

Tariff regulations Billund Airport

Tariff regulations

Valid from April 1st, 2026

Users of Billund Airport can expect that the airport's general charges from 2026 onwards will be adjusted annually in line with the net price index. In addition, adjustments to specific charges may occur in connection with, for example, major investments, changes to the service level, as well as expectations regarding passenger and cargo flow.

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A. General Provisions

§1

1. For aircraft using Billund Airport, fees are paid by the air carrier in accordance with these tariff regulations.
2. The fees consist of a take-off fee, a passenger fee, and a parking fee.
3. All fees are stated excluding VAT.

B. Take-off fee

§2

1. For each take-off, the fee below is paid, the calculation is based on the aircraft's maximum permissible take-off weight (MTOW) according to the certificate of airworthiness/flight manual:

| Group | Rate |
|------------------------|-----------------------------------|
| Aircraft over 2.000 kg | DKK 56,50 per commenced 1.000 kg. |
| All aircraft | DKK 715 as a minimum fee. |

2. The above-mentioned fees can be reduced or waived under the conditions mentioned in §5 and §6.
3. For flights under the category of training flight a missed approach is considered a take-off.
4. All training flights require prior approval from the airport reporting office and may only be conducted if they do not interfere with other traffic.

5. In addition to the take-off fee cargo aircraft will also be charged an infrastructure fee of DKK 15,50 per MTOW

C. Passenger fee

§3

1. In addition to the fee in §2 a passenger fee for each departing passenger, paying and non-paying, applies.

| | |
|---------------|------------|
| Passenger fee | DKK 154,00 |
|---------------|------------|

The passenger fee consists of:

| | |
|--|-----------|
| a) A basic passenger fee | DKK 83,50 |
| b) A special security fee | DKK 47,50 |
| c) Persons with Reduced Mobility (PRM) fee | DKK 7,50 |
| d) Infrastructure fee | DKK 15,50 |

2. For through-passengers (transit passengers), no passenger charge is payable when the passenger do not leave the aircraft while at the airport
3. The fees under item 1 are not paid for the air carrier's staff trips during company business and for children under the age of 2 years.
4. The fee is not paid in the mentioned cases in § 6
5. The passenger fee for passengers departing outside of the airport Critical Security Restricted Area (C-SRA):
DKK 203,00
6. The fees are paid by the Aircraft Carrier

D. Parking fee

§4

1. For every commenced hour of the aircraft's stay a parking fee is charged. The cost is determined by the aircraft's MTOW. However, the first 12 hours are free of charge.

| | |
|-----------------------------|----------|
| Per commenced 1.000 kg MTOW | DKK 2,50 |
|-----------------------------|----------|

2. Billund Airport can at any time, at any hour during the day, require the aircraft to be moved to another parking position than originally designated, at the owner's expense.
3. The owner of the aircraft must arrange for the aircraft to be affixed and take the necessary safety measures, including night marking as required by Billund Airport.
4. Payment of parking fee only entitles disposition of the area in which the aircraft actually occupies, which is necessary for general inspection and maintenance of the aircraft.

E. Reductions and Exemptions

§5

The Aerodrome Operator can reduce or exempt the fees by entering an agreement, considering EU legislation and ICAO provisions on equal competition and transparency.

§6

1. Exemption from take-off and passenger fees applies to:
 - a) Test flights requested by the Competent Authority to determine an aircraft's airworthiness.
 - b) Maintenance check flights conducted by commercial air carriers without passengers or paid freight.
 - c) Flights involved in Search and Rescue.
- d) Technical returns, covering forced returns due to technical disruption, bad weather, or such. This only applies to returns to the airport of departure.
- e) Test flights of the airport's own technical equipment and procedures.

2. The exemptions mentioned in sections a and b must have been reported and approved by the airport reporting office and it must not interfere with other traffic. For any exemptions after section b the flight must not have a stopover at any other location.

G. Other Provisions

§7

1. Before take-off or after landing from another airport or aerodrome, the owner, pilot, or representative of the aircraft must contact the Airport Reporting Office unless other arrangements have been made.
2. Fees in accordance with these regulations as well as other fees in connection with the flight in question are paid to the Airport Reporting Office before the execution of each scheduled flight.
3. If the airline regularly flies to the airport, an agreement can be reached with Billund Airport on a periodic settlement. The terms of the agreement are determined by Billund Airport.
4. In case of failure to settle without prior agreement, a fee of DKK 750,00 will be charged to the invoice.
5. In the event of failure to settle the provisions contained in §71 and §146 of the Civil Aviation Act on pledge and lien can be applied respectively.

§8

1. Personnel involved in the transportation of passengers, luggage, cargo, etc., and start-up of aircraft engines can be requested from a Ground Handling Service Provider (GHSP).

§9

Billund Airport is not responsible for any theft, fire, water, or other damage to the aircraft and its equipment, crew, passengers, cargo, etc. during the aircraft's stay at the airport.

§10

The Aerodrome Operator of Billund Airport determines the charges for any other special dispatches in the airport.

§11

The Aerodrome Operator may grant exemptions from the tariff regulations in cases that are not of principle or major financial importance.

§12

This regulation will be effective from April 1st, 2026 until further notice. The previous regulations on airport fees will be repealed at the same time.