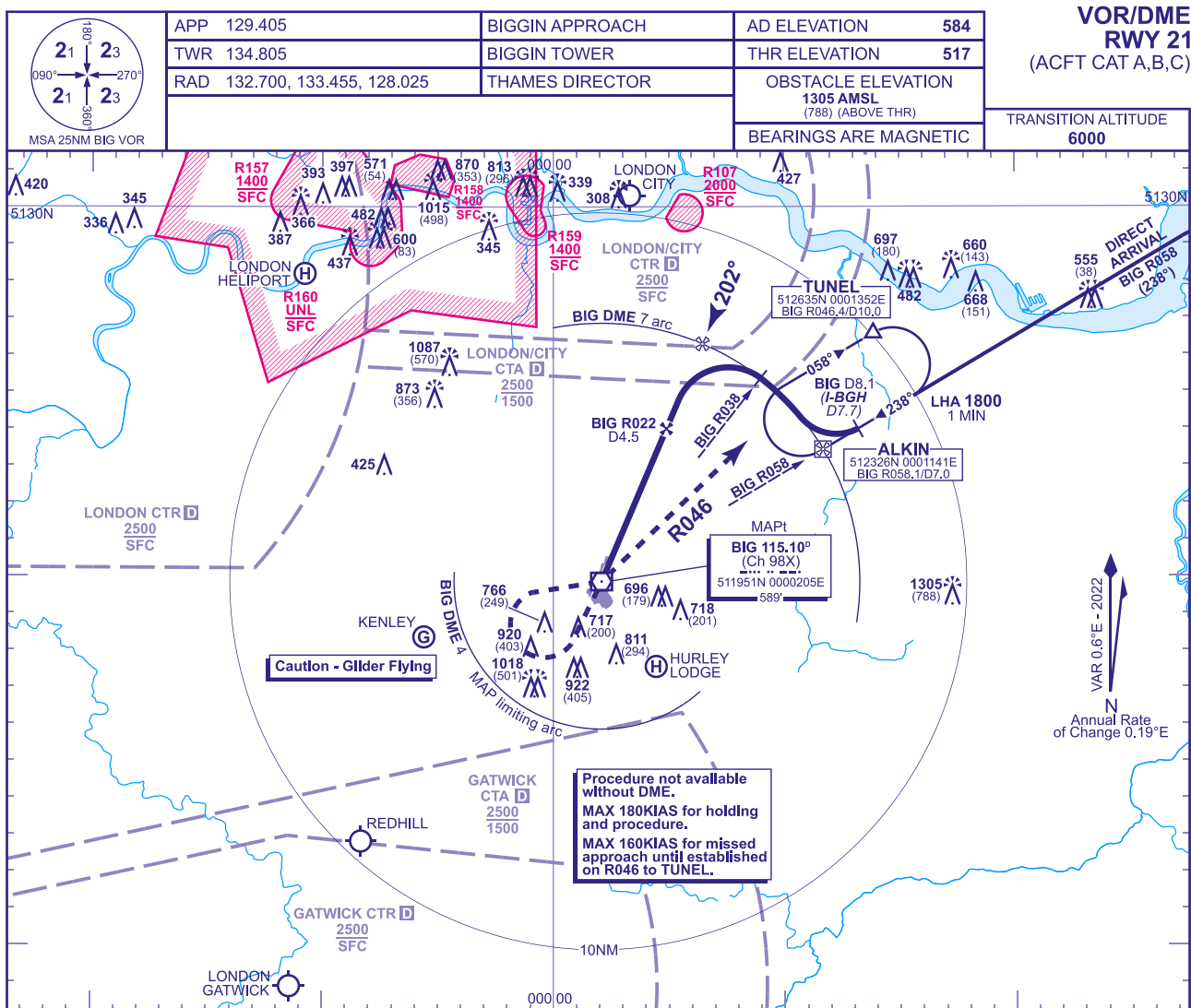


## INSTRUMENT APPROACH CHART - ICAO

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

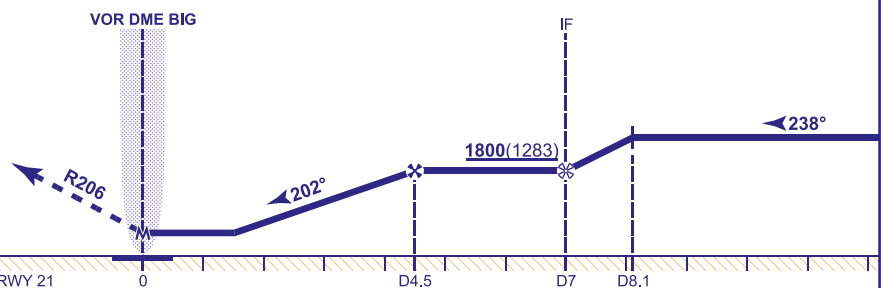
RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME BIG	4	3	2
ALT(HGT)	1680(1163)	1360(843)	1040(523)

Arrival not below MSA.

## MAPt VOR DME BIG

Climb ahead on R206 to **not above 2000**. At **BIG 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 **BIG DME 4** during right turn to **VOR DME BIG**. MAX 160KIAS until established outbound R046 to TUNEL.



DME BIG reads 0.5NM at THR RWY 21

Aircraft Category		A	B	C		Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	900(383)	900(383)	900(383)			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.
  - FAT offset 3° from RWY CL (205°M).
  - ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

CHANGE (2/26): OCA(OCH) MINIMA REVISED.

AERO INFO DATE 02 DEC 25

AD 2-EGKB-8-3