

BQH-EGKB

1-10

AOI

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** MON-FRI 0630-2300‡, SAT, SUN and public HOL 0800-2200‡**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) - TRIP0 (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
		Not applicable	-

RWY		03	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
		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 tow 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

02-NOV-2017

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AFC

A

AFC

**Biggin Hill United Kingdom**

**BQH-EGKB**  
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**AFC**  
**AFC**

**22**  
CHILTERN CHT  
BOVINGDON D 113.75 BNN  
**BPK**  
360°  
LAMBOURNE LAM  
N51 33.8 E000 09.1  
ILS DME + VOR Cat 1  
D 109.35 BGH  
**GLN OSIEV**  
Biggin Hts  
Landian Rwy  
**20**

**CPT** N51 37.4 W000 31.1 N51 43.6 W000 33.0  
**D4** BGH 1800 D115.1 BIG  
**D7** BGH 1500 D138A  
**JACKO** D138A  
**O3** D138A

**BURNHAM**  
**421 BUR**

**LONDON**

**LONDON CITY**  
**322 LCY**

**SOUTHEND**  
**362.5 SND**

**CLASS 4 - FL 100**

**D3** **D4** **D5** **D6**  
**890** **890** **890** **890**

**D1** **BGH**

**NE-1** **74** **75** **76** **77** **78** **79** **80** **81** **82** **83** **84** **85** **86** **87** **88** **89** **90**

**J**

**ALKIN** D 115.1 BIG  
N51°19.4'W000°50.7'  
D133  
N51°20.8'W000°33.8'  
N51°19.9'E000°02.1'  
N51°21.2'E000°30.2'  
**DETLING**

**23** LASSENDEN / HEADORN  
**20**

**21**  
N51°19.4'W000°50.7'  
**24**  
N51°18.3'W000°26.8'  
-10 BIG-  
2500 CLASS  
[ N51°15.9'W000°39.0 ]  
GODLU DVR

5500-CLASS A  
L-Gawick-EKK

**MIDHURST**  
**D 114.0 MID**  
N=1  
PZ3 WWD 27.5

**MAYFIELD**

**LASHENDEN / HEADCORN**  
**ZAD1 SH**

**LYDD**  
**D 114.0 VP**

N51°00' SSSA  
N51°00' SSSA  
25 BIG  
LVG

**SHOBDEHAM** 180° 30 BIG 5000 CLASS A 4500 CLASS A 5500 CLASS

**21** VAR 0°  
MAG 1 IP  
N50 50.1 W000 1.7  
**332 SHM**  
H-69 CLA  
SANTO

GOODWOOD SHOREHAM D 109 or SRH 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 50 BIG-

**AD ELEV 599** N50° 51'.3 W000° 45.4 **D 114.75 GWC** N50° 50'.2 W000° 17.6 **TRL ATC TA 6000**

### Changes: FREQ

02-NOV-2017

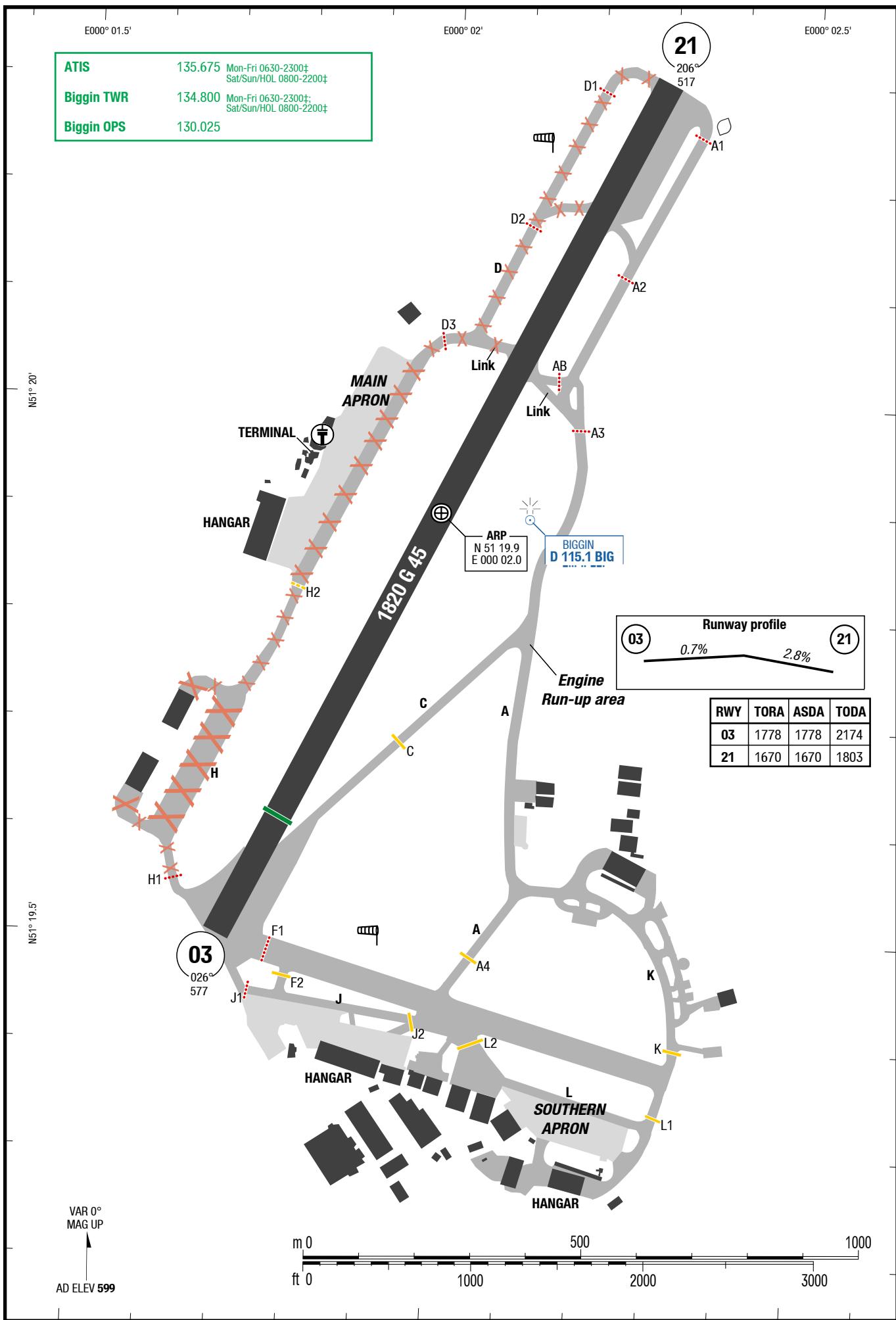
BQH-EGKB

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## United Kingdom Biggin Hill

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## Biggin Hill United Kingdom



**Effective 20-JUL-2017**

13-JUL-2017

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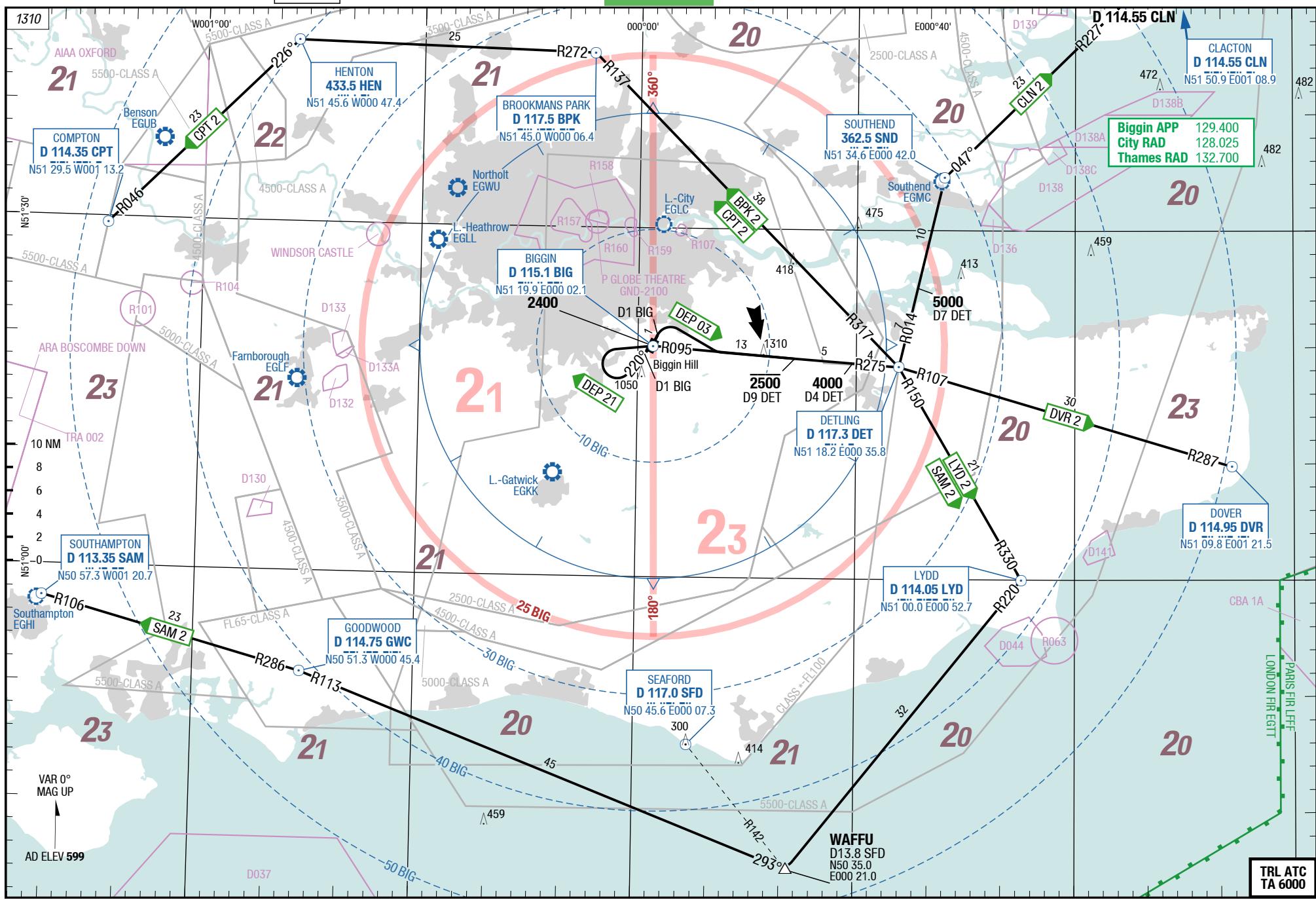
# United Kingdom **Biggin Hill**

# DEPARTUREs

**Biggin Hill** United Kingdom

## DEPARTURES

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

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DEPARTUREs

BROOKMANS PARK 2 / CLACTON 2 / COMPTON 2 / DOVER 2 / LYDD 2 / SOUTHAMPTON 2		
RWYs 03 (026°) / 21 (206°)		
DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 03</b>		
<b>BROOKMANS PARK 2</b> BPK 2 129.400	at D1 <b>BIG RT</b> intercept R275 <b>DET</b> to <b>DET - BPK</b>	D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>
<b>CLACTON 2</b> CLN 2 129.400	at D1 <b>BIG RT</b> intercept R275 <b>DET</b> to <b>DET - SND - CLN</b>	D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b> R014/D7 <b>DET at 5000</b>
<b>COMPTON 2</b> CPT 2 129.400	at D1 <b>BIG RT</b> intercept R275 <b>DET</b> to <b>DET - BPK - HEN - CPT</b>	D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>
<b>DOVER 2</b> DVR 2 129.400	at D1 <b>BIG RT</b> intercept R275 <b>DET</b> to <b>DET - DVR</b>	D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>
<b>LYDD 2</b> LYD 2 129.400	at D1 <b>BIG RT</b> intercept R275 <b>DET</b> to <b>DET - LYD</b>	D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>
<b>SOUTHAMPTON 2</b> SAM 2 129.400	at D1 <b>BIG RT</b> intercept R275 <b>DET</b> to <b>DET - LYD - WAFFU - GWC - SAM</b>	D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>
<b>Runway 21</b>		
<b>BROOKMANS PARK 2</b> BPK 2 129.400	220° - at D1 <b>BIG RT</b> direct <b>BIG - R095 BIG to DET - BPK</b>	<b>BIG at 2400</b> D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>
<b>CLACTON 2</b> CLN 2 129.400	220° - at D1 <b>BIG RT</b> direct <b>BIG - R095 BIG to DET - SND - CLN</b>	<b>BIG at 2400</b> D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b> R014/D7 <b>DET at 5000</b>
<b>COMPTON 2</b> CPT 2 129.400	220° - at D1 <b>BIG RT</b> direct <b>BIG - R095 BIG to DET - BPK - HEN - CPT</b>	<b>BIG at 2400</b> D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>
<b>DOVER 2</b> DVR 2 129.400	220° - at D1 <b>BIG RT</b> direct <b>BIG - R095 BIG to DET - DVR</b>	<b>BIG at 2400</b> D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>
<b>LYDD 2</b> LYD 2 129.400	220° - at D1 <b>BIG RT</b> direct <b>BIG - R095 BIG to DET - LYD</b>	<b>BIG at 2400</b> D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>
<b>SOUTHAMPTON 2</b> SAM 2 129.400	220° - at D1 <b>BIG RT</b> direct <b>BIG - R095 BIG to DET - LYD - WAFFU - GWC - SAM</b>	<b>BIG at 2400</b> D9 <b>DET MAX 2500</b> D4 <b>DET at 4000</b>

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02-NOV-2017

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# United Kingdom Biggin Hill

(RNAV STARs JACKO)

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## RNAV STARs GODLU

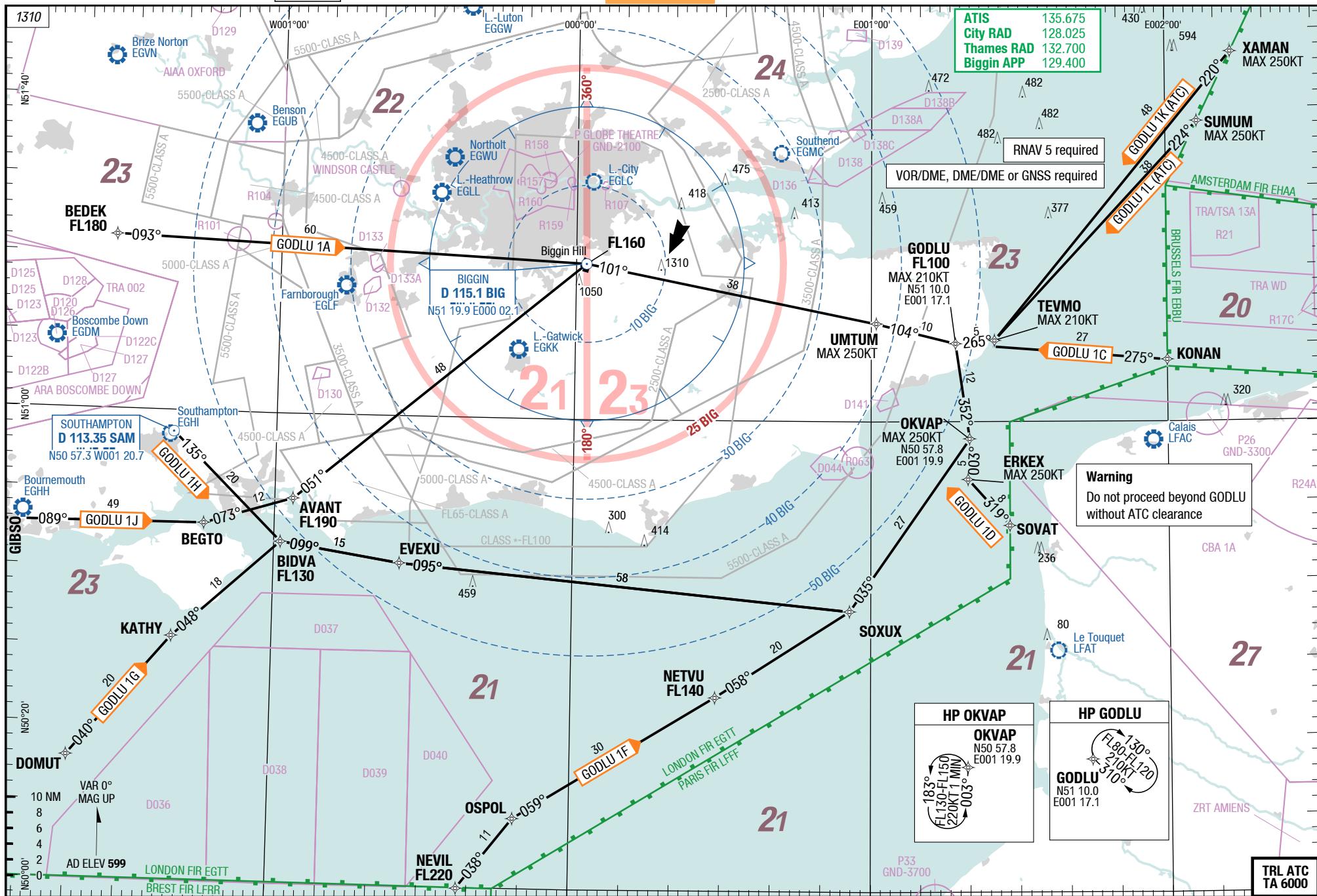
STAR

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# Biggin Hill United Kingdom

(RNAV STARs JACKO)

## RNAV STARs GODLU



Changes: Nil

Effective 09-NOV-2017

02-NOV-2017

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# United Kingdom Biggin Hill

# Biggin Hill United Kingdom

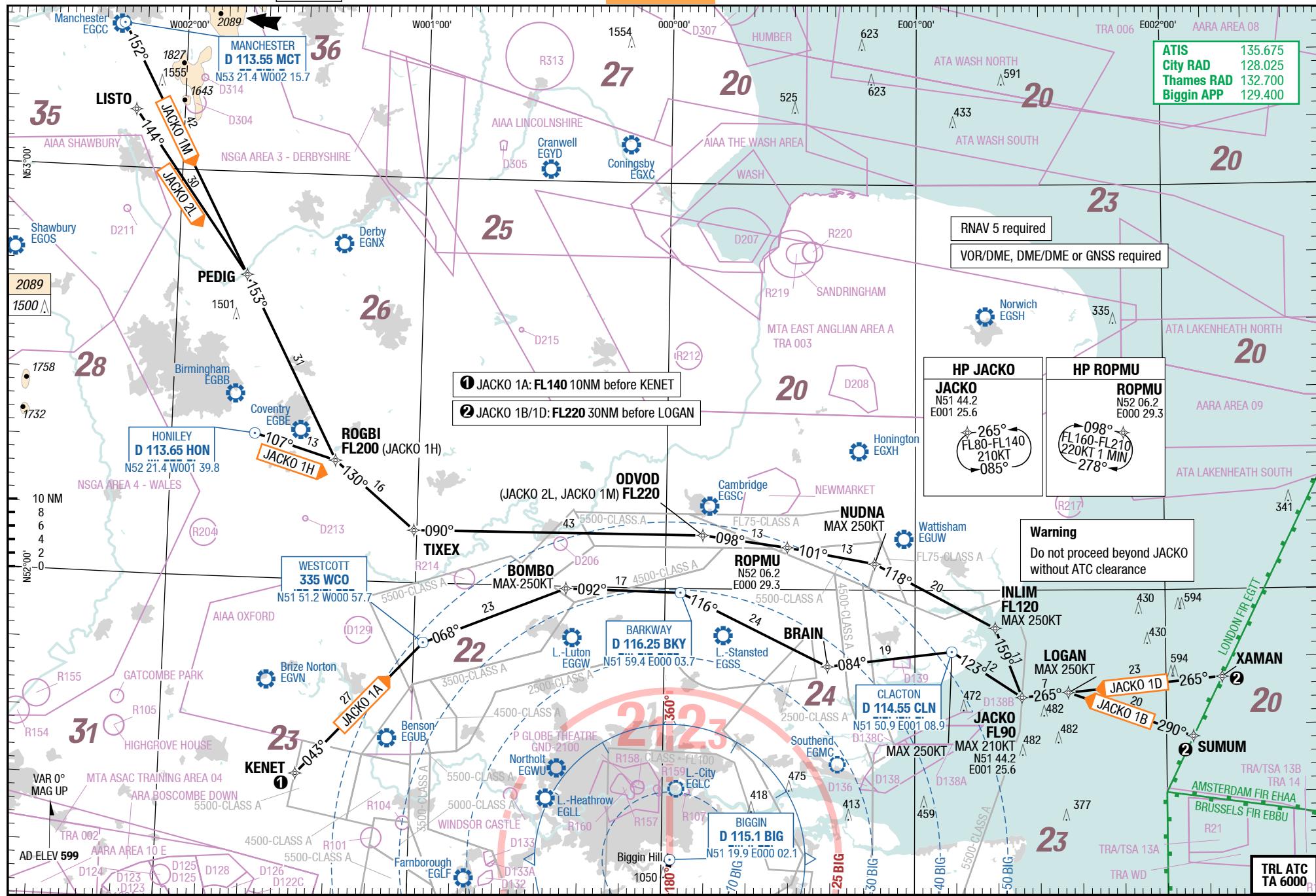
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## RNAV STARs JACKO

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## RNAV STARs JACKO



Changes: PROC, PROC renumbered

**Effective 20-JUL-2017**

13-JUL-2017

United Kingdom **Biggin Hill**

STAR

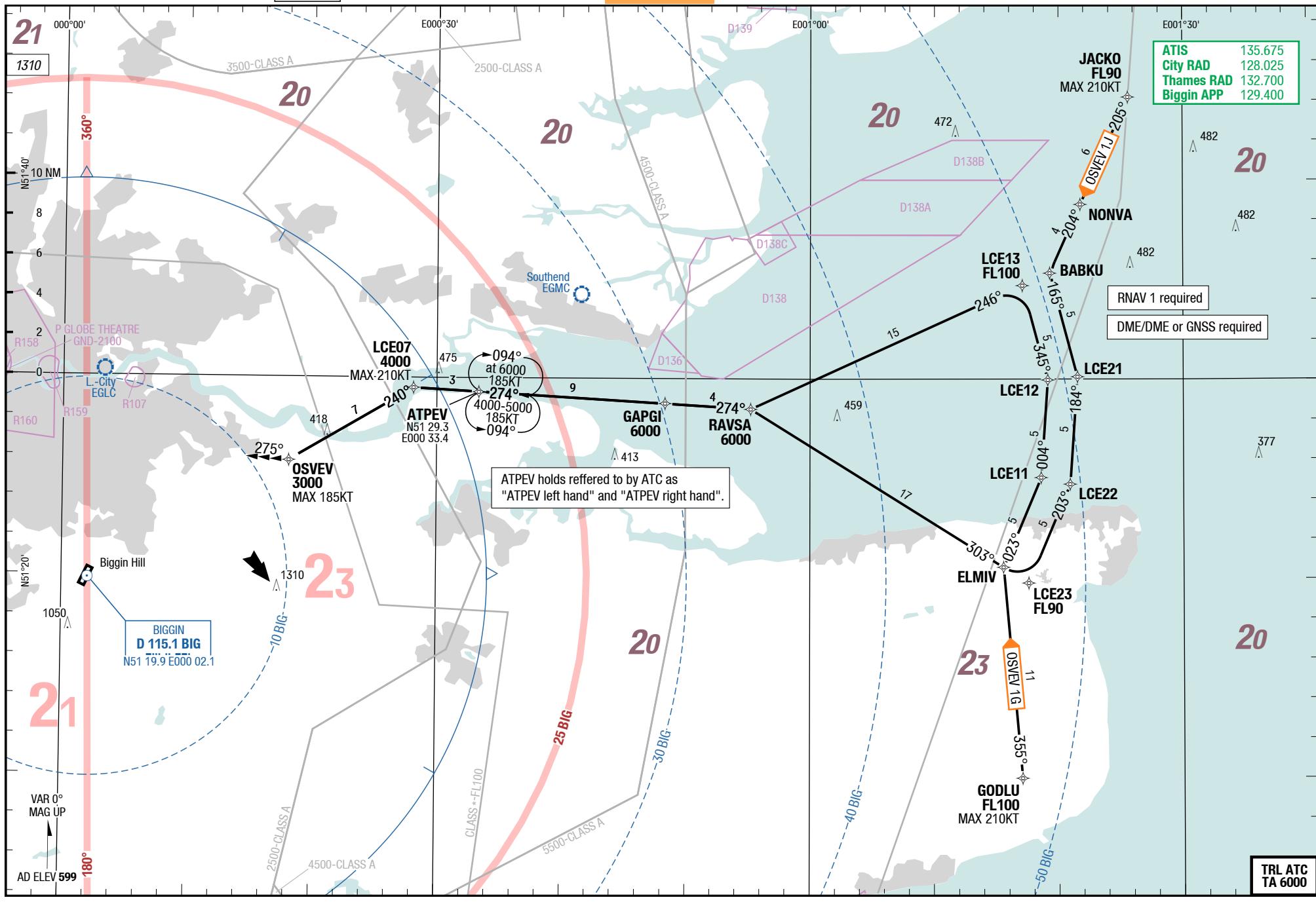
**Biggin Hill** United Kingdom

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# **RNAV STARS OSVEV**

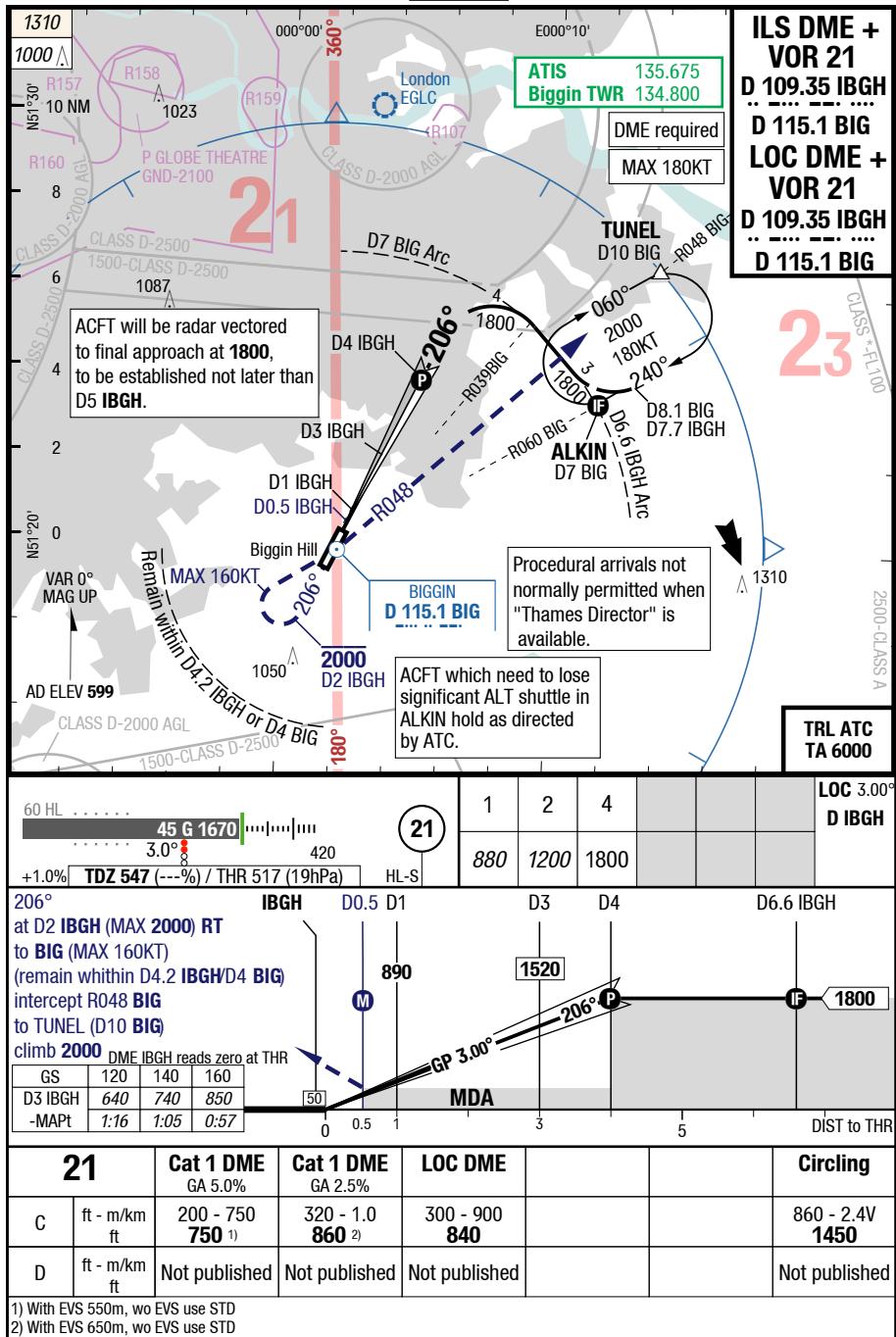
RNAV STARs OSVIEW



BQH-EGKB

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ILS DME + VOR 21

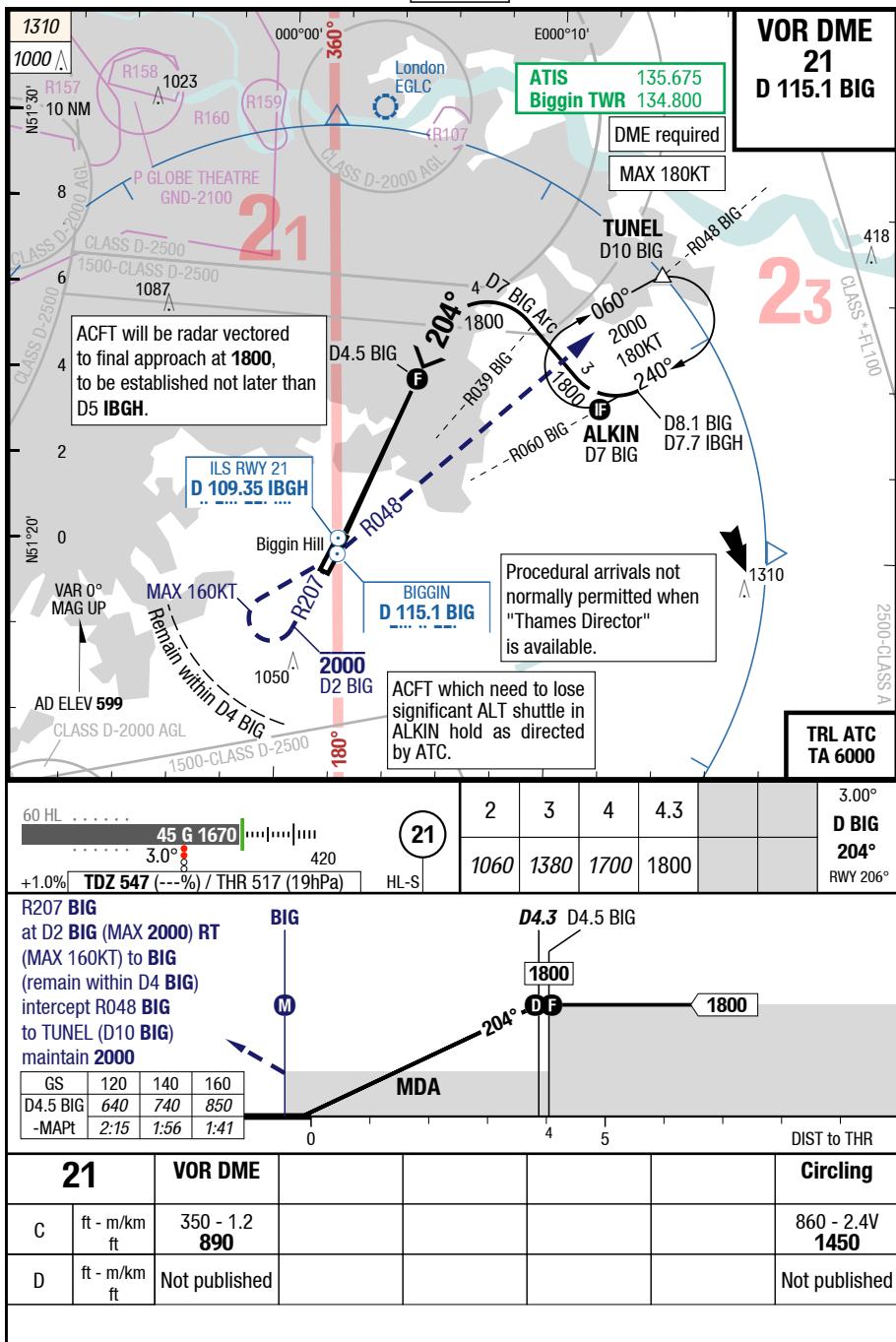


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VOR DME 21



**Effective 20-JUL-2017**

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# United Kingdom **Biggin Hill**

**Biggin Hill United Kingdom**

**MRC**

MRC

**Biggin Hill United Kingdom**

**MRC**

**Chart only to be used for cross checking of altitudes assigned while under Radar CTL**

**Key Locations and Data:**

- Bovingdon D 113.75 BNN** N51 43.6 W000 33.0
- CHILTERN 277 CHT** N51 37.4 W000 31.1
- Brookmans Park D 117.5 BPK** N51 45.0 W000 06.4
- OCKHAM D 115.3 OCK** N51 18.5 W000 26.8
- LAMBOURNE D 115.6 LAM** N51 38.8 E000 09.1
- SOUTHEND 362.5 SND** N51 34.6 E000 42.0
- DETLING D 117.3 DET** N51 18.2 E000 35.8
- Biggin Hill D 115.1 BIG** N51 19.9 E000 02.1
- Farnborough EGLF**
- L-Heathrow EGLL**
- L-Gatwick EGKK**
- L-City EGLC**

**Altitude and Distance Indicators:**

- 10-NM
- 1000, 1310, 1800, 2000, 2100, 2300, 2500 feet
- 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000 feet

**Other Labels:**

  - VAR 0° MAG UP
  - AD ELEV 599
  - TRL ATC TA 6000

Changes: RWY , VAR, OBST