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
2.	Distance and direction from city:	1 NM NE of Billund
3.	ELEV: REF temperature:	246 FT 22°C
4.	Geoid undulation at AD ELEV PSN:	133 FT
5.	MAG VAR: Annual change:	5°E (2025) Increasing: 10’
6.	AD ADM:	Billund Lufthavn A/S
	AD address:	Billund Airport Passagerterminalen 10 DK-7190 Billund
	TEL:	+45 76 50 50 50
	ATIS ARR TEL:	+45 76 50 50 79
	ATIS DEP TEL:	+45 76 50 50 78
	E-mail:	info@bll.dk (Billund Airport) briefing@bll.dk (Operational requests)
	Website:	bll.dk
	AFS:	EKBI
7.	Types of traffic permitted:	IFR/VFR

8. Remarks: NIL

3. Operational Hours

1.	AD:	H24
2.	Customs and immigration:	The airport is open for traffic to/from all states. H24. E-mail: toldbillund@toldst.dk TEL: +45 72 38 05 40
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	H24
5.	ATS Reporting Office (ARO):	H24
6.	MET Briefing Office:	H24
7.	ATS:	H24
8.	Fuelling:	As per agreement
9.	Handling:	As per agreement
10.	Security:	As AD
11.	De-icing:	As per agreement

12. Remarks: NIL

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	Jet A1: 2900 L/MIN, gravity refuelling possible. Payment: Only accepted with carnet fuel cards from Air BP or DCC & Shell Aviation Denmark.
4.	De-icing facilities:	Yes. For details about de-icing, see item 20. Local Aerodrome Regulations
5.	Hangar space for visiting aircraft:	Via FBOs (Fixed Base Operator)
6.	Repair facilities for visiting aircraft:	As per agreement

7. Remarks:

a. "Billund Marshaller": FREQ 131.505 MHz
b. Frequencies used for handling: 131.905 MHz call sign "Billund Handling"
c. For commercial air traffic embarking and disembarking passengers, cargo and mail shall take place on the Aprons.
d. 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.
Cargo air traffic must depart at least from SRA, when departing with secured cargo.
Arriving passenger and cargo air traffic must land at least to demarcated area.
Non-commercial air traffic*) with MTOM below 45.500 kg must depart at least from demarcated area.
Non-commercial air traffic with MTOM 45.500 kg or above must depart from C-SRA
Arriving non-commercial air traffic must land at least to demarcated area.
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.
*) Rules for non-commercial air traffic includes SPO-, EMS-, HEMS- and ATO-operations.
e. All operators, commercial and private, must make prior arrangements with a handling agent for services and/or parking at Billund Airport. All aircraft above 3.500KG MTOM require slot coordination via Airport Coordination Denmark A/S (ACD): www.airportcoordination.com. For business traffic, taxi flights and general aviation Prior Permission Required (PPR) is mandatory via a Fixed Base Operator (FBO):https://www.bll.dk/om-lufthavnen/aviation/business-and-general-aviation.
Requests for military flights, calibration flights and other requests can be directed to Billund Airport: briefing@bll.dk
For flights within Schengen the following exemptions apply: Operators with residency at Billund Airport and intention to park directly at own apron/premises, aircraft with prior arrangement with a proprietor for parking at their apron/premises, aircraft in distress or urgency, flights engaged in Search and Rescue.

5. Passenger Facilities

1.	Hotels:	Yes
2.	Restaurants:	Yes
3.	Transportation:	Taxi, bus and rental car
4.	Medical facilities:	University Hospitals in Aarhus and Odense. Hospitals in Grindsted, Kolding and Vejle.
5.	Bank and Post Office:	Currency exchange at airport. ATM machine available. Bank and Post Office in town.
6.	Tourist Office:	visitbillund.dk
7	Remarks:	NIL

6. Rescue and Firefighting Services

1. AD category for fire fighting:	CAT 7. CAT 8 available with PPR	3. Capability for removal of disabled aircraft:	Registered owners or Air Operators retain complete responsibility for the removal of the disabled aircraft. All Air Operators at EKBI are expected to have aircraft recovery plans in place. The Aerodrome Operator has external arrangements in place if assistance is needed. The Incident Commander can be contacted by phone +45 76 50 53 10.
2. Rescue equipment:	In accordance with the published CAT		

4. Remarks: Primary extinguishing agent, Foam performance level C (up to 4.500 litre foam/37.500 litre water). Complementary extinguishing agent available (up to 675 KG dry chemical powder).

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1. Type of clearing equipment:	Mechanical snow clearing with plough and sweeper. Chemicals: KFOR and NAFO.	2. Clearance priorities:	1. Active runway, access roads from the fire station to runway in use and HEMS 2. Taxiways towards the active runway 3. Apron(s) 4. Other access roads and other areas

3. Remarks: AD available all seasons. Information on snow clearance published from November to April in SNOWTAM. See also Snow Plan in AD 1.2.

8. Aprons, Taxiways and Check Locations/Positions 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. De-icing pad Apron North: 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: 23 M, asphalt, PCN 110/F/A/X/T. TWY J, K, S: 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:	NIL See Aircraft Parking/Docking Chart

5. Remarks: From TWY B to TWY C eastbound: No centerline light.
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.

9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system:	Aircraft stands are numbered according to APDC. Taxi guide lines and stop lines on all stands. AGNIS/Docking mirror on stands 26, 29, 31, 32, 34, 35 and 38.	2. RWY and TWY markings:	RWY 09/27: THR, RWY NR, Aiming Point, TDZ, centre line, side stripes. TWY: Centre line, holding positions at all TWY/RWY intersections marked. Side stripes where deemed necessary.
		3. Stop bars:	See Aerodrome Chart and Aircraft Parking/Docking Chart.

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
NIL						

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID / Designation	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 ID / Designation	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

11. Meteorological Information Provided

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

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR coordinates RWY end coordinates THR geoid undulation	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
09	086.84° GEO 082° MAG	3101 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 23.26N 009 08 05.35E 55 44 28.48N 009 10 54.25E GUND: 133 FT	215 FT/223 FT
27	266.88° GEO 262° MAG	3101 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 28.22N 009 10 45.66E 55 44 22.99N 009 07 56.76E GUND: 133 FT	243 FT/243 FT

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	RESA dimensions	Strip dimensions	Obstacle-free zone
09	0.32%		NIL	200 x 90 M	3221 x 280 M	Available
27	-0.32%		NIL	200 x 90 M	3221 x 280 M	Available

Remarks: Runway classification

RWY NR	RUNWAY CODETYPE
09	4EPA-3B
27	4EPA-3B

Turning area at both ends of runway - width 72 M (including connecting taxiways north of runway)

Strip surface: Grass

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 09				2951 M	-
TWY D	3101 M	3101 M	3101 M		
TWY A	2887 M	2887 M	2887 M		
TWY B	2350 M	2350 M	2350 M		
TWY F	2323 M	2323 M	2323 M		
TWY C	2033 M	2033 M	2033 M		
RWY 27				2951 M	-
TWY K	2951 M O/R 3101 M	2951 M O/R 3101 M	3101 M		
TWY M	2172 M	2172 M	2322 M		
PSN Y	1551 M	1551 M	1701 M		
TWY C	1048 M	1048 M	1198 M		
TWY B	693 M	693 M	843 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	3101 M 15 M White; FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3101 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3101 M Yellow; LIH	Red	-
27	CAT II and III 900 M LIH	Green	3° 51 FT	900 M White	3101 M 15 M White FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3101 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3101 M Yellow; LIH	Red	-

Remarks: RWY 09/27: LED used in the full length of Approach and RWY end lights.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: -
2. LDI location and LGT: -
   Anemometer location and LGT: -
3. TWY edge and centre line LGT: Blue edge LIL only on TWY G. Centre line LGT on TWY A, B, C, D, F, H, J, K, M, N, S, STOP bars and RGL.
4. Secondary power-supply/switch-over time: Switch-over time CAT II and III MAX 1 SEC, switch-over time during departures with RVR less than 800M MAX 1 SEC, otherwise MAX 15 SEC.
5. Remarks: LED on TWY A, TWY S and TWY D between RWY and TWY J. LED at stopbars TWY A, B, C and D.

16. Helicopter Landing Area

1. Coordinates TLOF: PSN center 55 44 14.97N 009 10 12.12E
2. TLOF elevation: 243 FT
3. TLOF and FATO area dimensions, surface, strenght, marking: Diameter 17 M, Concrete, 6800 KG, White edge and white letter "H"
4. True BRG of FATO: 303.03° to 095.03° clockwise
5. Declared distance available: NIL
6. APP and FATO lighting: Green edge.
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.

17. Air Traffic Services 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: BILLUND TOWER
   Language(s): EN, DA
5. Transition altitude: 3000 FT MSL
6. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	BILLUND APPROACH	127.580	H24	DOC: FL 250/50 NM
ARR	BILLUND ARRIVAL	119.255	H24	DOC: FL 200/50 NM
TWR	BILLUND TOWER	ARR 119.005 DEP 129.505 121.500	H24	DOC: 4000 FT/25 NM ARR DOC: 4000 FT/25 NM DEP Emergency
PSR		2833/2757	H24	
MSSR		1030	H24	Multi Radar track from ACC Copenhagen
ATIS	BILLUND ARRIVAL INFORMATION	118.780	H24	DOC: FL 200/60 NM Language: EN Phone number: +45 76 50 50 79
ATIS	BILLUND DEPARTURE INFORMATION	129.105	H24	DOC: 1000 FT/5 NM Language: EN Phone number: +45 76 50 50 78

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 (4°E 2022)	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 Aerodrome Regulations

1. Taxiing

1.1 Taxiing shall take place via the routes shown on the charts: AD 2 - EKBI GMC - 1, 2 and 3.

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 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.

1.4 Permission to enter Apron South via intermediate holding position west of Stand 1 must be obtained from Billund TWR FREQ 129.505 MHz.

2. Parking

2.1 Entry on aircraft stands require marshaller guidance, except stands established with AGNIS and mirror, where only Marshaller presence is required.

All aircraft must park nose-in on stands and exit the stand using pushback.

2.2 All operators, commercial and private, must make prior arrangements with a handling agent for services and/or parking - see item 4. Handling Services and Facilities.

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.

3.2 In case of "Push & hold" to SE corner of Apron North, the pilot must require jetblast area monitoring via camera from "Billund Marshaller" on 131.505 MHz or a signalman before engine start

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.

For additional use of APU contact Marshaller on FREQ 131.505 MHZ

5. Engine test

Prior approval is required by Billund Marshaller for engine test. Contact Marshaller on FREQ 131,505 MHz or phone +45 76 50 53 21.

6. De-icing of aircraft

De-icing can be expected on de-icing pad, Apron North from OCT 01 to APR 30. Request de-icing at Billund Handling FREQ 131.905 MHz. When requesting ATC clearance please report, if de-icing has been requested.

Information about treatment and consumption of fluid to be obtained from the de-icing supervisor on FREQ 131.805 MHz, callsign "Billund de-icing North".

Only with prior arrangement, de-icing available on Apron South, FREQ 131.410 MHz, callsign “Billund de-icing South”.

For VHF communication between the aircraft and Billund De-icing, the aircraft registration shall be used as callsign.

7. 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 considered necessary for reasonable dispatch of the traffic, the aircraft will be removed on the account of the owner or user.

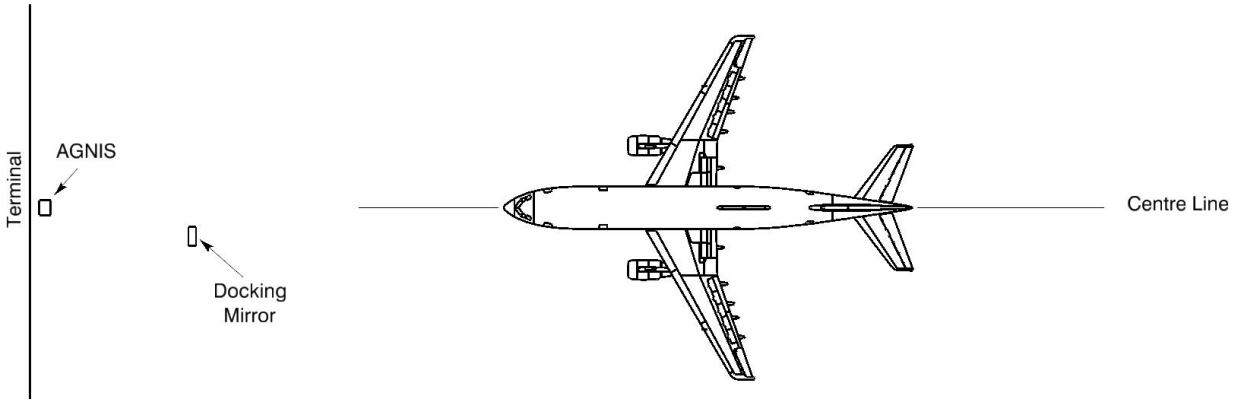
8. Safety Reporting

Billund Aerodrome operates a Safety Reporting System which is open to all operators and organisations providing services at the Airport.

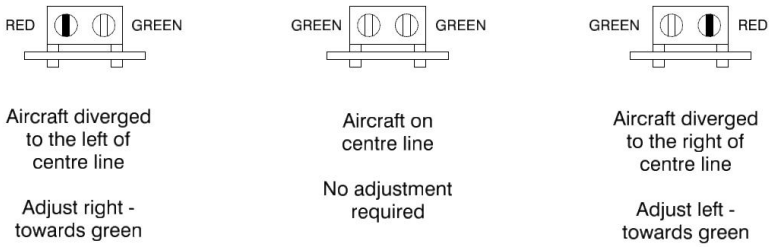
External reporting can be submitted via: https://bll.asqs.net/modules/sms/main/sms_enter_report_anonymous.php?t=Reporting_Billund_Airport

Login using password: EKBI#IQSMS_2025

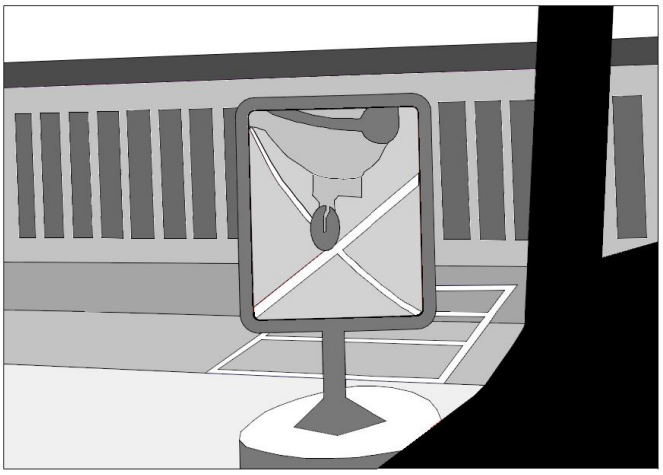
AGNIS / Docking Mirror



AGNIS gives azimuth guidance.



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



21. Noise Abatement Procedures

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 and use of APU, see item 20 Local Aerodrome 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 (exept 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 2323 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 TWY M 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 TWY M 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 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 TWY M 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 fro 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 CAA 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 CAA

1.1 The ATC Billund shall notify the Danish CAA 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 CAA

Billund Airport shall notify the Danish CAA 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 3.3.1.

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 IFR traffic to Billund shall be planned via the appropriate IF (GELBA/LOKSA).

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

At first contact with BILLUND APPROACH state type of aircraft.

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.

2. IFR Departure

2.1 Departing traffic shall contact TWR on 129.505 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.

2.2 Standard Instrument Departures (SID):

- Departing aircraft certified for RNAV operations will be assigned a RNAV SID. Aircraft not certified for RNAV operations will be assigned a detailed departure clearance.
  Clearance will be issued only when radar service is available.

2.3 If unable to follow RNAV SID, state inability at first contact with TWR 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 turboprop aeroplanes with MTOM above 5700 kg: Climb on track 082° MAG to INLIS or 1000 FT MSL whichever is later, then turn according to clearance. Minimum climb gradient 3.9% until passing 1000 FT MSL.

RWY 09: For propeller and turboprop aeroplanes with MTOM 5700 kg or less: Climb on track 082° MAG to 1000 FT MSL, then turn according to clearance. Minimum climb gradient 3.9% until passing 1000 FT MSL.

RWY 27: All aeroplanes: Climb on track 262° MAG to DME LEL 1.0 NM or 700 FT MSL, whichever is later, then turn according to clearance.

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, ESIRU, 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. Low Visibility Procedures

3.1 ATC will apply special safeguards and procedures during conditions of low visibility.

3.2 Criteria for activation of LVP

Low Visibility Procedures are prompted by ATC and will normally be introduced when the RVR is less than 550 M or during CAT II/III operations.

3.3 Pilots will be informed when Low Visibility Procedures are in operation by ATIS and/or RTF. Pilots will be informed via RTF when Low Visibility Procedures are cancelled.

3.4 The following procedures will apply:

a. ATC Procedures
When RVR is below 550 M, TKOF PSN A and D will be used for RWY 09 and TKOF PSN K for RWY 27. When RVR is below 350 M, ATC can only allow one aircraft on the manoeuvering area at a time during take-off and landing. Aircraft will additionally receive Marshaller guidance on Aprons.

b. Pilot procedures.
Pilots should on own initiative report "runway vacated" when the aircraft is fully clear of the runway. Pilots should on own initiative report "on Apron North/South" when the aircraft is fully clear of the manoeuvring area.

4. Precision Approach. Category II / III Operations

4.1 The operations during CAT II / III approaches are subject to the following procedures and conditions.

a. ATC procedures.
The minimum distance between an aircraft on final approach on a CAT 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 fly a CAT 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.

c. During final approach ATC will inform the pilot of following:
Change to secondary power supply for electronic and visual aids, if the aircraft has passed OSLAS BIL 5.6 NM for RWY 09 or ELRIT LEL 5.5 NM for RWY 27.

5. VFR Flights

5.1 VFR reporting points and VFR holdings are established.
For further see ANC 1:500 000 Denmark and/or VFG Denmark.

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

5.3 Departure clearance shall be requested at Billund TWR on 129.505.

23. Additional Information

1. Gliding

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

1.2 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 with information of upper limits and period of activity.

1.3 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.

When flying in an active area the requirement for transponder - in airspace class C - is suspended.

1.4 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.

1.5 Two glider reporting lines are established:

Karlskov line:
From 55 46 31N 008 35 41E to 55 48 34N 009 41 43E.

Vandel line:
From 55 40 07N 008 36 24E to 55 42 10N 009 42 16E.

2. Aircraft exceeding the certified design characteristics of the aerodrome

2.1 The RWY is classified as 4E/PA-3B. Procedures have been implemented to handle aircraft exceeding the certified design characteristics of the aerodrome. For operations with aircraft exceeding the certified design characteristics of the aerodrome contact briefing@bll.dk.

3. Stop bars

3.1 If a stop bar is out of service the following contingency measures are in force:

If the stop bar cannot be switched off:

a. An alternative taxi route where the stop bars are functioning will be used primarily.

b. If an alternative taxi route is not available, ATC will place a Follow Me car in front of the aircraft with the explanation that the stop bar is out of service and that ATC will confirm by RTF when to cross the stop bar.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELC
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 (RNAV) RWY 09 - 1 SID (RNAV) RWY 09 - 2 SID (RNAV) RWY 09 - 3 SID (RNAV) RWY 27 - 1 SID (RNAV) RWY 27 - 2 SID (RNAV) RWY 27 - 3
Instrument Approach Chart - ICAO	ILS or LOC Z RWY 09 - 1 (CAT I+II+III) ILS or LOC Z RWY 09 - 2 (CAT I+II+III) ILS or LOC Y RWY 09 - 1 (CAT I+II+III) ILS or LOC Y RWY 09 - 2 (CAT I+II+III) RNP RWY 09 - 1 RNP RWY 09 - 2 ILS or LOC Z RWY 27 - 1 (CAT I+II+III) ILS or LOC Z RWY 27 - 2 (CAT I+II+III) ILS or LOC Y RWY 27 - 1 (CAT I+II+III) ILS or LOC Y RWY 27 - 2 (CAT I+II+III) RNP RWY 27 - 1 RNP RWY 27 - 2
	VAC
Other charts	Glider Areas in TMA

25. Visual Segment Surface (VSS) Penetration

Data pending.