

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: MON-FRI 0630-2300 \pm , SAT, SUN and public HOL 0800-2200 \pm

Airport Information

RFF: CAT 6

Fire: "Biggin Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

PCN: RWY 03/21: 45/F/C/X/U

Operation

Traffic Note

Use of AD is strictly PPR. REQ should be submitted MNM 30min prior ETA/ETD.

RWY Restriction

RWY 03/21: Width at both ends is twice that outlined by the associated edge lights due to extra pavement at one side. No RWY CL lighting exists, therefore ensure that you are lined up correctly, especially during TKOF at night, contaminated RWY or low visibility.

TWY Restriction

TWY width 14m / 46ft.

Marshaller O/R.

Noise Abatement Procedure: Only ACFT meeting ICAO chapter 3 or better will be accepted.

APU: Use of APU shall be kept to a MNM. PPR for using APU for more than 30min.

Warnings

Reduced wing tip CLR between taxiing and parked ACFT on Main APN. Marshaller provided.

RWY 03: During NW winds, expect windshear and TURB on short final.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;

RNAV 1 ACFT via JACKO

- **Failure prior to JACKO:** Follow PROC described in CRAR. On leaving JACKO hold, follow the routing JACKO-BABKU direct RAVSA-GAPGI-ATPEV-LCE07-OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard PROCs from ALKIN.
- **Failure on the sequencing leg after JACKO:** Fly at last assigned LVL to the end of the sequencing leg at LCE23, route RAVSA-GAPGI-ATPEV-LCE07-OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard PROCs from ALKIN.
- **Failure having been cleared off the sequencing leg:** Fly direct to RAVSA-GAPGI-ATPEV-LCE07-OSVEV complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard PROCs from ALKIN.

RNAV 1 ACFT via GODLU

- **Failure prior to GODLU:** Follow PROC described in CRAR. On leaving GODLU hold, follow the routing GODLU-ELMIV direct RAVSA-GAPGI-ATPEV-LCE07-OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard PROCs from ALKIN.

ARRIVAL

- **Failure on the sequencing leg after GODLU:** Fly at last assigned LVL to the end of the sequencing leg at LCE13, route RAVSA-GAPGI-ATPEV-LCE07-OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard PROCs from ALKIN.
- **Failure having been cleared off the sequencing leg:** Fly direct to RAVSA-GAPGI-ATPEV-LCE07-OSVEV complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard PROCs from ALKIN.

Non-RNAV 1 ACFT via JACKO and GODLU: Follow PROC described in CRAR until reaching JACKO or GODLU. Then, commence ARR PROC:

- **Via JACKO:** Route via JACKO (FL80) - TRIPO (6000ft) - SPEAR (5000ft) - ALKIN (3000ft) and continue in accordance with the standard PROCs from ALKIN.
- **Via GODLU:** Route via GODLU (FL100) - DET (4000ft) - ALKIN (3000ft) and continue in accordance with the standard PROCs from ALKIN.

ACFT shall not track further than BIG R350R, where a left turn shall be made direct to ALKIN and continue in accordance with the standard PROCs from ALKIN.

Radar vectored:

Initial APCH: Continue visually or by means of appropriate final APCH aid. If not possible, do not proceed above 2300ft to join the ALKIN HLDG pattern.

Intermediate and Final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow the MISAP PROC to join the ALKIN HLDG pattern.

Arrival Procedure

VFR Traffic Pattern

RWY 21 and 29 right-hand circuit. Circuit heights are 1000ft AGL (1600ft MSL).

In case of go-around, remain at or below 500ft AGL until passing DER and join circuit at 1000ft AGL across mid-point of RWY, at 90° to RWY HDG, turning then into the downwind leg.

Reverse: Do not use more than idle reverse if possible.

DEPARTURE

Take-off Minima

RWY		21	
A, B, C	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
D		Not applicable	-
RWY		03	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
D		Not applicable	-

Communication

COM Failure: See CRAR and in addition;

Start climbing to FLT planned level after the last PSN shown in the Standard DEP routes where an ALT or FL is specified.

DEPARTURE**Departure Procedure****Noise Abatement Procedure****RWY 21**

Departure speed should be restricted to IAS V2+25KT and in any case not more than IAS 185KT, in accordance with the Standard Departure Route (SDR), until passing over BIG eastbound in order to achieve the best practicable angle of climb whilst keeping thrust to the MNM required for an expeditious departure.

Following rotation, RWY track should be maintained accurately.

On crossing the upwind end of RWY 21, an immediate right turn should be commenced to track 220° M in order to avoid residential housing located at Norheads Farm. In accordance with the SDR, a right turn should be commenced promptly at D1 BIG in order to route back over the AD on track towards DET. Speed in excess of IAS 185KT will result in a radius of turn which exceeds the designated track limits and may therefore result in a track violation. In strong south/southwesterly winds, particular attention should be given to radius of turn.

In order to safely maintain the relatively low speed mandated by this procedure and dependent upon ACFT type, consideration should be given to delaying flap retraction until passing BIG outbound at or above 2100ft AMSL in order to ensure a sufficiently tight radius of turn is achievable.

The procedure is designated to prevent unnecessary overflight of the built up area lying to the north of AD. Pilots should pay particular attention to avoiding overflight of these areas. Achieving the correct radius of turns is therefore essential.

Additionally, an ALT limit violation will occur if the noise monitor at Norheads Farm is overflown below 1000ft AMSL or BIG is overflown below 2100ft AMSL.

RWY 03

Departure speed should be restricted to IAS V2+25KT and in any case no more than IAS 185KT until at or above 2100ft AMSL in order to achieve the best practicable angle of climb whilst keeping thrust to the MNM required whilst at low LVL.

Following rotation, RWY track should be maintained accurately. Upon reaching D1 BIG ACFT should commence an intermediate right turn to track 120° M to intercept DET R095 in accordance with the SDR.

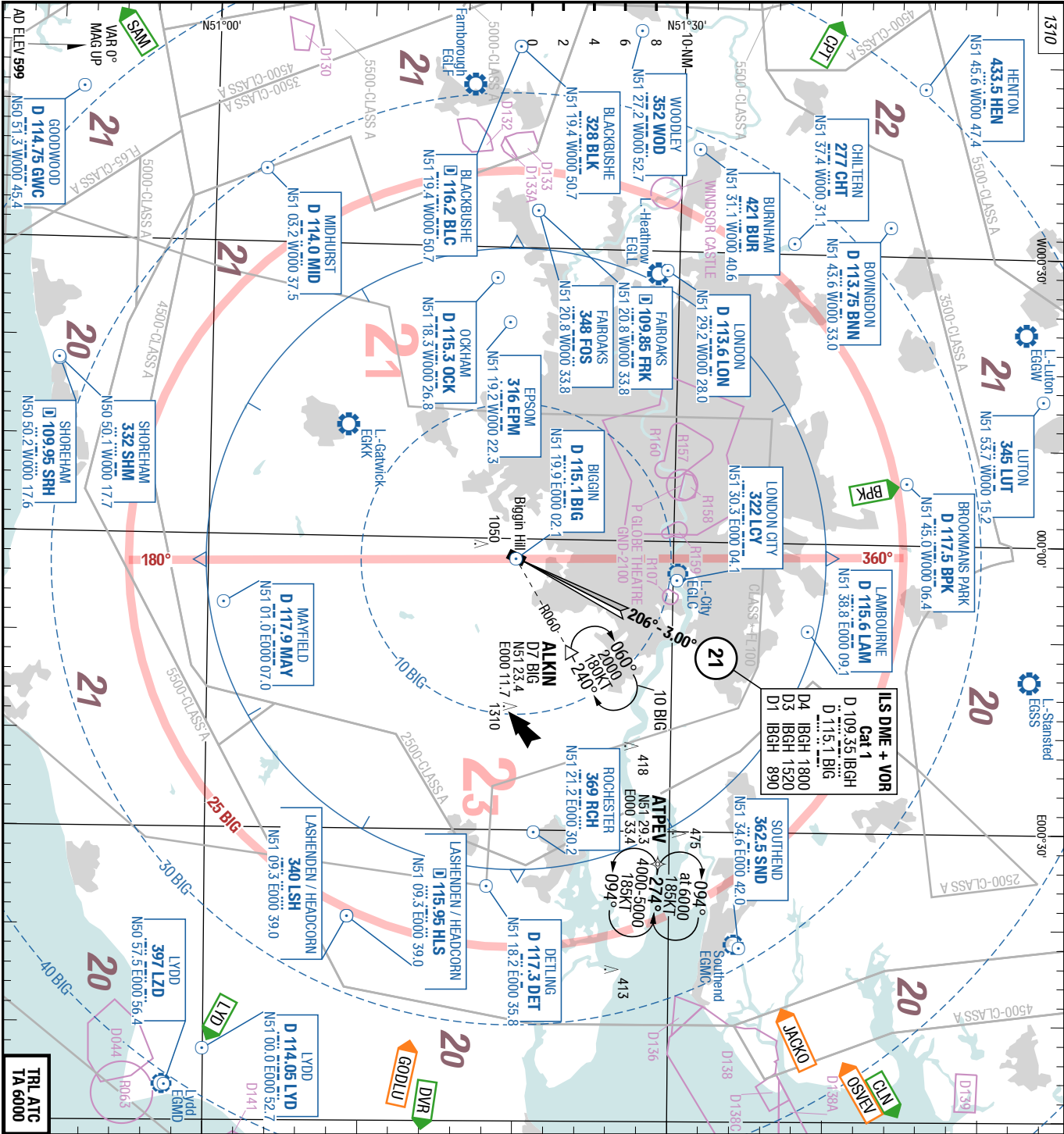
In order to safely maintain the relatively low speeds required by this procedure and dependent upon ACFT type, consideration should be given to delaying flap retraction until at or above 2100ft AMSL in order to ensure a sufficiently tight radius of turn is achieved.

The procedure is designated to prevent unnecessary overflight of the built up areas lying to the north of AD. Pilots should pay particular attention to avoiding overflights of these areas. Excessive speed on departure or a failure to commence a right turn immediately upon reaching D1 BIG will likely result in a track violation.

Additionally, a limit violation will occur if the noise monitor at Milking Lane Farm is overflown below 1000ft AMSL or 2100ft AMSL is not achieved after 5 track miles.

De-Icing

AVBL

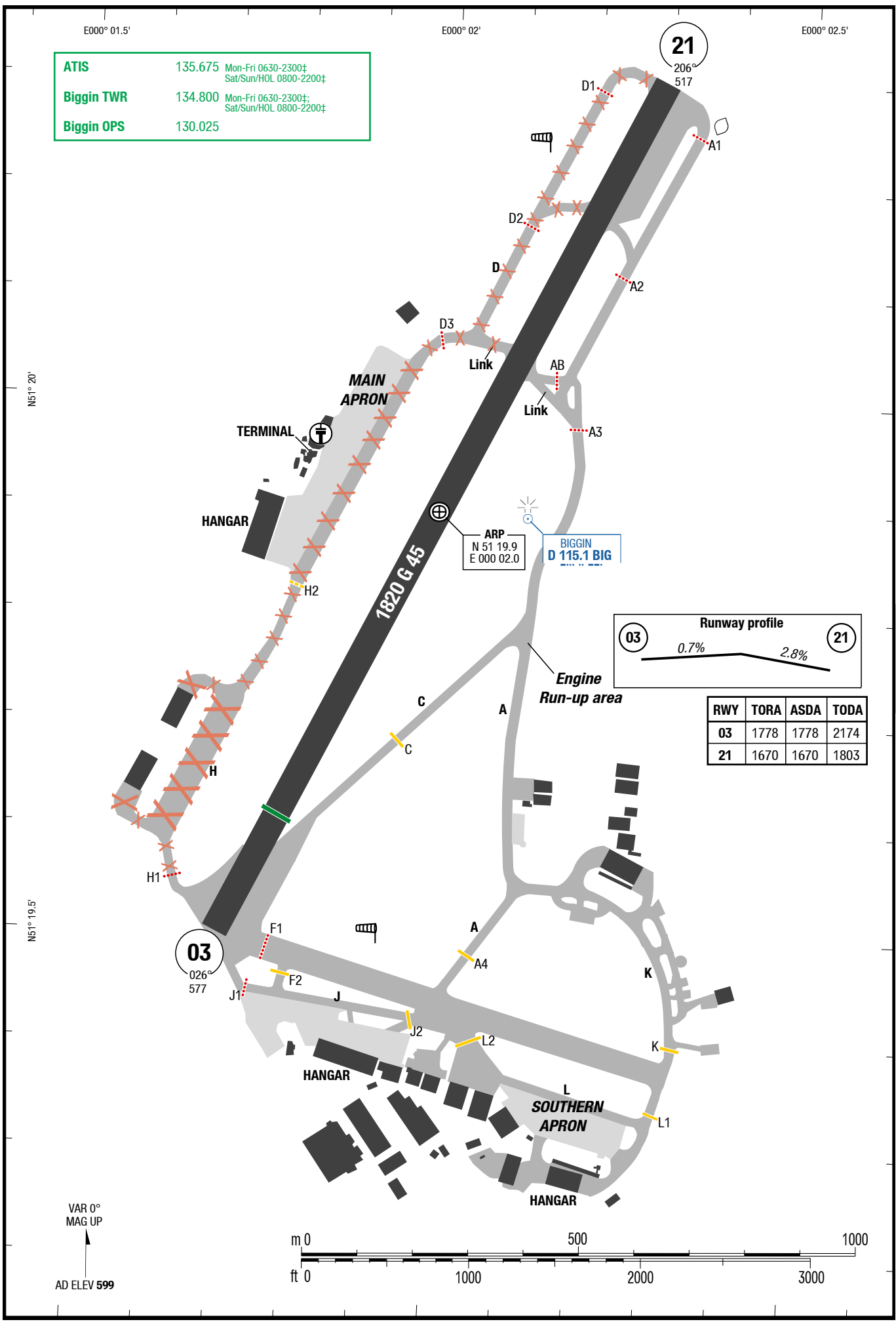


ATIS	135.675	Mon-Fri 06:30-23:00; Sat/Sun/HOL 08:00-22:00
City RAD	128.025	by ATC
Thames RAD	132.700	Winter: 06:00-22:30 Summer: 05:00-21:50
Biggin APP	129.400	Mon-Fri 06:30-23:00; Sat/Sun/HOL 08:00-22:00
Biggin TWR	134.800	Mon-Fri 06:30-23:00; Sat/Sun/HOL 08:00-22:00
Biggin OPS	130.025	

Landing RWY system:



Changes: FREQ



Effective 20-JUL-2017

13-JUL-2017

BQH-EGKB

4-10

United Kingdom Biggin Hill

NIL

DEPARTURES

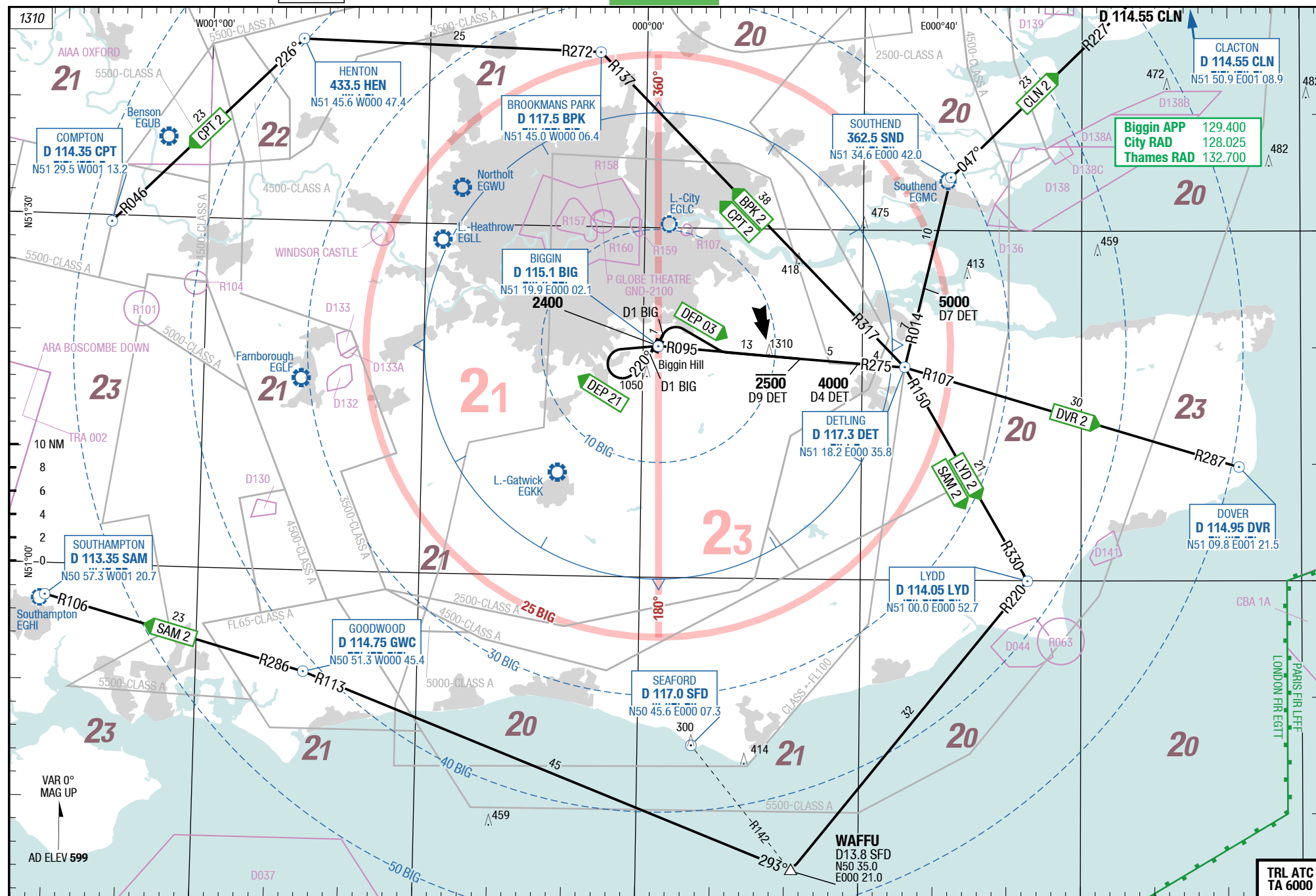
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SID

Biggin Hill United Kingdom

NIL

DEPARTURES



Changes: ASP, RWY polygon, Track, SUAs, OBST, VAR

TRL ATC
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5-10

DEPARTURES

BROOKMANS PARK 2 / CLACTON 2 / COMPTON 2 / DOVER 2 / LYDD 2 / SOUTHAMPTON 2

RWYs 03 (026°) / 21 (206°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 03		
BROOKMANS PARK 2 BPK 2 129.400	at D1 BIG RT intercept R275 DET to DET - BPK	D9 DET MAX 2500 D4 DET at 4000
CLACTON 2 CLN 2 129.400	at D1 BIG RT intercept R275 DET to DET - SND - CLN	D9 DET MAX 2500 D4 DET at 4000 R014/D7 DET at 5000
COMPTON 2 CPT 2 129.400	at D1 BIG RT intercept R275 DET to DET - BPK - HEN - CPT	D9 DET MAX 2500 D4 DET at 4000
DOVER 2 DVR 2 129.400	at D1 BIG RT intercept R275 DET to DET - DVR	D9 DET MAX 2500 D4 DET at 4000
LYDD 2 LYD 2 129.400	at D1 BIG RT intercept R275 DET to DET - LYD	D9 DET MAX 2500 D4 DET at 4000
SOUTHAMPTON 2 SAM 2 129.400	at D1 BIG RT intercept R275 DET to DET - LYD - WAFFU - GWC - SAM	D9 DET MAX 2500 D4 DET at 4000
Runway 21		
BROOKMANS PARK 2 BPK 2 129.400	220° - at D1 BIG RT direct BIG - R095 BIG to DET - BPK	BIG at 2400 D9 DET MAX 2500 D4 DET at 4000
CLACTON 2 CLN 2 129.400	220° - at D1 BIG RT direct BIG - R095 BIG to DET - SND - CLN	BIG at 2400 D9 DET MAX 2500 D4 DET at 4000 R014/D7 DET at 5000
COMPTON 2 CPT 2 129.400	220° - at D1 BIG RT direct BIG - R095 BIG to DET - BPK - HEN - CPT	BIG at 2400 D9 DET MAX 2500 D4 DET at 4000
DOVER 2 DVR 2 129.400	220° - at D1 BIG RT direct BIG - R095 BIG to DET - DVR	BIG at 2400 D9 DET MAX 2500 D4 DET at 4000
LYDD 2 LYD 2 129.400	220° - at D1 BIG RT direct BIG - R095 BIG to DET - LYD	BIG at 2400 D9 DET MAX 2500 D4 DET at 4000
SOUTHAMPTON 2 SAM 2 129.400	220° - at D1 BIG RT direct BIG - R095 BIG to DET - LYD - WAFFU - GWC - SAM	BIG at 2400 D9 DET MAX 2500 D4 DET at 4000

Changes: QFU

Effective 09-NOV-2017

02-NOV-2017

BQH-EGKB

United Kingdom Biggin Hill

RNAV STARs JACKO

RNAV STARs GODLU

STAR

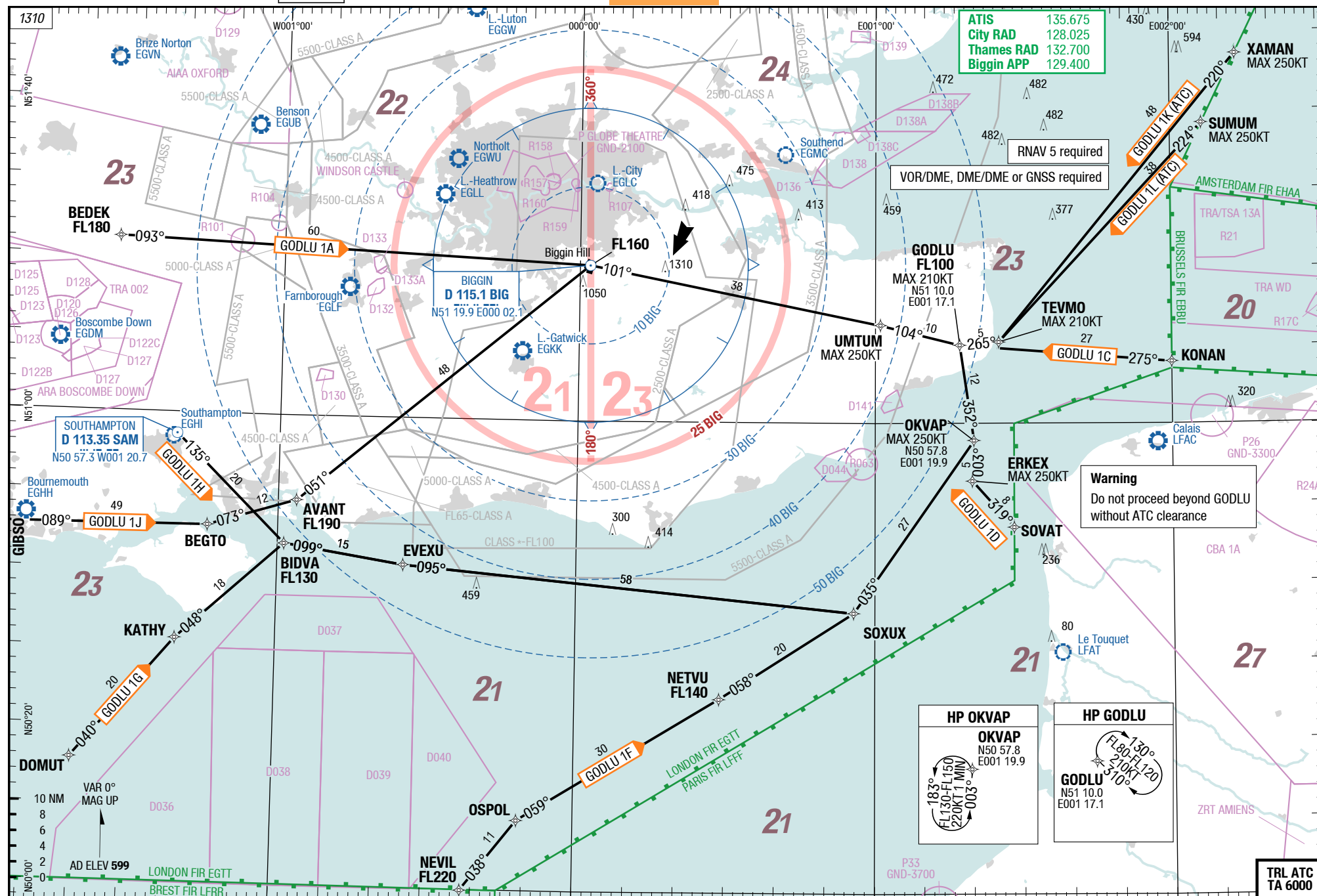
STAR

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RNAV STARs JACKO

RNAV STARs GODLU

6-10



Changes: Nil

Effective 09-NOV-2017

02-NOV-2017

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6-20

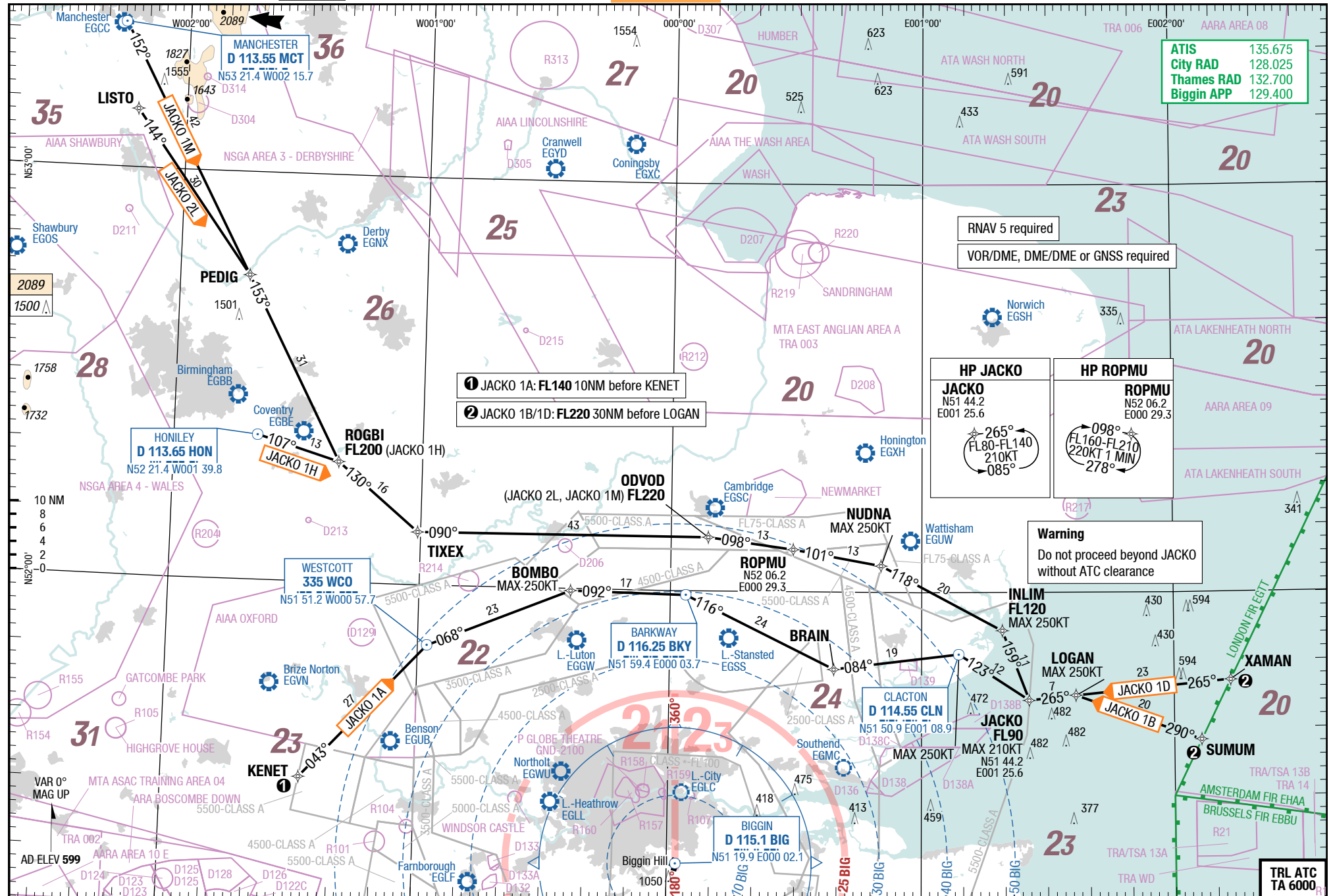
RNAV STARs JACKO

STAR

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RNAV STARs JACKO



Changes: PROC, PROC renumbered

13-JUL-2017

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RNAV STARs OSVEV

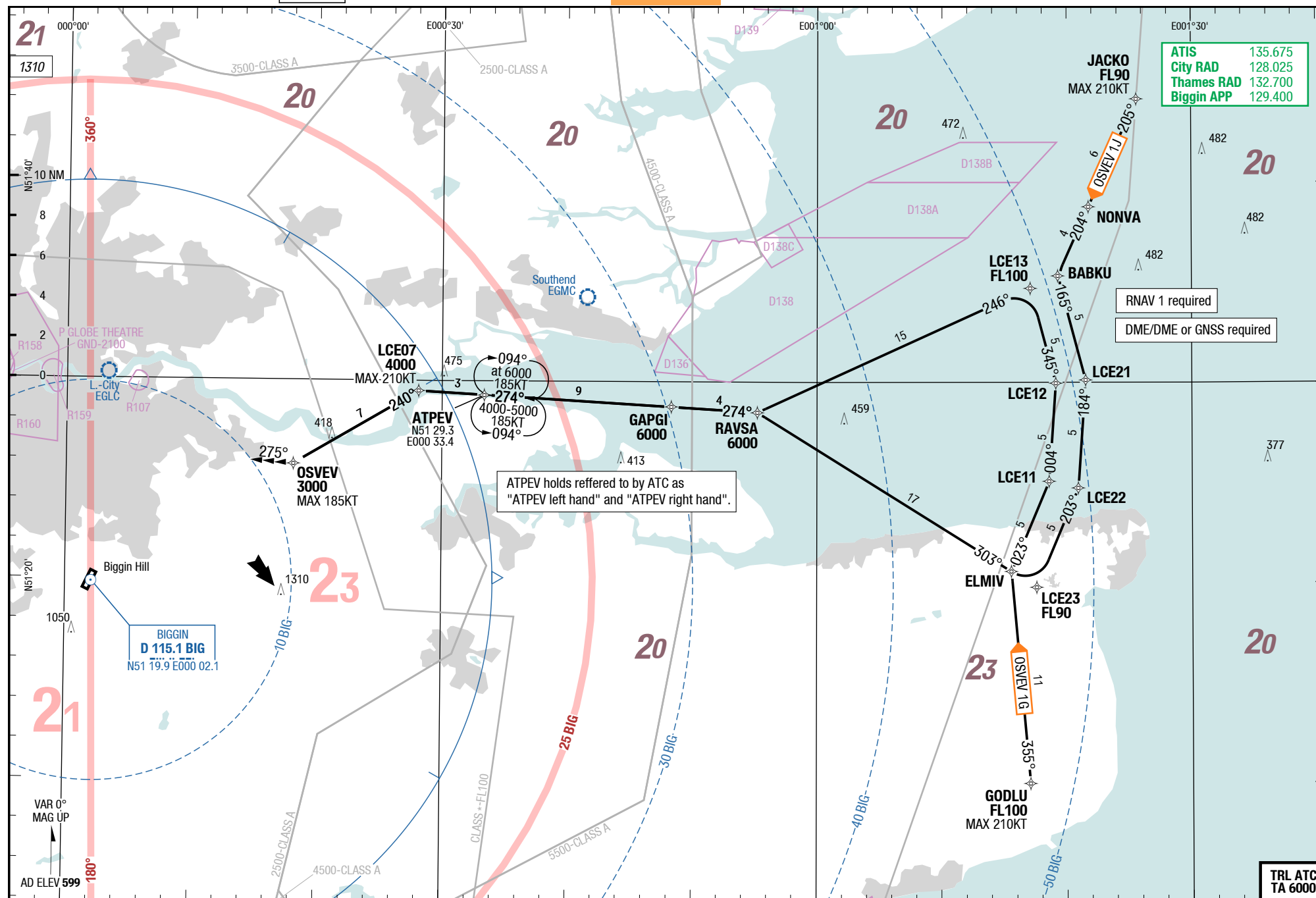
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NIL

RNAV STARs OSVEV



Changes: ASP, RWY polygon, Track, SUAs, OBST, VAR

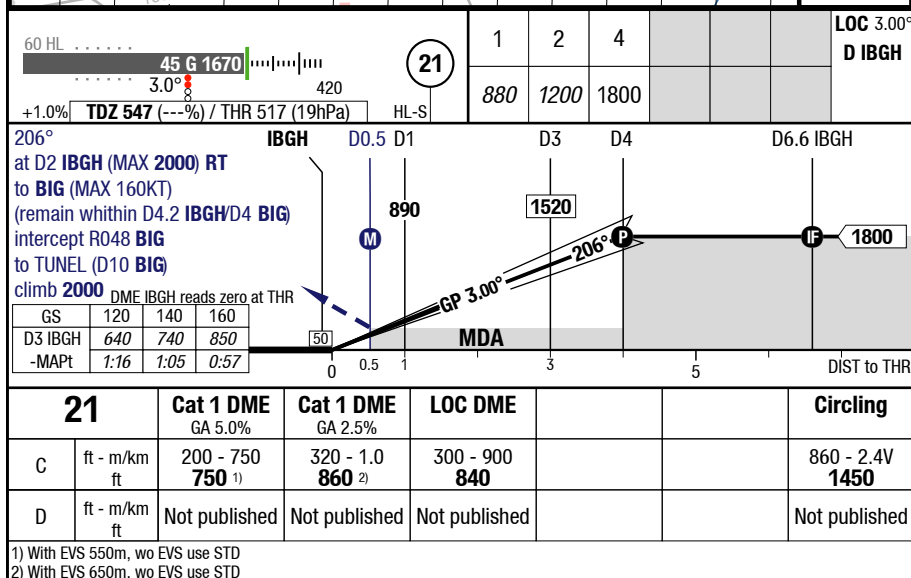
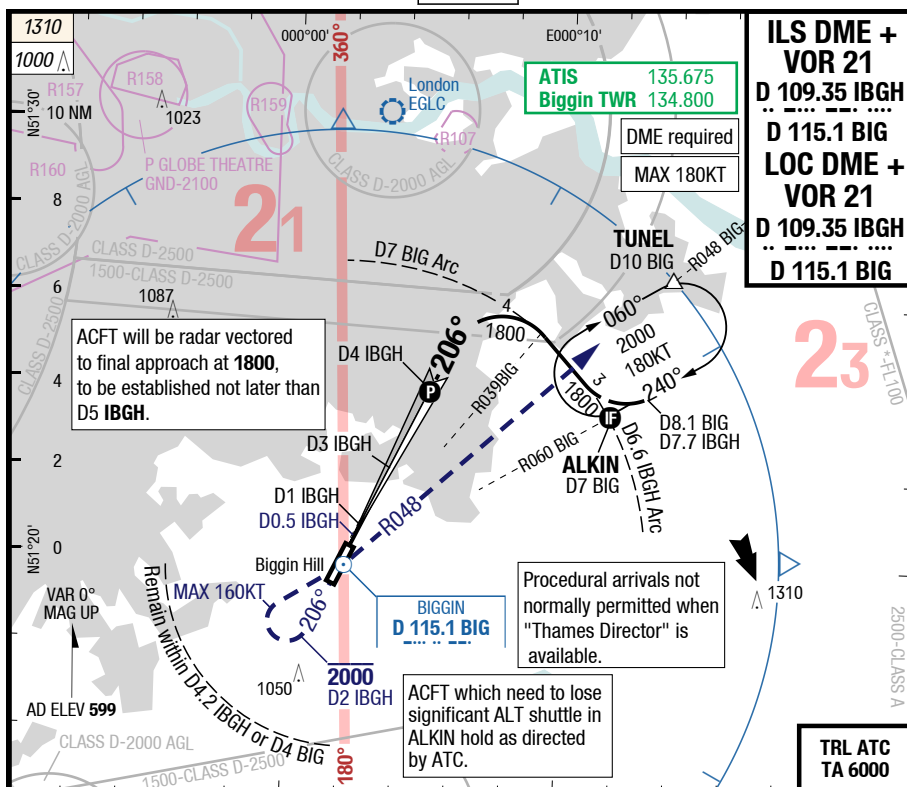
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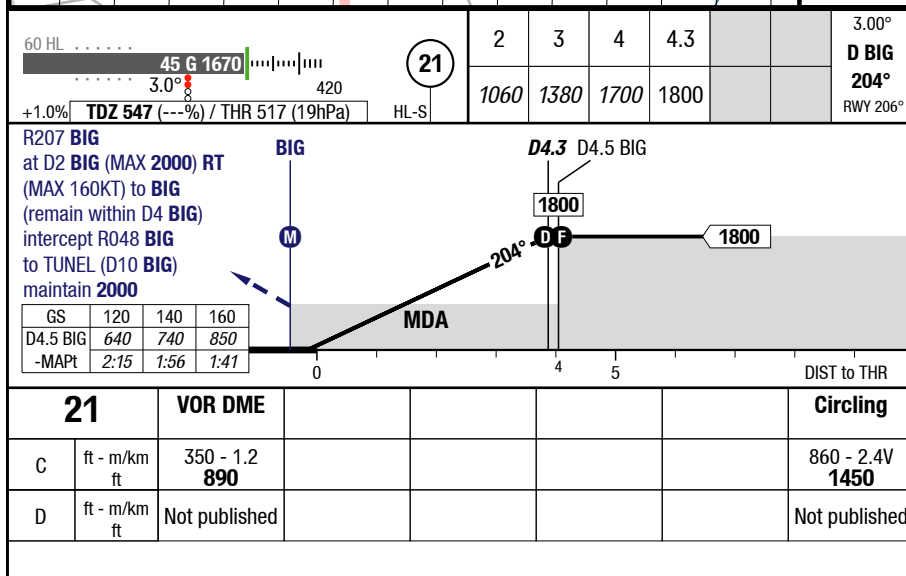
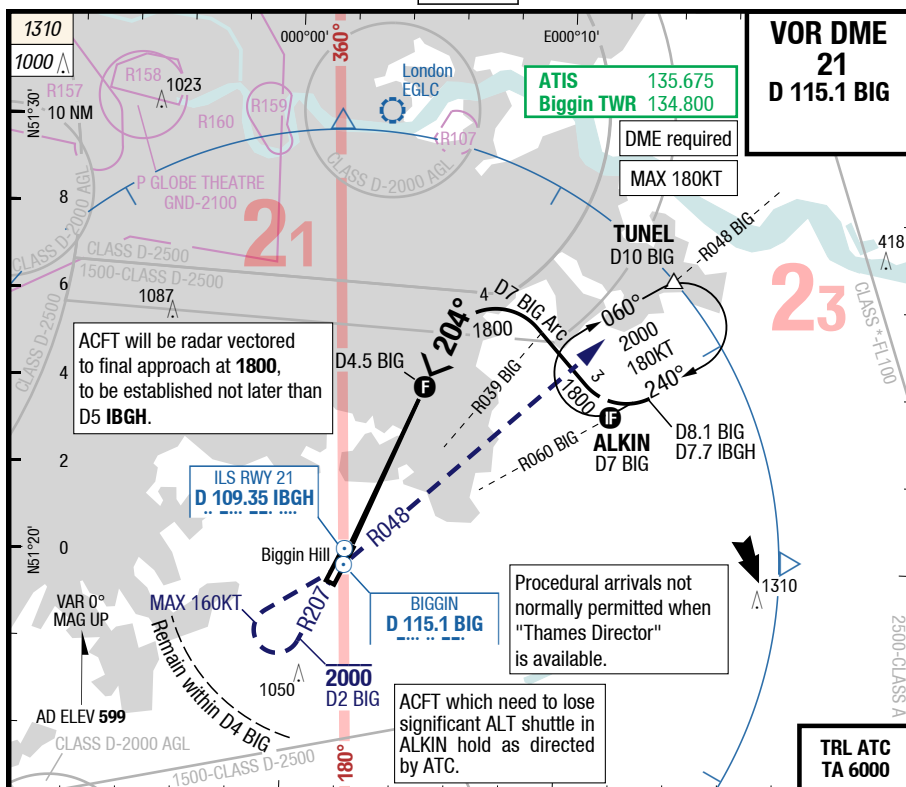
ILS DME + VOR 21



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7-20

VOR DME 21



13-JUL-2017

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NIL

MRC

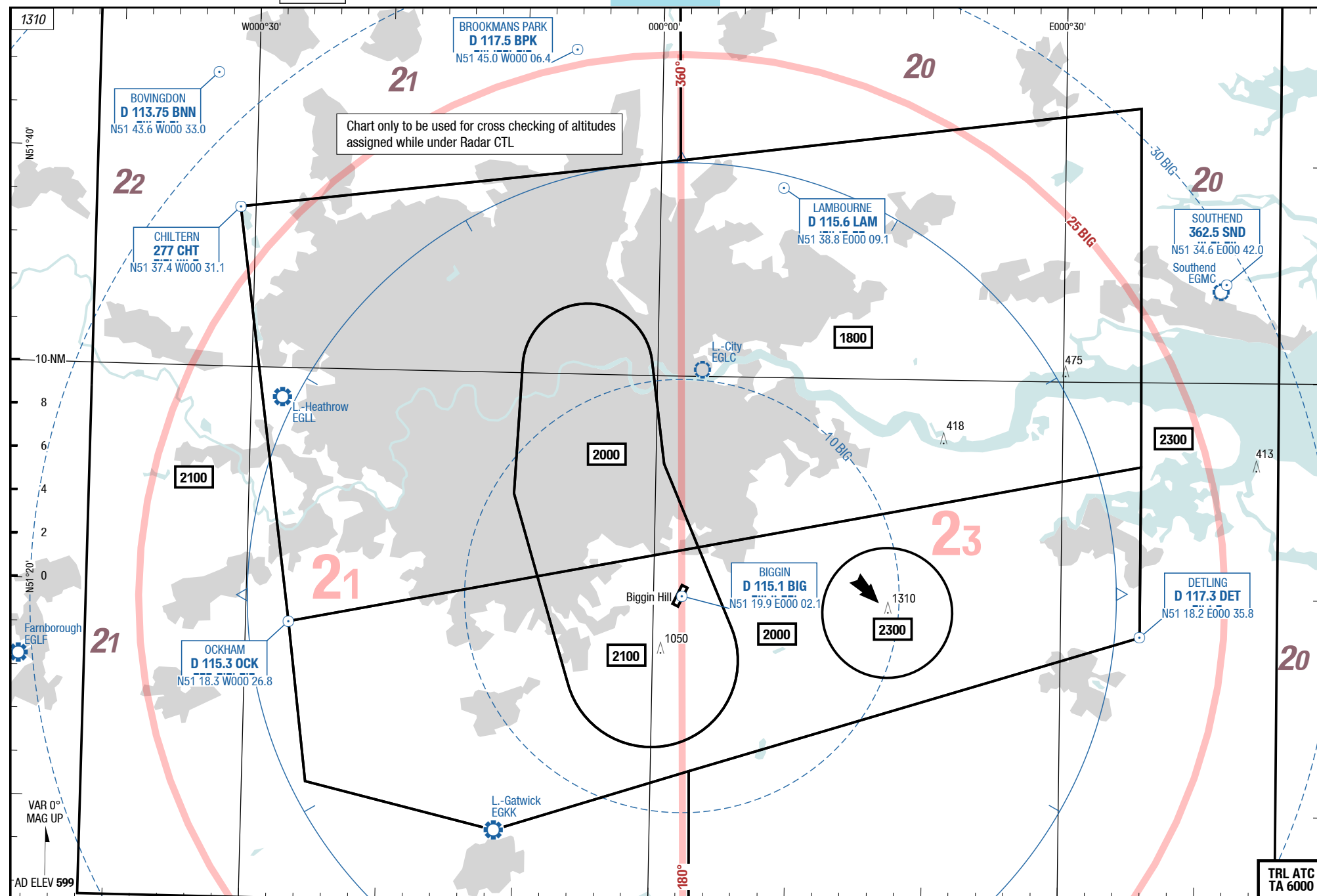
MRC

MRC

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NIL

MRC



Changes: RWY , VAR, OBST

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