Billund Airport

IATA/ICAO CODE:	BLL/EKBI
CITY:	Billund
COUNTRY:	Denmark

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 247 ft.

RUNWAY INFORMATION				
Orientation	Length ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
09/27	10,170	656	3	148

NOISE ABATEMENT PROCEDURES

Provided by the airport - Ref. Aeronautical Information Publication – CAA Denmark, AIP Denmark AD2-EKBI, 21.

1. General Provisions

- 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).
- Overflying the city of Billund shall be avoided whenever possible.
- Traffic circuits shall be executed north of the runway (except helicopters).

2. Restrictions valid for jet aeroplanes irrespective of weight and for propeller and turboprop aeroplanes with 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.

2.2 Takeoff 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:

- 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).
- 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 RWY27. This direction shall be kept until further instructions are received from the ATC.

2.2.3 RWY 27:

- 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.

- Right turn minimum 30° shall be initiated when passing 800 FT MSL and the distance to DME LEL is greater than 1 NM
- 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 certificate 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
3.1 Takeoff restrictions
3.1.1 RWY 09:
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 RWY27. This direction shall be kept until further instructions from the ATC are given or leaving CTR.
3.1.2 RWY 27:
a.Take-off shall be commenced from PSN M/W or east hereof.

- 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.

3.2 School and training flights
3.2.1 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 certificate will 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 School and traning flights with landing circuits from Heligrass are allowed only on weekdays

in the period 0900-1700 local time.

In addition to the above, there is also required reporting to the Civil Aviation Administration, Department of Safety Regulations of operations that deviate from the noise abatement procedures for evaluation and punishment according to Regulations for Civil Aviation BL 3-40.

CONTINUOUS DESCENT ARRIVAL (CDA)

No established procedure to decide rate of descend or limitations in calculating TOD (Top Of Descend). Restrictions will only be given to ensure separation to other aircraft in the sequence

AIRPORT CURFEWS

Ref. Aeronautical Information Publication – CAA Denmark

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

SCHOOL FLIGHT

School flight can only be allowed with permission from the Airport authorities.
An operation counts for one take-off or landing. A "touch and go" counts for two operations, even though the plane does not touch the runway.

ENGINE RUN-UP RESTRICTIONS

Engine tests with a bigger power than idle running must not take place from 1800-0600 local time. Between 1800-2300 local time, engine tests exceeding idle running are allowed within the range of what is necessary to ensure punctual unrolling of scheduled flights.

The regulation includes running of all aircraft engines with the exception of APU. Piston engines, turbo propeller engines and jet engines are comprised by the regulation. Engine runnings carried out prior to a scheduled departure and being part of the take-off procedure in question are not comprised by the regulation.

Engine tests on the big aircraft types have to take place on the position required from the Airport or in the permanent test field.

Arrangements must be made to keep the noise exposure caused by engine tests, in residential areas from exceeding the values stated in the following table: The noise level is stated as the equivalent, adjusted noise value measured in dB(A)

Time	Noise Limit
Day from 0600-1800	45 dB(A)
Evening from 1800-2300	40 dB(A)
Night from 2300-0600	35 dB(A)

Engine test runs on Heavy aircraft and some medium aircrafts are to take place at the east end of Taxiway K.

Engine test runs on smaller medium aircrafts and light aircrafts must take place at the engine run-up.

9. Taxiing of aircraft with a MTOM of more than 5700 kiloes is not allowed, except in connection with take-off and landing procedures. All plane movements not part of taking off and

landing, are to be undertaken by means of towage, provided that the plane in question is certified for this.

APU OPERATING RESTRICTIONS

10. The use APU should in general be limited as much as possible.

Normally, APU must be used; 5 minutes after "On Block" and 5 minutes before estimated time of departure (ETD)

In cases where the outdoor temperature drops below -10C or reaches above +25C, the use of APU is allowed as follows unless otherwise instricted by Marshall, 5 minutes after "On Block" and 15 minutes before estimated time of departure (ETD).

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

No permanent measuring stations is established, but 1 mobile measuring station in the environment is used to check that the maximum value of noise from aircraft at night does not exceed the fixed demands of the noise value.

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS

Noise

Noise from aircraft during take-off and landing.

The noise exposure (Lden) from take-offs and landings (including taxxing and the use of APU in thei connection), must with a tolerance of 1 dB not exceed the noise exposure stated in the table below;

Period of Time	**Noise Exposure**
Up to and including year 2000	1996 with environmental adaption, annex 17
From 2001	2010 for maximum prognosis with right turn, Annex 18

The check value for the different periods of time is according to the TDENL method as follows:

Period of Time	**TDENL value for Billund**	**TDENL value in total**
Up to and including year 2000	140.5	145.3
From 2001	139.8	144.1
From 2007	135.7	138.9

The maximum value of noise from flights at night.

Take-offs with jet planes, which are noise certified according to ICAO Annex 16 Chapter 2 must after the first of April 1999 not take place between 2300-0600 (local time), with the exception of delayed flights with scheduled time departure at between 0600-2300.

Any exceedings of the stated level caused by safety precautions, vital flights or meteorological conditions which have influence on the sound diffusion will not be regarded as a violation of the term.

The maximum A-weighted sound pressure level (Lamax) from take-offs and landings must not exceed 80 dB(A) between 2300-0600 (local time), as shown in the 80 dB curve in Appendix 1 with the exception of delayed flights or aircraft arriving before time but scheduled for departure or arrival between 0600-2300.

Any exceedings of the stated level caused by safety precautions, vital flights or meteorological conditions which have influence on the sound diffusion will not be regarded as a violation of the term.

From the first of January 2000, the maximum A-weighted sound pressure level (Lamax) during take-offs and landings between 2300-0600 (local time) must not exceed 80 dB(A) in the residential areas within the town limit - with the exception of the areas in the northern part of Billund, but delayed flights or aircraft arriving before time with scheduled time of departure or arrival between 0600-2300 are excepted from this rule.

Any exceedings of the stated level caused by safety precautions, vital flights or meteorological conditions which have influence on the sound diffusion will not be regarded as a violation of the term.

The airport must carry out an examination of how to reduce the A-weighted sound] pressure level (Lamax) in order to meet the demand.

ICAO (International Civil Aviation Organization) Annex 16, Vol. I, Chapter 2 and 3 concerning noise certification of subsonic jet planes.

After the first of July 2007, the maximum A-weighted sound pressure level (Lamax) from take-offs and landings between 2300-0600 (local time) must not exceed 80 dB(A) according to the 80 dB curve shown in Appendix 1, with the exception of the areas in the northern part of Billund, but delayed flights or aircraft arriving before time with scheduled time of departure or arrival between 0600-2300 are excepted from this rule.

On the first of April 2007, the airport sent in noise calculations measured by the TDENL method for year 2006, as well as the future noise exposure.

The calculations had to be done as described in the National Agency of Environmental Protection guide No. 5/1994: "Noise from Airports". The calculation hads to be done by a laboratory approved by the National Agency of Environmental Protection to carry out "environmental measurement - external noise".

Hereafter, this calculation can be repeated every fifth year.
Annual calculations are to be sent to the supervising authority no later than the first of February each year. The calculations have to cover one calendar year and must be done on the basis of number of operations during the 3 months when the noise exposure is at its worst.

Each calculation has to include the number of operations dispersed on the type of aircraft, time of day/week and lane distribution.

A mobile measuring station in the environment is used for checking that the maximum value of noise from aircraft at night does not exceed the fixed demands of the noise value.

The number of take-offs with Chapter 3 aircraft or similar noisy aircraft type (MD80) between 2300-0600 as well as the reason for the take-off should be registered in a journal.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - NONE

COMMENTS

Comments from the airport (Head of Airport Office - Marketing and Public Relations)

Noise is computed (TDENL method) on a statistical basis and reported to the authorities bi-annually for monitoring the development.

Billund Airport is the second largest airport in Denmark serving the west of Denmark, last year operations total - 64,000 with 2.450 million passengers. Main carrier KLM, Lufthansa, Cimber / Sterling, Ryanair with modern Stage 3 B737 fkeet, Growing awareness in the surrounding communities about aircraft noise, the MD 80 is a noise nuisance.
Cimber / Sterling operates ATR 42 / 72 and Regional Jet, Sunair operates DO 328