

## Airport information:

Country: United Kingdom

City: BIGGIN HILL

Coordinates: N 51° 19.9', E000 02.0

Elevation: 599

Customs: Customs

Fuel: 100LL, Jet A1

RFF: CAT 3. Up to CAT 6 O/R

hours: MON-FRI 0730-2100. SAT, SUN and HOL 0900-2000, other times by arrangement.

## Runways:

Runway 03

Takeoff length: 1778, Landing length: 1558

Runway 21

Takeoff length: 1670, Landing length: 1670

# AERODROME

# BIGGIN HILL

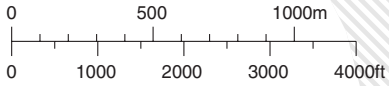
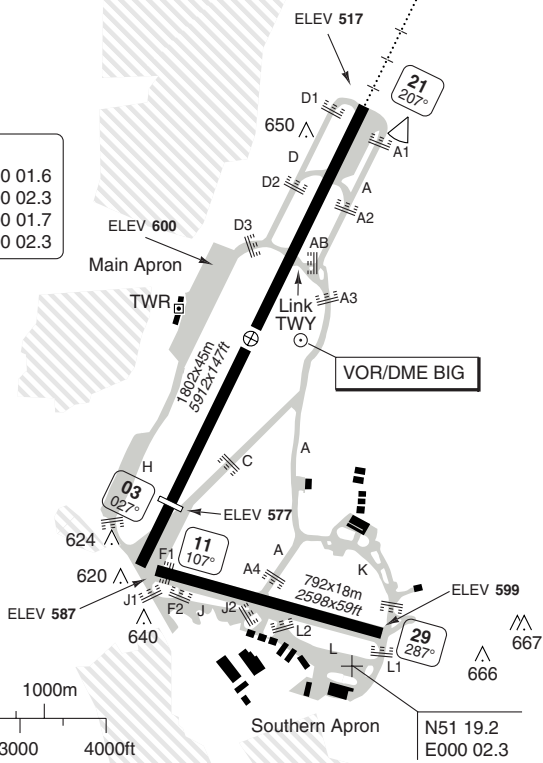
10 - 1

Biggin TWR <b>134.8</b>	ATIS <b>135.675</b>
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AD Elev <b>599</b>	ARP: N51 19.9 E000 02.0	RFF: CAT 3. CAT 4-6 O/R	AD HR: <b>1</b>
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THR Coordinates		
RWY 03	N51 19.5	E000 01.6
RWY 21	N51 20.3	E000 02.3
RWY 11	N51 19.4	E000 01.7
RWY 29	N51 19.3	E000 02.3



RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	Additional
03	-1.1	1778 / 5833	1558 / 5111	-	H	P 4° (43)
21	+1.2	1670 / 5478	1670 / 5478	H-E ②	H	P 3° (50)
11	-	792 / 2598	792 / 2598	-	-	-
29	-	792 / 2598	792 / 2598	-	-	-

② 420m.

① MON-FRI 0730-2100, SAT, SUN and HOL 09-20 + O/R.

**EU OPS TAKE OFF MINIMA**

RWY	Facilities	RVR		
		A	B	C
All	RCL (day only) or RCL + REDL	<b>LVTO</b>	250m	
	RCL (day only) or RCL + REDL		400m	
	NIL (day only)			500m

Note: except where an operator has lower state authorised take-off minima, the aerodrome authority cannot approve departures in RVR less than 400m.

Change: ATIS freq, VAR.

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## AERODROME

## BIGGIN HILL

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## GENERAL

## 1. WARNING

- 1.1 Pilots of departing aircraft are warned of other aircraft joining the visual circuit from the 'dead side'. The joining aircraft will fly across the upwind end of the runway in use at 1600ft 90° to the runway heading before turning onto the downwind leg. Pilots of fast climbing aircraft should be particularly alert.
- 1.2 At both ends of Runway 03/21, its width is twice that of the associated edge lights due to extra pavement at one side. Since RCLL are not installed, ensure correct line up, especially if take-off is at night, when runway is contamination, or in Low VIS.
- 1.3 Runway 03:  
Windshear and turbulence may occur on short final when wind is from Northwest.
- 1.4 Runway 29:  
Be aware of the proximity of Gatwick Controlled Airspace and Kenley gliding site.

## 2. NOISE ABATEMENT PROCEDURES - DEPARTURES

Apply to all jet, turbo-fan and turbo-prop aircraft.

- 2.1 Runway 21:  
As soon as practicable turn right onto 200° MAG. At D1 BIG commence right turn to BIG or establish on track at 2400ft. Remain within D4 BIG.
- 2.2 Runway 03:  
Climb ahead to D1 BIG then left or right on track as directed.
- 2.3 Light aircraft and other aircraft not subject to NPR.

Runway 03:

- To the Northeast, East and Southeast straight ahead to D1.5 BIG then turn right.
- To the Northwest, West and Southwest straight ahead to D1 BIG before turning left.

Runway 11/29:

Straight ahead to D1 BIG before turning left/right as instructed by ATC.

Runway 21:

- To the Southwest, West and Northwest as soon as practicable turn right 220°. At D1 BIG turn right.
- To the Southeast, East and Northeast as soon as practicable turn right 220°. At D2 BIG turn left.

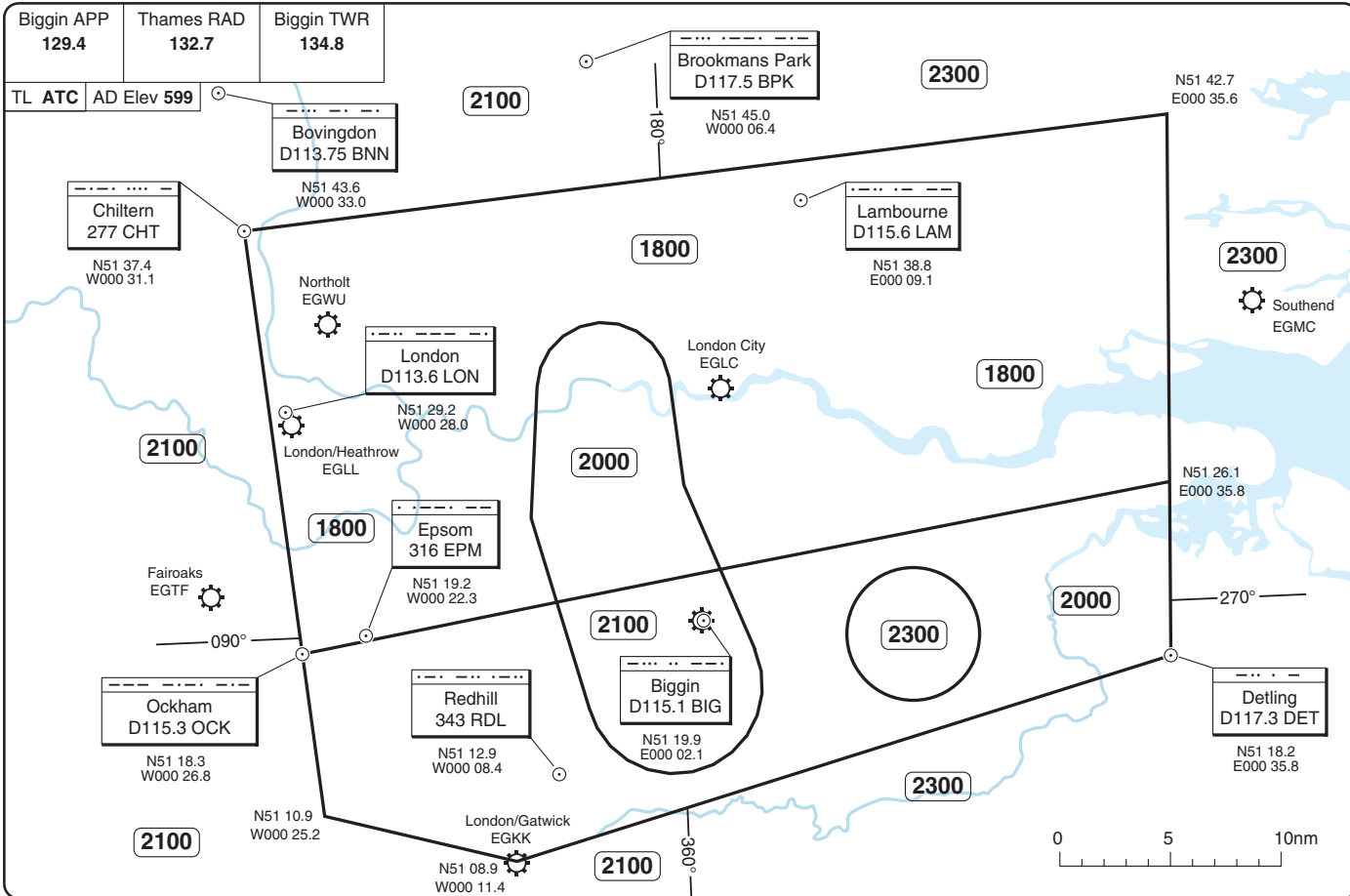
## 3. TAXIWAY RESTRICTION

Taxiway D width 14m/46ft.

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Change: ALT

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Reverse side blank

RADAR Minimum Altitudes

20 - 1 | 28 DEC 11

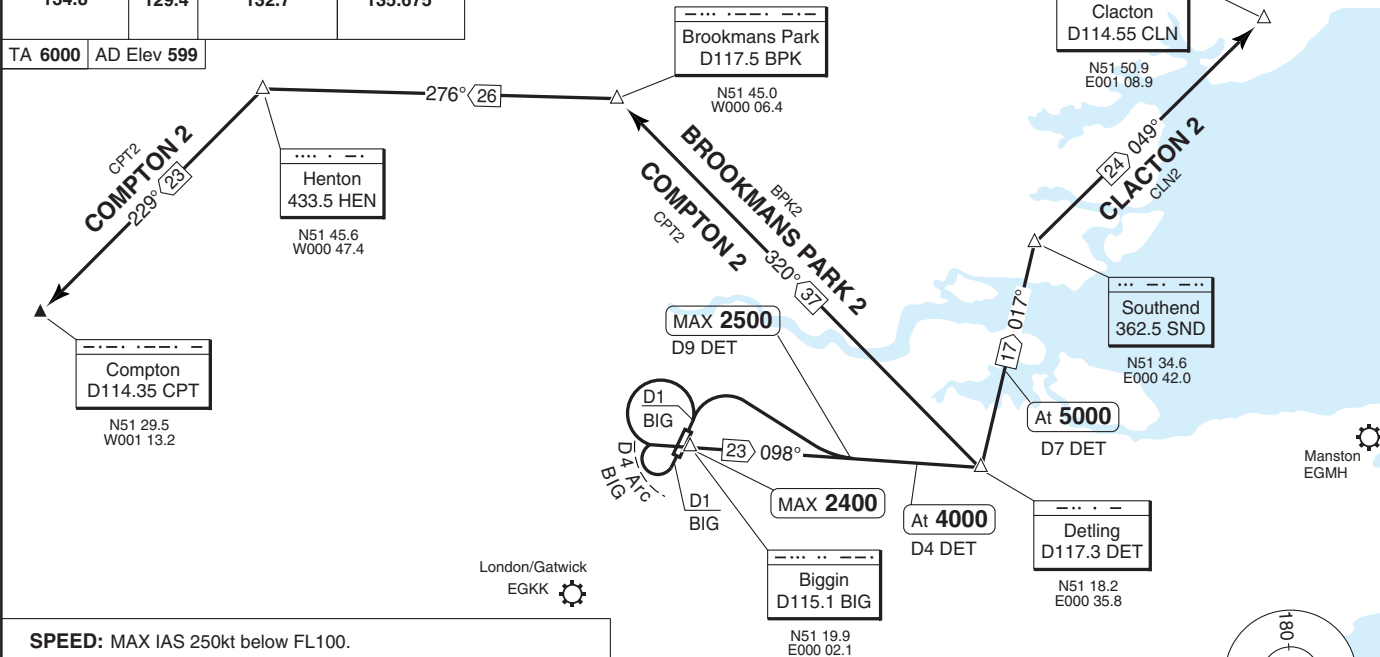
United Kingdom - EGKB / BOH

BIGGIN HILL

Change: ATIS freq.

Biggin TWR 134.8	APP 129.4	Thames RAD 132.7	Biggin ATIS 135.675
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TA 6000 AD Elev 599



**SPEED:** MAX IAS 250kt below FL100.

**(INITIAL CLIMB) RWY 03**  
 Climb on 029° to D1 BIG - turn left or right on track as directed by ATC - 098°/R278 DET - DET - follow SID. Cross D9 DET MAX 2500, D4 DET at 4000.

**(INITIAL CLIMB) RWY 21**  
 Climb on 209° - as soon as practicable turn right to 220° - at D1 BIG turn right to BIG or establish on track at 2400 (remain within D4 BIG) - 098°/R278 DET - DET - follow SID. Cross BIG at 2400, D9 DET MAX 2500, D4 DET at 4000.

SID	Routeing	Altitudes
BROOKMANS PARK 2	DET - BPK.	
CLACTON 2	DET - SND - CLN.	Cross D7 DET at 5000
COMPTON 2	DET - BPK - HEN - CPT.	

**BIGGIN HILL**

Biggin TWR 134.8	APP 129.4	Thames RAD 132.7	Biggin ATIS 135.675
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TA 6000 AD Elev 599

Southampton D113.35 SAM

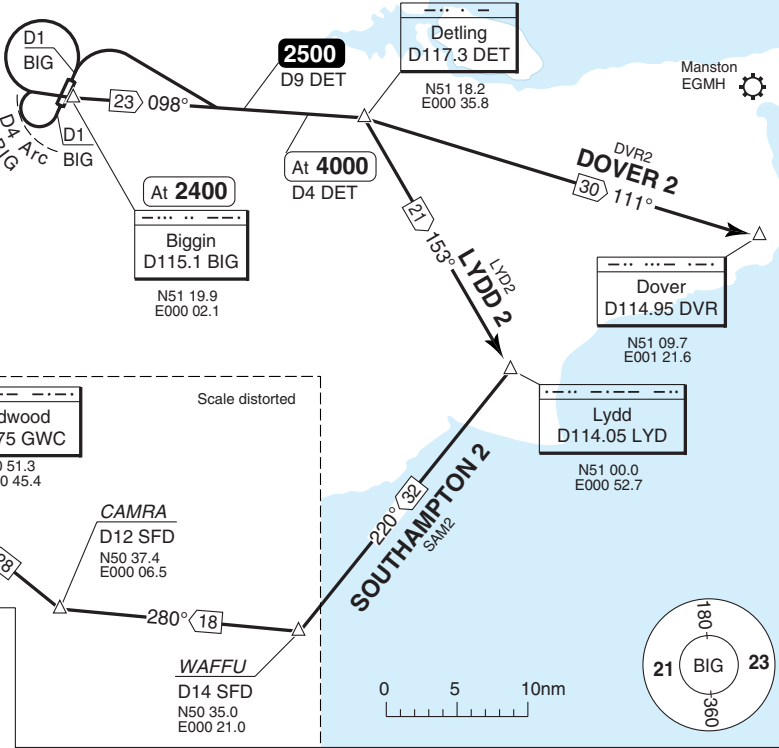
London/Gatwick  
EGKK

Manston  
EGMH

**SPEED:** MAX IAS 250kt below FL100.

**(INITIAL CLIMB) RWY 03**  
Climb on 029° to D1 BIG - turn left or right on track as directed by ATC - 098°/R278 DET - DET - follow SID. Cross D9 DET MAX **2500**, D4 DET at **4000**.

**(INITIAL CLIMB) RWY 21**  
Climb on 209° - as soon as practicable turn right to 220° - at D1 BIG turn right to BIG or establish on track at **2400** (remain within D4 BIG) - 098°/R278 DET - DET - follow SID. Cross BIG at **2400**, D9 DET MAX **2500**, D4 DET at **4000**.



Scale distorted



SID	Routing
<b>DOVER 2</b>	DET - DVR.
<b>SOUTHAMPTON 2</b>	DET - LYD - G27 - WAFFU - Y8 - GWC - SAM.
<b>LYDD 2</b>	DET - LYD.

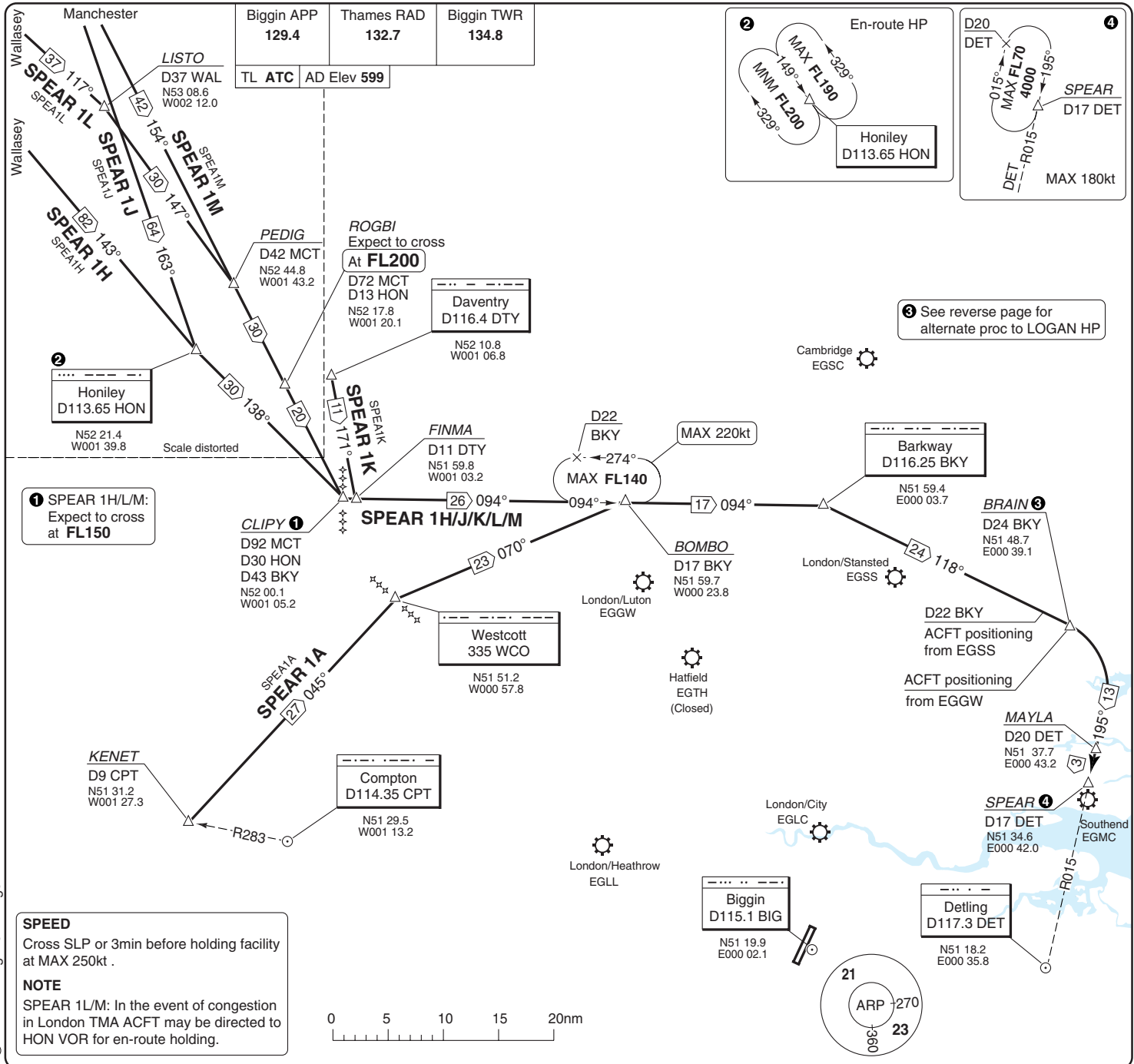
**SID** South

Change: ATIS freq.

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STAR SPEAR 1A/H/J/K/L/M

BIGGIN HILL



1 SPEAR 1H/L/M: Expect to cross at FL150

**SPEED**  
Cross SLP or 3min before holding facility at MAX 250kt .

**NOTE**  
SPEAR 1L/M: In the event of congestion in London TMA ACFT may be directed to HON VOR for en-route holding.

3 See reverse page for alternate proc to LOGAN HP

# BIGGIN HILL

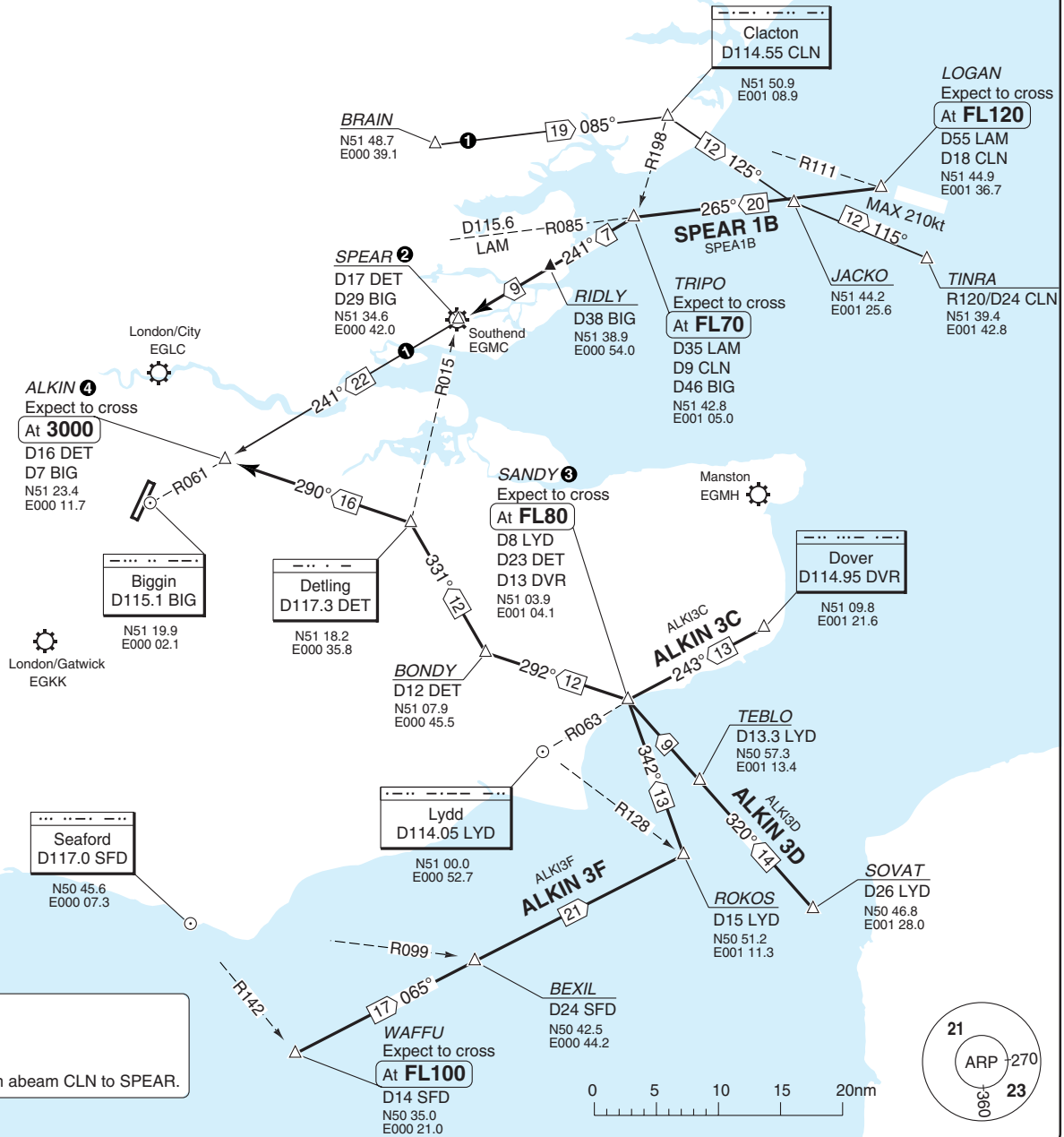
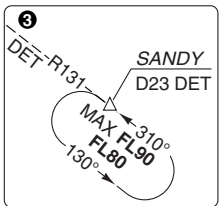
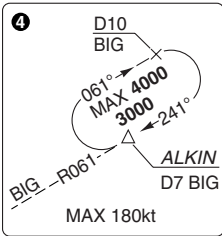
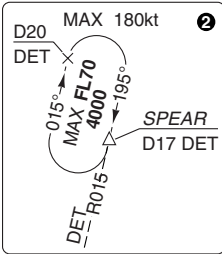
# STAR ALKIN 3C/D/F, SPEAR 1B ①

# BIGGIN HILL

Biggin APP 129.4	Thames RAD 132.7	Biggin TWR 134.8
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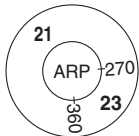
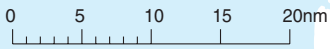
① Alternate proc via LOGAN and ALKIN

TL ATC AD Elev 599



**SPEED**  
MAX 250kt below FL100.

**WARNING**  
Do NOT fly south of track from abeam CLN to SPEAR.

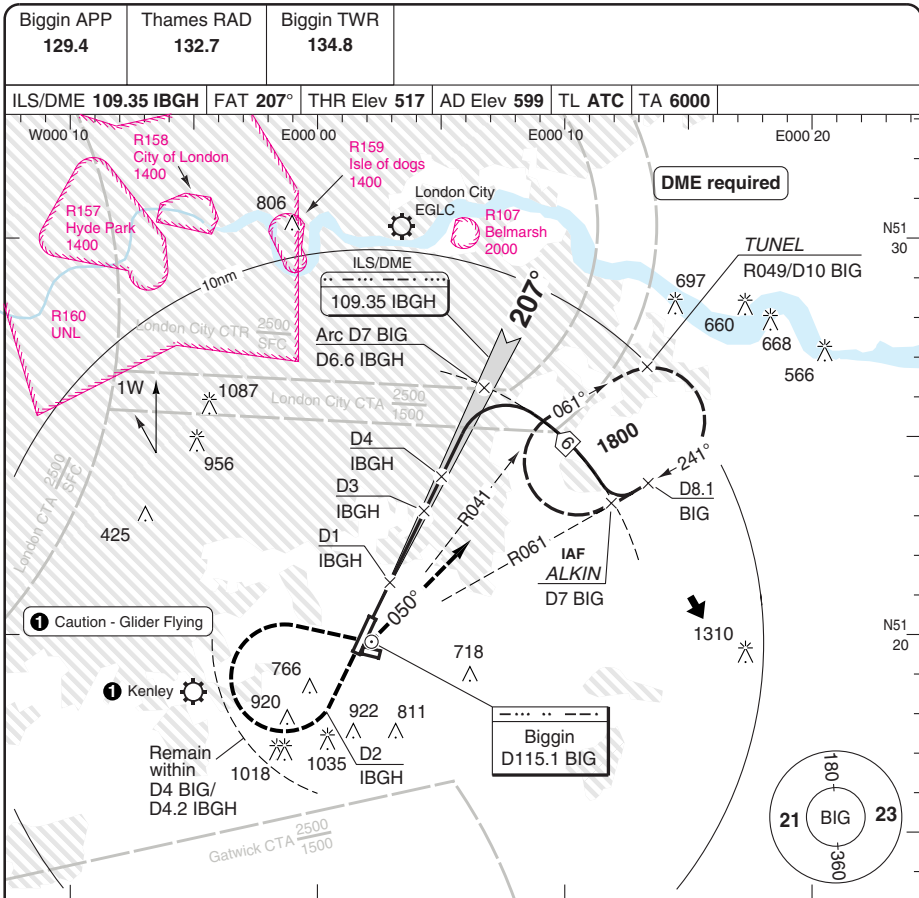


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Change: Tracks

# ILS RWY 21

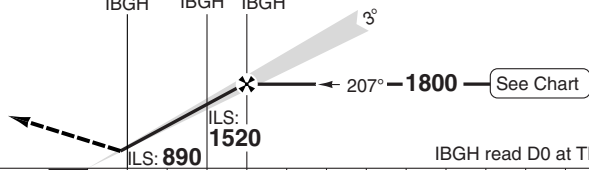
# BIGGIN HILL



50 - 1

MAPt D0.5 IBGH

Climb on 207° to **2000**.  
 At D2 [IBGH] turn right to [BIG]. Continue on R050 [BIG] to TUNEL and hold (MAX 160kt until established on R050 BIG.)



IBGH read D0 at THR

TCH 50

ACFT	ILS+DME	LOC+DME	Circling
A	720 (200) 750m	840 (323) 1100m	1150 (551) 1.5km
B			1350 (751) 1.6km
C			1450 (851) 2.4km

1. Proc Max 180kt

DME IBGH	3.0° ALT
3	1520
2	1200
1	890

LDA 1670x45  
 5478x147ft  
 P 3° (50)



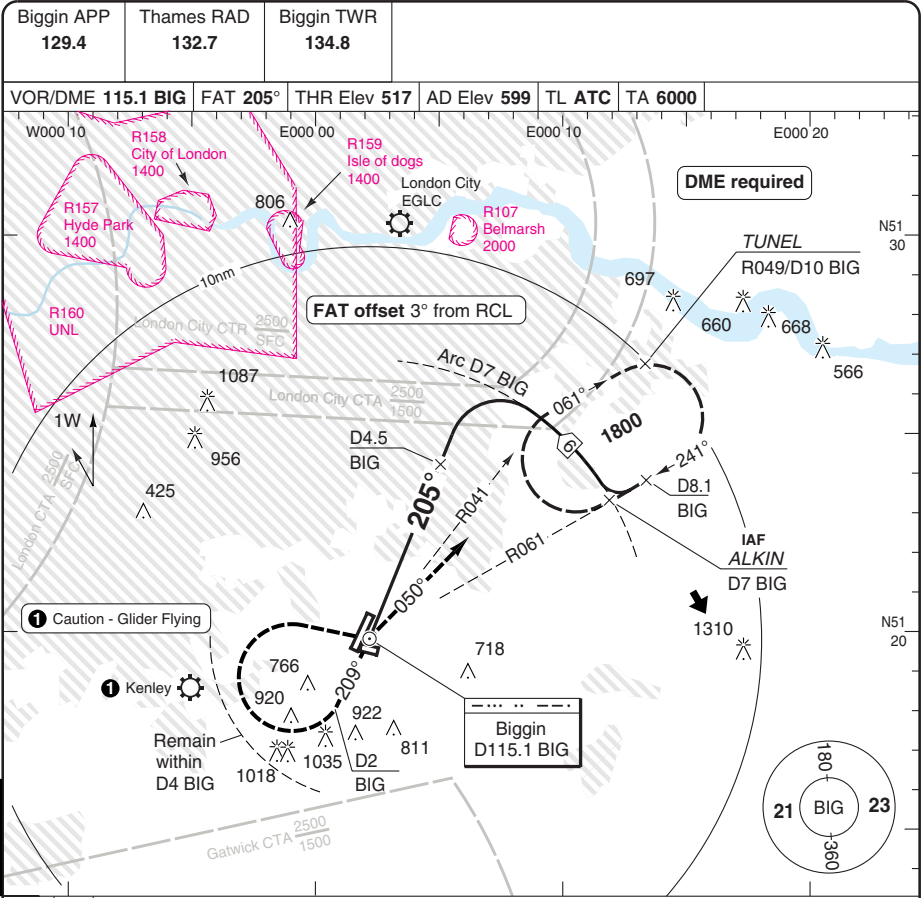
IALS

GS	80	100	120	140	160
ROD 3.0°	420	530	640	740	850

Change: Var.

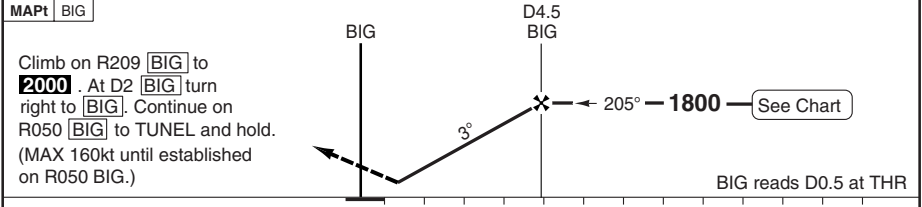
# VOR RWY 21

# BIGGIN HILL



PANS OPS

50 - 2



ACFT	VOR+DME	Circling	1. Proc Max 180kt					DME BIG	3° ALT	LDA 1670x45 5478x147ft P 3° (50)
A	890 (373) 1300m	1150 (551) 1.5km	80	100	120	140	160	4	1680	
B		1350 (751) 1.6km	420	530	640	740	3	1360		
C		1450 (851) 2.4km	420	530	640	740	2	1040		
GS			80	100	120	140	160			
ROD 3°			420	530	640	740	850			

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## JAR-OPS Landing Minima

## BIGGIN HILL

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
21	ILS/DME	720	200	700	1000	N/A	N/A	N/A	N/A
21	LOC/DME	840	330	1400	1800	N/A	N/A	N/A	N/A
21	VOR/DME	890	380	1400	1800	N/A	N/A	N/A	N/A

Notes:

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
All Procedures		1450	860	2400	N/A	N/A	N/A

Notes:

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
All	REDL and/or RCL	250	-	N/A	N/A
All	REDL and/or RCL	400	-	N/A	N/A
All	Nil (Day only)	500	-	N/A	N/A

Notes:

Except where an operator has lower State authorised take-off minima , the aerodrome authority cannot approve departure in RVR less than 400m.

## JAR-OPS Landing Minima

## BIGGIN HILL

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
21	ILS/DME	720	200	700	1000	720	200	700	1000
21	LOC/DME	840	330	1200	1500	840	330	1300	1500
21	VOR/DME	890	380	1200	1500	890	380	1300	1500

Notes:

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
All Procedures		1150	560	1500	1350	760	1600

Notes:

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
All	REDL and/or RCL	250	-	250	-
All	REDL and/or RCL	400	-	400	-
All	Nil (Day only)	500	-	500	-

Notes:

Except where an operator has lower State authorised take-off minima , the aerodrome authority cannot approve departure in RVR less than 400m.

## HELICOPTER

## BIGGIN HILL

The following Minima is for Public Transport Helicopters and conforms to JAR-OPS3 regulations.

**STRAIGHT-IN APPROACH**

R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	Full >=720 RVR m	Inter 420-719 RVR m	Basic < 420 RVR m	No ALS RVR m
21	ILS/DME	720	200	N/A	600	700	1000
21	LOC/DME	840	330	N/A	1000	1000	1000
21	VOR/DME	890	380	N/A	1000	1000	1000

Notes:

**CIRCLING**

R/W	Procedures	MDA QNH ft	MDH QFE ft	Vis m
All Procedures		1150	560	800

Notes: