

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.

MNM 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 ENG's 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

FLTs 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 M/W 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.

BLL-EKBI

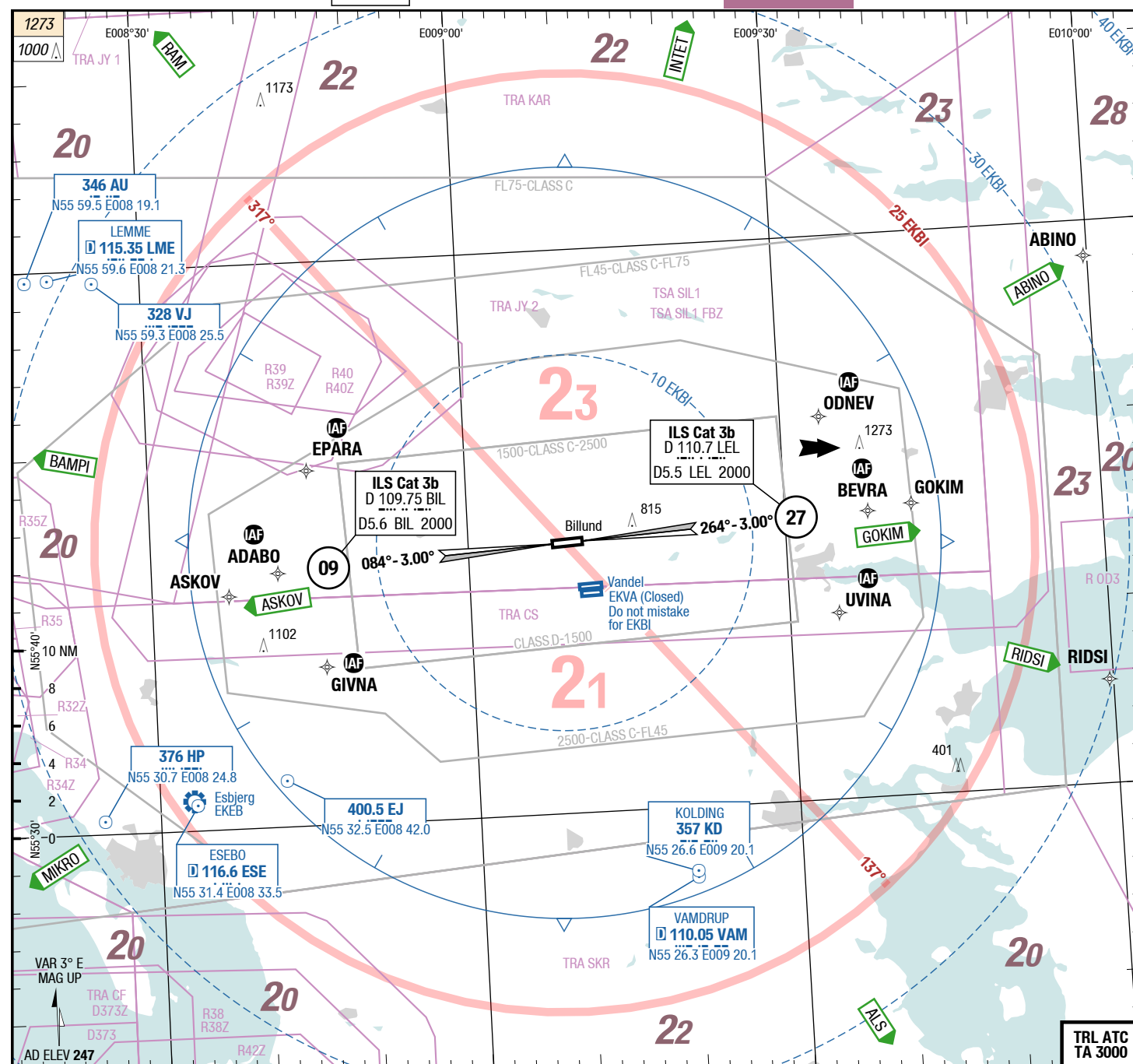
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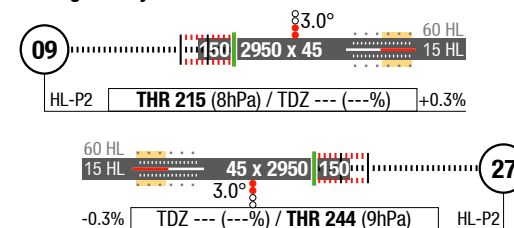
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2-10



ATIS	118.775
APP	127.575
TWR	119.000

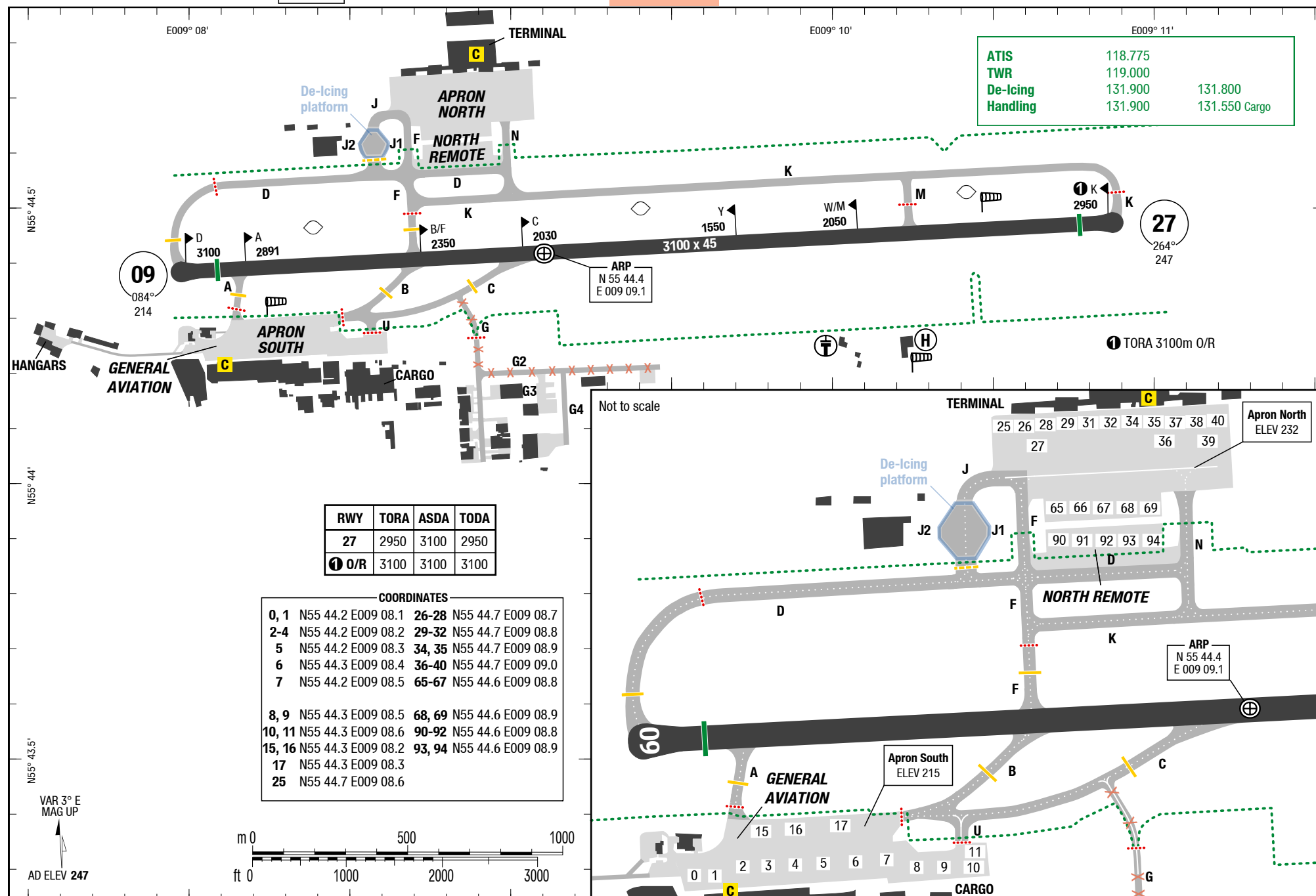
Landing RWY system:



TRL ATC
TA 3000

Changes: PROC, SUAs, OBST

3-20



Effective 19-JUL-2018

12-JUL-2018

BLL-EKBI

4-10

Denmark Billund

RNAV SIDs RWY 27

RNAV SIDs RWY 09

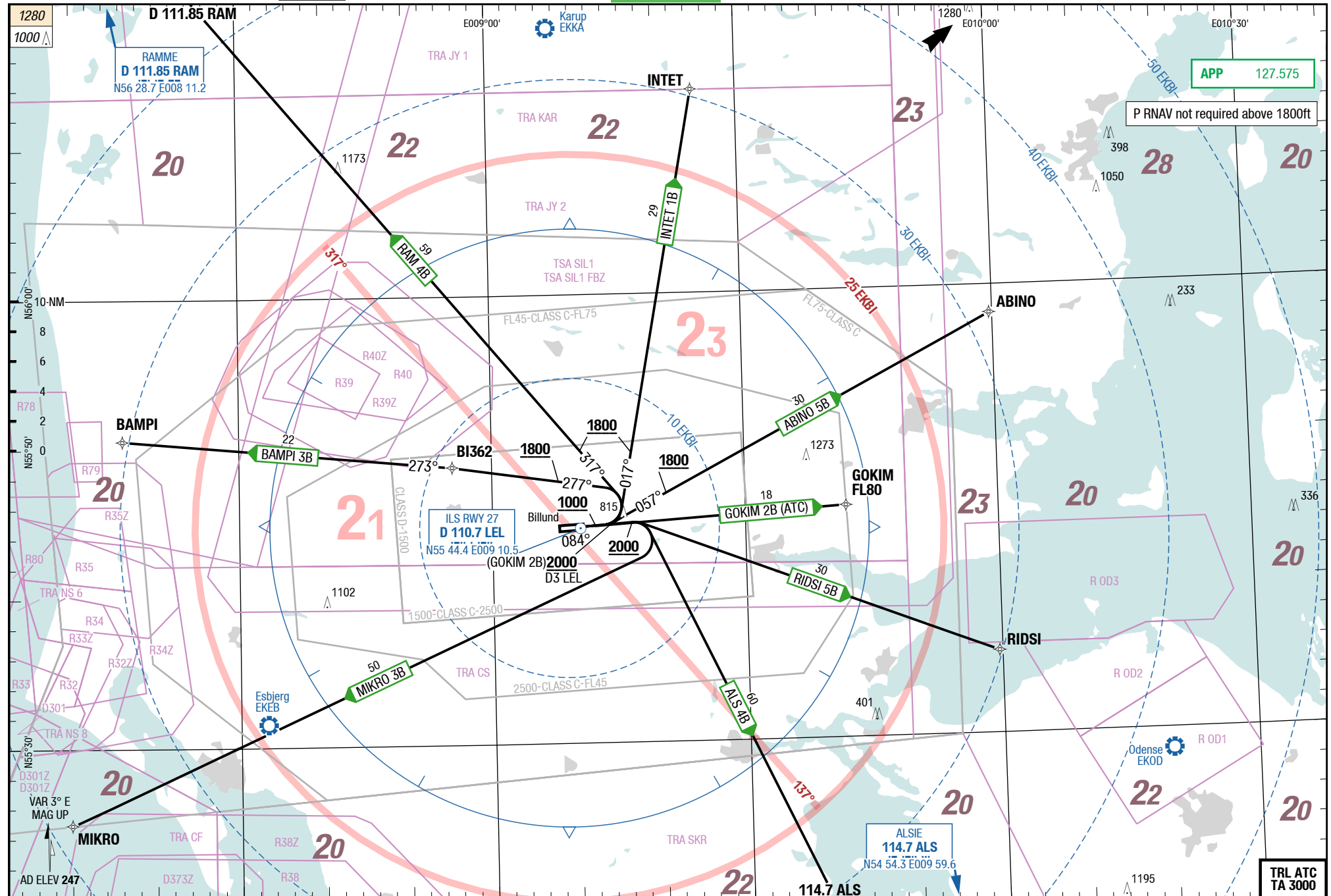
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SID

Billund Denmark

RNAV SIDs RWY 27

RNAV SIDs RWY 09



Changes: PROC, SUAs, OBST

Effective 19-JUL-2018

12-JUL-2018

BLL-EKBI

Denmark Billund

RNAV SIDs RWY 27

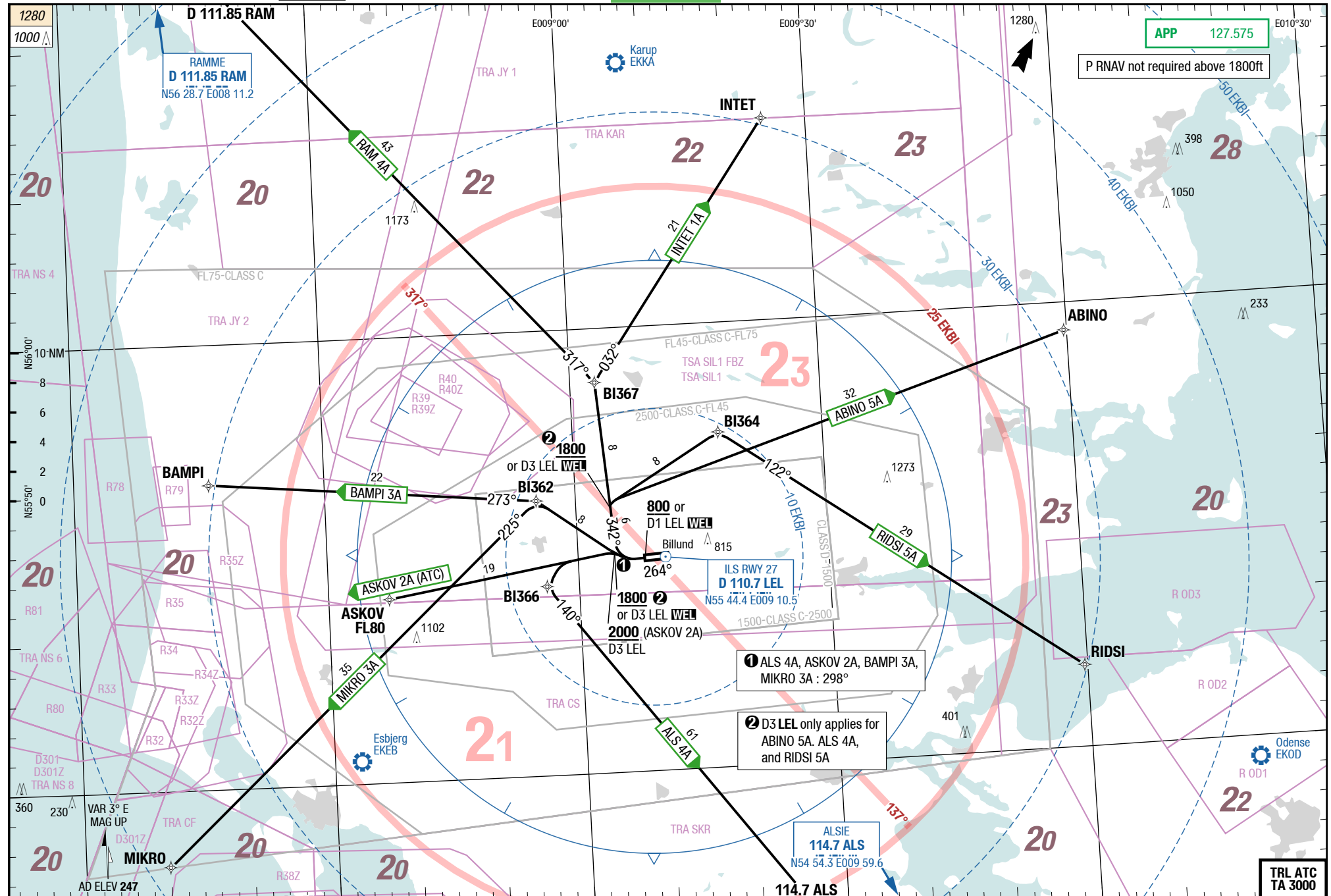
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SID

Billund Denmark

RNAV SIDs RWY 27

4-20



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

SIDPT

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.

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

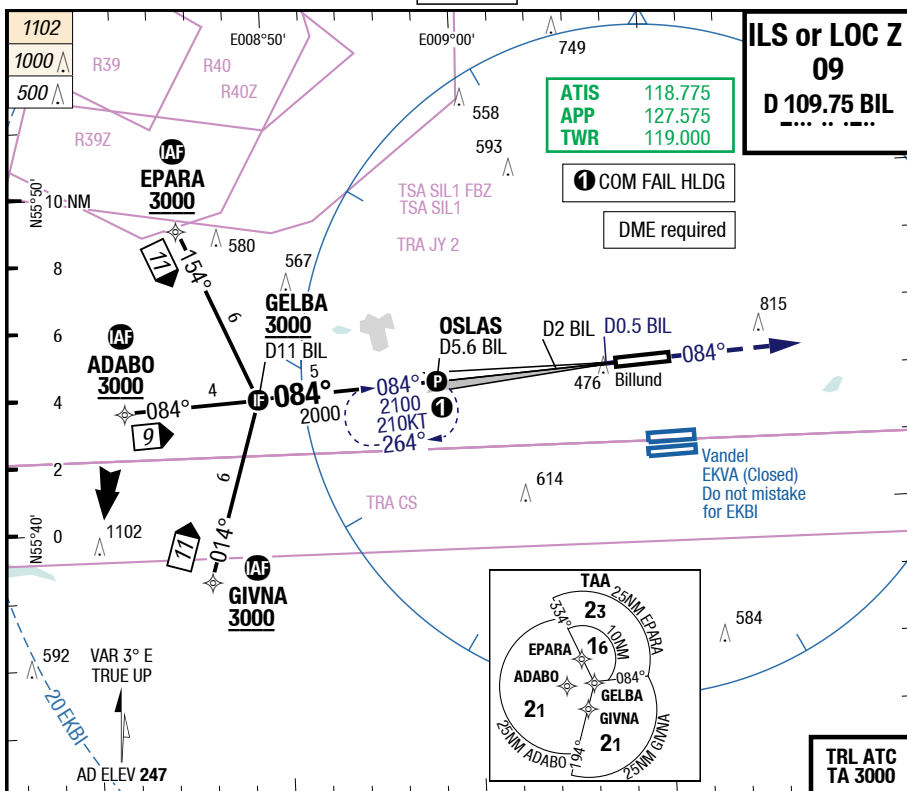
BLL-EKBI

Denmark Billund

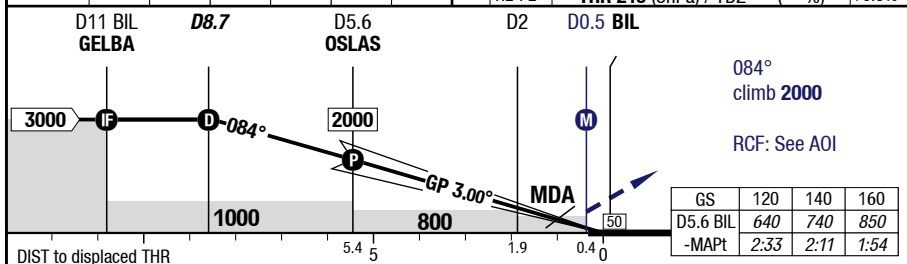
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7-10

ILS or LOC Z 09



LOC 3.00° D BIL	8.7	7	6	5	4	3	
	3000	2450	2130	1810	1490	1170	
	HL-P2						THR 215 (8hPa) / TDZ --- (---%) +0.3%

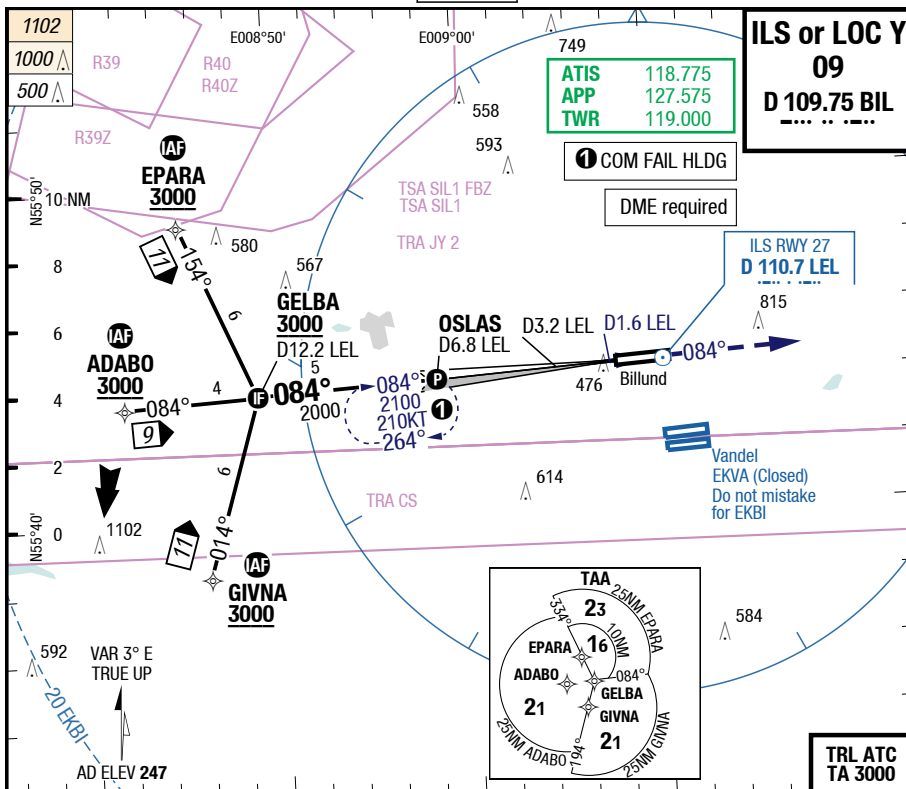


	09	Cat 3b DME	Cat 2 DME	Cat 1 DME L _{ts} 1)	Cat 1 DME 1)	LOC DME	Circling N of AD only
C	ft - m/km ft	0 - 75R Company	100 - 300R 102 RA	200 - 400 420	200 - 550 420	430 - 1.3 640	900 - 2.4V 1140
D	ft - m/km ft	0 - 75R Company	100 - 300R 102 RA 2)	200 - 400 420	200 - 550 420	430 - 1.3 640	900 - 3.6V 1140

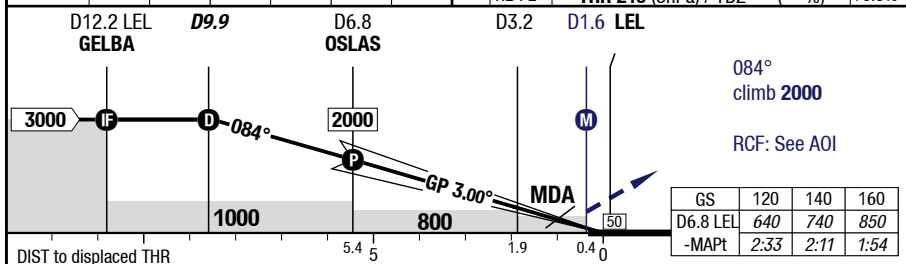
1) With EVS 350m

2) If not conducting autoland RVR 350m required

Changes: HLDG, Note, OBST



LOC 3.00° D LEL	9.9	7	6	5	4	3	<div> <div> <div>8.3.0°</div> <div>60 HL</div> </div> <div> <div>150</div> <div>2950 x 45</div> <div>15 HL</div> </div> </div>
	3000	2070	1750	1430	1110	800	



09		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling N of AD only
C	ft - m/km ft	0 - 75R Company	100 - 300R 102 RA	200 - 400 420	200 - 550 420	430 - 1.3 640	900 - 2.4V 1140
D	ft - m/km ft	0 - 75R Company	100 - 300R 102 RA 2)	200 - 400 420	200 - 550 420	430 - 1.3 640	900 - 3.6V 1140

1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: OBST, HLDG, Note

14-SEP-2017

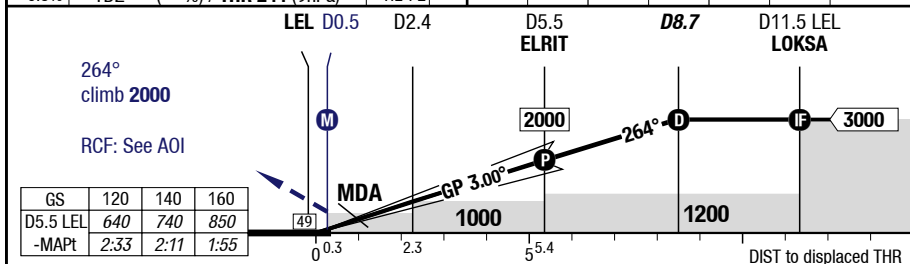
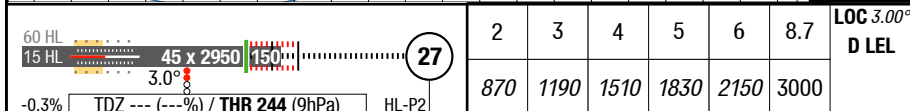
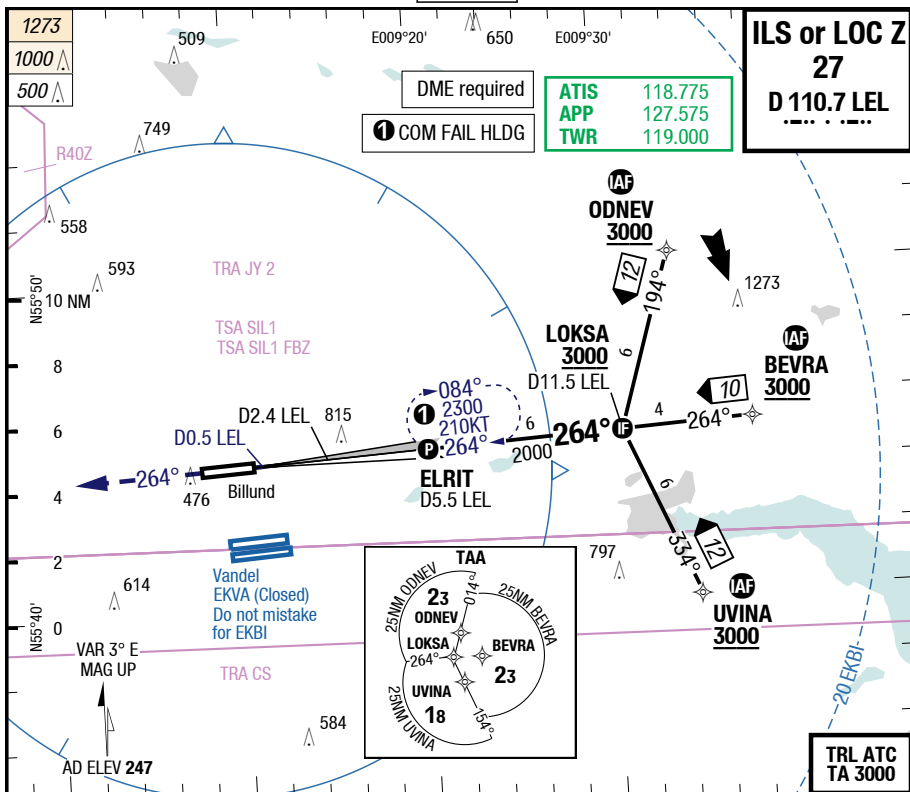
BLL-EKBI

7-30

Denmark Billund

ILS or LOC Z 27

IAC

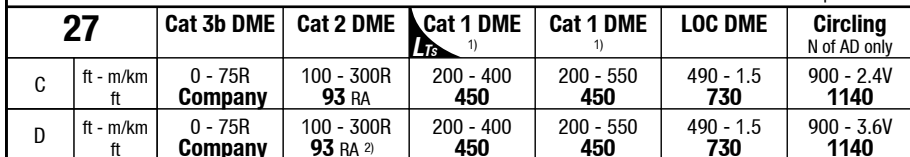


27		Cat 3b DME	Cat 2 DME	Cat 1 DME <i>Lts</i> 1)	Cat 1 DME 1)	LOC DME	Circling N of AD only
C	ft - m/km ft	0 - 75R Company	100 - 300R 93 RA	200 - 400 450	200 - 550 450	490 - 1.5 730	900 - 2.4V 1140
D	ft - m/km ft	0 - 75R Company	100 - 300R 93 RA 2)	200 - 400 450	200 - 550 450	490 - 1.5 730	900 - 3.6V 1140

1) With EVS 350m

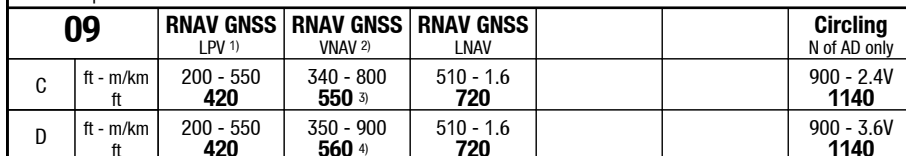
2) If not conducting autoland RVR 350m required

Changes: OBST, HLDG, Note

ILS or LOC Y 27

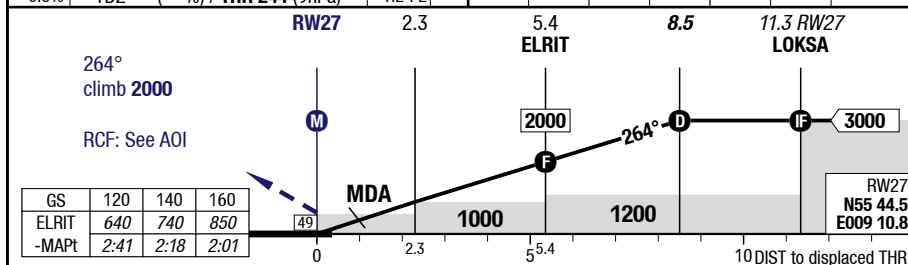
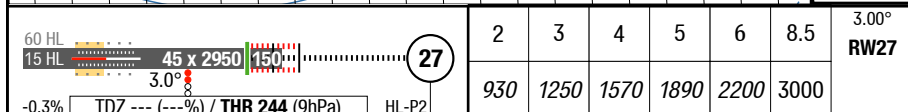
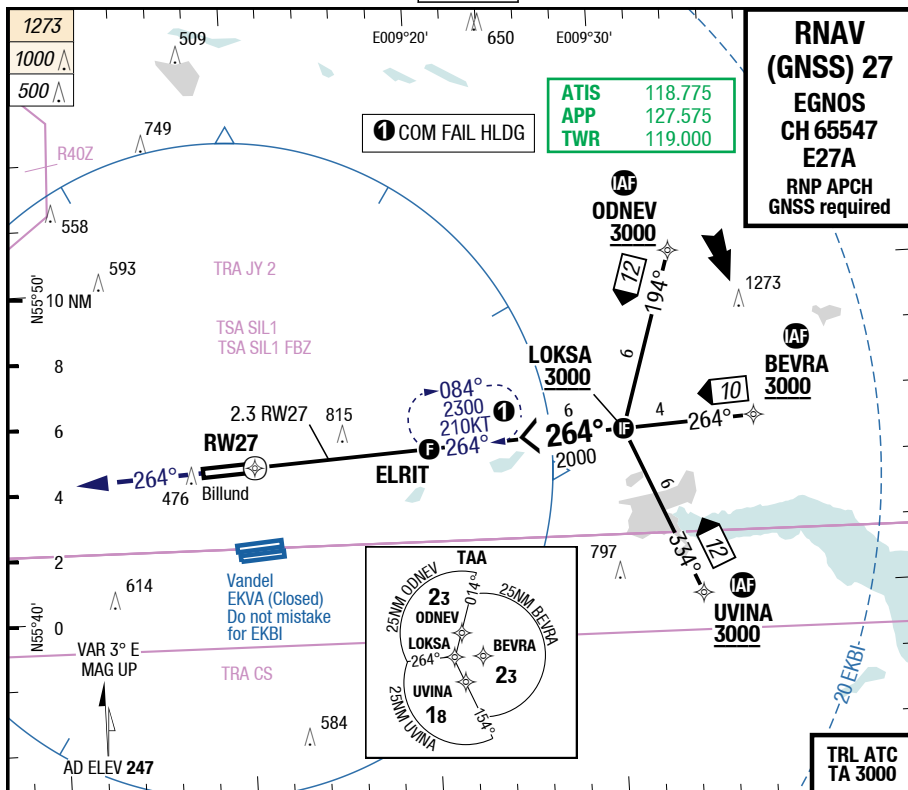
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Changes: Note, OBST, HLDG



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7-60



27		RNAV GNSS LPV ¹⁾	RNAV GNSS VNAV ²⁾	RNAV GNSS LNAV			Circling N of AD only
C	ft - m/km ft	200 - 550 450	400 - 1.1 640 ³⁾	490 - 1.5 730			900 - 2.4V 1140
D	ft - m/km ft	200 - 550 450	410 - 1.2 650 ⁴⁾	490 - 1.5 730			900 - 3.6V 1140

1) With EVS 350m	2) With EVS 350m
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2) Uncompensated BARO VNAV NA below -25°C (-13°F)

3) With EVS 750m

4) With EVS 800m