - Vamdrup (TIZ/RMZ)
- EKVJ - Stauning (TIZ/RMZ)

The 2 latter mentioned do not hold any commercial traffic.

RMZ - Radio Mandatory Zone / TIA - Traffic Information Area / TIZ - Traffic Information Zone AFIS - Aerodrome Flight Information Service

All airspaces are class G, meaning:

- IFR & VFR receive Flight information
- Maximum speed 250 knots IAS
- IFR - Two-way radio communication
- IFR have SSR mode A+C
- No clearance to enter/exit

However, when controlling an RMZ//TIA/TIZ, some extra rules apply; these are:

SSR mode A+C for VFR (If fitted) & Two-way radio communication for VFR

The AFIS Station itself does not have radar, hence you will rely only on the information given by the pilots.

To simulate this in Euroscope, you can:

If on an I_TWR, minimise ES, use a static chart for reference, launch a sim for tower view

If providing top-down, XCorelate the tag. You will still see their position, but not any information.

The video at the bottom showcases what a session on I_TWR could look like for both IFR and VFR

Phraseology

Since all AFIS is class G, you cannot control the planes; therefore, a lot of the normal instructions & clearances have to be modified.

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 \[Give Departure information\]" ¹
Takeoff	"Cleared for Takeoff"	"No reported traffic in the zone (Report airborne/passing...)"

☐☐MMD122, Roger I suggest you taxi to apron, no traffic reported on the apron.

☐☐→Taxiing to the Apron via B, MMD122

Departure out of Sønderborg/EKSB

☐☐☐☐→ 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!

Top-Down coverage

When providing top-down service, it is important to distinguish between when the plane is in controlled airspace and when in Class-G.

As Class G airspace goes up to 3500ft an upper sector may only clear an aircraft to 4000ft.

As the aircraft approaches 4000ft the following must be said:

☐☐C/S, cleared to descend below controlled airspace. Report...

When providing inbound aircraft information about an aerodrome, the only thing you dictate is the runway that is in use, all other decisions i.e. approach type, are solely at the discretion of the PIC of the aircraft.

☐☐C/S, Runway 14 in use in Sønderborg. TL030, report expected approach.

Phraseology example:

☐☐☐MMD122 RWY32 in use in Sønderborg, report expected approach

☐☐→RWY32 in use, we are expecting the ILS RWY32, MMD122

☐☐MMD122, Roger, proceed DCT LIBRI, when ready descend FL040. TL in Sønderborg is TL035

☐☐→Roger, When ready Descend FL040 DCT LIBRI, TL035, MMD122

☐☐MMD122, cleared to descend below controlled airspace. QNH in Sønderborg 0988. No reported traffic in the zone, report final RWY32. Do you require the latest MET report?

☐☐→Roger, descending below controlled airspace, QNH 0988, will report final RWY32, and negative we have the weather onboard, MMD122

☐☐→On final RWY32 MMD122

☐☐MMD122, roger, no reported traffic on the runway, winds 300/14, report vacated.

☐☐→No reported traffic, will report vacated, MMD122

☐☐→Vacated RWY32 via B, MMD122

☐☐MMD122, roger. No reported traffic on the apron. I suggest you taxi to parking via B. Moine

☐☐→Roger, we will be using B to parking, MMD122, Moin!

How to handle the traffic

As an AFIS airport doesn't have any radar, the operator must rely solely on the reports from the pilots.

If you feel like you have too many A/C within the Zone, maintain them in Controlled airspace, and put them in Hold at a convenient fix/VOR.

☐☐MMD122, due occupancy of airspace descend FL040 and enter hold at ALS VOR. Right hand turns inbound course 270, 1 min. leg

☐☐MMD122, Exit holding, continue inbound Sønderborg. You are cleared to descend below controlled airspace. QNH in Sønderborg 0988. Traffic information: one ATR72 on final for rwy 32. Report final RWY32. Do you require the latest MET report?

Operation

This video demonstrates both operations and phraseology to use

https://www.youtube.com/embed/kKIPOi_6CrM

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