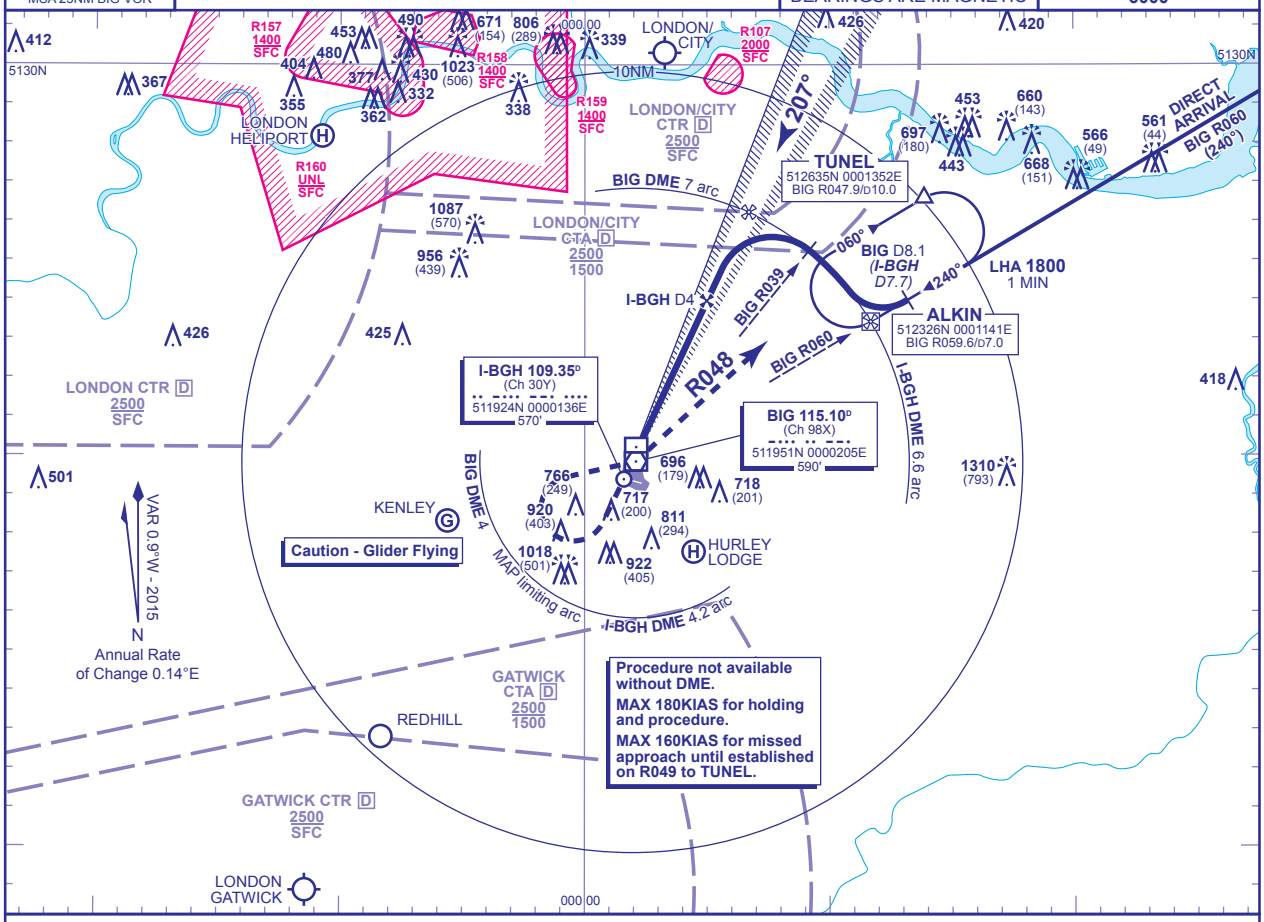
INSTRUMENT APPROACH CHART - ICAO

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

MSA 25NM BIG VOR

APP	129.400	BIGGIN APPROACH	
TWR	134.800	BIGGIN TOWER	
RAD	132.700, 133.450, 128.025	THAMES DIRECTOR	

AD ELEVATION	599
THR ELEVATION	517
OBSTACLE ELEVATION	1310 AMSL (793) (ABOVE THR)
BEARINGS ARE MAGNETIC	
TRANSITION ALTITUDE	6000



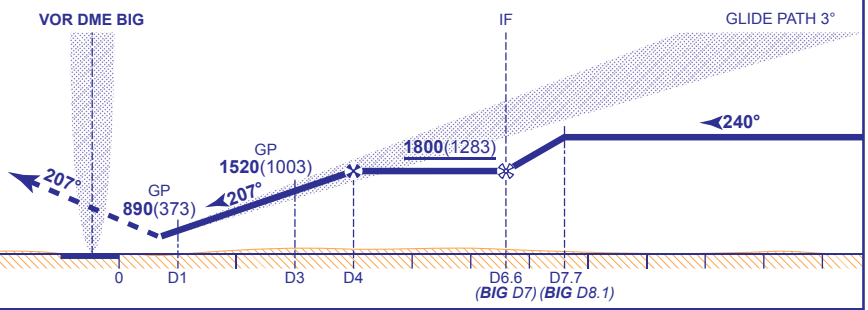
RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-BGH	3	2	1
ALT(HGT)	**1520**(1003)	**1200**(683)	**890**(373)

RDH 50

Arrival **not below MSA**.

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
OCA (OCH)	CLIMB GRAD 2.5%	**860**(343)	**860**(343)	**860**(343)
	CLIMB GRAD 5.0%	**726**(209)	**736**(219)	**746**(229)
VM(C)OCA (OCH AAL)	Total Area	**1150**(551)	**1350**(751)	**1450**(851)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

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.
2 Procedural arrivals not normally permitted when 'Thames Director' is available.
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.
4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
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