

AERODROME CHART - ICAO

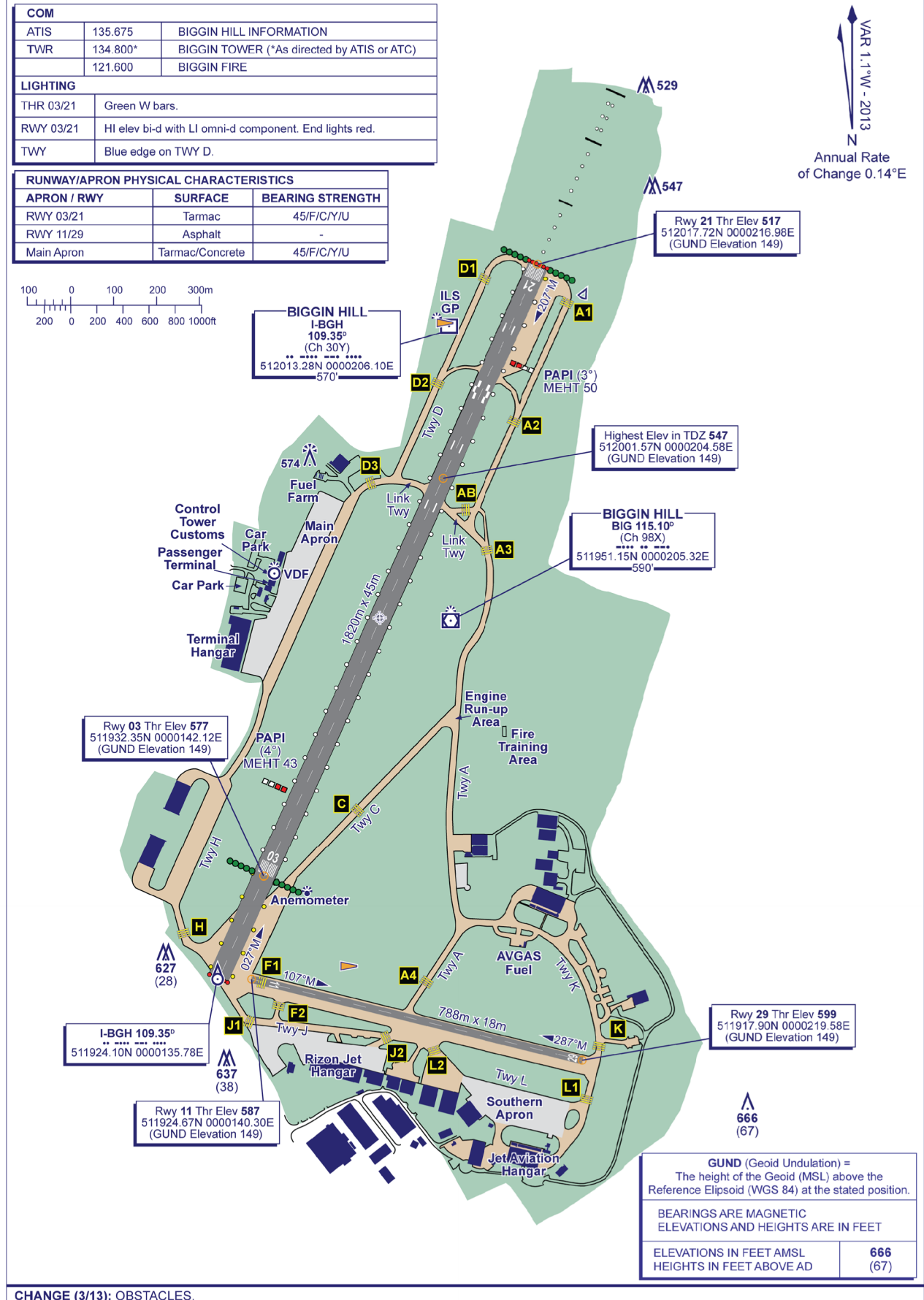
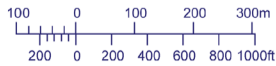
ARP 511951N 0000157E

AD ELEV 599FT

BIGGIN HILL EGKB

COM		
ATIS	135.675	BIGGIN HILL INFORMATION
TWR	134.800*	BIGGIN TOWER (*As directed by ATIS or ATC)
	121.600	BIGGIN FIRE
LIGHTING		
THR 03/21	Green W bars.	
RWY 03/21	HI elev bi-d with LI omni-d component. End lights red.	
TWY	Blue edge on TWY D.	

RUNWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY	SURFACE	BEARING STRENGTH
RWY 03/21	Tarmac	45/F/C/Y/U
RWY 11/29	Asphalt	-
Main Apron	Tarmac/Concrete	45/F/C/Y/U



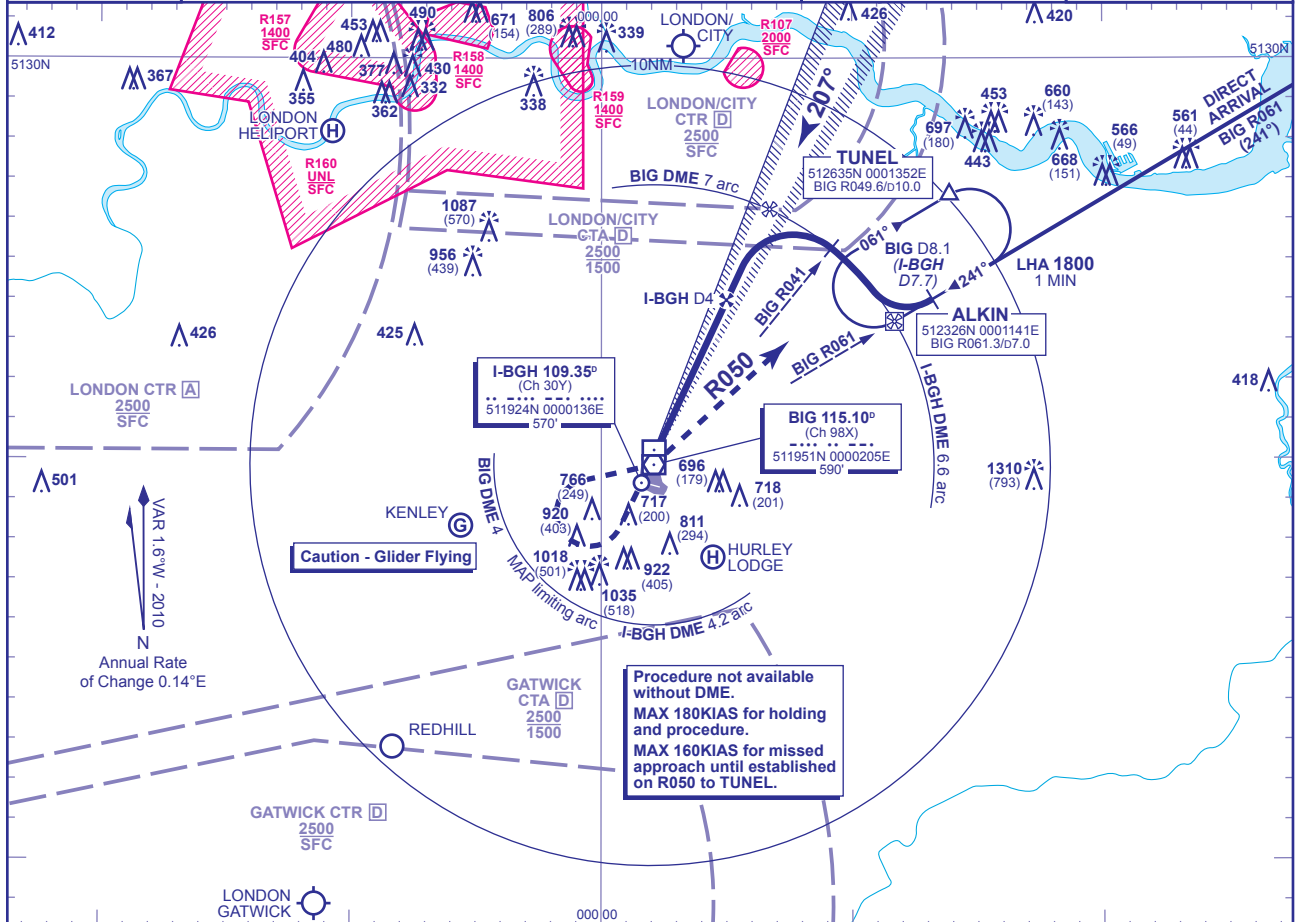
CHANGE (3/13): OBSTACLES.

AERO INFO DATE 3 DEC 12

INSTRUMENT APPROACH CHART - ICAO

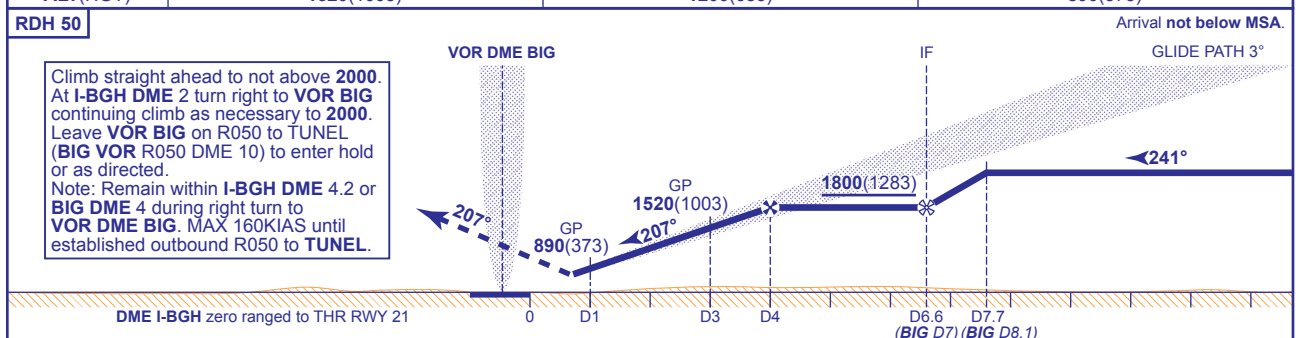
**BIGGIN HILL
ILS/DME/VOR
RWY 21**
(ACFT CAT A,B,C)

	APP 129.400	BIGGIN APPROACH	AD ELEVATION 599
	TWR 134.800	BIGGIN TOWER	THR ELEVATION 517
	RAD 132.700	THAMES RADAR	OBSTACLE ELEVATION 1310 AMSL (793) (ABOVE THR)
			TRANSITION ALTITUDE 6000
			BEARINGS ARE MAGNETIC



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-BGH	3	2	1
ALT(HGT)	1520(1003)	1200(683)	890(373)



Aircraft Category	A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	681(164)	691(174)		701(184)	FT/MIN	850	740	640	530
VM(C)OCA (OCH AAL)	Total Area	1150(551)	1350(751)	1450(851)						

NOTE 1 Initial arc track at BIG R061 is 331°M, Final arc track at BIG R041 is 311°M. Rate of change of arc track 8.2°/NM.
NOTE 2 Procedural arrivals not normally permitted when 'Thames Radar' is available.
NOTE 3 Aircraft will normally be radar vectored by 'Thames Radar' direct to final approach at 1800, to be established not later than I-BGH DME 5.
NOTE 4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
NOTE 5 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

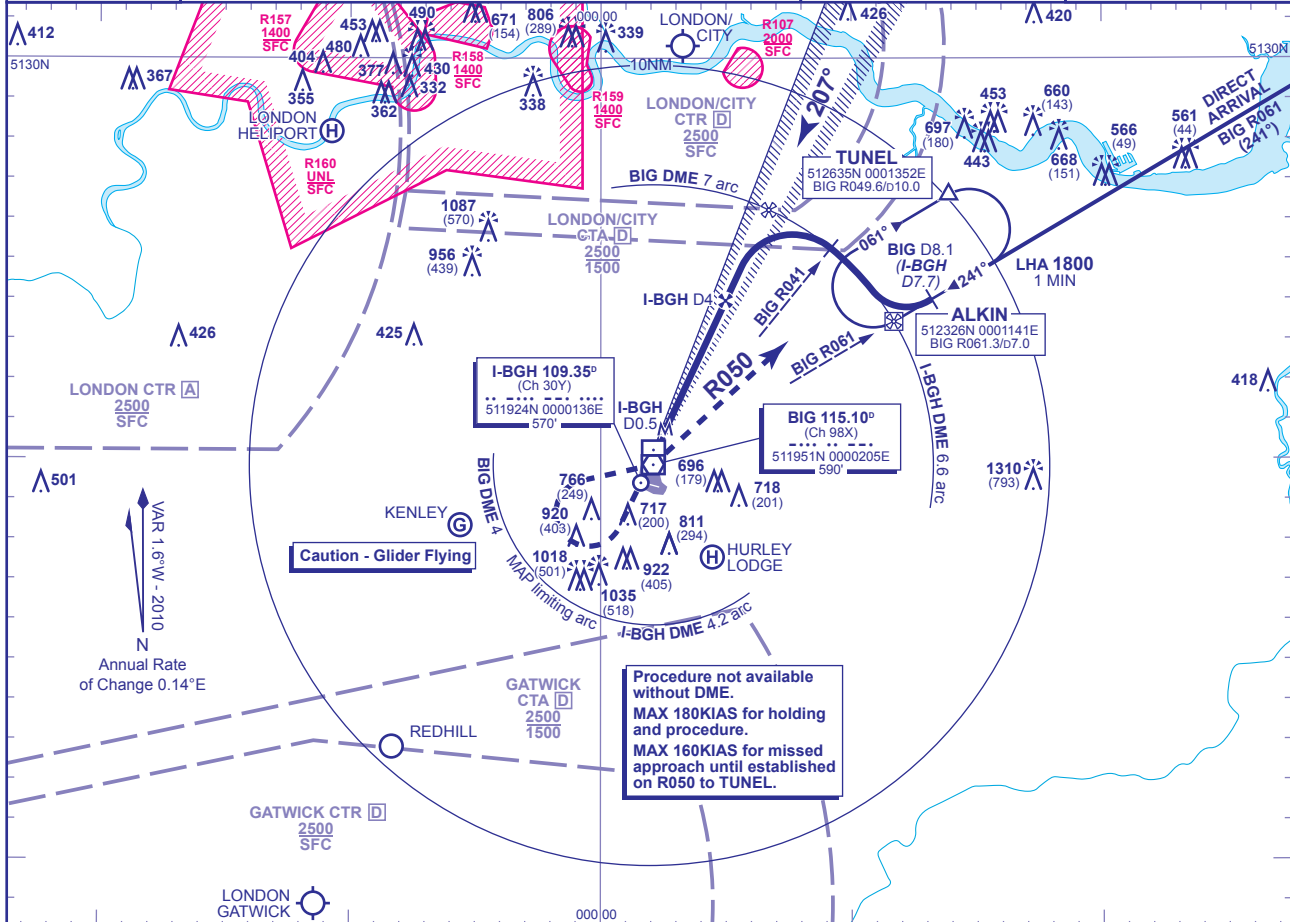
CHANGE: MAG VAR. GATWICK AND LONDON CITY CTA AND CTR. LONDON CTR.

AERO INFO DATE 14 JAN 10

INSTRUMENT APPROACH CHART - ICAO

**BIGGIN HILL
LOC/DME/VOR
RWY 21**
(ACFT CAT A,B,C)

<p>MSA 25NM BIG VOR</p>	APP 129.400	BIGGIN APPROACH	AD ELEVATION 599
	TWR 134.800	BIGGIN TOWER	THR ELEVATION 517
	RAD 132.700	THAMES RADAR	OBSTACLE ELEVATION 1310 AMSL (793) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000

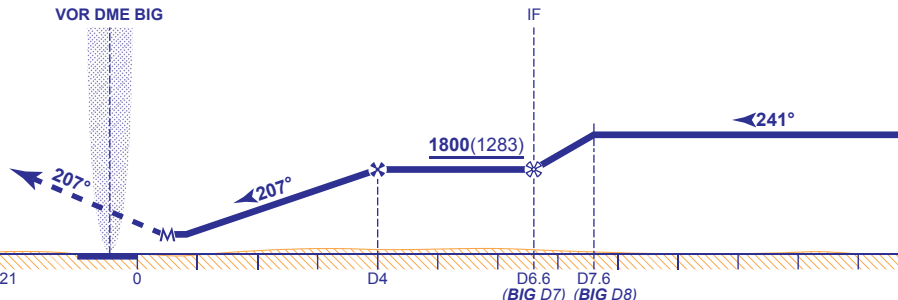


RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-BGH	3	2	1
ALT(HGT)	1520(1003)	1200(683)	890(373)

Arrival not below MSA.

MAPt I-BGH DME 0.5
Climb straight ahead to **not above 2000**. At I-BGH DME 2 turn right to **VOR BIG** continuing climb as necessary to **2000**. Leave **VOR BIG** on R050 to TUNEL (BIG VOR R050 DME 10) to enter hold or as directed. Note: Remain within I-BGH DME 4.2 or **BIG DME 4** during right turn to **VOR DME BIG**. MAX 160KIAS until established outbound R050 to TUNEL.



Aircraft Category				Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	840(323)	840(323)		840(323)	FT/MIN	850	740	640	530
VM(C)OCA (OCH AAL)	Total Area	1150(551)	1350(751)	1450(851)						

- NOTE 1** Initial arc track at BIG R061 is 331°M, Final arc track at BIG R041 is 311°M. Rate of change of arc track 8.2°/NM.
2 Procedural arrivals not normally permitted when 'Thames Radar' is available.
3 Aircraft will normally be radar vectored by 'Thames Radar' direct to final approach at **1800**, to be established not later than I-BGH DME 5.
4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
5 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

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