

AIRFIELD NAME AND ICAO		November 23	<b>BIGGIN HILL</b>		<b>EGKB</b>	<b>South</b>
CALLSIGN (A/C RADIO)		Biggin Tower			134.805	
CALLSIGN (ES/VATSIM)		EGKB_TWR			APP 129.405 (or combined)	
LOCATION		Lat N051.19.95	Long E000.01.57		Elev. 599ft	
LOCATION GEOGRAPHIC		12nm SSE of London			Conspicuity 7074	
CHART SOURCE/VOR		NATS				QFE= QNH -20
METAR AIRPORT		EGKB 135.680				
NAV AIDS (FSX / PLANG3)		VOR BIG 115.100	ILS 109.35 Rny 21	<b>NO NORDO A/C or Microlights, A/F or ATZ</b>		
RUNWAYS	Headings	Dimension	Surface	<b>TOP OF ATZ is A2500 - Base of LTMA</b>		
	03 / 21	1820m x 45m	Grooved Tarmac	Runway <b>11/29 NO LONGER EXISTS</b> . Is taxiway F		
AIRSPACE	CLASS G	Transition level 6000ft	Airspace above	<b>Class A, LTMA A2500</b>		
CIRCUITS	ALL VFR circuits to the West. 21RH; 03LH 1000ft QFE			DO NOT descend below the flight path on 21.		
NO FLY AREA	Gatwick CTA, unless cleared for transit. Keston, Downe, Farnborough and Orpington, Tatsfield, Biggin Hill, Woldingham, Kenley Gliding site.					
LOCAL HAZARDS	Caution reduced wing tip clearance between taxiing and parked aircraft on Main Apron. Aircraft taxiing from any ramp/apron must use minimum power until established on the taxiway centre-line.					
HELICOPTER OPERATIONS	<p><b>Helicopters are routed under ATC instructions.</b> Those parking on the main apron will be marshalled. Helicopters should expect to arrive and depart from marked runways.</p> <p>Helicopter <b>Landing Sites</b> located on Echo Taxiway and Foxtrot Taxiway may be used by ATC. <b>no parking</b></p> <p><b>NOISE SENSITIVE AREAS SURROUNDING THE AERODROME</b>, helicopters must conform to normal <b>fixed-wing joining, departure and circuit procedures</b> unless otherwise instructed by ATC.</p> <p>Pilots of helicopters should note the noise sensitive area on the northern aerodrome boundary prohibiting close right-base approaches for Runway 21 or direct departures to the north from Rny03.</p>					
SPECIAL RULES	<p>Aerobatic manoeuvres and low flypasts are prohibited unless prior approval has been given by the aerodrome operator. <b>When calling for start</b>, ramp position must be passed to ATC.</p> <p><b>NO VFR departures when cloud ceiling is 700 FT QFE or less or the visibility less than 2000 M.</b></p>					
REMARKS	<p>Pilots of departing A/C be aware of the presence of other VFR A/C joining the circuit from 'Deadside'. Joining aircraft will fly across the mid-point of the runway in use at A1599 FT (1000 FT QFE) at 90° to the runway heading before turning left/right onto the downwind leg. ATC may give you an alternate approach.</p> <p>Pilots of high fast climbing aircraft should be particularly alert.</p> <p>The width at both ends of Runway 03/21, is twice that of the associated edge lights due to extra pavement at one side. Since runway centre-line lighting is NOT installed, pilots should ensure they are correctly lined up, especially if take-off is at night or the runway is contaminated or in low visibility.</p>					
NOISE ABATMENT	<p><b>Runway 21 Departures:</b> To the <b>WEST VIA KENLEY</b>, <b>turn RIGHT</b> after departure to leave the ATZ. To the <b>EAST OR NORTH VIA SEVENOAKS OR SWANLEY</b>, after <b>passing the upwind end of the runway</b>, <b>Track 220° M to a distance of 2 NM BEFORE turning LEFT and tracking SOUTHEAST.</b></p> <p><b>Pilots should navigate in order to avoid the Noise Sensitive Areas of Biggin Hill and Tatsfield.</b></p> <p><b>Aircraft routing towards Swanley should remain well to the EAST of the ATZ;</b></p> <p><b>Runway 03 Departures:</b> A/C will normally be instructed:</p> <p>To the <b>WEST VIA KENLEY</b>, LEFT turn <b>IN TO THE CIRCUIT</b> before leaving the circuit to the <b>WEST</b>;</p> <p>To the <b>EAST OR NORTH VIA SEVENOAKS OR SWANLEY</b>, <b>RIGHT TURN AT BIG 1 NM</b> avoiding <b>DOWNE</b>, to <b>leave the ATZ on track, avoiding overflight of the Noise Sensitive Areas of Orpington and Chelsfield;</b></p> <p>Pilots must in all cases avoid overflight of the residential areas north and east especially Keston, Farnborough, Orpington and Downe. See planG area chart.</p> <p><b>CAUTION – ALL DEPARTURES, LISTEN and LOOK for aircraft joining from the east;</b></p> <p><b>VISUAL CIRCUIT PROCEDURES</b></p> <p><b>A/C taking off, 'going around' or making 'touch and go' landings</b> are to remain <b>AT OR BELOW 500 FT QFE UNTIL THE UPWIND END OF THE RUNWAY</b> has been passed, when a <b>left or right turn, (as appropriate)</b> should be initiated.</p> <p><b>A/C joining the circuit for landing (from Motorway junction near. Badgers Mount, announce L/R BASE JOINE AS APPROPRIATE, at 2DME)</b> are Then left or right (as appropriate) onto the downwind leg.</p> <p>[Announce "turning downwind"]</p>					

**Runway 21. Base leg turn should be at 1nm**, Look for the 'Round House' [Halstead], to avoid Keston.

Circuits - LH on 03, RH on 21.

Circuit heights are **1000 ft QFE (A1600 ft QNH) at all times.**

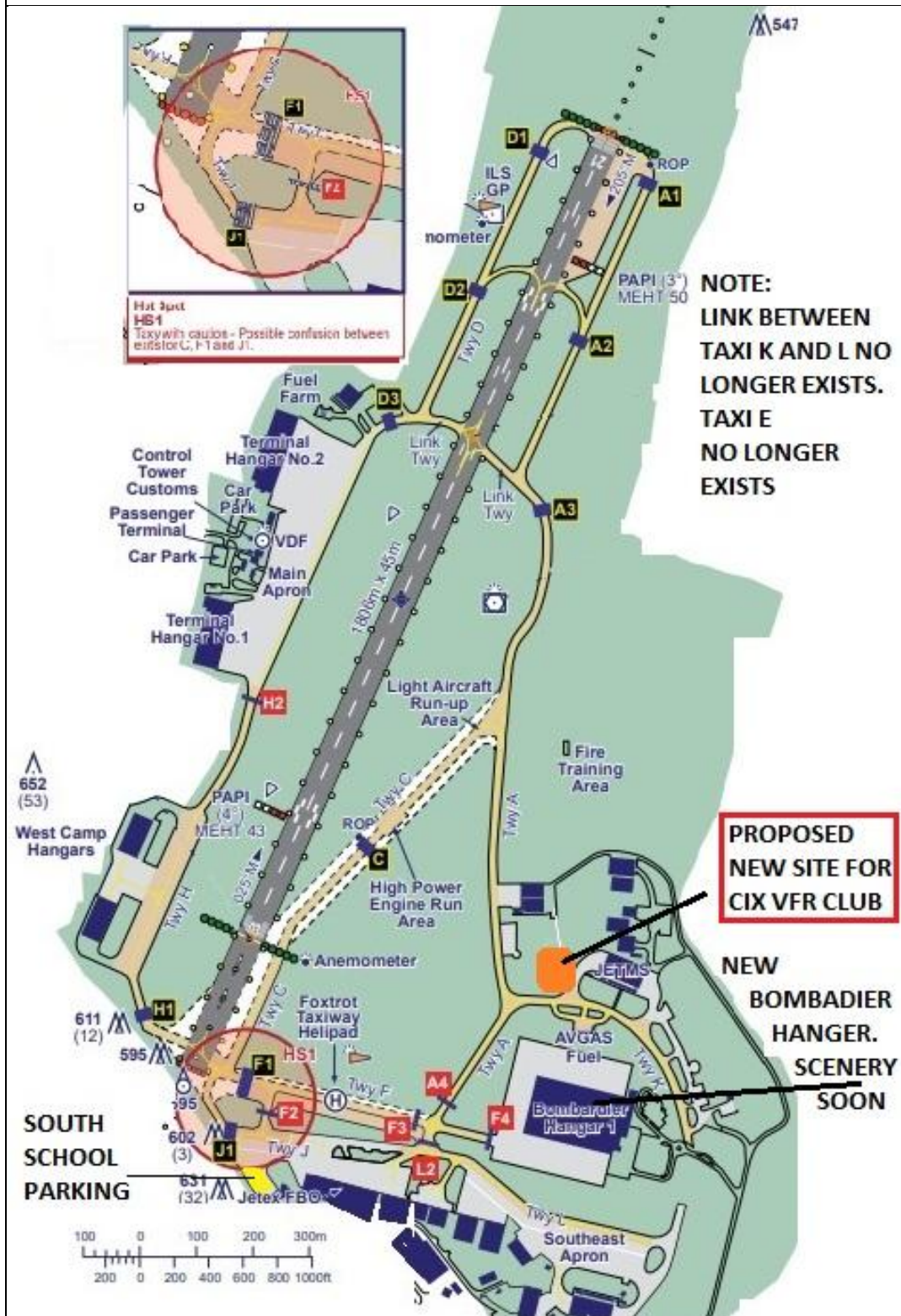
**VFR arrivals, departures and overflights.**

Pilots should state the **[onward]** type of service required.

If no specific service is requested by the pilot, these **flights will be provided with a Basic Service by default from their next controller.**

**FINALLY: ALWAYS BE AWARE**

- a) of other traffic,
- b) The LTMA at 1900QFE A2500QNH, c) location of noise sensitive areas.
- d) ATC, They may at times vary the standard procedure, for safety reasons.



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THE NEW BOMBARDIER HANGER HAS 'TAKEN OUT' THE CIX VFR CLUB HOUSE AND HANGER.

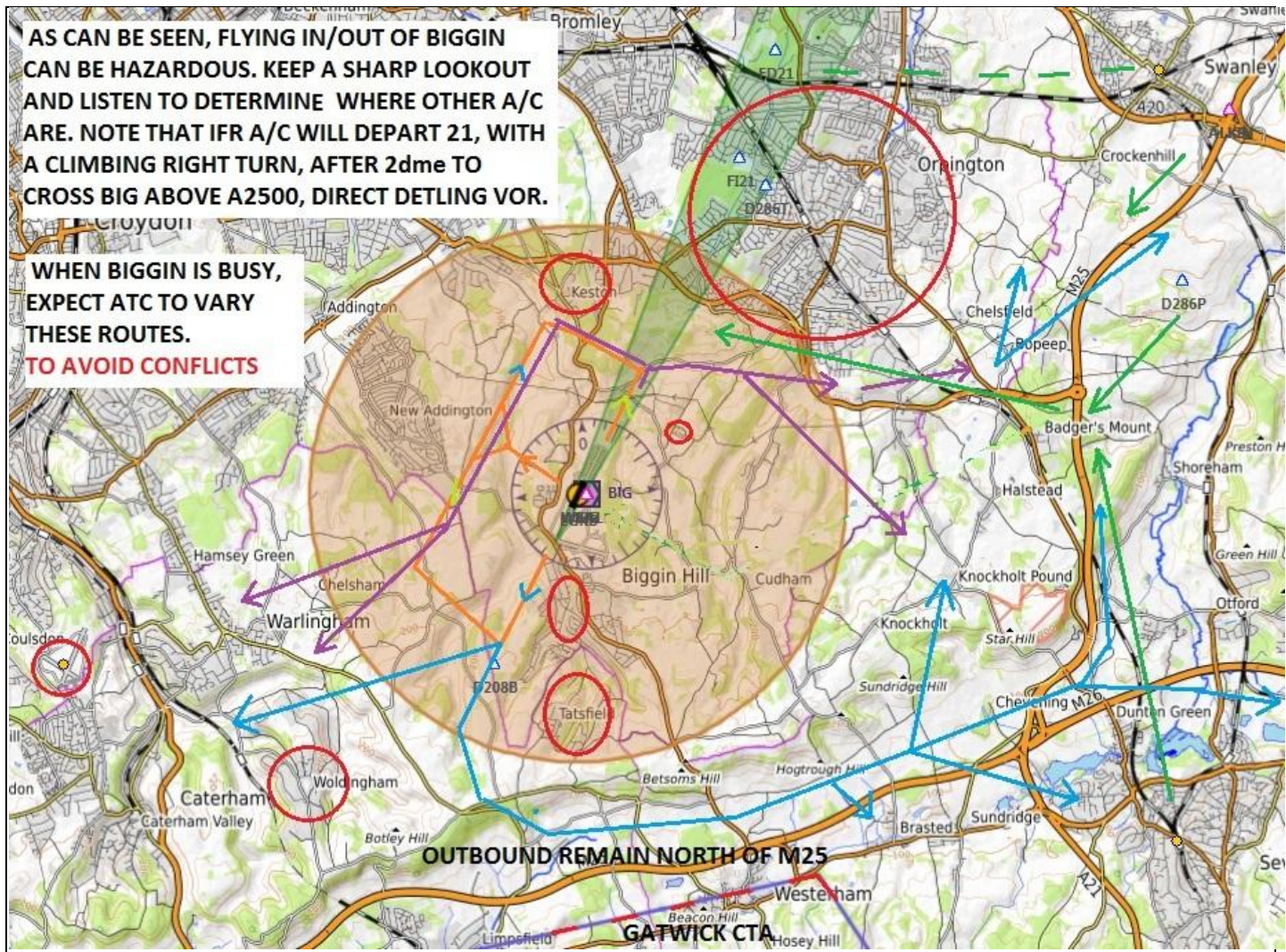
IT I WILL BE AVAILABLE IN A NEW POSITION SOON, AS WILL BE THE NEW HANGER.

EXPECT MOST A/C TO/FROM THE NEW HANGER TO USE FOXTROT CHARLIE AND ALPHA.

Note THERE ARE NO LONGER VFR DEAD SIDE JOINS, INBOUND VIA ALKIN OR BADGERS MOUNT, AS INSTRUCTED.

AS CAN BE SEEN, FLYING IN/OUT OF BIGGIN CAN BE HAZARDOUS. KEEP A SHARP LOOKOUT AND LISTEN TO DETERMINE WHERE OTHER A/C ARE. NOTE THAT IFR A/C WILL DEPART 21, WITH A CLIMBING RIGHT TURN, AFTER 2dme TO CROSS BIG ABOVE A2500, DIRECT DETLING VOR.

WHEN BIGGIN IS BUSY, EXPECT ATC TO VARY THESE ROUTES. TO AVOID CONFLICTS



**PILOTS:** PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.  
NOT TO BE USED FOR REAL WORLD OPERATIONS