

EGKB

BIGGIN HILL

599ft AMSL

N51 19.85 E000 01.95

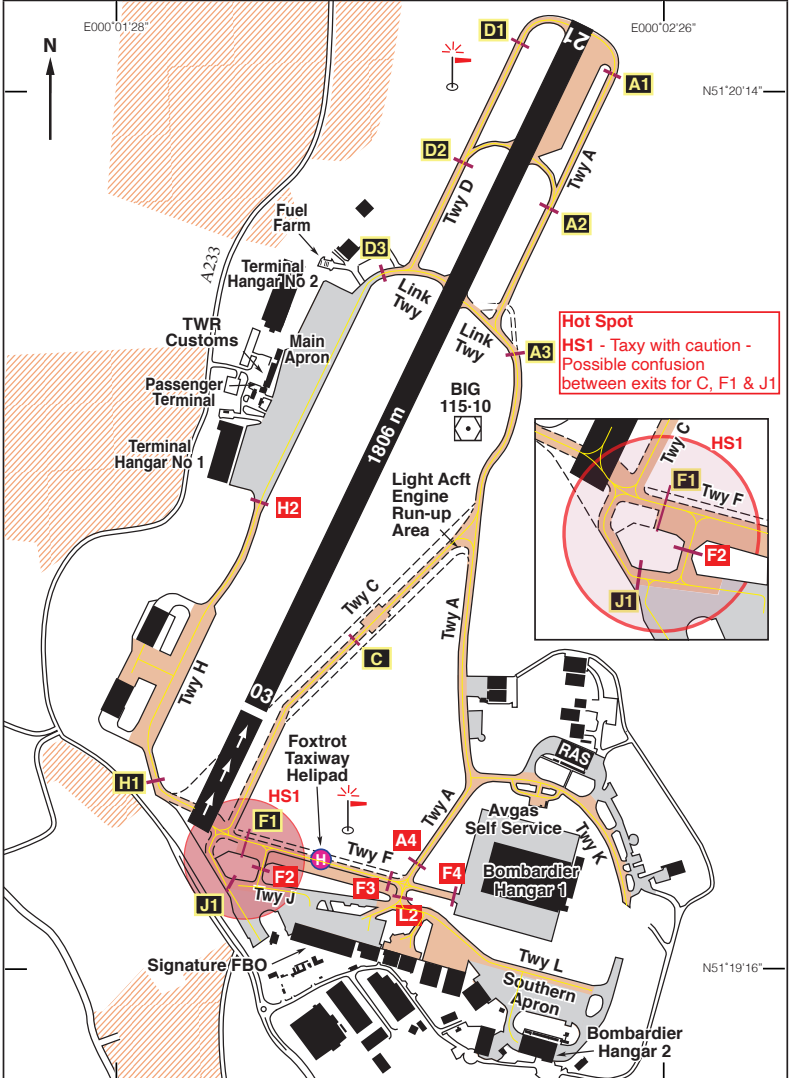
12 nm SE of London.

OCK 115-30 084 18-1, MAY 117-90 350 19-1

c/s Biggin APP 129-405 TWR 134-805 VDF 129-405, 134-805 ATIS 135-680

Thames Director 132-700, 133-455, 128-025

VOR/DME 'BIG' 115-10 (On A/D) ILS/DME Rwy 21 (206°M) I-BGH 109-35



EGKB

N51 19.85	E000 01.95	BIGGIN HILL		599ft AMSL
Rwy	Dim(m)	Surface	TORA(m)	LDA(m)
03/21	1806x45	Asphalt	03-1781 21-1670	03-1555 21-1670
Lighting				
Ap Thr Rwy PAPI 4° Ap Thr Rwy PAPI 3°				
Op Hrs: Strictly PPR. Mon-Fri 0630-2300, Sat, Sun, & PHs 0800-2200. O/T €.				
Landing Fee: Up to 1700kg £45; 1701-3500kg £97; + VAT. See website. https://bigginhillairport.com/wp-content/uploads/2021/03/Biggin-Hill-Airport-Fees-and-Charges-2021-22.pdf				
Parking: First 2 hrs free, then per day: Up to 1700 kg £17; 1701–3500 kg £27 + VAT.				
Customs: As Op hrs, Tel: 01959 578527. UK GAR (General Aviation Report) required prior to international arrivals.				
Hangarage & Maintenance: Biggin Hill Operations Tel: 01959 578525.				
Remarks: Operated by Biggin Hill Airport Ltd., Biggin Hill Airport, Kent. TN16 3BH. London Biggin Hill Airport is located close to densely populated and largely residential areas. We want to maintain good relations with local residents and neighbours who offer us wide support. We politely request your compliance with Noise Preferential Routings and maximum aircraft noise limits. Noise limits and Noise Sensitive Areas are controlled by a Noise Monitoring and Track Keeping System (NMTKS). AD Not available to non-radio aircraft. Microlight flying is prohibited at this airport. Noise Preferential Routings applicable to jet and turbine aircraft available on request. Due to the close proximity of residential areas, the running of APUs on the West Apron is limited to a maximum of 20 minutes. PPR via www.bigginhillairport.com (General Aviation Tab) or at www.bigginbooking.com . All personnel are to wear hi-visibility clothing while operating on the aprons. Drone operators requesting to operate within the Biggin Hill FRZ must gain permission via: (http://drones.bigginhillairport.com).				
Helicopter Operations:				
i. 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.				
ii. 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.				
Aircraft Handling: Biggin Hill Executive Aircraft Handling Tel. 01959 578552. Biggin Hill Ops 131•790. VFR Departure Routes - See next page and page 120.				
Note: ATZ extended to cover Rwy 21 IFR Noise Preferential departures.				
Warnings: Windshear and turbulence may be experienced on short final to Rwy 03 when wind from the NW. Departing aircraft beware of other aircraft joining the visual circuit from the 'Deadside'.				
Fuel: 100LL, Jet A1. Most Debit Cards, also, Visa, Diners, Mastercard, Amex and Multi-Service.			Tel: 01959 578525 ATC/Ops/Fuel Tel: 01959 578500 Admin. Fax: 01959 576404 Ops Email: enquiries@bigginhillairport.com Website: www.bigginhillairport.com	

BIGGIN HILL – VFR DEPARTURE ROUTES

Runway 21 Departures

All aircraft departing Runway 21 VFR are required to turn right, after passing the aerodrome boundary, to make good a track of 220°:

- i. Aircraft departing to the West via Kenley should continue to 1nm, before turning right and setting course, avoiding the villages of Woldingham and Warlingham;
- ii. Aircraft departing to the East or North East via Sevenoaks or Swanley should continue to 2nm before turning left and tracking to the South East, remaining South East of Tatsfield village. A useful visual reference for the turn is remain South of the Tatsfield golf course;
- iii. Once an aircraft has left the ATZ, it should not re-enter the ATZ without appropriate ATC clearance. Aircraft intending to route via Swanley should ensure that they arrange their flight in order to avoid the Eastern limits of the ATZ whilst tracking North East.

CAUTION - There may be numerous VFR aircraft joining from the East.

Runway 03 Departures

Aircraft departing Runway 03 are required to climb straight ahead until 1nm.

- i. Aircraft departing to the West via Kenley to make a left turn en-route to leave the ATZ.
- ii. Aircraft departing East or South East via Sevenoaks or North East via Swanley, to leave the ATZ en-route.
CAUTION - There may be numerous VFR aircraft joining from the East.
- iii. Aircraft departing to the North, continue en-route but avoid overflight of the Noise Sensitive Areas of Orpington and Chelsfield. Expect an early frequency change to the next external agency, due to the close proximity of London Heathrow and London City CTAs;
- iv. All pilots must in all cases avoid overflight of the residential areas to the North and East especially Keston; Farnborough; Orpington and Downe.

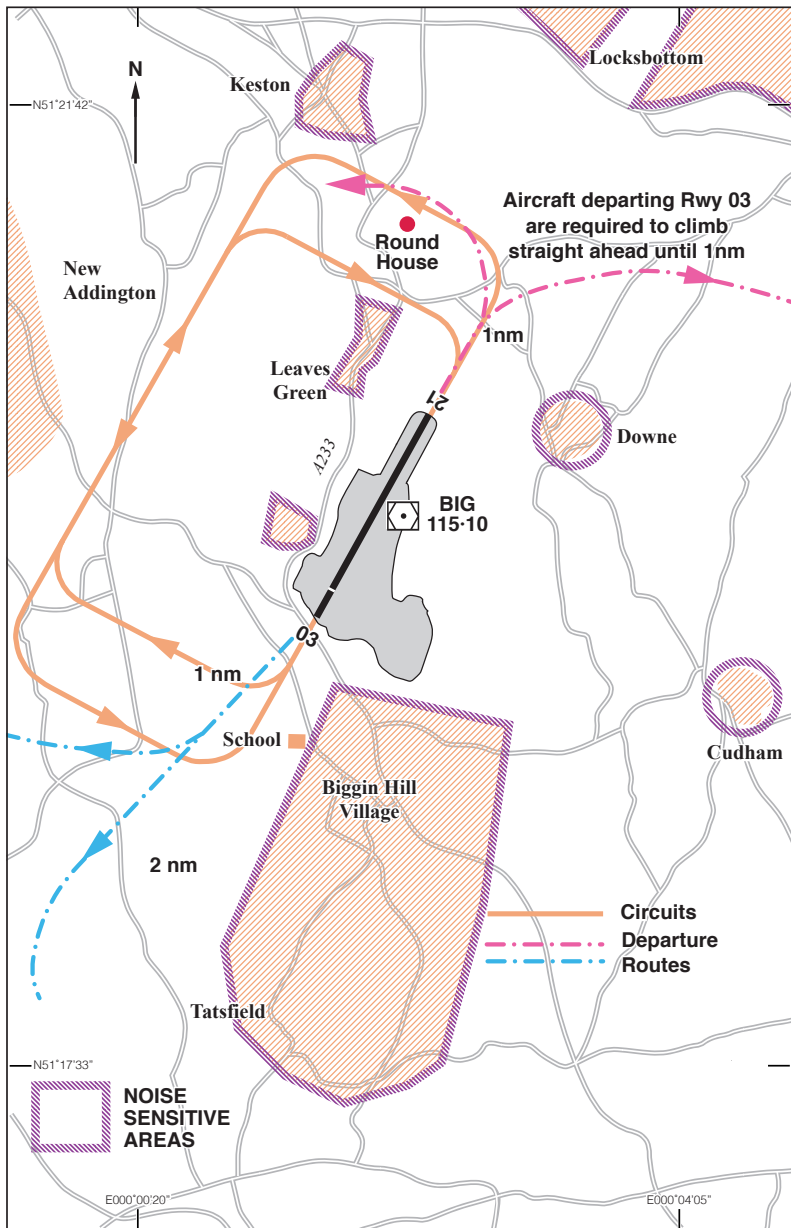
Circuit Procedures - All circuits to the West

Circuits LH on 03; RH on 21. Circuit height 1000ft QFE, 1600ft QNH.

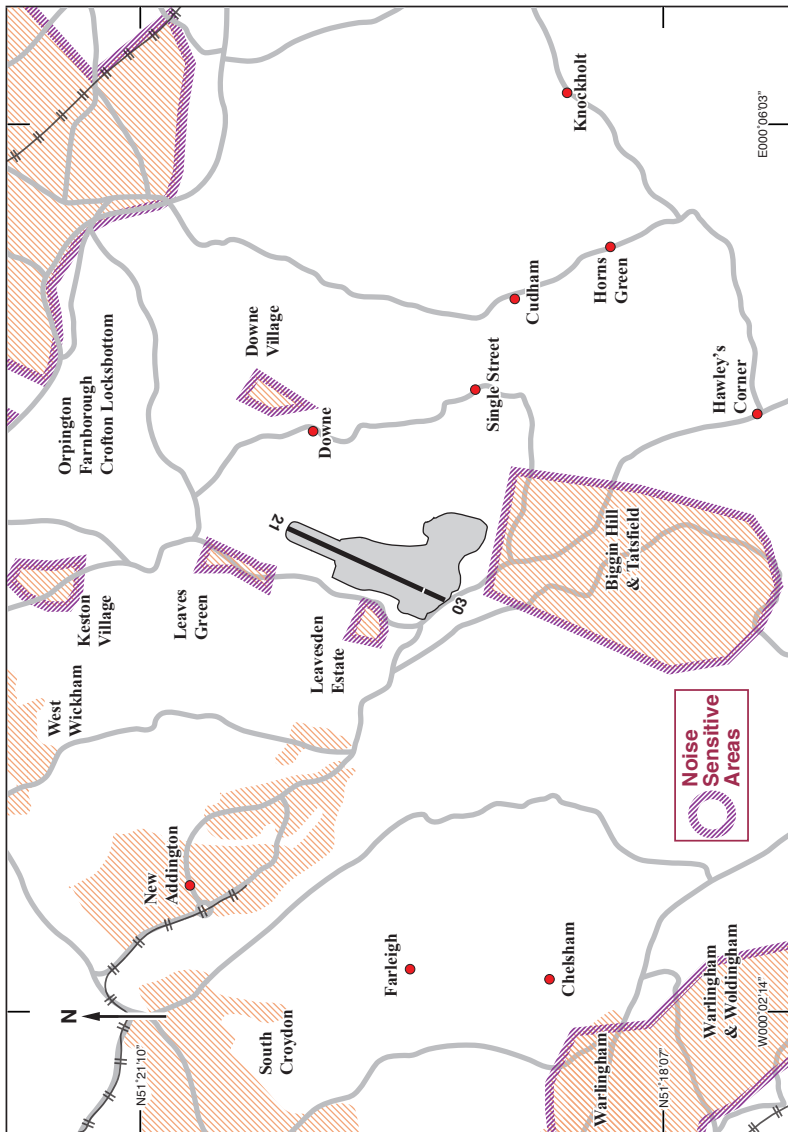
Overflight of the following Noise Sensitive Areas should be avoided, unless necessary to fulfil an ATC instruction such as to extend downwind for spacing, Keston Village The Leavesdon Estate and Leaves Green. Aircraft unable to comply with these requirements should not plan to make use of Biggin Hill Airport.

Aircraft joining the visual circuit from the east or southeast should avoid overflight of the Noise Sensitive Areas of Downe Village and Biggin Hill Village.

BIGGIN HILL – VFR DEPARTURE ROUTES & CIRCUITS



BIGGIN HILL – NOISE SENSITIVE AREAS



If flights over or in the vicinity of the Noise Sensitive Areas cannot be avoided, where possible they should be conducted at not below 2000ft AMSL.