

Elevation 247'	Transition Altitude	More Charts aim.naviair.dk	Tower 119.005	APP 127.580	ACC Copenhagen 136.485
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> EKBI Quick Reference notes </div>					
<small>Direct points</small> Runway 09 →			← Runway 27 <small>Direct points</small>		
GELBA (GIVNA, EPARA)	ILS BIL 109.75/084		ILS LEL 110.75/264	LOKSA (UVINA, ODNEV)	

GENERAL

- Non-Precision Approaches are: RNAV
- If local ATC is not online contact ACC Copenhagen on 136.485
- 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 : TAXIWAYS text changed.

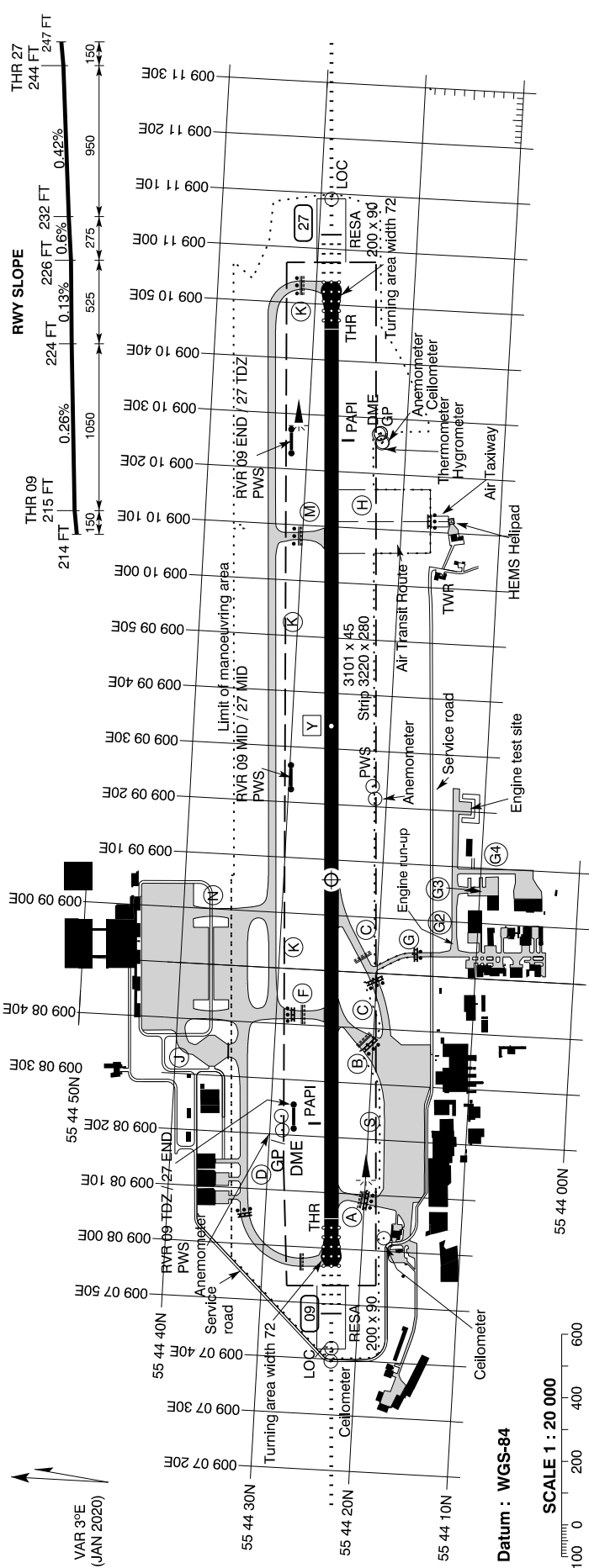
ARRP : 55 44 25.16N 009 09 06.40E
On RWY, 1075 M from THR 09

AD ELEV : 247 FT

ELEV in FT
Dimensions / Distances in M

Billund APP : 127.580
Billund TWR : 119.005 (ARR)
129.505 (DEP)

ATIS : 118.780 (ARR)
129.105 (DEP)



NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances		APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)			TAXIWAYS						
					PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR	TDZ	PAPI	Centre line	Edge	End
09	086.8° GEO 083.8° MAG	55 44 23.26N 009 08 05.35E	Asphalt PCN 110 F / A / X / T	THR RWY NR Aiming point TDZ Centre line Side stripes	D	3101	3101	2951	900 M CAT II and III	Green	900 M White	3° MEHT 52 FT	2200 M White 600 M Red/White 300 M Red 15 M	150 M Red 2350 M White 600 M Yellow 60 M	Red	
						A	2887	2887								2951
						B	2350	2350								2350
						F	2323	2323								2323
						C	2033	2033								2033
27	266.8° GEO 263.8° MAG	55 44 28.22N 009 10 45.66E	Asphalt PCN 110 F / A / X / T	THR RWY NR Aiming point TDZ Centre line Side stripes	K	2951	3101	2951	900 M CAT II and III	Green	900 M White	3° MEHT 51 FT	2200 M White 600 M Red/White 300 M Red 15 M	150 M Red 2350 M White 600 M Yellow 60 M	Red	
						M	3101	3101								2951
						Y	1551	1551								1701
						C	1048	1048								1198
						B	693	693								843

OTHER : 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

OBSTACLES : All obstacles are marked by day and night

AIRCRAFT PARKING / DOCKING CHART - ICAO

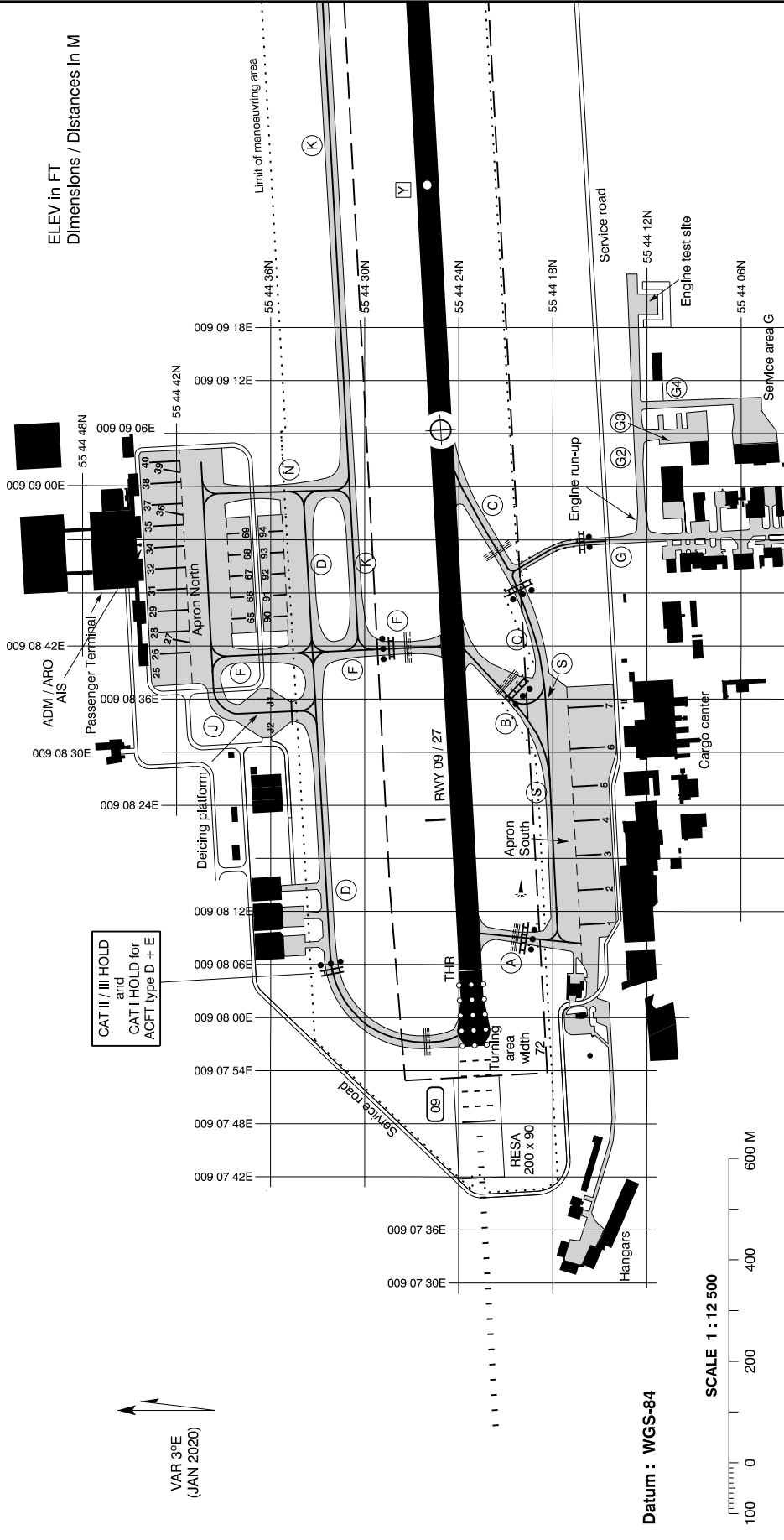
AD 2 - EKBI
APDC
Billund

Changes: "Apron North Remote" text withdrawn, Editorial changes.

Apron North ELEV : 232 FT
Apron South ELEV : 215 FT

ACL ELEV at Apron North : 232 FT
ACL ELEV at Apron South : 215 FT

Billund TWR : 119.005 (ARR) 129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)



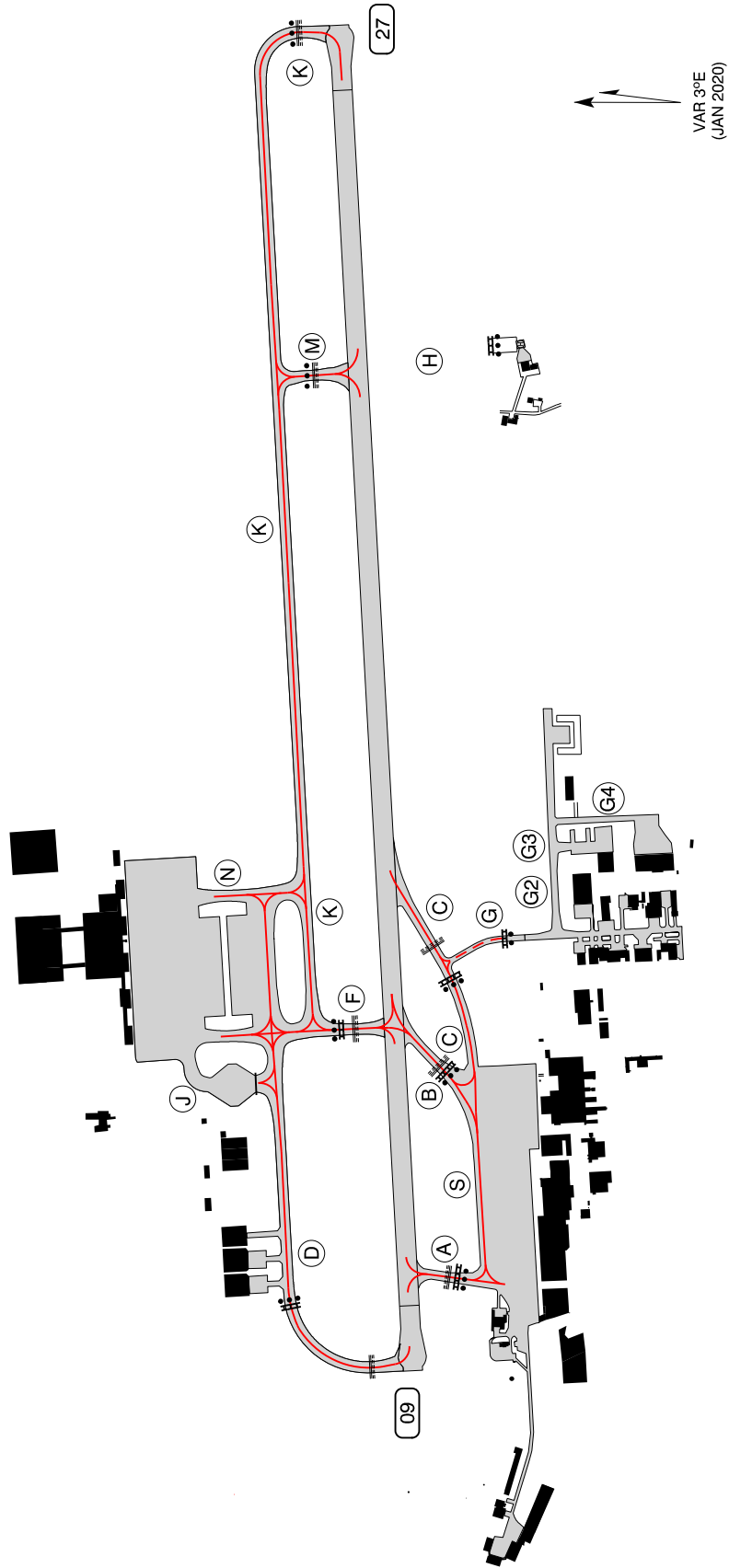
INS COORDINATES FOR AIRCRAFT STANDS		APRON	TAXIWAYS G and G2
Apron South	1 - 55 44 15.03N 009 08 10.65E 2 - 55 44 15.15N 009 08 14.55E 3 - 55 44 15.27N 009 08 18.45E 4 - 55 44 15.39N 009 08 22.35E 5 - 55 44 15.51N 009 08 26.25E 6 - 55 44 15.34N 009 08 30.55E 7 - 55 44 15.48N 009 08 35.19E	Apron South: 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	Secondary TWY G and G2: Width / Pavement : 12 M / Asphalt Lighting : Blue edge LIL on TWY G
Apron North	25 - 55 44 42.20N 009 08 38.77E 26 - 55 44 42.28N 009 08 41.18E 27 - 55 44 42.33N 009 08 42.77E 28 - 55 44 42.35N 009 08 43.58E 29 - 55 44 42.43N 009 08 45.98E 31 - 55 44 42.50N 009 08 48.39E 32 - 55 44 42.58N 009 08 50.79E 34 - 55 44 42.65N 009 08 53.20E 35 - 55 44 42.73N 009 08 55.60E 36 - 55 44 42.78N 009 08 57.20E 37 - 55 44 42.80N 009 08 58.01E 38 - 55 44 42.88N 009 09 00.41E 39 - 55 44 42.93N 009 09 02.01E 40 - 55 44 42.95N 009 09 02.81E	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	

PERMITTED TAXI ROUTES FOR CODE C AIRCRAFT

AD 2 - EKBI
GMC - 1
Billund

Signature :
——— Taxi routes
- - - - Taxi route which require Marshaller guidance

The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircrafts according to EASA Certification Specifications



Changes : TWY A changed. Editorial changes.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 247

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

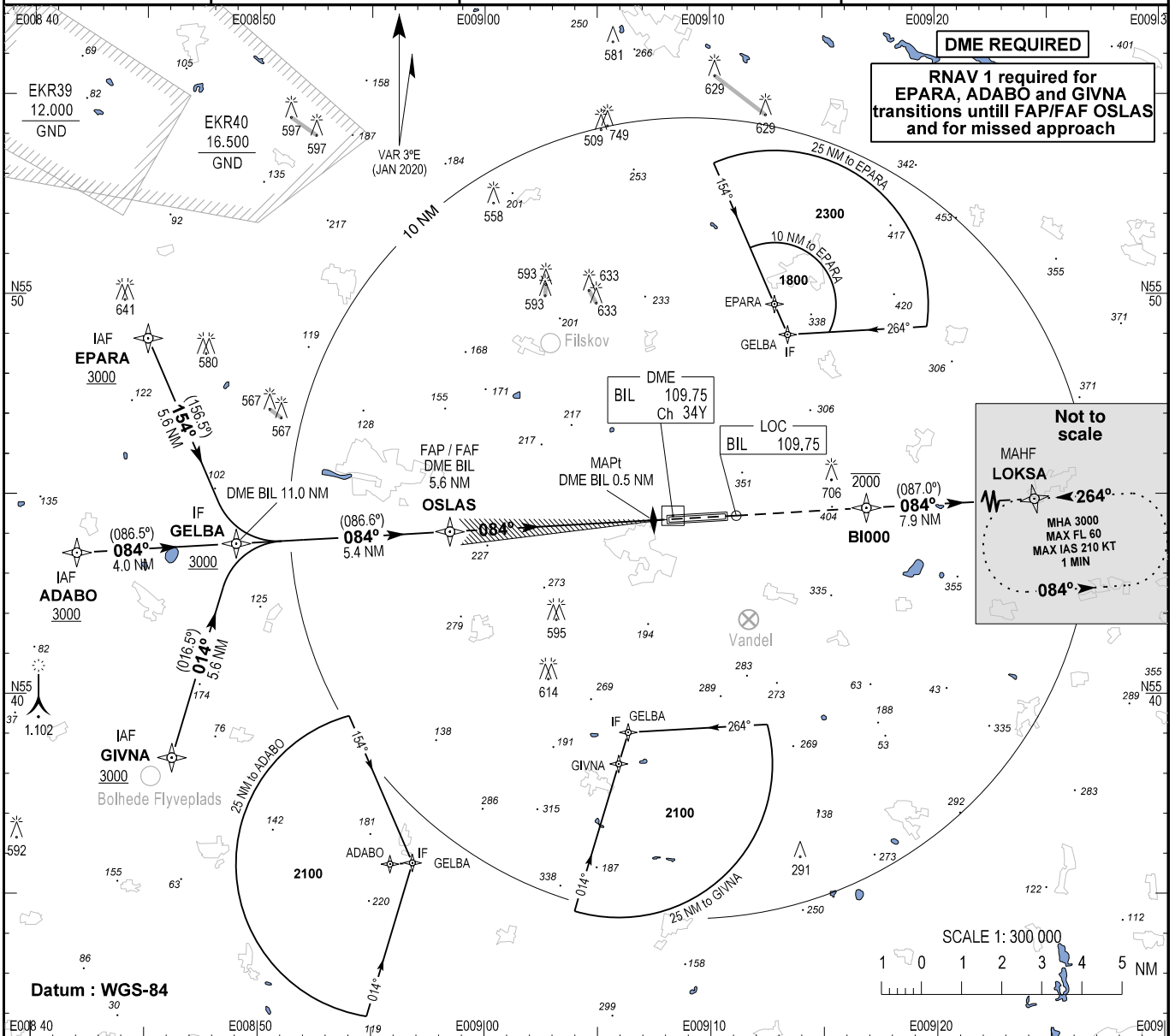
Billund APP : 127.580

Billund TWR : 119.005 (ARR)

129.505 (DEP)

ATIS : 118.780 (ARR) 129.105 (DEP)

AD 2 - EKBI
ILS or LOC Z RWY 09 - 1
(CAT I + II + III)
Billund



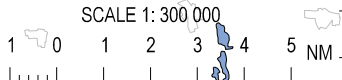
DME REQUIRED

**RNAV 1 required for
EPARA, ADABO and GIVNA
transitions until FAP/FAF OSLAS
and for missed approach**

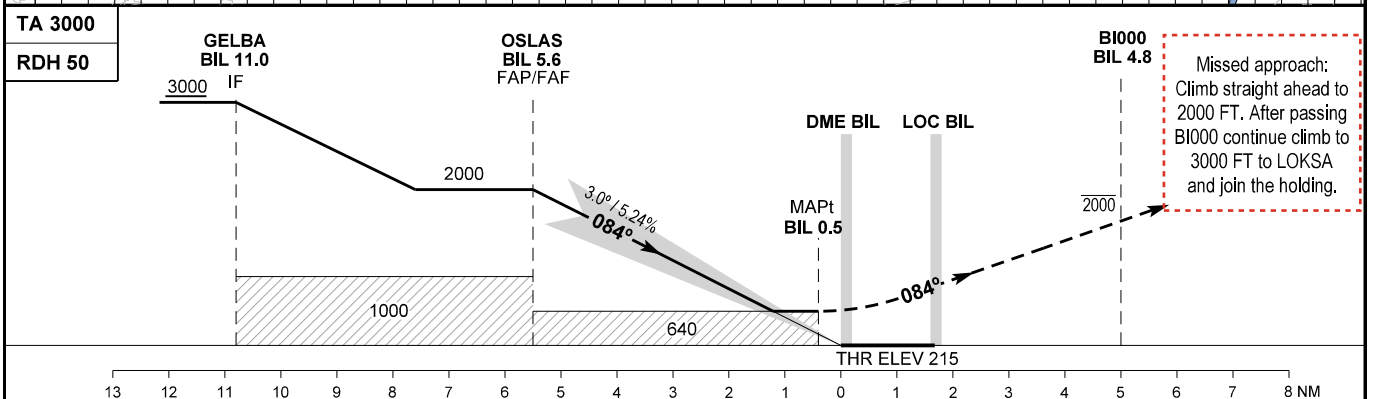
Not to scale

**MAHF
LOKSA**
MHA 3000
MAX FL 60
MAX IAS 210 KT
1 MIN

Datum : WGS-84



Changes : Navigation specification changed and note moved to plan view.



Missed approach:
Climb straight ahead to
2000 FT. After passing
BI000 continue climb to
3000 FT to LOKSA
and join the holding.

OCA (H)	A	B	C	D	D _L	SPECIAL CONDITIONS
ILS CAT I	356 (141)	363 (148)	373 (158)	386 (171)	391 (176)	NOTE: CAT III operations may take place without restrictions as the OFZ is not penetrated.
ILS CAT II	272 (57)	282 (67)	294 (79)	305 (90)	306 (91)	
LOC	640 (425)	640 (425)	640 (425)	640 (425)	640 (425)	
Circling*	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)	
DME BIL	NM 5.0	4.0	3.0	2.0		
DIST to THR	NM 4.85	3.85	2.85	1.85		
Nominal altitude	1810	1491	1172	853		

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 247

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

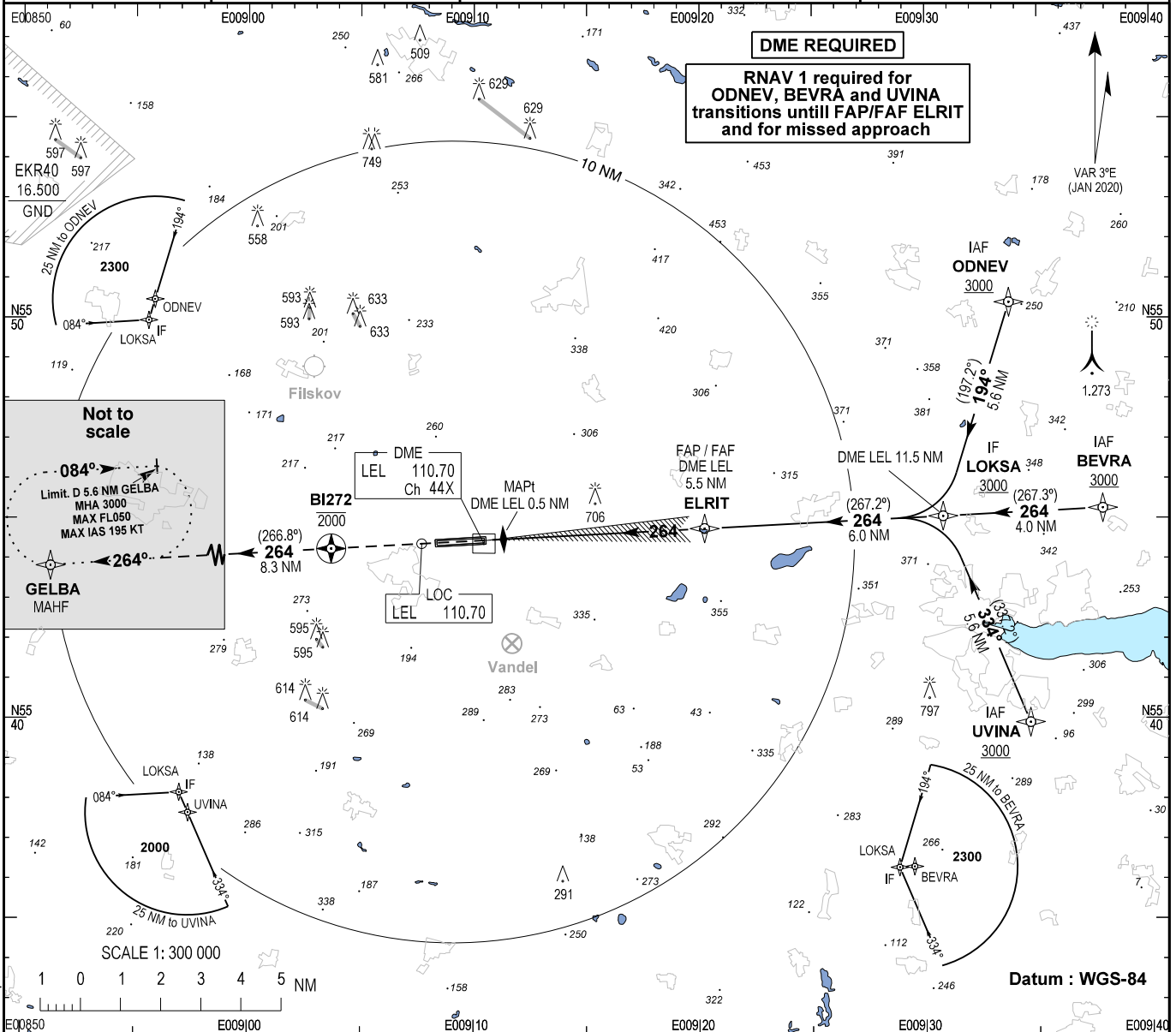
Billund APP : 127.580

Billund TWR : 119.005 (ARR)

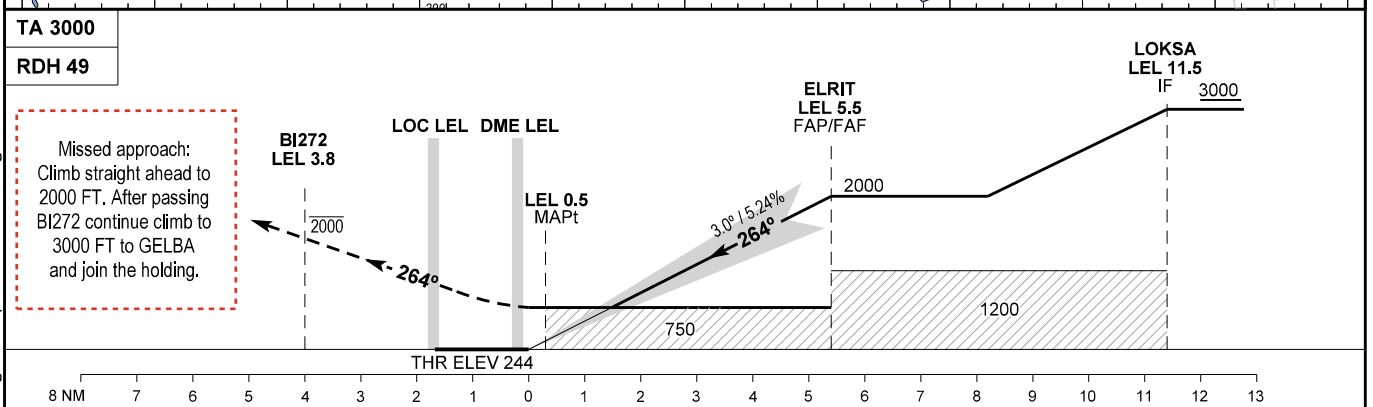
129.505 (DEP)

ATIS : 118.780 (ARR) 129.105 (DEP)

AD 2 - EKBI
ILS or LOC Z RWY 27 - 1
(CAT I + II + III)
Billund



Changes : Navigation specification changed and note moved to plan view.



OCA (H)	A	B	C	D	D _L	SPECIAL CONDITIONS
ILS CAT I	392 (148)	401 (157)	410 (166)	420 (176)	422 (178)	NOTES: 1. The missed approach hold at GELBA is designed as direct entry only. 2. CAT III operations may take place without restrictions as the OFZ is not penetrated.
ILS CAT II	306 (62)	317 (73)	330 (86)	344 (100)	345 (101)	
LOC	750 (506)	750 (506)	750 (506)	750 (506)	750 (506)	
Circling*	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)	
DME LEL	NM 5.0	4.0	3.0	2.0		
DIST to THR	NM 4.82	3.82	2.82	1.82		
Nominal altitude	1828	1510	1191	873		

INSTRUMENT APPROACH CHART - ICAO

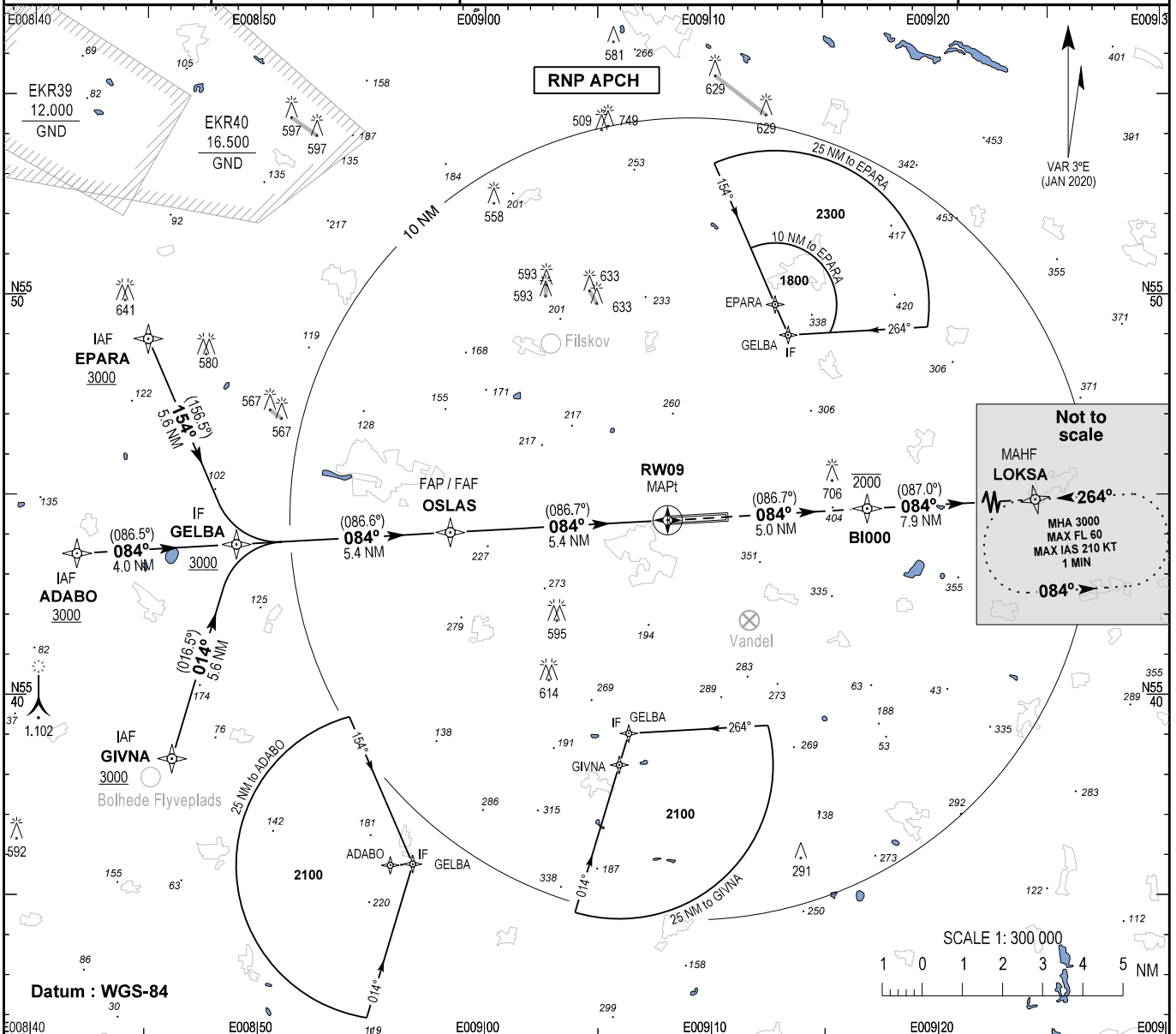
AD ELEV : 247

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

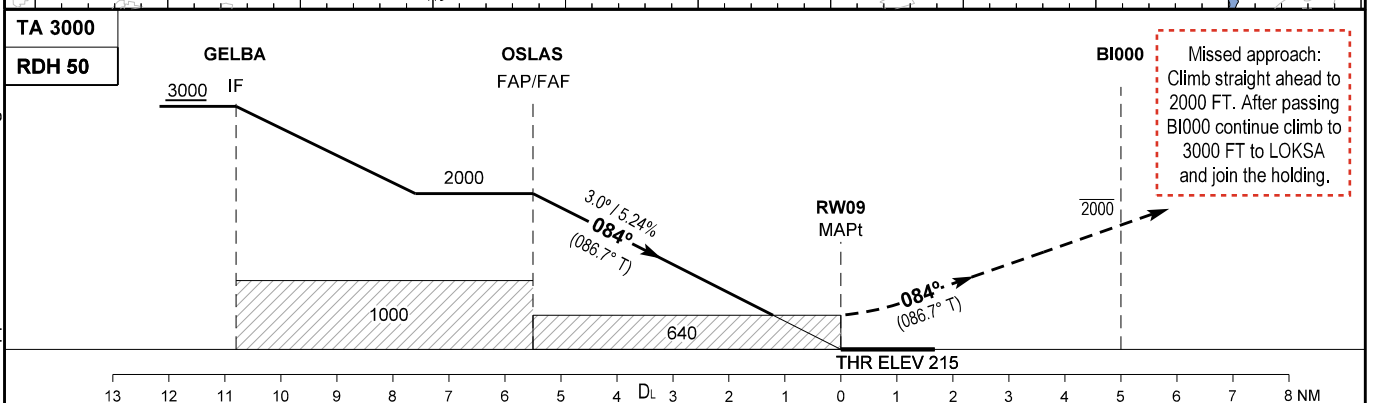
Billund APP : 127.580
Billund TWR: 119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)

EGNOS :
CH 57711
E09A

AD 2 - EKBI
RNP RWY 09 - 1
Billund



Changes : Missed approach instruction changed. New ATIS DEP. FREQ added.



OCA (H)	A	B	C	D	D _L	SPECIAL CONDITIONS
LPV	356 (141)	363 (148)	373 (158)	386 (171)	391 (176)	*Not to be used below -25°C.
LNAV/VNAV*	530 (315)	540 (325)	550 (335)	560 (345)	560 (345)	
LNAV	640 (425)	640 (425)	640 (425)	640 (425)	640 (425)	
Circling**	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)	**N of AD only.
DIST to RW09	NM	5.0	4.0	3.0	2.0	
Nominal altitude		1857	1539	1220	902	

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 247

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

Billund APP : 127.580

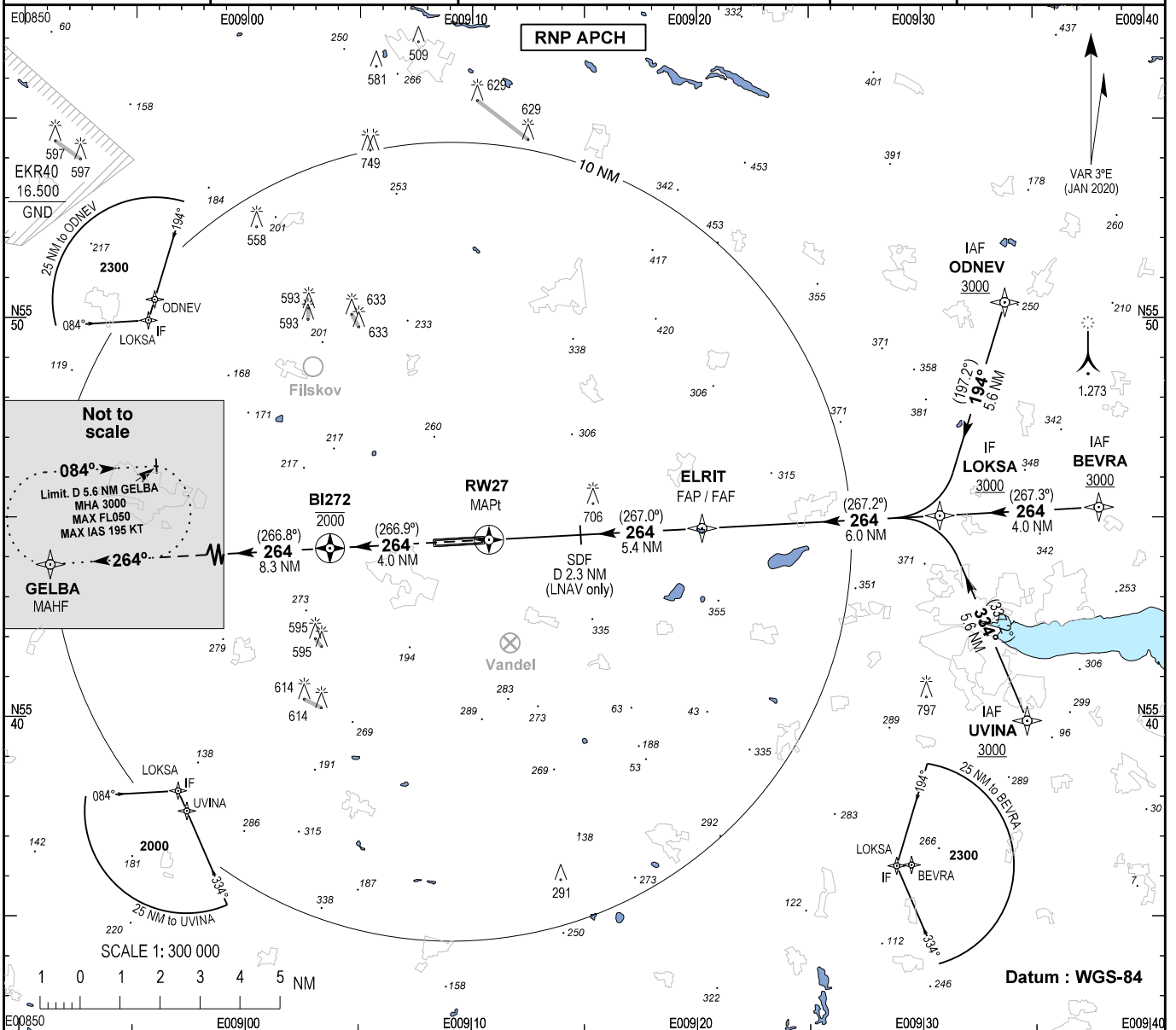
Billund TWR : 119.005 (ARR)

129.505 (DEP)

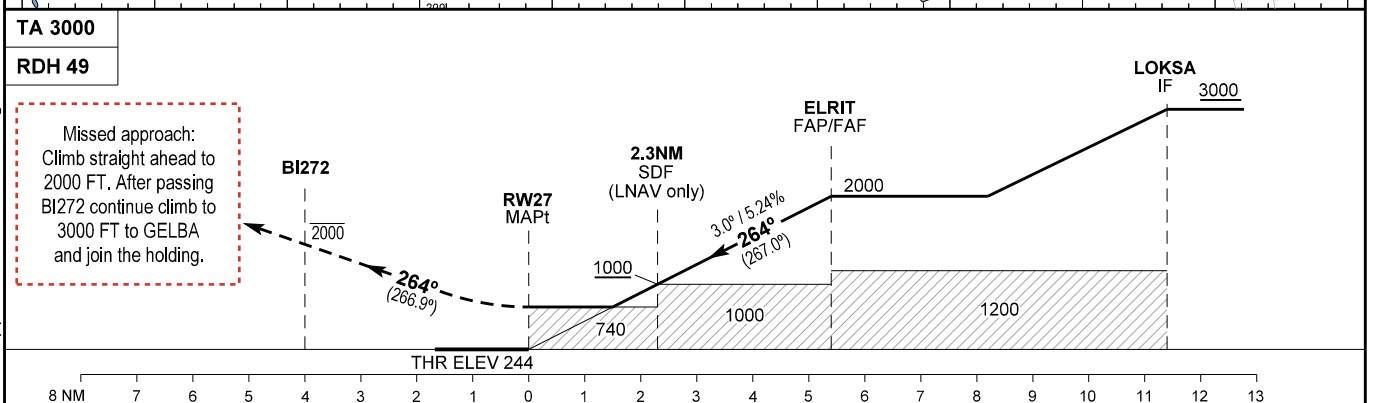
ATIS : 118.780 (ARR) 129.105 (DEP)

EGNOS :
CH 65547
E27A

AD 2 - EKBI
RNP RWY 27 - 1
Billund



Changes : Missed approach instruction changed. New ATIS DEP FREQ added.



OCA (H)	A	B	C	D	D _L	SPECIAL CONDITIONS
LPV	392 (148)	401 (157)	410 (166)	420 (176)	422 (178)	*Not to be used below -25°C. NOTE: The missed approach hold at GELBA is designed as direct entry only.
LNAV/VNAV*	630 (386)	640 (396)	650 (406)	660 (416)	660 (416)	
LNAV	740 (496)	740 (496)	740 (496)	740 (496)	740 (496)	
Circling**	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)	
DIST to RW27	NM	5.0	4.0	3.0	2.0	
Nominal altitude		1885	1567	1248	930	**N of AD only.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

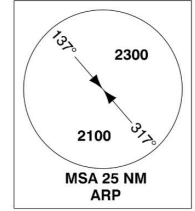
Transition altitude : 3000
 Bearings are magnetic (true)
 ELEV / ALT in FT
 DIST in NM

AD 2 - EKBI
 SID (P-RNAV) RWY 27 - 1
 Billund

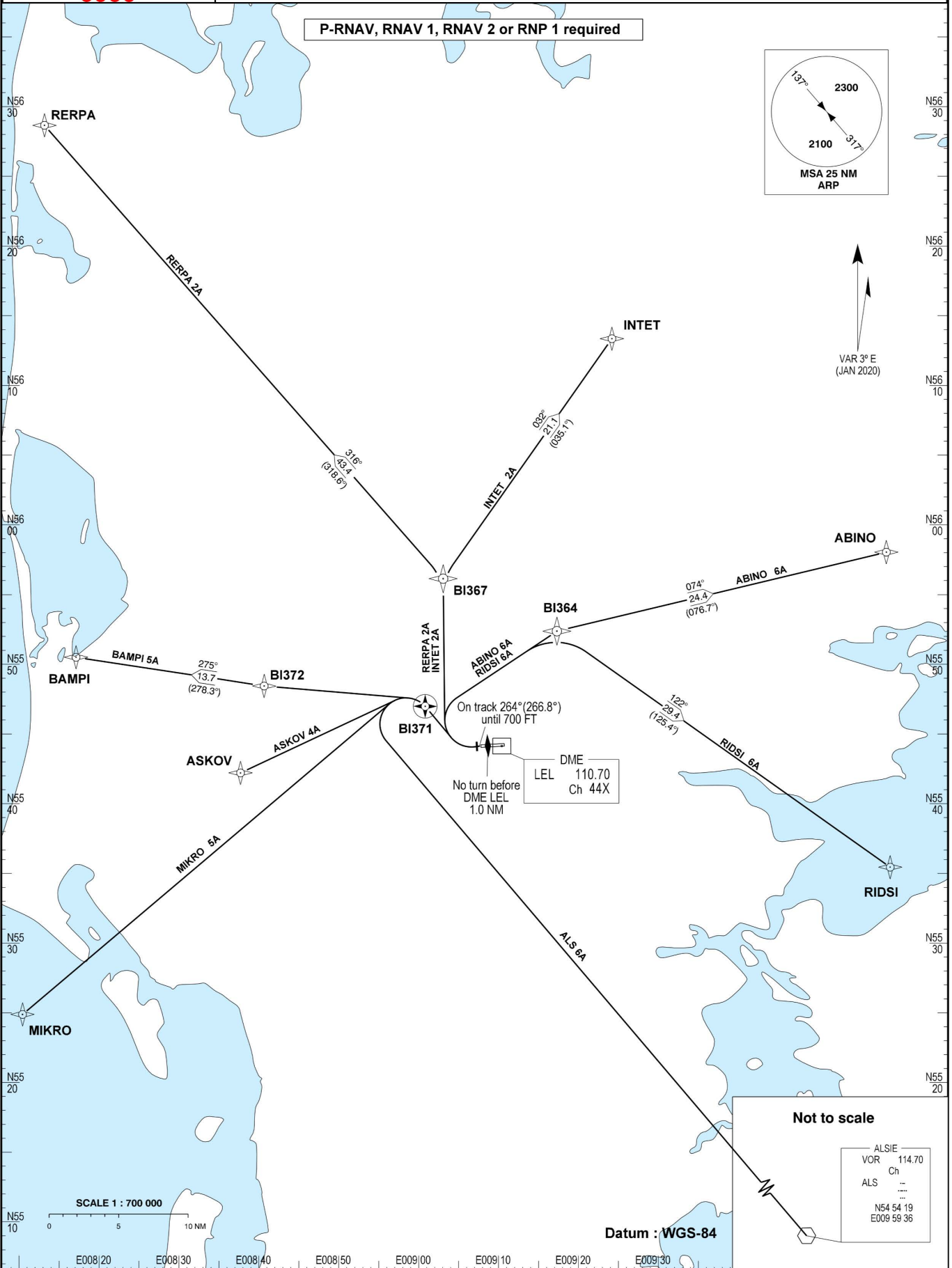
Initial Climb
6000'

After Departure passing 1000' Contact Billund APP 127.580
 Departures to EKCH, EKRK or EKRN MUST file via ABINO point

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



Changes: BI368 and BI369 withdrawn. New waypoint MIKRO and ALS SID's. New waypoints BI371 and BI372 added to BAMP1 SID and designator serial numbers updated.



SCALE 1 : 700 000

Not to scale

ALSIE	114.70
VOR	Ch
ALS	...
N54 54 19	
E009 59 36	

Datum : WGS-84

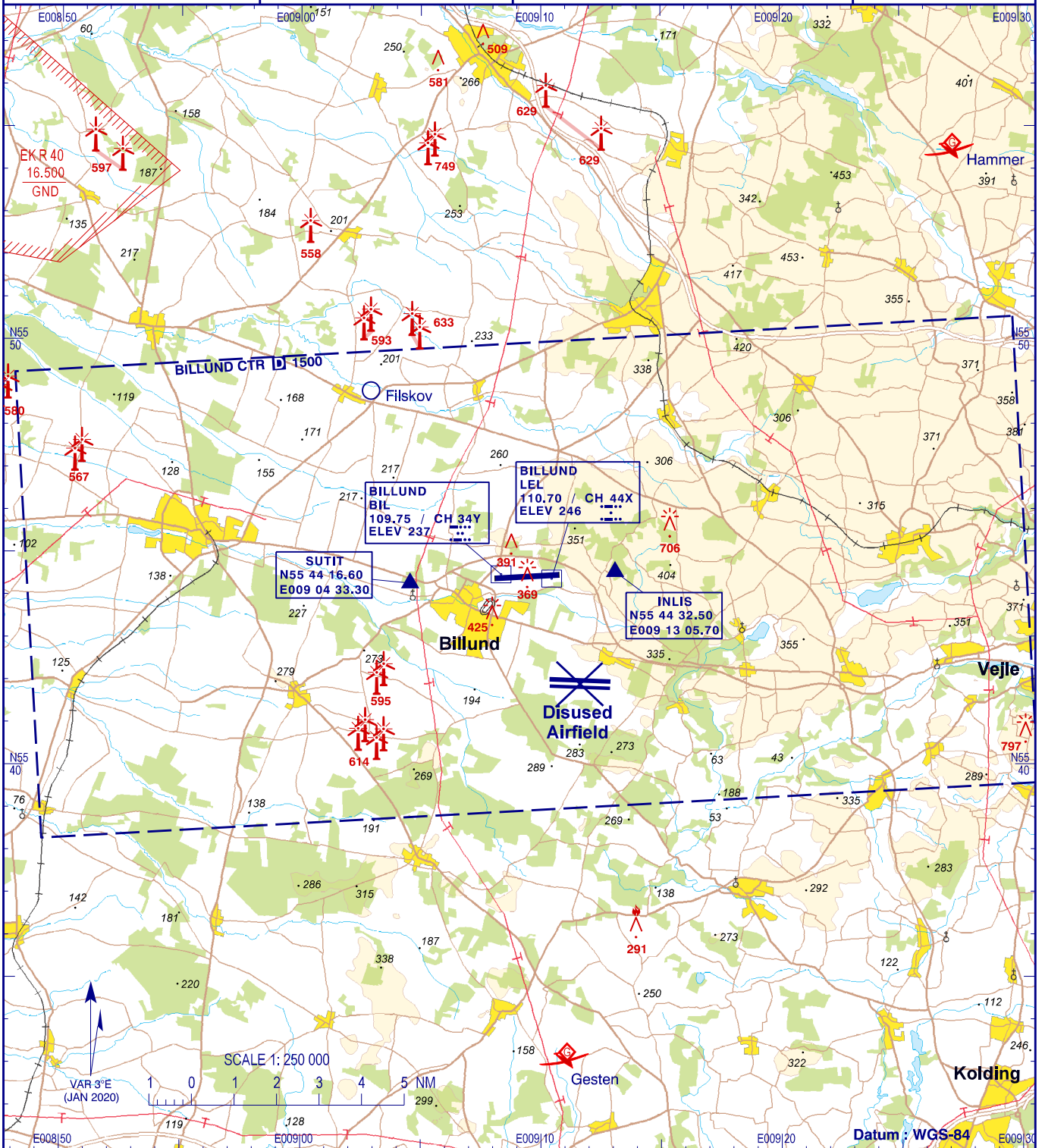
VISUAL APPROACH CHART - ICAO

AD ELEV : 247

Bearings and tracks are magnetic
ELEV and ALT in FT

Billund APP : 127.580
Billund TWR : 119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)

AD 2 - EKBI
VAC
Billund



RWY 09 : Visual approach from the south shall be executed with baseturn west of RNAV fix SUTIT (55 44 16.60N 009 04 33.30E)

RWY 27 : Visual approach from the south shall be executed with baseturn east of RNAV fix INLIS (55 44 32.50N 009 13 05.70E)

Changes : OBST withdrawn.