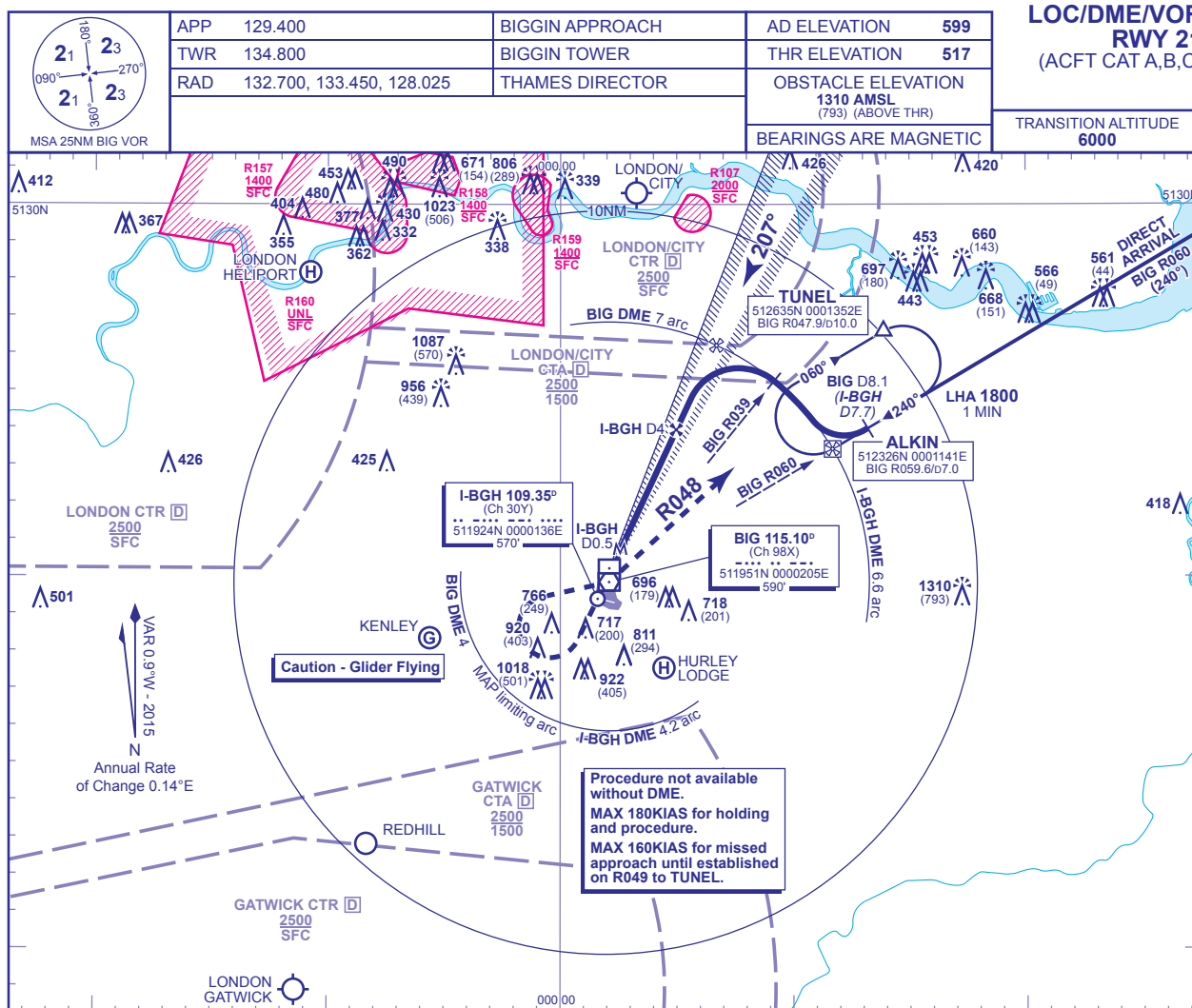


INSTRUMENT APPROACH CHART - ICAO

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



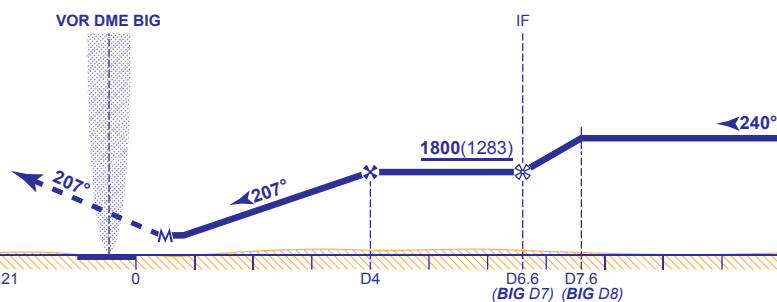
RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

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 R048 to TUNEL (BIG VOR R048 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 R048 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(551)	1350(751)	1450(851)						

- NOTE 1** Initial arc track at BIG R060 is 330°M, Final arc track at BIG R039 is 310°M. Rate of change of arc track 8.2°/NM.
NOTE 2 Procedural arrivals not normally permitted when 'Thames Director' is available.
NOTE 3 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.
NOTE 4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
NOTE 5 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

CHANGE (2/16): RAD FREQUENCIES THAMES DIRECTOR. NOTES 2 AND 3.

AERO INFO DATE 5 OCT 15