

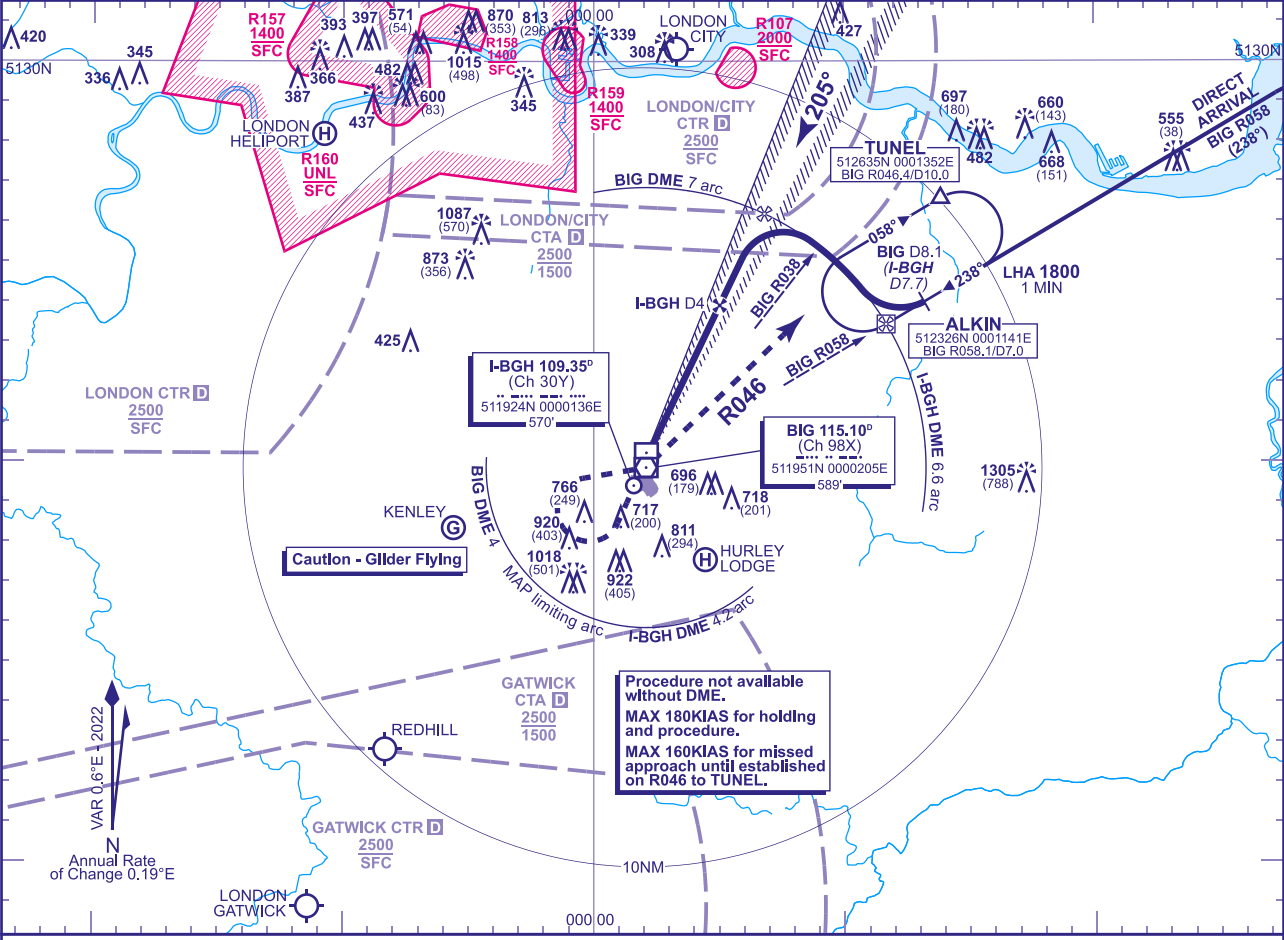
# INSTRUMENT APPROACH CHART - ICAO

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



APP 129.405	BIGGIN APPROACH	AD ELEVATION 584
TWR 134.805	BIGGIN TOWER	THR ELEVATION 517
RAD 132.700, 133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION 1305 AMSL (788) (ABOVE THR)
		BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE  
**6000**

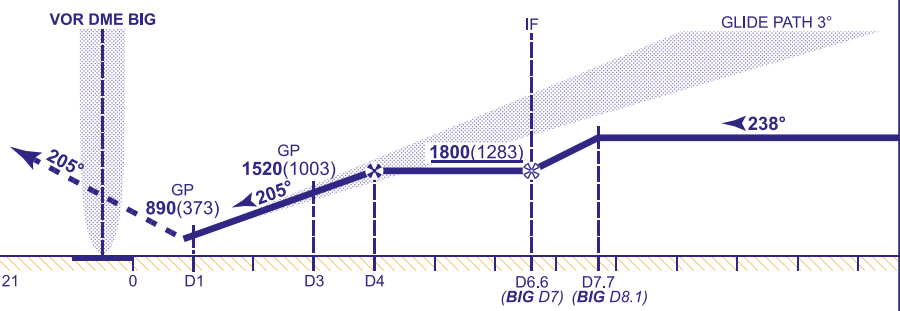


### RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

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 R046 to TUNEL (BIG VOR R046 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 R046 to TUNEL.



Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CLIMB GRAD 2.5%	860(343)	860(343)	860(343)		FT/MIN	850	740	640	530	420
	CLIMB GRAD 5.0%	726(209)	736(219)	746(229)							
VM(C)OCA (OCH AAL)	Total Area	1150(566)	1350(766)	1450(866)							

**NOTE**

- Initial arc track at BIG R058 is 328°M, Final arc track at BIG R038 is 308°M. Rate of change of arc track 8.2°/NM.
- Procedural arrivals not normally permitted when 'Thames Director' is available.
- 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.
- Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
- ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

**CHANGE (1/25): SPECIFICATION CHANGE. NO AERONAUTICAL CHANGE.**