There are two distinct groups of users of the airport and each group uses different flight routes. Close to the Airport, light aircraft, mostly engaged in training, do circuits passing down the West side of the airfield (see Plans B and C below). Aircraft flying on these circuits 1600ft above sea level / 1000 ft above ground level, and the routes followed depend upon which runway is in use and the prevailing wind, since aircraft must take off and land into the wind. When departing from the airfield, they will follow the diagram set out below in Plan A, designed to avoid built up, noise-sensitive areas and the Oaklands School in Biggin Hill Village.

The second group of airport users are those generally arriving and departing from further afield, usually via the higher altitude airways. These aircraft generally approach using the Airport’s instrument landing system (ILS). This is a radio beam on line with the main runway and directed out to the North East of the airfield for arriving aircraft to follow to touchdown. These are illustrated on the diagram overleaf.
The main arrival and departure routes for aircraft using Biggin Hill Airport

The unbroken line shows the standard routes currently being flown. For safety reasons, aircraft usually take-off to the south-west, these routes are shown in purple.

The routes followed when aircraft arrive from the north-east are in green.

The bar, on routes currently in use, shows the point at which all departing aircraft will have reached a height of 3,000 ft, Biggin Hill Air Traffic Controllers hand over the aircraft to National Air Traffic Servces.

Notes
I. The line represents the nominal centre line of the route, however, aircraft cannot follow lines as a train runs on a track. Variations in aircraft types, navigation equipment, weather and piloting techniques result in aircraft being dispersed about the nominal lines.
II. It is not an offence for the pilot to vary from his track of diverted and/or approved by air traffic control.
III. Aircraft may join the instrument landing system approach from the North-East at any point along the track.
IV. These flight paths have been in place since the 1960’s. In 1980 the main approach path from the North East became more defined when a navigation aid was installed by the CAA, and the accuracy of the flight path was further increased in 1988, when Bromley Council installed the present Instrument Landing System (ILS) on the airfield. There are no proposals to change these flight paths.