

GENERAL**Operational Hours****ATS Hours:** H24**AD Hours:** 0500-2100‡, other times PPR.**Airport Information****RFF:** CAT 7, outside AD HR 72HR PN**Fuel:** 0500-2100‡**PCN:** RWY 09/27: 110/F/A/X/T**Customs:** 0500-2100‡**Operation****Low Visibility Procedures**

CAT II/III OPS will be introduced when ceiling is 200ft or below and/or RVR is 800m or below.

MMI distance between ACFT on final APCH and preceding ACFT is 5NM or more for CAT II and 8NM or more for CAT III.

Departing ACFT must have commenced TKOF run before arriving ACFT has left 2000ft on final APCH. Request CAT II/III APCH at COPENHAGEN CONTROL and confirm on first contact with BILLUND APCH.

RWY Restrictions

Turning area at both ends on RWY; width 72m / 236ft.

ACFT with a MTOM of 40t and more: 180° turn on designated turning areas at RWY end only.

TWY Restrictions

Secondary TWY G/G2 width 12m / 39ft.

Taxi/Parking

ACFT with a MTOM above 5.7t / 12566lbs are only allowed to taxi with own PWR in connection with TKOF/LDG, otherwise by tow.

Code letter F ACFT: Taxiing and 180° turn on RWY with marshaller only.

Marshaller mandatory for parking except stands equipped with visual docking guidance system. APN N visual docking guidance system AVBL on stands 26-29, 31, 32, 34-40.

APU

Use of APU restricted to 5min after block-on and 5min before ETD. If OAT is below -10°C or above 25°C, APU may be used 5min after block-on and 15min before ETD.

ARRIVAL**Speed**

MAX IAS 250KT below FL60.

Communication

Report type of ACFT at first contact with BILLUND APCH.

COM Failure

NAVAIDs designated for COM failure during IMC are OSLAS for RWY 09 and ELRIT for RWY 27

COM Failure during MISAP**RWY 09**

ILS or LOC Z

Climb on track 084° to D3.8 BIL. Turn left climbing to 2000ft via BI093 to OSLAS. After BI093 climb to 3000ft to join OSLAS HLDG.

ARRIVAL

ILS or LOC Y

Climb on track 084° to D2.6 LEL. Turn left climbing to 2000ft via BI093 to OSLAS. After BI093 climb to 3000ft to join OSLAS HLDG.

RNAV

Climb on track to overfly BI092. Turn left climbing to 2000ft via BI093 to OSLAS. After BI093 climb to 3000ft to join OSLAS.

RWY 27

ILS or LOC Z

Climb on track 264° to D3.8 LEL. Turn right via BI273 to ELRIT, climbing to 2000ft. After BI273 climb to 3000ft to join ELRIT HLDG.

ILS or LOC Y

Climb on track 264° to D2.6 BIL. Turn right via BI273 to ELRIT climbing to 2000ft. After BI273 climb to 3000ft to join ELRIT HLDG.

RNAV

Climb on track to overfly BI272. Turn right via BI273 to ELRIT, climbing to 2000ft. After BI273 climb to 3000ft to join ELRIT HLDG.

Arrival Procedure**Noise Abatement Procedure**

Avoid overflying the city of Billund.

VFR Traffic Pattern

RWY 09 right-hand circuit.

Reverse: Do not use more than idle reverse if possible.

Warnings

Track displacement of APRX 3° southward of L GE may occur on final APCH RWY 09.

Do not mistake Vandel AD with Billund AD. 4NM apart, same RWY direction.

DEPARTURE**Take-off Minima**

| RWY | | 27 | |
|----------|-----------|---------|------------------------------------|
| All ACFT | ft - m/km | 0 - 75R | - |
| RWY | | 09 | |
| All ACFT | ft - m/km | 0 - 75R | MNM climb gradient 3.7% up to 1000 |

Speed

MAX IAS 250KT below FL60.

Communication**COM Failure**

BAMPI SID: Maintain FL60 or last assigned level until 10NM after BAMPI.

DEPARTURE**Departure Procedure****Start-up/Push-back**

ACFT with a MTOM above 5.7t / 12566lbs: ENG start-up only with assistance from signalman.

ACFT on nose-in parking are not allowed to start ENGs before commencing push-back. Approval for ENG start-up and/or push-back will be issued by the signalman.

Departure Notes

Following compulsory routing after BAMPI shall be included in flightplan:

Via P992: BAMPI - T60 - NARBA - P992

Via P619: BAMPI - T60 - NAVIK - P619

Via P613: BAMPI - T60 - NUGLO- P613

Via P60: BAMPI - T60

Via L983: BAMPI - T60 - AMRAM- L983

Via N866: BAMPI - T60 - AMRAM- N866

FLT's for DEST Copenhagen area shall be filed via ABINO.

If unable to follow RNAV SID, state inability at first contact with TWR.

REQ cruising LVL at or above FL250 in Hannover UIR are advised to arrange the climb to be at or above FL250 within 45NM from EKBI. If unable advise Billund TWR upon CLR request.

RWY 09 RNAV SID GOKIM 1B and RWY 27 RNAV SID ASKOV 1A not flightplanable, AVBL by ATC only.

Noise Abatement Procedures

RWY 09:

If traffic permits, TKOF shall be initiated from PSN B/F if possible.

RWY 27:

- Jet ACFT: TKOF shall be commenced from THR RWY 27.
- Prop ACFT: TKOF shall be commenced from PSN MW or east hereof.

Right turn MNM 30° shall be initiated when passing 800ft MSL and DME DIST to LEL is above 1NM. In case of radar vectoring to the south, the extended RWY CL must not be passed closer than 2NM west of THR RWY 09.

For TKOF between 2200-0500‡ PPR required.

ATC Slot, Clearance

Contact TWR for ATC CLR before TOBT. CLR AVBL earliest 30min prior EOBT. State ACFT type, stand number and preferred TKOF PSN if RWY 09 in use.

De-Icing

0500-2100‡, 01OCT-30APR

REQ on initial contact with GND. When requesting ATC CLR report, if de-icing has been requested.

APN North:

De-icing may only take place on the de-icing platform.

Anti-icing may take place on the de-icing platform or on the APN.

APN South: De-icing and anti-icing may take place on the APN.

INFOs about treatment and consumption of fluid at "Billund De-Icing" on 131.800 or "Billund Handling" on 131.900.

Communication between ACFT and Billund De-Icing: ACFT registration shall be used as a callsign.

Denmark Billund

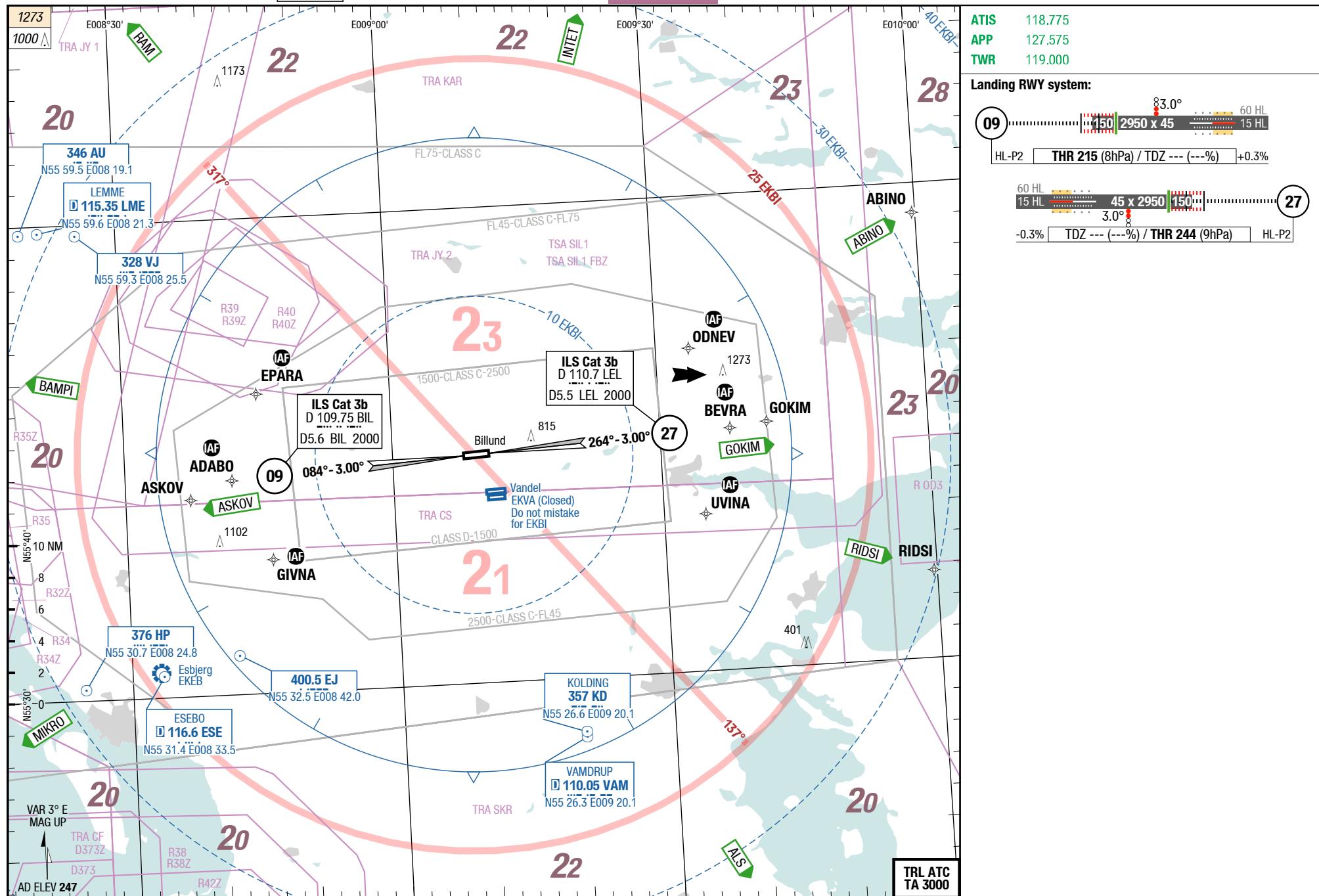
AGC
AFC

Billund Denmark

AFC

BLL-EKBI

2-10



Effective 19-JUL-2018

12-JUL-2018

BLL-EKBI

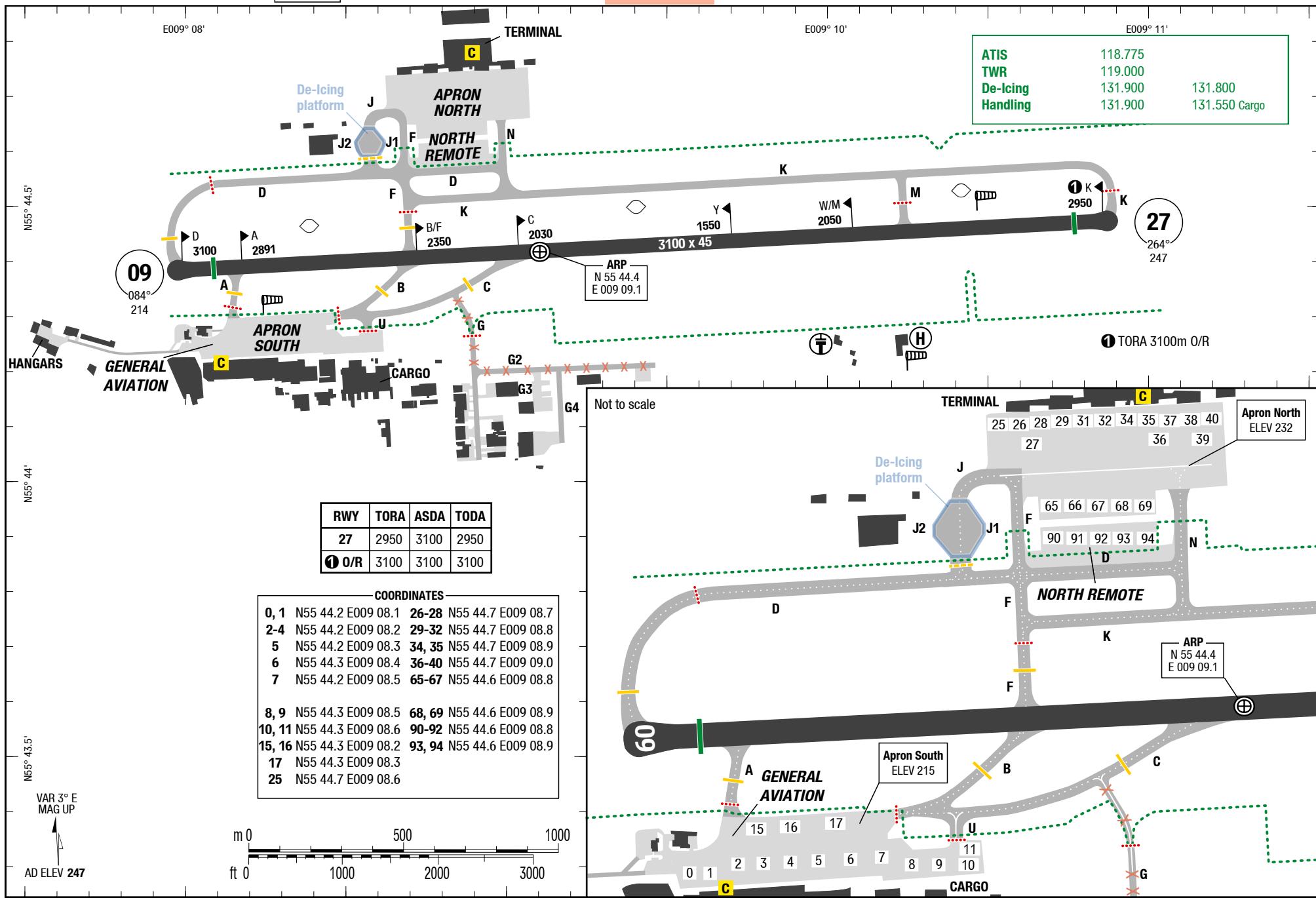
Denmark Billund

AGC

Billund Denmark

AGC

3-20



Effective 19-JUL-2018

12-JUL-2018

BLL-EKBI

Denmark Billund

[RNAV SIDs RWY 27]

RNAV SIDs RWY 09

SID

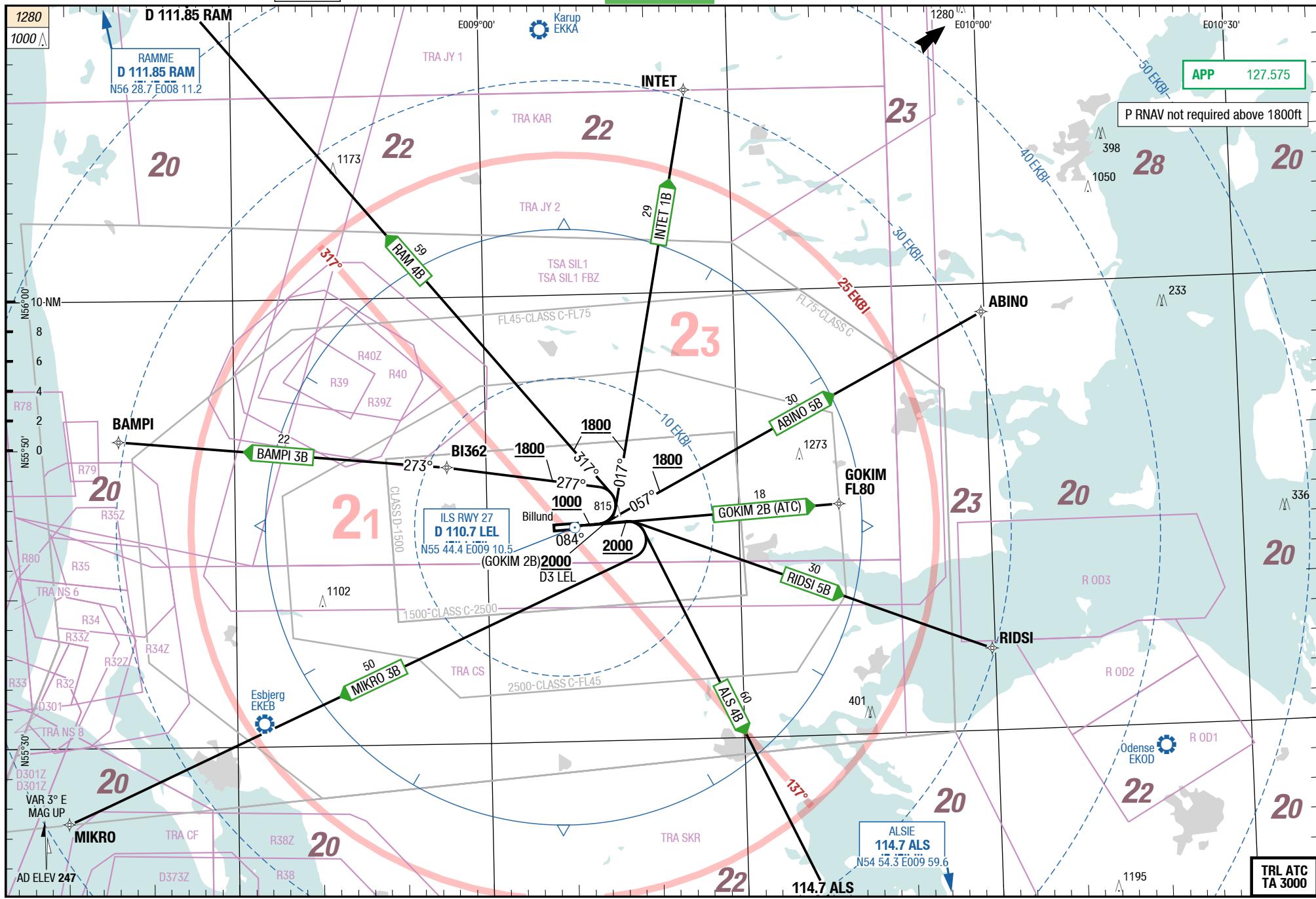
SID

Billund Denmark

[RNAV SIDs RWY 27]

RNAV SIDs RWY 09

4-10



Changes: PROC, SUAs, OBST

Effective 19-JUL-2018

12-JUL-2018

BLL-EKBI

Denmark Billund

RNAV SIDs RWY 27

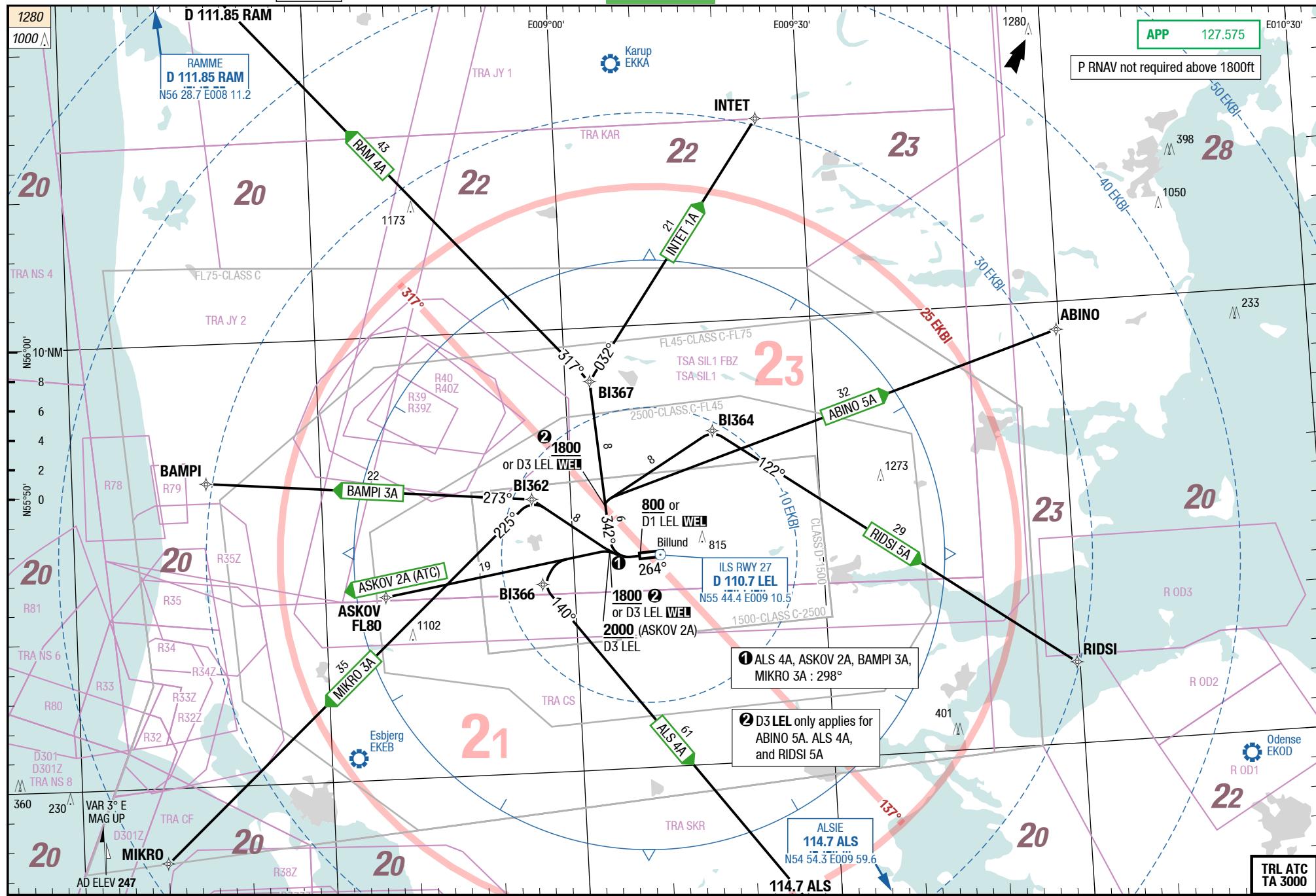
4-20

SID

SID

Billund Denmark

RNAV SIDs RWY 27



BLL-EKBI**5-10****RNAV SIDs RWY 09**

**ABINO 5B / ALSIE 4B / BAMPI 3B / GOKIM 2B / INTET 1B / MIKRO 3B / RAMME 4B
RWY 09 (084°)**

When passing 1500, contact Billund APP.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|-----|-----|-----|------|
| 3.7% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| | Runway 09 | |
| ABINO 5B 3.7% to 1000 127.575 ① | RW09 084° [A1000+] - 057° [A1800+] - DCT ABINO | Initial climb FL60 |
| ALSIE 4B ALS 4B 3.7% to 1000 127.575 ① | RW09 084° [A2000+] - DCT ALS | Initial climb FL60 |
| BAMPI 3B 3.7% to 1000 127.575 ① | RW09 084° [A1000+ ;L] - 277° [A1800+] - DCT BI362 - BAMPI | Initial climb FL60 |
| GOKIM 2B (ATC) 3.7% to 1000 127.575 ① | RW09 084° [A2000+] - DCT GOKIM | D3 LEL MNM 2000 GOKIM at FL80 Initial climb 2000 |
| INTET 1B 3.7% to 1000 127.575 ① | RW09 084° [A1000+] - 017° [A1800+] - DCT INTET | Initial climb FL60 |
| MIKRO 3B 3.7% to 1000 127.575 ① | RW09 084° [A2000+ ;R] - DCT MIKRO | Initial climb FL60 |
| RAMME 4B RAM 4B 3.7% to 1000 127.575 ① | RW09 084° [A1000+] - 317° [A1800+] - DCT RAM | Initial climb FL60 |

① P-RNAV not required above 1800ft which is MRVA and start of RNAV segment.

RIDSI 5B

RWY 09 (084°)

When passing 1500, contact Billund APP.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|-----|-----|-----|------|
| 3.7% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--------------------------------|---------------------------|
| | Runway 09 | |
| RIDSI 5B 3.7% to 1000 127.575 ① | RW09 084° [A2000+] - DCT RIDSI | Initial climb FL60 |

① P-RNAV not required above 1800ft which is MRVA and start of RNAV segment.

BLL-EKBI**5-30****RNAV SIDs RWY 27**

ABINO 5A / ALSIE 4A / ASKOV 2A / BAMPI 3A / INTET 1A / MIKRO 3A / RAMME 4A / RIDSI 5A

RWY 27 (264°)

When passing 1500, contact Billund APP.

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| | Runway 27 | |
| ABINO 5A 127.575 ① | 264° D1 LEL or [A800+] WEL- 342° D3 LEL or [A1800+] WEL - DCT ABINO | initial climb FL60 |
| ALSIE 4A ALS 4A 127.575 ① | 264° D1 LEL or [A800+] WEL- 298° D3 LEL or [A1800+] WEL - DCT BI366 - ALS | initial climb FL60 |
| ASKOV 2A (ATC) 127.575 ① | 264° D1 LEL or [A800+] WEL - 298° - DCT ASKOV | D3 LEL MNM 2000 ASKOV at FL80 initial climb 2000 |
| BAMPI 3A 127.575 ① | 264°D1 LEL or [A800+] WEL- 298° [A1800+] - DCT BI362 - BAMPI | initial climb FL60 |
| INTET 1A 127.575 ① | 264° D1 LEL or [A800+] WEL- 342° [A1800+] - DCT BI367 - INTET | initial climb FL60 |
| MIKRO 3A 127.575 ① | 264° D1 LEL or [A800+] WEL- 298° [A1800+] - DCT BI362 - MIKRO | initial climb FL60 |
| RAMME 4A RAM 4A 127.575 ① | 264° D1 LEL or [A800+] WEL- 342° [A1800+] - DCT BI367 - RAM | initial climb FL60 |
| RIDSI 5A 127.575 ① | 264° D1 LEL or [A800+] WEL- 342° D3 LEL or [A1800+] WEL - DCT BI364 - RIDSI | initial climb FL60 |

① P-RNAV not required above 1800ft which is MRVA and start of RNAV segment.

30-AUG-2018

BLL-EKBI**5-50****DEPARTUREs**

SIDPT

DEPARTUREs

| | | | | | | | | |
|------|--------|-----|-----|-----|-----|-----|------|--|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 | |
| 3.7% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1100 | |

RWY**Routing****OMNIDIRECTIONAL DEP****RWY 09**

3.7% to 1000ft

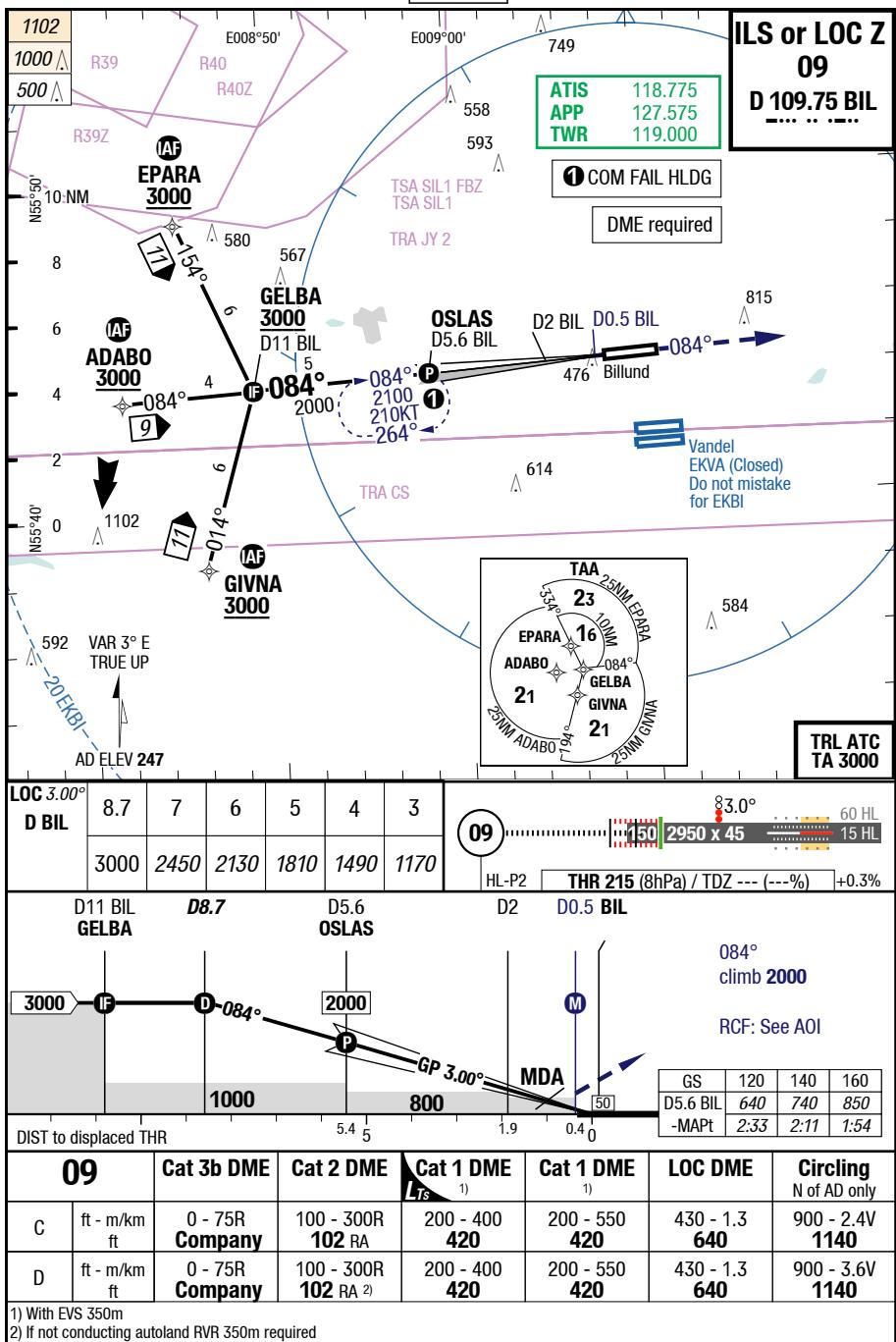
084° to INLIS or **1000**, whichever is later. Turn according to clearance.**RWY 27**264° to D1.0 **LEL** or **800**, whichever is later. Turn according to clearance.

14-SEP-2017

BLL-EKBI

7-10

ILS or LOC Z 09



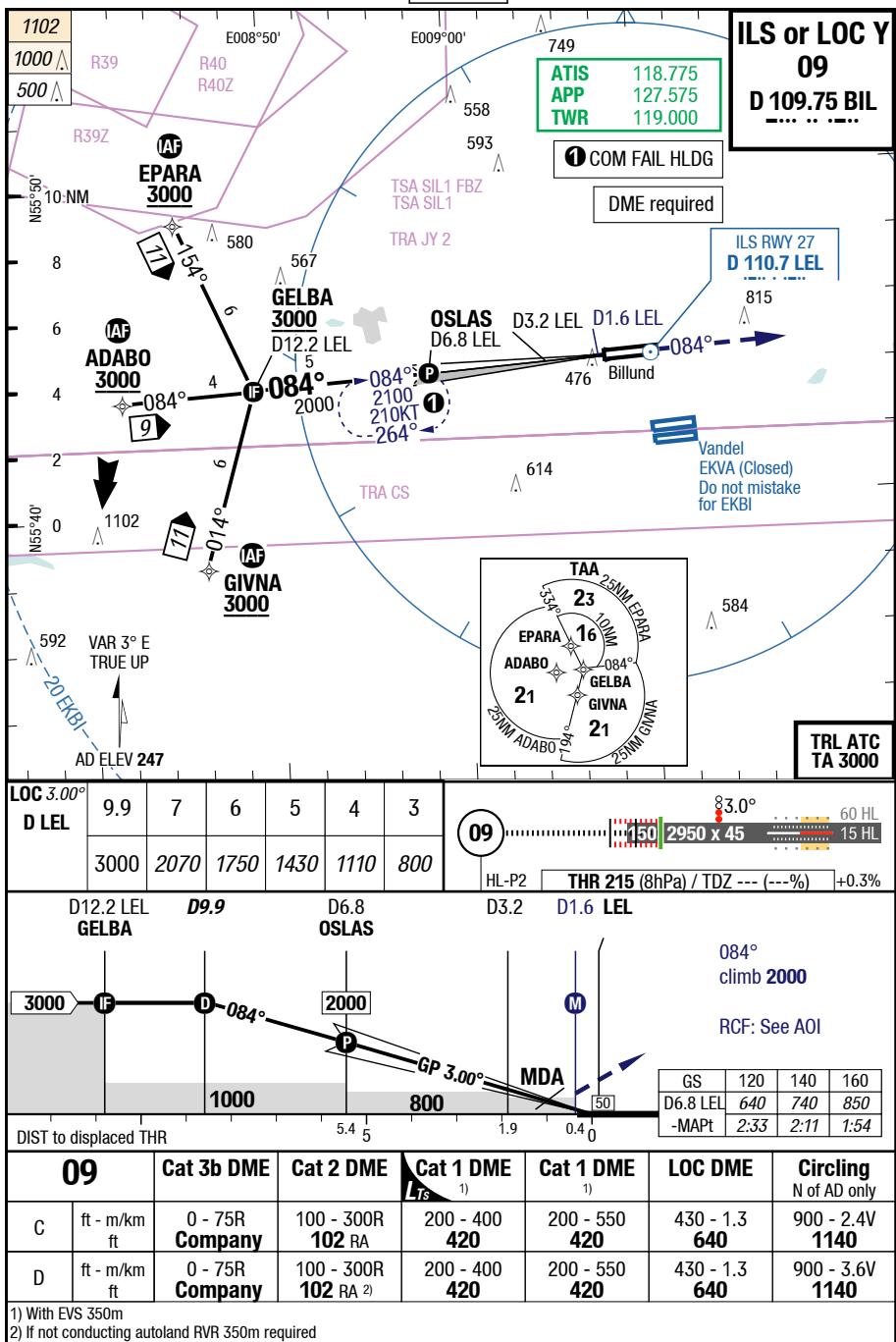
Changes: HLDG, Note, OBST

14-SEP-2017

BLL-EKBI

7-20

ILS or LOC Y 09

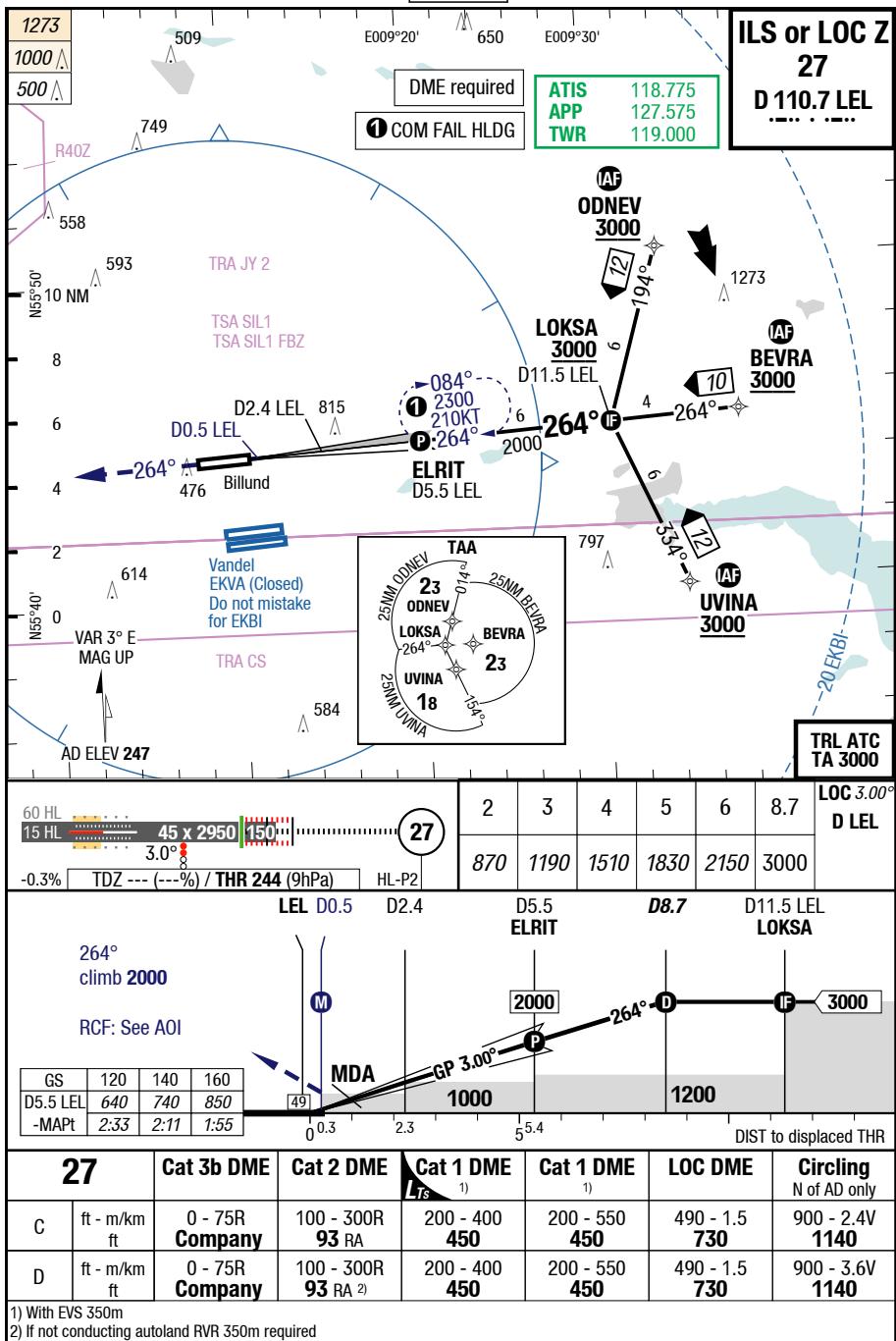


Changes: OBST, HLDG, Note

7-30

ILS or LOC Z 27

14



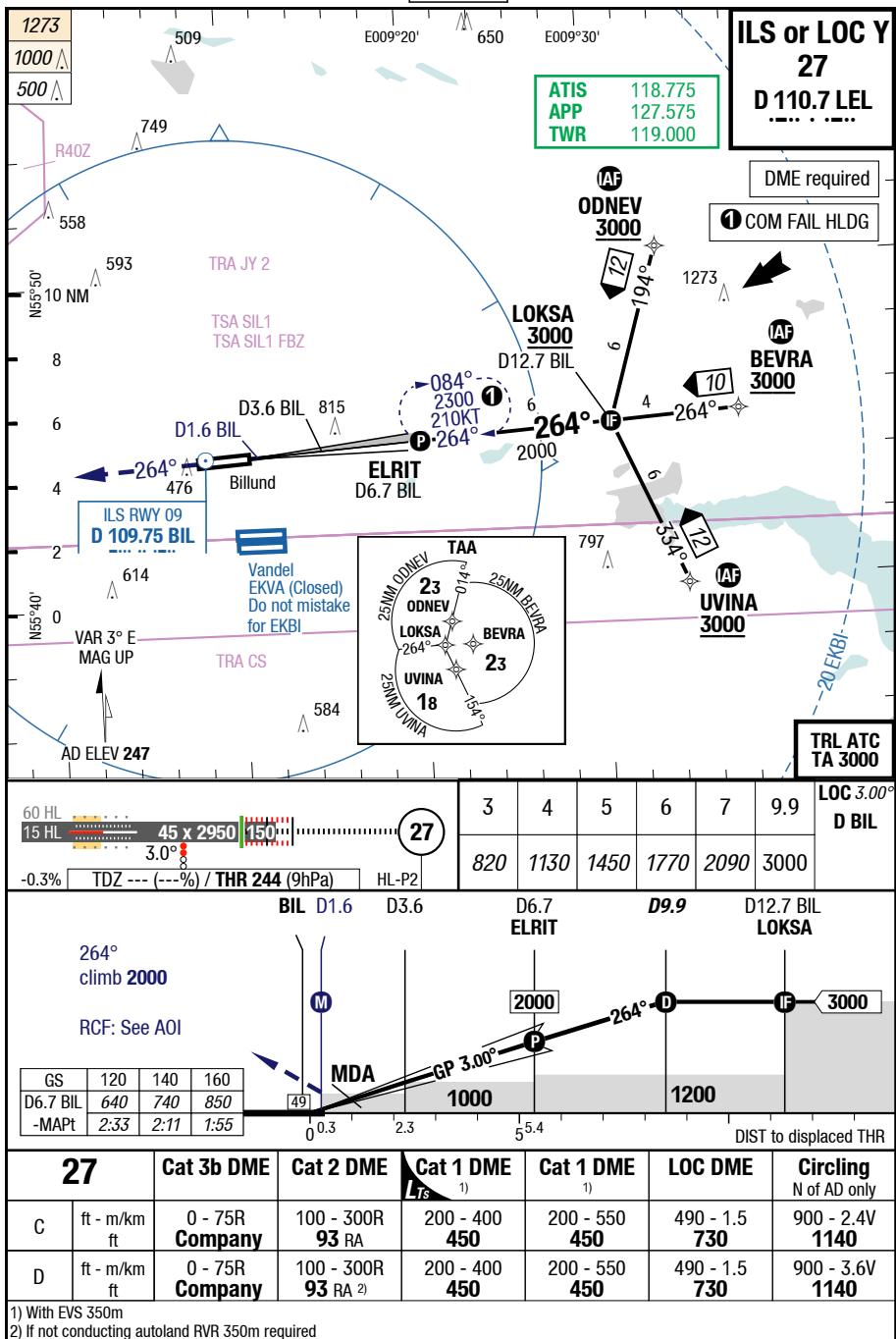
1) With EVS 350m

2) If not conducting autoland RVR 350m required

Changes: OBST, HLDG, Note

7-40

ILS or LOC Y 27



1) With EVS 350m

2) If not conducting autoland RVR 350m required

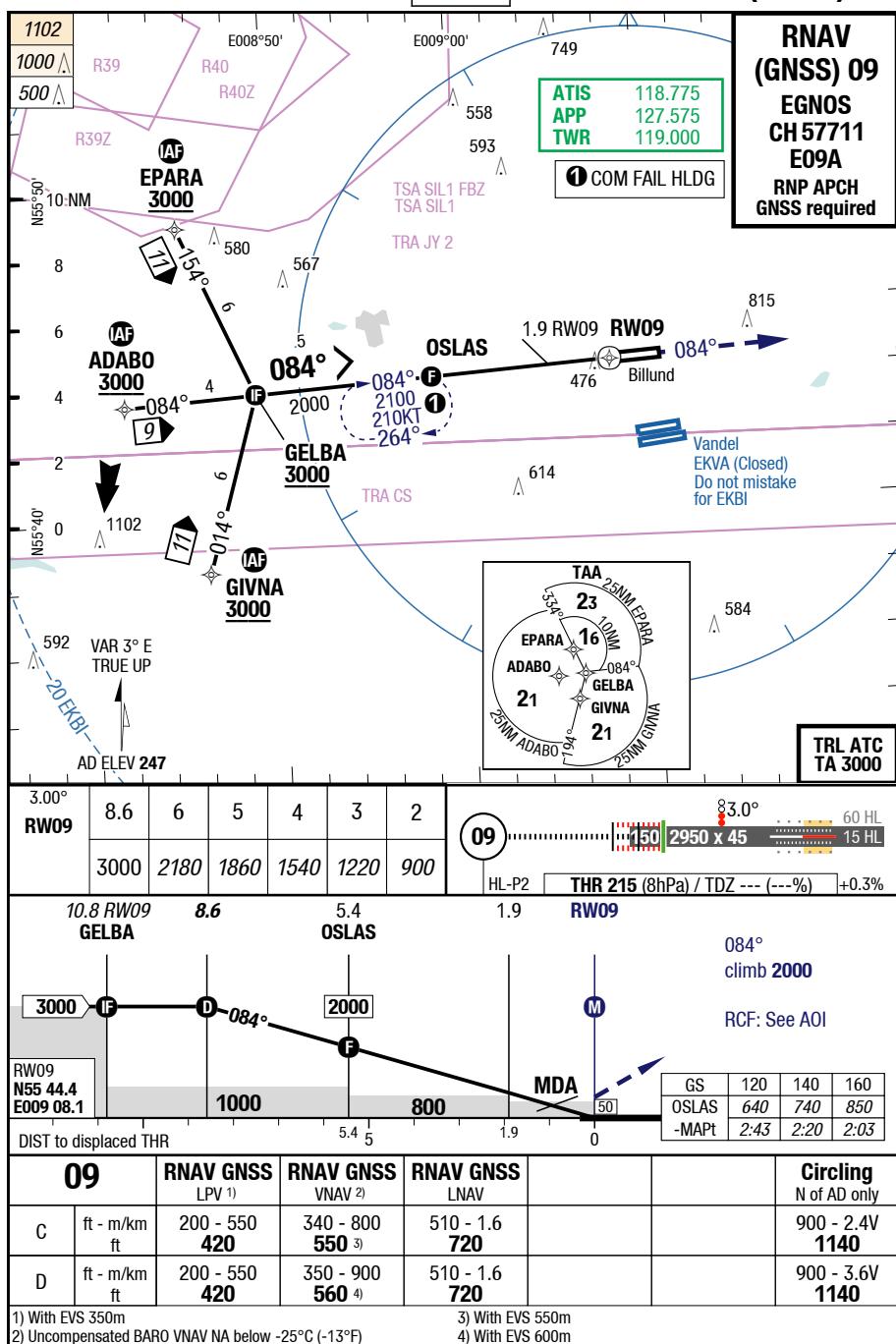
Changes: Note, OBST, HLDG

25-JAN-2018

BLL-EKBI

7-50

RNAV (GNSS) 09



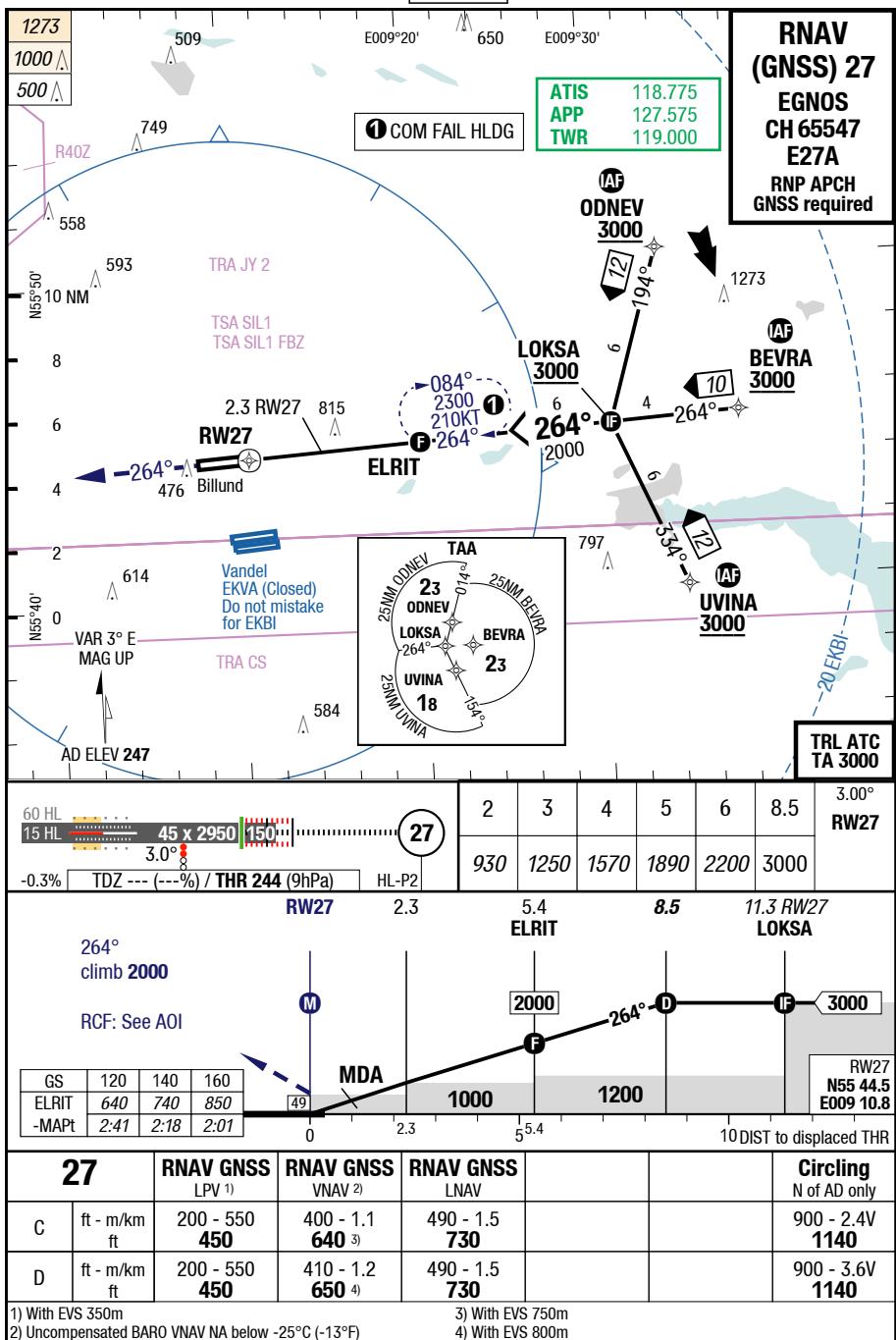
Changes: MIN

25-JAN-2018

BLL-EKBI

7-60

RNAV (GNSS) 27



Changes: Nil