

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For EKBI
- Terminal Charts For EKBI
- Revision Letter For Cycle 16-2023
- Change Notices
- Notebook

General Information

Location: BILLUND DNK
ICAO/IATA: EKBI / BLL
Lat/Long: N55° 44.42', E009° 09.11'
Elevation: 247 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0420 Z
Sunset: 1830 Z

Runway Information

Runway: 09
Length x Width: 10171 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 215 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 493 ft

Runway: 27
Length x Width: 10171 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 244 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 493 ft

Communication Information

ATIS: 129.105 Departure Service
ATIS: 118.780 Arrival Service
Billund Tower: 119.005 Arrival Service
Billund Tower: 129.505 Departure Service
Billund Approach: 127.580
Billund Arrival: 119.255

Billund Airport Office Operations: 131.505
Billund Handling Operations: 131.905
Billund De-Icing Operations: 131.805

EKBI/BLL
BILLUND**JEPPESEN**

28 JUL 23

10-1P

Eff 10 Aug

BILLUND, DENMARK
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS Departure 129.105

1.2. USE OF AUXILIARY POWER UNIT (APU)

The use of APU shall be limited as far as possible. APU may be used:

- 5 minutes after "on block";
- 5 minutes before leaving apron.

Exemptions

When outside air temperature is below -10° C or above +25° C APU may be used as follows:

- 5 minutes after "on block";
- 15 minutes before leaving apron.

1.3. TAXI PROCEDURES

Taxiing shall take place via the routes, refer to 10-9 pages.

ACFT with MTOM above 5700kg is allowed to taxi by own power in connection with take-off and landing only, otherwise such ACFT shall be towed.

TWY G and G2 to be used by ACFT code A and B only. Towing can be requested at Billund APT Marshal Service.

Except for landings, permission to enter apron South shall be obtained on BILLUND marshaller FREQ 131.505.

1.4. PARKING PROCEDURES

Marshaller assistance compulsory for parking on all ACFT stands.

Parking of ACFT with MTOM of 5700kg and below shall take place on General Aviation parking.

1.5. OTHER INFORMATION

ACFT with MTOM 40t or above: 180° turns are only permitted in the designated turning areas at each end of the RWY, unless other instructions are received from ATC.

Glider areas in vicinity of APT.

RWY 27 right-hand circuit.

All operations commercial and private must make prior arrangements with a handling agent for services and/or parking.

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BILLUND**JEPPESEN**

28 JUL 23

10-1P1

Eff 10 Aug

BILLUND, DENMARK
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 09/27 is approved for CAT II/III operations; special aircrew and ACFT certification required.

Pilots who intend to carry out a CAT II/III ILS approach are to use the following phrase:

"Request Category II (or III) ILS approach RWY ... (mention RWY number)".

Above mentioned request shall be made to either COPENHAGEN Control and confirmed on first contact with BILLUND Approach.

3. DEPARTURE

3.1. DE-ICING

De-icing can be expected on de-icing platform, apron North from OCT 01 to APR30. Request de-icing at BILLUND Handling. When requesting ATC clearance please report, if de-icing has been requested.

Information about treatment and consumption of fluid to be obtained from the deicing supervisor on de-icing frequency or from BILLUND Handling.

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

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

Departing traffic shall contact TWR prior to Target Off-Block Time (TOBT) in order to obtain ATC clearance. Clearance is available from EOBT -30 minutes. At initial contact, ACFT type and stand number shall be stated.

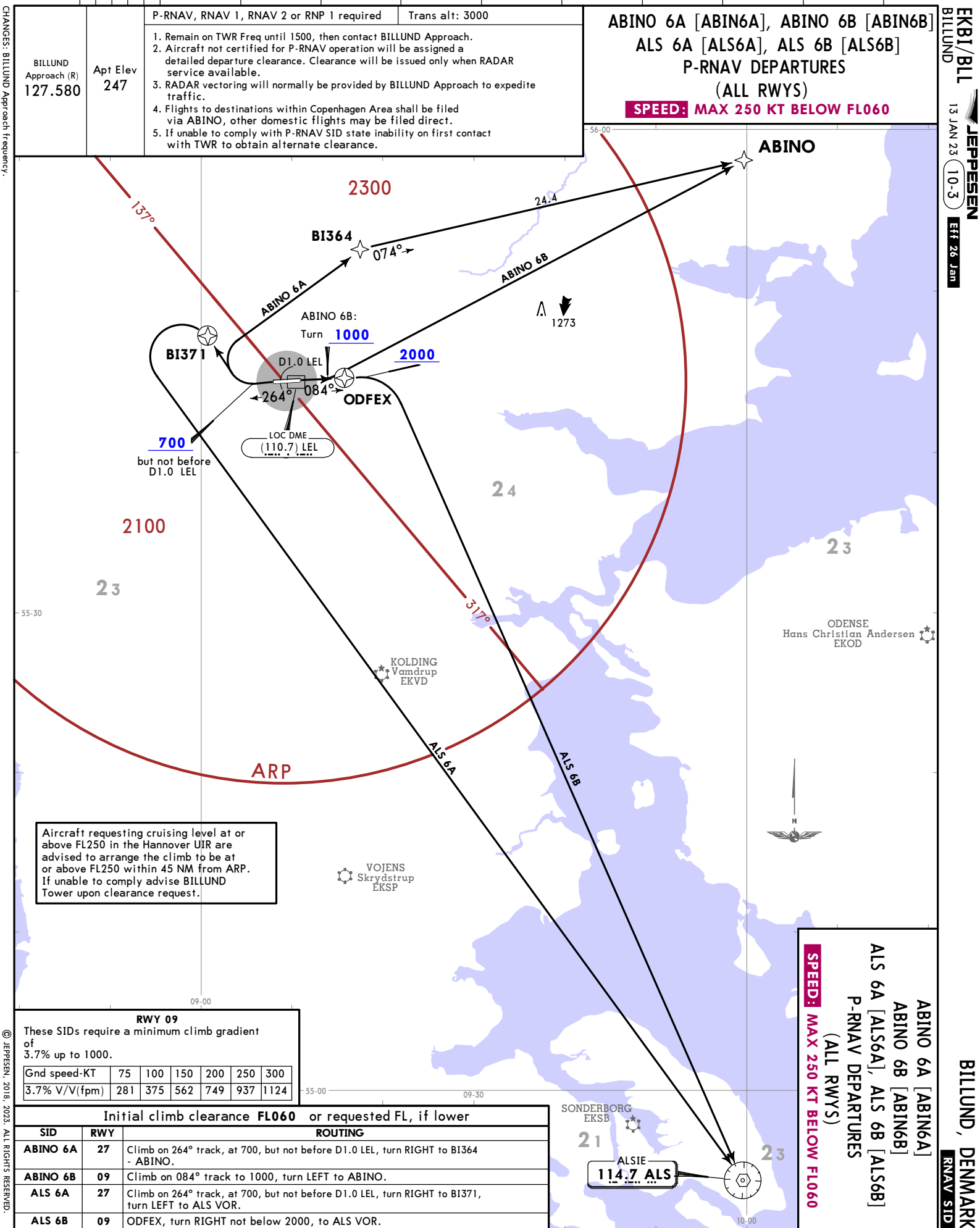
When RWY 09 is in use, state preferred take-off position.

For ACFT with a MTOM above 5700kg, engine start-up and push-back may take place only by assistance from a signalman or during single push-back via communication with driver on towing truck.

ACFT on nose-in parking must not start-up engines before commencing push-back. Approval for engine start-up and/or push-back will be issued by the signalman or by the driver on towing truck.

In case of "Push and hold", start-up also requires approval from a signalman.

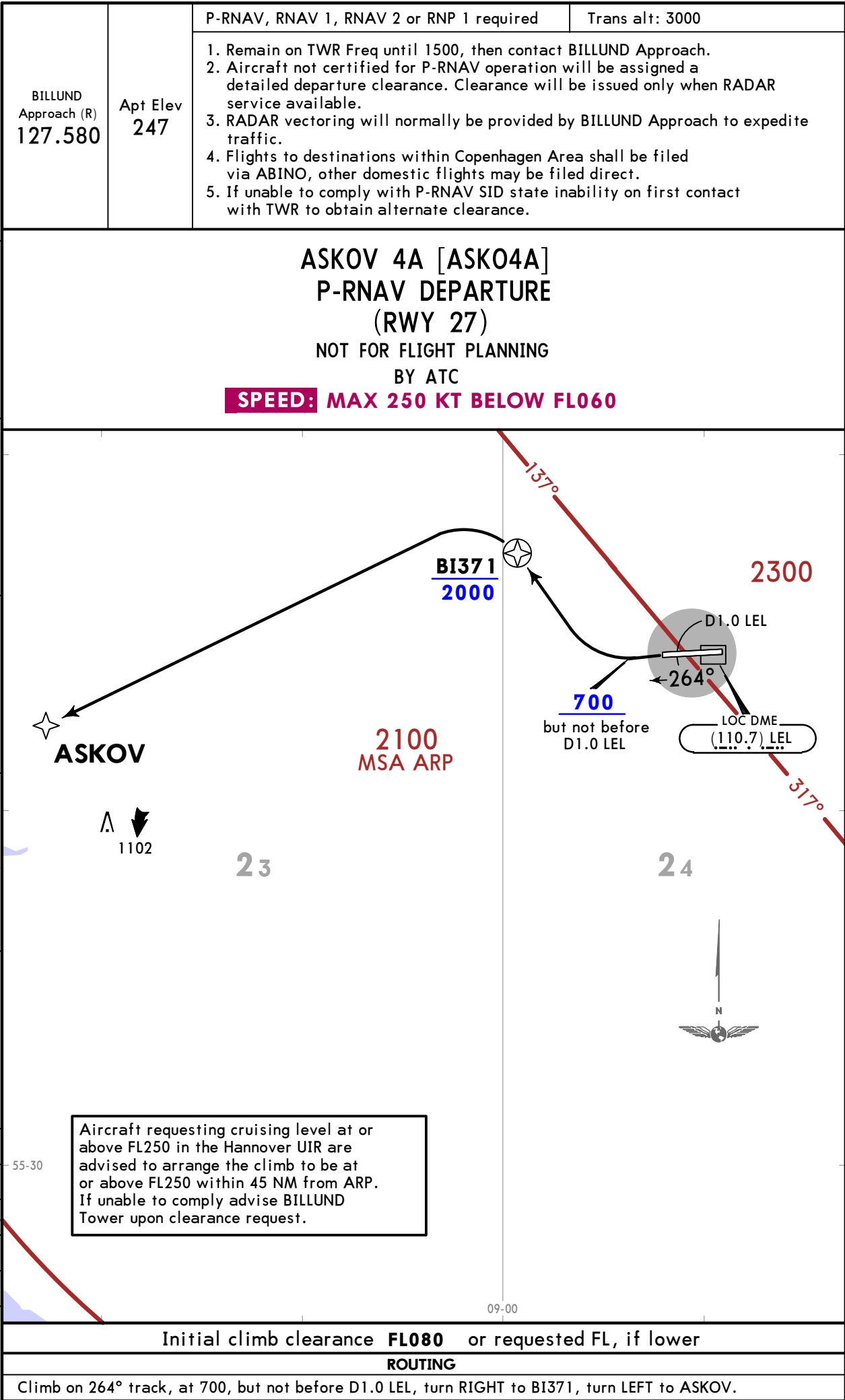
Prior approval is required by BILLUND marshaller for engine test. Contact BILLUND marshaller on FREQ 131.505.

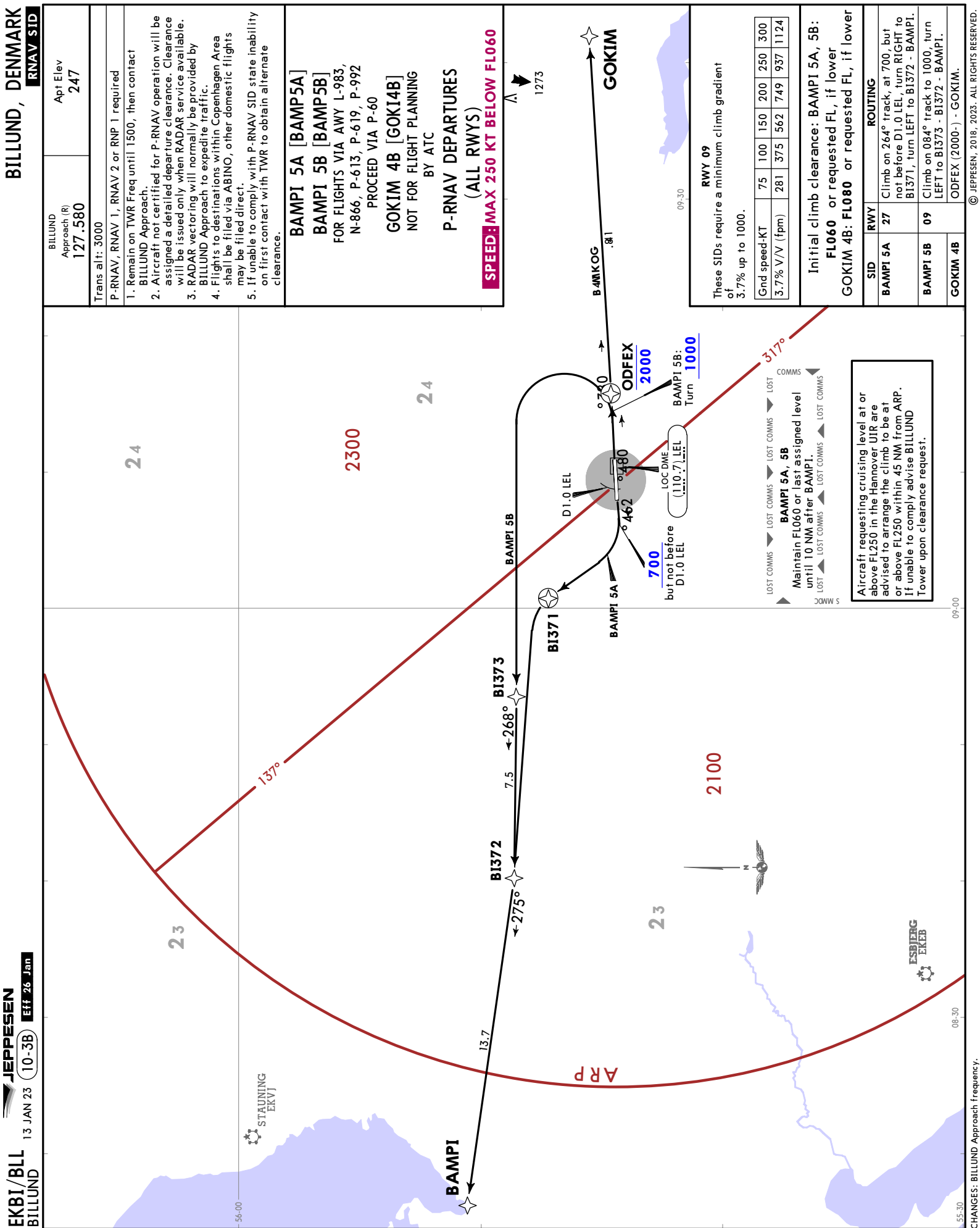


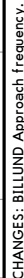
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BILLUND

13 JAN 23 **10-3A** Eff 26 Jan

BILLUND, DENMARK
RNAV SID

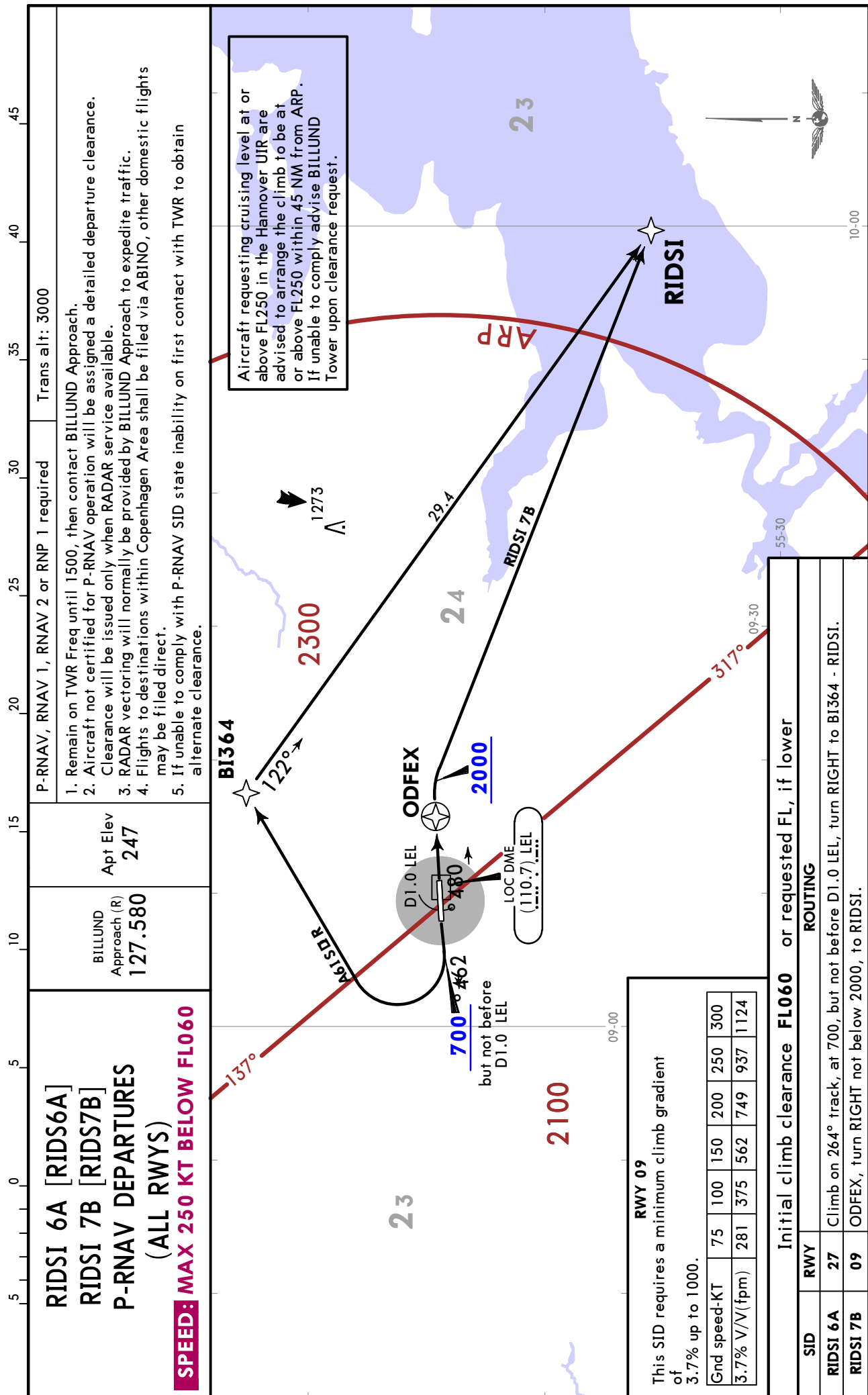












EKBI/BLL
BILLUND

13 JAN 23 **10-3G** Eff 26 Jan

BILLUND, DENMARK
SID

Apt Elev 247	Trans alt: 3000
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CLIMB-OUT FOR FLIGHTS NOT CLEARED VIA SID
(ALL RWYS)
SPEED: MAX 250 KT BELOW FL060

RWY 09

These departures require a minimum climb gradient of 3.7% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V(fpm)	281	375	562	749	937	1124

Aircraft requesting cruising level at or above FL250 in the Hannover UIR are advised to arrange the climb to be at or above FL250 within 45 NM from ARP. If unable to comply advise BILLUND Tower upon clearance request.

RWY	ACFT-TYPE	ROUTING
09	All JETS, PROP and TURBO-PROP with MTOM above 5700 kg	Climb on 084° track to INLIS or 1000, whichever is later, then turn according to clearance.
	PROP and TURBO-PROP with MTOM 5700 kg or less	Climb on 084° track to 1000, then turn according to clearance.
27	All	Climb on 264° track to D1.0 LEL or 700, whichever is later, then turn according to clearance

EKBI/BLL
BILLUND **JEPPESEN**
28 JUL 23 **10-4****Eff 10 Aug****BILLUND, DENMARK****NOISE****NOISE ABATEMENT**

SUMMER: LT minus 2 HOURS = UTC(Z) WINTER: LT minus 1 HOUR = UTC(Z)

GENERAL

The noise abatement provisions may be deviated, if ATC or the pilot-in-command judges it necessary for safety reasons.

Overflying the city of Billund should be avoided whenever possible.

Traffic circuits shall be executed NORTH of RWY.

USE OF APU

The use of APU shall be limited as far as possible. APU may be used:

- 5 minutes after "on block";
- 5 minutes before leaving apron.

Exemptions

When outside air temperature is below -10 °C or above +25 °C APU may be used as follows:

- 5 minutes after "on block";
- 15 minutes before leaving apron.

ARRIVALS**REVERSE THRUST**

Jet ACFT and Propeller and Turboprop ACFT with MTOW more than 5700kg

Use of more than idle reverse thrust is allowed only for safety reasons.

With respect to propeller and turboprop ACFT idle reverse refers to propeller in beta range and engine at idle power.

LANDING RESTRICTIONS

Between 2200-7000LT landing on RWY 09 shall be avoided whenever possible, if RWY 27 is in use.

DEPARTURES**TAKE-OFF RESTRICTIONS**

All Jet ACFT and Propeller and Turboprop ACFT with MTOW more than 5700kg:

Between 2300-0600LT take-off may take place only if an advanced approval has been issued by Billund APT.

RWY 09:

- If traffic permits, take-off shall be commenced from position 09B/F (valid for Jet and Turboprop ACFT needing no more than a RWY length of 2400m).

RWY 27:

- Take-off positions:

Jet ACFT: Take-off shall be commenced from the beginning of the RWY, however, between 0700-2200LT Jet ACFT up to and including ICAO code letter C may take-off from TWY M or EAST of it.

Prop and Turboprop ACFT: Take-off shall be commenced from TWY M or EAST hereof.

- RIGHT turn minimum 30° shall be initiated when passing 700' and after LEL 1 DME.

- In case of radar vectoring to SOUTH, the extended RWY centerline must not be passed closer than 2NM WEST of THR RWY 09.

- Between 2200-0700LT take-off from RWY 27 shall be avoided whenever possible, if RWY 09 is in use.

Propeller ACFT with MTOW of 5700kg or less valid in the period

2300-0600LT:

RWY 27:

- Take-off shall be commenced from TWY M or EAST hereof.

EKBI/BLL

Apt Elev 247'

N55 44.4 E009 09.1

JEPPESSEN

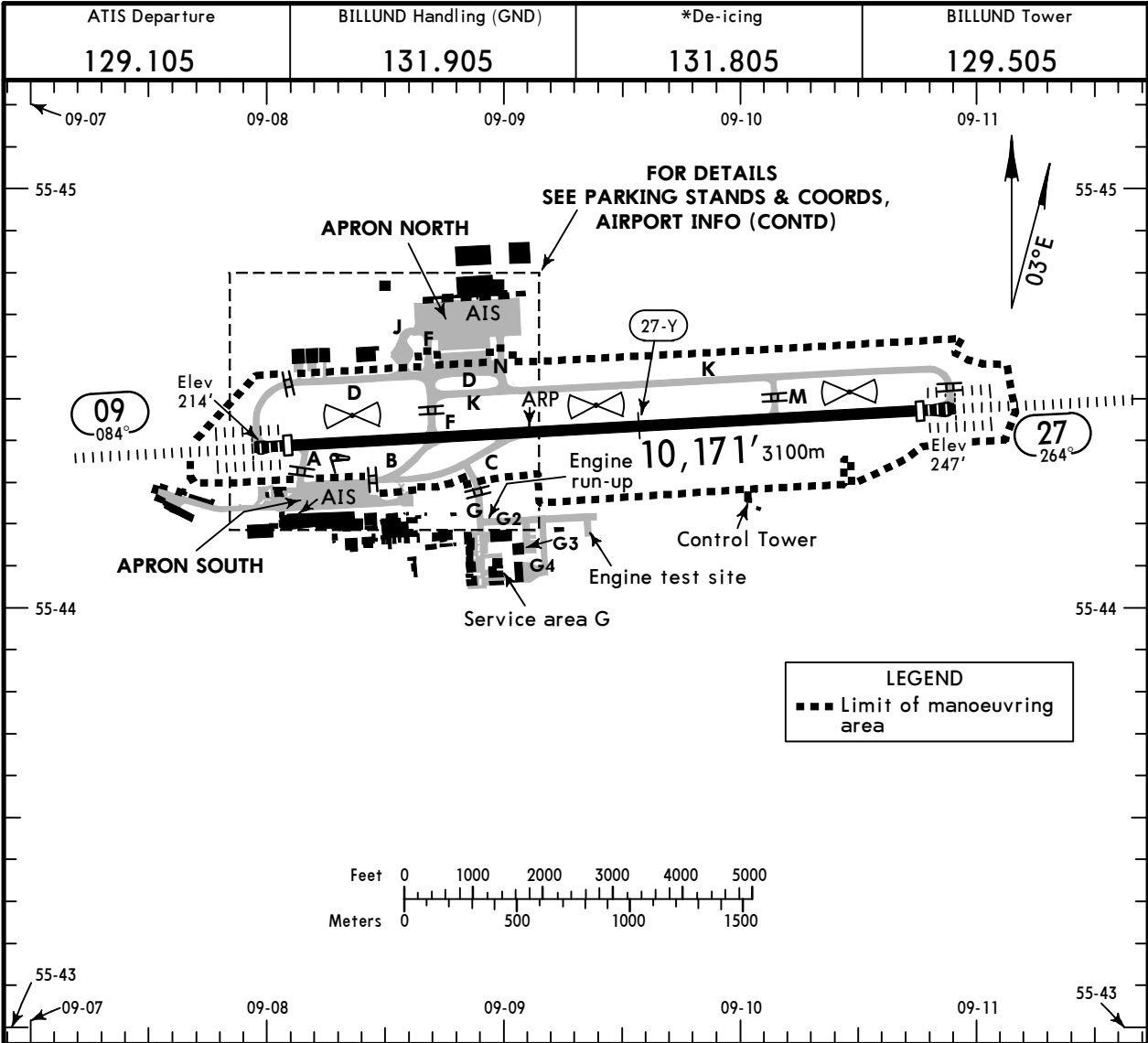
28 JUL 23

10-9

Eff 10 Aug

BILLUND, DENMARK

BILLUND



ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
			Threshold	Glide Slope		
09	HIRL(60m) CL(15m) ① HIALS-II TDZ	RVR	9678' 2950m	8767' 2672m	②	148'
27	PAPI-L (angle 3.0°)			8584' 2616m		
						45m

① length 900m

② TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head 10,171' (3100m)
twy A int 9472' (2887m)
twy B int 7641' (2329m)
twy C int 6670' (2033m)

RWY 27:

From rwy head 10,171' (3100m) (on request)
rwy head 9678' (2950m) ③
twy M int 7126' (2172m) ③
27-Y 5089' (1551m) ③
twy C int 3438' (1048m) ③
twy B int 2274' (693m) ③

③ Additional 492' / 150m available as stopway.

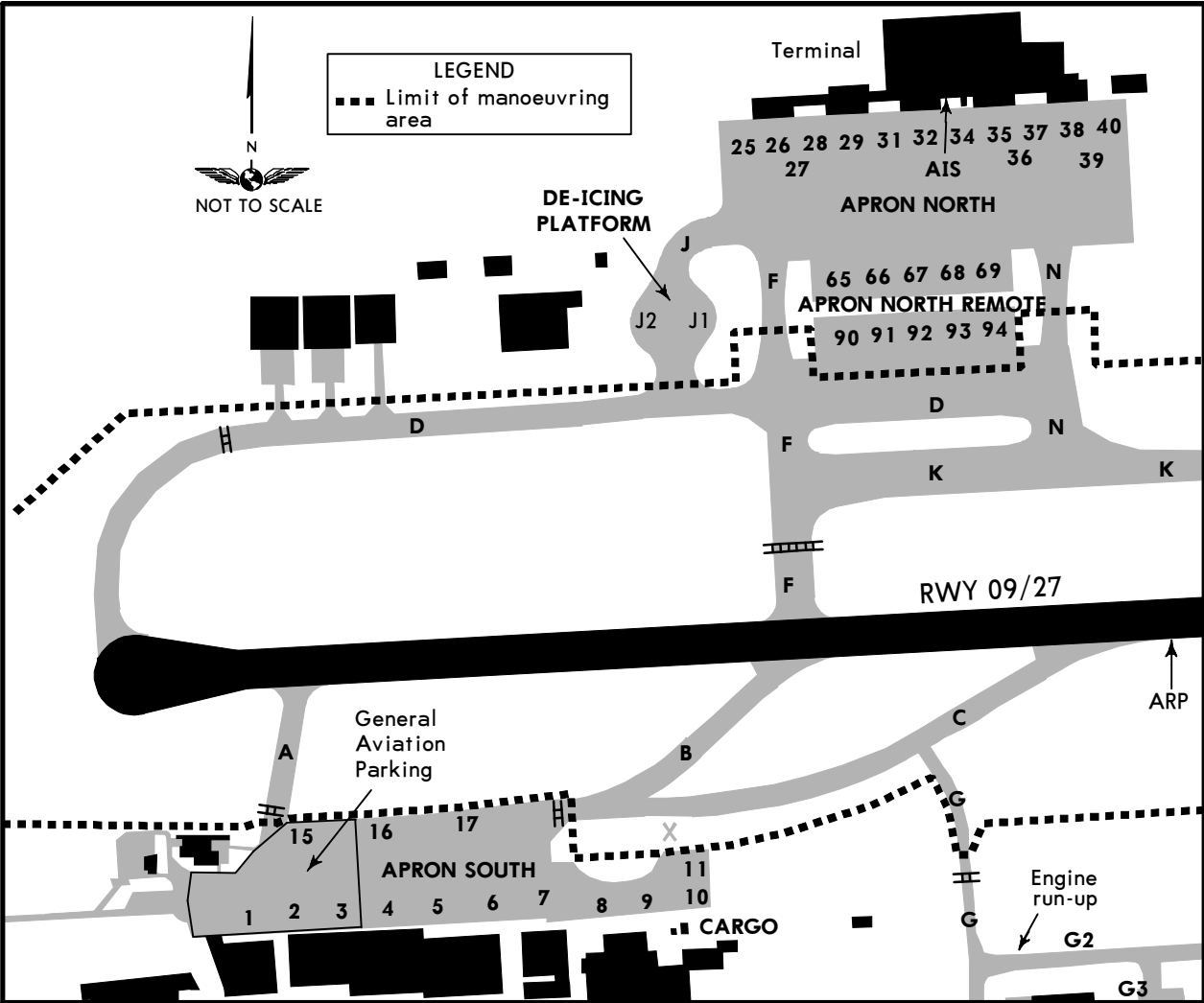
Std/State		TAKE-OFF					
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
1 R125m	R150m	R300m		R/V400m		R/V500m	NA
1 R75m with approved lateral guidance system.							

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28 JUL 23 **JEPPESEN**
10-9A Eff 10 Aug

BILLUND, DENMARK

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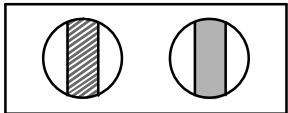


INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N55 44.2 E009 08.1	26 thru 28	N55 44.7 E009 08.7
2 thru 4	N55 44.2 E009 08.2	29, 31, 32	N55 44.7 E009 08.8
5	N55 44.2 E009 08.3	34, 35	N55 44.7 E009 08.9
6	N55 44.3 E009 08.4	36 thru 40	N55 44.7 E009 09.0
7	N55 44.2 E009 08.5	65 thru 67	N55 44.6 E009 08.8
8, 9	N55 44.3 E009 08.5	68, 69	N55 44.6 E009 08.9
10, 11	N55 44.3 E009 08.6	90 thru 92	N55 44.6 E009 08.8
15, 16	N55 44.3 E009 08.2	93, 94	N55 44.6 E009 08.9
17	N55 44.3 E009 08.3		
25	N55 44.7 E009 08.6		

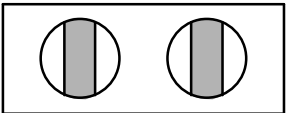
DOCKING GUIDANCE SYSTEMS

AGNIS - Azimuth Guidance Nose-In System/Docking Mirror

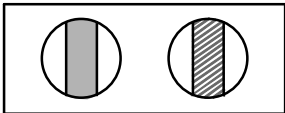
AGNIS gives azimuth guidance:



RED GREEN
Acft diverged
to the LEFT
of centerline
Adjust RIGHT-
towards GREEN



GREEN GREEN
Acft on centerline
No adjustment
required



GREEN RED
Acft diverged
to the RIGHT
of centerline
Adjust LEFT-
towards GREEN

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

EKBI/BLL



STD COPTER MINIMUMS
BILLUND, DENMARK
BILLUND

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	CAT 2 ILS	315' (100')	RA 102' - 300m
	ILS	415' (200')	500m / 1000m
	LOC	640' (425')	800m / 1000m
	LPV	415' (200')	500m / 1000m
	LNAV/VNAV	525' (310')	750m / 1000m
	LNAV	640' (425')	800m / 1000m
27	CAT 2 ILS	344' (100')	RA 93' - 300m
	ILS	444' (200')	500m / 1000m
	LOC	730' (486')	1000m / 1000m
	LPV	444' (200')	500m / 1000m
	LNAV/VNAV	614' (317')	750m / 1000m
	LNAV	730' (486')	1000m / 1000m

CIRCLE-TO-LAND ❶	MDA(H)	VIS
	800' (553')	1000m

❶ Not authorized South of airport.

TAKE-OFF RWY 09, 27				
Low Visibility Take-off ❷				
RL/FATO, LTS RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

❷ Without Low Visibility Take-off approval 400m are stipulated.

❸ Or rejected take-off distance whichever is the greater.

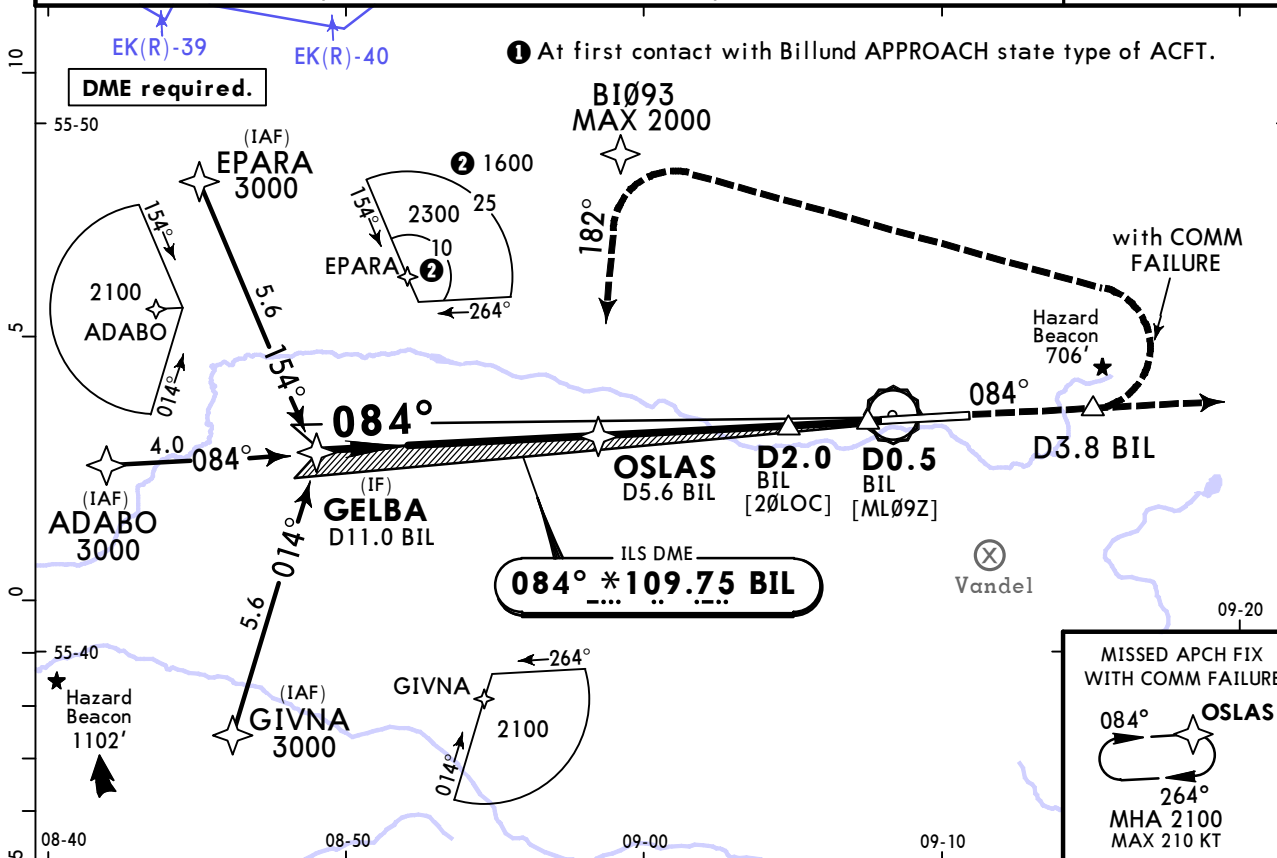
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JEPPESEN
20 JAN 23
Eff 26 Jan 11-1

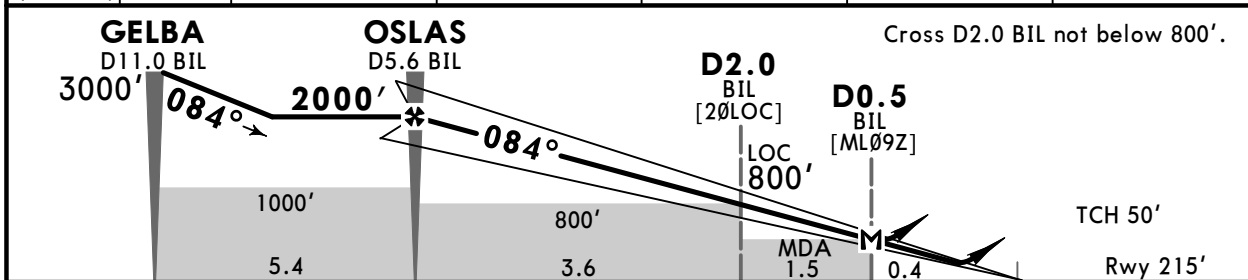
BILLUND, DENMARK
ILS Z or LOC Z Rwy 09

BRIEFING STRIP

ATIS		BILLUND Approach (R)		BILLUND Tower (R)	
118.780		127.580		119.005	
LOC BIL *109.75	Final Apch Crs 084°	GS No Alt published	ILS DA(H) 415' (200')	Apt Elev 247' Rwy 215'	TAA 25 NM IAF
MISSED APCH: Climb on 084° to 2000'. Contact ATC.					
MISSED APCH WITH COMM FAILURE: Climb on 084° to D3.8 BIL, then turn LEFT climbing to 2000' via BIØ93 to OSLAS. After BIØ93 climb to 3000' to join OSLAS holding. MAX 210 KT.					
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: By ATC	
				Trans alt: 3000'	



LOC	BIL DME	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	1808'	1489'	1171'	853'	534'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5 BIL						

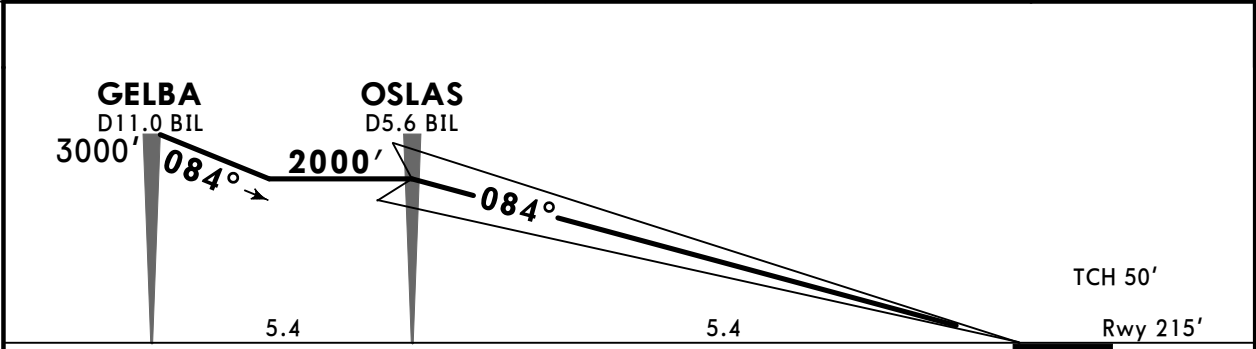
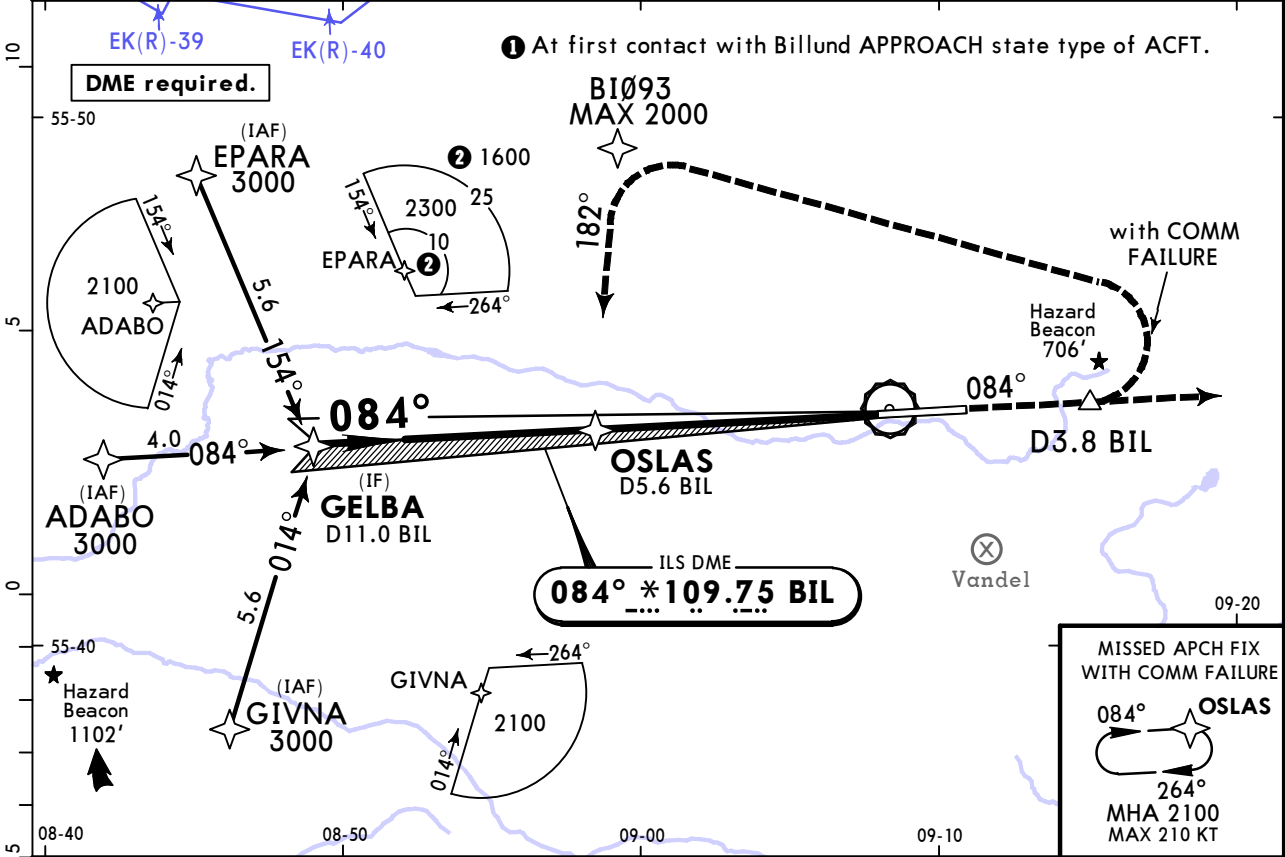
STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND Not authorized South of airport	
ILS		LOC (GS out) CDFA			
DA(H) 415' (200')		DA/MDA(H) 640' (425')			
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	800' (553') 1500m
B			RVR 1500m	135	800' (553') 1600m
C	RVR 550m	RVR 550m	RVR 1300m	180	1140' (893') 2400m
D			RVR 2000m	205	1140' (893') 3600m

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BILLUND

JEPPESSEN
20 JAN 23
Eff 26 Jan 11-1A

BILLUND, DENMARK
CAT II/III ILS Z Rwy 09

ATIS		BILLUND Approach (R)		BILLUND Tower (R)	
118.780		127.580		119.005	
LOC BIL *109.75	Final Apch Crs 084°	GS No Alt published	CAT II & IIIA ILS Refer to Minimums	Apt Elev 247' Rwy 215'	TAA 25 NM IAF
MISSED APCH: Climb on 084° to 2000'. Contact ATC.					
MISSED APCH WITH COMM FAILURE: Climb on 084° to D3.8 BIL, then turn LEFT climbing to 2000' via BIØ93 to OSLAS. After BIØ93 climb to 3000' to join OSLAS holding. MAX 210 KT.					
Alt Set: hPa		Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 3000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2000' on 084°
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 09	
CAT IIIA ILS 1		CAT II ILS	
DH 50'		RA 102' DA(H) 315' (100')	
RVR 200m		RVR 300m	

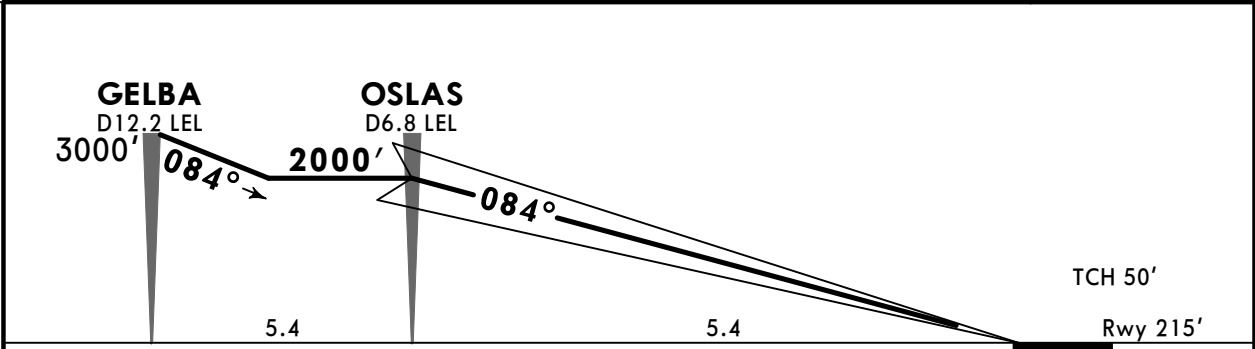
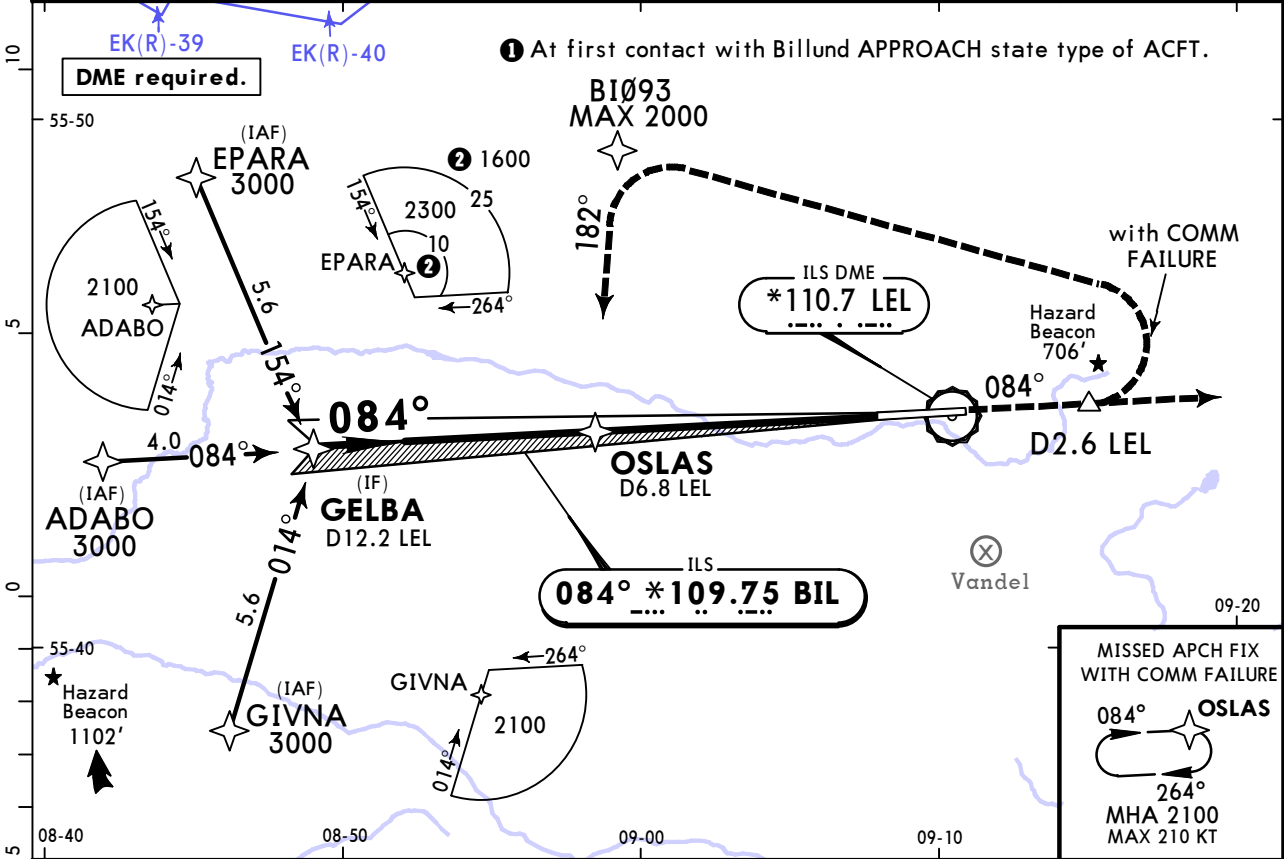
1 CAT IIIB: MIM RVR 75m.

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20 JAN 23
Eff 26 Jan 11-2A

BILLUND, DENMARK
CAT II/III ILS Y Rwy 09

ATIS		BILLUND Approach (R)		BILLUND Tower (R)	
118.780		❶ 127.580		119.005	
LOC BIL *109.75	Final Apch Crs 084°	GS No Alt published	CAT II & IIIA ILS Refer to Minimums	Apt Elev 247' Rwy 215'	TAA 25 NM IAF
MISSED APCH: Climb on 084° to 2000'. Contact ATC. MISSED APCH WITH COMM FAILURE: Climb on 084° to D2.6 LEL, then turn LEFT climbing to 2000' via BIØ93 to OSLAS. After BIØ93 climb to 3000' to join OSLAS holding. MAX 210 KT.					
Alt Set: hPa		Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 3000'	



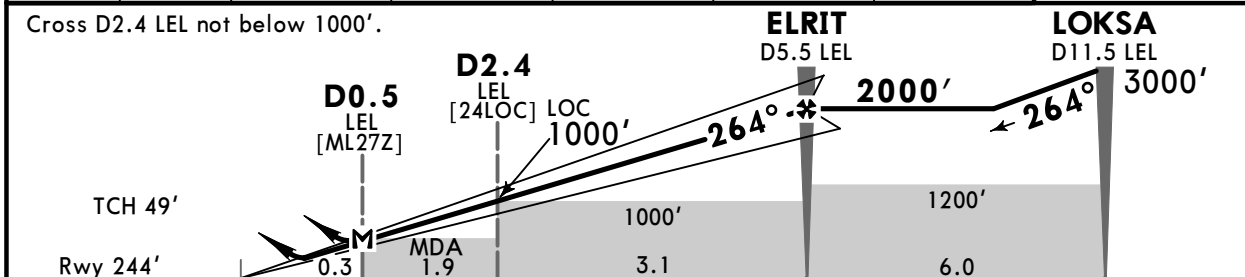
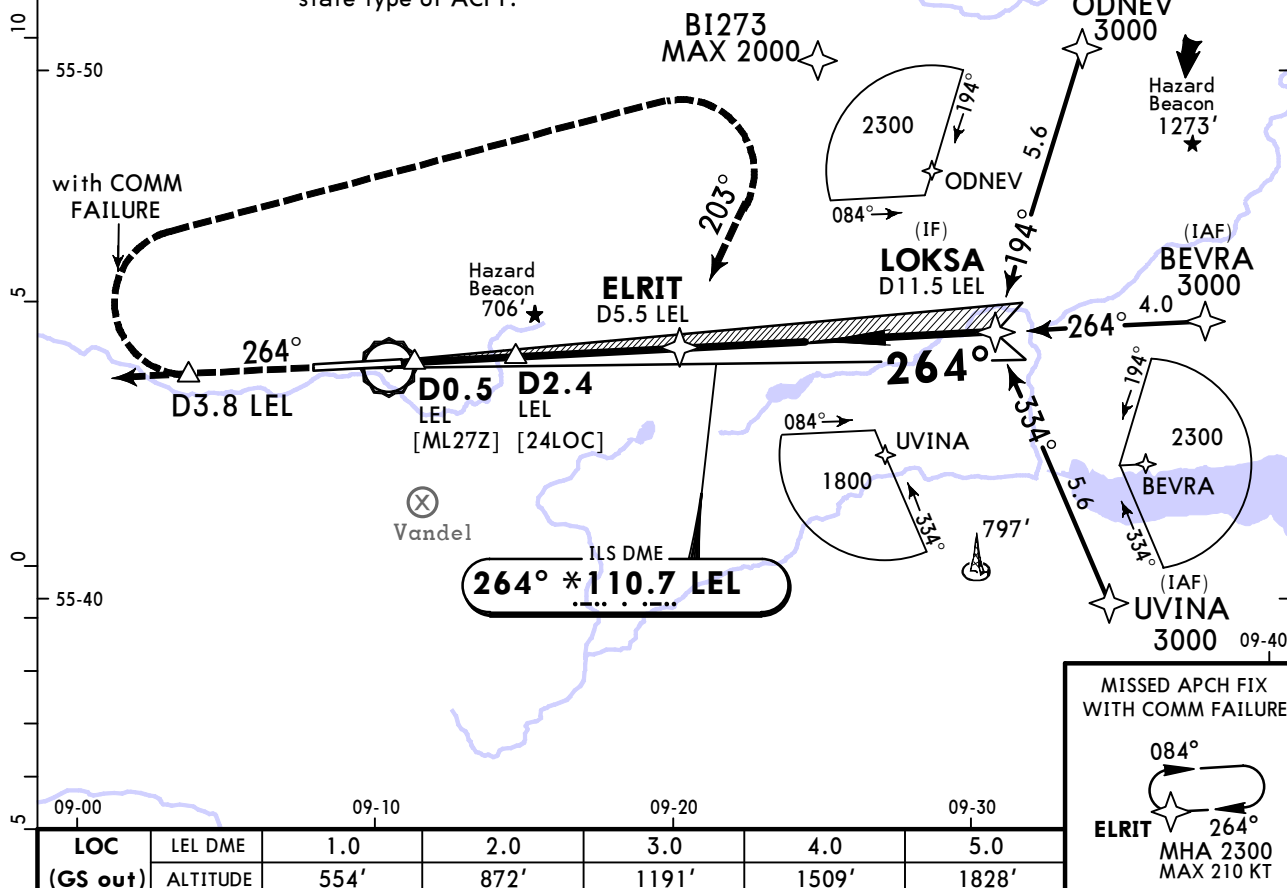
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000' on 084°	
GS	3.00°	372	478	531	637	743		849

Standard		STRAIGHT-IN LANDING RWY 09	
CAT IIIA ILS DH 50'		CAT II ILS RA 102' DA(H) 315'(100')	
RVR 200m		RVR 300m	

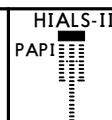
CAT IIIB: MIM RVR 75m.

BILLUND, DENMARK
ILS Z or LOC Z Rwy 27

ATIS 118.780		BILLUND Approach (R) ① 127.580		BILLUND Tower (R) 119.005	
LOC LEL *110.7	Final Apch Crs 264°	GS No Alt published	ILS DA(H) 444' (200')	Apt Elev 247' Rwy 244'	TAA 25 NM IAF
MISSED APCH: Climb on 264° to 2000'. Contact ATC.					
MISSED APCH WITH COMM FAILURE: Climb on 264° to D3.8 LEL, then turn RIGHT via BI273 to ELRIT climbing to 2000'. After BI273 climb to 3000' to join ELRIT holding. MAX 210 KT.					
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: Bv ATC	
				Trans alt: 3000'	



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5 LEL						



2000' on 264°

Standard		STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA		Not authorized South of airport	
DA(H) 444' (200')		DA/MDA(H) 730' (486')					
FULL		TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 550m I	RVR 1200m	RVR 1500m	RVR 1500m	100	800' (553') 1500m
B					RVR 1500m	135	800' (553') 1600m
C					RVR 2300m	180	1140' (893') 2400m
D						205	1140' (893') 3600m

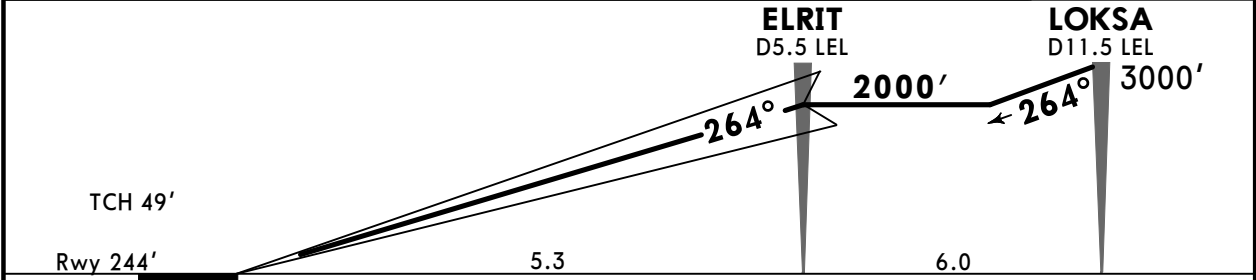
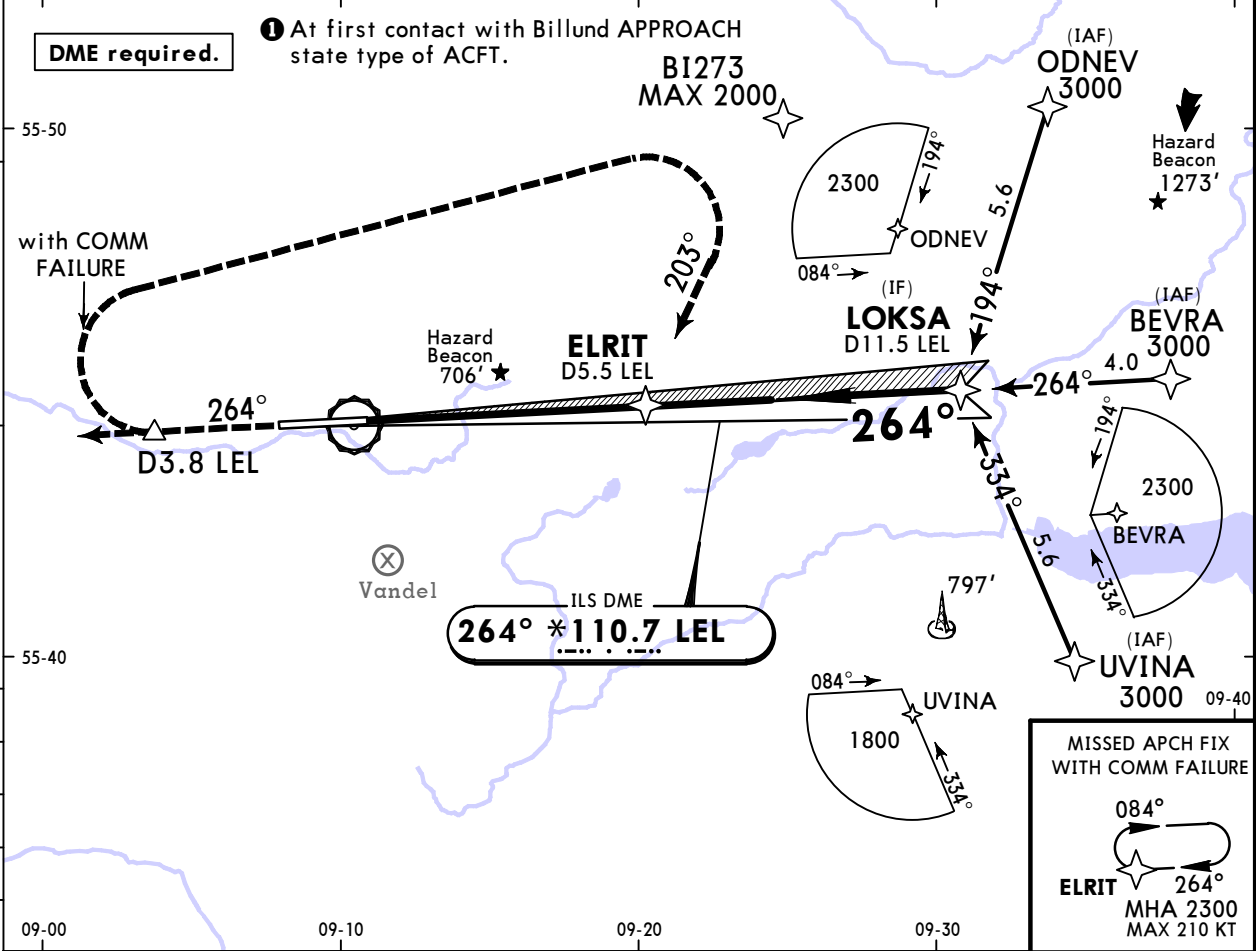
1 W/o HUD/AP/FD: RVR 750m

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20 JAN 23
Eff 26 Jan 11-3A

BILLUND, DENMARK
CAT II/III ILS Z Rwy 27

ATIS		BILLUND Approach (R)		BILLUND Tower (R)	
118.780		127.580		119.005	
LOC LEL *110.7	Final Apch Crs 264°	GS No Alt published	CAT II & IIIA ILS Refer to Minimums	Apt Elev 247' Rwy 244'	TAA 25 NM IAF
MISSED APCH: Climb on 264° to 2000'. Contact ATC.					
MISSED APCH WITH COMM FAILURE: Climb on 264° to D3.8 LEL, then turn RIGHT via BI273 to ELRIT climbing to 2000'. After BI273 climb to 3000' to join ELRIT holding. MAX 210 KT.					
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 3000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000' on 264°
GS	3.00°	372	478	531	637	743	

Standard		STRAIGHT-IN LANDING RWY 27	
CAT IIIA ILS 1		CAT II ILS	
DH 50'		RA 93' DA(H) 344'(100')	
RVR 200m		RVR 300m	

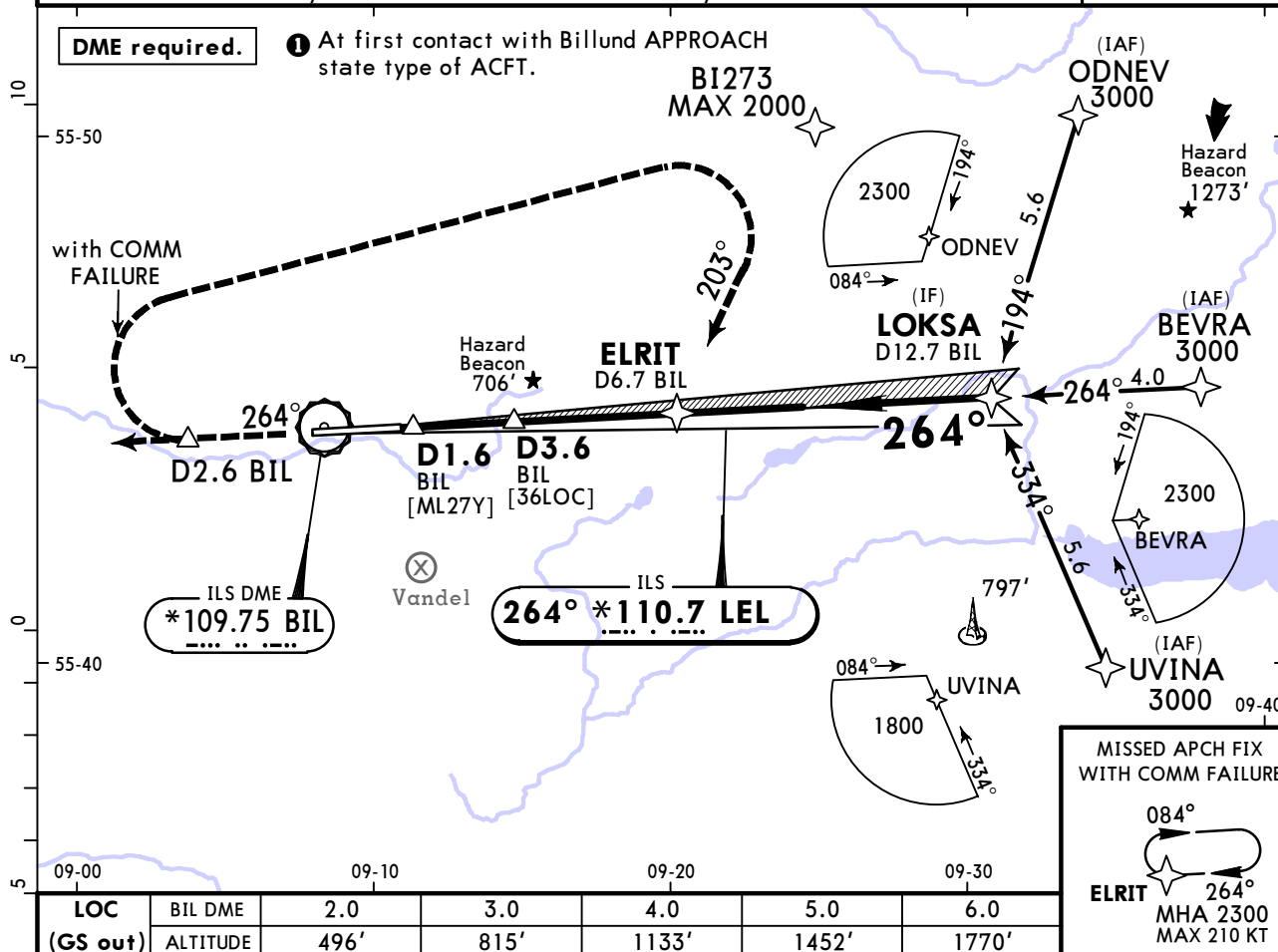
1 CAT IIIB: MIM RVR 75m.

EKBI/BLL
BILLUND

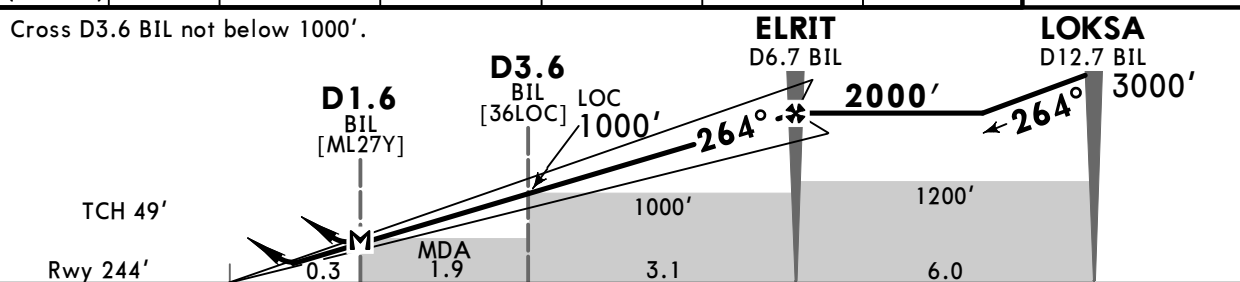
JEPPESSEN
20 JAN 23
Eff 26 Jan (11-4)

BILLUND, DENMARK
ILS Y or LOC Y Rwy 27

ATIS 118.780		BILLUND Approach (R) 127.580		BILLUND Tower (R) 119.005	
LOC LEL *110.7	Final Apch Crs 264°	GS No Alt published	ILS DA(H) 444' (200')	Apt Elev 247' Rwy 244'	TAA 25 NM IAF
MISSED APCH: Climb on 264° to 2000'. Contact ATC.					
MISSED APCH WITH COMM FAILURE: Climb on 264° to D2.6 BIL, then turn RIGHT via B1273 to ELRIT climbing to 2000'. After B1273 climb to 3000' to join ELRIT holding. MAX 210 KT.					
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 3000'		



Cross D3.6 BIL not below 1000'.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.6 BIL							

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND Not authorized South of airport	
ILS		LOC (GS out) CDFA			
DA(H) 444' (200')		DA/MDA(H) 730' (486')			
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	800' (553') 1500m
B				135	800' (553') 1600m
C	RVR 550m	RVR 550m ①	RVR 1200m	180	1140' (893') 2400m
D				205	1140' (893') 3600m

① W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

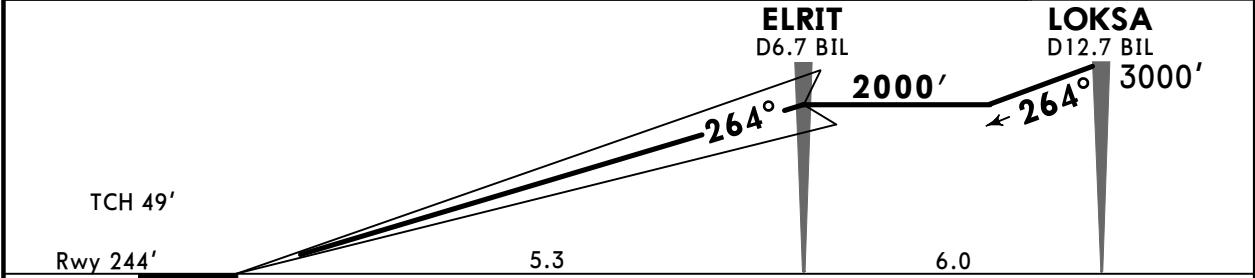
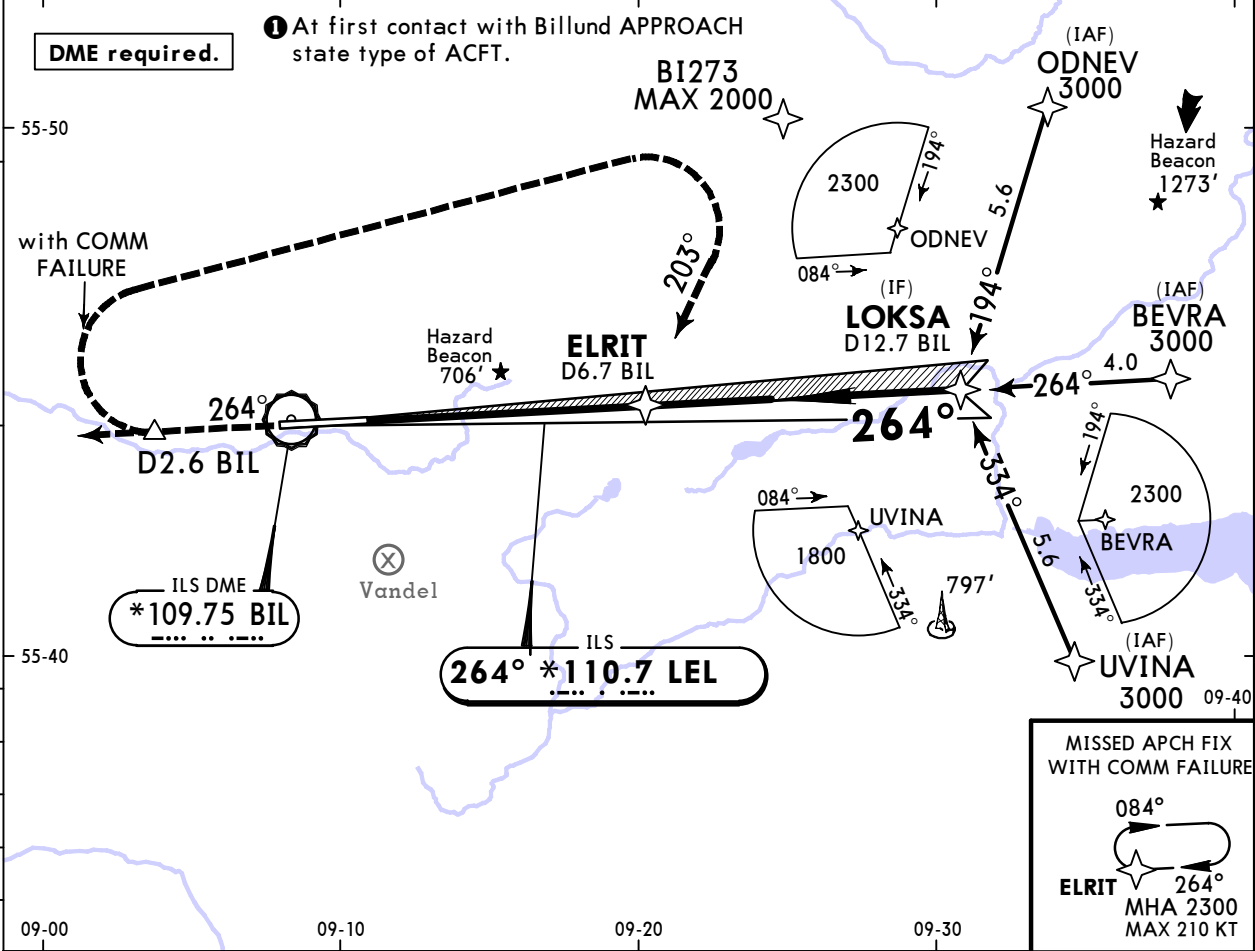
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20 JAN 23
Eff 26 Jan 11-4A

BILLUND, DENMARK
CAT II/III ILS Y Rwy 27

ATIS		BILLUND Approach (R)		BILLUND Tower (R)	
118.780		127.580		119.005	
LOC LEL *110.7	Final Apch Crs 264°	GS No Alt published	CAT II & IIIA ILS Refer to Minimums	Apt Elev 247' Rwy 244'	TAA 25 NM IAF
MISSED APCH: Climb on 264° to 2000'. Contact ATC.					
MISSED APCH WITH COMM FAILURE: Climb on 264° to D2.6 BIL, then turn RIGHT via B1273 to ELRIT climbing to 2000'. After B1273 climb to 3000' to join ELRIT holding. MAX 210 KT.					
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 3000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2000' on 264°
GS	3.00°	372	478	531	637	743		

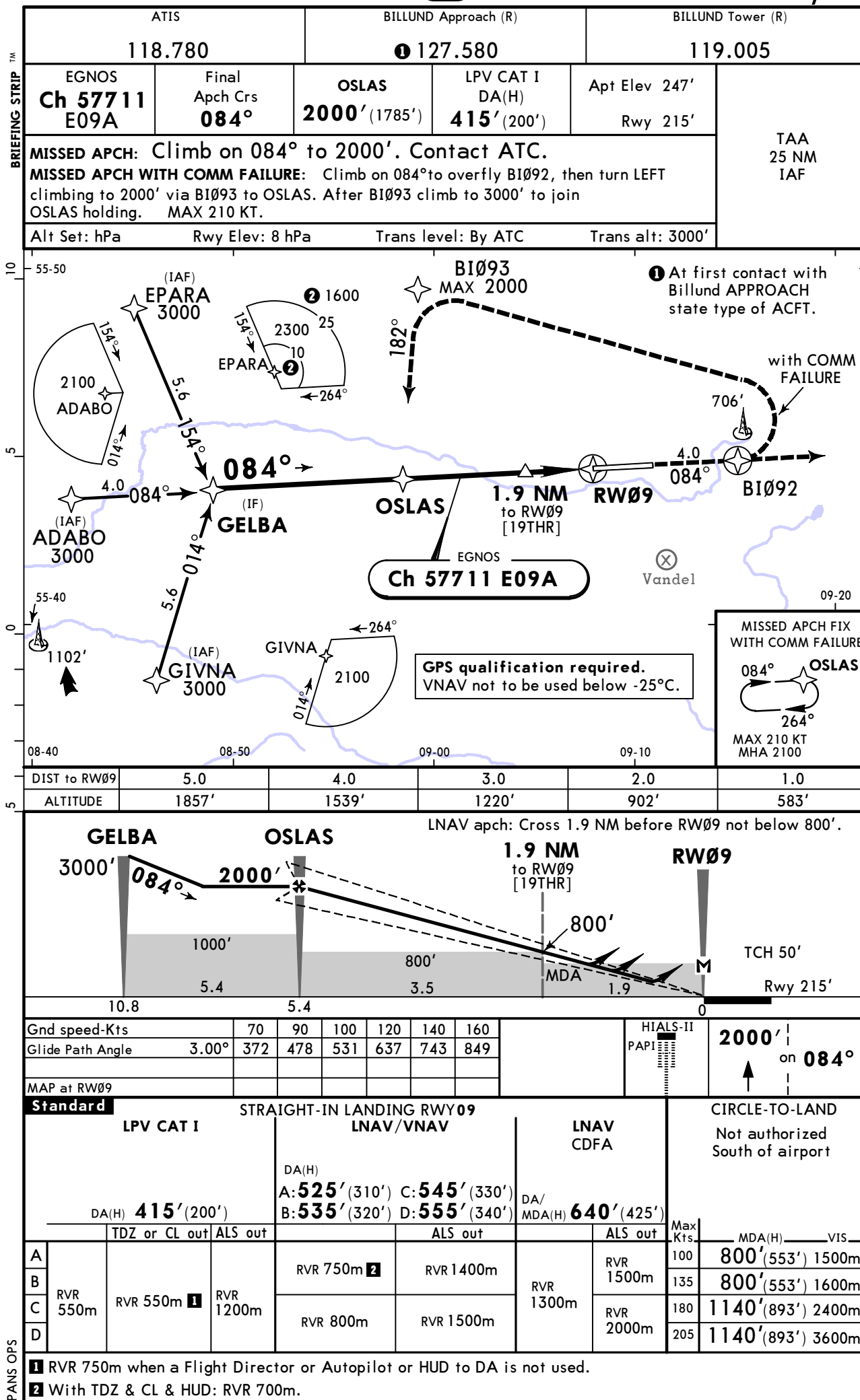
Standard		STRAIGHT-IN LANDING RWY 27	
CAT IIIA ILS DH 50'		CAT II ILS RA 93' DA(H) 344'(100')	
RVR 200m		RVR 300m	

① CAT IIIB: MIM RVR 75m.

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20 JAN 23 **(12-1)** Eff 26 Jan

BILLUND, DENMARK
RNP Rwy 09



EKBI/BLL
BILLUND

JEPPESSEN
20 JAN 23 **(12-2)** Eff 26 Jan

BILLUND, DENMARK
RNP Rwy 27

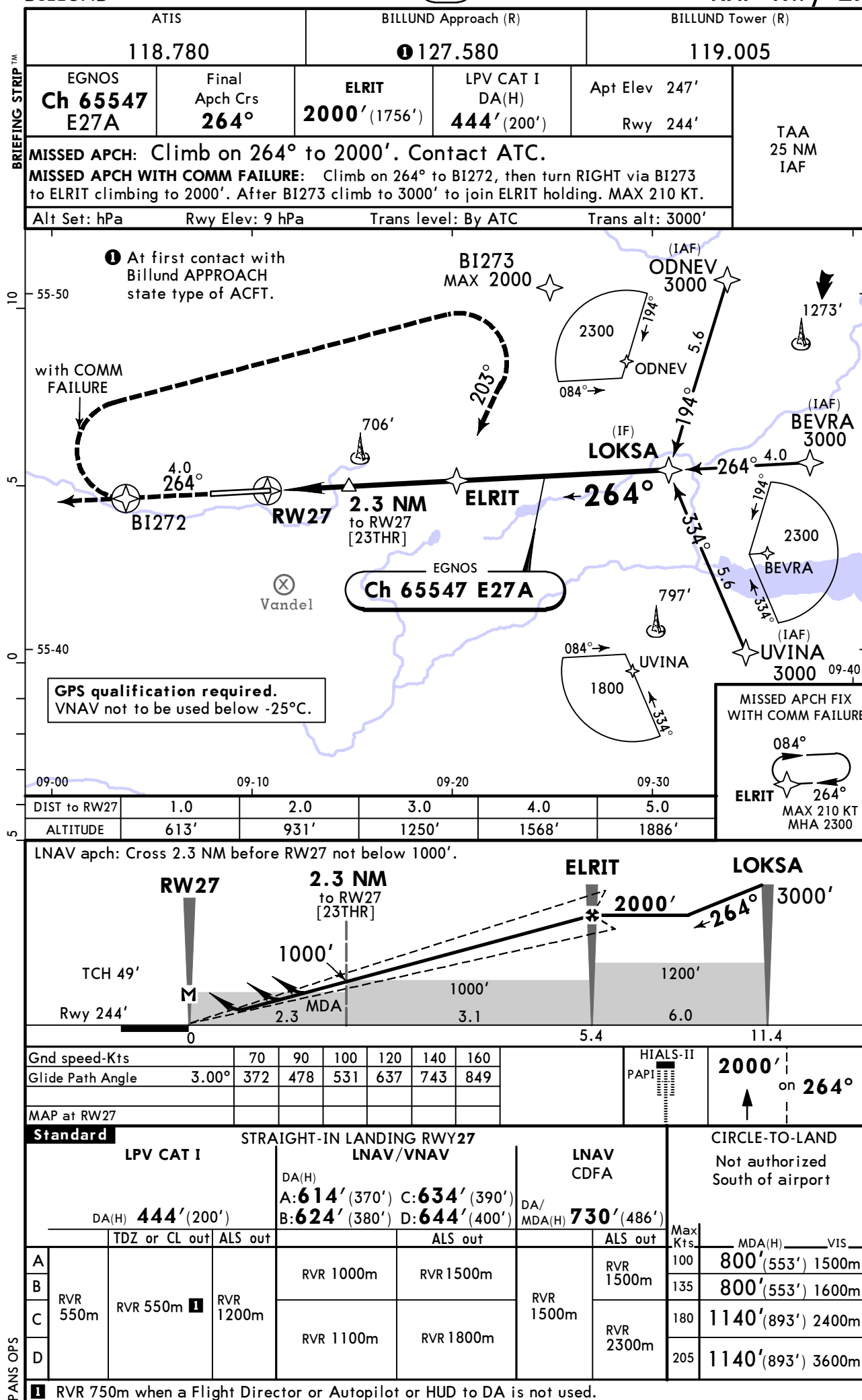


Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BILLUND, (BILLUND - EKBI)				
REV	AIRPORT BRIEFING (GEN)	10-1P	28 Jul 2023	10 Aug 2023
REV	AIRPORT BRIEFING (ARR, DE...	10-1P1	28 Jul 2023	10 Aug 2023
DEL	AIRPORT BRIEFING (DEP CON...	10-1P2	28 Jul 2023	10 Aug 2023
ADD	NOISE ABATEMENT	10-4	28 Jul 2023	10 Aug 2023
REV	AIRPORT, AIRPORT INFO, TA...	10-9	28 Jul 2023	10 Aug 2023
REV	PARKING STANDS & COORDS, ...	10-9A	28 Jul 2023	10 Aug 2023

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EKB