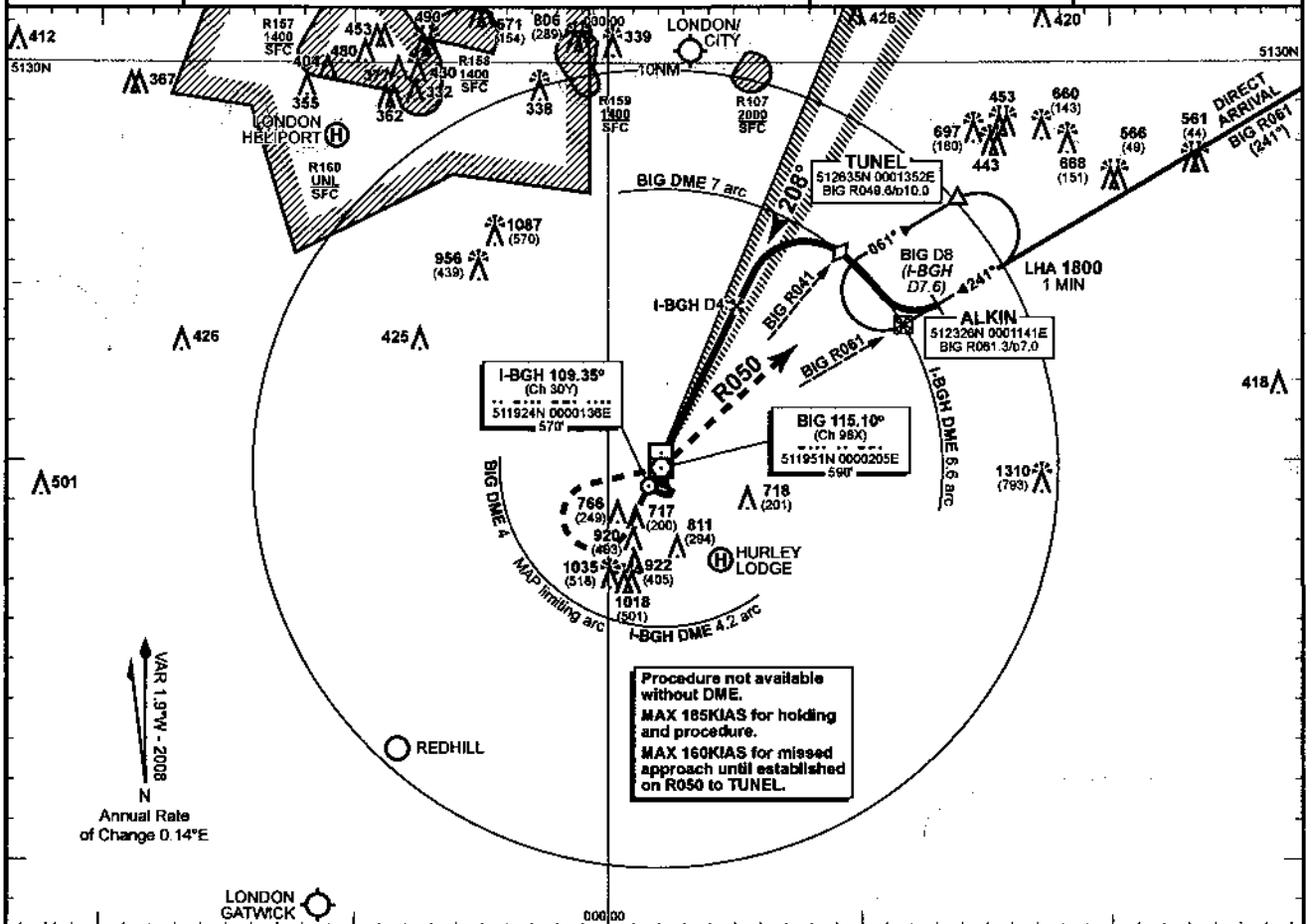


INSTRUMENT APPROACH CHART - ICAO

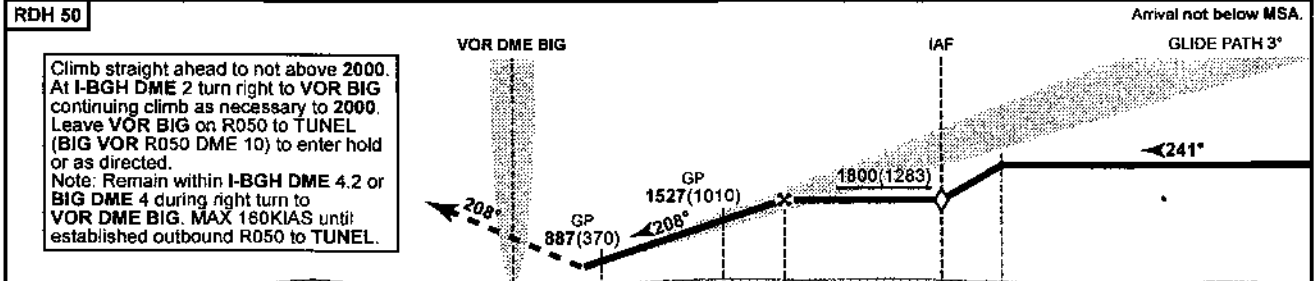
**BIGGIN HILL
ILS/DME/VOR
RWY 21
(ACFT CAT A,B,C)**

APP 129.400	BIGGIN APPROACH	AD ELEVATION 599
TWR 134.800	BIGGIN TOWER	THR ELEVATION 517
RAD 132.700	THAMES RADAR	OBSTACLE ELEVATION 1310 AMSL (793) (ABOVE THR)
		BEARINGS ARE MAGNETIC
		TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-BGH	3	2	1
ALT(HGT)	1527(1010)	1207(690)	887(370)



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 R050 to TUNEL (BIG VOR R050 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 180KIAS until established outbound R050 to TUNEL.

DME I-BGH zero ranged to THR RWY 21				0	D1	D3	D4	D6.6 (BIG D7)	D7.6 (BIG D8)
-------------------------------------	--	--	--	---	----	----	----	---------------	---------------

Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	797(280)	807(290)	817(300)		FT/MIN	860	750	640	540	430
VM(C)OCA (OCH AAL)	Total Area	1350(751)	1350(751)	1550(951)							

- NOTE 1 Initial arc track at BIG R061 is 332°M Final arc track at BIG R041 is 311°M. Rate of change of arc track 8.2°/NM.
 2 Procedural arrivals not normally permitted when Thames Radar is available.
 3 Aircraft will normally be radar vectored by 'Thames Radar' 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 185KIAS for holding.

CHANGE: MAG VAR. MAX IAS FOR HOLDING, PROCEDURE AND MISSED APPROACH.

AERO INFO DATE 2 JAN 08