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Figure 7: Proposed RNAV GNSS IAP – Runway 03

This, in turn, allows the aircraft to maintain 3000ft amsl for this 'Direct Arrival' portion of the procedure which keeps the aircraft within CAS (base 2500ft amsl) so that LBHA arrivals are not vectored to avoid itinerant transit traffic – the intentions of which are unknown - operating in the uncontrolled (Class G) airspace below 2500ft amsl. Consequently, the track can be very predictable and therefore repeatable. Furthermore, at 3,000ft amsl a typical business jet in clean configuration would be audibly imperceptible from the ground.

- 4.2.3. In order to avoid other routes in the LTMA used by LHR, LCY, London Southend, London Stansted and London Luton, the preferred track from ALKIN would be via the LBHA overhead. However, this would mean direct overflight of significant residential areas such as Orpington and Farnborough. Whereas the type of aircraft flying this IAP are inherently quiet, the opportunity has been taken to route east and south of the Orpington conurbation over relatively open countryside by introducing a turning waypoint designated ARR01 (the designation of this and other similarly-designated positions may change later) positioned overhead the M25 Junction 4; the minor increase in track distance occasioned by introducing this 'dog-leg' is considered acceptable when compared with the reduction in overflight and reduction in potential disturbance to densely populated suburban areas. From ALKIN to overhead LBHA (waypoint ARR 02) the aircraft maintains 3000ft amsl.
- 4.2.4. Subsequently, the aircraft continues on the same westerly track to a waypoint currently designated ARR03 where the aircraft turns south-westerly. The purpose of this leg is to provide some displacement to the west of LBHA so that the aircraft has enough space to turn onto final approach and descend without the procedure becoming 'rushed', possibly resulting in an unstable approach. Until the turn at ARR03, the aircraft will have been