

## BILLUND (BLL/EKBI)

Elevation 247ft

### CATEGORY A

AV brief – not required

#### Threats

##### CFIT

- Caution required if conducting LOC Y or ILS Y approach.
- Y procedures at EKBI utilise reciprocal DME (i.e. ILS Y 27L uses LEL ILS and BIL DME).
- Go-Arounds have occurred when BA crews have descended early on the LOC Y procedure for RWY 27, and late on the LOC Y procedure for RWY 09.
- 1.2 NM difference between BIL/LEL. Careful inspection of plates required to ascertain distance to THRESHOLD.
- Airfield elevation 247', Missed approach altitude 2000' (1750AAL).

### ARRIVAL

#### Diversion Airports

COPENHAGEN	CPH/EKCH	119 nm/093°T	CAT A
HAMBURG	HAM/EDDH	130 nm/167°T	CAT A
MALMO	MMX/ESMS	143 nm/094°T	CAT A

Others that may be used include Gothenburg, Hannover, Amsterdam, Oslo and Stockholm.

### GROUND

#### BAV Crew Reports

- *Tower doesn't give pushback clearance. You call fully ready to the Tower and they tell you to call them back when you are ready to taxi. Pushback clearance comes from the headset operative on the pushback team.*
- *Unusual guidance system – Two very small lights below the gate number guide you along the centreline. There is an angled mirror which allows you to see your nose wheel, and the Stop Line, which is out of sight from the flight deck.*

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	BILLUND AIRPORT
<b>Handling Agent VHF</b>	131.90 BILLUND HANDLING 131.875 SUNAIR OPS
<b>Potable Water</b>	Permitted