EKBI - Billund Airport

Available stands

https://stands.vatsim-scandinavia.org/?icao=EKBIframeless=true

Overview

Billund Airport is the second largest in Denmark. The airport was originally built in 1964 by LEGO. The airport was back then built to accommodate visitors to the nearby Legoland. The airport has since been taken over by nearby communes and a private company and then expanded to the size we know today. In 2023 the airport had moved nearly 4.000.000 passengers.

ALWAYS remember, if you are unsure or in doubt then ask. We will always do our best to help you out!

Use of stands

In Billund, there are 3 main aprons. The northern one at the terminal building accommodates all passenger planes.
The stands 25 - 26 & 38 - 40 are flex stands, meaning they can accommodate both Schengen and NON-Schengen.
Stand 27 - 37 is Schengen only.

Stand 65 - 94 is used for longer-term parking.

Southern Apron;
Stand 2 - 7 is Cargo
Stand 1 is VIP

The G area is used for General Aviation

The De-Ice pad (J) may be used for Heavy and Super

IFR clearance

Initial contact is with Tower, reporting callsign, stand number, and latest ATIS identification letter.
Remember to read/listen to the entire ATIS as there might be some specific info related to you!

Requesting De-Icing

If you require de-ice before your departure, request it with your departure clearance request.

Push-back

All stand at the terminal and Cargo stands require pushback. The Mid-Apron (Stand 65 - 94) is taxi-out based on A/C type. (Some heavy might require pushback)

> **IRL pushback is at the pilot's discretion, However on Vatsim, it is up to the individual controller to simulate this or not.**

Taxi

When landing RWY 09 pilots are encouraged to continue taxiing via K to hold short at N
For departures, F intersection may be used upon request.
Intersection M may always be used at the Pilot's discretion.

Backtracking via A is NOT allowed for Mediums+, if you require full length, advise the controller and you will receive a taxi via B, F & D.

Runways

In Billund, there is only 1 runway. Both ends have ILS CATII/III. This is the normal procedure.
During direct crosswind situations i.e. winds 180 or 360, 09 may be used for departure and 27 for landing, to ensure shorter taxi times.

SIDs

Depending on destination and routing each SID can be chosen at the pilot's discretion, However.
EKCH arrivals must use the ABINO

When creating the Flightplan do NOT include the identifier (i.e. 2C), simply write the waypoint name.
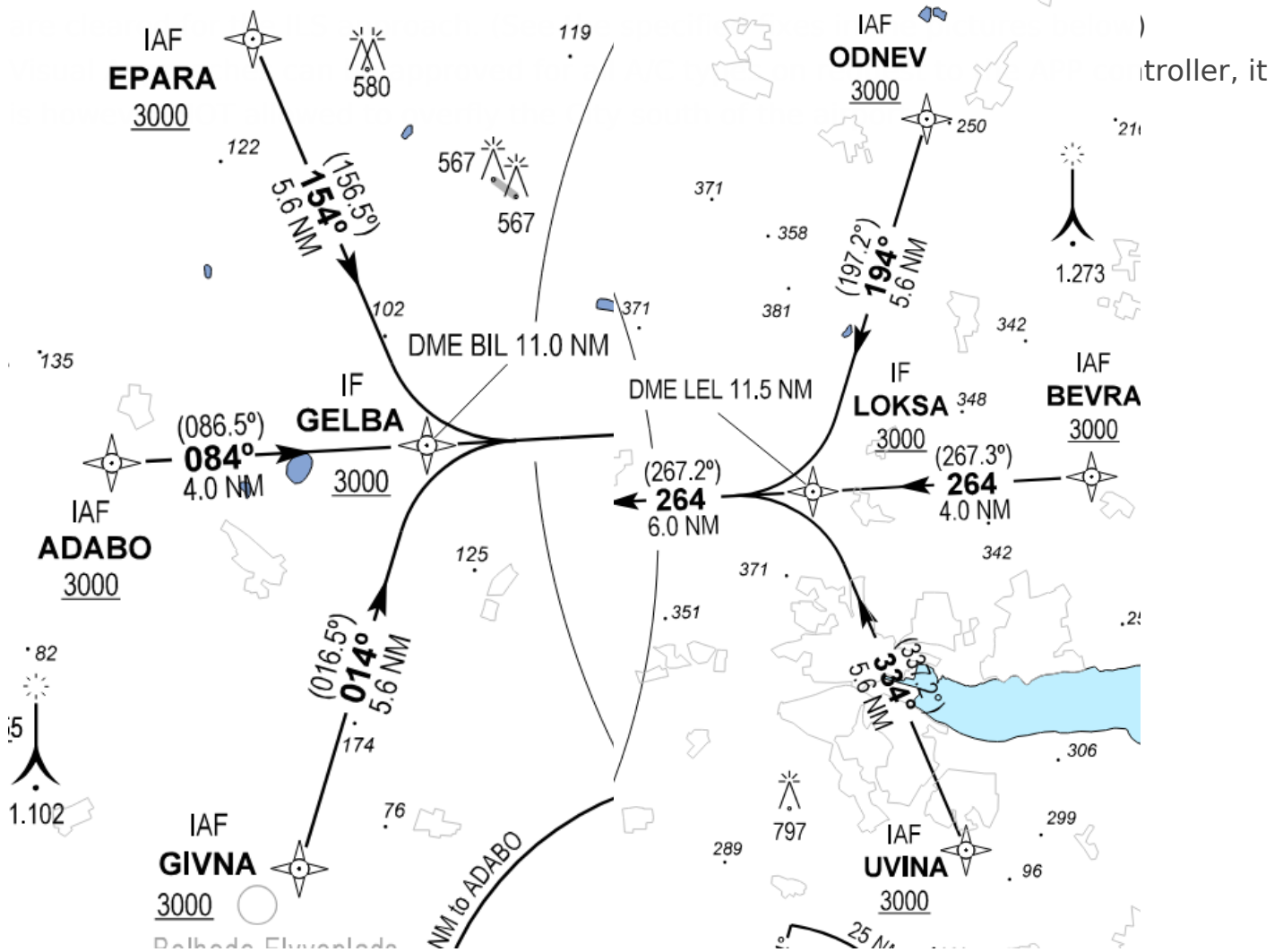
ALL SIDS HAVE INITIAL CLIMB OF FL060!

STARs

There are no STAR's in Billund.
Expect direct to ILS fix or Vectors.

Approach

ILS Z is the only approach type normally used.
You might receive **"Via [FIX] Cleared ILS Z Runway XX"** Meaning after that FIX you

Direct routings

If traffic permits you might receive directs from both EKDK_CTR and APP.
The fixes normally given are the ones listed above.