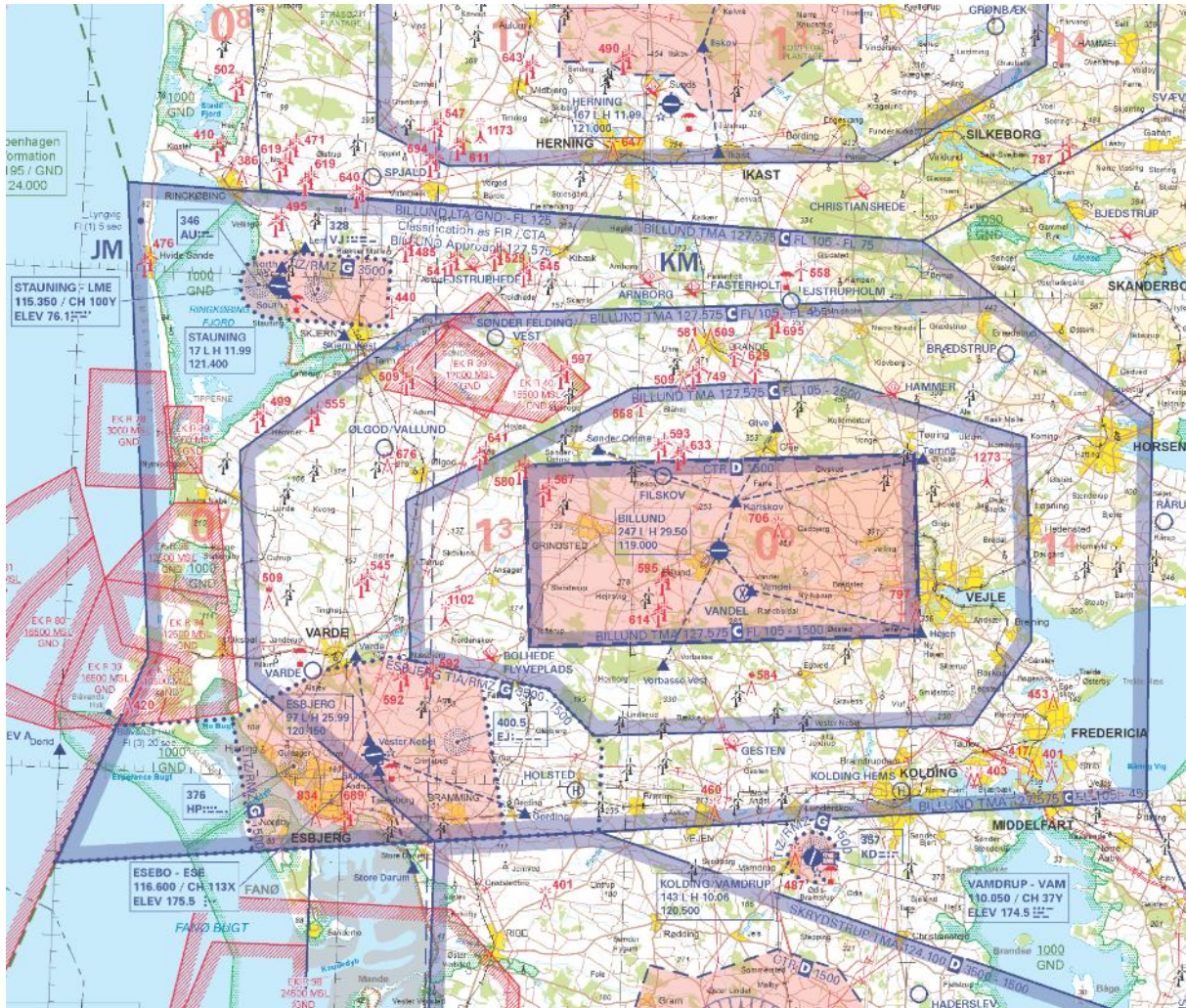


Billund Airport (EKBI)



Charts

by VATSIM-Scandinavia

Elevation 247'	Transition Altitude	More Charts aim.naviair.dk	Tower 119.005	APP 127.580	ACC Copenhagen 136.485
EKBI Quick Reference notes					
Direct points		Runway 09 →		← Runway 27	
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 136.455
- 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

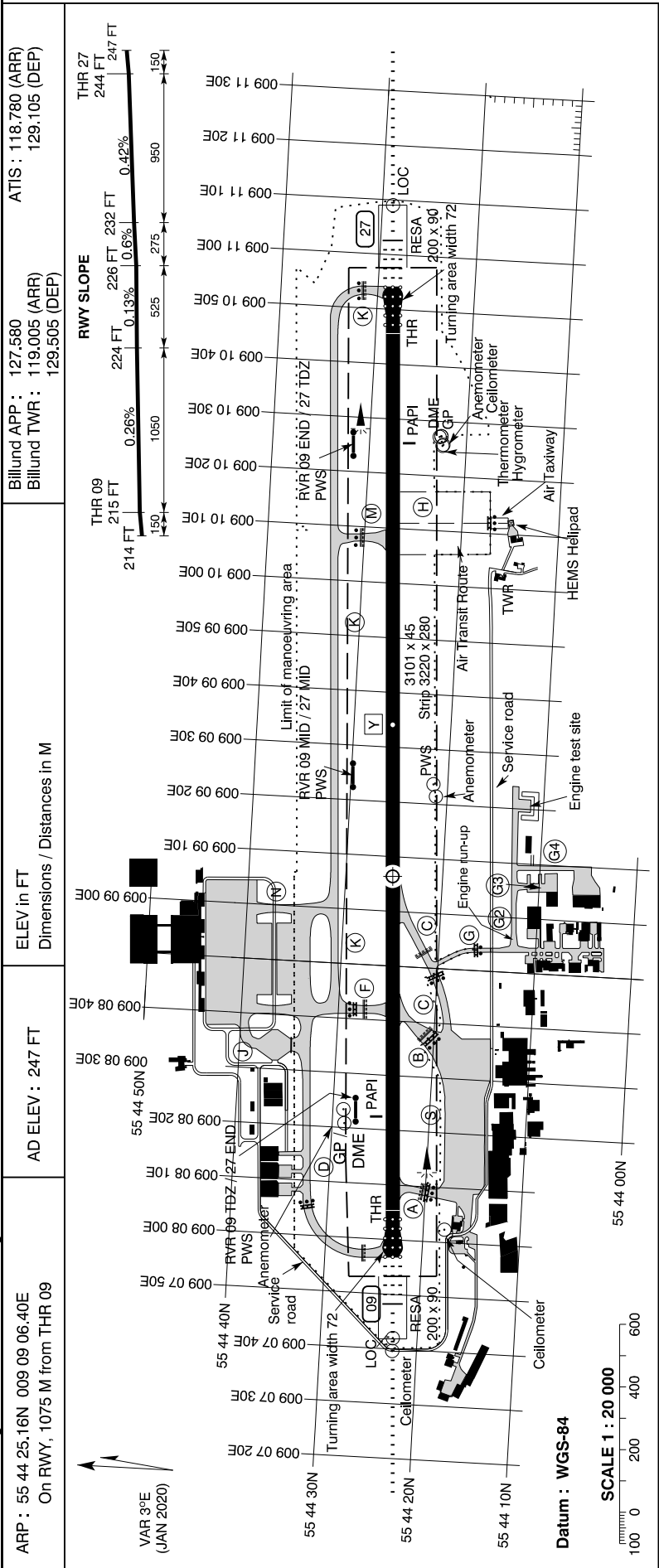
Departure

- 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
- 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

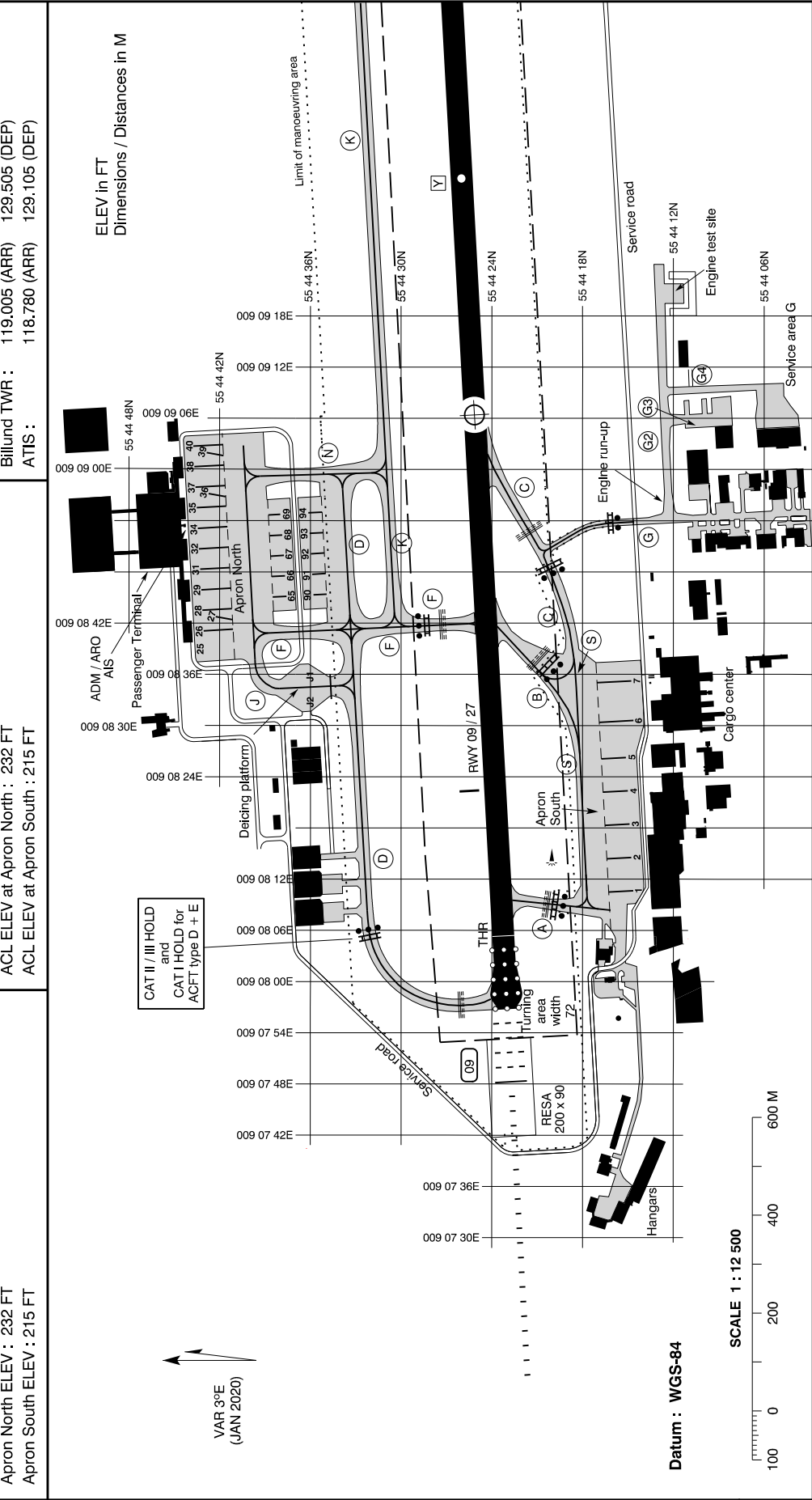
Changes : TAXIWAYS text changed.



RUNWAYS										TAXIWAYS									
NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances			APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)			Width / Pavement : TWY A, B, C, D, F, J, K, M, N and S : 23 / Asphalt TWY H : 57 / Grass Strength : TWY A, B and C : PCN 110 / F / A / X / T TWY J, K and S : 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 : Centre line, holding positions at all TWY/RWY intersections marked. Side stripes where deemed necessary. Lighting : Centre line, Stop bars and RGL : TWY A, B, C, D, F, H, J, K, M, N and S								
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	PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR	TDZ	PAPI	Centre line	Edge	End			
					D	3101	3101	3101	2951	900 M	Green	900 M	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	2887		CAT II									
					B	2350	2350	2350		and III									
					F	2323	2323	2323											
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	C	2033	2033	2033	2951										
					K	2951	2951	3101	2951	900 M	Green	900 M	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			
					O / R														
					M	3101	3101	3101											
					Y	2172	2172	2322											
					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



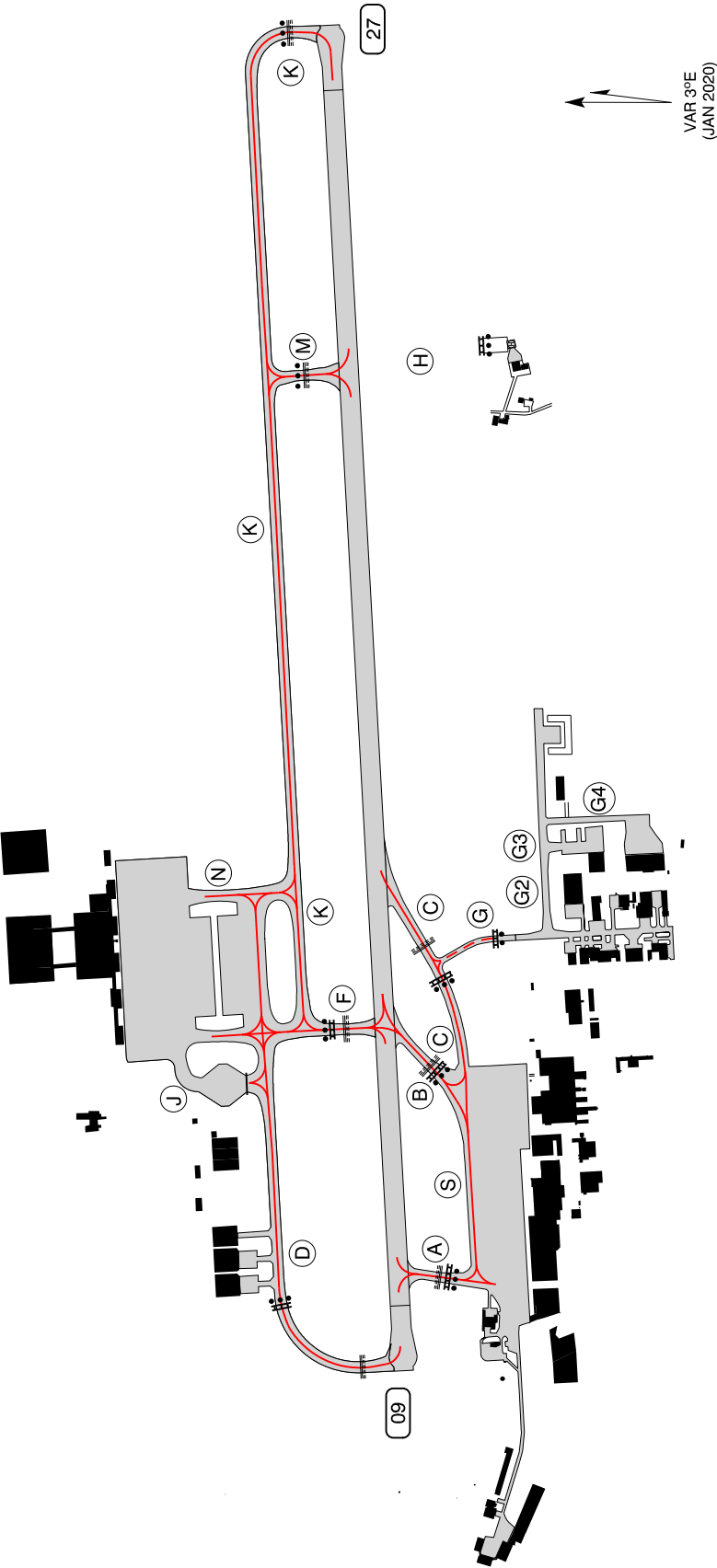
TAXIWAYS G and G2	
Secondary TWY G and G2 : Width / Pavement : 12 M / Asphalt Lighting : Blue edge LIL on TWY G	
APRON	
Apron South : Concrete PCN 110 / R / A / X / T	
Apron North : Semi-flexible pavement (Densiphalt) PCN 110 / F / C / W / T	
Apron North Remote parking : Semi-flexible pavement (Densiphalt) PCN 90 / F / C / W / T	
Deicing platform : Semi-flexible pavement (Densiphalt) PNC 90 / F / C / W / T	

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

084°

264°

084°

084°

084°

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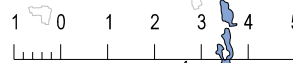
084°

084°

084°

Datum : WGS-84

SCALE 1: 300 000



TA 3000

RDH 50

GELBA

BIL 11.0

IF

3000

IF

2000

1000

640

THR ELEV 215

3.0° / 5.24%

084°

084°

084°

084°

084°

084°

084°

084°

084°

084°

084°

084°

084°

084°

084°

084°

084°

084°

OSLAS

BIL 5.6

FAP/FAF

2000

1000

640

THR ELEV 215

3.0° / 5.24%

084°

084°

084°

084°

084°

084°

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084°

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084°

DME BIL

LOC BIL

MAPt

BIL 0.5

THR ELEV 215

3.0° / 5.24%

084°

084°

084°

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BI000

BIL 4.8

2000

1000

640

THR ELEV 215

3.0° / 5.24%

084°

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

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	D _L
ILS CAT I	356 (141)	363 (148)	373 (158)	386 (171)	391 (176)
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	

SPECIAL CONDITIONS

*N of AD only.

NOTE:
CAT III operations may take place without
restrictions as the OFZ is not penetrated.

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

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)

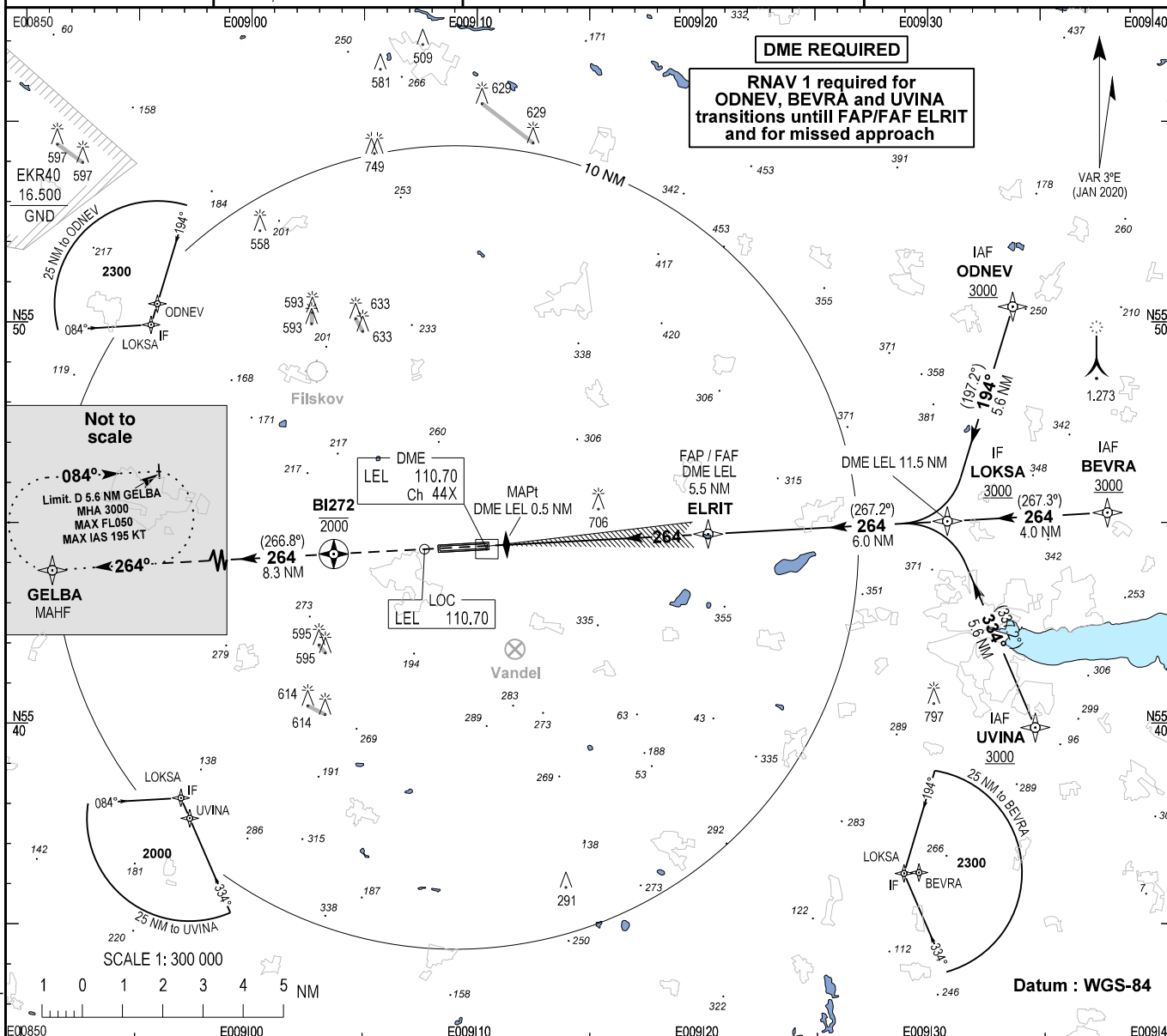
129.505 (DEP)

ATIS : 118.780 (ARR) 129.105 (DEP)

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

DME REQUIRED

RNAV 1 required for
ODNEV, BEVRA and UVINA
transitions until FAP/FAF ELRIT
and for missed approach



TA 3000

RDH 49

Missed approach:
Climb straight ahead to
2000 FT. After passing
BI272 continue climb to
3000 FT to GELBA
and join the holding.

BI272
LEL 3.8

LOC LEL DME LEL

LEL 0.5
MAPt

ELRIT
LEL 5.5
FAP/FAF

LOKSA
LEL 11.5
IF 3000

THR ELEV 244

OCA (H)	A	B	C	D	D _L	SPECIAL CONDITIONS
ILS CAT I	392 (148)	401 (157)	410 (166)	420 (176)	422 (178)	*N of AD only.
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		

NOTES:

- The missed approach hold at GELBA is designed as direct entry only.
- CAT III operations may take place without restrictions as the OFZ is not penetrated.

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

INSTRUMENT APPROACH CHART - ICAO

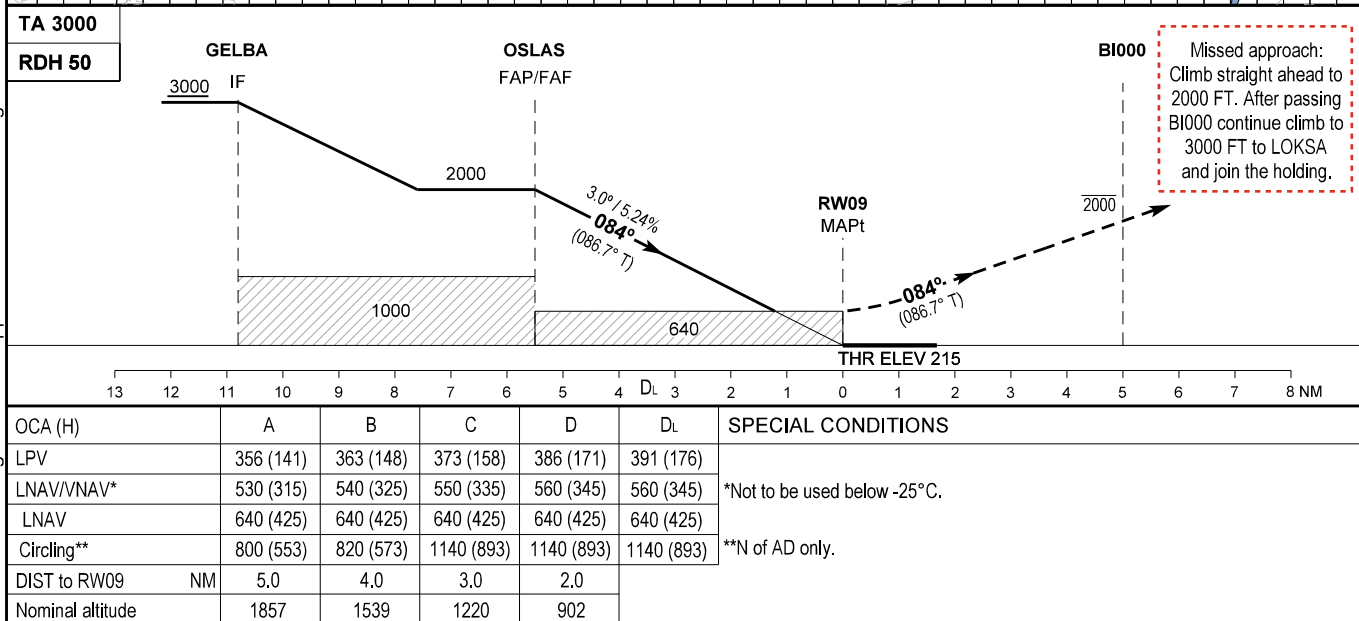
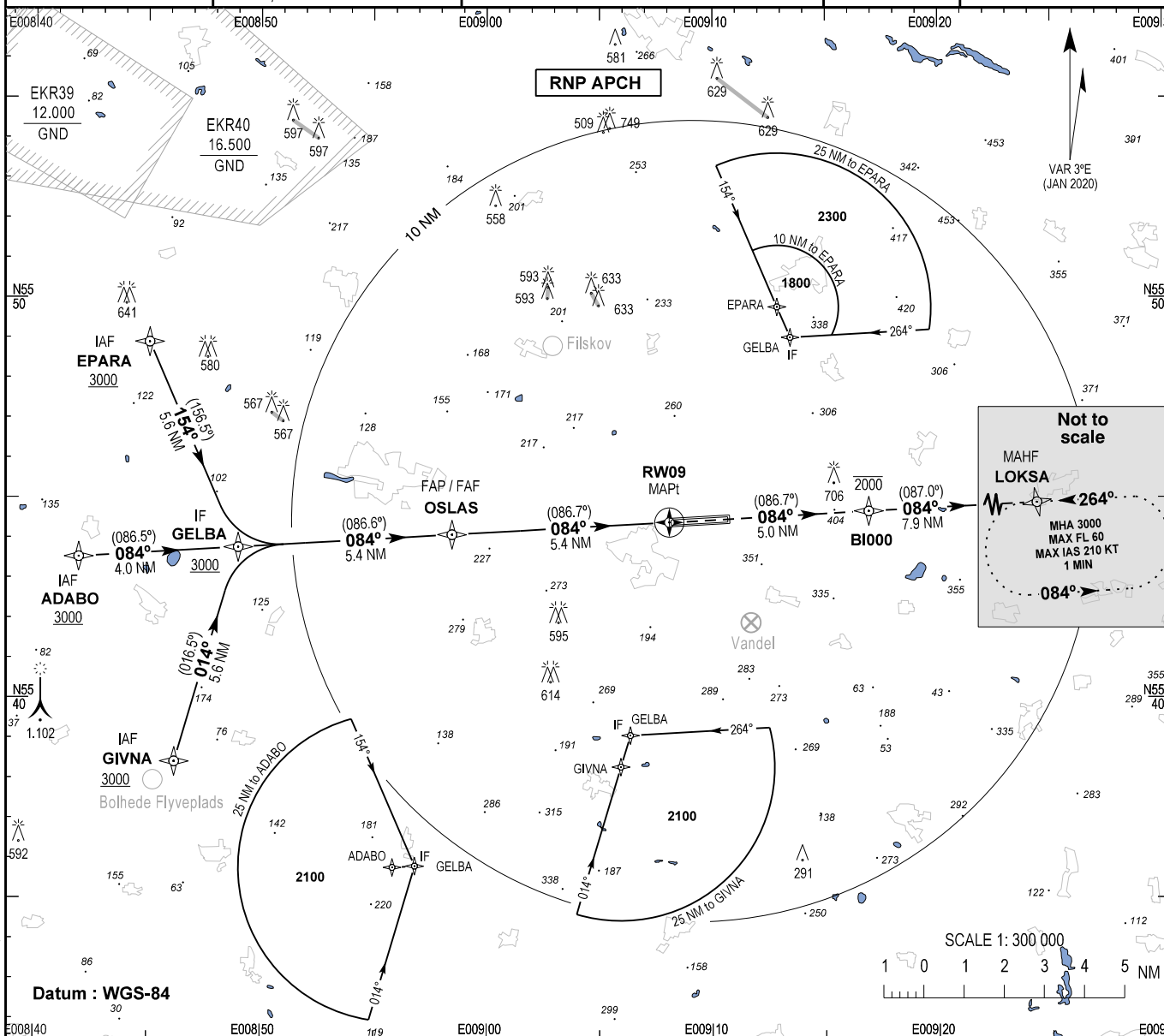
AD ELEV : 247

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)

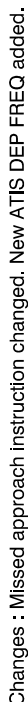
EGNOS :
CH 57711
E09A

AD 2 - EKBI
RNP RWY 09 - 1
Billund



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

AD 2 - EKBI
RNP RWY 27 - 1
Billund

AIRAC AMDT 02/24 - 22 FEB 24

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 3000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

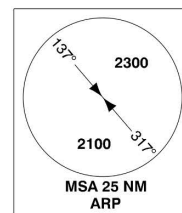
AD 2 - EKBI
SID (P-RNAV) RWY 09 - 1
Billund

Initial Climb

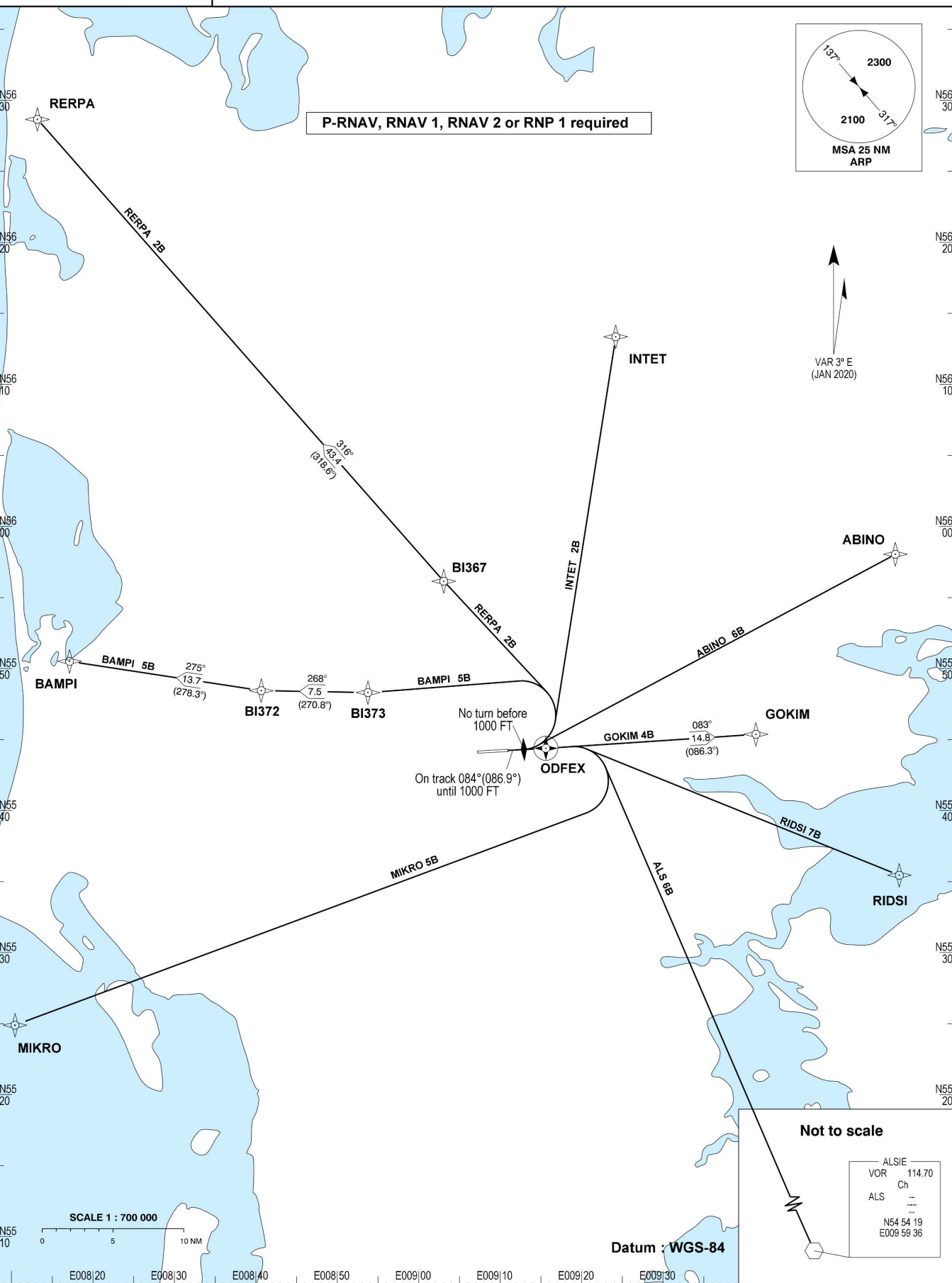
6000'

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

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



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.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 3000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

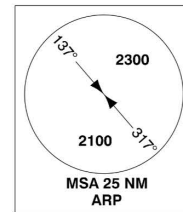
AD 2 - EKBI
SID (P-RNAV) RWY 27 - 1
Billund

Initial Climb

6000'

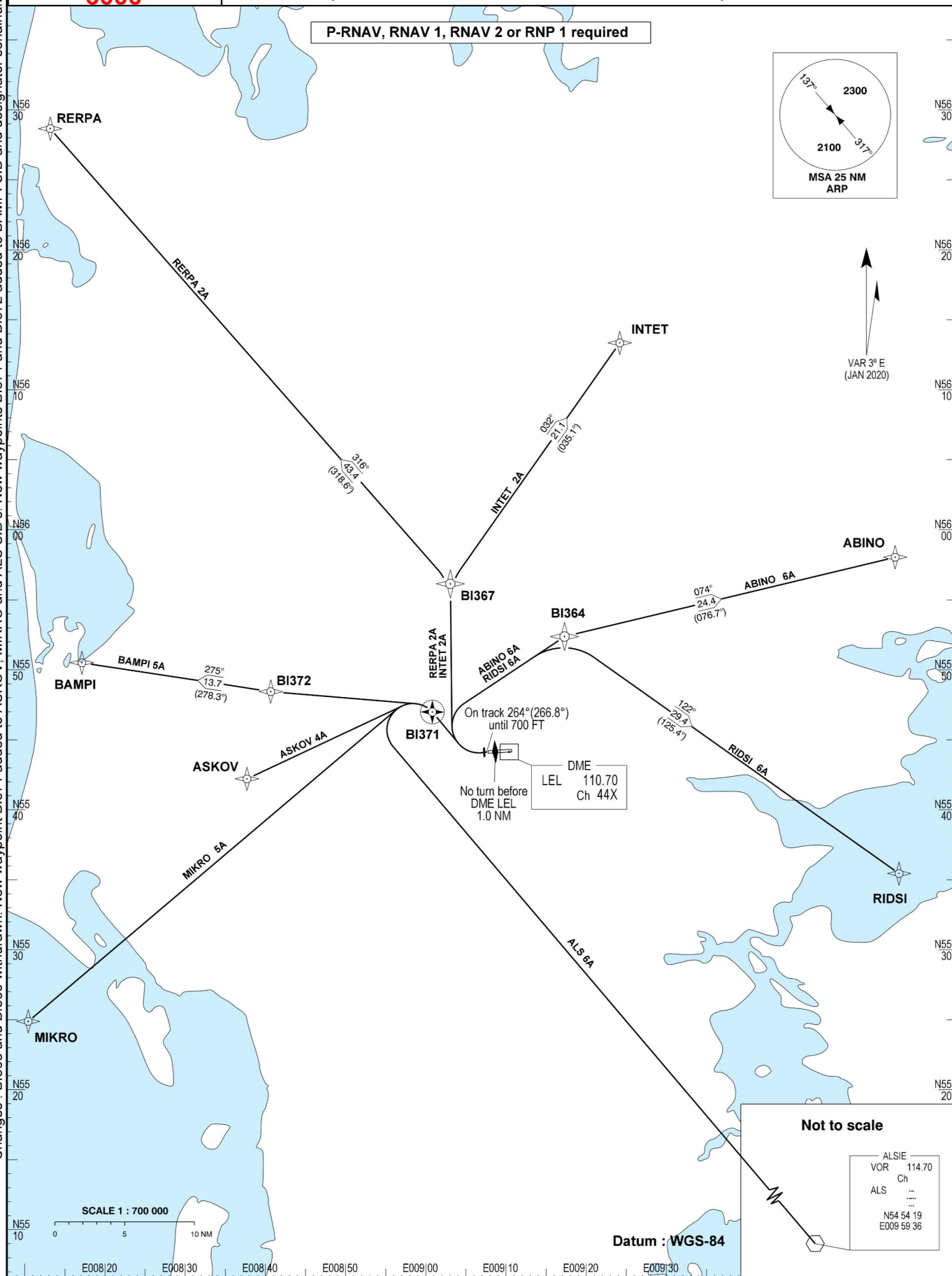
After Departure passing 1000' Contact Billund APP 127.580
Departures to EKCH, EKRK or EARN MUST file via ABINO point

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



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.



NAVIAIR



AD 2 - EKBI GLIDER AREAS IN TMA Billund

VISUAL APPROACH CHART - ICAO

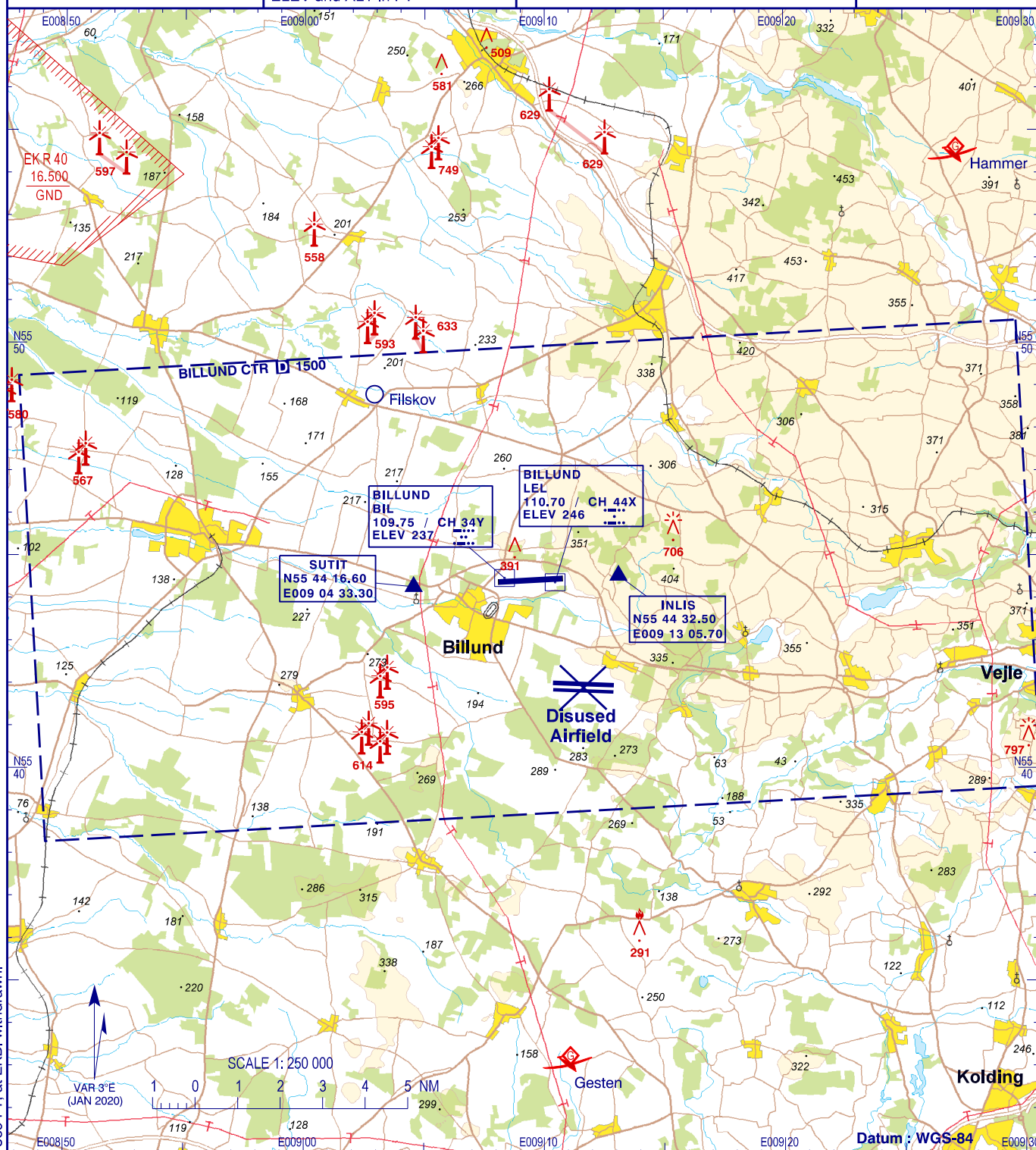
AD ELEV : 247

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**

Changes : OBST PTZ 1 : 369 FT, at EKBI withdrawn.



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)