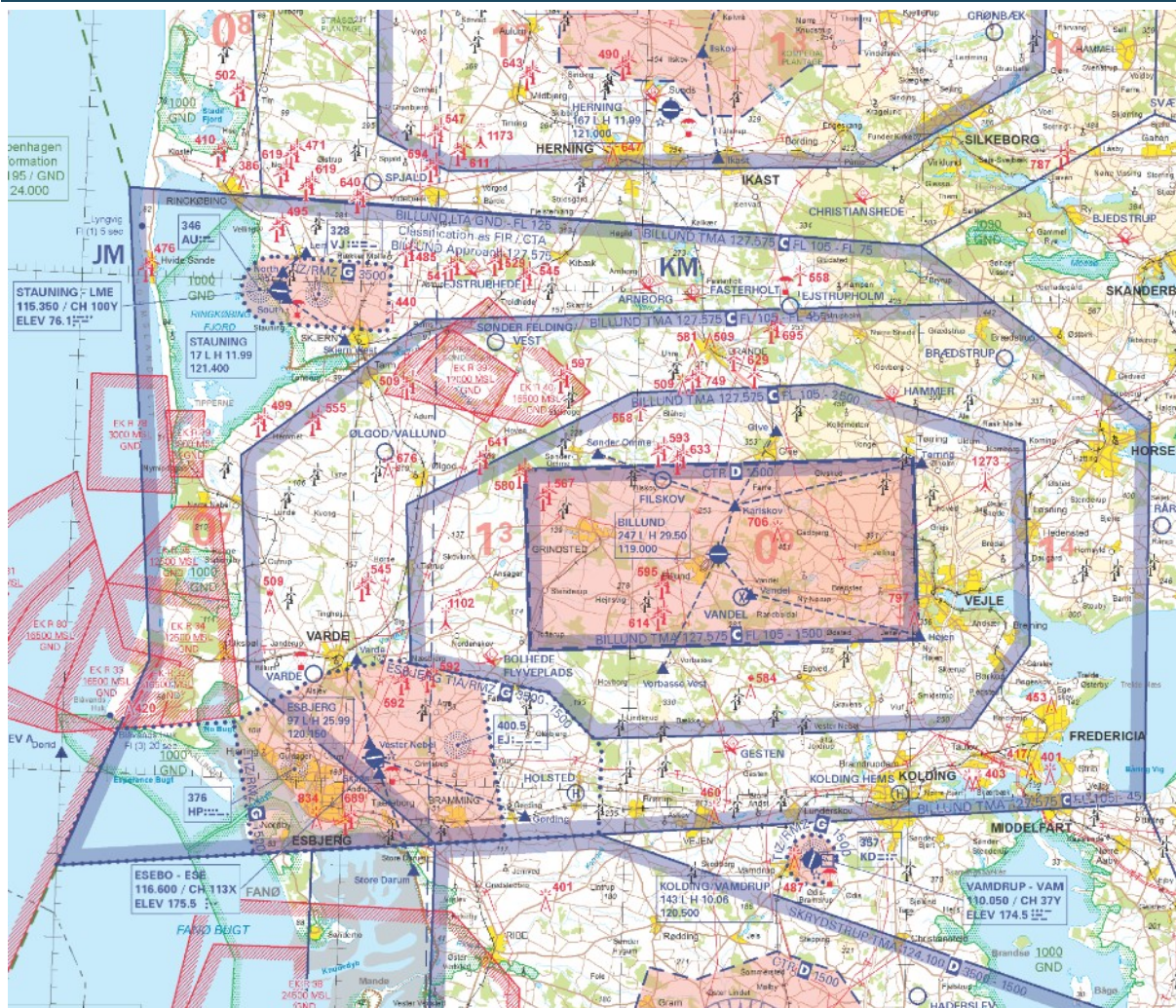


# Billund Airport (EKBI)



## Charts

by VATSIM-Scandinavia

|                                           |                                     |                                      |                                  |                              |                                          |
|-------------------------------------------|-------------------------------------|--------------------------------------|----------------------------------|------------------------------|------------------------------------------|
| <b>Elevation</b><br>247'                  | <b>Transition Altitude</b><br>3000' | <b>More Charts</b><br>aim.naviair.dk | <b>Tower</b><br>119.000          | <b>APP</b><br>127.575        | <b>ACC Copenhagen</b><br>126.050/121.375 |
| <div>EKBI<br/>Quick Reference notes</div> |                                     |                                      |                                  |                              |                                          |
| Direct points <b>Runway 09 →</b>          |                                     |                                      | <b>← Runway 27</b> Direct points |                              |                                          |
| <b>GELBA</b><br>(GIVNA, EPARA)            | <b>ILS BIL</b><br>109.75/084        |                                      |                                  | <b>ILS LEL</b><br>110.75/264 | <b>LOKSA</b><br>(UVINA, ODNEV)           |

## GENERAL

- Non-Precision Approaches are: RNAV
- If local ATC is not online contact ACC Copenhagen on 126.050, 133.150 or 121.375
- Departures to EKCH, EKRK or EKRN MUST file via ABINO point

## Arrival

- No STARs available. Arrival via “Direct points” as described above
- Low transition level, meaning you will be cleared to QNH late
- Expect Vectors to final, or intercept ILS from LOKSA/GELBA

## Taxi & Parking

- After landing vacate to the north for Civil Apron
- Cargo and GA is on the south apron
- Expect stand 25-40 for civil aircraft

## Departure

- At first contact with EKBI advise Aircraft Type and ATIS letter
- Tower may advise push and start own discretion, but may also choose to control pushbacks
- Intersection M is not allowed for departures
- After Departure you must AUTOMATICALLY switch to EKBI\_APP when passing 1500'
- File via SIDs with Initial climb of FL60

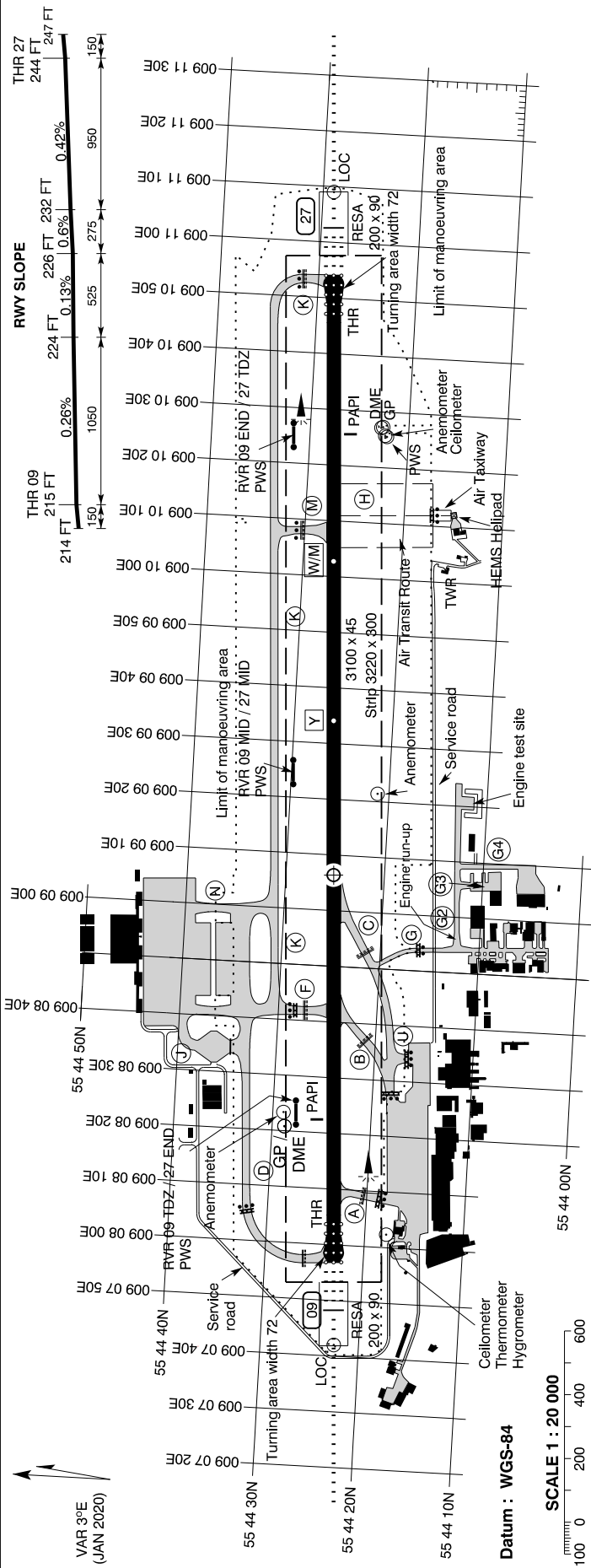
## AERODROME CHART - ICAO

AD 2 - EKBI  
ADC  
Billund

Changes : "Engine run-up" and "Engine test site".

ARP : 55 44 25.16N 009 09 06.40E  
On RWY, 1075 M from THR 09

AD ELEV : 247 FT

ELEV in FT  
Dimensions / Distances in MBillund APP : 127.575  
Billund TWR : 119.000  
ATIS : 118.775

## RUNWAYS

| NR | Direction                | THR                           | PSN                       | Pavement Strength                          | Day marking                                | Declared distances                          | APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable) | End                                               |
|----|--------------------------|-------------------------------|---------------------------|--------------------------------------------|--------------------------------------------|---------------------------------------------|-----------------------------------------------------------------------|---------------------------------------------------|
|    |                          |                               |                           | TORA                                       | TODA                                       | ASDA                                        | LDA                                                                   |                                                   |
| 09 | 086.8° GEO<br>083.8° MAG | 55 44 23.24N<br>009 08 05.34E | D<br>A<br>B/F<br>C        | 3100<br>2891<br>2350<br>2030               | 3100<br>2891<br>2350<br>2030               | 3100<br>2891<br>2350<br>2030                | 2950<br>CAT II<br>and III                                             | 150 M Red<br>2350 M White<br>600 M Yellow<br>60 M |
| 27 | 266.8° GEO<br>263.8° MAG | 55 44 28.20N<br>009 10 45.60E | K<br>W/M<br>Y<br>C<br>B/F | 2950<br>3100<br>2050<br>1550<br>950<br>630 | 2950<br>3100<br>2050<br>1550<br>950<br>630 | 2950<br>3100<br>2200<br>1700<br>1100<br>780 | 2950<br>CAT II<br>and III                                             | 150 M Red<br>2350 M White<br>600 M Yellow<br>60 M |

## TAXIWAYS

Width / Pavement :  
TWY A, B, C, D, F, J, K, M, N and U :  
23 / Asphalt  
TWY H :  
57 / Grass

Strength :  
TWY A, B, C and U : PCN 110 / F / A / X / T  
TWY J and K : PCN 90 / F / C / W / T  
TWY D, F and N : PCN 70 / F / C / W / T  
TWY M : PCN 65 / F / A / W / T

Day marking :  
TWY A, B, C, F and U : Centre line,  
Side stripes, Holding positions  
TWY D, K and M : Centre line, Holding position  
TWY J : Centre line, Intermediate holding position  
TWY N : Centre line

Lighting :  
Blue edge LL : TWY U  
Centre line, Stop bars and RGL :  
TWY A, B, C, D, F, J, K, M and N

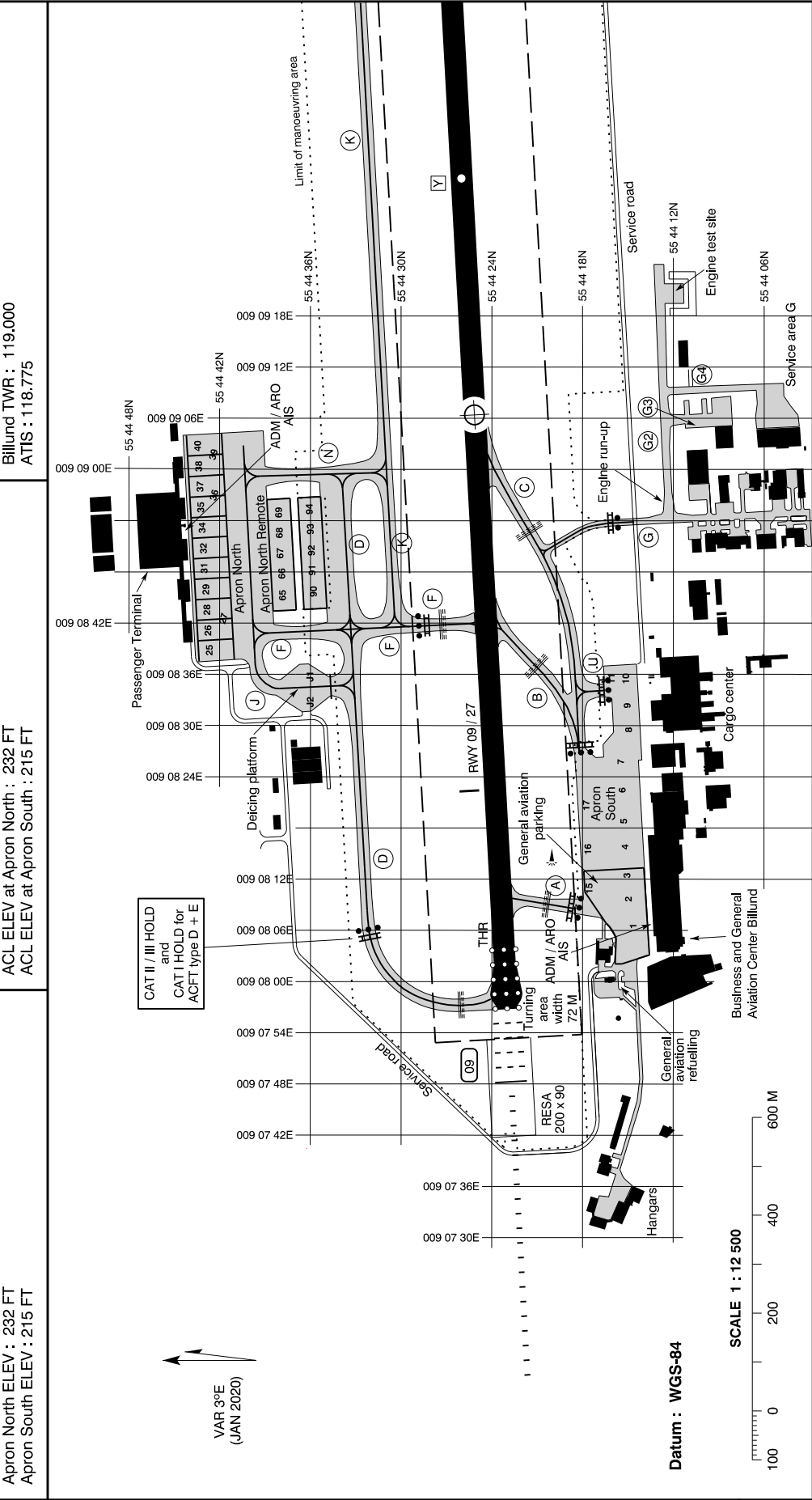
**OTHER :** Secondary power supply : Yes, switch-over time CAT II and III MAX 1 SEC,  
otherwise MAX 15 SEC

**OBSTACLES :** All obstacles are marked by day and night



AIRCRAFT PARKING / DOCKING  
CHART - ICAO

AD 2 - EKBI  
APDC  
Billund



TAXIWAYS G and G2

Secondary TWY G and G2 :  
Width / Pavement :  
12 M / Asphalt  
Lighting :  
Blue edge LIL on TWY G

APRON

Apron South :  
Concrete PCN 110 / R / A / X / T  
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  
Deicing platform :  
Semi-flexible pavement (Densiphalt)  
PNC 90 / F / C / W / T

INS COORDINATES FOR AIRCRAFT STANDS

Apron North Remote  
65 - 55 44 37.72N 009 08 45.13E  
66 - 55 44 37.80N 009 08 47.54E  
67 - 55 44 37.87N 009 08 49.94E  
68 - 55 44 37.95N 009 08 52.34E  
69 - 55 44 38.02N 009 08 54.75E  
90 - 55 44 35.69N 009 08 45.33E  
91 - 55 44 35.76N 009 08 47.73E  
92 - 55 44 35.84N 009 08 50.14E  
93 - 55 44 35.91N 009 08 52.54E  
94 - 55 44 35.99N 009 08 54.95E

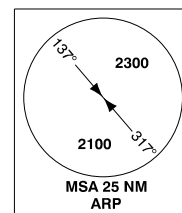
Apron South  
1 - 55 44 14.16N 009 08 03.88E  
2 - 55 44 14.66N 009 08 09.03E  
3 - 55 44 14.73N 009 08 11.60E  
4 - 55 44 14.81N 009 08 13.88E  
5 - 55 44 14.97N 009 08 18.74E  
6 - 55 44 15.14N 009 08 23.91E  
7 - 55 44 14.97N 009 08 27.24E  
8 - 55 44 15.02N 009 08 29.50E  
9 - 55 44 15.10N 009 08 32.31E  
10 - 55 44 15.16N 009 08 35.15E  
11 - 55 44 16.33N 009 08 35.32E  
15 - 55 44 16.97N 009 08 11.67E  
16 - 55 44 17.07N 009 08 14.94E  
17 - 55 44 17.24N 009 08 20.09E



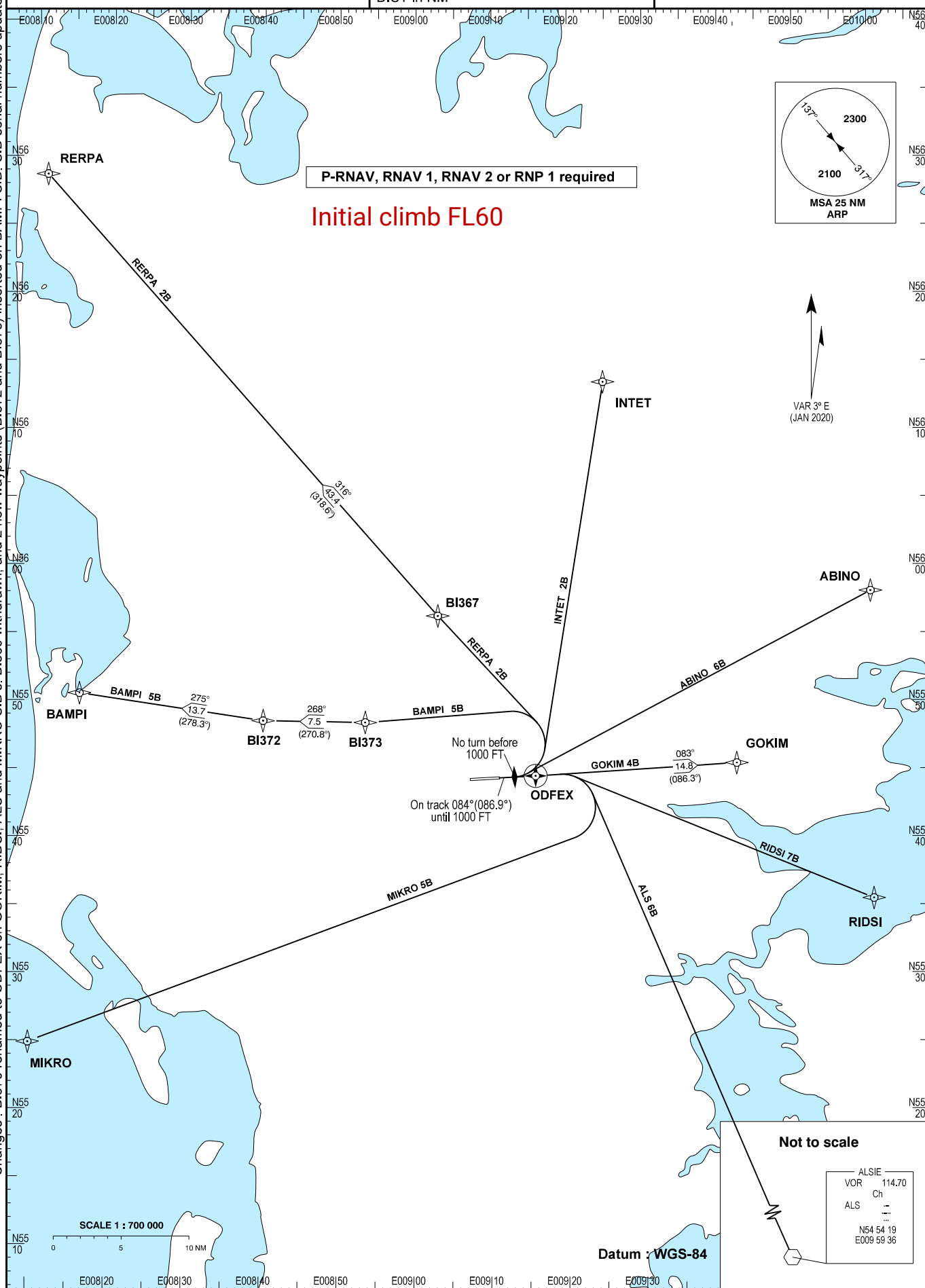
After Departure Contact AUTOMATICALLY EKBI\_APP passing 1500'

**STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO**

Transition altitude : 3000

Bearings are magnetic (true)  
ELEV / ALT in FT  
DIST in NM**AD 2 - EKBI  
SID (P-RNAV) RWY 09 - 1  
Billund****P-RNAV, RNAV 1, RNAV 2 or RNP 1 required****Initial climb FL60**VAR 3° E  
(JAN 2020)

Changes: BI370 renamed to ODFEX on GOKIM, RIDSI ALS and MIKRO SID's, BI369 withdrawn, and 2 new waypoints (BI372 and BI373) inserted on BAMPI SID. SID serial numbers updated.



After Departure Contact AUTOMATICALLY EKBI APP passing 1500'

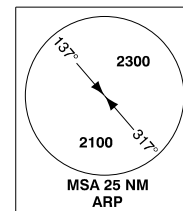
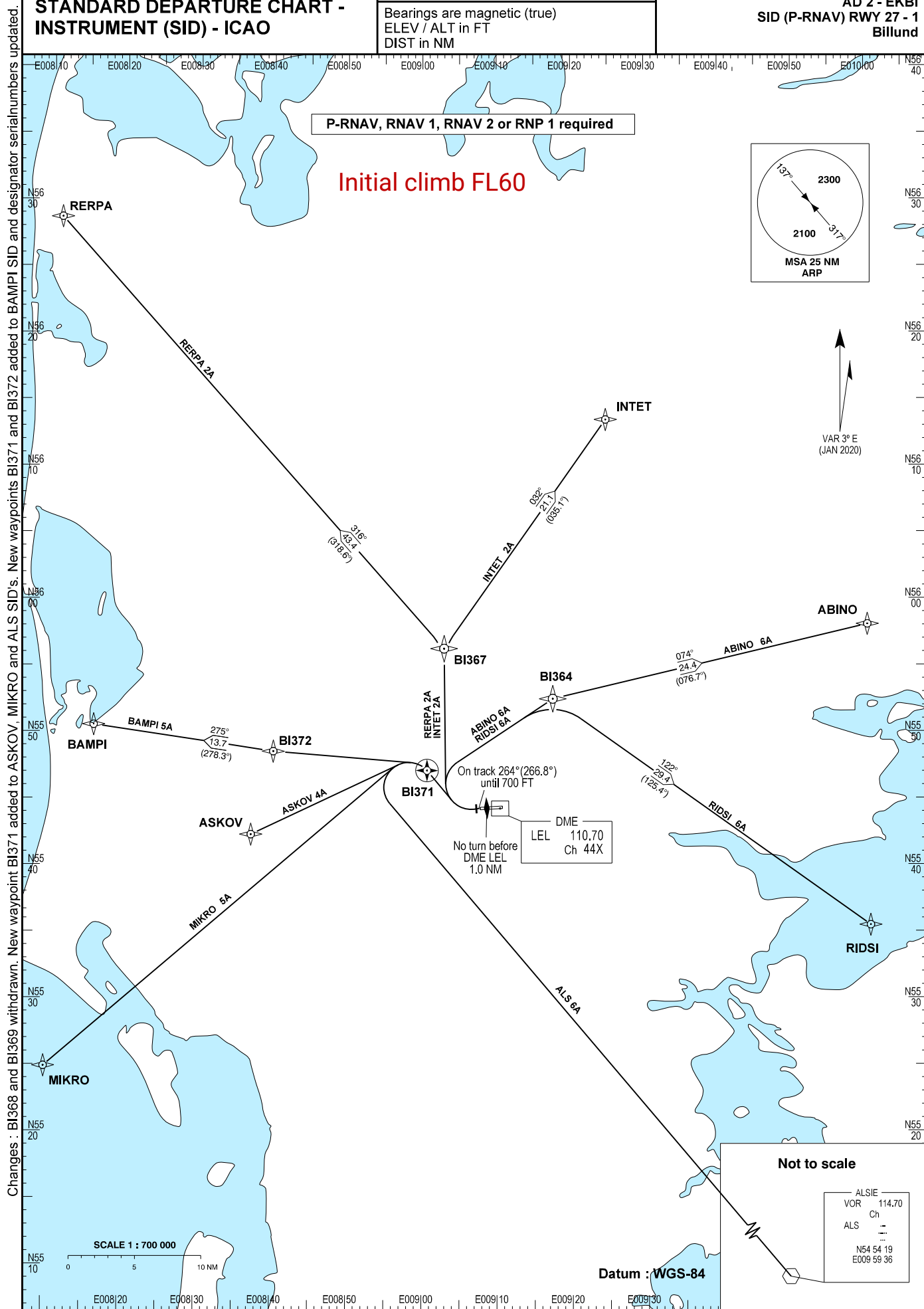
STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

Transition altitude : 3000

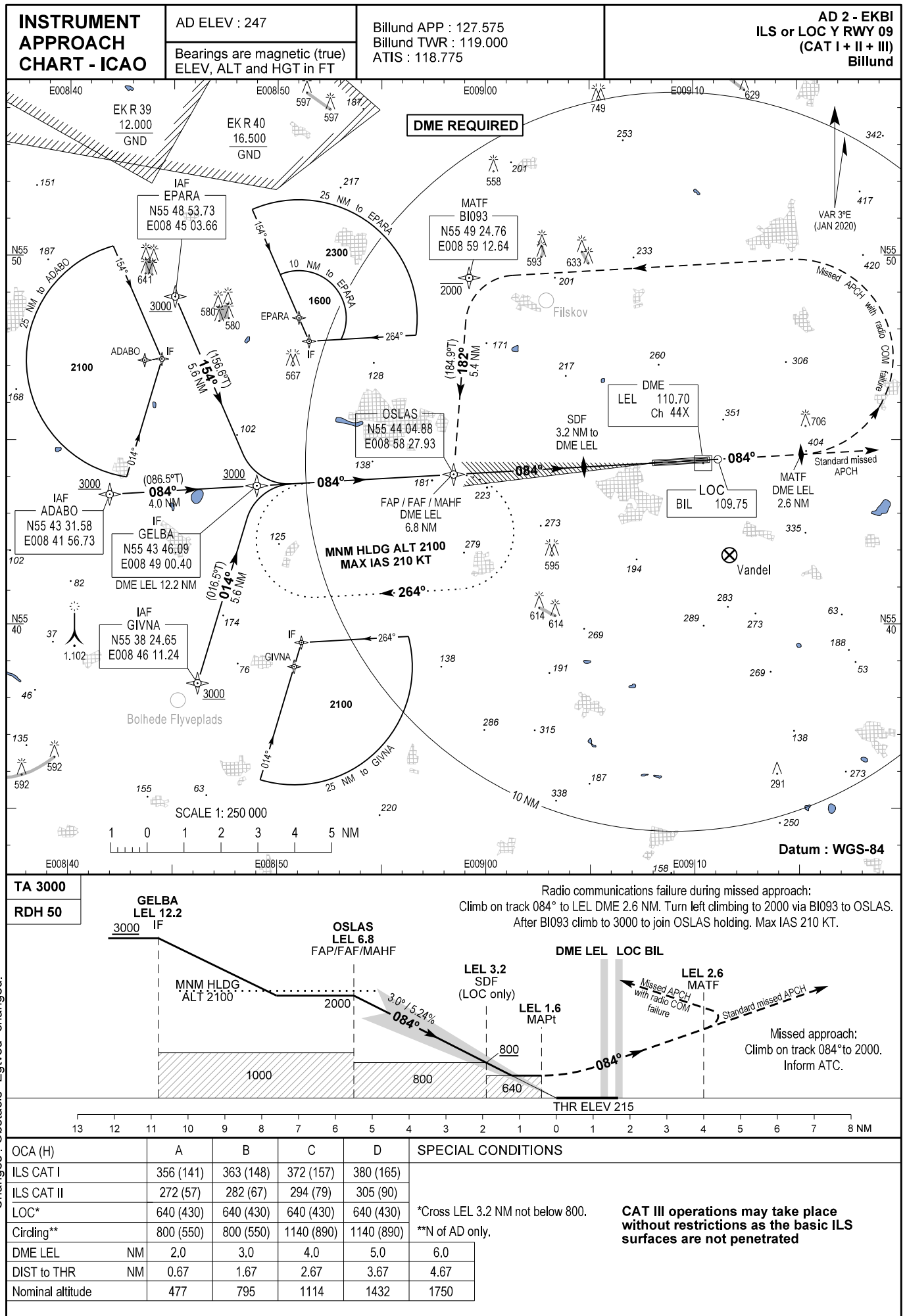
Bearings are magnetic (true)  
ELEV / ALT in FT  
DIST in NMAD 2 - EKBI  
SID (P-RNAV) RWY 27 - 1  
Billund

P-RNAV, RNAV 1, RNAV 2 or RNP 1 required

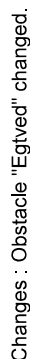
Initial climb FL60

VAR 3° E  
(JAN 2020)

Changes: BI368 and BI369 withdrawn. New waypoint BI371 added to ASKOV, MIKRO and ALS SID's. New waypoints BI371 and BI372 added to BAMPI SID and designator serial numbers updated.



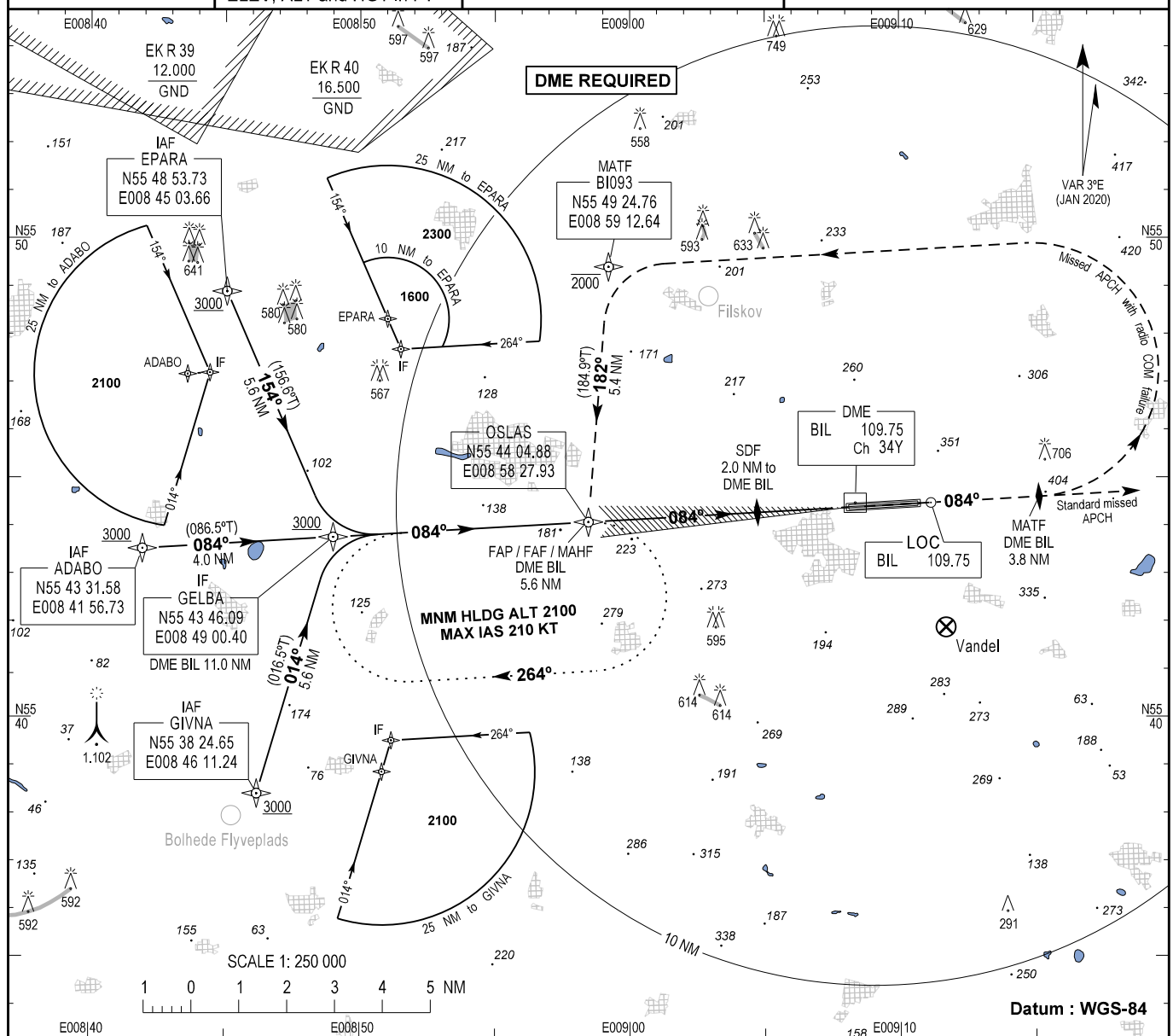




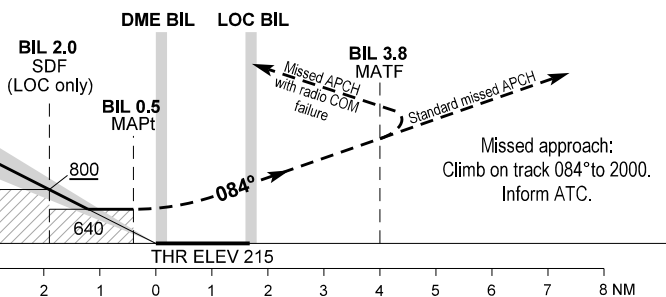
**CAT III operations may take place without restrictions as the basic ILS surfaces are not penetrated**

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AD ELEV : 247

Bearings are magnetic (true)  
ELEV, ALT and HGT in FTBillund APP : 127.575  
Billund TWR : 119.000  
ATIS : 118.775**AD 2 - EKBI**  
**ILS or LOC Z RWY 09**  
**(CAT I + II + III)**  
**Billund****TA 3000****RDH 50****GELBA****BIL 11.0****IF****OSLAS****BIL 5.6****FAP/FAF/MAHF****MNM HLDG****ALT 2100**

Radio communications failure during missed approach:  
Climb on track 084° to BIL DME 3.8 NM, Turn left climbing to 2000 via BI093 to OSLAS.  
After BI093 climb to 3000 to join OSLAS holding. Max IAS 210 KT.



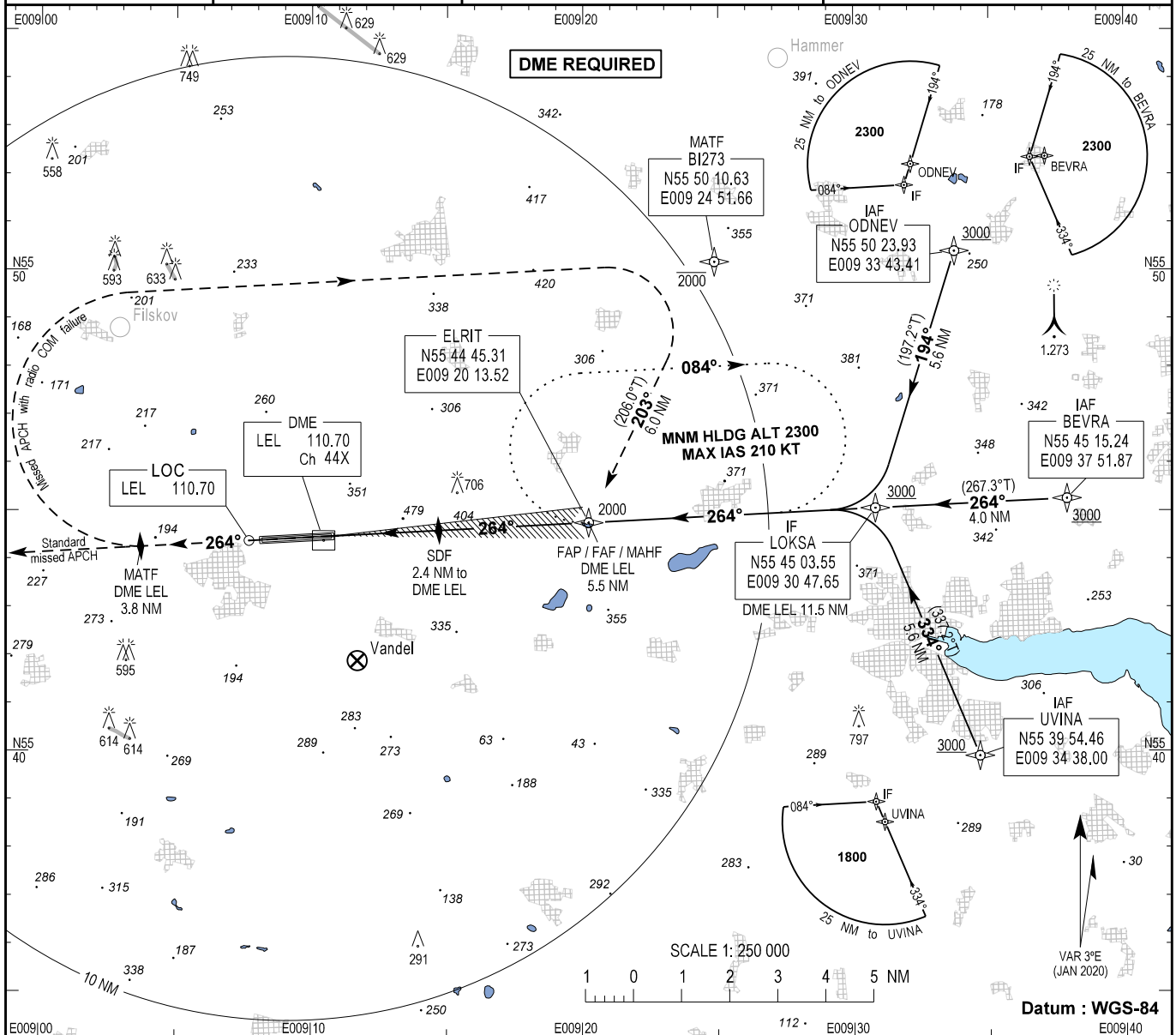
Changes : Obstacle "Egtved" changed.

| OCA (H)          | A         | B         | C          | D          | SPECIAL CONDITIONS               |
|------------------|-----------|-----------|------------|------------|----------------------------------|
| ILS CAT I        | 356 (141) | 363 (148) | 372 (157)  | 380 (165)  |                                  |
| ILS CAT II       | 272 (57)  | 282 (67)  | 294 (79)   | 305 (90)   |                                  |
| LOC*             | 640 (430) | 640 (430) | 640 (430)  | 640 (430)  | *Cross BIL 2.0 NM not below 800. |
| Circling**       | 800 (550) | 800 (550) | 1140 (890) | 1140 (890) | **N of AD only.                  |
| DME BIL          | NM 1.0    | 2.0       | 3.0        | 4.0        | 5.0                              |
| DIST to THR      | NM 0.85   | 1.85      | 2.85       | 3.85       | 4.85                             |
| Nominal altitude | 534       | 853       | 1171       | 1489       | 1808                             |

**CAT III operations may take place  
without restrictions as the basic ILS  
surfaces are not penetrated**

**INSTRUMENT  
APPROACH  
CHART - ICAO**

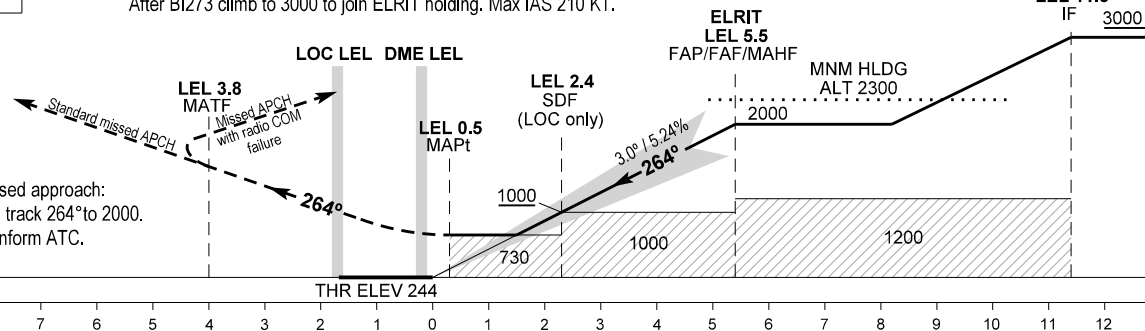
AD ELEV : 247

Bearings are magnetic (true)  
ELEV, ALT and HGT in FTBillund APP : 127.575  
Billund TWR : 119.000  
ATIS : 118.775**AD 2 - EKBI**  
**ILS or LOC Z RWY 27**  
**(CAT I + II + III)**  
**Billund****TA 3000**

Radio communications failure during missed approach:

Climb on track 264° to LEL DME 3.8 NM. Turn right via BI273 to ELRIT, climbing to 2000.

After BI273 climb to 3000 to join ELRIT holding. Max IAS 210 KT.

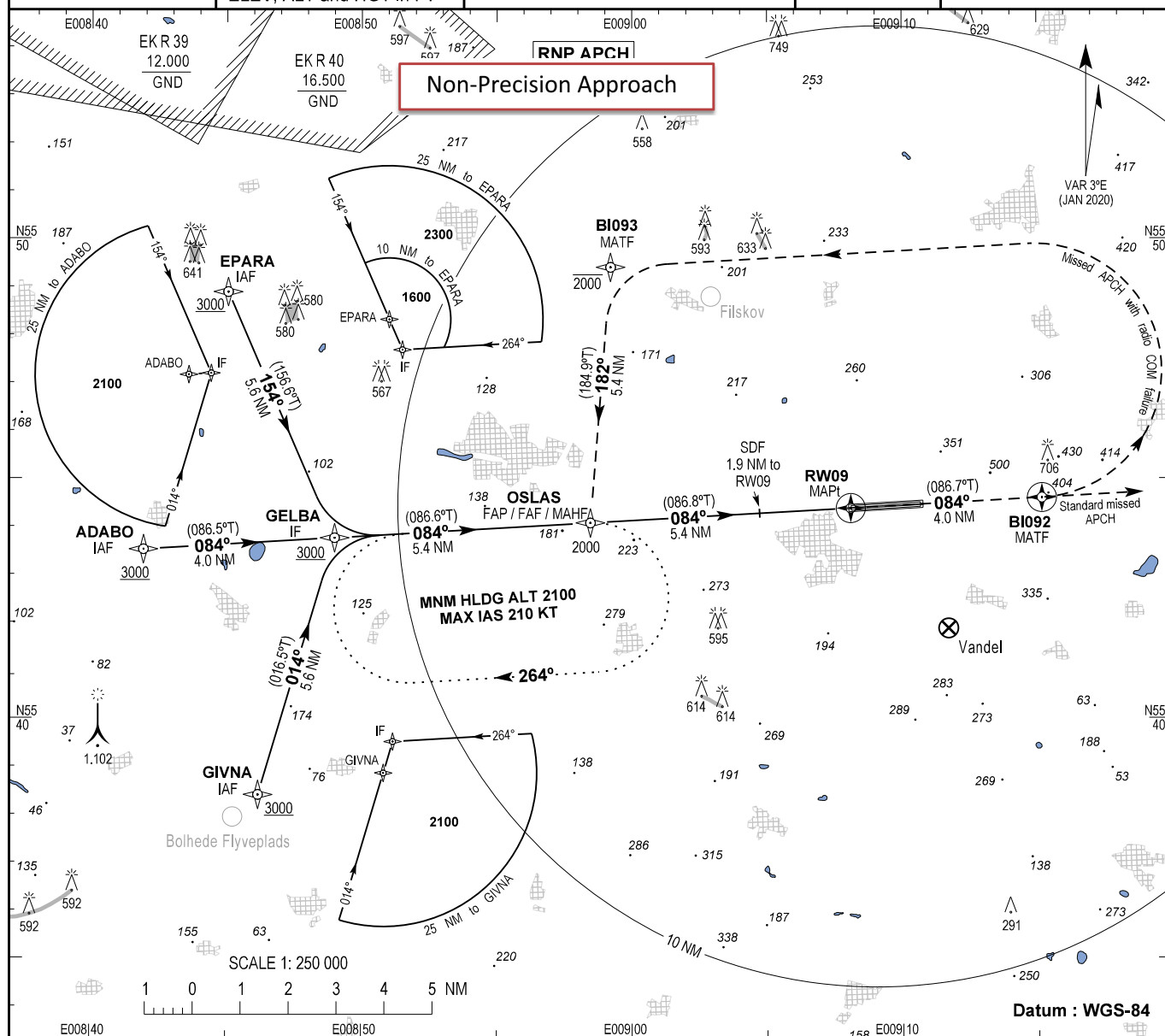
**RDH 49**

| OCA (H)          | A         | B         | C          | D          | SPECIAL CONDITIONS                    |
|------------------|-----------|-----------|------------|------------|---------------------------------------|
| ILS CAT I        | 385 (141) | 392 (148) | 401 (157)  | 409 (165)  |                                       |
| ILS CAT II       | 301 (57)  | 311 (67)  | 323 (79)   | 334 (90)   |                                       |
| LOC*             | 730 (480) | 730 (480) | 730 (480)  | 730 (480)  | *Cross LEL DME 2.4 NM not below 1000. |
| Circling**       | 800 (550) | 800 (550) | 1140 (890) | 1140 (890) | **N of AD only.                       |
| DME LEL NM       | 1.0       | 2.0       | 3.0        | 4.0        | 5.0                                   |
| DIST to THR NM   | 0.82      | 1.82      | 2.82       | 3.82       | 4.82                                  |
| Nominal altitude | 554       | 872       | 1191       | 1509       | 1828                                  |

**CAT III operations may take place  
without restrictions as the basic ILS  
surfaces are not penetrated**

**INSTRUMENT  
APPROACH  
CHART - ICAO**

AD ELEV : 247

Bearings are magnetic (true)  
ELEV, ALT and HGT in FTBillund APP : 127.575  
Billund TWR : 119.000  
ATIS : 118.775EGNOS :  
CH 57711  
E09A**AD 2 - EKBI**  
**RNP RWY 09 - 1**  
**Billund****TA 3000****RDH 50****GELBA**

3000 IF

**OSLAS**

FAP/FAF/MAHA

**MNM HLDG**

ALT 2100

1.9 NM to RW09

SDF

(LNAV only)

**BI092**

MATF

Missed APCH with radio COM failure

Standard missed APCH

Missed approach:

Climb on track 084° to 2000.

Inform ATC.

THR ELEV 215

13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 NM

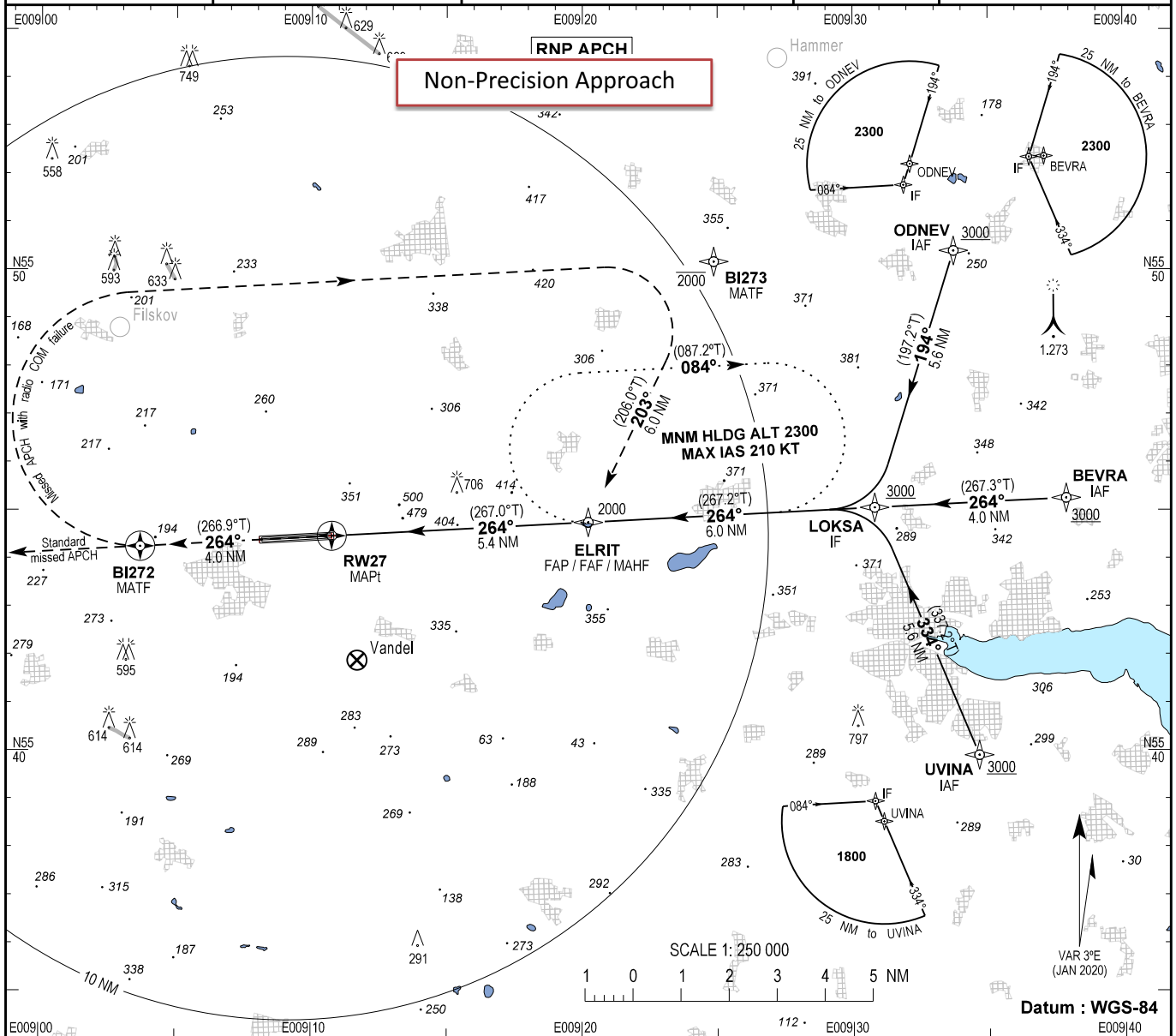
| OCA (H)          | A         | B         | C          | D          | SPECIAL CONDITIONS                        |
|------------------|-----------|-----------|------------|------------|-------------------------------------------|
| LPV              | 356 (141) | 363 (148) | 372 (157)  | 380 (165)  |                                           |
| LNAV/VNAV*       | 530 (310) | 540 (320) | 550 (330)  | 560 (340)  | *Not to be used below -25°C.              |
| LNAV**           | 720 (510) | 720 (510) | 720 (510)  | 720 (510)  | **Cross 1.9 NM before RW09 not below 800. |
| Circling***      | 800 (550) | 800 (550) | 1140 (890) | 1140 (890) | ***N of AD only.                          |
| DIST to RW09     | NM        | 1.0       | 2.0        | 3.0        | 4.0                                       |
| Nominal altitude | 583       | 902       | 1220       | 1539       | 1857                                      |

Changes : Obstacle "Egtved" changed.



**INSTRUMENT  
APPROACH  
CHART - ICAO**

AD ELEV : 247

Bearings are magnetic (true)  
ELEV, ALT and HGT in FTBillund APP : 127.575  
Billund TWR : 119.000  
ATIS : 118.775EGNOS :  
CH 65547  
E27AAD 2 - EKBI  
RNP RWY 27 - 1  
Billund

TA 3000

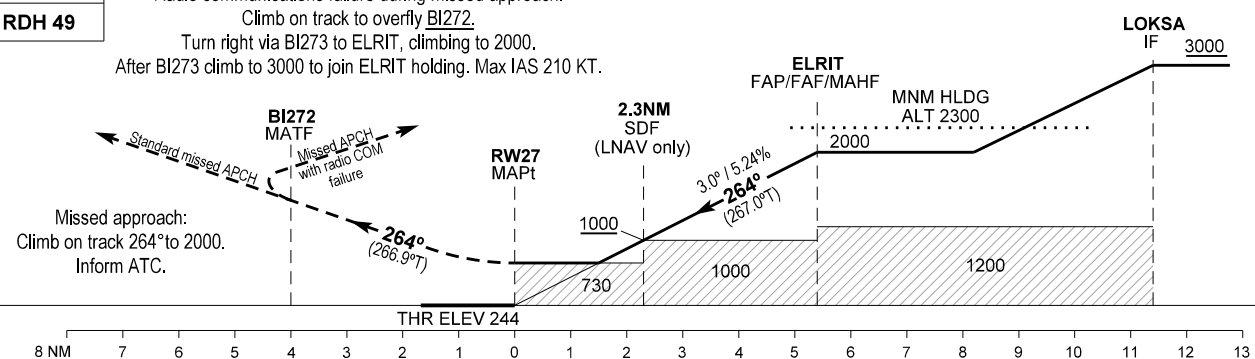
Radio communications failure during missed approach:

RDH 49

Climb on track to overfly BI272.

Turn right via BI273 to ELRIT, climbing to 2000.

After BI273 climb to 3000 to join ELRIT holding. Max IAS 210 KT.



| OCA (H)          | A         | B         | C          | D          | SPECIAL CONDITIONS                                                         |
|------------------|-----------|-----------|------------|------------|----------------------------------------------------------------------------|
| LPV              | 385 (141) | 392 (148) | 401 (157)  | 409 (165)  | *Not to be used below -25°C.<br>**Cross 2.3 NM before RW27 not below 1000. |
| LNAV/VNAV*       | 620 (370) | 630 (380) | 640 (390)  | 650 (400)  |                                                                            |
| LNAV**           | 730 (480) | 730 (480) | 730 (480)  | 730 (480)  | ***N of AD only.                                                           |
| Circling***      | 800 (550) | 800 (550) | 1140 (890) | 1140 (890) |                                                                            |
| DIST to RW27     | NM        | 1.0       | 2.0        | 3.0        | 4.0                                                                        |
| Nominal altitude |           | 613       | 931        | 1250       | 1568                                                                       |
|                  |           |           |            |            | 1886                                                                       |

Changes : Obstacle "Egtved" changed.