



BIGGIN HILL PILOT BRIEFING

EGKB

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Chapter 1 Scope

This document is designed for members flying into or out of Biggin Hill on a virtual network. This document should never be adopted for real world use. This document has been created using information from real world sources, however it is in no means intended as a real world replacement for any official procedures of documentation set out by any of these real word sources.

Chapter 2 Overview of Biggin Hill

Biggin Hill is a small airport located in the town of Biggin Hill and is situated in between Gatwick and London City. It was opened in 1917 and was a RAF defence base and during world war 2 housed the hurricanes and spitfires for the quick reaction alter, taking down over 1400 enemy aircraft during the Battle of Britain. In 1974 the airport was acquired by Bromley council and was converted to a civilian airport in May 1994. Biggin Hill is located outside of controlled airspace and the radar function has been delegated to Thames director.

Chapter 3 ATC positions

Callsign	Frequency
Biggin Tower	134.805
Biggin Approach	129.405
City Director	128.025
Thames Direction	132.700

Biggin approach is only able to provide a basic service or a procedural service, arriving aircraft wishing to be vectored should make up their call to Thames director who will vector the aircraft to final. It should be noted that if the aircraft is outside of controlled airspace then Thames director will not always clear you to enter controlled airspace, as talking to Thames director means the aircraft is automatically cleared to enter controlled airspace via radar vectors. Aircraft being vectored by Thames director inside of controlled airspace will not be cleared to leave controlled airspace and departures from Biggin Hill entering controlled airspace will not be cleared to enter controlled airspace, as it is automatically assumed that this is the case.

Chapter 4 Noise abatement procedures

4.1 IFR Departures

4.1.1 Runway 21 Departures

On departure the aircraft IAS should be limited to V2+25 Kts and no more than 185 knots until passing overhead BIG eastbound to allow the aircraft to achieve the best practical angle of climb whilst keeping the thrust to the minimum required for an expeditious departure

After rotation the runway track should be maintained accurately

On crossing the upwind end of runway 21, an immediate right turn should be commenced to track 220 degrees in order to avoid residential housing located at Norheads Farm. A right turn should be commenced promptly at BIG 1DME in order to route back over the airfield on track towards DET. Speed in excess of 185 knots will result in a radius of turn which exceeds the designated track limits and may therefore result in a track violation. In strong south/southwesterly winds, particular attention should be given to the radius of turn

In order to safely maintain the relatively low speed mandated by the noise abatement procedures and dependant upon aircraft type, consideration should be given to delaying flap retraction until passing BIG outbound at or above 2100 feet in order to ensure a sufficiently tight radius of turn is achievable

The procedure is designed to prevent unnecessary overflight of the built up areas lying to the north of the airport. Pilots should pay particular attention to avoiding overflight of these areas. Achieving the correct radius of turn is therefor essential

Additionally, an altitude limit violation will occur if the noise monitor at Norheads Farm is overflown below 1000 feet or the BIG is overflown below 2100 feet

4.1.2 Runway 03 Departures

On departure speed should be restricted to V2+25 knots and no more than 185 knots until at or above 2100 feet in order to achieve the best practical angle of climb whilst keeping thrust to the minimum required at low level

Following rotation, runway track should be maintained accurately. Upon reaching BIG 1DME aircraft should commence an immediate right turn to track 120 degrees to intercept DET radial 275 to DET in accordance with the SDR

In order to safely maintain the relatively low speeds required by this procedure and dependent upon aircraft type, consideration should be given to delaying flap retraction until at or above 2100 feet in order to ensure a sufficiently tight radius of turn is achieved

The procedure is designed to prevent unnecessary overflight of the built up areas lying to the north of the airport. Pilots should pay particular attention to avoiding overflight of these areas. Excessive speed on departure or failure to commence a right turn immediately upon reaching BIG 1 DME will likely result in a track violation

Additionally, a limit violation will occur if the noise monitor at Milking Lane Farm is overflown below 1000 feet or if 2100 feet is not achieved after 5 track miles.

4.2 VFR departures

The areas of Keston, Downe, Farnborough and Orpington should not be overflown unless necessary to fulfil ATC instructions

4.2.1 Runway 21 Departures

All departing aircraft are required to turn right after passing the aerodrome boundary on heading 220 degrees

Aircraft departing to the west via Kenley should continue to 1 nm, before turning right and setting course, avoiding the villages of Woldingham and Warlingham

Aircraft departing to the east or northeast via Sevenoaks or Swanley should continue to 2 nm before turning left and tracking to the southeast, remaining south of Tatsfield Village. A useful visual reference for the turn is to remain south of the Tatsfield golf course

Once an aircraft has left the ATZ, it should not re-enter the ATZ without the 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 northeast.

Departures to the east should use caution as there may be numerous aircraft joining from the east

4.2.2 Runway 03 Departures

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

Aircraft departing to the west via Kenley are to make a left turn en-route to leave the ATZ

Aircraft departing east or southeast via Sevenoaks or northeast via Swanley are to leave the ATZ enroute. Pilots should use caution as there may be numerous VFR aircraft joining from the east

Aircraft departing to the north shall continue en-route but avoid overflying the noise sensitive areas of Orpington and Chelsfield. Pilots should expect an early frequency change to the next agency as a result of the close proximity of London Heathrow and London City CTAs

All pilots must in all cases avoid overflight of the residential areas to the north and east, especially Keston, Farnborough, Orpington and Downe

4.2.3 Visual Circuits

All circuits are conducted to the west of the aerodrome. Overflight of the following noise sensitive areas should be avoided, unless necessary to fulfil and ATC instruction such as to extend downwind for spacing: Keston Village, the Leavesdon Estate and Leaves Green.

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

Chapter 5 Low visibility procedures

Low Visibility Procedures shall come into force when either of the following conditions is met:

The meteorological visibility falls below 1000 metres and is forecast to fall to below 500 metres

During low visibility procedures pilots will make runway vacating reports. In order to safeguard the glide slope antenna array, no aircraft may pass holding point D2 if an aircraft is established on the ILS. Pilots should be instructed to hold at D2 where clearance and releases can be obtained; once the traffic on the ILS has landed departure traffic may then route to depart from D1.

If unable to be observed visually, pilots may be asked to report when:

- Beginning taxi

- Crossing a holding point and vacating (e.g. when crossing runway 29/11)
- Commencing take off roll
- Airborne
- Passing Overhead – if departing from RWY 21
- Landed
- Vacated

Chapter 6 Preferential runway

The preferential runway at Biggin Hill is runway 21 when the runway is dry and the tailwind component is less than 5 knots

Chapter 7 Types of approaches

Only runway 21 has an instrument approach available which is a VOR ILS DME approach.

7.1 VOR ILS DME

Aircraft being vectored will be vectored by Thames Director. Aircraft requesting a procedural approach shall contact Biggin Approach, however the procedural approach will not normally be given when Thames Director is online.

7.2 Circle to Land Runway 03

Aircraft will be vectored to establish on the localiser for runway 21, when the aircraft is visual with the runway they will break right to enter the left hand downwind for runway 03. Aircraft will then be asked to report final runway 03.

Chapter 8 SDRs

When being cleared, aircraft will be issued after departure instructions, these instructions should be read back in full. Aircraft shall request start up and they will be informed by ATC of which departure route to expect. Aircraft will usually be issued with ATC clearance approaching the runway holding point.

Runway 21: “this is a standard... departure with a right hand turn out after 1 mile routing through the biggin overhead inbound DET, climb to altitude ... squawk ...”

Runway 03: “This is a standard ... departure with a right hand turn out after 1 mile routing inbound DET climb to altitude Squawk ...”

Departure to	Designator	Via	Route
North	BPK2 (Brookmans park)	L10/N601	DET – N601 – BPK
Northeast	DAGGA 2	M604	DET – M604 - DAGGA
Southeast	DVR 2 (Dover)	L0/L10/Q70	DET – L6 – DVR/DET – Q70 VABIK
South and Southwest	LYD 2 (Lydd)	M189	DET – LYD
West	CPT 2 (Compton)	Q63	DET – N601 – BPK – HEN – CPT

Note 1: Departures from runway 21, follow Noise Abatement Procedure turning right to pass overhead BIG VOR at 2400 feet

Note 2: Departures from runway 03, after Noise Abatement, turn right to intercept DET VOR radial 275 to DET

Note 3: When established on DET VOR radial 275, not above 2500 feet until 9 DME DET, then to 4 DME DET at 4000 feet

Note 4: For positioning flights to London Luton/London Stansted, follow BPK 2 SDR to BPK then join BANVA 1L, at altitude as directed by ATC

Note 5 (DAGGA 2 only): Cross DET VOR/DME fix 012 degrees at 7nm at 5000 feet

Chapter 9 VRPs

Three main Visual reference points are used at Biggin Hill, Sevenoaks to the Southeast, Kenley gliding club to the West, and Swanley to the northeast. If pilots are flying VFR to Gatwick then it is important that they route via Kenley and expect clearance to enter the Gatwick control zone via Buckland or Dorking. If you intend to route via the Gatwick control zone then it is advantageous to let ATC know so that they can coordinate with Gatwick to ensure you can transit their zone.

Chapter 10 STARs

The STARs for Biggin Hill are shared by London City however, Biggin Hill has its own transition

Initial Waypoint	Final Waypoint	STAR
JACKO	OSVEV	OSVEV1J (transition)
GODLU	OSVEV	OSVEV1G (transition)
SAM	GODLU	SAM1C
KATHY	GODLU	KATHY1C
NEVIL	GODLU	NEVIL1C
AVANT	GODLU	AVANT1C
BEDEK	GODLU	BEDEK1C
SILVA	JACKO	SILVA1C
XAMAN	JACKO	XAMAN1C
SUMUM	JACKO	SUMUM1C
HON	JACKO	HON1C
MCT	JACKO	JACKO1M
LISTO	JACKO	LISTO1C
XAMAN	GODLU	XAMAN1X
SUMUM	GODLU	SUMUM1X
KONAN	GODLU	KONAN1C
SOVAT	GODLU	SOVAT1C

10.1 In air holds

The main holds used are the ATPEV holds which can be either left hand or right hand holds. Therefore it is important to listen to the ATC holding instruction which will either be ATPEV left hand or ATPEV right hand

10.2 Expected track mileage

OSVEV1G: between 24.5 and 49.8 track miles

OSVEG1J: between 66.6 and 50.4 track miles