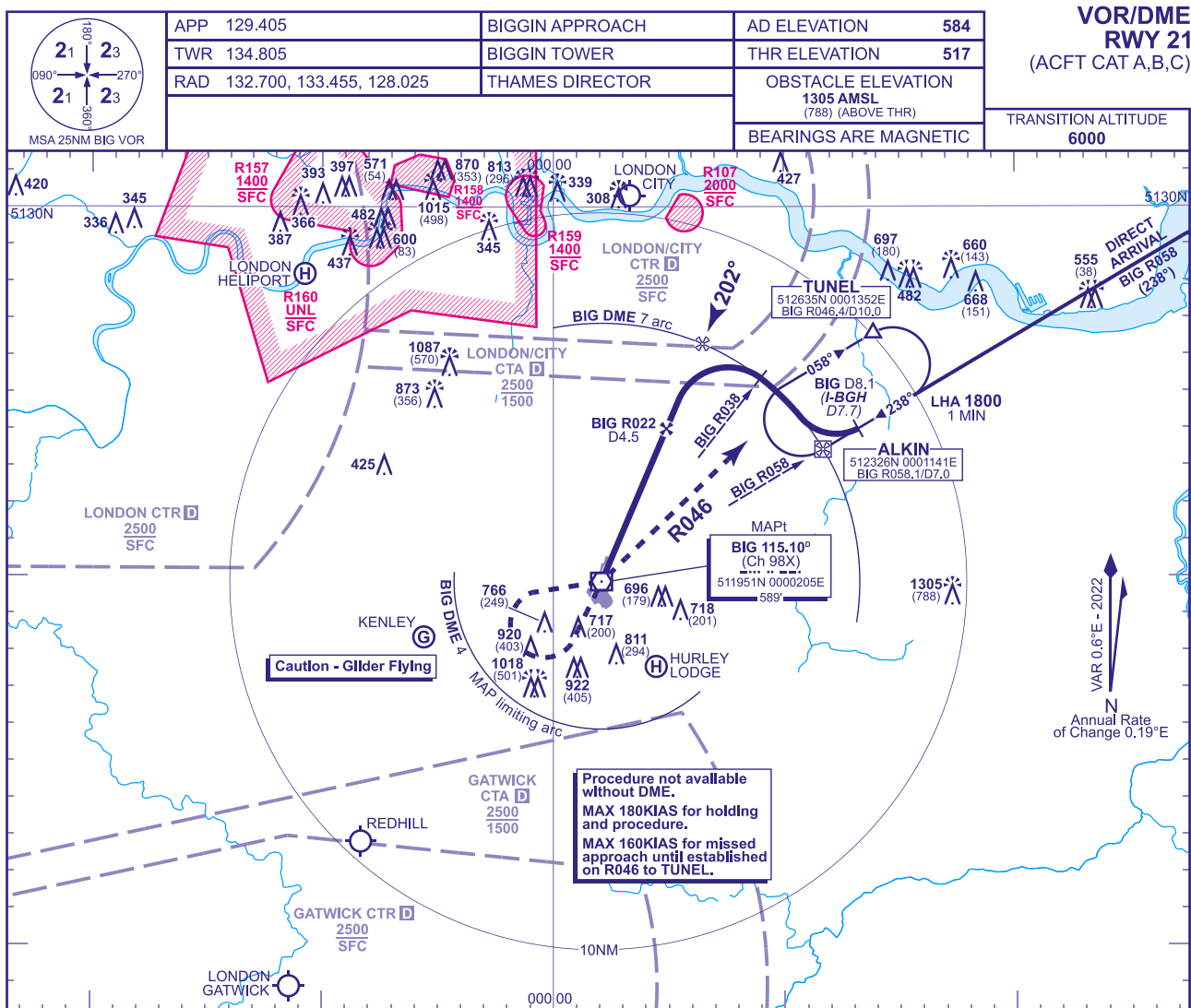
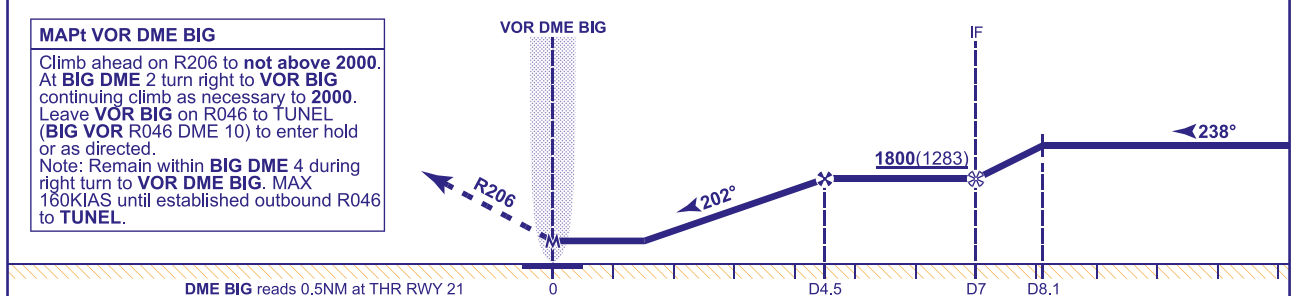


## INSTRUMENT APPROACH CHART - ICAO

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

RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM			
DME BIG	4	3	2
ALT(HGT)	1680(1163)	1360(843)	1040(523)

Arrival not below MSA.



Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	890(373)	890(373)	890(373)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	1150(566)	1350(766)	1450(866)							

NOTE 1 Initial arc track at BIG R058 is 328°M, Final arc track at BIG R038 is 308°M. Rate of change of arc track 8.2°/NM.  
2 Procedural arrivals not normally permitted when 'Thames Director' is available.  
3 Aircraft will normally be radar vectored by 'Thames Director' 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 FAT offset 3° from RWY CL (205°M).  
6 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

CHANGE (1/25): SPECIFICATION CHANGE. BIG D4.5 RADIAL CORRECTION.

AERO INFO DATE 15 NOV 24

AD 2-EGKB-8-3