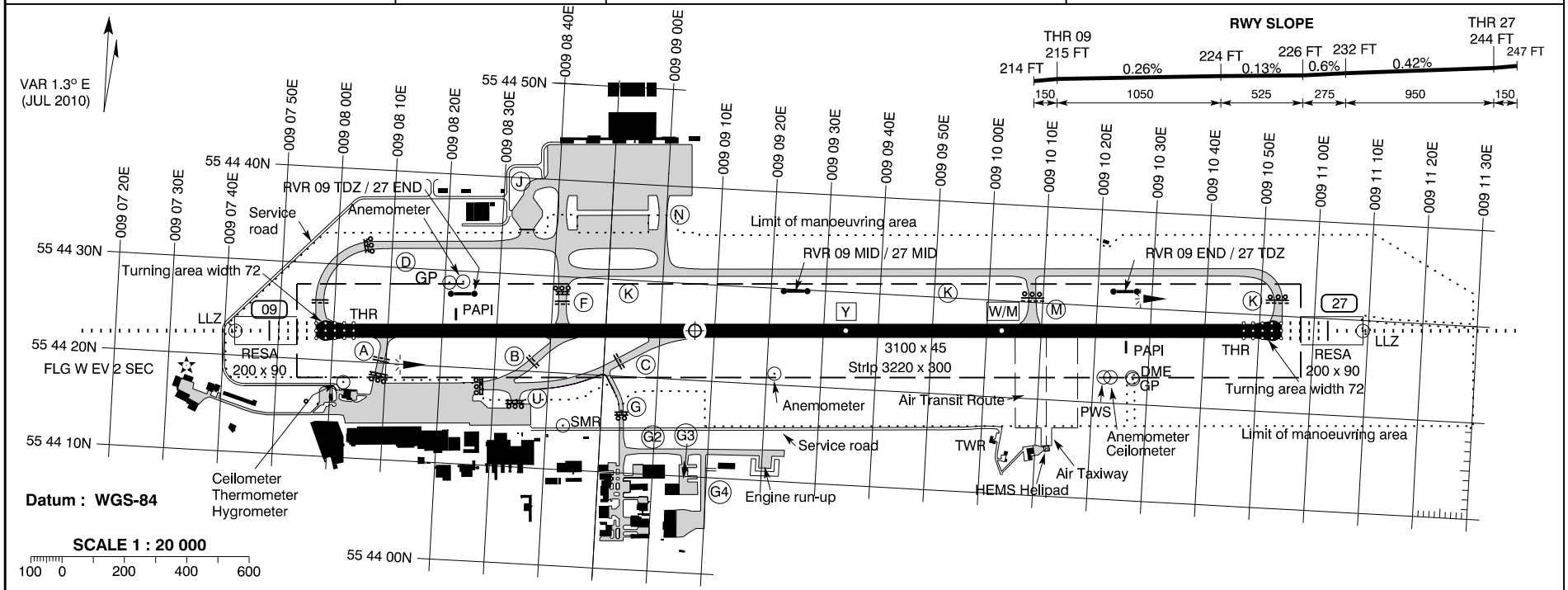
Changes : Limitation on aircraft category for engine run-up removed. Gate removed on taxiway to hangars west of apron south.

AERODROME CHART - ICAO

ARP : 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 : 127.575 Billund TWR : 119.000 ATIS : 118.775



RUNWAYS

NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances					APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)						
					PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR	TDZ	PAPI	Centre line	Edge	End
09	086.8° GEO 085.5° MAG	55 44 23.24N 009 08 05.34E	Asphalt PCN 110 F / A / X / T	THR RWY NR Aiming point TDZ Centre line Side stripes	D A B/F C	3100 2891 2350 2030	3100 2891 2350 2030	3100 2891 2350 2030	2950	900 M CAT II and III	Green	900 M White	3° MEHT 52 FT	3100 M 15 M	150 M Red 2950 M White 60 M	Red
27	266.8° GEO 265.5° MAG	55 44 28.20N 009 10 45.60E			K W/M Y C B/F	2950 O / R 3100 2050 1550 950 630	2950 O / R 3100 2050 1550 950 630	3100 2200 1700 1100 780	2950	900 M CAT II and III	Green	900 M White	3° MEHT 51 FT	3100 M 15 M	150 M Red 2950 M White 60 M	Red

OTHER : Secondary power supply : Yes, switch-over time CAT II and III MAX 1 SEC, otherwise MAX 15 SEC

OBSTACLES : All obstacles are marked by day and night

TAXIWAYS A, B, C, D, F, J, K, M, N and U

Width / Pavement :
23 / Asphalt.

Strength :
TWY A, B, C and U : PCN 110 / F / A / X / T.
TWY J and K : 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

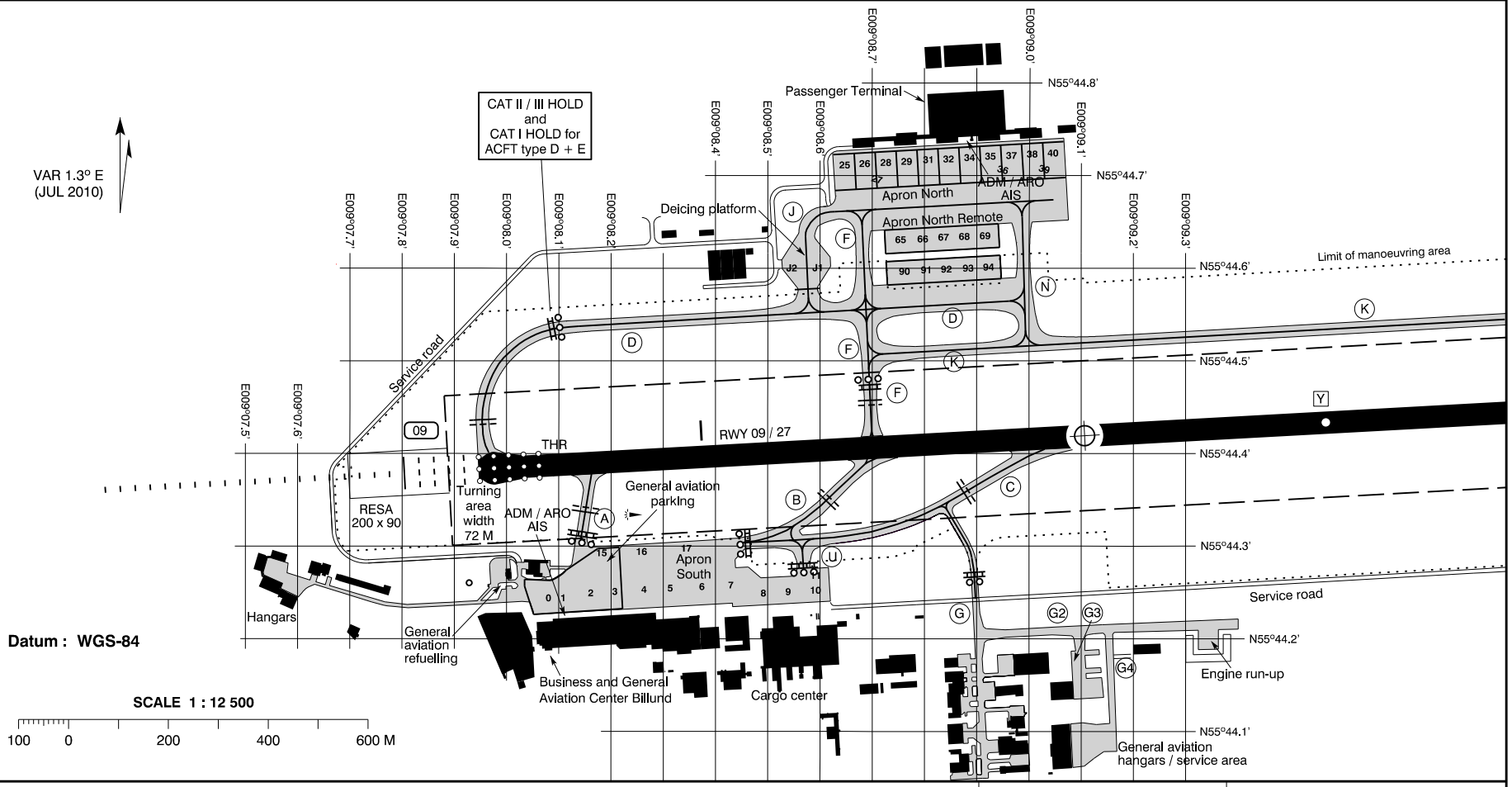
Day marking :
TWY A, B, C, F and U : Centre line, Side stripes, Holding and Stop positions.
TWY D, K and M : Centre line, Holding and Stop position.
TWY J : Centre line, Intermediate holding position.
TWY N : Centre line

Lighting :
Blue edge LIL on TWY U
Centre line on TWY A, B, C, D, F, J, K, M, N.
Stop bars and RGL.

Changes : Limitation on aircraft category for engine run-up removed. Gate removed on taxiway to hangars west of apron south.

AIRCRAFT PARKING / DOCKING CHART - ICAO

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 : 119.000 ATIS : 118.775



INS COORDINATES FOR AIRCRAFT STANDS

Apron South

0 - 55 44 14.10N 009 08 06.66E
1 - 55 44 14.16N 009 08 03.88E
2 - 55 44 14.66N 009 08 09.03E
3 - 55 44 14.73N 009 08 11.60E
4 - 55 44 14.81N 009 08 13.88E
5 - 55 44 14.97N 009 08 18.74E
6 - 55 44 15.14N 009 08 23.91E
7 - 55 44 14.97N 009 08 27.24E
8 - 55 44 15.02N 009 08 29.50E
9 - 55 44 15.10N 009 08 32.31E
10 - 55 44 15.16N 009 08 35.15E
11 - 55 44 16.33N 009 08 35.32E
15 - 55 44 16.97N 009 08 11.67E
16 - 55 44 17.07N 009 08 14.94E
17 - 55 44 17.24N 009 08 20.09E

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

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

TAXIWAYS G and G2

Secondary TWY G and G2 :

Width / Pavement :
12 M / Asphalt

Lighting :
Blue edge LIL on TWY G

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:	247 FT 19.6°C
4.	MAG VAR: Annual change:	1.3°E (JUL 2010) Increasing: 10’
5.	AD ADM:	Billund Lufthavn A/S
	AD address:	Billund Airport P.O.Box 10 DK-7190 Billund
	TEL: FAX:	+45 76 50 50 50 +45 76 50 50 76 (Administration) +45 75 33 84 10 (Traffic Handling) +45 75 35 34 75 (Freight) +45 75 35 39 74 (ADO/ARO/Briefing)
	E-mail: Internet: AFS:	info@bll.dk www.bll.dk EKBI
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	Daily 0500-2100 (Daily 0400-2000)
2.	Customs and immigration:	The airport is open for traffic to/from all states. HR for customs clearance and immigration as for AD.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	H24
5.	ATS Reporting Office (ARO):	H24
6.	MET Briefing Office:	H24
7.	ATS:	H24 (H24)
8.	Fuelling:	As AD
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	As AD

12. Remarks: Rescue and Fire Fighting Service: Contact Airport OP before requesting SLOT. (See also item 6.4)

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: All
3.	Fuelling facilities and capacity:	100 LL: 150 L/MIN Jet A1: 3750 L/MIN
4.	De-icing facilities:	Yes. For details about de-icing and anti-icing, see item 20 Local Traffic Regulations
5.	Hangar space for visiting aircraft:	Limited
6.	Repair facilities for visiting aircraft:	Minor repairs only
7.	Remarks:	a. "Billund Airport Office": FREQ 131.500 MHZ

b Frequencies used for handling:
- 131.900 - call sign "Billund Handling"
- 131.550 - call sign "Billund Cargo Handling"

c. Oxygen, hydraulic oil and CO 2 available.

d For commercial flights embarking and disembarking passengers, freight and mail shall take place on the apron.

e. Business, executive, private and non-scheduled taxi flight up to MTOM 15.000 KG shall use Demarked Area.IGeneral Aviation flights from MTOM 15.000 KG up to MTOM 45.500 KG shall use Demarked Area.
Only carriage of carriers own staff and cargo and non revenue passengers allowed and as a part of company business operations.
Billund Airport FBO facilities limited up to 10 pax Flights, in excess of 10 pax, special request to BLI Airport Handling All General Aviation flights with MTOM above 3500 KG must be airport SLOT coordinated.
If security, passport- and/or custom check needed, departure/arrival must be via Billund Airport FBO, and must be requested in advance.
Only limited ramp/passenger handling services available at Billund Airport FBO.
Request must be made with BLL Airport Handling. For complete list of GA handlers see www.fbo.bll.dk

5. Passenger Facilities

1.	Hotels:	Hotels in town
2.	Restaurants:	Yes
3.	Transportation:	Taxi and bus
4.	Medical facilities:	Hospital in Grindsted, Give and Vejle
5.	Bank and Post Office:	Currency exchange at airport. Bank and Post Office in town
6.	Tourist Office:	-
7	Remarks: NIL	

6. Rescue and Fire Fighting Services

1.	AD category for fire fighting:	CAT 7. Outside AD hours service provided to commercial flights with passengers, holding confirmed airport SLOT, according to Aircraft category and to STA.
2.	Rescue equipment:	-
3.	Capability for removal disabled aircraft:	Yes

4. Remarks: Outside AD Operational hours (see item 3.1) Rescue and Fire Services for position- and cargoflights PPR 72 hours.

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

3. Remarks: AD available all seasons.

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.	
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. Secondary TWY G, G2: 12 M, asphalt. TWY M: 23 M, Asphalt,PCN 65,F/A/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: NIL.

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.	
2.	RWY and TWY markings:	RWY 09/27: THR, RWY NR, Aiming Point, TDZ, centre line, side stripes. TWY A, B, C, F, U: 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.	
3.	Stop bars:	Where appropriate	

4. Remarks: NIL.

10. Aerodrome Obstacles

In approach/TKOF areas			In circling area and at AD	
a	b	c	a	b
RWY/ Area affected	Obstacle type Elevation Markings/LGT	PSN	Obstacle type Elevation Markings/LGT	PSN
-			-	

Remarks: All obstacles are marked by day and night

11. Meteorological Information Provided

1.	Associated MET Office:	Central Forecasting Office (VTC) TEL +45 39 15 72 72	
2.	Hours of service: Outside Hours:	H24	
3.	Office responsible for TAF preparation: Periods of validity:	Central Forecasting Office 9, 18/24 hours	
4.	Type of landing forecast: Interval of issuance:	NIL	
5.	Briefing/Consultation provided:	Self briefing and telephone consultation	
6.	Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts English and Danish	
7.	Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart	
8.	Supplementary equipment available:	Weather satellite image display system	
9.	ATS units provided with information:	Billund Approach/Tower	
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 085.5° MAG	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 265.5° 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

RWY NR	RUNWAY CODE	TYPE
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 O/R 3100 M	2950 M O/R 3100 M	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 Colour Spacing 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 LIH	150 M Red 2950 M white 60 M LIH	Red	-
27	CAT II and III 900 M LIH	Green	3° 51 FT	900 M White	3100 M 15 M LIH	150 M red 2950 M white 60 M LIH	Red	-

Remarks: NIL

15. Other Lighting and Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: ABN 55 44 17N 009 37 34E *
On Hangar. FLG W EV 2 SEC
Operating when aircraft are expected at night or in poor visibility by day
2. LDI location and LGT: -
Anemometer location and LGT: -
3. TWY edge and centre line LGT: Blue edge LIL on TWY G, U.
Centre line on TWY A, B, C, D, F, J, K,M, N.
STOP bars and RGL.
4. Secondary power supply/switch-over time: Yes, switch-over time CAT II and III MAX 1 SEC, otherwise MAX 15 SEC.
5. Remarks: NIL

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. Air taxiway and air transit route marked with green/yellow reflective centerline markings.
5. Remarks: Approved for VMC operations day and night. Only HEMS operations allowed.

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

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
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
LLZ 09 CAT III	BIL	111.700 MHZ	HO	55 44 28.92N 009 11 09.05E		ILS class III/E/4
GP 09		333.500 MHZ	H24	55 44 28.74N 009 08 20.83E		Angle 3°, RDH 50 FT
MM 09		75 MHZ	H24	55 44 20.15N 009 06 25.88E		
OM 09		75 MHZ	H24	55 44 09.92N 009 01 06.98E		
L	GE	395 KHZ	H24	55 44 10.21N 009 01 06.90E		DOC 15 NM. Track displacement of APRX 3° southwards may occur on final approach RWY 09
LLZ 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 LLZ Collocated with GP
MM 27		75 MHZ	H24	55 44 30.74N 009 12 09.38E		
OM 27		75 MHZ	H24	55 44 39.95N 009 16 46.77E		
NDB	LO	341 KHZ	H24	55 44 40.13N 009 16 46.81E		DOC 40 NM
ALSIE VOR (1°E 2008)	ALS	114.700 MHZ	H24	54 54 19.49N 009 59 36.16E		DOC FL 500/60 NM, 80 NM 312°- 062° MAG and 80 NM 197°- 242° MAG
RAMME VOR/DME (0° 2008)	RAM	111.850 MHZ/ CH 55Y	H24	56 28 42.14N 008 11 14.51E	60.4 FT	DOC FL 500/60 NM, 150 NM 223°- 043° MAG
SKRYDSTRUP VORTAC (1°E 2008)	SKR	110.400 MHZ CH 41X	H24	55 13 44.18N 009 12 50.61E	138.4 FT	DOC FL 500/80 NM

20. Local Traffic Regulations

1. Taxiing

1.1 Aircraft ICAO code letter F is only allowed to taxi with marshaller guidance.

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.

1.3 180° turn on the runway:

a. Aircraft ICAO code letter F only allowed with marshaller guidance.

b. Unless otherwise instructed by Billund TWR, 180° turn on the runway with aircraft having a MTOM of 40 tonnes or more is only permitted only on the designated turning areas at each end of the runway.

2. Parking

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 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 aircraft with a MTOM above 5700 KG, engine start up and push back may take place only by assistance from a signalman (according to Marshalling Signals, ICAO Annex 2)

Aircraft on nose-in parking must not start up engines before commencing push-back.

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 marshall:

- 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 1 October to 30 April.

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.

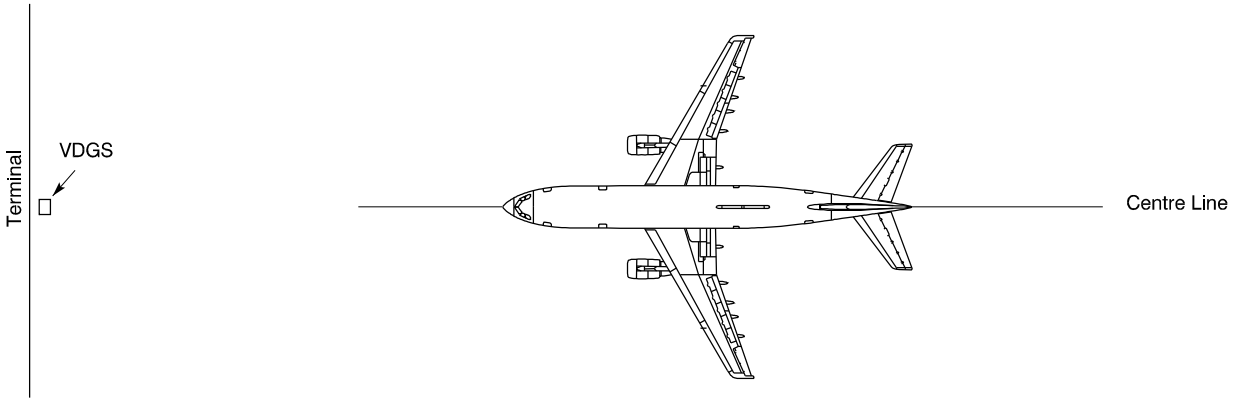
6. Removal of disabled aircraft from the runway

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.

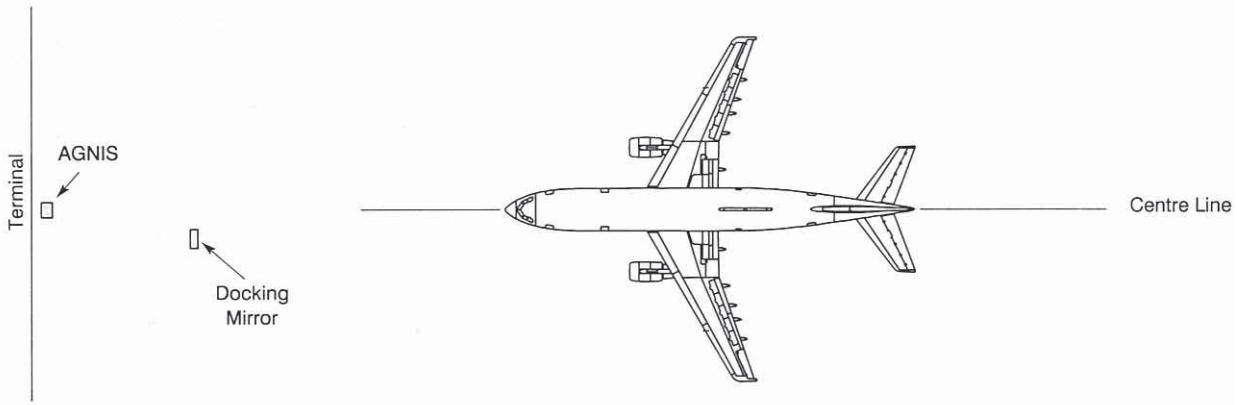
When the remaining distance is less than 30 M to the stop line, the distance is shown on the display.

The remaining last meter is shown in 0.2 M steps.

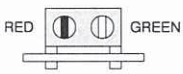
When reaching the stop line "STOP" appears on the display.

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

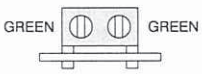


AGNIS gives azimuth guidance.



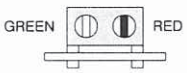
Aircraft diverged to the left of centre line

Adjust right - towards green



Aircraft on centre line

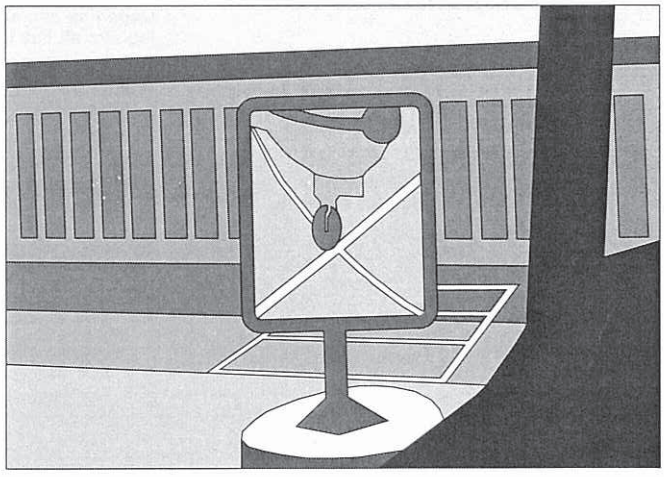
No adjustment required



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-ups and use of APU, see Local Regulations for Billund Airport, and AIP Denmark AD2-EKBI-5 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 (exept helicopters)

2. Restrictions valid for jet aeroplanes irrespective of weight 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 Visual approach from the south to RWY 09 shall be executed with baseturn west of RNAV FIX SUTIT.

2.1.3 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 aeroplanes: Take-off shall be commenced from the end of the runway.
Propeller and- turboprop aeroplanes:Take-off shall be commenced from PSN M/W or east hereof.

b. Right turn minimum 30° shall be initiated when passing 800 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.

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 PSN M/W or east hereof.

b. All VFR-departures will as far as possible be instructed to turn right minimum 30° when passing 800 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 certificatwill 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 and landing from Heligrass may take place only if prior permission has been obtained from Billund Airport.

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

4.3 Scool 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 con trary 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 nessesary 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.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to LO/LOKSA or GE/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

- L GE when RWY 09 is expected runway in use, and
- NDB LO 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 only 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 IFR flights shall contact TWR on frequency 119.000 for ATC clearance before commencing pushback. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. At initial contact with TWR state aircraft type, stand number, and preferred take-off position when RWY 09 is in use.

2.2 Standard Instrument Departures (SID) have been established for RWY 09 and RWY 27 as follows:

- SID (RNAV) based on conventional navigation below minimum radar vectoring altitude (MRVA) (1800 FT) and on the use of at least B-RNAV equipment above MRVA. Clearance will be issued only when radar service is available.
- Alternate SIDs ASKOV and GOKIM will be issued during gliding activities in gliding areas in Billund TMA, see AD 2 - EKBI Gliding Areas in TMA/CTR.
- SID (non-RNAV) intended mainly for use by school-flights with slower speed aircraft.

2.3 If unable to follow RNAV SID, state inability at first contact with TWR in order to obtain alternate clearance.

2.4 Climb out for flights not cleared via an SID:

RWY 09: Climb on 086° MAG to INLIS or 900 FT MSL whichever is later. Minimum climb gradient for all aeroplanes 3.7% until passing 900 FT MSL. Restriction only valid aeroplanes MTOM above 5700 KG.

RWY 27: Climb on 267° MAG to DME LEL 1.0 NM or 800 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 (RAM, RADIS, 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 - T60 - NARBA - P992
- Traffic via P619: BAMPI - T60 - NAVIK - P619
- Traffic via P613: BAMPI - T60 - NUGLO - P613
- Traffic via P60: BAMPI - T60
- Traffic via L983: BAMPI - T60 - AMRAM - L983
- Traffic via N866: BAMPI - T60 - 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, see ANC 1:500 000 - 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.

24. Charts Related to the Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELC
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 09-1 (RNAV) and SID 09-2 (RNAV)
	SID 09-1 and SID 09-2
	SID 27-1 (RNAV) and SID 27-2 (RNAV)
	SID 27-1 and SID 27-2
Instrument Approach Chart - ICAO	ILS 09 (CAT I+II+III) (ACFT CAT A/B)
	ILS 09 (CAT I+II+III) (ACFT CAT C/D)
	ILS/DME 27 (CAT I+II+III) (ACFT CAT A/B)
	ILS/DME 27 (CAT I+II+III) (ACFT CAT C/D)
	NDB+DME 27 (ACFT CAT A/B)
	NDB+DME 27 (ACFT CAT C/D)
Other Charts	Gliding Areas in TMA/CTR