

AIP DENMARK

**1. Aerodrome Location Indicator and Name:**

EKBI - Billund

**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:	247 FT	FAX:	+45 76 50 50 76 (Administration)
REF temperature:	19.6°C	E-mail:	info@bll.dk (Billund Airport) flightplan@bll.dk (Billund Handling)
4. MAG VAR:	3°E (JAN 2020)	Internet:	<a href="http://bll.dk">bll.dk</a>
Annual change:	Increasing: 10'	AFS:	EKBI
5. AD ADM:	Billund Lufthavn A/S	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 Services: Contact Airport OP before requesting SLOT (See also item 6).

**4. Handling Services and Facilities**

1. Cargo-handling facilities:	Yes, see <a href="http://bll.dk">bll.dk</a>	Cargo air traffic must depart at least from SRA, when departing with secured cargo.
2. Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: All	Arriving passenger and cargo air traffic must land at least to demarcated area.
3. Fuelling facilities and capacity:	100 LL: 150 L/MIN Jet A1: 3750 L/MIN	Non-commercial air traffic*) with MTOM below 45.500 kg must depart at least from demarcated area.
4. De-icing facilities:	Yes. For details about de-icing and anti-icing, see item 20 Local Traffic Regulations	Non-commercial air traffic with MTOM 45.500 kg or above must depart from C-SRA
5. Hangar space for visiting aircraft:	Limited	Arriving non-commercial air traffic must land at least to demarcated area.
6. Repair facilities for visiting aircraft:	Minor repairs only	Air traffic with MTOM above 3.500 kg must be SLOT coordinated via ACD.
7. Remarks:	a. "Billund Airport Office": FREQ 131.500 MHZ	Billund Airport accepts air traffic to Apron South with a maximum of 19 passengers. Air traffic with more than 19 passengers shall be handled from Apron North unless special agreement has been made with Billund Airport.
b. Frequencies used for handling:	- 131.900 - call sign "Billund Handling"	Billund Airport FBO offers limited handling services at Apron South.
c. Oxygen, hydraulic oil and CO 2 available.		For complete list of handlers, see <a href="http://fbo.bll.dk">fbo.bll.dk</a> .
d. For commercial air traffic embarking and disembarking passengers, cargo and mail shall take place on the Aprons.		For transport of weapons on commercial and non-commercial air traffic, see <a href="http://bll.dk">bll.dk</a> .
e. Apron North: C-SRA established permanently. Apron South: Demarcated area established permanently. Other security restricted areas (dynamic C-SRA or SRA) are established when required. Passenger commercial air traffic with MTOM below 15.000 kg must depart at least from demarcated area. Passenger commercial air traffic with MTOM 15.000 kg or above must depart from C-SRA.		Military air traffic. At Billund Airport military personal are checked in together with other departing passengers. Weapons will be handed over to CCB for screening and hereafter taken to ACFT and loaded. *) Rules for non-commercial air traffic includes SPO-, EMS-, HEMS- and ATO-operations.

**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:	<a href="http://visitbillund.dk">visitbillund.dk</a>
3. Transportation:	Taxi and bus	7. Remarks:	NIL
4. Medical facilities:	University Hospitals in Aarhus and Odense. Hospitals in Grindsted, Kolding 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 (PPR 72 hours) according to Aircraft category.	2. Rescue equipment:	-
		3. Capability for removal of disabled aircraft:	Yes

4. NIL

**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
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3. Remarks: AD available all seasons. RWY 09/27 de-iced/anti-iced with KFOR, NAFO, SAND.

NAVAIR

AIRAC AMDT 08/20

## 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. Apron South: Concrete PCN 110/R/A/X/T. Deicingplatform: Semi-flexible pavement (Densiphalt) PCN 90/F/C/W/T.	Secondary TWY G, G2: 12 M, asphalt. TWY M: 23 M, Asphalt, PCN 65, F/A/W/T. TWY H: Air transit route/air taxiway, 288 M/57 M, grass.
2. Taxiway width, surface and strenght:	TWY A, B, C, U: 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.	3. ACL and ELEV: Apron North: 232 FT Apron South: 215 FT 4. VOR checkpoints: INS checkpoints: - 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. TWY G and TWY G2 (secondary taxiways) to be used by aircraft ICAO code letter A and B only. If needed towing can be ordered at Billund Airport Marshal Service (+45 7650 5321).	

## 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

Obstacles for Area 2 and 3 are not provided

### Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
EKBI 1	Crane	55 43 45N 009 07 01E	414	214	LIM F R	TEMPO
EKBI 2	Crane	55 44 12N 009 08 02E	344	131	LIM F R/F W	TEMPO
EKBI 3	2 Cranes	55 44 12N 009 08 03E	344	131	LIL R	TEMPO
EKBI 4	Light mast in connection with EKBI 3	55 44 13N 009 08 00E	345	132	LIM F R/F W	TEMPO

### Obstacles penetrating take-off flight path area obstacle identification surface

OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Tabular data pending. See AD 2 – EKBI AOC A 09 and AD 2 – EKBI AOC-A 27					

### Obstacles assessed as being hazardous to air navigation

OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks	
EKBI 5	Antenna	55 44 58N 009 08 46E	391	148	NIL	Permanent

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**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 Weather satellite image display system
3. Office responsible for TAF preparation: Periods of validity:	Central Forecasting Office 9, 18/24 hours	8. Supplementary equipment available:	
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	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	<u>RWY NR</u>	<u>RUNWAY CODE</u>	<u>TYPE</u>
	09	4E	PA-3B
	27	4E	PA-3B

Turning area at both ends of runway - width 72 M

**13. Declared Distances**

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 09				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		
RWY 27				2950 M	-
TWY K	2950 M	2950 M	3100 M		
	O/R 3100 M	O/R 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:	-	3. TWY edge and centre line LGT:	Blue edge LIL on TWY G, U. 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	

### 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, strenght, 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
		5. Transition altitude:	3000 FT MSL
6. Remarks: NIL			

### 18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	BILLUND APPROACH	127.575	H24	DOC: FL 250/50 NM
ARR	BILLUND ARRIVAL	119.250	H24	DOC: FL 200/50 NM
TWR	BILLUND TOWER	119.000 121.500	H24	DOC: 4000 FT/25 NM Emergency
SSR	BILLUND APP/TWR			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

### 20. Local Traffic Regulations

<b>1. Taxiing</b>		<b>1.3</b>	ACFT with MTOM 40 t or above: 180 degree turns are only permitted in the designated turning areas at each end of the RWY, unless other instructions are received from ATC.
1.1 Taxiing shall take place via the routes shown on the charts: AD 2 - EKBI GMC - 1, 2 and 3.		<b>2. Parking</b>	
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.		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

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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 ACFT with MTOM above 5700 KG, engine start up and pushback may take place only by assistance from a signalman (according to Marshalling Signals, EU923/2012 Appendix 1) or during single pushback via communication with driver on towing truck.

ACFT on nose-in parking must not start up engines before commencing pushback. Approval for engine start up and/or pushback will be issued by the signalman or by the driver on towing truck.

**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 marshaller:

- 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 OCT 1. to APR 30. 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.

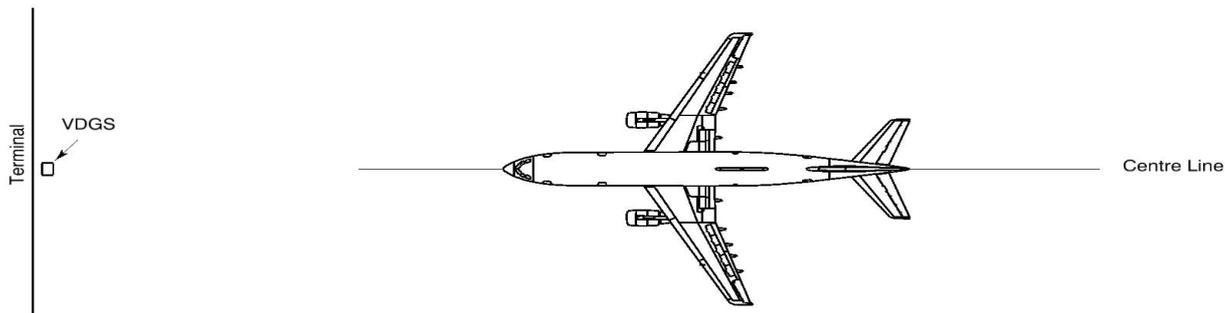
VHF communication between the Aircraft and Billund De-icing, the Aircraft registration shall be used as a Callsign.

**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.

**Honeywell VDGS**



**Pilot instructions**



The aircraft is recognized when it enters the aircraft stand and the aircraft type is confirmed on the display. If the aircraft is not recognized "STOP" will appear on the display.



The position of the aircraft in relation to the centre line is shown at the bottom part of the display making pilot able to adjust any deviation from the centre line.



The remaining last meter is shown in 0.2 M steps.

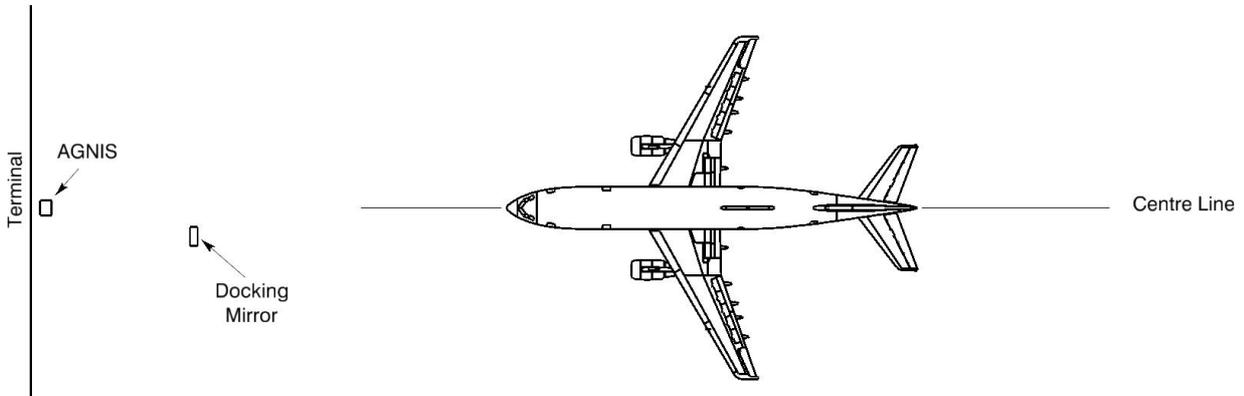


When reaching the stop line "STOP" appears on the display.

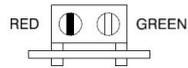


If the aircraft comes to a halt within the given tolerance, the message "OK" appears on the display. In case of overrunning the words "STOP TOO FAR" are shown.

**AGNIS / Docking Mirror**

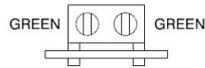


AGNIS gives azimuth guidance.



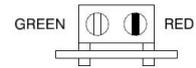
Aircraft diverged to the left of centre line

Adjust right - towards green



Aircraft on centre line

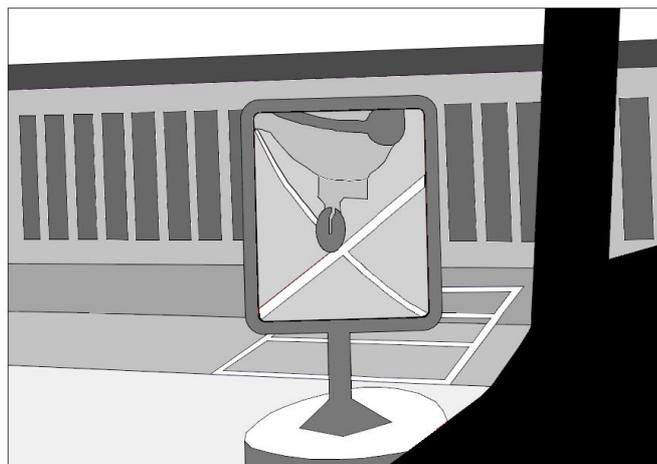
No adjustment required



Aircraft diverged to the right of centre line

Adjust left - towards green

The Docking Mirror shows the pilot when the nose wheel is on the stop line.



## 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-up and use of APU, see item 20 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 all jet aeroplanes 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 In the period 2200-0700 local time landing on RWY 09 shall be avoided whenever possible, if RWY 27 is runway in use.

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

2.1.4 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 ACFT

Take-off shall be commenced from the beginning of the RWY, however, in the period 0700-2200 jet ACFT up to and including ICAO code letter C may take off from PSN M/W or east of it.

###### Propeller and turboprop ACFT

In the period 2300-0600 local time or if MTOM is above 5700 kg: Take-off shall be commenced from PSN M/W or east hereof.

b. Right turn minimum 30° shall be initiated when passing 700 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 centre line must not be passed closer than 2 NM west of THR RWY 09.

d. In the period 2200-0700 local time take-off from RWY 27 shall be avoided whenever possible if RWY 09 is runway in use.

###### 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 certificate 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 700 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 for training flights (PFT and FT-AP) in order to maintain the privileges of the certificate 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 with turbine helicopters on RWY 27 with MTOM > 5.700 kg shall be commenced from PSN B/F or east hereof.

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

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

4.4 School 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 necessary 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 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.
- 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):
- Departing aircraft certified for P-RNAV operations will be assigned a P-RNAV SID. Aircraft not certified for P-RNAV operations will be assigned a detailed departure clearance.  
Clearance will be issued only when radar service is available.
  - Alternate SIDs ASKOV and GOKIM will be issued on ATC discretion.
- 2.3 If unable to follow P-RNAV SID, state inability at first contact with TWR to obtain alternate clearance.
- 2.4 Climb out for flights not cleared via an SID:

- MAX IAS 250 KT FL60 and below.
- RWY 09: For jet aeroplanes irrespective of weight and for propeller and turbo-prop aeroplanes with MTOM above 5700 kg: Climb on track 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 track 084° MAG to 1000 FT MSL, then turn according to clearance. Minimum climb gradient 3.7% until passing 1000 FT MSL.
- RWY 27: All aeroplanes: Climb on track 264° MAG to DME LEL 1.0 NM or 700 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 (RERPA, INTET, ABINO, RIDSI, ALS, MIKRO or BAMPI).  
For BAMPI SID the following compulsory routing after BAMPI shall be included in the flight plan:
- Traffic via P992: BAMPI - P60 - NARBA - P992
  - Traffic via P619: BAMPI - P60 - NAVIK - P619
  - Traffic via P613: BAMPI - P60 - NUGLO - P613
  - Traffic via L983: BAMPI - P60 - AMRAM - L983
  - Traffic via N866: BAMPI - P60 - 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.  
For further see ANC 1:500 000 Denmark and/or VFG 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@bil.dk](mailto:ds-handling@bil.dk).

## 24. Charts Related to the Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELK
Aerodrome Ground Movement Chart - ICAO	GMC - 1
	GMC - 2
	GMC - 3
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 09
	AOC-A 27
Precision Approach Terrain Chart - ICAO	PATC 09
	PATC 27
Standard Departure Chart - Instrument - ICAO	SID (P-RNAV) RWY 09 - 1
	SID (P-RNAV) RWY 09 - 2
	SID (P-RNAV) RWY 09 - 3
	SID (P-RNAV) RWY 27 - 1
	SID (P-RNAV) RWY 27 - 2
	SID (P-RNAV) RWY 27 - 3
Instrument Approach Chart - ICAO	ILS or LOC Z RWY 09 (CAT I+II+III)
	ILS or LOC Y RWY 09 (CAT I+II+III)
	RNP RWY 09 - 1
	RNP RWY 09 - 2
	ILS or LOC Z RWY 27 (CAT I+II+III)
	ILS or LOC Y RWY 27 (CAT I+II+III)
	RNP RWY 27 - 1
	RNP RWY 27 - 2
	VAC
Other charts	Glider Areas in TMA/CTR