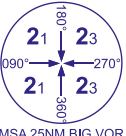
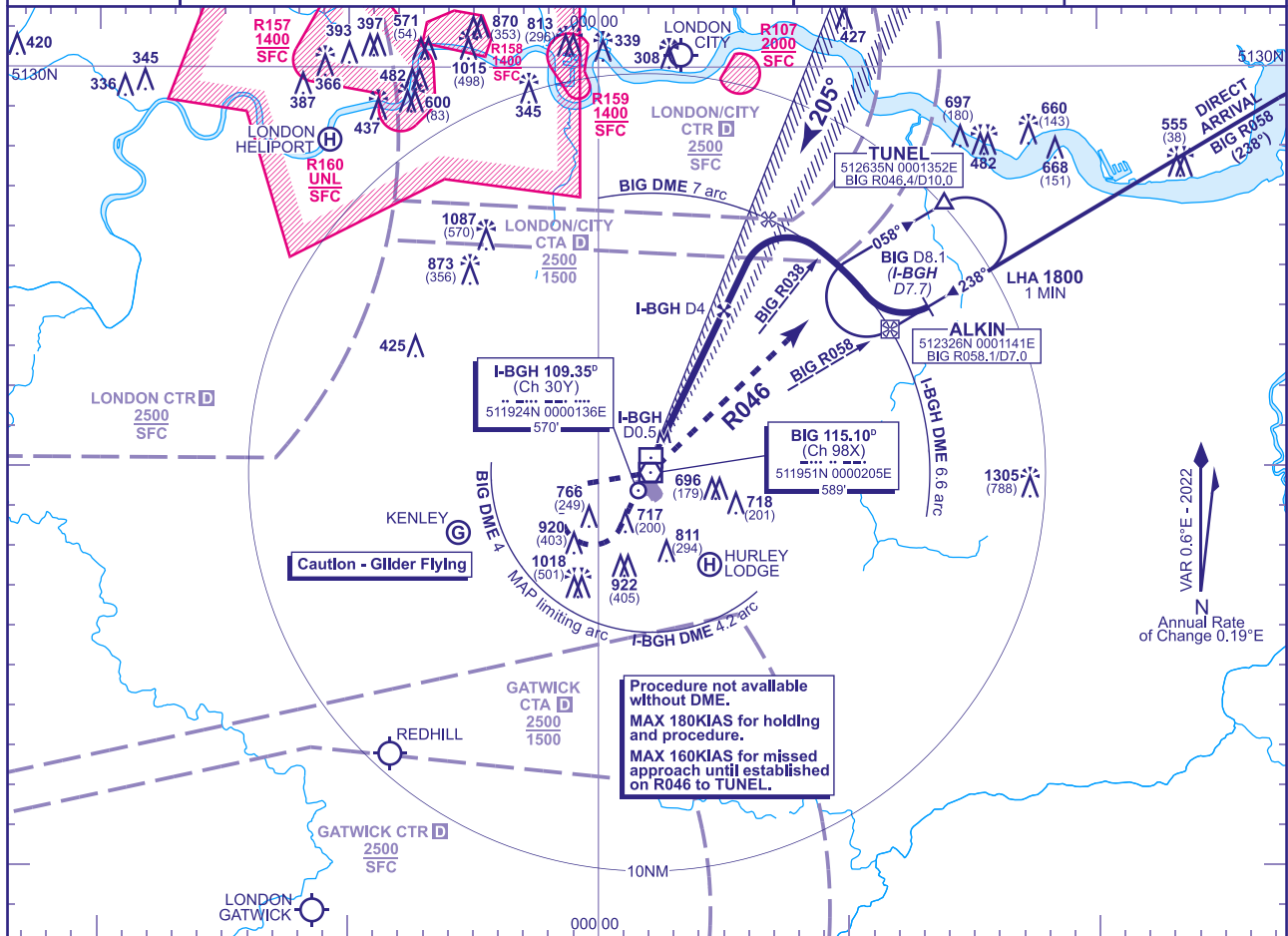


INSTRUMENT APPROACH CHART - ICAO

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

	APP 129.405	BIGGIN APPROACH	AD ELEVATION 584	TRANSITION ALTITUDE 6000
	TWR 134.805	BIGGIN TOWER	THR ELEVATION 517	
	RAD 132.700, 133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION 1305 AMSL (788) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

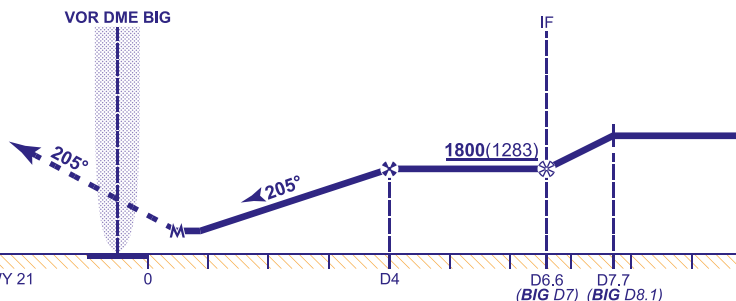
DME I-BGH	3	2	1
ALT(HGT)	1520(1003)	1200(683)	890(373)

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 R046 to TUNEL
(BIG VOR R046 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 R046 to TUNEL.



Aircraft Category		A	B	C	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	420
VM(C)OCA (OCH AAL)	Total Area	1150(566)	1350(766)	1450(866)							

- NOTE**
- 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.
 - Procedural arrivals not normally permitted when 'Thames Director' is available.
 - 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.
 - Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
 - ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

CHANGE (1/25): PROFILE DME DISTANCE. SPECIFICATION CHANGE.

AERO INFO DATE 07 NOV 24

AD 2-EGKB-8-2