

EGKB (BQH)

BIGGIN HILL

584ft AMSL

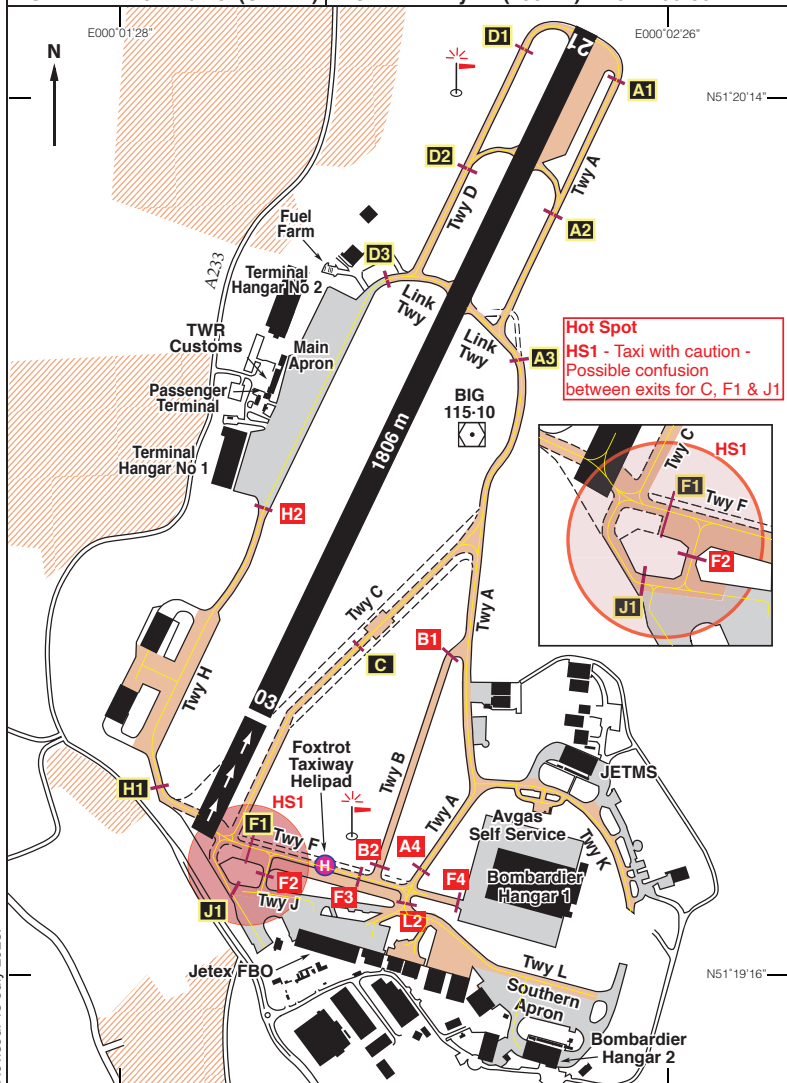
N51 19.85 E000 01.95

12 nm SE of London.

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 (BQH)N51 19.85 E000 01.95 **BIGGIN HILL** 584ft AMSL

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
03/21	1806x45	Asphalt	03-1781 21-1670	03-1555 21-1670	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/Gyrocopter 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: (<https://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 117.

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, 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**VFR FLIGHTS**

a) Traffic Services Outside Controlled Airspace

i) 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) VFR Arrival Procedures

All inbound aircraft should comply with ATC instructions where possible.

i. VFR Arrivals from the East:

Pilots should make first contact with Biggin Approach no later than 5nm from Biggin Hill. Unless ATC issue alternative joining instructions, all aircraft should route and report 3nm due east of Biggin Hill Airport NOTE 1 descending to circuit height of 1000ft QFE (altitude 1600ft QNH) NOTE 2, route over the mid-point of runway 21/03 and turn downwind lefthand or righthand as required.

Note 1: Due to runway 03 departure procedures, pilots should at all times avoid routing towards the North-eastern section of the Biggin Hill ATZ. Pilots should not turn towards the Biggin Hill ATZ until south of M25 Junction 4 (remaining at least 5nm away from Biggin Hill) or as directed by Biggin Hill ATC.

Note 2: Pilots should arrange their flight to be level at circuit height no later than 3nm from Biggin Hill unless there is conflicting traffic. Caution: aircraft leaving the Biggin Hill ATZ between altitude 2000-2400ft QNH eastbound.

ii. VFR Arrivals from the North, West and South:

Pilots should make first contact with Biggin Hill Approach at the earliest opportunity, in all cases, no later than 5nm from Biggin Hill Airport. All inbound aircraft shall route as directed by Biggin Hill ATC and be level at circuit height of 1000ft QFE (altitude 1600ft QNH) no later than 3nm from Biggin Hill unless there is conflicting traffic.

Caution: Aircraft joining from the West should avoid overflying Kenley Gliding site.

c) Traffic Information is derived from pilots reports and Aerodrome Traffic Monitor (ATM) data.

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 Leavesden Estate and Leaves Green. Aircraft unable to comply with these requirements should not plan to make use of Biggin Hill Airport.

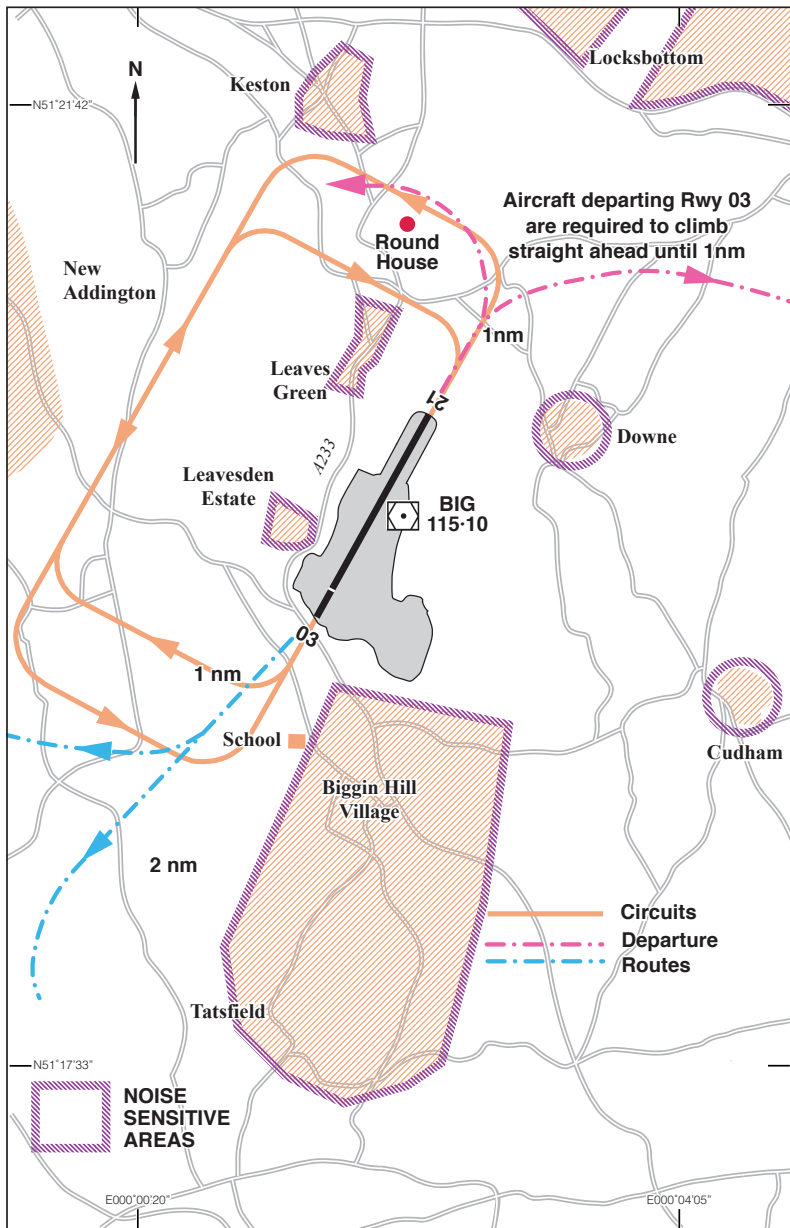
Aircraft joining the visual circuit from the east or southeast should avoid overflight of the Noise Sensitive Areas of Downe Village and Biggin Hill Village.

Visual Reference Points

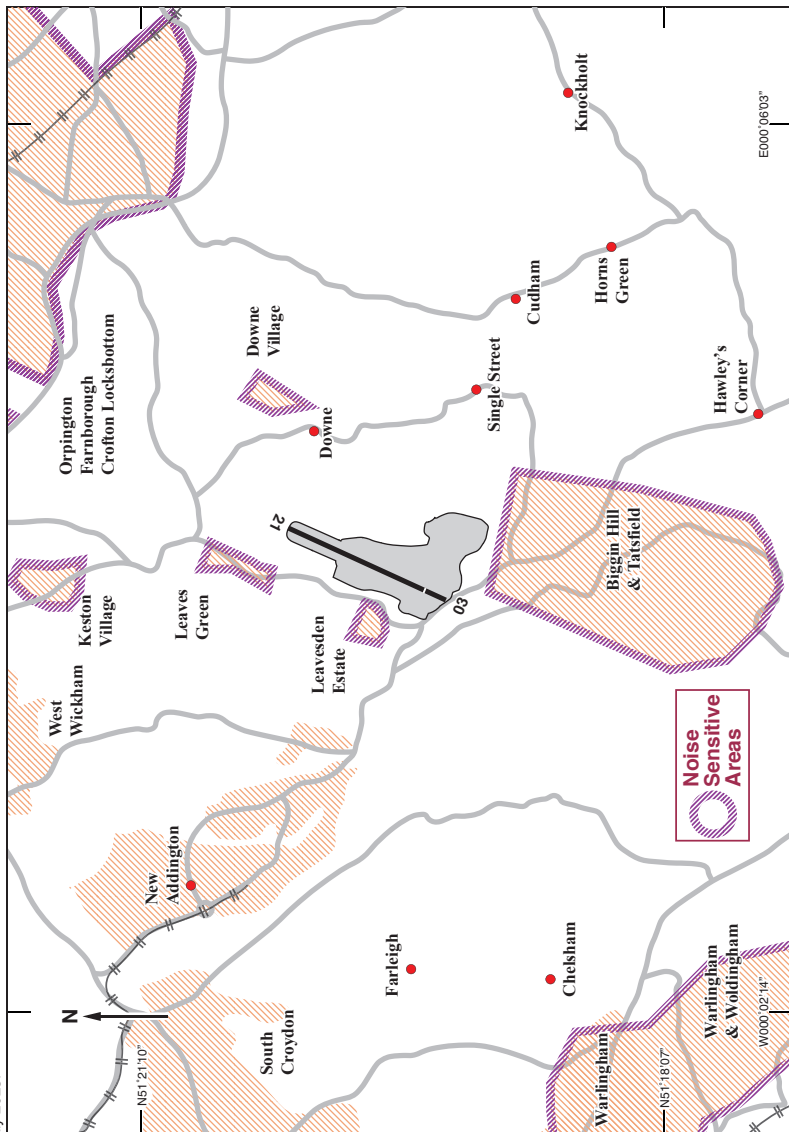
VRP **Co-ordinates**

Sevenoaks N51 16.60 E000 10.90

BIGGIN HILL – VFR DEPARTURE ROUTES & INDICATIVE 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.