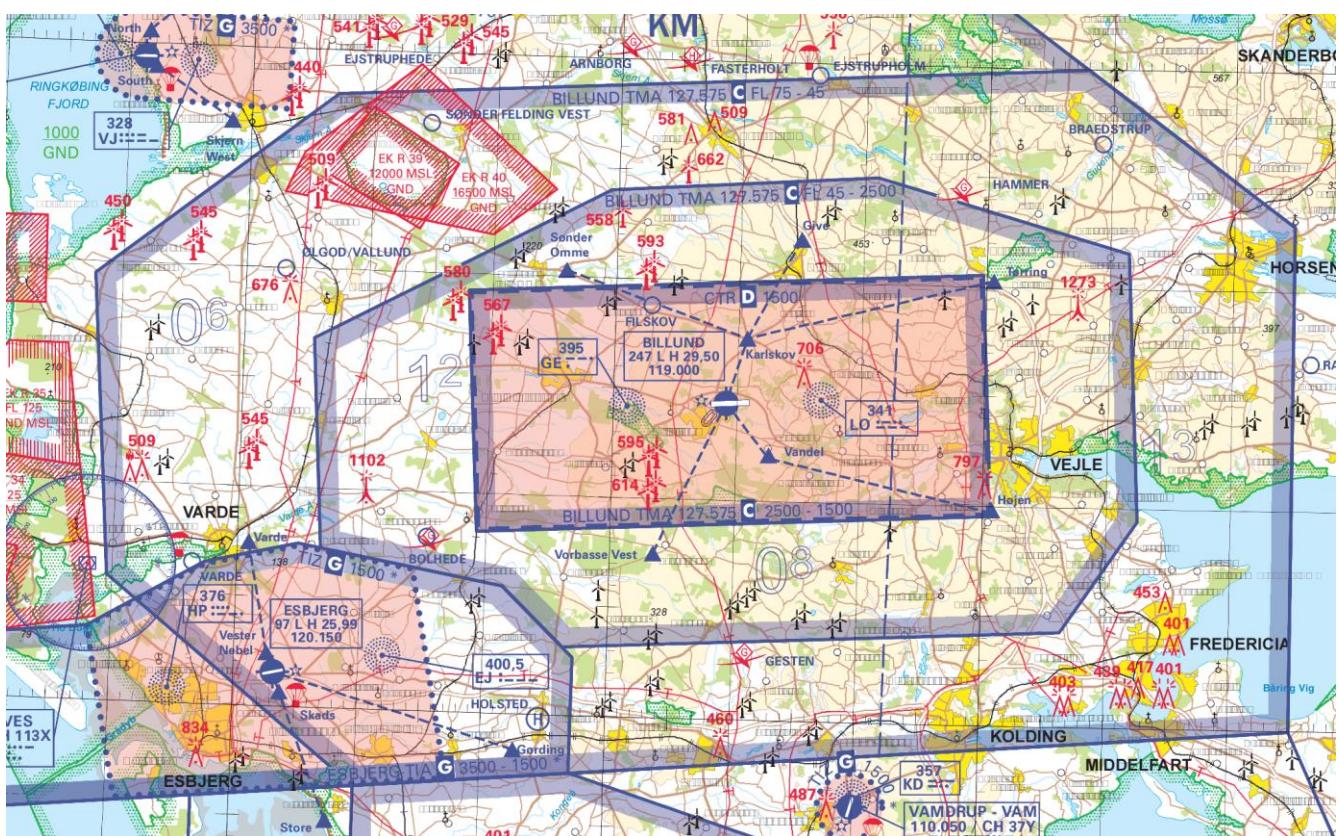


Charts Billund Airport

EKBI/BLL

Essential charts only. For all charts go to www.aim.naviair.dk



Airport Briefing

Page 2

Ground Movement charts

Page 3

ILS charts

Page 5

SIP charts

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Airport Text

Page 13

Billund Airport

EKBI / BLL

Elevation	Transition Altitude	Runways	Charts
247'	3000'	09/27	aim.naviair.dk
Runway 27		<u>DIRECT POINTS</u>	Runway 09
LOKSA ODNEV UVINA BEVRA ELRIT		GELBA EPARA GIVNA ADABO OSLAS	

GENERAL

- No preferential runway. Normally runway 27 is the one in use
- Departure from intersection M, on runway 27 is NOT allowed

ARRIVAL

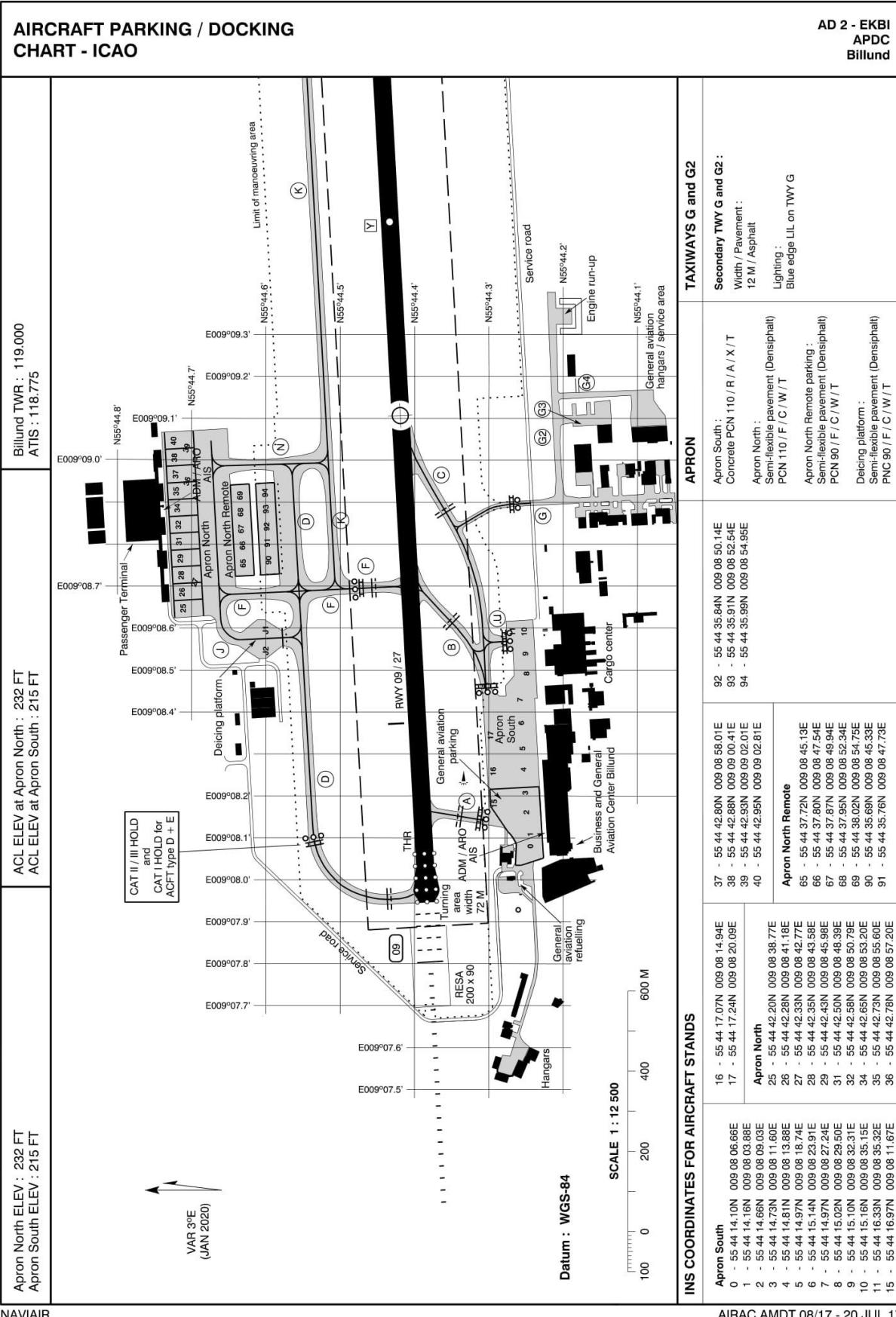
- NO STARs published. Expect direct to points on the ILS. See the "DIRECT POINTS" at the top bar and the ILS charts for exact location
- At the end you can expect vectors to final approach course or self position via a direct point.
- Low transition altitude means you will be cleared on QNH late.

Parking

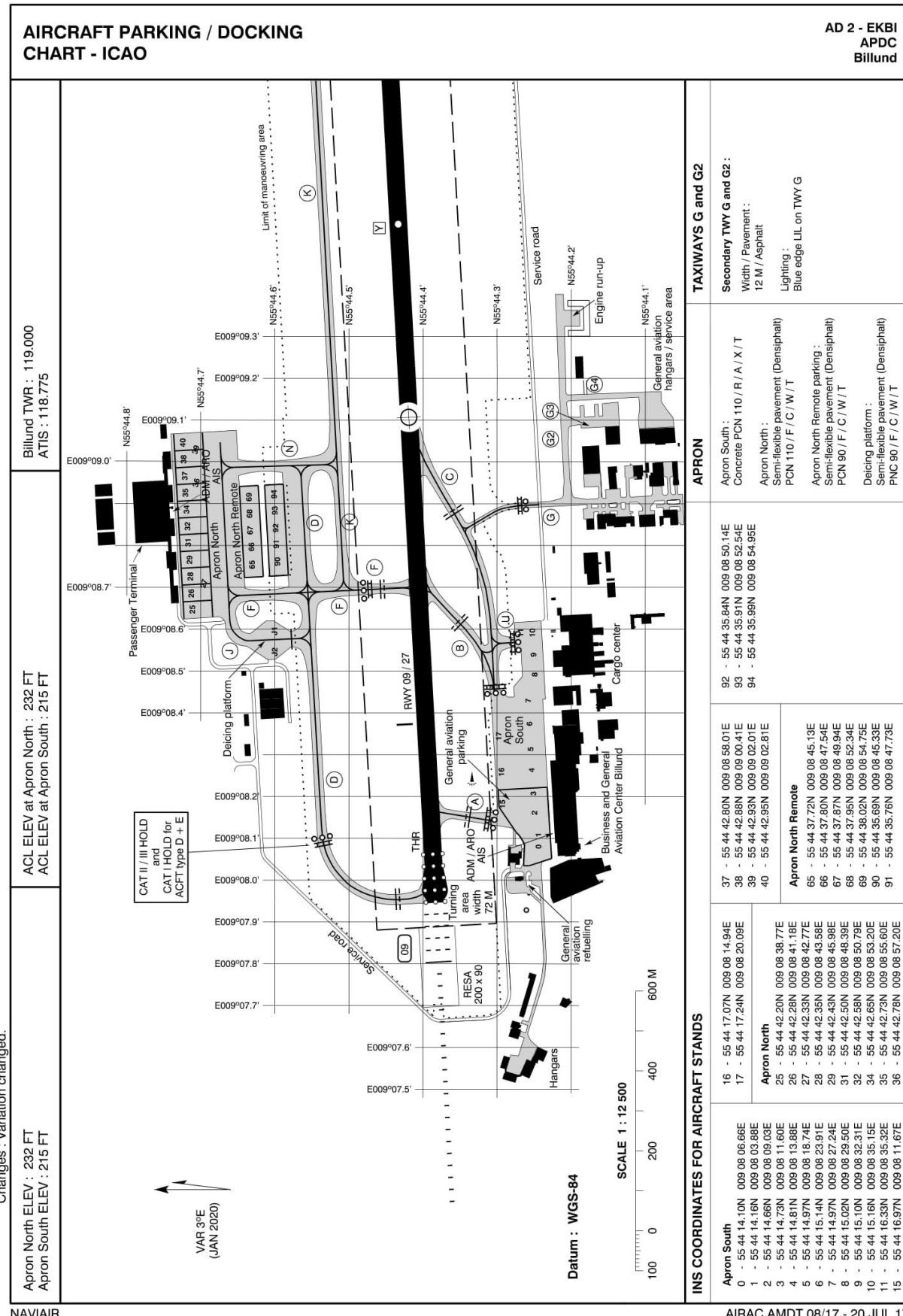
- After landing vacate to the NORTH for civil apron.
- Vacating south is ONLY for CARGO and GA aircrafts
- Expect stands 25-40 for MEDIUM aircrafts.

Departure

- At first contact with Billund Tower, state Aircraft Type and ATIS letter
- Be advised Tower MAY advise you push and start is on own discretion depending on traffic load in the airport.
- After departure you should AUTOMATICALLY switch to departure frequency passing 1500 feet
- Departure runway 27: Make a RIGHT turn as soon as practicable to avoid Billund city
- Initial climb is FL60. Make sure to respect this limit.



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**AIRCRAFT PARKING / DOCKING
CHART - ICAO**
**AD 2 - EKBI
APDC
Billund**


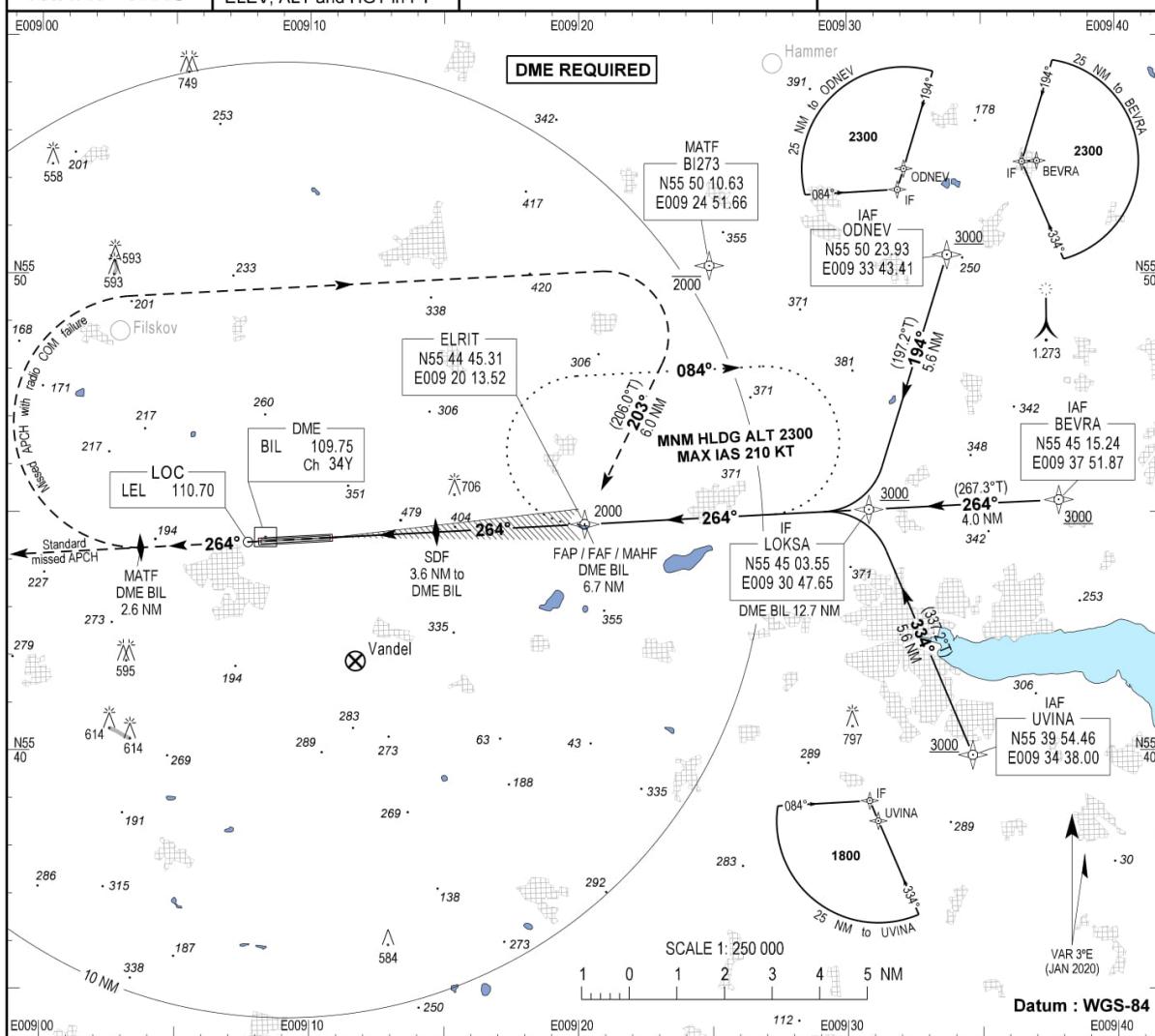
**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV : 247

Bearings are magnetic (true)
ELFV, ALT and HGT in FT

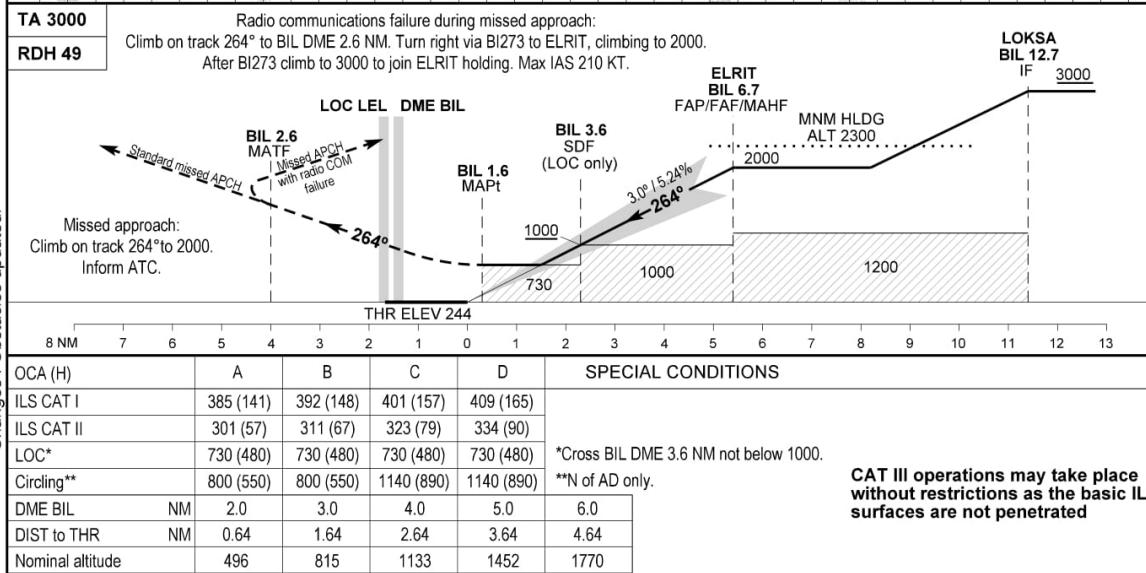
Billund APP : 127.575
Billund TWR : 119.000
ATIS : 118.775

**AD 2 - EKBI
ILS or LOC Y RWY 27
(CAT I + II + III)
Billund**



Changes : Obstacles updated.

TA 3000	Radio communications failure during missed approach: Climb on track 264° to BIL DME 2.6 NM. Turn right via BI273 to ELRIT, climbing to 2000.
RDH 49	After BI273 climb to 3000 to join ELRIT holding. Max IAS 210 KT.



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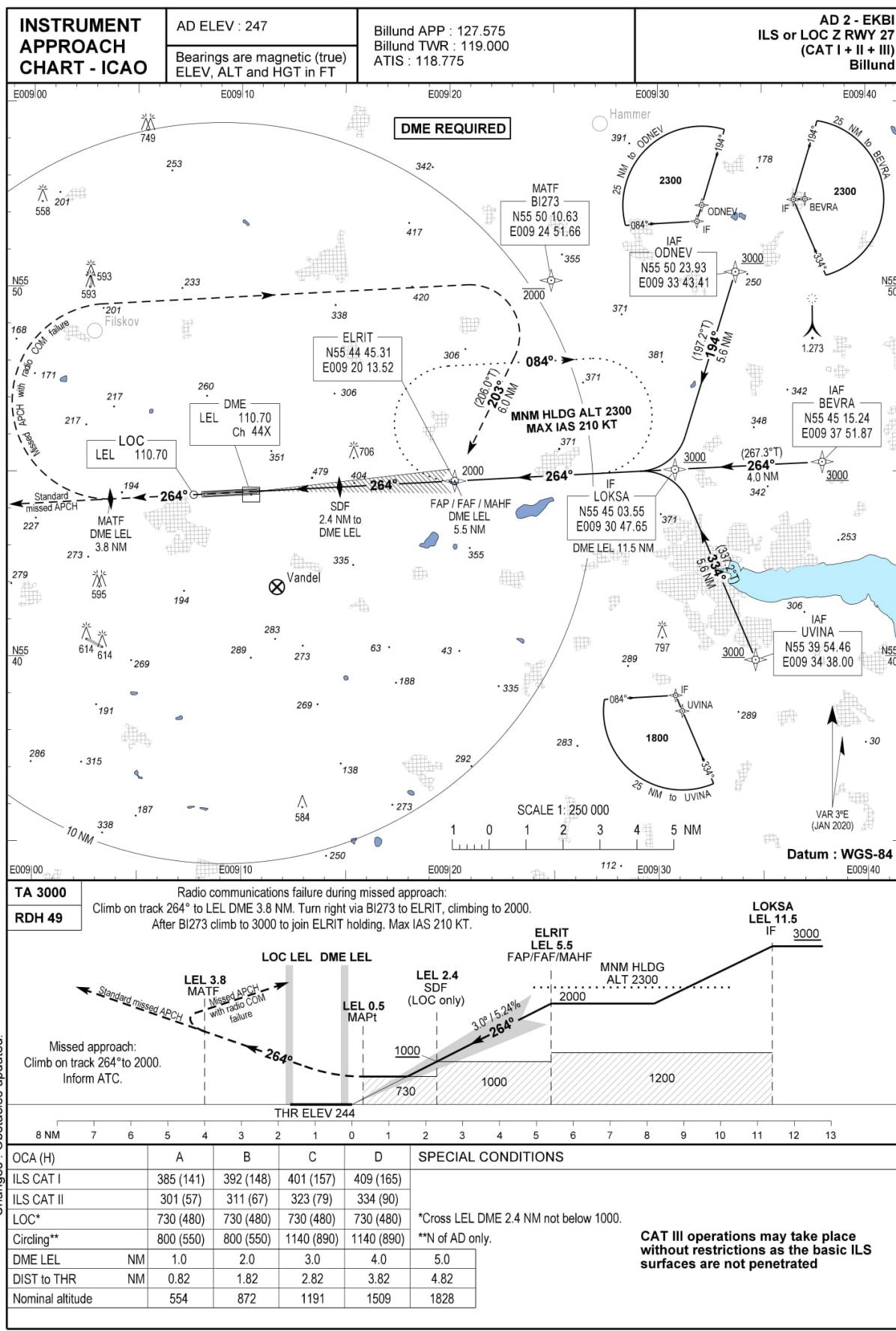
AIRAC AMDT 07/18 - 19 JUL 18

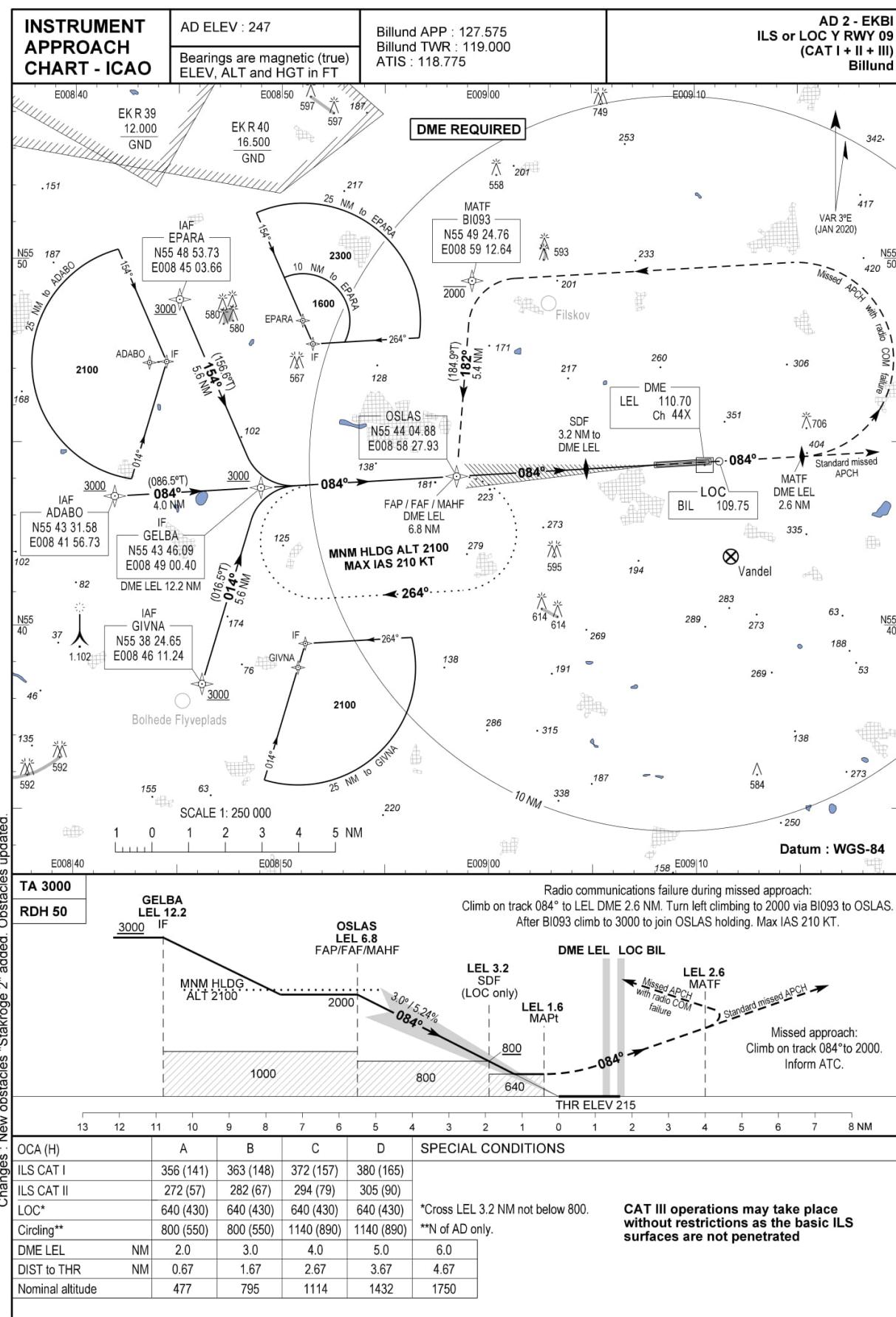
These charts are redistributed by VATSIM-Scandinavia under written consent from Navair. Any other redistribution is PROHIBITED

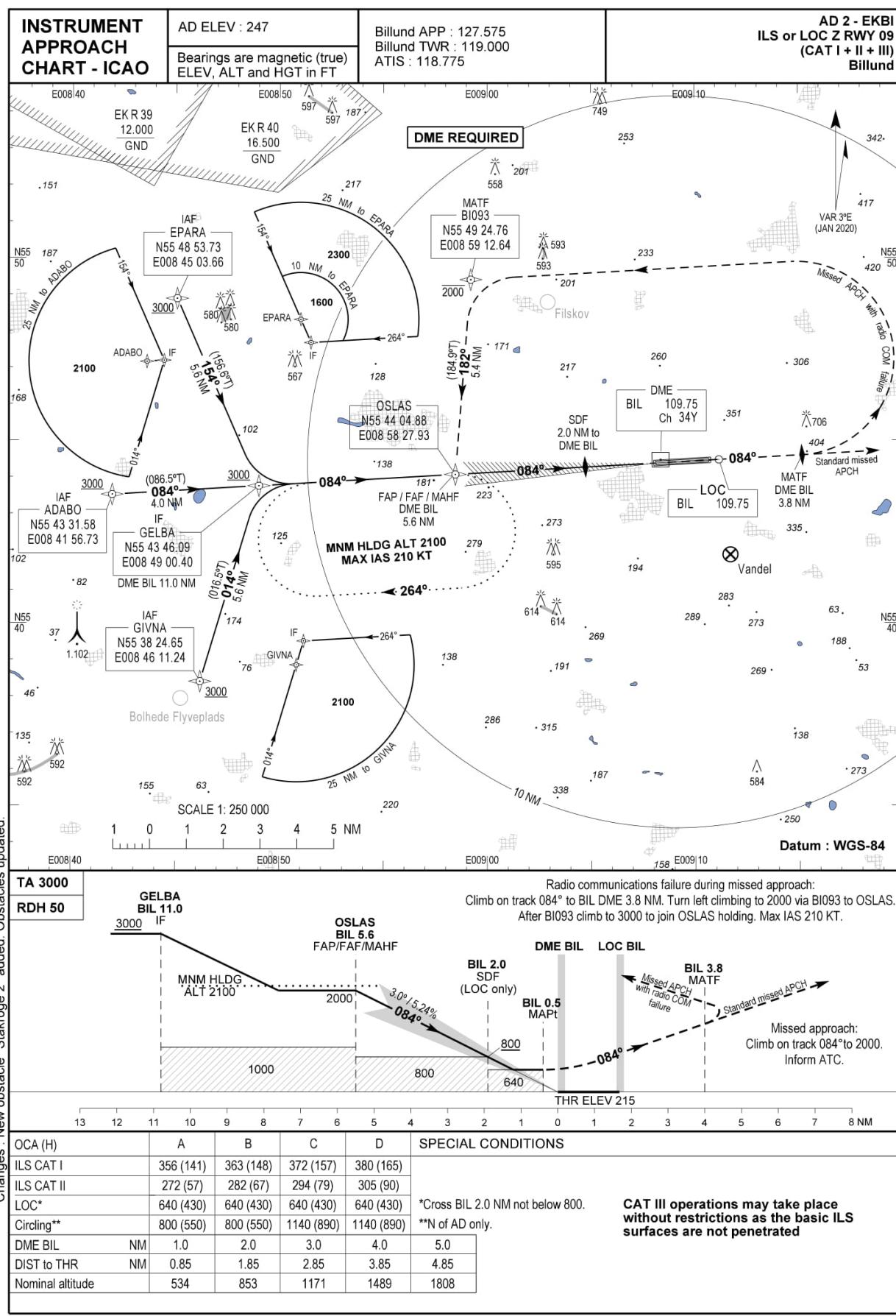
Download only from www.vatsim-scandinavia.org or www.cphlive-vatsim.net

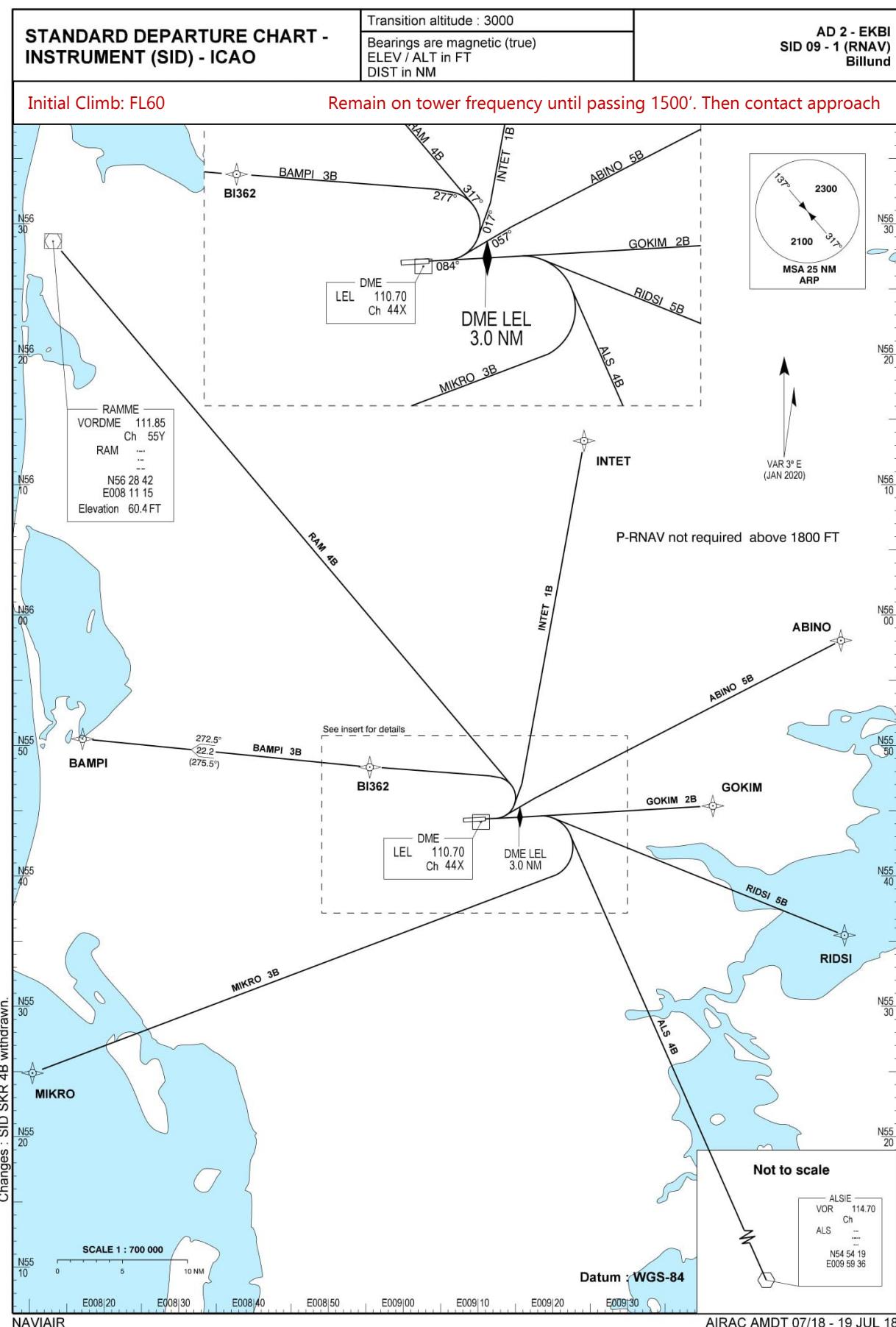
ONLY FOR USE WITH FLIGHTSIM

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO				AD 2 - EKBI SID 27 - 2 (RNAV) Billund
Designator	Route (Tracks are magnetic)	After take-off		
		Climb to	Contact	
RAM 4A	Climb on 264° to DME LEL 1.0 NM or 800 FT, whichever is later - right turn 342° to 1800 FT - BI367 - RAM	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
INTET 1A	Climb on 264° to DME LEL 1.0 NM or 800 FT, whichever is later - right turn 342° to 1800 FT - BI367 - INTET	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
ABINO 5A	Climb on 264° to DME LEL 1.0 NM or 800 FT, whichever is later - right turn 342° to DME LEL 3.0 NM or 1800 FT, whichever is later- right turn - ABINO	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
RIDSI 5A	Climb on 264° to DME LEL 1.0 NM or 800 FT, whichever is later - right turn 342° to DME LEL 3.0 NM or 1800 FT, whichever is later- right turn - BI364 - RIDSI	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
ALS 4A	Climb on 264° to DME LEL 1.0 NM or 800 FT, whichever is later - right turn 298° to DME LEL 3.0 NM or 1800 FT, whichever is later- left turn - BI366 - ALS	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
MIKRO 3A	Climb on 264° to DME LEL 1.0 NM or 800 FT, whichever is later - right turn 298° to 1800 FT BI362 - MIKRO	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
BAMPI 3A	Climb on 264° to DME LEL 1.0 NM or 800 FT, whichever is later - right turn 298° to 1800 FT - BI362 - BAMPI	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
ASKOV 2A *	Climb on 264° to DME LEL 1.0 NM or 800 FT, whichever is later - right turn 298° - climb altitude 2000 FT, at DME LEL 3 NM climb FL 80 DCT ASKOV	2000 FT	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	

P-RNAV not required above 1800 FT which is MNM Radar Vectoring Altitude (MRVA)

Start of RNAV segment: Passing 1800 FT (MRVA)

Squawk: When instructed for line-up, squawk assigned SSR-code

Radar vectoring: Radar vectoring will normally be provided by BILLUND APPROACH to expedite traffic

Speed limit: FL 60 and below: MAX IAS 250 KT

COM failure BAMPI SID: Maintain FL 60 or last assigned level until 10NM after BAMPI

RMK: * ASKOV 2A SID are not flightplanable but only available on ATC discretion.

Waypoint	Latitude	Longitude	VOR RDL/DME DIST
ABINO	55 58 06.00N	009 59 40.00E	ODN 313/32.2NM
ASKOV	55 42 23.56N	008 37 15.43E	
BAMPI	55 50 34.46N	008 16 10.64E	
BI362	55 48 34.23N	008 55 19.05E	
BI364	55 52 36.75N	009 17 29.92E	
BI366	55 42 45.69N	008 56 10.07E	
BI367	55 56 23.08N	009 02 58.61E	
INTET	56 13 34.69N	009 24 41.09E	RAM 108/43.6NM
MIKRO	55 24 54.29N	008 09 59.00E	
RIDSI	55 35 30.00N	009 59 39.00E	ODN 269/22.4NM

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO					AD 2 - EKBI SID 09 - 2 (RNAV) Billund
Designator	Route (Tracks are magnetic)	After take-off			
		Climb gradient	Climb to	Contact	
RAM 4B	Climb on 084° to 1000 FT - left turn 317° to 1800 FT - RAM	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
INTET 1B	Climb on 084° to 1000FT - left turn 017° to 1800 FT - INTET	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
ABINO 5B	Climb on 084° to 1000 FT - left turn 057° to 1800 FT - ABINO	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
RIDSI 5B	Climb on 084° to 2000 FT - right turn to RIDSI	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
ALS 4B	Climb on 084° to 2000 FT - right turn to ALS	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
MIKRO 3B	Climb on 084° to 2000 FT - right turn to MIKRO	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
BAMPI 3B	Climb on 084° to 1000 FT - left turn 277° to 1800 FT - BI362 - BAMPI	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	
GOKIM 2B *	Climb on 084° to 2000 FT - at DME LEL 3.0 NM climb FL 80 GOKIM	MNM due to obstacle: 3.7% to 1000 FT	2000 FT	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.575 MHZ	

P-RNAV not required above 1800 FT which is MNM Radar Vectoring Altitude (MRVA)

Start of RNAV segment: Passing 1800 FT (MRVA)

Squawk: When instructed for line-up, squawk assigned SSR-code

Radar vectoring: Radar vectoring will normally be provided by BILLUND APPROACH to expedite traffic

Speed limit: FL 60 and below: MAX IAS 250 KT

COM failure on BAMPI SID: Maintain FL 60 or last assigned level until 10 NM after BAMPI

RMK: * GOKIM 2B SID are not flightplanable but only available on ATC discretion.

Waypoint	Latitude	Longitude	VOR RDL/DME DIST
ABINO	55 58 06.00N	009 59 40.00E	ODN 313/32.2NM
BAMPI	55 50 34.46N	008 16 10.64E	
BI362	55 48 34.23N	008 55 19.05E	
GOKIM	55 45 31.62N	009 41 58.63E	
INTET	56 13 34.69N	009 24 41.09E	RAM 108/43.6NM
MIKRO	55 24 54.29N	008 09 59.00E	
RIDSI	55 35 30.00N	009 59 39.00E	ODN 269/22.4NM

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AD 2 - EKBI - 1
19 JUL 18
Billund

1. Aerodrome Location Indicator and Name:			
2. Aerodrome Geographical and Administrative Data			
1. ARP PSN and site at AD:	55 44 25.16N 009 09 06.40E On RWY, 1075 M from THR 09	AD address:	Billund Airport P.O.Box 10 DK-7190 Billund
2. Distance and direction from city:	1 NM NE of Billund	TEL:	+45 76 50 50 50
3. ELEV: REF temperature:	247 FT 19.6°C	FAX:	+45 76 50 50 76 (Administration) info@bill.dk (Billund Airport)
4. MAG VAR: Annual change:	3°E (JAN 2020) Increasing: 10'	E-mail:	flightplan@bill.dk (Billund Handling)
5. AD ADM:	Billund Lufthavn A/S	Internet:	www.bill.dk
		AFS:	EKBI
		6. Types of traffic permitted:	IFR/VFR
7. Remarks: NIL			
3. Operational Hours			
1. AD:	Daily 0500-2100 (Daily 0400-2000)	6. MET Briefing Office:	H24
2. Customs and immigration:	The airport is open for traffic to/from all states. HR for customs clearance and immigration as for AD.	7. ATS:	H24 (H24)
3. Health and sanitation:	NIL	8. Fuelling:	As AD
4. AIS Briefing Office:	H24	9. Handling:	As AD
5. ATS Reporting Office (ARO):	H24	10. Security:	As AD
		11. De-icing:	As AD
12. Remarks: Rescue and Fire Fighting Service: Contact Airport OP before requesting SLOT. (See also item 6.4)			
4. Handling Services and Facilities			
1. Cargo-handling facilities:	Yes	c. Oxygen, hydraulic oil and CO 2 available.	
2. Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: All	d. For commercial flights embarking and disembarking passengers, freight and mail shall take place on the apron.	
3. Fuelling facilities and capacity:	100 LL: 150 L/MIN Jet A1: 3750 L/MIN	e. General Aviation flights (including business, executive, private and non-scheduled Taxi flights) up to MTOM 45.000 kg must use the demarcated area. General Aviation flights (including business, executive, private and non-scheduled taxi flights) with MTOM above 3.500 kg must be SLOT coordinated via ACD. Billund Airport FBO offers limited handling services and can handle flights with a maximum of 10 PAX. Company Business Flights can be handled via Billund Airport FBO, when strictly limited to the carriage of carriers own staff, cargo and non-revenue passengers. Otherwise, request must be made to Billund Handling. If security, passport-and/or custom check is required, this must be requested in advance. Transport of weapons on commercial and non-commercial flights refer to www.fbo.bill.dk . Handling of flights with more than 10 PAX and full handling must be requested via Billund Handling. For complete list of GA handlers, see www.fbo.bill.dk .	
4. De-icing facilities:	Yes. For details about de-icing and anti-icing, see item 20 Local Traffic Regulations		
5. Hangar space for visiting aircraft:	Limited		
6. Repair facilities for visiting aircraft:	Minor repairs only		
7. Remarks:	a. "Billund Airport Office": FREQ 131.500 MHZ b. Frequencies used for handling: - 131.900 - call sign "Billund Handling"		
5. Passenger Facilities			
1. Hotels:	Hotels in town	5. Bank and Post Office:	Currency exchange at airport. Bank and Post Office in town
2. Restaurants:	Yes	6. Tourist Office:	-
3. Transportation:	Taxi and bus	7. Remarks:	NIL
4. Medical facilities:	Hospital in Grindsted, Give and Vejle		
6. Rescue and Fire Fighting Services			
1. AD category for fire fighting:	CAT 7. Outside AD hours (see item 3.1) service provided to flights holding confirmed airport SLOT (PPR 72 hours), according to Aircraft category and to STA.	2. Rescue equipment:	-
4. NIL		3. Capability for removal Yes disabled aircraft:	
7. Seasonal Availability - Clearing			
1. Type of clearing equipment:	See snow plan in section AD 1.2-1	2. Clearance priorities:	See snow plan in section AD 1.2-1
3. Remarks: AD available all seasons. RWY 09/27 de-iced/anti-iced with KFOR, NAFO, SAND.			
8. Aprons, Taxiways and Check Locations Data			
1. Apron surface and strength:	Apron North: Semi-flexible pavement (Densiphalt) PCN 110/F/C/W/T. Apron North Remote Parking: Semi-flexible pavement (Densiphalt) PCN 90/F/C/W/T.	2. Taxiway width,	Apron South: Concrete PCN 110/R/A/X/T. Deicingplatform: Semi-flexible pavement (Densiphalt) PCN 90/F/C/W/T. TWY A, B, C, U:

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AD 2 - EKBI - 2
24 MAY 18
Billund

AIP DENMARK

surface and strength:	23 M, asphalt, PCN 110/F/A/X/T. TWY J, K: 23 M, asphalt, PCN 90/F/C/W/T TWY D, F, N: 23 M, asphalt, PCN 70/F/C/W/T. Secondary TWY G, G2: 12 M, asphalt. TWY M: 23 M, Asphalt, PCN 65,F/A/W/T.	3. ACL and ELEV: 4. VOR checkpoints: INS checkpoints:	TWY H: Air transit route/air taxiway, 288 M/57 M, grass. Apron North: 232 FT Apron South: 215 FT See Aircraft Parking/Docking Chart
5. Remarks:	From TWY B to TWY C eastbound: No centerline light / no day marking. From TWY U to TWY C east and westbound: Day marking only. From TWY M to TWY K eastbound: Day marking only for aircraft ICAO code letter C.		

9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system:	Apron North: Aircraft stands are numbered. Taxi guide lines, stop lines and visual docking guidance systems on stands 26, 27, 28, 29, 31, 32, 34, 35, 36, 37, 38, 39 and 40. Apron South: Aircraft stands are numbered.	Centre line, side stripes, holding and stop positions. TWY D, K, M: Centre line, holding and stop positions. TWY J: Centre line, intermediate holding position. TWY N: Centre line.
2. RWY and TWY markings:	RWY 09/27: THR, RWY NR, Aiming Point, TDZ, centre line, side stripes. TWY A, B, C, F, U:	3. Stop bars: Where appropriate
4. Remarks: NIL.		

10. Aerodrome Obstacles

In approach/TKOF areas			In circling area and at AD	
a	b	c	a	b
RWY/ Area affected	Obstacle type Elevation Markings/LGT	PSN	Obstacle type Elevation Markings/LGT	PSN
-	-	-	-	-

Remarks: All obstacles are marked by day and night

11. Meteorological Information Provided

1. Associated MET Office:	Central Forecasting Office TEL +45 39 15 72 72	6. Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts English and Danish
2. Hours of service: Outside Hours:	H24	7. Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
3. Office responsible for TAF preparation: Periods of validity:	Central Forecasting Office 9, 18/24 hours	8. Supplementary equipment available:	Weather satellite image display system
4. Type of landing forecast: Interval of issuance:	NIL	9. ATS units provided with information:	Billund Approach/Tower
5. Briefing/Consultation provided:	Self briefing and telephone consultation	10. Additional information (limitation of service, etc.):	-

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
09	086.8° GEO 083.8° MAG	3100 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 23.24N 009 08 05.34E	215 FT/-
27	266.8° GEO 263.8° MAG	3100 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 28.20N 009 10 45.60E	244 FT/-
RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	Obstacle-free zone
09	0.32 %			3220 x 300 M	-
27	0.32 %			3220 x 300 M	-
Remarks: Runway classification	RWY NR 09 27	RUNWAY CODE 4E 4E	TYPE PA-3B PA-3B		

Turning area at both ends of runway - width 72 M

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Billund

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13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
<u>RWY 09</u>				2950 M	-
TWY D	3100 M	3100 M	3100 M		
TWY A	2891 M	2891 M	2891 M		
TWY B/F	2350 M	2350 M	2350 M		
TWY C	2030 M	2030 M	2030 M		
<u>RWY 27</u>				2950 M	-
TWY K	2950 M O/R 3100 M	2950 M O/R 3100 M	3100 M		
PSN W	2050 M	2050 M	2200 M		
PSN Y	1550 M	1550 M	1700 M		
TWY C	950 M	950 M	1100 M		
TWY B/F	630 M	630 M	780 M		

14. Approach and Runway Lighting

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT Length	RWY centre line LGT: Length, Spacing, Colour, Intensity	RWY edge LGT: Length, Spacing, Colour, Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
09	CAT II and III 900 M LIH	Green	3° 52 FT	900 M White	3100 M 15 M White; FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3100 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3100 M Yellow; LIH	Red	-
27	CAT II and III 900 M LIH	Green	3° 51 FT	900 M White	3100 M 15 M White; FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3100 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3100 M Yellow; LIH	Red	-

Remarks: NIL

15. Other Lighting and Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation:	-	centre line LGT:	Centre line on TWY A, B, C, D, F, H, J, K, M, N, STOP bars and RGL.
2. LDI location and LGT:	-	4. Secondary power supply/switch-over time:	Yes, switch-over time CAT II and III MAX 1 SEC, otherwise MAX 15 SEC.
Anemometer location and LGT:	-	5. Remarks:	NIL
3. TWY edge and	Blue edge LIL on TWY G, U.		

16. Helicopter Landing Area

1. Coordinates TLOF:	PSN center 55 44 14.97N 009 10 12.12E	5. Declared distance available:	NIL
2. TLOF elevation:	243 FT	6. APP and FATO lighting:	Green edge.
3. TLOF and FATO area dimensions, surface, strength, marking:	Diameter 17 M, Concrete, 6800 KG, White edge and white letter "H"	7. Remarks:	Approved for VMC operations day and night. Only HEMS operations allowed. Air taxiway and air transit route equipped with centreline lights, runway guard lights and stopbar.
4. True BRG of FATO:	303.03° to 095.03° clockwise		

17. ATS Airspace

1. Designation and lateral limits:	BILLUND CTR 55 50 31.7N 009 29 42.0E - 55 39 33.7N 009 30 40.8E - 55 38 16.0N 008 49 14.3E - 55 49 13.6N 008 48 03.9E - 55 50 31.7N 009 29 42.0E.	2. Vertical limits:	1500 FT MSL/GND
		3. Airspace classification:	D
		4. ATS unit call sign: Language(s):	BILLUND TOWER EN, DA

6. Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
TWR	BILLUND	119.000	H24	DOC: 4000 FT/25 NM

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SSR	TOWER BILLUND APP/TWR	121.500			Emergency Multi Radar track from ACC Copenhagen
ATIS	BILLUND AIRPORT INFORMATION	118.775	H24		DOC: FL 200/60 NM Language: EN

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 09 CAT III	BIL	109.750 MHZ	HO	55 44 28.92N 009 11 09.05E		ILS class III/E/4
GP 09		333.050 MHZ	H24	55 44 28.74N 009 08 20.83E		Angle 3°, RDH 50 FT
DME09	BIL	CH 34y	H24	55 44 28.74N 009 08 20.83E	237 FT	FREQ paired with LOC Collocated with GP
LOC 27 CAT III	LEL	110.700 MHZ	HO	55 44 22.51N 009 07 42.03E		ILS class III/E/4
GP 27		330.200 MHZ	H24	55 44 22.62N 009 10 27.31E		Angle 3°, RDH 49 FT
DME 27	LEL	CH 44x	H24	55 44 22.80N 009 10 27.17E	246 FT	FREQ paired with LOC Collocated with GP
VOR (3°E 2016)	ALS	114.700 MHZ	H24	54 54 19.49N 009 59 36.16E		DOC FL 500/60 NM, 80 NM 313°- 063° MAG and 80 NM 198°- 243° MAG
VOR/DME (2°E 2016)	RAM	111.850 MHZ/ CH 55Y	H24	56 28 42.14N 008 11 14.51E	60.4 FT	DOC FL 500/60 NM, 150 NM 222°- 042° MAG

20. Local Traffic Regulations**1. Taxiing**

- 1.1 Aircraft ICAO code letter F is only allowed to taxi with marshaller guidance.
 1.2 Aircraft - with MTOM above 5700 KG - taxiing by its own power are allowed only in connection with take-off and landing, otherwise such aircraft shall be towed.
 1.3 180° turn on the runway:

- a. Aircraft ICAO code letter F only allowed with marshaller guidance.
 b. Unless otherwise instructed by Billund TWR, 180° turn on the runway with aircraft having a MTOM of 40 tonnes or more is only permitted only on the designated turning areas at each end of the runway.

2. Parking

- 2.1 Marshaller assistance is compulsory for parking except on aircraft stands 26, 27, 28, 29, 31, 32, 34, 35, 36, 37, 38, 39 and 40 - which are equipped with visual docking guidance systems.

2.2 The following systems are used:

- Honeywell VDGS (Visual Docking Guidance System): Video-based.
Adjust, slow down and stop according to the information on the display.
- AGNIS (Azimuth Guidance for Nose-In Stands): Adjust according to the red and green light.
- Docking Mirror: Stop when the nose wheel is on the stop line. Both pilots can see this in the mirror.

If the docking guidance system is not activated or is displaying STOP - the stand is not ready for entry. In that case the pilot-in-command shall stop the aircraft and await further taxi instructions, either by subsequent re-activation of the docking guidance system or by hand or light signalling from a marshaller.

For a detailed description of the systems, see AIC series A.

Honeywell VDGS is available on stands 27, 28, 36, 37, 39 and 40.

AGNIS/Docking Mirror are available on stands 26, 29, 31, 32, 34, 35 and 38.

- 2.3 Parking of aircraft with MTOM 5700 KG and below shall take place on "General Aviation Parking" unless otherwise instructed.

3. Start up and push back

- 3.1 For aircraft with a MTOM above 5700 KG, engine start up and push back may take place only by assistance from a signalman (according to Marshalling Signals, EU923/2012 Appendix 1)

Aircraft on nose-in parking must not start up engines before commencing push-back. Approval for engine start up and/or pushback will be issued by the signalman.

4. Use of auxiliary power unit (APU)

Use of APU on aircraft stands shall be limited as far as possible.

APU may be used:

- 5 minutes after on block.
- 5 minutes before leaving apron.

Exemptions:

When the outside air temperature (OAT) is below -10°C or above +25°C APU may be used as follows, unless otherwise instructed by marshall:

- 5 minutes after on block.
- 15 minutes before leaving apron.

5. De-icing and anti-icing of aircraft

The period when de-icing/anti-icing can be expected is from 1 October to 30 April.

Request de-icing/anti-icing at Billund Handling frequency 131.900. When requesting ATC clearance please report, if de-icing has been requested.

Apron North:

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

Apron South:

- De-icing and anti-icing may take place on the apron.

Information about treatment and consumption of fluid to be obtained from the driver of the de-icing vehicle or the de-icing supervisor on frequency 131.800 (call-sign "Billund De-Icing") or from "Billund Handling" on frequency 131.900.

VHF communication between the Aircraft and Billund De-icing, the Aircraft registration shall be used as a Callsign.

6. Removal of disabled aircraft from the runway

In case an aircraft is damaged on the runway, it is the duty of the owner or user of such aircraft to ensure that it is removed as soon as possible. E.g. in case of punctures, it may be necessary that an aircraft - before replacement of wheels has taken place - moves away from the runway under its own power:

- If a damaged aircraft is not removed from the runway as quickly as the Duty Airport Manager consider it necessary for reasonable dispatch of the traffic, he shall be entitled to have the aircraft removed for the account of the owner or user.

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21. Noise Abatement Provisions**Noise Abatement Provisions for Billund Airport**

The provisions are divided into 2 parts:

- I. Take-off and landing restrictions.
- II. Reporting.

As regards engine run-ups and use of APU, see Local Regulations for Billund Airport, and AIP Denmark AD2-EKBI-5 Local Traffic Regulations.

Note: Noise abatement provisions for Billund Airport are established in pursuance of Section 82 of the Danish Air Navigation Act, cf. The Consolidation Act no. 543 of 13 June 2001, and Regulations for Civil Aviation, "Bestemmelser for Civil Luftfart" (BL), BL 3-40: Regulations on the abatement of noise from controlled aerodromes, Edition 2, 17 March 2003.

Chapter 7 of BL 3-40 reads as follows:

"7. Punishment

7.1 Violation of Chapter 4 in this BL is punishable with fine under Subsection 9 of Section 149 of the Danish Air Navigation Act if the violation can be set against the person in question as intentional or grossly negligent.

7.2 Penalty may be imposed on companies, etc. (legal persons) for violation of noise regulations even though the violation cannot be set against the legal person or a person attached to the legal person as wilful or negligent. Similarly an owner of a one-man company may be punished with fine even though the violation cannot be set against the owner as wilful or negligent. No alternative sentence is laid down for penalty.

I. Take-off and landing restrictions**1. General Provisions**

1.1 The noise abatement provisions may be deviated, if the Air Traffic Controller or the Pilot-in-Command judges it necessary for safety reasons (ex. CB's etc. in the approach and take-off sectors)

1.2 Overflying the city of Billund shall be avoided whenever possible.

1.3 Traffic circuits shall be executed north of the runway (except helicopters)

2. Restrictions valid for jet aeroplanes irrespective of weight and for propeller and turboprop aeroplanes MTOM above 5700 kg**2.1 Landing restrictions**

2.1.1 Use of more than idle reverse thrust is allowed only for safety reasons.

Note: With respect to propeller and turboprop aeroplanes idle reverse refers to propeller in beta range and engine at idle power.

2.1.2 Visual approach from the south to RWY 09 shall be executed with baseturn west of RNAV FIX SUTIT.

2.1.3 Visual approach from the south to RWY 27 shall be executed with baseturn east of RNAV FIX INLIS.

2.2 Take-off restrictions

2.2.1 In the period 2300-0600 local time take-off may take place only if an advance approval has been issued by Billund Airport.

2.2.2 RWY 09:

- a. If traffic permits, take-off shall be commenced from position 09B/F (Valid for jet aeroplanes and turboprop aeroplanes needing no more than a runway length of 2400 m).
- b. In the period 2300-0600 local time all VFR-departures will as far as possible be instructed to climb on runway direction until 2 NM east of THR RWY 27. This direction shall be kept until further instructions are received from the ATC.

2.2.3 RWY 27:

- a. Take-off positions:

Jet aeroplanes: Take-off shall be commenced from the end of the runway.

Propeller and- turboprop aeroplanes: Take-off shall be commenced from PSN M/W or east hereof.

- b. Right turn minimum 30° shall be initiated when passing 800 FT MSL and the distance to DME LEL is greater than 1 NM.
- c. In case of radar vectoring to the south, the extended runway cen-

tre line must not be passed closer than 2 NM west of THR RWY 09.

2.3 School and training flights

2.3.1 School and training flights are allowed only if prior permission (PPR) has been obtained from ARO. The permission will be granted on specified conditions due to the type of the aircraft. Permission for training flights (PFT and FT-AP) in order to maintain the privileges of the certificat will be granted in the period 0900-1900 local time. Permission for school flights will be granted only on weekdays 0900-1500 local time.

3. Restrictions valid for propeller aeroplanes with MTOM 5700 kg or less in the period 2300-0600 local time**3.1 Landing restrictions**

3.1.1 Visual approach from the south to RWY 09 shall be executed with baseturn west of RNAV FIX SUTIT.

3.2 Take-off restrictions**3.2.1 RWY 09:**

All VFR-departures will as far as possible be instructed to climb on runway direction until 2 NM east of THR RWY 27. This direction shall be kept until further instructions from the ATC are given or leaving CTR.

3.2.2 RWY 27:

- a. Take-off shall be commenced from PSN M/W or east hereof.
- b. All VFR-departures will as far as possible be instructed to turn right minimum 30° when passing 800 FT MSL and the distance to DME LEL is greater than 1 NM. This direction shall be kept until further instructions from the ATC are given.

3.3 School and training flights

3.3.1 School and training flights are allowed only if prior permission (PPR) has been obtained from ARO. The permission will be granted on specified conditions due to the type of the aircraft. Permission fro training flights (PFT and FT-AP) in order to maintain the privileges of the certificat will be granted in the period 0900-1900 local time. Permission for school flights will be granted only on weekdays 0900-1500 local time.

4. Restrictions valid for helicopters

4.1 Take-off and landing from Heligrass may take place only if prior permission has been obtained from Billund Airport.

4.2 Traffic circuits and routing to and from Heligrass are restricted. Specified instructions can be obtained from Billund Airport.

4.3 Scool and training flights with landing circuits from Heligrass are allowed only on weekdays in the period 0900-1700 local time.

II. Reporting

The Danish Transport Authority will make further investigations based on the below mentioned reporting. The investigation will include an evaluation of whether the airline is liable to punishment according to Regulation for Civil Aviation BL 3-40.

1. ATC Billund's reporting to the Danish Transport Authority

1.1 The ATC Billund shall notify the Danish Transport Authority of:

- a) Every clearance deviating from the above mentioned provisions.
- b) Every clearance according to the provision in Part I, item 1.1 concerning safety reasons.
- c) Every operation where it is observed, that it is carried out contrary to the clearance issued according to the provisions concerning take-off and landing restrictions.

2. Billund Airports reporting to the Danish Transport Authority

Billund Airport shall notify the Danish Transport Authority if:

2.1 An aeroplane takes off within the period 2300-0600 local time without having the nessessary advance approval, cf. Part I, item 2.2.1.

2.2 School- and training flights have taken place against the provisions, cf. Part I, item 2.3.1 or item 3.2.1.

2.3 Helicopter flights have taken place against the provisions, cf. Part I, item 4.1 or 4.3.

22. Flight Procedures**1. IFR Arrival**

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to LOKSA or GELBA.

At first contact with BILLUND APPROACH state type of aircraft.

1.2 Speed limit: FL 60 and below: MAX IAS 250KT

1.3 Radio communication failure

Navigation aids designated for radio communication failure during IMC for arriving aircraft are

- Fix OSLAS when RWY 09 is expected runway in use, and
- Fix ELRIT when RWY 27 is expected runway in use.

1.4 Precision Approach. Category II/III Operations

The operations are subject to the following procedures and conditions:

a. ATC procedures

ATC will apply special safeguards and procedures during Category II/III operations. These procedures will only be introduced when the ceiling is 200 FT or less and/or RVR 800 M or less.

The minimum distance between an aircraft on final approach carrying out a Category II/III ILS approach and any other preceding aircraft will for CAT II not be less than 5 NM and for CAT III not less than 8 NM. The separation must be established at the latest when preceding aircraft passes THR.

Departing aircraft must have commenced take-off run, before arriving aircraft has left 2000 FT on final approach.

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b. Pilot procedures.

Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase:

"Request Category II (or III) ILS approach runway
(mention runway number)"

Above mentioned request shall be made to COPENHAGEN CONTROL and confirmed on first contact with BILLUND APPROACH.

2. IFR Departure

2.1 Departing traffic shall contact TWR on 119.000 prior to TOBT (Target Off Block Time) in order to obtain ATC clearance. Clearance is available from EOBT -30 min. At initial contact aircraft type and stand number shall be stated. When RWY 09 is in use state preferred take-off position. Approval for engine start up and/or pushback will be issued by the signalman.

2.2 Standard Instrument Departures (SID) have been established for RWY 09 and RWY 27 as follows:

- SID (RNAV) based on conventional navigation below minimum radar vectoring altitude (MRVA) (1800 FT) and on the use of at least B-RNAV equipment above MRVA. Clearance will be issued only when radar service is available.
- Alternate SIDs ASKOV and GOKIM will be issued during gliding activities in gliding areas in Billund TMA, see AD 2 - EKBI Gliding Areas in TMA/CTR.

2.3 If unable to follow RNAV SID, state inability at first contact with TWR in order to obtain alternate clearance.

2.4 Climb out for flights not cleared via an SID:

RWY 09: For jet aeroplanes irrespective of weight and for propeller and turbo-prop aeroplanes with MTOM above 5700 kg: Climb on 084° MAG to INLIS or 1000 FT MSL whichever is later, then turn according to clearance. Minimum climb gradient 3.7% until passing 1000 FT MSL.

RWY 09: For propeller and turboprop aeroplanes with MTOM 5700 kg or less: Climb on 084° MAG, minimum climb gradient 3.7% until passing 1000 FT MSL, then turn according to clearance.

RWY 27: All aeroplanes: Climb on 264° MAG to DME LEL 1.0 NM or 800 FT MSL, whichever is later, then turn according to clearance.

MAX IAS 250 KT FL60 and below.

2.5 Aircraft requesting cruising level at or above FL 250 in HANNOVER UIR are advised to arrange the climb to be at or above FL 250 within 45 NM from EKBI. If unable advise BILLUND TOWER upon clearance request.

2.6 Flight plan for international flights shall be filed via one of the SID termination points (RAM, INTET, ABINO, RIDSI, ALS, MIKRO or BAMP1).

For BAMP1 SID the following compulsory routing after BAMP1 shall be included in the flight plan:

- Traffic via P992: BAMP1 - T60 - NARBA - P992
- Traffic via P619: BAMP1 - T60 - NAVIK - P619
- Traffic via P613: BAMP1 - T60 - NUGLO - P613
- Traffic via P60: BAMP1 - T60
- Traffic via L983: BAMP1 - T60 - AMRAM - L983
- Traffic via N866: BAMP1 - T60 - AMRAM - N866

2.7 Flight plan for flights with destination within COPENHAGEN AREA shall be filed via ABINO. Flight plan for other domestic flights may be filed DCT.

3. VFR Flights

3.1 VFR reporting points and VFR holdings are established, see ANC 1:500 000 - Denmark.

4. Flight Plan

All departing flights shall submit flight plan or abbreviated flight plan to ARO before departure.

23. Additional Information

1. Limitations in ATIS

1.1 To keep the length of the ATIS broadcast within the recommended 30 seconds the following apply:

- a. Flow restrictions will not be broadcasted. The pilot-in-command must consult the Airport Briefing Office to obtain information about valid flow restrictions.
- b. Information about variation in wind direction will be broadcast only if the mean wind velocity is 6 KT or more.

2. Gliding

2.1 Glider areas within Billund TMA/CTR, see AD 2 - EKBI Glider Areas in TMA/CTR.

2.2 Glider Areas.

Each glider area will be activated on request by Billund Approach according to agreement between Billund Approach and Dansk Svæveflyver Union (DSvU). Announcement of active glider area will - if necessary due to heavy load on the communication channels - be broadcasted on Billund ATIS (118.775 MHZ)

with information of upper limits and period of activity.

2.3 VFR flights may obtain information about active glider areas on the TOWER/APPROACH frequency.

A request for clearance to pass an active area will normally be complied with, but VFR flights cleared to pass an active area will not receive the prescribed traffic information and advice to avoid collision normally given by ATS for airspace class C.

2.4 IFR flights will be separated from active glider areas or from individual flights in mentioned areas.

Note: Observe the fact, that gliding may take place below the areas, whether the areas are active or not.

3. Large aircraft operations

3.1 The RWY is classified as 4E/PA-3B. Procedures have been implemented to handle large aircraft operations. For operations with larger aircraft contact ds-handling@bli.dk.

24. Charts Related to the Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 09
Precision Approach Terrain Chart - ICAO	AOC-A 27
Standard Departure Chart - Instrument - ICAO	PATC 09
Instrument Approach Chart - ICAO	PATC 27
Visual Approach Chart - ICAO	SID 09 - 1 (RNAV)
Other Charts	SID 09 - 2 (RNAV)
	SID 27 - 1 (RNAV)
	SID 27 - 2 (RNAV)
	ILS or LOC Z RWY 09 (CAT I+II+III)
	ILS or LOC Y RWY 09 (CAT I+II+III)
	RNAV (GNSS) RWY 09 - 1
	RNAV (GNSS) RWY 09 - 2
	ILS or LOC Z RWY 27 (CAT I+II+III)
	ILS or LOC Y RWY 27 (CAT I+II+III)
	RNAV (GNSS) RWY 27 - 1
	RNAV (GNSS) RWY 27 - 2
	VAC
	Glider Areas in TMA/CTR