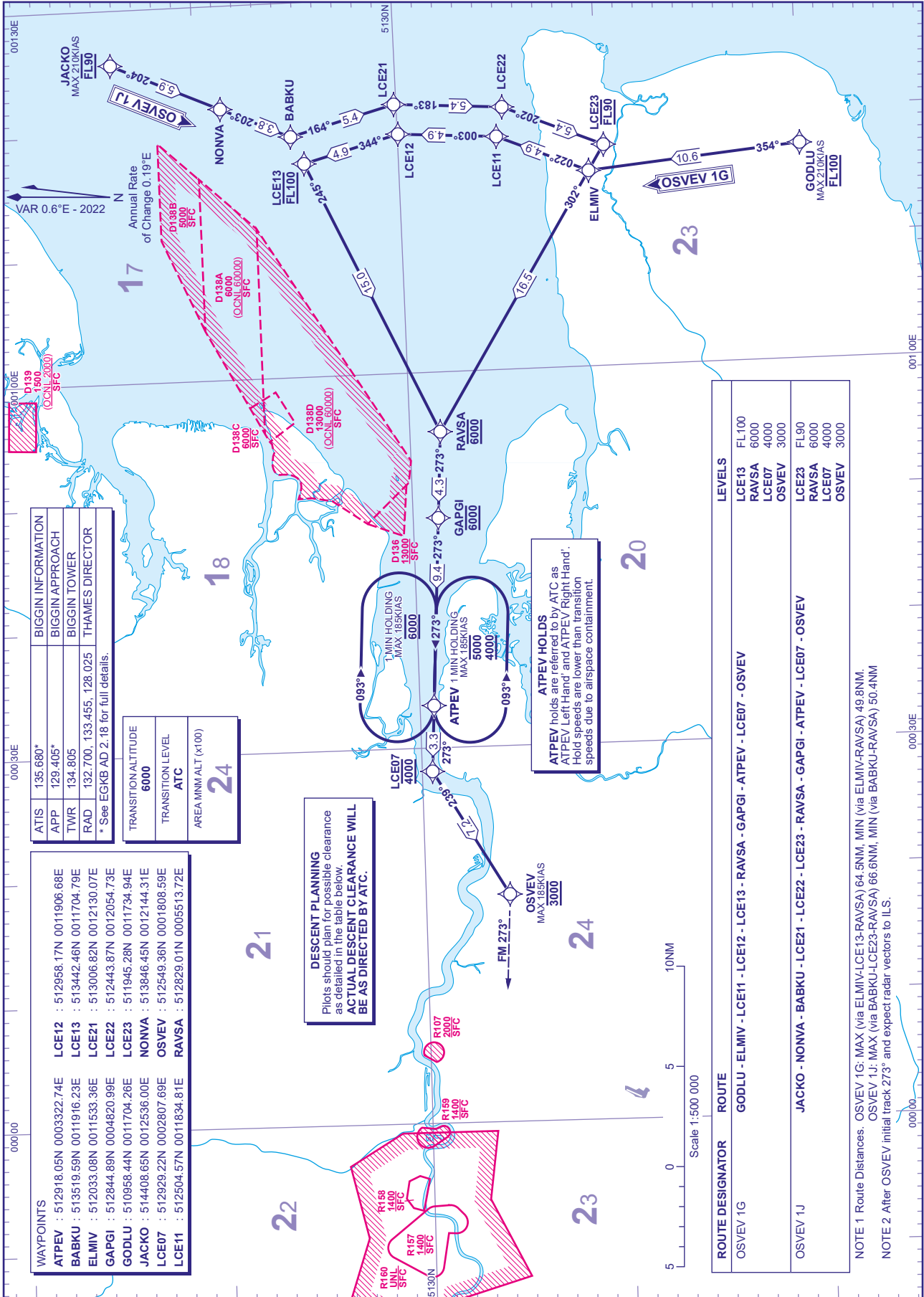


RNAV1 (DME/DME or GNSS)
APPROACH TRANSITIONS CHART -
INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

BIGGIN HILL
RWY 21
OSVEV 1G 1J



ATIS	135.680*	BIGGIN INFORMATION
APP	129.405*	BIGGIN APPROACH
TWR	134.805	BIGGIN TOWER
RAD	132.700, 133.455, 128.025	THAMES DIRECTOR

* See EGKB AD 2.18 for full details.

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MIN ALT (x100)	24

WAYPOINTS	
ATPEV	: 512918.59N 0003322.74E
BABKU	: 513519.59N 0011916.23E
ELMIV	: 512033.08N 0011533.36E
GAPGI	: 512844.89N 0004820.99E
GODLU	: 510958.44N 0011704.26E
JACKO	: 514408.65N 0012536.00E
LCE07	: 512929.22N 0002807.69E
LCE11	: 512504.57N 0011834.81E
LCE12	: 512958.17N 0011906.68E
LCE13	: 513442.46N 0011730.79E
LCE21	: 513006.82N 0012130.07E
LCE22	: 512443.87N 0012054.73E
LCE23	: 511945.28N 0011734.94E
NONVA	: 513846.45N 0012144.31E
OSVEV	: 512549.36N 0001808.59E
RAWSA	: 512829.01N 0005513.72E

DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ATPEV HOLDS
ATPEV holds are referred to by ATC as 'ATPEV Left Hand' and 'ATPEV Right Hand'.
Hold speeds are lower than transition speeds due to airspace containment.

ROUTE DESIGNATOR	ROUTE	LEVELS
OSVEV 1G	GODLU - ELMIV - LCE11 - LCE12 - LCE13 - RAWSA - GAPGI - ATPEV - LCE07 - OSVEV	LCE13 FL100 RAWSA 6000 LCE07 4000 OSVEV 3000
OSVEV 1J	JACKO - NONVA - BABKU - LCE21 - LCE22 - LCE23 - RAWSA - GAPGI - ATPEV - LCE07 - OSVEV	LCE23 FL90 RAWSA 6000 LCE07 4000 OSVEV 3000

NOTE 1 Route Distances. OSVEV 1G: MAX (via ELMIV-LCE13-RAWSA) 64.5NM, MIN (via ELMIV-RAWSA) 49.8NM.
OSVEV 1J: MAX (via BABKU-LCE23-RAWSA) 66.6NM, MIN (via BABKU-RAWSA) 50.4NM
NOTE 2 After OSVEV initial track 273° and expect radar vectors to ILS.