

EGKB — BIGGIN HILL

EGKB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKB — BIGGIN HILL

EGKB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511951N Long: 0000157E
2	Direction and distance from city	12 nm SSE of London
3	Elevation / Reference temperature	599 ft / 20 C
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation/ Annual Change	0.43°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	BIGGIN HILL AIRPORT LTD. Post: Biggin Hill Airport, Biggin Hill, Kent, TN16 3BH Phone: 01959-578500 (Admin) Phone: 01959-578525 (ATC/Ops/Fuel) Phone: 01959-578552 (Handling) Fax: 01959-540406 (Admin) Fax: 01959-576404 (Ops) Email: enquires@bigginhillairport.com URL: www.bigginhillairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	SITA: BQHAPXH

EGKB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0730-2100; Sat, Sun and PH 0900 -2000. Extensions by arrangement. Summer: Mon-Fri 0630-2000; Sat, Sun and PH 0800-1900. Extensions by arrangement.
2	Customs and Immigration	As AD Hours.
3	Health and sanitation	As AD Hours.
4	AIS Briefing Office	As AD Hours.
5	ATS Reporting Office (ARO)	As AD Hours.
6	MET Briefing Office	As AD Hours.
7	Air Traffic Service	See also AD 2.18.
8	Fuelling	As AD Hours.
9	Handling	As AD Hours.
10	Security	H24
11	De-icing	As AD Hours.
12	Remarks	Use of this aerodrome is strictly PPR .

EGKB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes, 6 Ton forklift. Nearest railway siding, Bromley South, 5 miles.
2	Fuel and oil types	AVGAS 100LL AVTUR JET A-1 Turbine grades by prior arrangement. W80, W100, W100+, S80, S100, 15/50
3	Fuelling facilities/capacity	Storage capacity AVTUR JET A-1 200,000 lt. Mobile capacity 76,000 lt. AVGAS 100LL 50,000 lt. Mobile 12,000 lt. Self-service AVGAS 100LL available.
4	De-icing facilities	Runway and aircraft de-icing available.
5	Hangar space for visiting aircraft	Yes.
6	Repair facilities for visiting aircraft	Yes.
7	Remarks	Water and toilet servicing, GPU and airstairs also available. Biggin Hill Ops – 130.025 MHz Biggin Hill Handling

EGKB AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

		Towing and ground equipment available for light aircraft, business aviation and all aircraft up to B757. Aircraft over B757 on request.
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EGKB AD 2.5 PASSENGER FACILITIES

1	Hotels	In vicinity.
2	Restaurants	Cafe, Bar. VIP and executive catering by arrangement
3	Transportation	Buses, taxis, car hire and limousines. Nearest railway stations: Bromley South and Orpington. Rail/Air link by shuttle bus.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Biggin Hill Village 1.5 miles.
6	Tourist Office	
7	Remarks	Passenger terminal plus two VIP lounges.

EGKB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A3
2	Rescue equipment	2 4 x 4 Major Foam Tender. 2 6 x 6 Major Foam Tender.
3	Capability for removal of disabled aircraft	In the event of an incident, light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources, in conjunction with aircraft operators. Contact 01959-578525. Fax: 01959-576404.
4	Remarks	Up to Category 6 on request (12 hours notice required), Category 5 (6 hours notice required), Category 4 (4 hours notice required).

EGKB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Sweeper/blower, ploughs, de-icers.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: Biggin Operations Tel: 01959-578525.

EGKB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON PCN 45/F/C/X/U
2	Taxiway width, surface and strength	Taxiway DELTA: 14 m. Surface: Concrete and asphalt. Taxiway BTN D2 AND D1: 14 m. Surface: Concrete and asphalt. PCN 11/R/C/X/U Taxiway BTN D3 AND D2: 14 m. Surface: Concrete and asphalt. PCN 11/F/C/X/T Taxiway BTN H2 AND H1: 14 m. Surface: Concrete and asphalt. PCN 12/F/C/X/T Taxiway TWR APRON 21 INT: 14 m. Surface: Concrete and asphalt. PCN 45/F/C/X/U
3	Altimeter checkpoint location and elevation	Main Apron 600 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGKB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All aircraft are marshalled as required.
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): 03/21: Runway 03: Runway designation, displaced threshold, centre-line. Runway 21: Runway designation, centre-line, touchdown zone, fixed distance markers. 11/29: Runway designation, centre-line.</p> <p>Runway light(s): : 03/21: Runway edge, stop end, PAPI.</p> <p>Taxiway marking aid(s): : Yellow centre-line, taxiway holding position.</p> <p>Taxiway light(s): : ALPHA: Green centre-line reflective studs, guard lights. DELTA: Blue edge lights, guard lights. HOTEL: Blue edge reflective studs, green centre-line reflective studs, guard lights. JULIET: Blue edge reflective studs, green centre-line reflective studs, guard lights. KILO: Green centre-line reflective studs. LIMA: Green centre-line reflective studs.</p>
3	Stop bars	All holding points for runway 03/21, except Holding Point C. During LVPs stop bars will be lit
4	Remarks	Wind direction indicator.

EGKB AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
03/APPROACH 21/TAKE-OFF	Vehicles on road	511925.43N 0000133.70E	595 ft		No	
03/APPROACH 21/TAKE-OFF	Light	511925.00N 0000134.24E	594 ft		No	
03/APPROACH 21/TAKE-OFF	Tree	511924.82N 0000131.56E	605 ft		No	
03/APPROACH 21/TAKE-OFF	Light	511924.47N 0000134.81E	594 ft		No	
03/APPROACH 21/TAKE-OFF	ILS	511924.10N 0000135.78E	595 ft		No	
03/APPROACH 21/TAKE-OFF	Light	511923.98N 0000135.28E	595 ft		No	
03/APPROACH 21/TAKE-OFF	Light	511922.17N 0000137.09E	596 ft		No	
03/APPROACH 21/TAKE-OFF	Light	511920.79N 0000138.51E	602 ft		No	
03/APPROACH 21/TAKE-OFF	Tree	511919.06N 0000136.57E	615 ft		No	
03/APPROACH 21/TAKE-OFF	Trees	511918.76N 0000135.83E	618 ft		No	
03/APPROACH 21/TAKE-OFF	Trees	511918.68N 0000137.96E	621 ft		No	
03/APPROACH 21/TAKE-OFF	Tree	511918.48N 0000135.94E	625 ft		No	
03/APPROACH 21/TAKE-OFF	Tree	511918.35N 0000137.40E	627 ft		No	
03/APPROACH 21/TAKE-OFF	Tree	511918.29N 0000136.28E	625 ft		No	
03/APPROACH 21/TAKE-OFF	Trees	511917.69N 0000136.92E	629 ft		No	
03/APPROACH 21/TAKE-OFF	Trees	511845.66N 0000112.03E	685 ft		No	
03/APPROACH 21/TAKE-OFF	Tree	511822.12N 0000104.99E	717 ft		No	
03/APPROACH 21/TAKE-OFF	Tree	511810.40N 0000048.27E	762 ft		No	

EGKB AD 2.10 AERODROME OBSTACLES (continued)

In Approach/Take-off areas						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
03/APPROACH 21/TAKE-OFF	Trees	511734.01N 0000035.43E	827 ft		No	
03/APPROACH 21/TAKE-OFF	Tree	511724.34N 0000027.74E	863 ft		No	
03/APPROACH 21/TAKE-OFF	Mast	511645.20N 0000049.22W	1018 ft		Yes	
03/APPROACH 21/TAKE-OFF	Mast	511644.04N 0000046.90W	973 ft		No	
11/APPROACH 29/TAKE-OFF	Tree	511926.25N 0000129.99E	628 ft		No	
11/APPROACH 29/TAKE-OFF	Tree	511926.24N 0000130.36E	624 ft		No	
21/APPROACH 03/TAKE-OFF	Trees	512030.84N 0000230.33E	530 ft		No	
21/APPROACH 03/TAKE-OFF	Tree	512023.11N 0000230.96E	547 ft		No	
21/APPROACH 03/TAKE-OFF	Tree	512022.20N 0000229.95E	536 ft		No	
21/APPROACH 03/TAKE-OFF	Tree	512021.64N 0000229.89E	545 ft		No	
29/APPROACH 11/TAKE-OFF	Trees	511915.88N 0000242.26E	667 ft		No	
29/APPROACH 11/TAKE-OFF	Tree	511913.93N 0000239.21E	666 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
03/APPROACH 21/TAKE-OFF	Mast	511645.20N 0000049.22W	1018 ft		Yes	
	Tree	511942.21N 0000122.92E	652 ft		No	
	Tree	511911.20N 0000439.71E	692 ft		No	
	Tree	511849.48N 0000530.05E	718 ft		No	
	Tree	511829.97N 0000022.57W	766 ft		No	
	Mast	511750.19N 0000058.70W	920 ft		No	
	Tree	511738.10N 0000243.71E	811 ft		No	
	Tree	511715.63N 0000102.14E	922 ft		No	

EGKB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.

EGKB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Self briefing terminal (internet).
9	ATS units provided with information	Biggin Hill, Thames Radar.
10	Additional information (limitation of service, etc.)	Weather Broadcast on ATIS 135.675 MHz.

EGKB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	025.70°	1820 x 45 m	RWY surface: Macadam, grooved. PCN 45/F/C/X/U	511932.35N 0000142.12E 149 ft	THR 577 ft
21	205.71°	1820 x 45 m	RWY surface: Macadam, grooved. PCN 45/F/C/X/U	512017.72N 0000216.98E 149 ft	THR 517 ft
11	105.38°	788 x 18 m	RWY surface: Asphalt.	511924.67N 0000140.30E 149 ft	THR 587 ft
29	285.38°	788 x 18 m	RWY surface: Asphalt.	511917.90N 0000219.58E 149 ft	THR 599 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 03 Landing distance remaining may be difficult to assess under certain conditions due to runway profile. At threshold, sight distance at 3 m eye height approximately 720 m. At aiming point, sight distance at 3 m eye height approximately 540 m.
					RWY 21 Landing distance remaining may be difficult to assess under certain conditions due to runway profile. At threshold, sight distance at 3 m eye height approximately 780 m. At aiming point, sight distance at 3 m eye height approximately 480 m.
					RWY 11
					RWY 29

EGKB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1778 m	2174 m	1778 m	1555 m	
21	1670 m	1803 m	1670 m	1670 m	
11	788 m	788 m	788 m	788 m	
29	788 m	788 m	788 m	788 m	

EGKB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03		Green wing bars	PAPI Left/4° 43 ft			HI elev bi directional with LI omni-directional component	Stop end Red		PAPI dist from THR: 200 m
21	420 m Light intensity high.	Green	PAPI Left/3° 50 ft			HI elev bi directional with LI omni-directional component	Stop end Red		Approach Lighting: Coded centre-line with three crossbars PAPI dist from THR: 231 m

EGKB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: (Lgt): 512013.35N 0000205.05E - 511930.98N 0000147.19E
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes. 15 seconds. Battery back-up.
5	Remarks	Main Apron floodlighting. Blue edge lights on main apron

EGKB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Helicopters are routed under ATC instructions. Those parking on the main apron will be marshalled. Helicopters should expect to arrive and depart from marked runways.

EGKB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
BIGGIN HILL ATZ A circle, 2.5 nm radius centred at 511951N 0000157E on longest notified runway (03/21)	Upper limit: 2000 ft Lower limit: SFC	G	BIGGIN TOWER English	6000 ft	ATZ extended to cover Runway 29 Final Approach. Note: London Terminal Control (Swanwick) is the controlling authority for that part of the ATZ from 1900 ft aal to 2000 ft aal.

EGKB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	BIGGIN APPROACH	129.400 MHz DOC 25 nm/10,000 ft.	Winter: Mon-Fri 0730-2100 Sat, Sun and PH 0900-2000 Summer: Mon-Fri 0630-2000 Sat, Sun and PH 0800-1900	ATZ hours coincident with Approach hours. Pilots of inbound IFR flights requiring a Deconfliction Service or Traffic Service are to contact Thames Radar on 132.700 MHz. Pilots of all VFR flights or inbound IFR flights NOT requiring a surveillance service are to contact Biggin Approach. VDF 511955.05N 0000144.36E
TWR	BIGGIN TOWER	134.800 MHz When directed by ATC. DOC 25 nm/4,000 ft.	Winter: Sat, Sun and PH 0900-SS + 30 Summer: Sat, Sun and PH 0800-1900	VDF 511955.05N 0000144.36E
ATIS	BIGGIN HILL INFORMATION	135.675 MHz DOC 60 nm/20,000 ft.	Winter Mon-Fri 0730-2100 Sat, Sun and PH 0900-2000, Summer Mon-Fri 0630-2000 Sat, Sun and PH 0800-1900	Weather Broadcast on ATIS
Other	BIGGIN FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGKB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 0.43°W (2017)	IBGH	109.350 MHz	Winter: Mon-Fri 0730-2100 Sat, Sun and PH 0900-2000 Summer: Mon-Fri 0630-2000 Sat, Sun and PH 0800-1900	511924.10N 0000135.78E		286 m from THR 03.
ILS/GP	IBGH	331.850 MHz	Winter: Mon-Fri 0730-2100 Sat, Sun and PH 0900-2000 Summer: Mon-Fri 0630-2000 Sat, Sun and PH 0800-1900	512013.27N 0000206.12E		3° ILS Ref Datum Hgt 50 ft.
DME	IBGH	30Y 109.350 MHz	Winter: Mon-Fri 0730-2100 Sat, Sun and PH 0900-2000 Summer: Mon-Fri 0630-2000 Sat, Sun and PH 0800-1900	512013.28N 0000206.10E	570 ft	On AD. DME freq paired with ILS IBGH. Zero range is indicated at THR of RWY 21. DOC 25 nm/25000 ft.
DME/VOR	BIG	98X	Hours of operation for aerodrome purposes: Winter Mon-	511951.15N 0000205.32E	590 ft	APCH Aid to Biggin Hill.

EGKB AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co- ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
			Fri 0730-2100 Sat, Sun and PH 0900- 2000 Summer Mon- Fri 0630-2000 Sat, Sun and PH 0800- 1900			

EGKB AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

- (a) Not available to aircraft unable to communicate with ATC.
- (b) Aerobatic manoeuvres and low flypasts are prohibited unless prior approval has been given by the aerodrome operator.
- (c) Microflight flying is prohibited at this airport.
- (d) Prior to use of this aerodrome, the terms and conditions are to be obtained from the aerodrome operator.
- (e) Biggin Hill Airport is PPR for all aircraft movements. PPR can be obtained directly by use of the booking form at www.bigginhillairport.com (General Aviation Tab) or at www.Bigginbooking.com. The booking form should be submitted a minimum of 30 minutes prior to ETD or ETA. The filing of a Flight Plan (FPL) complies with the requirement to obtain PPR.

2 Ground Movement

- (a) Caution reduced wing tip clearance between taxiing and parked aircraft on Main Apron. Marshalling guidance provided.

3 CAT II/III Operations

Not applicable

4 Warnings

- (a) The only signals are light signals.
- (b) Windshear and turbulence may be experienced on short final for Runway 03 when the wind is from the northwest.
- (c) Pilots of departing aircraft are warned of the presence of other aircraft joining the visual circuit from the 'Deadside'. The joining aircraft will fly across the upwind of the runway in use at altitude 1599 ft (1000 ft aal) at 90° to the runway heading before turning left/right onto the downwind leg. Pilots of high performance fast climbing aircraft should be particularly alert.
- (d) Obstacle marking and lighting: Control Tower, VOR/DME site, hangars and anemometer North of Runway 11 . ILS Glidepath and Localizer sites. Anemometer Mast.

5 Helicopter Operations

- (a) In order to avoid noise sensitive areas surrounding the aerodrome, helicopters must conform to normal fixed-wing joining, departure and circuit procedures unless otherwise instructed by ATC.
- (b) Pilots of helicopters should take particular note of a noise sensitive area on the northern aerodrome boundary prohibiting close right-base approaches for Runway 21 or direct departures to the north from Runway 03.

6 Use of Runways

- (a) The width at both ends of Runway 03/21, is twice that delineated by the associated edge lights due to extra pavement at one side. Since runway centre-line lighting is not installed, pilots should ensure that they are correctly lined up, especially if take-off is at night or when the runway is contaminated or in low visibility.
- (b) Except where a public transport operator has a lower State authorised take-off minima, the Aerodrome Authority cannot approve departures in RVR conditions of less than 400 m.

7 Training

- (a) Use of the aerodrome for training is subject to the following:
 - (i) The aerodrome is not available for circuit and instrument approach training by non-Biggin Hill based aircraft of less than 3,000 kg MTWA.

EGKB AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (ii) The number of aircraft in the visual circuit will be determined by ATC, subject to the prevailing weather conditions and other commercial or corporate traffic.
- (iii) The aerodrome is not available for helicopter circuit training.
- (iv) A booking system exists for instrument training. The filing of a flight plan does not constitute a booking. An embargo on instrument training exists between 0700 and 0900, and 1630 and 1900 daily (one hour earlier during the summer period) due to ATC workload.
- (v) Booking procedures for all circuit training flights may be introduced by ATC during busy periods.

EGKB AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

- (a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the area surrounding the airport.
- (b) Only those aircraft meeting ICAO Chapter 3 criteria or better will be accepted. Contact Flight Operations on +44 (0)1959-578500.
- (c) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.
- (d) Due to the close proximity of residential areas, ground running of engines or Auxiliary Power Units (APU) shall be kept to a minimum consistent with operational requirements. At no time shall APUs be run for more than 30 minutes without Aerodrome Operator consent.
- (e) The use of the Noise Preferential Routings is supplementary to the noise abatement take-off techniques published by specific aircraft manufacturers.
- (f) The Noise Preferential Routings may at any time be departed from to the extent necessary for avoiding immediate danger.

2 Noise Preferential Routings – IFR Departures

(a) Runway 21 Departures

- (i) After passing the upwind end of the runway, turn right to make good a track of 220° MAG. At 1.0 DME BIG commence right turn on the appropriate Standard Departure Route to pass over the BIG VOR/DME, or establish on track as instructed by ATC. Due to the radius of the turn, speed control will be required to achieve the required flight path. Suggested maximum speed is 185 kts.
- (ii) Due to the proximity of Kenley gliding site during the right turn remain within 4 nm DME BIG.
- (iii) Due to the proximity of City airport traffic avoid any deviation north of the prescribed track.

(b) Runway 03 Departures

- (i) Climb straight ahead to 1.0 nm DME BIG then left or right on track as directed by ATC.
- (c) **Noise Abatement Procedures – VFR Departures** Aircraft with an MTOW >5700 kg will be required to follow the track of the IFR NPRs. Due to the proximity of the Gatwick CTA/CTR VFR departures directly to the south are not recommended. Pilots should plan to track south east to the town of Sevenoaks before turning south unless prior clearance to transit the Gatwick airspace has been received from Gatwick ATC. Departures directly to the north are not recommended due to the proximity of the City CTA/CTR and the interaction with the Biggin Hill Runway 21 instrument approaches. Pilots should plan to track north east to the town of Swanley before turning north unless prior clearance to transit the City airspace has been received from Thames Radar.
- (i) **Runway 21 Departures**
 - (1) **East and South East** - After passing the upwind end of the runway, turn right to make good a track of 220° MAG. After passing 2 nm DME BIG turn left and remain south of Biggin Hill and Tatsfield villages. Remain outside of the ATZ.
 - (2) **North East** - Follow the procedure for an eastbound departure route but also remain east of Biggin Hill Village and outside of the ATZ once established on track to the north east.
 - (3) **West** - Aircraft are able to turn right after passing the upwind end of the runway provided it is at 500 ft AGL or above. In addition remain clear of the village of Woldingham. (BIG RDL 228 MAG at 3 nm DME BIG). Caution Kenley gliding site.
- (ii) **Runway 03 Departures**
 - (1) **North East, East and South East** - At 1 nm DME BIG turn right. Remain north of the village of Downe (BIG RDL 075 MAG at 1 nm DME BIG).
 - (2) **West and South West** - At 1 nm DME BIG turn left on track and remain clear of Woldingham (BIG RDL 228 MAG at 3 nm DME BIG). Caution Kenley gliding site.

EGKB AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

(iii) Runway 29 Departures

- (1) **West and South West** - At 1 nm DME BIG turn on track and remain clear of Woldingham (BIG RDL 228 MAG at 3 nm DME BIG). Caution Kenley gliding site.
- (2) **North East, East and South East** - At 1 nm DME BIG turn right to pass north of the Runway 21 threshold on an easterly track. After passing abeam the Runway 29 threshold turn on track.

(iv) Runway 11 Departures

- (1) **North East and East** - After passing 1 nm DME BIG turn left on track and remain east of Downe village (BIG RDL 075 MAG at 1 nm DME BIG).
- (2) **West and South West** - At 1 nm DME BIG turn left to pass north of the Runway 21 threshold on a westerly track. After passing abeam the Runway 11 threshold turn on track. Caution Kenley gliding site.

EGKB AD 2.22 FLIGHT PROCEDURES

1 Circuit Procedures

- (a) Aircraft taking off, 'going around' or making 'touch and go' landings are to remain at or below 500 ft QFE until the upwind end of the runway in use has been passed, when a left or right turn (as appropriate) should be initiated. Aircraft joining the circuit for landing are to fly across the mid-point of the runway in use at 1000 ft QFE at 90° to the runway heading, a left or right turn (as appropriate) should be made onto the downwind leg.
- (b) Variable circuits - LH on Runways 03 and 11, RH on Runways 21 and 29. Circuit heights are 1000 ft QFE (1600 ft QNH) at all times.

2 Standard Departure Routes - via Airways

Departure to	Designator	Via	Route
N	Brookmans Park 2 (BPK 2)	N57/L10	DET - BPK
NE	Clacton 2 (CLN 2) (Note 5)	L620	DET - SND - CLN
SE	Dover 2 (DVR 2)	L9/L10/W71	DET - DVR
S	Lydd 2 (LYD 2)	M189 (Y803)	DET - LYD
SW	Southampton (SAM 2)	L620/Q41	DET - LYD - M189 - WAFFU - Y8 - GWC - SAM
W	Compton 2 (CPT 2)	L9	DET - BPK - HEN - CPT

Note 1: Departures from Runway 21, follow Noise Abatement Procedure turning right to pass overhead BIG VOR at 2400 ft ALT.

Note 2: Departures from Runway 03, after noise abatement, turn right to intercept DET VOR RDL 275° to DET.

Note 3: When established on DET VOR RDL 275°, not above 2500 ft ALT until 9 DME DET, then to 4 DME DET at 4000 ft ALT.

Note 4: For positioning flights to London Luton/London Stansted, follow BPK 2 SDR to BPK then join LOREL 2Q STAR, at altitude as directed by ATC, in its appropriate place under the table.

Note 5: Cross DET VOR/DME fix 017°/7 nm at 5000 ft ALT..

3 Outbound IFR Traffic Outside Controlled Airspace

IFR traffic departing from Biggin Hill will be co-ordinated with 'Thames Radar'.

Note 1: Caution -Kenley Aerodrome and associated glider flying.

Note 2: IFR Training Flights intending to utilize the services of 'Thames Radar' are to obtain prior approval from Biggin Hill ATC, Tel: 01959-578525.

4 Procedures for Inbound Aircraft

(a) Standard Arrival Routes Biggin Hill

The standard routes for inbound aircraft are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGLC-7-1 to 7-6 (and associated database coding tables).

(b) RNAV1 IFR Arrivals from the ATS En-Route Structure via JACKO and GODLU STARS

- (i) Runway 21: Aircraft and crews equipped and approved for RNAV1 operations can expect to be cleared to fly the RNAV1 Transition for Runway 21 as detailed in AD 2-EGKB-7-1 (and its associated data base coding table) and then complete an appropriate approach procedure for Runway 21.

EGKB AD 2.22 FLIGHT PROCEDURES (continued)

- (ii) Runway 03: Aircraft and crews equipped and approved for RNAV1 operations can expect to be cleared to fly the RNAV1 Transition for Runway 21 as detailed in AD 2-EGKB-7-1 (and its associated database coding table) followed by an instrument approach to Runway 21 and then circle to land on Runway 03 – this is subject to ATC clearance, weather minima and traffic conditions.
- (c) **Non-RNAV1 IFR Arrivals from the ATS En-Route Structure via JACKO and GODLU STARS.**
 - (i) After passing JACKO and GODLU, non-RNAV1 arrivals will be vectored by ATC for arrival at Biggin Hill prior to transfer to Biggin Hill for the appropriate approach procedure. In the event of RCF the procedures detailed in EGKB AD 2.22 paragraph 6 are to be followed.

5 VFR/IFR Flights

- (a) VFR arrivals, departures and overflights.
Pilots should state the type of service required. If no specific service is requested by the pilot, these flights will be provided with a Basic Service by default.
- (b) IFR arrivals following an Instrument Approach and departures via Standard Departure Routes.
Unless otherwise requested by the pilot, these flights will be provided with a Procedural Service by default.
- (c) IFR arrivals and departures.
Pilots of inbound flights intending to commence a Visual Approach and departing flights on routes other than Standard Departure routes should state the type of service required. If no specific service is requested, a Basic Service will be provided.
- (d) IFR overflights.
Pilots of these flights should state the type of service required (Basic Service or Procedural Service).

6 Radio Communication Failure Procedures

In the event of complete Radio Communication Failure (RCF) in an aircraft, the pilot is to adopt the appropriate procedure in ENR 1.1 paragraph 3.4 except where described below:

- (a) **Inbound RNAV 1 Aircraft via JACKO and GODLU**
 - (i) **Via JACKO**
 - (1) **RCF occurring prior to arrival at JACKO.** The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the 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 procedures from ALKIN.
 - (2) **RCF occurring on the sequencing leg after JACKO.** Squawk Mode A 7600. Fly at the last assigned level 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 procedures from ALKIN.
 - (3) **RCF occurring having been cleared off the sequencing leg.** Squawk Mode A 7600. 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 procedures from ALKIN.
 - (ii) **Via GODLU**
 - (1) **RCF occurring prior to arrival at GODLU.** The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the 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 procedures from ALKIN.
 - (2) **RCF occurring on the sequencing leg after GODLU.** Squawk Mode A 7600. Fly at the last assigned level 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 procedures from ALKIN.
 - (3) **RCF occurring having been cleared off the sequencing leg.** Squawk Mode A 7600. 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 procedures from ALKIN.
- (b) **Inbound Non-RNAV 1 Aircraft via JACKO and GODLU.**
In the event of complete (RCF) in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 paragraph 3.4.2.2.4 until reaching JACKO or GODLU. When ready to commence an arrival procedure, the pilot is to follow the procedure as detailed below.
 - (i) **Via JACKO**

EGKB AD 2.22 FLIGHT PROCEDURES (continued)

Route via JACKO (FL 80) – TRIPO (6000 ft) – SPEAR (5000 ft) – ALKIN (3000 ft) and continue in accordance with the standard procedures from ALKIN.

(ii) **Via GODLU**

Route via GODLU (FL 100) – DET (4000 ft) – ALKIN (3000 ft) and continue in accordance with the standard procedures from ALKIN.

Note: Due to the proximity of the London Control Zone aircraft shall not track further west than the BIG 350R, where the aircraft shall make a left turn direct to ALKIN and continue in accordance with the standard procedures from ALKIN.

(c) **Outbound Aircraft**

- (i) For the purposes of RCF, the climb to flight planned level should be commenced after the last position shown in the standard departure routes where an altitude or flight level is specified.

7 Instrument Approach Procedures (IAP)

Instrument Approach Procedures for this aerodrome are established outside controlled airspace. See ENR 1.5

8 Visual Reference Points

A Visual Reference Point is established for use by aerodrome and en-route traffic as follows:

Sevenoaks – 511636N 0001054E

EGKB AD 2.23 ADDITIONAL INFORMATION

(a) **Mode S Barometric Pressure Setting Data**

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGKB AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART – ICAO

AD 2-EGKB-2-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGKB-5-1

Figure: RNAV1 (DME/DME or GNSS) TRANSITION ARRIVAL CHART - INSTRUMENT RWY 21 OSVEV 1G 1J - ICAO

AD 2-EGKB-7-1

Figure: TRANSITION CODING TABLES RWY 21 OSVEV 1G, 1J

AD 2-EGKB-7-2

Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 21 (CAT A, B, C) - ICAO

AD 2-EGKB-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 21 (CAT A, B, C) - ICAO

AD 2-EGKB-8-2

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 21 (CAT A, B, C) - ICAO

AD 2-EGKB-8-3